

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 20 OCTOBER 2014
AGENDA ITEM:	8
SUBJECT:	DENNETT ROAD PROPOSED EXTENSION OF THE CROYDON CPZ (NORTH 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:	Broad Green
CORPORATE PRIORITY/POLICY CONTEXT: This report is in line 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 agree: 1.1 To consider the results of the consultation received in response to the public notice on the proposal to extend the Croydon CPZ (North Permit Area) into Dennett Road. 1.2 To extend the Croydon CPZ (North Permit Zone) into Dennett Road as shown on drawing no. PD - 244.	

- 1.3 Authorise the Enforcement and Infrastructure Manager, 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.

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 (North Permit Area) into Dennett Road.
- 2.2 It is recommended to extend controlled parking into Dennett Road, as proposed.

3 DETAIL

- 3.1 On 21 July 2014, having considered a petition from local residents, the Cabinet Committee authorised the extension of the Croydon Controlled Parking Zone (North Permit Zone) into Dennett Road. It was agreed to extend the North Permit Zone due to the high parking stress in the area which borders the existing zone and is within a 10 minute walk of West Croydon Station and 5 minutes from Croydon University Hospital.
- 3.2 The statutory consultation commenced on Monday, 8 September 2014 when 157 sets of consultation documents comprising a letter, drawing, 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, 3 October 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 60 questionnaires were received, representing a 38% response rate. Table 1 shows the results and returns.

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
Dennett Road	157	60	38%	46	77%

- 4.3 There is strong support for controlled parking to be introduced into Dennett Road with 77% of respondents being in favour of the scheme.
- 4.4 Appendix A includes a summary of the comments that were received to the informal consultation.
- 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 21 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, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 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 (which in turn creates traffic management issues with drivers trying to find spaces) such that it is proposed to extend the Croydon CPZ into Dennett Road as shown on Drawing **No. PD - 244**.

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	M.T.F.S – 3 year Forecast		
	2014/15	2015/16	2016/17	2017/18
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	0	0	0	0
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>0</u>	<u>0</u>	<u>0</u>
<u>Capital Budget available</u>				
Expenditure	40	120	0	0
<u>Effect of Decision from report</u>				
Expenditure	15	14	0	0
Remaining Budget	<u>25</u>	<u>106</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

- 2.1 The cost of extending controlled parking into Dennett Road has been estimated at £29,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs. £15,000 will be in the current financial year.
- 2.2 These costs can be funded from the Council's 2014/15, 2015/16 and 2016/17 Local Implementation Plan allocation for local schemes for which bids are being prepared for the next two financial years.

3 Risks

- 3.1 Whilst there is a risk that the final cost will exceed the estimates, this work is allowed for in the current budgets for 2014/15, 2015/16 and 2016/17. Additionally there is a risk that the LIP funding is not agreed which will put pressures on budgets in that year.
- 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 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 will require Traffic Management Orders (TMOs) to be made under the provisions of the Road Traffic Regulation Act 1984 (as amended).
- 6.3 The Council will also need to comply with 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: 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 (North Permit Zone) into Dennett Road is in response to known parking stress and a petition from Dennett Road 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.

REPORT AUTHOR:	Teresa O'Regan, Traffic Engineer, Infrastructure, Traffic Design, 020 8726 6000 (Ext. 88260)
CONTACT OFFICER:	David Wakeling, Traffic Design Manager Infrastructure, Traffic Design, 020 8726 6000 (Ext. 88229)
BACKGROUND DOCUMENTS:	None

APPENDIX A – Comments from the questionnaire

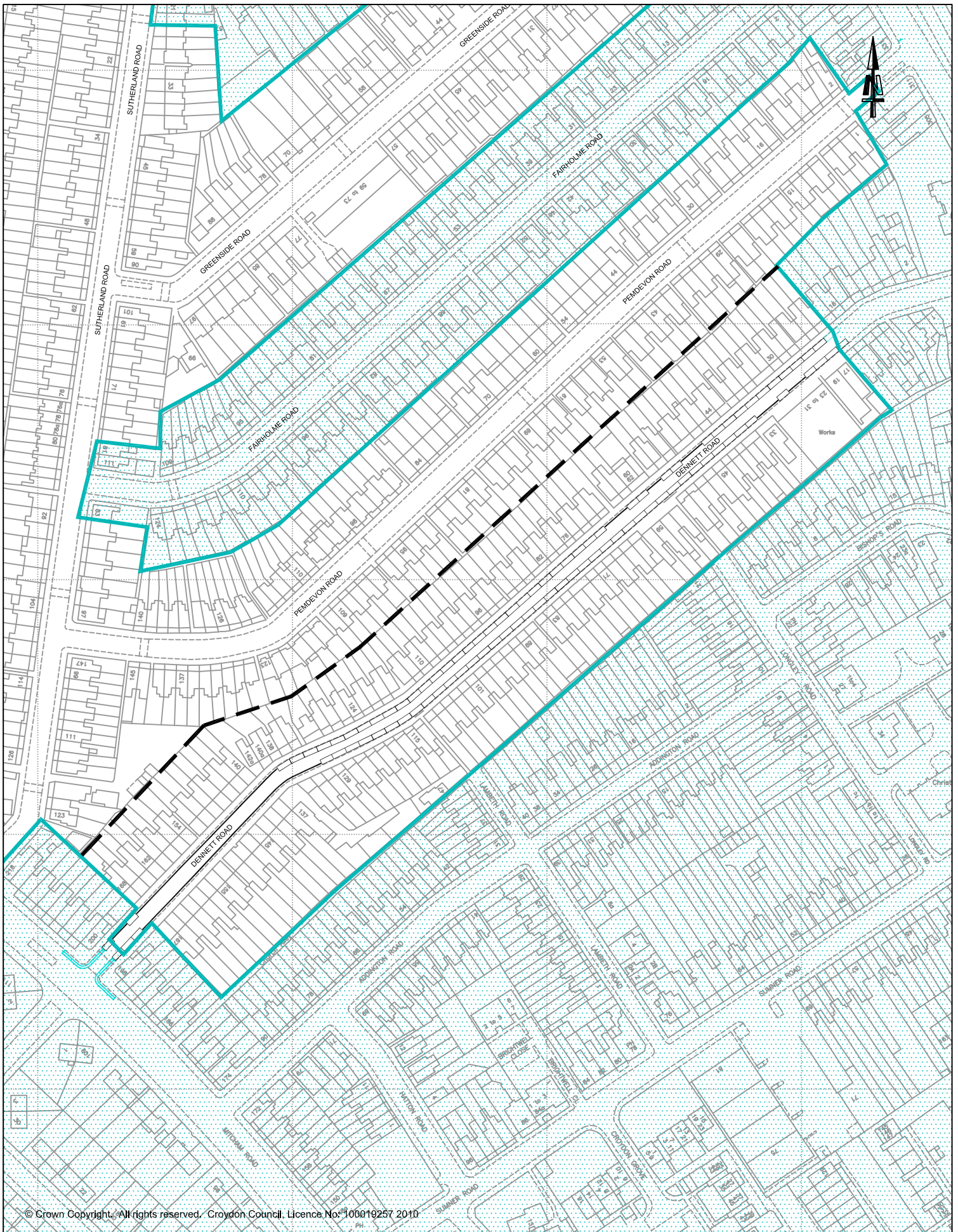
1 Included in the questionnaire was a comments box for respondents to respond in writing on the proposals. A summary of these comments is included in the tables below with Table 2 showing comments for residents voting in favour of parking controls and Table 3 those against.

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







	Comment	No. of Comments
1	Currently difficult for residents to find parking close to their homes	7
2	Should reduce crime and disputes over parking in the road	4
3	Will relieve the heavy congestion in Dennett Road	2
4	Will remove abandoned vehicles on the street	2
5	London Road businesses should not be allowed permits for the road	2
6	Developments with inadequate parking are contributing to parking problems on the road	1
7	Will prevent obstruction of driveways	1
8	Preventing speeding and damage to parked cars	1

3 TABLE 3 – Comments from residents voting against the scheme

	Comment (responses in brackets)	No. of Comments
1	Cost of permits is too high	6
2	No problems with parking in the area	3
3	Traffic on the road would become a lot faster	1
4	Against visitors having to pay/won't be able to have visitors	1
5	Would cause people to block driveways	1



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

CROYDON COUNCIL

DENNETT ROAD Proposed CPZ Extension

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

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: NTS	Drawn: TOR	Checked: DW	Rev: 00
Date:	Drawing Ref.		
SEPTEMBER 2014	PD 244		

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

Dennett Road Residents

Important Parking Information

Residents Parking Proposal - Questionnaire

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: D&E/PS/DW/7TC
Date: **8 September 2014**

Dear Occupier,

Proposed Extension of Croydon (North Permit Area) Controlled Parking Zone

I am writing to ask for your views on the proposal to extend the Croydon (North Permit Area) Controlled Parking Zone (CPZ) into Dennett Road as shown on the enclosed plan. 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 road. Officers reported the request to the Traffic Management Advisory Committee (TMAC), who on 21 July 2014 authorised this consultation.

The North 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 **Wednesday, 1 October 2014**.

The enclosed formal Public Notice will be published in Croydon Guardian and London Gazette on 10 September 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 1 October 2014 will be presented in a report to the next TMAC for its consideration on Monday, 20 October 2014. This feedback will assist the TMAC in reaching a decision whether to introduce the scheme as proposed, vary it or abandon it.

Please do not hesitate to contact *Parking Design* 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
cc – Councillors Stuart Collins, Mike Selva and Manju Shahul-Hameed

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 (North 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 1 October 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 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 **Wednesday, 1 October 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