

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 20 OCTOBER 2014
AGENDA ITEM:	7
SUBJECT:	TUGELA ROAD AREA PROPOSED EXTENSION OF THE CROYDON CPZ (EAST OUTER PERMIT ZONE) RESULTS OF CONSULTATION
LEAD OFFICER:	Jo Negrini, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Selhurst
CORPORATE PRIORITY/POLICY CONTEXT: This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none">• The Croydon Plan; Transport Chapter.• The Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6• Croydon Corporate Plan 2013 – 15• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they: 1.1 Consider the results of the consultation and objections received in response to the public notice on the proposal to extend the Croydon CPZ (East Outer Permit Zone) into the Tugela Road area. 1.2 Agree to extend the Croydon CPZ (East Outer Permit Zone) into Burdett Road as shown on Drawing No. PD – 247.	

- 1.3 Authorise the General Manager of Infrastructure, Parking Services to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
- 1.4 Inform the respondents and consultees of the decision.
- 1.5 It is recommended that the Cabinet Member for Transport and Environment agree to Recommendations 1.1, 1.2, 1.3 and 1.4 above.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the consultation and public notice on the proposal to extend the Croydon Controlled Parking Zone (East Outer Permit Zone) into the Tugela Road area comprising Tugela Road, Northcote Road, Burdett Road, Sydenham Road (part) Owen Close, Beaconsfield Road, Guildford Road, The Crescent and Saracen Close.
- 2.2 It is recommended to extend controlled parking into Burdett Road only.

3 DETAIL

- 3.1 On 8 October 2013, having considered a petition from local residents, the Traffic Management Cabinet Committee authorised the extension of the Croydon Controlled Parking Zone (East Outer Permit Zone) into Tugela Road and the surrounding area, as shown Drawing No. PD – 191 (minute A51/13 refers). It was agreed to extend the East Outer Permit Zone due to the high parking stress in the area which borders the existing zone and is within a 5 to 10 minute walk of West Croydon and Selhurst Stations and 15 minutes from East Croydon Station.
- 3.2 The statutory consultation commenced on Tuesday, 15 July 2014 when 498 sets of consultation documents comprising a letter, drawings, factsheet, questionnaire and Public Notice were hand-delivered to addresses within the proposed extension area. Included in each set was a post-paid envelope for return of the questionnaire. The document is attached as an appendix to this report. The consultation ran for just over four weeks to Friday, 15 August 2014.
- 3.3 To simplify the consultation and expedite the process, both informal (questionnaires) and formal (public notice) consultations were conducted simultaneously. Consultees were requested to register their “Yes/No” preference votes on the questionnaire and invited to submit a separate formal written representation, if they so wished. However, feedback from each part of the consultation was to be considered separately, using relevant criteria as appropriate.

4 CONSULTATION

- 4.1 Over the 4 week consultation period a total of 161 questionnaires were received, representing a 32% response rate. Table 1 shows the results and returns for the individual roads.

4.2 TABLE 1 – Results of the Questionnaire

Road Name	Number of Consultees	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Beaconsfield Rd	60	31	52%	7	23%
Burdett Rd	28	17	61%	9	53%
Guildford Rd	80	30	38%	2	7%
Northcote Rd	115	30	26%	4	13%
Owen Close	16	2	13%	1	50%
Saracen Close	17	9	53%	2	22%
Selhurst Rd	10	1	10%	0	0%
Sydenham Rd	42	8	13%	3	38%
The Crescent	79	15	19%	8	53%
Tugela Rd	38	17	45%	7	41%
Totals	498	161	32%	43	27%

- 4.3 The results show that both Burdett Road and The Crescent residents that responded are in favour of parking controls. However, the response rate for The Crescent is low at 19% and Saracen Close, accessed from The Crescent, are opposed to a scheme being put in place (only 22% voted in favour). The overall response rate of 32% for is high for an exercise of this type.
- 4.4 Appendix A includes a summary of the comments and Appendix B responses to the two petitions, circular and 13 individual objections that were received to the formal consultation (public notice).
- 4.5 The purpose of this report is to consider the questionnaire returns and comments and objections from the public following the Public Notice. Once the questionnaires and notices were delivered residents and the general public had up to 28 days to respond.
- 4.6 The legal process required that formal consultation take 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, Croydon also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 4.7 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators were consulted separately at the same time as the public notice. Other organisations are consulted depending on the relevance of the proposals.

4.8 The responses are considered to demonstrate the parking stress suffered by residents of Burdett Road (which in turn creates traffic management issues with drivers trying to find spaces) such that it is proposed to extend the Croydon CPZ into the road as shown on Drawing No PD – 247.

5 FINANCIAL CONSIDERATIONS

The capital spend is to come out of the LIP (local Implementation Plan) budget allocation of £40k for the current financial year. 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 this funding would be fully utilised.

1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2014/15 £'000	M.T.F.S – 3 year Forecast		
		2015/16 £'000	2016/17 £'000	2017/18 £'000
<u>Revenue Budget available</u>				
Expenditure	0	70	70	70
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>0</u>	<u>70</u>	<u>70</u>	<u>70</u>
<u>Capital Budget available</u>				
Expenditure	40	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	20	0	0	0
Remaining Budget	<u>20</u>	<u>0</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

2.1 The cost of extending controlled parking into Burdett Road has been estimated at £19,600. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.

2.2 This cost can be contained within the available capital budget for Controlled Parking Schemes under the Local Implementation Plan (LIP) projects for 2014/15.

3 Risks

- 3.1 There is a risk that the final cost will exceed the estimate. However, this work is allowed for in the current budget.
- 3.2 If controlled parking is introduced future income will be generated from Pay & Display takings and permit sales, together with enforcement of these controls through vehicle removals and Penalty Charge Notices. CPZ schemes have proven to be self-financing usually within 4 years of introduction.

4 Options

- 4.1 The alternative option is not to introduce the parking controls. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction, road safety and traffic flow problems.

5 Savings/ future efficiencies

- 5.1 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.
- 5.2 Approved by: Graham Oliver Finance Business Partner D&E.

6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Part IV of the Road Traffic Regulation Act 1984 (as amended) states that the objective of authorising orders to provide parking, is to relieve or prevent the congestion of traffic on roads in their area.
- 6.2 To introduce controlled parking in the areas proposed in this report it will be necessary to make Traffic Management Orders (TMOs) under the provisions of the Road Traffic Regulation Act 1984 (as amended).
- 6.3 The Council will 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 written representations are considered in detail in this report. Oral representations will also be considered by the Committee in accordance with the procedure rules. This procedure will be followed before the TMO's are made.
- 6.4 Approved by: Gabriel MacGregor, Head of Corporate Law (for and on behalf of the Council Solicitor and 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.
- 7.2 Approved by: Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive department.

8. CUSTOMER IMPACT

- 8.1 The proposed extension of the Croydon CPZ (East Outer Permit Zone) into Burdett Road is in response to known parking stress and support from local residents for controlled parking. 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 There are no such considerations arising from this report.

12. REASONS FOR RECOMMENDATIONS

- 12.1 The recommendations are to extend the Croydon CPZ (East Outer Permit Zone) into Burdett Road following a positive response to a consultation exercise. Parking controls will improve parking conditions for residents and visitors whilst improving safety and access.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 Consideration was given to extend parking controls into The Crescent where 53% of residents that responded voted in favour of a scheme. However, the response rate was low at 19% and residents of Saracen Close were strongly against parking controls hence the proposal to extend the CPZ only in Burdett Road.

REPORT AUTHOR / CONTACT OFFICER

David Wakeling, Traffic Design Manager
Infrastructure, Traffic Design, 020 8726 6000
(Ext. 88229)

BACKGROUND DOCUMENTS:

None

APPENDIX A – Comments from the questionnaire

1 Included in the questionnaire was a comments box for respondents to respond in writing on the proposals. A summary of these comments is included in the tables below with Table 2 showing comments for residents voting in favour of parking controls and Table 3 those against.

2 **TABLE 2 – Comments from residents voting in favour of the scheme**

	Comment	No. of Comments
1	Commuters and other non-residents causing the problems	12
2	Parking has deteriorated since the CPZ was introduced into neighbouring roads	5
3	Querying disabled bay and dropped kerb in Tugela Rd	3
4	Suffer from obstruction to driveway	2
5	Would like to be able to park in side roads	1
6	Concerned about emergency service access in the road due to double parking	1
7	Would prefer residents' only parking bays	1
8	Will stop residents placing bins in the road to reserve spaces	1
9	Permits should be free for residents	1
10	Permit charges are reasonable	1
11	Need to park close to home	1

3 **TABLE 3 – Comments from residents voting against the scheme**

	Comment	No. of Comments
1	Should not have to pay to park outside home	20
2	Cost of permits is too high	18
3	No problems with parking in the area	15
4	Money making scheme	13
5	There will be fewer spaces with the scheme	10

6	Scheme will not guarantee parking spaces	6
7	Main problem during the evening after the controls stop	5
8	Will create a problem for visitors	5
9	Concerned about security	3
10	House prices will be affected	2
11	Council should not allow disabled bays for houses with off-street parking	2
12	Will vote for it if other roads say yes	2
13	The main parking problem is at the school drop off times	2
14	Some double yellow lines needed on corners	1
15	Nature of road will change	1
16	Do not want meters outside house	1
17	Should be residents' only parking	1
18	No need for Saturday restrictions	1
19	Scheme will be detrimental to businesses	1

APPENDIX B – Objections with Officer Responses

- 1 Two petitions, one circular which has been used as an objection by 3 residents and 14 separate objections have been received to the proposals. The petitions, circular and objections are summarised below together with the officers response.

Petition 1

- 2 A petition signed by 58 residents of The Crescent and Saracen Close has been received. The petition states:

‘Petition against proposed extension of the Croydon (East Outer Permit Area) Controlled Parking Zone – the undersigned are against the proposal’

Response

It is proposed not to extend the CPZ into The Crescent and Saracen Close.

Petition 2

- 3 A petition signed by 18 residents of Tugela Road has been received. The petition states:

‘Proposed Parking Bays / Pay & Display Bays in Tugela Road, Croydon
We the undersigned are writing in regard to the proposed plan to create 29 Parking Bays plus the 2 disabled bays in Tugela Road, Croydon.

I am not sure if you are aware but the disabled bay at the right hand side entrance to Tugela Road is never used as the person(s) this was designed for, (and who reside in Northcote Road not Tugela Road) are both now bed bound and cannot leave the house, so do not need the space.

Whilst in principal we are not opposed to the plan, is there some way in which the Parking Bays/Permits in Tugela Road could be specific only to Tugela Road.

We ask this as, Tugela Road is a cul de sac, and does not have enough parking for the 37 houses / residents, and under this scheme will have even less space.

Most of the time the residents from the surrounding roads park in Tugela Road. During the day we have the added commuters to Croydon parking in the road, resulting in some of the residents (rightly or wrongly) parking down the middle of the road, thus causing problems, and causing a risk if Emergency Services vehicles need access.

If the proposed parking bays go ahead, the residents will have even less space for parking, again especially as the surrounding roads will be able to park legitimately in the road as they will come under the same scheme.

If there cannot be any built in conditions i.e. different coloured/numbered/coded permits/tickets for Tugela Road residents, then we will have to say NO to this proposal.’

Response

We have contacted the disabled resident who was provided the bay in Tugela Road and they have confirmed that they still drive and are a blue badge holder. It appears that one of the reasons why the bay is not being used regularly is that the vehicle has suffered from vandalism. Consideration will be given to relocating the bay or removing it if it is continually not being used. It is proposed not to introduce parking controls in Tugela Road but controls were introduced it would be unfair to restrict permits for this road. The purpose of having a permit zone is to maximise the flexibility for residents so if there are insufficient bays they can park in another road.

Circular

4 A circular outlining reasons why the proposals should not be introduced has been included as an objection by 3 residents. The same circular has also been attached to some of the returned questionnaires. A summary of the circular with a brief response are as follows:

- Cost of permit includes £30 administration fee – this fee is waived when introducing new controlled schemes and is normally only charged to residents living within a zone who are applying for a permit for the first time.
- Permit charge increased from £48 in 2011 to £80 in 2014 a 66.6% increase – there was a large increase in 2011 when the permit increased to £70 but lower increases since and no increases this year.
- There will be fewer spaces in the road – individually marked bays help to improve consistent parking by removing large gaps in parking and experience has shown that the number of vehicles able to park in a road is similar after bays are marked.
- This is not a residents' only parking scheme – Pay & Display data and surveys show that in the outer areas the vast majority of vehicles parking display residents' permits and conditions for residents improve considerably.
- Restrictions apply 9am to 5pm but fines can be issued in bays 24/7 – This is incorrect as there is no enforcement of bays outside the controlled period.
- There will be a reduction in house prices – there is no evidence that parking controls reduce house prices and if there is a parking problem in a road then a permit scheme is likely to be seen as a benefit for any prospective buyer.
- Security is likely to deteriorate if there are P&D machines outside homes – there is no evidence of this and the recent introduction of cashless parking is hoped to reduce the amount of cash retained by machines.
- Parking issues mainly occur after 7pm – Experience has shown that there is also an improvement in parking outside the parking controls as non-permit holders try and avoid the hassle of relocating vehicles before the controls start. The increased cost of 2nd and 3rd permits at a household can reduce parking demand in roads suffering from multi-car ownership.

Objection 1

5 Concerned that parents dropping off pupils in The Crescent will park in front of the garages in Saracen Close. Also there will be a displacement of parking into nearby roads such as Princess Road.

Response

It is proposed not to introduce parking controls into The Crescent and Saracen Close.

Objection 2

- 6 A resident of The Crescent prefers there to be a 4 hour maximum stay rather than 8 hours for Pay & Display users.

Response

Although it is not proposed to extend controls in this road experience has shown that a parking charge (currently £5 for 8 hours parking) deters the vast majority of non-permit holders.

Objection 3

- 7 A Guildford Road resident states that there is no parking problem during the daytime and no evidence of rail commuters. There would be fewer spaces and inconvenience to visitors and it appears to be a money generating exercise by the Council.

Response

It is proposed not to introduce parking controls into Guildford Road.

Objection 4

- 8 A response to the consultation has been received from the Croydon cycling Campaign who are not in favour of footway parking in Northcote Road and parking on both sides of The Crescent would create problems for cyclists which form part of the London Cycle Network.

Response

Although it is not proposed to extend parking controls in these roads it is worth pointing out that currently the enforcement of the footway parking ban is suspended in Northcote Road so a formalised scheme will help regularise parking.

Also there is currently double parking in The Crescent and if introduced marked bays and yellow lines should help to provide more space for cyclists.

Objection 5

- 9 A resident from The Crescent is making a number of observations including; questioning why some properties that have been split into separate homes only had one letter, double yellow lines have recently been introduced where bays have been proposed, no parking in front of driveways will reduce available parking, problem in The Crescent caused by two schools especially at the busy setting down and picking up periods, question statement that permits are subsidised by P&D users, there will be a displacement issue to unrestricted roads especially on football days and the petition instigated the scheme was received from a different road.

Response

Consultation documents were delivered to all properties in the area including multiple properties in buildings where there are usually separate door bells, double yellow lines that have recently been introduced in The Crescent may not have been needed if the scheme was introduced, it is normal practice to introduce waiting restrictions across driveways to reduce obstructive parking, parking stress caused by the schools reduce with parking controls as there is more available parking, the cost of a permit equates to less than 26p per day for the first permit at a household compared to £5 for Pay & Display – across the Borough far more income is received from ticket machines than permits, there is inevitably displacement of parking into uncontrolled areas hence the reason for consulting a wider area than where the main request came from to ensure other residents have the opportunity to vote for parking controls.

Objection 6

- 10 A Northcote Road resident is objecting to the proposal on the grounds that a bay is shown to be across an access way.

Response

If the scheme were to be introduced in Northcote Road bays would not be marked across any official entrances (those with vehicular crossovers).

Objection 7

- 11 A resident of The Crescent has stated that there is no real parking problem in the road, congestion is caused by the schools, residents should be allocated one space per household, disabled residents would have problems with carers and other visitors, scheme is designed to take money from residents.

Response

It is proposed not to introduce parking controls in The Crescent although experience in other areas has shown that parking conditions for residents and for parents / guardians of pupils will improve. Normally multi-car households are balanced by households with no car although the increased charge for the second and third vehicle introduced a few years ago has helped to reduce parking demand in most areas which benefits visitors including carers. Most controlled schemes in outer areas are self-financing as income from Pay & Display users is much lower than central areas.

Objection 8

- 12 A resident of Northcote Road is unhappy at the way the consultation was carried out with the documents being addressed to 'The Occupier', the timing of the exercise in the summer holiday, the fact that the public notice was also included and the use of the pre-paid envelope. They state that there is no real parking problem in the road, a similar proposal was abandoned a few years ago, the petition came from Tugela Road and if introduced parking will be displaced into their road. Also the costs of the permits are too high, the scheme should not include Saturdays, machines will obstruct footways and the proposals will not improve safety.

Response

An assessment will be given to whether the letter and documents can be improved for future consultations, four weeks was given for residents to respond which should be sufficient for most residents and it seemed fair to include the Public Notice with the documentation to ensure all residents were given the opportunity to object as well as respond to the questionnaire. The previous consultation in this area was in 2007 and parking conditions have changed in this time, there is inevitably displacement of parking into uncontrolled areas hence the reason for consulting a wider area than where the main request came from to ensure other residents have the opportunity to vote for parking controls. The cost of permits is comparable to neighbouring Boroughs and has been retained at the same rate as last year in recognition of the low inflation rate. Some residents have complained about football parking on Saturdays. New Parkeon P&D machines are slim and are sited to ensure that they cause minimum obstruction to footways. Reduced parking should improve safety for all road users by reducing potentially obstructive parking.

Objection 9

- 13 A resident of The Crescent states that other issues such as speeding and traffic conflict is more of an issue than parking especially in respect to the new primary School.

Response

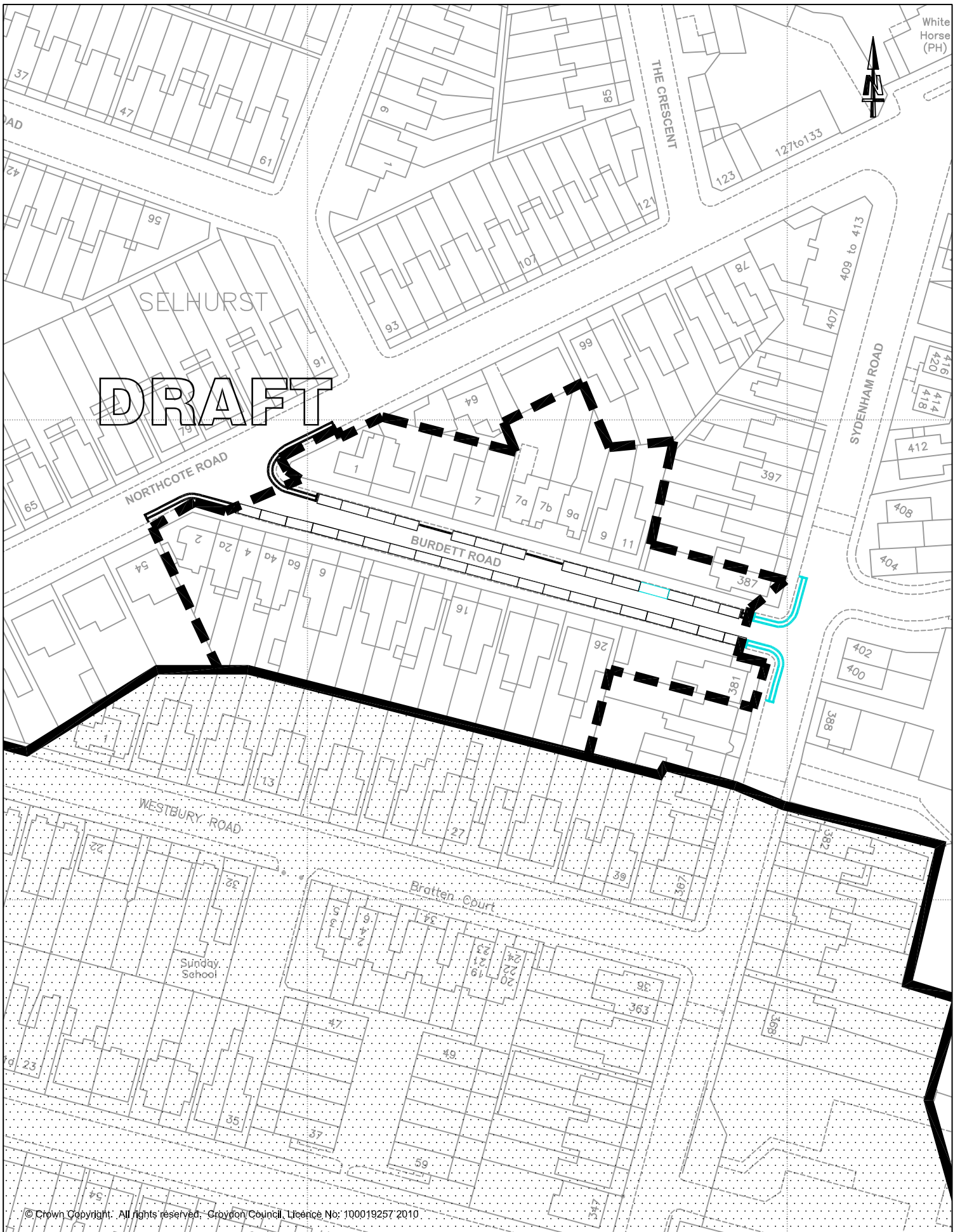
If introduced parking controls would have reduced the traffic conflict problems as there is less parking in the road. It is possible that consideration will be given to 20mph limits in a number of roads in the Borough where there are schools.

Objection 10 to 13

- 14 Three residents of Beaconsfield Road are objecting to the proposals although no reasons are given.

Response

It is proposed not to introduce parking controls in Beaconsfield Road.



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CROYDON (EAST-OUTER) CPZ
Results of Consultation

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
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INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: 1:1000	Drawn TOR	Checked DW	Rev. 00
Date:	OCTOBER 2014		Drawing Ref. PD 247

Development and Environment
Department
Highways and Parking Services
PO Box 1462
Croydon
CR9 1WX
Tel/Typetalk: 020 8726 6000

The Occupiers of:

Beaconsfield Road, Burdett Road, Guildford Road,
Northcote Road (1-133 and 24a-78) Owen Close,
Saracen Close, Selhurst Road (2-8 and the White
Horse Public House) Sydenham Road (375-413
and 388-432), The Crescent, Tugela Road,
Whitehorse Road (192-198 and 250)

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: D&E/PS/DW/7TC
Date: **15 July 2014**

Important Parking Information

Residents Parking Proposal - Questionnaire

Dear Occupier,

Proposed Extension of Croydon (East Outer Permit Area) Controlled Parking Zone

I am writing to ask for your views on the proposal to extend the Croydon (East Outer Permit Area) Controlled Parking Zone (CPZ) into the area shown on the enclosed plans, which includes your road. The proposal is a direct response to a petition requesting that the Council develop a residents' permit scheme to address the parking problems in this area. Officers reported the request to the Traffic Management Cabinet Committee (TMCC), who on 8 October 2013 authorised this consultation.

The East Outer Permit Area CPZ operates between 9am and 5pm, Monday to Saturday. During this period, parking is only permitted within parking bays with a valid permit or ticket displayed on the vehicle windscreen. Residents and businesses within the zone boundary are eligible to purchase parking permits. The enclosed fact sheet gives further information on CPZs and how the proposed scheme would operate if introduced in your road.

It is Council policy to engage with local residents before making decisions that affect them. This is why your views are important to us and we would be grateful if you could complete the attached questionnaire. Once completed, please return it in the enclosed pre-paid envelop by **Friday, 15 August 2014**.

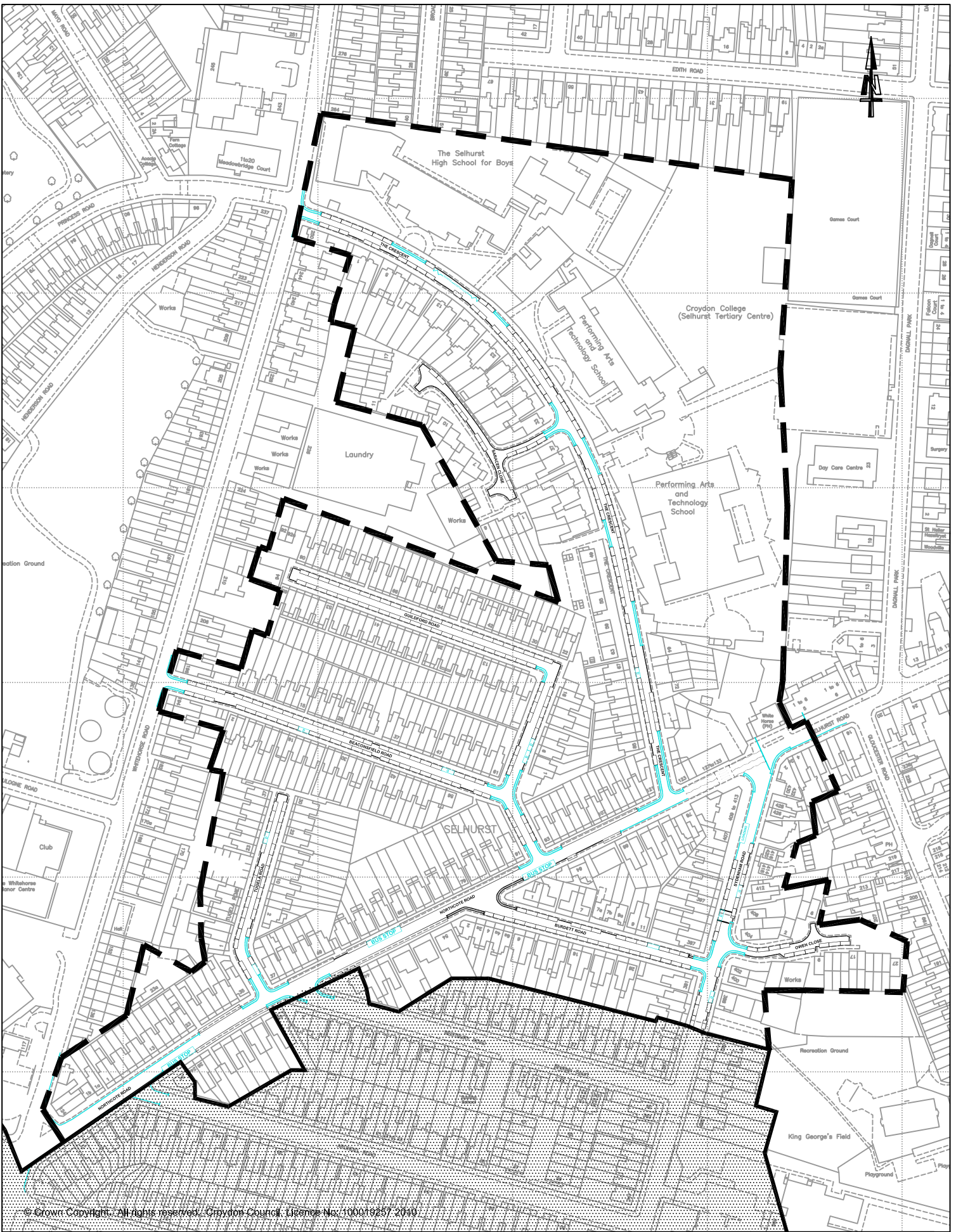
The enclosed formal Public Notice will be published in Croydon Guardian and London Gazette on 16 July 2014. The Public Notice provides information on how to make a representation in addition to **(but not in place of)** your vote on the questionnaire. Should you wish to object to the proposals you will need to enclose a letter with the questionnaire or send separately. All questionnaire responses and representations received by 15 August 2014 will be presented in a report to the next TMCAC for its consideration on Monday, 20 October 2014. This feedback will assist the TMCAC in reaching a decision whether to introduce the scheme as proposed, vary it or abandon it.

Please do not hesitate to contact *Customer Services* on 020 8760 7100 or by email at *Parking.Design@croydon.gov.uk* if you require further information or clarification on this proposal.

Yours faithfully

David Wakeling

Parking Design Manager – Highways and Parking Services



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- Existing Controlled Parking Zone Boundary
- Proposed Controlled Parking Zone Boundary
- Existing Disabled Parking Bay
- Proposed Parking Bays
- Proposed Parking Restrictions

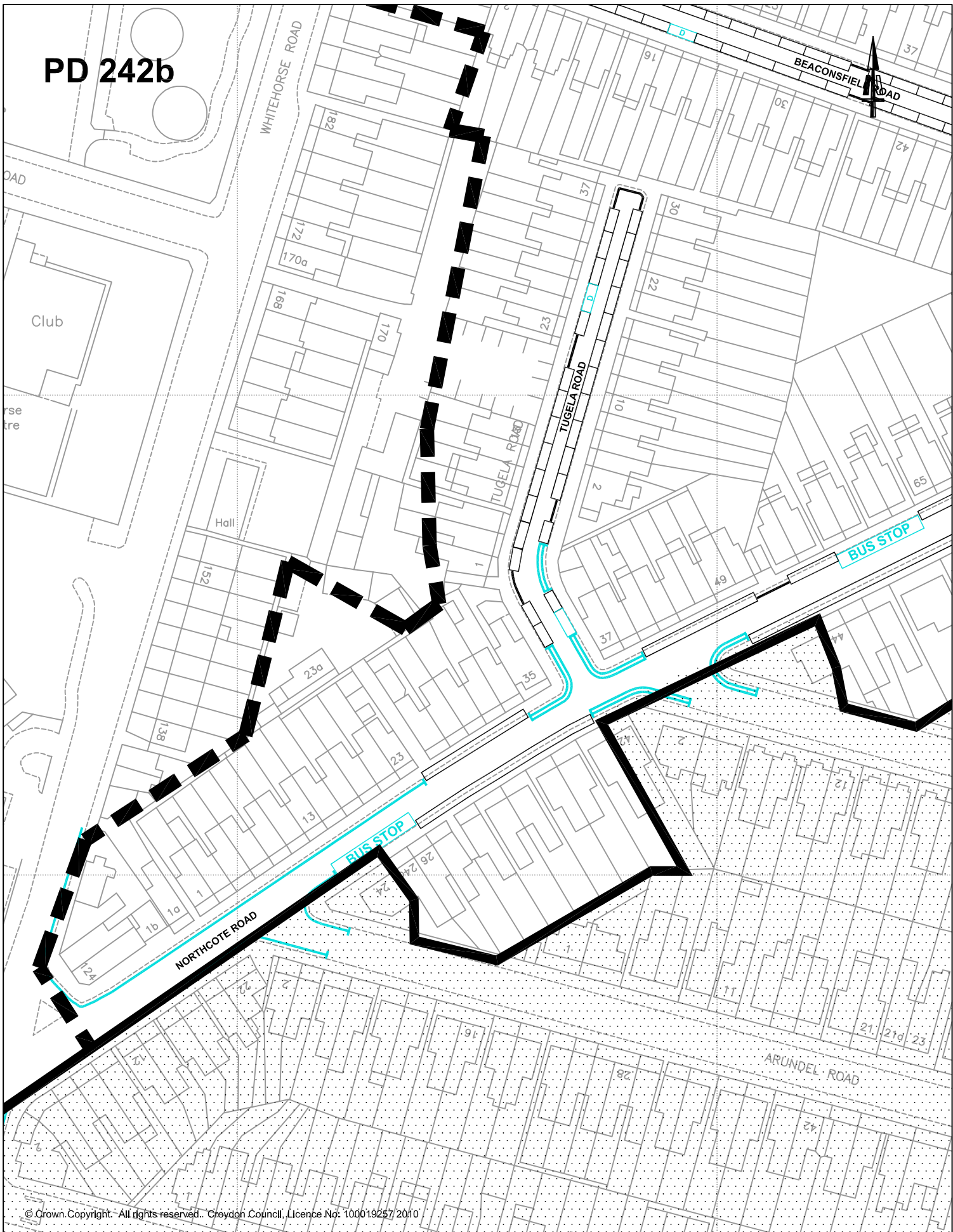
CROYDON COUNCIL

CROYDON (EAST-OUTER) CONTROLLED PARKING ZONE Proposed Extension to Zone



DEVELOPMENT AND ENVIRONMENT DEPARTMENT
 JO NAGRINI - EXECUTIVE DIRECTOR
 PO BOX No. 1462
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PD 242b



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-  Existing Controlled Parking Zone Boundary
-  Proposed Controlled Parking Zone Boundary
-  Existing Disabled Parking Bay
-  Proposed Parking Bays
-  Proposed Parking Restrictions

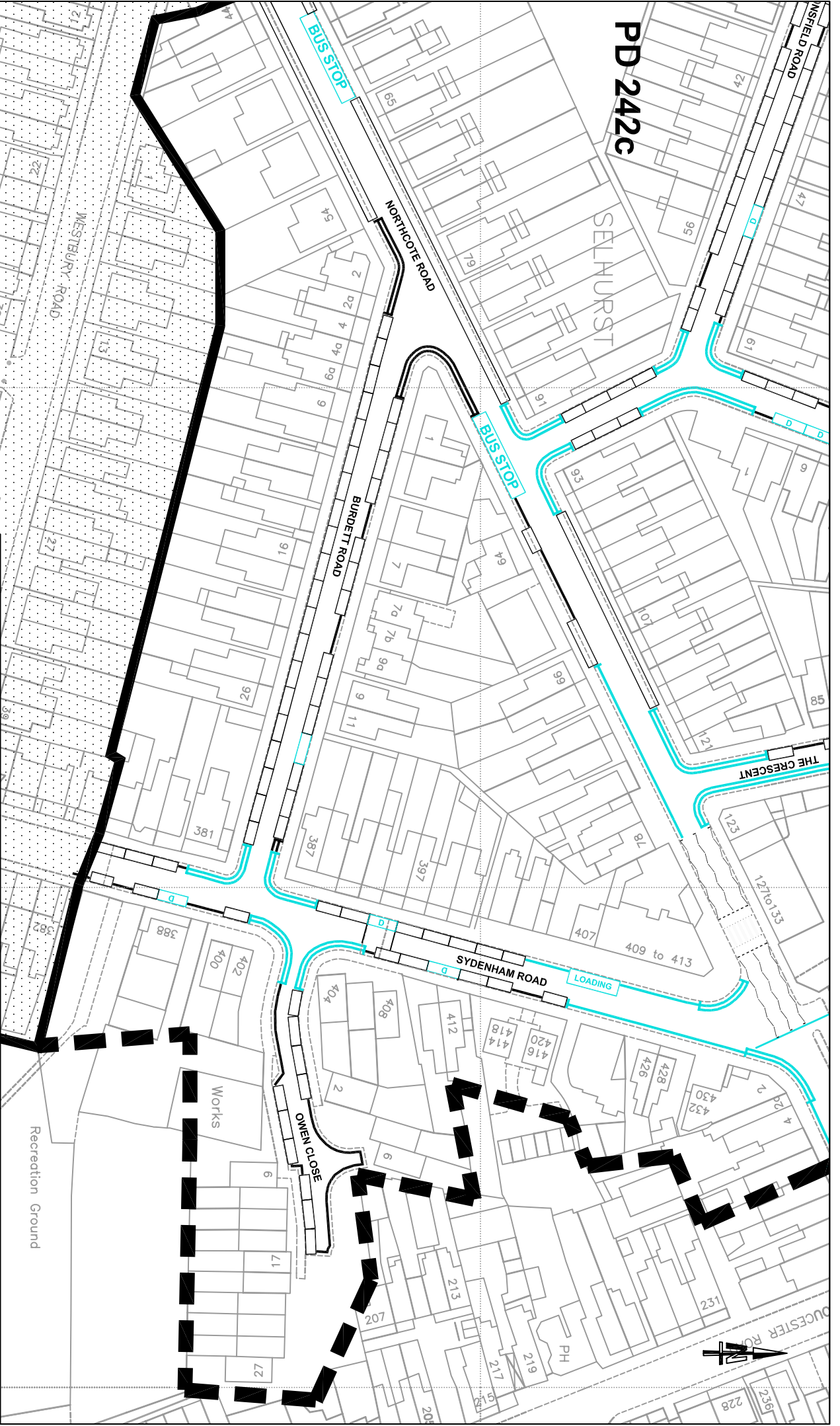
CROYDON COUNCIL

**CROYDON (EAST-OUTER) CONTROLLED PARKING ZONE
Proposed Extension to Zone**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
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PD 242c



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	Existing Controlled Parking Zone Boundary
	Proposed Controlled Parking Zone Boundary
	Existing Disabled Parking Bay
	Proposed Disabled Parking Bays
	Proposed Parking Restrictions

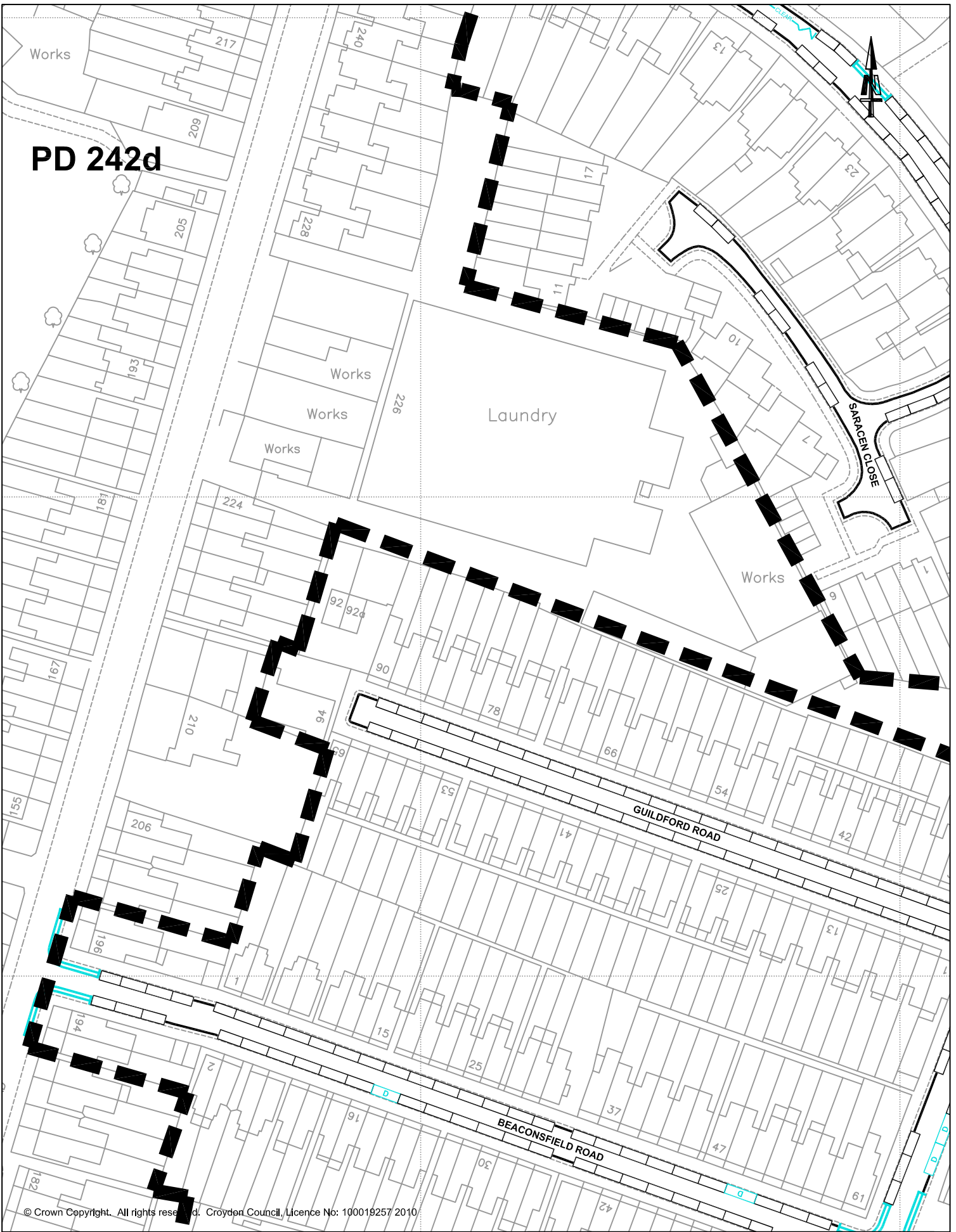
CROYDON COUNCIL

CROYDON (EAST-OUTER) CONTROLLED PARKING ZONE

Proposed Extension to Zone

DEVELOPMENT & ENVIRONMENT DEPARTMENT	
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PD 242d



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-  Existing Controlled Parking Zone Boundary
-  Proposed Controlled Parking Zone Boundary
-  Existing Disabled Parking Bay
-  Proposed Parking Bays
- Proposed Parking Restrictions

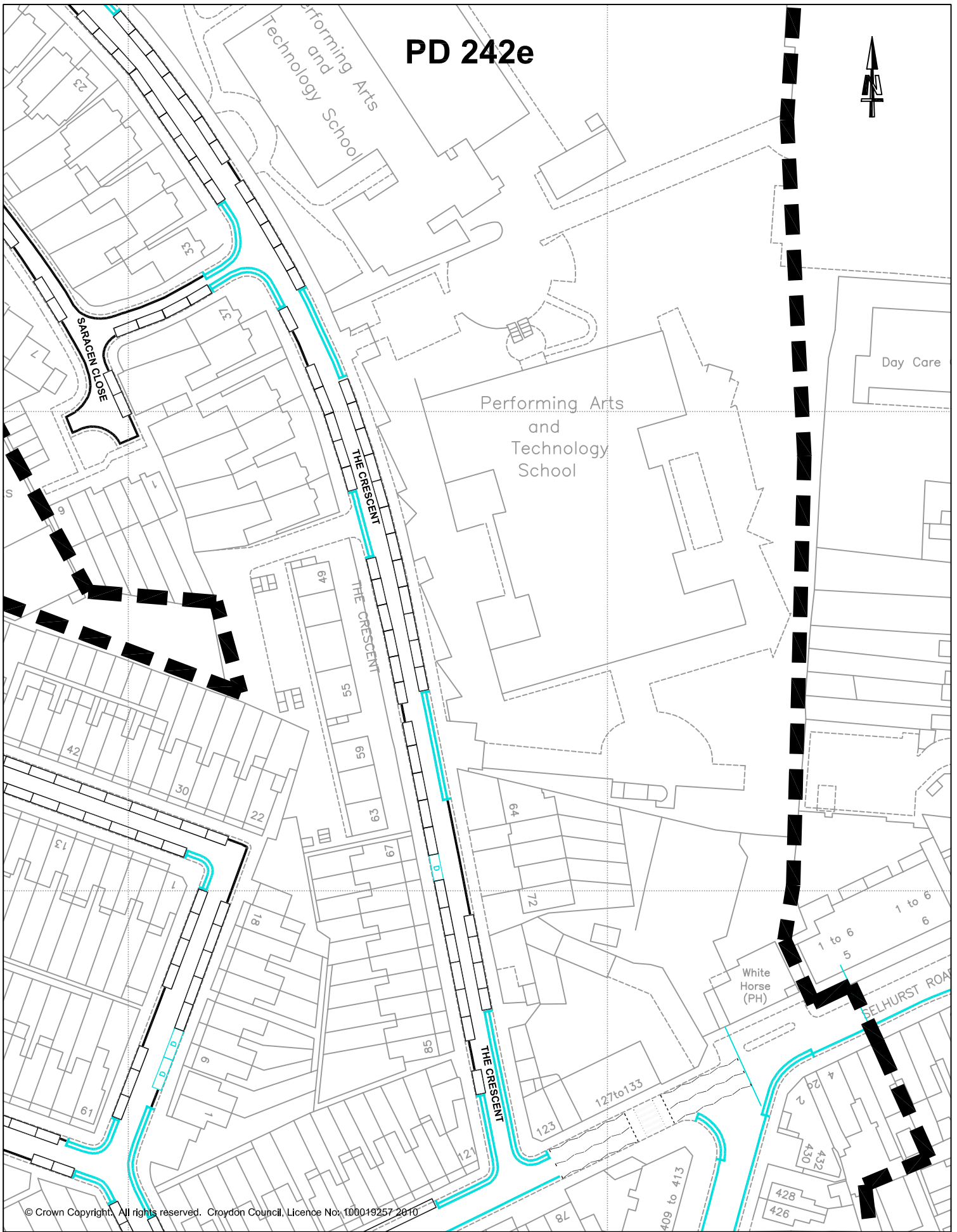
CROYDON COUNCIL

**CROYDON (EAST-OUTER) CONTROLLED PARKING ZONE
Proposed Extension to Zone**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
JO NAGRINI - EXECUTIVE DIRECTOR
PO BOX No. 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: 1:1000	Drawn TOR	Checked DW	Rev. 00
Date:	JULY 2014		Drawing Ref. PD 242d

PD 242e



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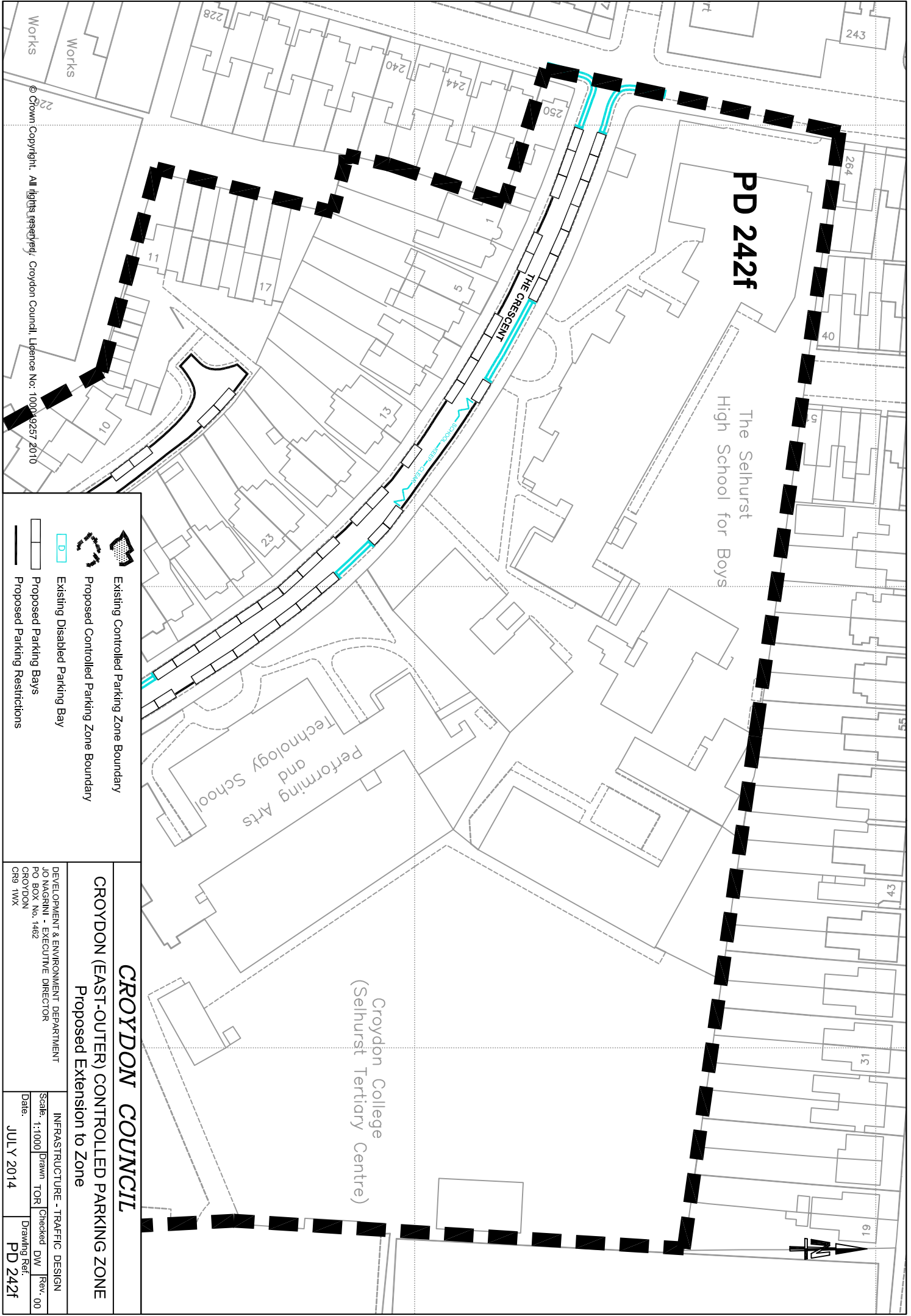
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CROYDON COUNCIL

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PD 242f

The Selhurst
High School for Boys






THE CRESCENT

Performing Arts
and
Technology School

Croydon College
(Selhurst Tertiary Centre)

CROYDON COUNCIL

CROYDON (EAST-OUTER) CONTROLLED PARKING ZONE
Proposed Extension to Zone

-  Existing Controlled Parking Zone Boundary
-  Proposed Disabled Parking Bay
-  Proposed Parking Bays
-  Proposed Parking Restrictions
-  Proposed Controlled Parking Zone Boundary

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Controlled Parking Zone (CPZ) – Frequently Asked Questions

1. What is a Controlled Parking Zone?

This is an area where parking activities are controlled by waiting restrictions (yellow lines) and parking bays. A CPZ usually operates during the daytime only, when traffic movement and parking activities are heaviest.

2. At what times will the restrictions apply?

The proposed scheme will form an extension to the existing Croydon (East Outer Permit Area) CPZ whose operational hours are 9am to 5pm, Monday to Saturday.

3. How long will I be able to park for during operational hours?

Permit holders and Blue Badge holders will be able to park for an unlimited period within parking bays, providing a valid permit/Blue Badge is displayed. Pay and display users will only be able to park for up to the maximum stay shown on the parking sign at the bay and on the parking machine.

4. Who is eligible for parking permits?

Any resident with a vehicle registered at an address within the zone and any business with a business address within the zone would be eligible for a parking permit. Information on how to apply for a permit will be sent to all consultees in due course if it is decided to proceed with the scheme.

5. What about our visitors?

Visitors will only need to pay for parking during the hours of operation of the zone. Residents can purchase Resident Visitor Permits for their visitors at a cheaper rate than the normal daily tariff. During operational hours, visitors must display either a Pay & Display ticket obtained from a nearby parking machine or a Resident Visitor Permit (obtained via the resident they are visiting).

6. Why can't we have "resident only" parking?

The shared-use Permit / Pay & Display scheme proposed is far more flexible, allowing visitors, including customers of local businesses, to park. The permit cost is subsidised by Pay & Display users. Existing shared-use schemes provide residents far more opportunity to park than unregulated parking as the vast majority of commuters do not park within CPZs.

7. How much will permits cost?

Permit costs will match those of the existing CPZ, which are currently:

Residents

- £80 per year for first vehicle
- £126 per year for second vehicle
- £305 per year for third and final vehicle (**maximum of 3 permits per household**)
- £4 per day for a Residents' Visitor Permit (**maximum of 30 permits per year per household, sold in books of 5 permits**)

Businesses

- £123 for three months per vehicle
- £382 per year per vehicle (**maximum of 2 vehicles per business**)

Controlled Parking Zone (CPZ) – Frequently Asked Questions (contd.)

8. How much will pay & display tickets cost?

Existing charges within the East Outer Permit Area:

30 mins	£0.60	8 hour roads
1 hr	£1.10	
2 hrs	£1.40	
3 hrs	£2.00	
4 hrs	£2.60	
6 hrs	£3.90	
8 hrs	£5.00	
Sunday	Free	

9. Where will parking bays and pay & display machines be provided?

Parking bays will be marked out on the carriageway in safe locations and away from junctions and dropped footway or driveway crossings. Yellow line waiting restrictions will be installed at locations where parking would be hazardous or cause obstruction. Pay and display machines will be provided on the footway where they would cause the least visual intrusion to residents. The number of parking bays will be maximised. Bay locations are shown on the plans enclosed.

10. Can you guarantee me a parking space outside my house?

It is not possible to guarantee anyone a particular space on the public highway. However, as residents are given a higher priority for the available parking spaces, they are more likely to find a parking space. Experience of existing zones shows that there are generally more spaces available within the zone during operational hours, than during times when parking is uncontrolled.

11. How can it be ensured that motorists parking in the zone park legitimately?

Civil Enforcement Officers (CEOs) will patrol the roads within the zone at regular intervals during the controlled hours. CEOs can issue a Penalty Charge Notice (parking ticket) to any vehicle that is parked in a manner that contravenes parking regulations e.g. parking on a yellow line or within a parking bay without displaying a valid permit/pay and display ticket. Illegally parked vehicles may also be towed away.

12. Will I be able to park across my driveway?

Yes, but only outside the controlled hours (9am – 5pm, Mon to Sat). It is not possible to mark bays across driveways as this would legalise obstruction.

13. What if I do not support the scheme?

Vote 'No' on the enclosed questionnaire - if the majority of residents / businesses vote against controlled parking then a scheme is unlikely to go ahead in the road / area. You can also object to the proposal by enclosing a letter with the questionnaire or sending it separately to the address given in the Public Notice so that it is received by 15 August 2014.

14. What happens next?

At the end of this consultation, the votes and comments on all returned questionnaires will be analysed. The results of these will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting on 20 October 2014 at 6.30pm in the Town Hall, Katharine Street, Croydon. The Committee will then make a decision whether or not to proceed with controlled parking in your road.

Croydon (East Outer Permit Area) (CPZ) – QUESTIONNAIRE

Your views are important to us, so please ensure you complete this Questionnaire and return it in the attached pre-paid envelope to reach us by **Friday, 15 August 2014**

Name*:

Address*:

** Without this information your vote will not be counted. This information will be used only for the purpose of this consultation. We will only use responses from occupiers within the proposed extension area shown on the plans – one response per household and received using the official pre-paid envelope.*

Do you support the introduction of Parking Controls in your street?

Please choose **one** option only by putting an 'X' in the appropriate box.

1. Yes, I **do** support the proposal to introduce parking controls in my road as set out in the letter.

2. No, I **do not** support the proposal to introduce parking controls in my road.

Comments:

The results of the consultation will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting at 6.30pm on 20th October 2014 in the Town Hall, Katharine Street, Croydon. The report will be available to view from 13th October 2014 using the following link:

www.croydon.gov.uk/democracy/dande/minutes/committees

Please return using the pre-paid envelope provided