

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  8 July 2020
<b>SUBJECT:</b>	<b>DUNHEVED ROADS AREA – OBJECTIONS TO THE PROPOSED EXTENSION OF THE NORTH PERMIT ZONE</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (Job Share)</b>
<b>WARDS:</b>	<b>West Thornton</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<p>This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> <li>• Croydon Local Plan – Feb 2018</li> <li>• Local Implementation Plan 3; Section 2 Croydon Transport Objectives</li> <li>• Croydon’s Community Strategy; Priority Areas 1, 2, 3 &amp; 4</li> <li>• The Croydon Plan 2<sup>nd</sup> Deposit; T4, T7, T35, T36, T42 and T43</li> <li>• Croydon Corporate Plan 2015 – 18</li> <li>• Croydon Parking Policy 2019 – 22; Section 2</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL IMPACT:</b>	
These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> Not a Key Decision	
<b>1. RECOMMENDATIONS</b>	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration that the Cabinet Member:	
1.1	Consider the response received to the formal consultation to extending the existing Croydon Controlled Parking Zone (North Permit Zone) into Dunheved Roads North, South, West and Close and Sharland Close with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.
1.2	Make a minor adjustment to the existing disabled bays and loading bay in Dunheved Road South as shown on Plan PD – 421b.
1.3	Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone (North Permit Zone) into the Dunheved Roads area as shown on drawing number PD – 421a.

1.4 Inform the objector of the above decision.

## **2. EXECUTIVE SUMMARY**

- 2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (North Permit Zone) into the Dunheved Roads area with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) bays and single yellow lines operating from 9am to 5pm, Monday to Saturday.
- 2.2 The outcome of the informal consultation was reported to this Committee at its meeting on 16 October 2019, where it was agreed to proceed to a formal consultation on the making of Traffic Management Orders to introduce the proposed scheme.
- 2.3 On 12 March 2020 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.1 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share)

## **3. BACKGROUND**

- 3.1 The Dunheved Roads area formed part of the proposed Keston Road area extension of the North Permit Zone with 8am to 8pm, Monday to Sunday controls matching existing controls in the nearby Sutherland Road area. Occupiers in this area were consulted in the summer of 2018 and although the majority in the area voted for 8am to 8pm controls it was less clear in the Dunheved Roads area.
- 3.2 A petition was received from the Croydon Mosque as part of the formal consultation process for the introduction of 8am to 8pm, Monday to Sunday parking controls in the Dunheved Roads area requesting that the times should be amended to 9am to 5pm, Monday to Saturday. This followed a concern from the mosque that the longer controls would adversely affect activities that mainly take place during the evenings and at weekends. A Ward Councillor and Council Officer met with the mosque on 24 June 2019 to discuss their concerns and find a potential solution.
- 3.3 In July 2019, 279 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a Frequently Asked Questions factsheet and a questionnaire were sent to occupiers in Dunheved Roads North, West, South and Close and Sharland Close. A total of 47 questionnaires were returned, representing a 17% response rate. Although this is a lower response rate than usual for an exercise of this type there are reasons for this. There are a large number of HMOs (houses of multiple occupation) where residents are not living on a long term basis and therefore less likely to be affected by parking issues. The blocks of flats in the centre of this area all have adequate off-street parking and residents are therefore less likely to be concerned by on-

street parking issues and a high proportion of the single dwellings which have off-street parking residents of which may also not be affected by the on-street parking situation.

3.4 The table 1 below shows in detail the responses from the returned questionnaire.

<b>Name</b>	<b>No. of households</b>	<b>No. of responses (% response)</b>	<b>Mon - Sat, 9am - 5pm (%)</b>	<b>Mon - Sun, 8am - 8pm (%)</b>
Dunheved Rd North	83	7 (8%)	4 (57%)	3 (43%)
Dunheved Rd West	48	13 (27%)	11 (85%)	2 (15%)
Dunheved Rd South	76	15 (20%)	15 (100%)	0 (0%)
Dunheved Close	27	10 (37%)	7 (70%)	3 (30%)
Sharland Close	45	2 (4%)	1 (50%)	1 (50%)
<b>TOTAL</b>	<b>279</b>	<b>47 (17%)</b>	<b>38 (81%)</b>	<b>9 (19%)</b>

3.5 Overall, the majority of respondents 38 (81%) indicated that they were in favour of Monday to Saturday, 9am to 5pm controls.

#### **4. OBJECTION, RESPONSE & REQUEST**

##### **Objection**

4.1 Only one objection to the proposals was received for a resident of the area. The objection is on two grounds:

4.1.1 The Dunheveds did not vote in favour of a CPZ. They voted against parking controls and if the Council are introducing controls in roads where the vote was 'no', then this should have been mentioned in the consultation letter.

4.1.2 We were led to believe that there would be free parking within the scheme. There are a high proportion of elderly residents in this area who rely on carers and these should be catered for in the proposals.

##### **4.2 Response**

4.2.1 The results from the Dunheved Roads area when the original consultation took place in the summer of 2018 was even with 50% of returned questionnaires indicating that they want parking controls and with an equal split between 9am to 5pm, Monday to Saturday and 8am to 8pm controls.

4.2.2 Table 2 below shows the result to the original consultation in the summer of 2018 to controls in this area:

Street Name	No. of responses	Are you in favour of a CPZ?				What are your preferred hours?			
		Yes		No		Mon-Sat 9am - 5pm		Mon-Sun 8am-8pm	
Dunheved Close	8	3	38%	5	63%	1	33%	2	67%
Dunheved Rd Nth	6	5	83%	1	17%	3	60%	2	40%
Dunheved Rd Sth	5	2	40%	3	60%			2	100%
Dunheved Rd West	6	3	50%	3	50%	2	67%	1	33%
Sharland Close	3	1	33%	2	67%	1	100%		
<b>Totals</b>	<b>28</b>	<b>14</b>	<b>50%</b>	<b>14</b>	<b>50%</b>	<b>7</b>	<b>50%</b>	<b>7</b>	<b>50%</b>

4.2.3 For the whole Keston Road area including the Dunheved Roads area 57% of returned questionnaires indicated a positive response to parking controls. The Frequently Asked Questions sheet included in the consultation documents makes it clear that if the majority of responses in a road / area show that there is no support for parking controls then a scheme would not be progressed. As the Dunheved Roads area showed a 50% support but the surrounding area a higher level of support, a decision was made to implement controls in the whole area to reduce parking stress and ensure safety and access in the area.

4.2.4 In any event, responses to consultations form part of the information taken into consideration when deciding whether or not to introduce parking controls. The Council is required to also take into account:

- the desirability of securing and maintaining reasonable access to premises.
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- the national air quality strategy.
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- any other matters appearing to the Council to be relevant.

4.2.5 There were no proposals to introduce free parking and this would be difficult within a shared-use Permit / Paid for scheme where free parking could reduce the available spaces for permit holders. Neighbourhood Care Permits are available for registered carers who are undertaking visits across the Borough. Visitor permits using the Pay by Phone method of payment are available to residents and up to 60 half day permits can be purchased per year. The scheme operates between 9am and 5pm, Monday to Saturday and most carers should be able to minimise the cost of parking by using a combination of Pay by Phone (current rate proposed is 50p per 30 minutes) and Visitor Permits if parking is required during the controls.

### **Request**

4.3 A request has been received within the formal consultation period from the Croydon Mosque to make a minor amendment to the disabled and loading bays alongside the Mosque in Dunheved Road South. The request is to relocate the

loading bay to a position close to Sharland Close and it is proposed that the loading bay and Disabled bays should be swapped as shown in Plan \*\*\*.

## **5 CONSULTATION**

- 5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.
- 5.2 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

## **6 FINANCIAL CONSIDERATIONS**

There is a revenue budget of £50k for CPZ undertakings and £50k for Footway Parking and Disabled Bays, from which these commitments if approved will be funded. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would remain £50k un-allocated to be utilised in 2020/2021.

## 6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2020/21	2021/22	2022/23	2023/24
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	100	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	28	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	72	0	0	0
<b><u>Capital Budget available</u></b>				
Expenditure	0	0	0	0
<b>Effect of Decision from report</b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	0	0	0	0

## 6.2 The effect of the decision

6.2.1 The cost of introducing parking controls in the Dunheved Roads area has been estimated at £28,000. This includes the supply and installation of signs, lines, the introduction of the Pay by Phone system and a contribution towards the legal costs.

6.2.2 These costs can be contained within the available revenue budgets for 2020/21.

## 6.3 Risks

6.3.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements

## 6.4 Options

6.4.1 The alternative option would be 8am to 8pm, Monday to Sunday controls, but this was rejected by the majority of occupiers in the Dunheved Roads area.

## 6.5 Savings/ future efficiencies

6.5.1 Introducing parking controls in this area would result in income from permits, Pay by Phone payments and from Penalty Charge Notices.

6.6 Approved by: Felicia Wright, Head of Finance Place

## **7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

7.1 Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.

7.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.

7.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- the desirability of securing and maintaining reasonable access to premises.
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- the national air quality strategy.
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- any other matters appearing to the Council to be relevant.

7.4 Recent High Court judgment confirms that the Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

7.5 Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance & Deputy Monitoring Officer.

## **8. HUMAN RESOURCES IMPACT**

8.1 Enforcement of extended parking controls will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

8.2 Approved by: Jennifer Sankar, Head of Human Resources.

## **9. EQUALITIES IMPACT**

9.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

## **10. ENVIRONMENTAL IMPACT**

10.1 There are no environmental impacts arising from this report.

## **11. CRIME AND DISORDER REDUCTION IMPACT**

11.1 There are no crime and disorder reduction impacts from this report.

## **12. REASONS FOR RECOMMENDATIONS**

12.1 The recommendation is not to proceed with the proposed scheme as there isn't widespread support for the scheme among residents of Bynes Road.

## **13. OPTIONS CONSIDERED AND REJECTED**

13.1 An alternative option is to introduce the parking controls. Residents broadly do not support the proposal, clearly they are happy with the current availability of parking spaces.

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### **BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972**