

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 4 July 2018
SUBJECT:	THE CROYDON PEDESTRIANISED SCHOOL ZONE – CONSIDERATIONS AND PROPOSED EXTENSION
LEAD OFFICER:	Shifa Mustafa Executive Director – Place Andy Opie – Director of Safety Sarah Randall – Head of Parking Services
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	Coulsdon Town and South Norwood
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>This report is in accordance with objectives to improve the safety of and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • Croydon Local Plan – Nov 2015 • Local Implementation Plan 2; 2.8 Transport Objectives • Croydon’s Community Strategy 2013-18; Priority Areas 1, 2 & 3 • Croydon Corporate Plan 2015 – 18 <p>www.croydonobservatory.org/strategies/</p>	
<p>AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS:</p> <p>The council is committed to ensuring all the residents can live in a safe and clean borough. This is about providing better quality air; it is about ensuring that roads are safe; and is about creating a more sustainable environment for everyone to live and grow in.</p> <p>This report considers how we respond to the challenges set out by the administration including:</p> <ul style="list-style-type: none"> • Introducing Pedestrianised Zones outside schools affected by illegal, dangerous and inconsiderate parking. • Improve safety for children, parents, guardians and residents during school term time. • Ensure that these policy initiatives are embedded within the developing Transport Vision. <p>The borough is growing rapidly and there is a need to take responsible action in response to the needs of Croydon. This paper acknowledges that there are challenges in making these changes and sets out our response to these challenges.</p>	

The council is committed to environmentally friendly forms of travel including bike, tram and walking but it is also committed to reducing the number of short car journeys and to encourage more use of environmentally friendly cars. It is with these commitments in mind that the decisions are taken.

FINANCIAL IMPACT:

The cost of implementing the proposal is £200,253, of which £141,000 has been provided from LIP funding from financial year 2017/18 with the balance being funded from Parking Services Enforcement revenue budget.

FORWARD PLAN KEY DECISION REFERENCE NO.:

This is Not a key decision

RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider carefully the objections received in response to the Coulsdon, Woodcote Primary School and South Norwood, Heavers Farm Primary School and St Chad's Catholic Primary School Pedestrian Zone Pilot Schemes consultation exercise and the officer comments in response to the objections within this report.
- 1.2 Agree that the Director of Safety be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) as to:
- 1.3 Implement the permanent introduction of the Croydon Pedestrianised Zone at the Coulsdon, Woodcote Primary School, encompassing the following roads as shown in appendix C:
 - Dunsfold Rise
 - Meadow Rise
 - Fairfield Way
- 1.4 Implement the permanent introduction of the Croydon Pedestrianised Zone at Heavers Farm Primary School and St Chad's Catholic Primary School, South Norwood, encompassing roads as shown in appendix C
 - Dinsdale Gardens
 - Alverston Gardens
- 1.5 Officers to inform the objectors and those who responded in support of the decision

2. Executive Summary

- 2.1 The council has to consider how best to look after all the people who live and work in the borough. With a population of nearly 400,000 people this is often complicated and needs considered responses to the issues that arise. There has been a number of responses to the proposals around different localities and we have considered these setting out our responses below. It is important to acknowledge that local people have taken the time to provide their views and for these to be given due consideration.
- 2.2 It is a commitment of the administration in Croydon to improve air quality and to take actions that will improve the environment. There is also a commitment to making Croydon safer and providing all young people with the best opportunities to succeed. We want successful schools, pupils that are positive and healthy and we want to be considerate to all residents. The schemes that we have implemented and would look to implement in other places across the borough are in line with the commitments made and are making a positive difference to the schools and the environment around them.
- 2.3 Croydon has responsibility for over 90 primary schools, for which Parking Services assist in ensuring a safe road environment for children and all other school visitors. Traffic protection is provided through zig-zag controls outside school entrance/exits and is supported by other parking restrictions within the road. Concern over dangerous and inconsiderate parking within these roads has grown significantly over the years, which has led to increased requests for enforcement. Parking Services have responded by designating a Civil Enforcement Officer/s to these 'hot spot' areas to undertake enforcement action as well as providing advice to motorists failing to comply with the parking regulations. However, these actions have not impacted on or sustained any perceivable change or improvement in how people are using vehicles around schools.
- 2.4 Many roads outside schools cannot sustain the level of traffic now using them and Civil Enforcement Officers cannot attend all schools every day. These on-going safety concerns led to Parking Services being asked by Woodcote Primary School, Coulsdon and Heavers Farm Primary School and St Chad's Catholic Primary School, South Norwood to look at various options to improve safety.
- 2.5 Having considered various options the agreed approach was to introduce ANPR cameras at the entrance of the road/s, which form either a horseshoe of roads or a cul-de-sac and ensure a fair and consistent approach to enforcement. We worked with all three schools and residents within the pilot scheme to ensure that the need for access could be maintained, whilst at the same time encouraging parents to use other methods of transport, other than the car to take children to school. All three schools in the pilot have 75% of new admissions living within 20 minutes walking distance from the school.
- 2.6 Having reviewed the schemes and worked with the local schools to understand the impact we are recommending the implementation of a permanent scheme/s at the above locations. The safety and environmental benefits, makes the case for their continuation very strong and also provides the evidence and feedback to recognise the value of extending these

schemes to other parts of the borough. In addition they have also created a positive impact for local residents who have complained of dangerous and inconsiderate parking, in particular across crossovers.

3. Detail

3.1 Background

3.1.1 Croydon Council supports and promotes Active travel by foot, cycle or public transport and believes where possible these should be the primary methods of traveling to school. Concerns have been raised by various schools across the borough as well as by parents, residents, the Police and Ward Councillors about:

- The level of traffic especially within proximity to schools
- Dangerous parking during school drop off and collection times, and;
- Potential danger to children and other road users within these roads.

The “school run” results in significant traffic chaos at many school locations across the borough and their surrounding areas.

3.1.2 Croydon Council has studied various options to improve this situation and consider the most effective solution is to introduce, where appropriate, Pedestrian Zones at schools across the borough. Using a CCTV smart car, which can only enforce the school Zigzag and has a limited impact on changing behaviour other than when the Civil Enforcement Officer (CEO) is at the location. These actions are therefore not having a long term effect on how people drive and park at schools. The proposals support the Council’s Active travel and Sustainable transport initiatives. This initiative encourages parents to walk and to choose other active modes of transport such as cycling or use of public transport. The anticipation is that for those who continue to drive parking behaviours will slowly change and become generally more considerate due to having to leave the vehicle and ‘Park and Stride’.

3.1.3 It is considered likely that as well as promoting safety and a healthy life style this scheme also addresses the issue of clean air and pollution. The council has set out ambitious plans to tackle air quality in its 5 year Air Quality Action Plan. This includes targeted action to improve air quality around schools such as reducing idling vehicles, encouraging more sustainable forms of travel, planting trees and other green infrastructure, encouraging schools to join the TfL STARS accredited travel planning programme, installing monitoring equipment in schools and carrying out air quality audits. The pedestrian zones therefore will complement the bold and ambitious plans that Croydon Council have set out.

3.2 The Pilot Schemes

3.2.1 The decision to include both Woodcote Primary School, Coulsdon and Heavers Farm Primary School and St Chad's Catholic Primary School, South Norwood was in response to requests from parents, residents, teachers, police and ward councillors to tackle the traffic and parking issues being experienced during the school drop-off and pick-up times. These on-going requests and complaints led to the Head of Parking Services, Place Directorate being given authority via delegated decision 0917PL to:

1. Give notice and make the necessary Experimental Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended)
2. To introduce Pedestrian Zone Pilot Schemes at these three school locations.
3. Undertake a formal consultation and consideration of any objections that may be received.
4. Note that any material objections received on the giving of public notice would be reported to Traffic Management Advisory Committee for Members' consideration.

3.3 The Experimental Traffic Order

3.3.1 In implementing the Pedestrian Zone scheme the decision was taken to introduce the pilot scheme under an Experimental Traffic Order. This enabled the council to proceed with certain actions on the basis:

- The scheme could be started with consultation taking place alongside its introduction so that implementation would be quicker and residents would be consulted on the real impact as opposed to a predicted one.
- An experimental order stays in force for a maximum of 18 months while the effects are monitored and assessed.
- Changes can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary, before the Council decides whether to continue with the changes brought in by the experimental order on a permanent basis.

3.3.2 An experimental order is like a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow line etc. The Order can also be used to change the way existing restrictions function.

The Order is made under Section 9 and 10 of the Road Traffic Regulation Act 1984.

3.3.3 There are guidelines to how an experimental order works: It is not possible to lodge a formal objection to an experimental traffic regulation order until it is in force. Once it is in force, objections may be made to the order before being made

permanent and these must be made within six months of the day that the experimental order comes into force.

If feedback or an objection is received during the period that suggests an immediate change to the experiment is needed that change can be considered and, if appropriate made, and the experiment can continue.

If the experimental order is changed, then objections may be made within six months of the day that the experimental order is changed.

3.4 Consultation

3.4.1 The legal process requires that formal consultation takes place in the form of Public Notices which were published on 23rd August 2017 in the London Gazette and the Croydon Guardian. Although it is not a legal requirement this Council also fixes street notices to lamp columns near the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.

Feedback from the Public Notices are detailed in Section 5.1 of this report.

3.4.2 The Police, Fire Brigade and Ambulance Service have been consulted and have confirmed that they have no concerns with the scheme. Official bodies such as, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. No objections were received from any of the above bodies.

3.4.3 Once the notices have been published the public has 6 months to comment or object to the proposals, between 4th September 2017 until 3rd March 2018. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received will be reported back to this Committee for a recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned. In this case a report has been submitted to Committee. The objectors are then informed of the decision.

3.5 Woodcote Primary, Heavers Farm Primary and St Chad's Catholic Primary School Pedestrian Zones

3.5.1 The scheme around the schools has been important in addressing the concerns raised and importantly has made a genuine impact on car usage around the schools. The pedestrian zone restricts unauthorised vehicles from entering the restricted road/zone during term-time between specified days and times. The schemes went live on 4th September 2017, initially with Warning Notices issued for the first month, with live Penalty Charge Notices issued commencing 5th October 2017

All schemes operate on the following days and times:

- Monday to Friday, 8am to 9.30am and 2.30pm to 4pm at Woodcote Primary
- Monday to Friday, 8am to 9.30am and 2.00pm to 4pm at Heavers Farm and St Chad's Primary schools

3.5.2 However, there are exemptions to the restriction which include:

- A pedal cycle or a security vehicle or a vehicle bearing a livery which is used by a universal service provider and a universal postal service
- A statutory Undertakers vehicle
- Any vehicle when used in the service of a local authority in pursuance of statutory powers or a vehicle being used for ambulance, fire brigade or police purposes
- Anything done with the permission or at the direction of a police constable in uniform
- Valid permit holder: Permits are limited to residents in the prescribed roads, to school representatives, and parents with dispensation as determined by the school, and SEN vehicles.

3.5.3 ANPR enforcement cameras are mounted on lamp columns, supported by Traffic Enforcement Camera signs, as detailed below. Appendix B shows a copy of the signage used:

Coulsdon:

- One ANPR camera at the junction of Meadow View and the other positioned on Fairfield Way at the junction of Woodcote Grove Road.

South Norwood:

- Two ANPR cameras are sited on Selhurst Road.

3.5.4 The cameras record traffic contraventions during the prescribed days and hours. CCTV Enforcement Officers monitor the recordings and issue Penalty Charge Notices to the registered keeper of a vehicle found to be in contravention of the regulations. A CCTV Penalty Charge Notice is £130, discounted to £65 if paid within 14 days.

4. Feedback from the Schools

In order to understand the impact of the schemes we have been engaging with the schools. They are daily witnesses to the operation of the scheme and we wanted to understand how the scheme has impacted pupils as well as local residents and the schools themselves. The response to the scheme from the schools has been positive.

Woodcote Primary School board of governors reported:

'Since the introduction of the pedestrian zone it is noticeable how much safer the school road is at drop off and pick up times, without many vehicles travelling down the road and poor parking making travel unsafe for the children. We had concerns that punctuality would become an issue, but when this same period is compared to last year the percentage of lateness has reduced slightly. We are aware that we have a range of views from our families with many very supportive of the scheme as it makes the school road safer, but it is also causing increased difficulties for some families due to timings for work and walking a greater distance with many small children for example. We continue to receive regular concerns from residents and families around road safety and parking concerns, but these seem to have spread to the neighbouring roads now. We try to encourage our families to adhere to safe road measures, and to be good role models for the children, but this is not always the case. There has been an increase in administration of tasks linked to the zone for the school, but we have found the response from the Councils school parking service to be both helpful and prompt. We are pleased to hear that other measures are being considered to improve local pedestrian travel such as an additional pelican crossing.

We can say that the positive impact appears, not surprisingly, in the Meadow Rise/Dunsfold Rise area and it is clearly much quieter at the beginning and end of the day. This is particularly noticeable and helpful at the end of the school day when students are leaving at the front of the school and there is much less traffic for the students to worry about as they exit the gate. Because of the pilot, there has very clearly been a distinct decrease in the number of parents dropping students off and picking them up and this has resulted in a considerable increase in the number of students using public transport.'

Heavers Farm Primary School head teacher reported:

'Since the implementation of Croydon council School pilot scheme, we have noticed a significant decrease in cars that drive and park up the road. The residents have mentioned that the street has become quieter during the "school run" periods and it is now much safer for both parents and children to walk up the road. There were some concerns that this new scheme may increase lateness however this does not appear to be the case, and as a matter of fact we have seen a slight decline in pupil lateness this could be as result of the scheme as parents showing up earlier in order to avoid fines. Furthermore, we have observed that more pupils are now using other modes of transport such as buses, cycling, walking and carpooling.

Despite the overall positives we have seen from this, there has been some complaints from residents that the scheme has pushed traffic into the outer roads causing traffic build up. If the council is going to make the scheme permanent perhaps they should consider the effect on the neighbouring roads. With all things considered the effects of the scheme has been overall positive to the school and we would welcome a continuation'.

5. Feedback from the Public Notice

5.1.1 The Public Notice for the schemes appeared in the London Gazette and Croydon Guardian on 23rd August 2017.

To ensure that residents were made aware of the statutory consultation and their right to object, officers arranged the putting up of public notices on lamp columns in every street in the areas.

In addition the council works with the schools to send out a letter informing parents of the proposed changes to access prior to the schemes introduction.

The Council wrote to emergency services and public bodies which is usual practice and a regulatory requirement when carrying out a statutory consultation. No objections were received.

Information regarding the statutory consultation and how to make a representation was also contained within the public notices and on the Council website.

5.1.2 Representations have been received via the Public Notice commenting on, objecting to or supporting the scheme. Each representation was considered, and officers have determined which responses constituted a relevant objection. The table below shows the number of responses received categorised by address, location of scheme, detailing objections to the scheme, or support.

5.1.3 Of the 27 responses received, 22 were from Coulsdon of which 3 were in favour of making the scheme permanent. 19 were opposed to the scheme.

3 responses were received from South Norwood of which 1 was in favour of making the scheme permanent, 2 were opposed to the scheme

2 further responses were received both in favour of making the scheme permanent but neither response stated which scheme they were referring to.

The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce a permanent order for pedestrian zones in Dunsfold Rise, Fairfield Way, Meadow Rise, Coulsdon and Dinsdale Gardens and Alverston Gardens, South Norwood. The current scheme is restricted to access for these areas to permit holders only between the hours of 8:00am – 9:30am and 2:30pm – 4pm Monday to Friday.

Public Notice Responses

No.	Address	Zone Location	In Favour or Objector	Reason	Who
1	Dunsfold Rise,	Coulsdon	In Favour	Reduction in safety issues	Resident

2	Dunsfold Rise	Coulsdon	In Favour	Reduction in people parking on driveways	Resident
3	Woodcote Grove	Coulsdon	Objector	Increase in Traffic	Resident
4	The Vale	Coulsdon	In Favour	Scheme has made roads safer	Resident
5	Not provided	Coulsdon	Objector	Driveways constantly Blocked	Resident
6	Not provided	Coulsdon	Objector	Traffic has been moved to surrounding roads	Resident/Parent
7	Grove Wood Hill	Coulsdon	Objector	Scheme has moved traffic to his road	Resident
8	The Horseshoe Coulsdon	Coulsdon	Objector	increased traffic/increase safety concerns	Resident
9	Not provided	Coulsdon	Objector	Increase in Traffic	Business owner
10	Woodcote Grove Road Coulsdon	Coulsdon	Objector	increased Parking in the roads	Resident
11	Warwick Road, Coulsdon	Coulsdon	Objector	Safety Concerns	Resident
12	Not provided	Coulsdon	Objector	Increase in Traffic	Resident
13	The Vale	Coulsdon	Objector	increased parking in the roads	Resident
14	Woodcote Grove Road /Smitham Bottom Lane	Coulsdon	Objector	increased Parking in the roads	Visitor to resident
15	The Vale	Coulsdon	Objector	Obstructing driveways	Resident
16	Not provided	Coulsdon	Objector	Increased traffic	Resident
17	Dunsfold Rise	Coulsdon	Objector	Obstructing driveways	Resident
18	The Vale	Coulsdon	Objector	Obstructing driveways	Resident
19	Not provided	Coulsdon	Objector	Safety issues	Resident

20	Not provided	Coulsdon	Objector	Creates increase in Traffic and safety issues in surrounding areas	Parent
21	Not provided	Coulsdon	Objector	Safety issues	Parent
22	Selhurst Road	South Norwood	Objector	inconvenience to the resident	Resident
23	Not provided	South Norwood	In Favour	Safer roads	Parent
24	Tennison Road	South Norwood	Objector	Creates increase in Traffic and safety issues in surrounding areas	Resident
25	Not Provided	Not Provided	In Favour	Much less traffic and quieter roads	Visitor
26	Not Provided	Not Provided	In Favour	Recommend it for other areas	Not Stated
27	Not Provided	Coulsdon	Objector	Safety issues, displacement and inconvenience to residents	Chris Philp MP

N.B. It should be noted that a questionnaire was distributed in Coulsdon, which the council understand was produced by a local activist group and issued to residents within the Woodcote Primary School area. The way that this was presented may have created the false impression that the questionnaire had been authorised or released by Croydon Council. Although the Council is under no obligation to publish these results it has decided to do so in the interests of transparency.

The questionnaire responses have been analysed and they detail 125 objections to the scheme, with 24 in support and 7 that do not know. The results are shown as Appendix A.

6. Objections and Responses

The responses received, including those in the unauthorised questionnaire raised several issues which are summarised below.

Objection 1: Process

The Council have failed to follow the correct legal process in introducing the pilot scheme.

Response:

The Woodcote School Pedestrianisation Zone scheme was introduced under an experimental Traffic Management Order that became operational on 4th September 2017.

An experimental order is like a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, controlled parking and other parking regulations indicated by double or single yellow line etc. The Order can also be used to change the way existing restrictions function

The Order is made under Sections 9 and 10 of the Road Traffic Regulation Act 1984.

It is not possible to lodge a formal objection to an experimental traffic regulation order until it is in force. Once it is in force, objections may be made to the order being made permanent and these must be made within six months of the day that the experimental order comes into force. If feedback or an objection is received during the period that suggests an immediate change to the experiment that change can be made, and the experiment can then proceed. If the experimental order is changed, then objections may be made within six months of the day that the experimental order is changed.

Objection 2: Consultation

The Council failed to consult with residents before implementing the pilot scheme.

Response:

The experimental order allows the Council to introduce the scheme alongside consultation taking place after introduction rather in advance of it.

The decision to use the experimental order process was based on road safety needs, particularly for our more vulnerable road users.

Objection 3: Traffic Congestion

Most residents opposed to the scheme have objected claiming the levels of traffic and congestion in theirs and adjoining roads have greatly increased since the scheme has been put into place, noting increased traffic congestion during the hours of enforcement.

Response:

The Council is promoting walking to school and the use of public transport, however, in some cases this is not always feasible. Clearly, some vehicle displacement will take place, however, this is spread over a wider area causing less potential parking and traffic issues than previously within

Dunsfold Rise, Meadow Rise and Fairfields Way. Any displacement parking is limited to morning and afternoon school drop-off and pick-ups during school term periods.

While some residents have experienced an increase in traffic congestion during the implementation phase and early stages of the scheme observations show that traffic congestion has steadily decreased because residents and visitors are familiarising themselves with the scheme.

We have also received several responses from residents and visitors detailing how traffic and congestion has decreased as result of the scheme and are in favour of it continuing. With every scheme we monitor impact and can consider additional actions if the need requires this.

Objection 4: Shortage of Parking Spaces

A few residents of Meadow Rise and Dunsfold Rise objected to the scheme claiming there are no longer enough parking spaces within their road in which to park. Since the scheme has gone live, several residents have noted that school staff members were the ones taking parking spaces during the day.

Response:

Prior to the scheme, Croydon Council received many complaints from parents, residents, teachers, police and ward councillors regarding the traffic and parking issues being experienced during the school drop-off and pick-up times. The parking and vehicle manoeuvring was creating increased obstruction of the road and safety concerns for children when entering and exiting the school. Therefore, the Scheme was created to:

- *Protect children, parents, guardians, residents and visitors to the school from inconsiderate parking and potential driving incidents within the roads around the school*
- *Reduce congestion in the roads*
- *Encourage the 'Park and Stride' movement to promote healthy living among children*

The intention of the scheme was not to create additional or free up parking spaces within the affected roads

Objection 5: Air Pollution

Many residents objecting to the scheme have stated that there is no evidence of improved air quality since the scheme commenced, and they have argued they are experiencing lower air quality.

Response:

Croydon Council is committed to improving air quality within its borough, hence the introduction of the Air Quality Action Plan 2017 to 2022. Not every decision taken by the Council can lead to instant improved air quality, however, evidence from the schools 'hands up' survey indicate that fewer school vehicle journeys are now taking place, which should see improvements in air quality in the immediate school environment. Foremost in introducing the scheme was the safety concerns for children when entering and exiting the roads around the school.

We will continue to encourage other means of sustainable transport, including the 'Park and Stride' movement to reduce air pollution levels and to promote healthy living among children.

Clearly, a modal shift to walking/cycling or public transport because of a safer and more attractive environment for active travel would reduce emissions, as well as improving the health of individuals.

Objection 6: Lack of Enforcement

Several residents who have completed the objections questionnaire stated that they were happy with the scheme in the first couple of weeks when officers were on site monitoring the scheme in its early days. The objectors claim that the only way the scheme can be a success, or they would support scheme is if the officers were present during the restricted times.

Response:

Initially, when the pilot schemes were introduced enforcement officers were on site to provide support and advice to parents, guardians, motorists and visitors to the area. Regrettably it is not feasible to have enforcement officers on site at every school during the restricted periods as we need to allocate resources available and within our budget levels.

The introduction of unattended CCTV cameras with an automatic number plate recognition (ANPR) facility enables us to monitor and enforce the new restrictions at schools at both drop-off and pick-up times without the need for enforcement officers being on site. This will mean that any unauthorised vehicle entering the Pedestrian Only Zone during the restricted times may be issued a Penalty Charge Notice (PCN).

Objection 7: Blocked Driveways

Several residents objecting to the scheme have reported multiple instances of driveways being blocked and not being able to exit or enter their driveways.

Response:

Parking in front of drop kerbs is not allowed. It causes obstructions to driveway access, road crossing access and both pedestrian and driver visibility. Blocking driveway and crossing access is inconvenient and selfish but obstructing visibility can be very dangerous to pedestrians and road users.

'Part 6 of the Traffic Management Act 2004 repeals section 14 and gives all local authorities in England with civil parking enforcement powers the ability to take action when a vehicle is parked alongside a dropped kerb in a Special Enforcement Area (that is, an area where parking is, in all other instances, permitted).'

In these instances, the resident should contact Croydon Parking Services help desk where a Civil Enforcement Officer can be assigned to take the appropriate enforcement action.

Objection 8: Abusive Behaviour

Several residents objecting to the scheme have reported incidents of abusive behaviour by drivers parking within the vicinity of home.

Response:

Clearly, any incident of abusive behaviour is unacceptable. Anti-social behaviour can be reported to either the Police or the Council.

If you need an emergency response, call 999.

For incidents that do not require an emergency response call the police on 101 or alternatively, visit the police safer neighbourhood team's website.

If you have been affected by anti-social behaviour, you can also contact the Council's anti-social behaviour team. In all cases the Council and the Police work together with other partner agencies to help stop anti-social behaviour.

Objection 9: One-Way Road System

Several residents have proposed a one-way road system in the pedestrianised zone roads with drop-off and pick-up points rather than the current pilot scheme

Response:

Prior to the pedestrianised zone scheme being implemented there was an informal one-way system in operation with motorists entering by Meadow Rise through Dunsford Rise and exiting by Fairfield View, although this was widely ignored by many motorists.

To introduce a permanent one-way scheme 24/7 would penalise those residents living in the affected roads based on an issue that occurs only

during school term and drop-off and pick-up times. It would also not discourage or penalise parking on school zig zag crossings.

Objection 10: Accidents and Prevention

Several residents/parents have complained of speeding vehicles within the vicinity of the school.

Response:

The speed of traffic is a matter for the Police, however, speed is a key factor in many collisions, and it is certainly a major factor in the severity of the injuries sustained in any collision.

The recent introduction of both the school pedestrianised zones and the 20mph speed limit within the area of the schools has supported improvements to road safety, particularly for our more vulnerable road users.

7. Financial Implications

7.1 Implementation and Annual Running Costs

The Capital Costs associated with implementing the Woodcote Primary School, Coulsdon and South Norwood, Heavers Farm Primary School and St Chad's Catholic Primary School ANPR Pedestrianised Zone Scheme are £144,783 and the Annual Running Costs are £55,460.

The cost of implementing the proposal is £200,253, of which £141,000 has been provided from LIP funding from financial year 2017/18 with the balance being funded from Parking Services Enforcement revenue budget.

Implementation and Annual Running Costs

No	Description	Capital Costs (£)	Annual Running Costs (£)
1.	Enforcement Officers: 4 x officers patrolled the Pedestrianised Zones and outer areas for 6 hours, per, day for 3 weeks, to provide advice and identify issues.	7,117	
2.	School Control Crossing Officer at the Woodcote School: 1 x officer, 25 hours per week for 13 weeks to ensure safety of parents and children.	12,350	
3.	Annual Administration Costs		37,958
4.	Traffic Management Order: To issue PCNs and enforce the restrictions during the duration of the temporary experimental order.	1,919	
5.	Legal Consultation: This is currently ongoing as Croydon have received two legal challenges. N.B. See Item 1 below.	7,800	
6.	Traffic Signs and Installation: Equipment and installation costs.	3,223	
7.	ANPR Cameras: 2 x cameras	88,858	
8.	Annual ANPR Camera Maintenance:		17,502
9.	Electric supply to Signage: 4 x signs	22,997	
10.	Issue of Warning Notices to Drivers:	529	
	Total Capital Costs (£)	144,793	
	Total Annual Running Costs (£)		55,460

N.B. It should be noted in the table above that Item 5: Legal Consultation is potentially a one-off cost that will not be incurred in future schemes.

7.2 Penalty Charge Notice Income

Since week commencing 2nd October 2017 to 18th May 2018, 4218 Penalty Charge Notices have been issued at Coulsdon and South Norwood. Total fine revenue received is £166,571 with £174,452 of payments outstanding.

PCNs Issued			
Location	W/C 2nd October 2017 to 18 th May 2018	Outstanding (£)	Total Paid (£)
ALVERSTON GARDENS	1017	42,443	44,844
DINSDALE GARDENS	1233	49,970	47,674
FAIRFIELD WAY	464	18,624	17,558
MEADOW RISE	1504	63,415	56,495
Total (£)	4218	174,452	166,571

8. Impact and Lessons Learnt

- 8.1 Both Woodcote Primary School, Coulsdon and Heavers Farm Primary School and St Chad's Catholic Primary School, South Norwood have reported a decrease in lateness among their students since the start of the project.

Larger numbers of authorised permit holders have been allowed into the pedestrianised zones during the restricted period, which has caused some operational issues and a higher workload for Parking Services, ANPR Camera Enforcement team.

- 8.2 Observations show, supported by objections from residents, that there has been some displacement of vehicles into the outer roads since the scheme commenced. Drivers are now driving and parking around neighbouring streets in proximity to the school.

Consideration is being given to introducing additional vehicle restrictions within those roads affected by the scheme.

Parking Design are considering introducing 7am to 7pm, Monday to Saturday restrictions along the section between Selhurst Station and the South Norwood CPZ. This would have to be incorporated into the Selhurst Stadium match day restrictions, showing the 7–7 restrictions most of the time and then 7am to midnight waiting and loading on match days.

Parking Design are also considering introducing double yellow lines in Woodcote Grove Road, Coulsdon, from between Meadow Rise and Fairfield Way. There are existing double white centre lines near Fairfield Way, so parking should not be taking place, however, only the Police can enforce this. There are some double yellow lines in Meadow Rise and Woodcote Valley Road so the council are looking to extend these.

- 8.3 Due to the schemes being implemented quickly no vehicle, before and after, occupancy surveys were undertaken prior to the scheme or after installation.

- 8.4 Heavers Farm Primary School have undertaken a 'hands up' survey on travel to school, the details for which are in the table below. The 'hands up' survey that took place shows a sizeable reduction in car use, which is welcome.

Once the other schools have undertaken the 'hands up' survey this will provide useful comparison between last years' data, pre the pedestrianised zone scheme, and the current pilot scheme.

Column 1 in the table below shows the method of travel to school, Column 2 shows the % method of travel to school after the implementation of the pedestrianised zone, Column 3 shows the % method of travel to school prior to the implementation of the pedestrianised zone.

Heavers Farm Primary School:

Pupils %

	Whole School Pupil and Staff 2017/2018 08/05/2018	Annual School Travel HUS 16/05/2017
Active travel	65%	53%
Walking	42%	35%
Scooting	14%	10%
Buggy	0%	0%
Cycling	9%	8%
Public transport	9%	14%
Rail/Overground	0%	1%
Tube	0%	0%
DLR	0%	0%
Tram	0%	0%
Public bus	8%	13%
School bus/Taxi	0%	0%
River	0%	0%
Car	26%	34%
Car/Motorcycle	17%	23%
Car share	2%	3%
Park and stride	8%	7%

Pupil numbers:

9. ANPR Schools Pedestrianised Zone Policy

- 9.1. It is the council's intention to introduce pedestrian zones to address parking issues outside schools in other parts of the Borough. The importance of addressing air quality, reducing short car journeys and addressing safety concerns means the schemes are important for our overall commitment to a better and healthier environment.
- 9.2 However, before further schemes are introduced consideration needs to be given to the criterion that are to be applied when agreeing how and where they are implemented. It is proposed that the council develop a school pedestrian one implementation policy that will be based on the experiences of the pilot schemes and other similar schemes operating elsewhere in London.

Future exemptions to the restrictions may include:

- A pedal cycle or a security vehicle or a vehicle bearing a livery which is used by a universal service provider and a universal postal service
- A statutory Undertakers vehicle

	Whole School Pupil and Staff 2017/2018 08/05/2018	Annual School Travel HUS 16/05/2017
Active travel	449	363
Walking	289	239
Scooting	97	66
Buggy	3	1
Cycling	60	57
Public transport	60	93
Rail/Overground	3	5
Tube	0	1
DLR	0	0
Tram	2	1
Public bus	55	86
School bus/Taxi	0	0
River	0	0
Car	181	231
Car/Motorcycle	114	160
Car share	13	20
Park and stride	54	51

- Any vehicle when used in the service of a local authority in pursuance of statutory powers or a vehicle being used for ambulance, fire brigade or police purposes
- Anything done with the permission or at the direction of a police constable in uniform

- Valid permit holder (Permits are limited to residents in the prescribed roads, to school representatives and SEN vehicles).

- 9.3 The intention is to only look to implement future schemes at locations where there is evidence of dangerous parking issues and where the introduction of the scheme is logistically and practically possible; and where the schools in question support the proposal. A financial assessment will be made for each Pedestrianised Zone request and funding identified where appropriate to implement the scheme. Future sites will also be required to manage the permit requests and the additional workload this presents
- 9.4 Schools will likely to be required to make a commitment in terms of both working towards greater STARS (Sustainable Travel: Active, Responsible, Safe) accreditation. STARS is TfL's accreditation scheme for London schools and nurseries. STARS inspires young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.
- 9.5 Enforcement will take place both morning and afternoon throughout term time without exception. Any Penalty Charge Notices issued will need to be appealed through the standard Council representation process regardless of the situation or circumstance surrounding them.

10. Industry Recognition

- 10.1 Parking Services have been recognised by its peers within the parking industry for its innovative work in delivering the School Pedestrianised Zone schemes at schools across the borough. These include:
- a. Two British Parking Association Awards (2018)
 - b. Short listed for the London Road Safety Award (2018)

11. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 11.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) 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. The

Council must also have regard to such matters as the effect on the amenities of any locality affected.

- 11.2 The Council has complied with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered by the members before a final decision is made.

Approved by: Sandra Herbert Head of Litigation and Corporate for and on behalf of Jacqueline Harris-Baker Director of Law, Monitoring Officer and Council Solicitor.

12. HUMAN RESOURCES IMPACT

- 12.1 Confirming the current experimental order in the school pilot zones will require increased enforcement duties by CCTV Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

13. EQUALITIES IMPACT

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

14. ENVIRONMENTAL AND DESIGN IMPACT

- 14.1 Parking schemes are designed so that the signing is kept to a minimum to reduce the environmental impact. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

15. CRIME AND DISORDER REDUCTION IMPACT

- 15.1 There is not a crime and disorder reduction impact in this report.

16. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 16.1 The council has reviewed and tried various options to reduce parking stress and improve safety around schools. The pedestrian zone pilots have been successful as outlined throughout the report so the recommendation is to make these sites permanent.

17. OPTIONS CONSIDERED AND REJECTED

- 17.1 An alternative option is not to introduce the pedestrianised zone. This could have a detrimental effect on students, parents and residents in that they would continue to suffer with parking issues in relation to obstruction, road safety and traffic flow problems.

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