

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 January 2020
SUBJECT:	ALBERT ROAD (PART) & ELDON PARK – RESULTS OF INFORMAL CONSULTATION ON A POSSIBLE EXTENSION OF THE SOUTH NORWOOD CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Muhammad Ali, Cabinet Member for Sustainable Croydon
WARDS:	South Norwood
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance 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"> • Croydon Local Plan Feb 2018 • The Local Implementation Plan 3; Section 2 Croydon Transport Objectives • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Our Corporate Plan for Croydon 2018 – 22 • Health and Wellbeing Strategy • www.croydonobservatory.org/strategies/ <p>Croydon’s Parking Policy 2019 – 2022, sets out that parking schemes are introduced in accordance with the Road Traffic Regulations Act 1984, including having regard to the desirability of securing and maintaining reasonable access to amenities and to the National Air Quality Strategy.</p>	
FINANCIAL IMPACT:	
These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon to:	
1.1	Consider the responses received to the informal consultation on the proposed introduction of a Controlled Parking Zone (CPZ) in Albert Road (part) and Eldon Park Area.
1.2	Agree to proceed to the formal consultation stage for a proposal to extend the South Norwood CPZ into the section of Albert Road from the existing boundary

by Coventry Road to its junction with Eldon Park, as illustrated on drawing number PD-405a.

- 1.3 If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the possible extension of the South Norwood CPZ into Albert Road (part) and Eldon Park.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage with a proposal to extend parking controls into the section of Albert Road, from the existing South Norwood CPZ boundary near Coventry Road to its junction with Eldon Park only, as illustrated on drawing No. PD-405a.
- 2.3 On 16 November 2020 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Sustainable Croydon determined that it was appropriate to refer consideration of the matters detailed paragraph 2.2 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Sustainable Croydon.

3 DETAIL

- 3.1 An informal consultation was carried out on 13 October 2020 in Albert Road (from Coventry Road to Eldon Park) and Eldon Park, as a direct response to a petition received from residents of Albert Road (from Coventry Road to Eldon Park), requesting that the Council introduce a controlled parking scheme to address the parking concerns in the area.
- 3.2 A letter, map of the consultation area, Frequently Asked Questions factsheet and questionnaire were delivered by Royal Mail, to every property in the consultation area. In this document the council provided all the relevant information relating to parking controls, including costs and asked a series of questions.
- 3.3 The Council tries to make it easy and convenient for everyone to respond by providing a postage paid return envelope. The results below are compiled to show the individual responses from each household and business to determine the views expressed by the locals. The analysis of the questionnaire and comments also helps the council to ensure that the design of a proposed zone most accurately reflects the desires of the community, be it week day only zone, controls on Saturday, or even 7-day controls.
- 3.4 The informal consultation area included Albert Road (from the existing South Norwood CPZ boundary by Coventry Road to Eldon Park) and Eldon Park. The informal consultation ended on 6 November 2020.

- 3.5 The results of this consultation have been analysed, both for the overall area and on a street-by-street basis. When examining the results, the council has taken into account the response rate, the level of support and whether the streets involved would form a coherent zone area. The council tries to ensure that zone boundaries are clear so that any confusion can be avoided.
- 3.6 This enabled the Council to accurately define the area where there is support for the introduction of controls and the area where there is not.
- 3.7 The residents have been assured that the responses received remain confidential and are not available for individual scrutiny. The responses received have helped the council to decide whether a scheme should be introduced and how it will operate.
- 3.8 The introduction of parking controls in one street often results in displacement parking problems in adjacent streets, as motorists may move their cars to the nearest road where parking is unrestricted. Consequently, the Council will consult over a wider area than that in which there are known to be current parking difficulties.
- 3.9 For parking controls to be introduced, the council has taken into account the views of residents and businesses. However, customer feedback is not the single deciding factor. All relevant factors will be considered before arriving at a decision.
- 3.10 CPZs are introduced under the Road Traffic Regulation Act 1984 and require legal traffic management orders (TMO), which designate the permitted parking places and yellow line waiting restrictions. The Council will undertake a consultation with statutory consultees, advertise the proposals in the local press and have regard to any objections before making the orders.
- 3.11 The complete process, from consultation to zone implementation, generally takes between six and twelve months. The process takes time as once a final scheme has been designed and approved, the council is required to consult the police and emergency services about our proposals, advertise and make the TMO, manufacture and install parking signs, as well as install road markings.
- 3.12 After a new zone has been operational for at least twelve months, the council will carry a review consultation to find out if the controls are working effectively.
- 3.13 Residents and businesses will be informed of the results of the informal consultation exercise and the decision made by the Cabinet Member by letter. Updates on each consultation and a copy of the committee report detailing the results can always be found on the Council's website.

4 Consultation results

- 4.1 Consultees were requested to register their “Yes/No” preference votes, with the operational hours of 9am to 5pm Monday to Saturday matching the controls in the existing South Norwood zone bordering the consultation area.
- 4.2 A total of 123 questionnaires were delivered by Royal mail and 23 completed questionnaires were returned, representing a 19% response rate, which is to be expected for an informal consultation exercise of this type.
- 4.3 Table 1 below, shows the number of properties in both roads and the total number of returns received.

Table 1 – Response Rate per Street

Street Name	Number of Properties	Responses Received	Response Rate
Albert Road (Coventry Road to Eldon Park)	39	9	23%
Eldon Park	84	14	17%
TOTAL:	123	23	19%

- 4.4 Table 2 below shows responses in detail in both roads.

Table 2: Answer to Questionnaire

Are you in favour of a Controlled Parking Zone?						
Street Name	Responses Received		Yes		No	
Albert Road (CPZ boundary to Eldon Park)	39	23%	6	67%	3	33%
Eldon Park	14	17%	3	21%	11	79%
TOTAL:	123	19%	9	7%	14	11%

- 4.5 Table 2 above, shows 67% of the respondents from Albert Road were in favour of the introduction of a CPZ in their street. The remaining 33% of the respondents did not support the introduction of parking controls. Due to the parking stress experienced by residents and the need 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, it is proposed to proceed to a formal consultation with detailed design in Albert Road (from the existing South Norwood CPZ boundary by Coventry Road to the junction of Eldon Park) as illustrated on drawing No. PD-414.
- 4.6 Residents who live closer to the existing South Norwood CPZ are affected by the overspill that often results in displacement parking problems in adjacent streets, as commuters and other motorists may move their cars to the nearest road where parking is unrestricted.
- 4.7 The other street affected by the overspill is Eldon Park, however, only 17% responded to the consultation and of those, 79% have voted against any CPZ scheme. The reason the majority of Eldon Park residents do not support the introduction of parking controls could be because there are a large number of flats of which the majority have access to their own off street parking areas. The residents who do park on the Eldon Park seem to park either before or after commuters, therefore do not seem to be affected by the overspill.
- 4.8 The introduction of a new CPZ requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (Croydon Guardian). Although not a legal requirement, this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- 4.9 Official bodies such as the Fire Brigade, The Pedestrian Association, Age UK and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.
- 4.10 Once the notices have been published, the public has 21 days to comment or object to the proposals. If no relevant objections are received, the Traffic Management Order may then be made. Any relevant objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee for consideration and onward recommendation to the Cabinet Member for Environment, Transport and Regeneration.

5 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. It is proposed that, subject to formal consultation (public notice), this scheme will be implemented in 2021/2022.

5.1 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
<u>Revenue Budget available</u>				
Expenditure	100	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	4.5	0	0
Income	0	0	0	0
Remaining Budget	0	0	0	0
<u>Capital Budget available</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	0	0	0	0

5.2 The effect of the decision

5.2.1 The cost of introducing controlled parking into part of Albert Road has been estimated at £4500. This includes the supply and installation of signs, lines and a contribution towards the legal costs.

5.2.2 These costs can be contained within the available revenue budgets for 2021/22.

5.2.3 It is anticipated that the costs of introducing the CPZ scheme will be offset by income generated from residents parking permits, PCN income and Pay by Phone. Revenue costs for Enforcement Officers will be contained within the existing parking budget. The scheme will payback within a year of its implementation.

5.3 Risks

5.3.1 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 parking 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.

5.4 Options

- 5.4.1 An alternative option is to introduce a Residents Only parking scheme. Virtually all permit schemes in the borough are Shared-Use with "Pay by Phone" Ringo users and this offers the greatest flexibility for drivers who may be visitors to residents and businesses in the area.

5.5 Savings/ future efficiencies

- 5.5.1 If controlled parking is introduced future income will be generated from the purchase of resident/business permits, paid for parking (Pay by Phone), together with the revenue generated from the enforcement of these controls, through the issue of Penalty Charge Notices (PCN). Therefore, new CPZ schemes (which are now introduced without Pay and Display machines), have typically been proven to be self-financing usually within the first year of introduction.

Approved by: Geetha Blood, Finance Manager, Place

6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance 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.
- 6.2 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.
- 6.3 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.

6.4 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. The Council needs to comply 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 before a final decision is made.

6.5 It should be noted that two reports were presented to Members by the Chief Finance Office on 11 November 2020 and 2 December 2020 were issued under of the Local Government Finance Act 1988 section 114(3). A prohibition period of up to 21 days follows each notice during which the Council is not permitted to incur any new expenditure without the prior approval of the Council's Chief Finance Officer.

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

7. HUMAN RESOURCES IMPACT

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

Approved by: Jennifer Sankar, Head of Human Resources.

8. CUSTOMER IMPACT

8.1 The proposed introduction of parking controls into part of Albert Road and is in response to support from local residents for a parking scheme.

- 8.2 Occupiers of all residential and business premises in the area were consulted to ensure that all those potentially affected by the proposals were given the opportunity to give their views. Parking controls are only introduced in the area where the majority of residents are in favour of a scheme. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' and businesses' views of the work carried out by the Borough.

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 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.

11. CRIME AND DISORDER REDUCTION IMPACT

- 11.1 The fact that uniformed Civil Enforcement Officers will be regularly patrolling the area should have a deterrent effect on crime.

12. REASONS FOR RECOMMENDATIONS

- 12.1 The Council recommends to introduce a new controlled parking scheme in the road listed in paragraph 1.2. Therefore the Council proposes to issue a public notice of the Traffic Management Order of the proposed scheme and, subject to no objections received, to make the necessary Traffic Management Order. It is considered that parking controls will improve parking conditions for residents and visitors whilst improving safety and access.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 The alternative option would be not to proceed with publication of the public notice and formal consultation but this would not accord with the expressed preference of the majority of those who responded to this informal consultation.

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APPENDICES:

Consultation Documents