

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>20 October 2014</b>
<b>AGENDA ITEM:</b>	<b>17</b>
<b>SUBJECT:</b>	<b>Lower Addiscombe Rd, Addiscombe &amp; Central Parade, New Addington – Free One Hour Parking Pilot Study</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Development and Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Ashburton &amp; New Addington</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> This report is in line with agreed objectives for parking charges as detailed in: <ul style="list-style-type: none"><li>• The Parking &amp; Enforcement Plan (Parking Strategy &amp; Procedural Guidance – Mayors Transport Strategy and Pricing Policy).</li><li>• The Croydon Plan; Transport Chapter.</li><li>• The Local Implementation Plan; 3.6 Croydon Transport policies</li><li>• Croydon’s Community Strategy; Priority Areas 1 and 3</li></ul>	
<b>FINANCIAL SUMMARY:</b> The proposals to extend the free parking period from 30 minutes to 1 hour for Lower Addiscombe Road, Addiscombe and Central Parade, New Addington for a period of three months between 1 December 2014 and 28 February 2015 will have minimal impact on income from Parking Fees.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	

## 1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

- 1.1 Agree to a pilot 1 hour free parking in Lower Addiscombe Road, Addiscombe and Central Parade, New Addington taking place for a period of three months between 1 December 2014 and 28 February 2015.
- 1.2 To delegate authority to the Enforcement and Infrastructure Manager, Highways and Parking Services to give the necessary public notice of amendments to the Traffic Management Orders made under the Road Traffic Regulation Act 1984 (as amended) in order to vary the parking charges for Lower Addiscombe Road, Addiscombe and Central Parade, New Addington for the pilot term.

## 2. EXECUTIVE SUMMARY

- 2.1 This report proposes to increase the current free 30 minutes parking arrangements in Lower Addiscombe Road, Addiscombe and Central Parade, New Addington to one hour as a pilot for three months between 1 December 2014 and 28 February 2015.

## 3. DETAIL

- 3.1 There have been requests from the public and some businesses to increase the current 30 minutes free parking arrangements in the Borough to 1 hour in order to encourage more parking close to businesses which is hoped will boost trade. This is also included as part of a manifesto pledge by the current administration to help the district centres.
- 3.2 Thirty minutes free parking is available in virtually all district centres and some local centres. Users are required to obtain a ticket via the machine which gives 30 minutes of free parking from the time stated on the ticket. If a longer period is required than the free 30 minutes the driver must pay for a ticket when they first arrive. Most of these roads have a maximum stay of 1 hour although 30 minutes free parking has been incorporated in the 2 hour maximum stay bays in London Road, West Croydon and South End/Selsdon Road, South Croydon.
- 3.3 In order to determine the effect of extending the 30 minutes free parking to 1 hour it is proposed that a pilot be undertaken for a period of three months from 1 December 2014 to 28 February 2015 for the current 1 hour maximum stay bays in Lower Addiscombe Road, Addiscombe and 1 hour bays in the Central Parade service road and Central Parade Car Park.
- 3.4 Once the pilot is complete an assessment of parking events will be made and compared to the same period last financial year. As part of the assessment it is proposed that businesses be contacted to determine whether the pilot has been successful and whether this should be extended to other district centres.
- 3.5 The tables below show the number of bays affected by the proposal, the current tariffs for these areas and their hours of operation.
- 3.6 Table 1 – Parking arrangements for Lower Addiscombe Road, Addiscombe

1 hour max stay 8am to 6.30pm, Mon to Sat <b>42 bays</b>	Duration	Existing	Proposed
	30 min	Free	Free
	45 min	70p	Free
	1 hour	90p	Free

- 3.7 Table 2 – Parking arrangements for Central Parade service road, New Addington

1 hour max stay 8am to 6.30pm, Mon to Sat <b>39 bays</b>	Duration	Existing	Proposed
	30 min	Free	Free
	1 hour	50p	Free

3.8 Table 3 – Parking Arrangements for Central Parade car park, New Addington

11 hours max stay 7am to 6pm, Mon to Sat <b>108 bays</b>	Duration	<b>Existing</b>	<b>Proposed</b>
	30 min (Tue & Fri)	Free	Free
	1 hour (Tue & Fri)	50p	Free
	1 hour (Mon, Wed, Thu & Sat)	70p	Free
	2 hours	£1	£1
	4 hours	£1.50	£1.50
	6 hours	£3.60	£3.60
	11 hours	£4.20	£4.20

#### 4 CONSULTATION

- 4.1 In accordance with section 46A of the Road Traffic Regulation Act 1984 the recommendations in this report relating to parking charges will be published in a local paper (Croydon Guardian) and London Gazette for a minimum of 3 weeks prior to the changes taking effect. Making changes by giving such notice in line with legislation allows for the changes to be introduced quickly in that any objections received do not need to be entertained.
- 4.2 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 are also consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In addition there may be further consultation to other bodies (up to 27) depending on the relevance of the proposals.

#### 5 FINANCIAL CONSIDERATIONS

##### 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
		2014/15	2015/16	2016/17
	£'000	£'000	£'000	£'000
<b>Revenue</b>				
<b>Budget available</b>				
Expenditure	0	0	0	0
Income	0	0	0	0

**Effect of Decision from Report**

Expenditure	11	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Capital Budget available**

Expenditure	0	0	0	0
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**Effect of Decision from report**

Expenditure	0	0	0	0
<b>Remaining Budget</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**5.2 The effect of the decision**

- 5.2.1 The cost of advertising the variation to the Traffic Management Order for the parking charges and the cost of altering the charges including new software, tariff labels and tariff boards (where appropriate) has been estimated at £1,800. This cost can be funded through the Priorities Fund.
- 5.2.2 The anticipated income loss that will result from this trial run is anticipated to be £6,013.84 which will be funded from the Priorities Fund.

Location	Cost of full year additional 30 minutes	3 months Pro Rata
Lower Addiscombe Rd, Addiscombe	£3,123.86	£780.97
Central Parade, New Addington	£32,959.19	£8,239.80
Totals	£36,083.05	£9,020.76
TMO and associated tariff changes		£1,800
<b>Total cost of Pilot Scheme</b>		<b>£10,820.76</b>

**5.3 Risks**

- 5.3.1 With free 1 hour parking no income will be received from the machines in Lower Addiscombe Road and the Central Parade service road.
- 5.3.2 Reduced income will be received from the Central Parade Car Park and it is possible that users of the car park will park for a shorter duration to avoid paying for parking.

### **5.3 Options**

5.4.1 An alternative option would be to include 1 hour free parking for all district centres. However, it was considered that undertaking a pilot study comprising of two different areas would give a better indication on the likely financial (and other) consequences on extending free parking for all district centres.

5.4.2 Other areas could have been chosen for the pilot study, however, the areas detailed in this report were considered to give a more reasonable indication on the results of extending 1 hour free parking to other district centres.

### **5.4 Savings/ future efficiencies**

5.4.1 Most tariff revisions can be undertaken in house therefore avoiding contractor costs.

5.6 Approved by: Graham Oliver Finance Business Partner D&E.

## **6. COMMENTS OF THE COUNCIL SOLICITOR, AND MONITORING OFFICER**

6.1 The Solicitor to the Council comments that the notice of variation of off-street and on-street parking charges are given under Section 35C and Section 46A respectively of the Road Traffic Regulation Act 1984 (as amended).

6.2 The Local Authority has power to determine the amount charged for parking and parking permits. Charges can be made for securing 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' having regard to:-

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- 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; and
- any other matters appearing to the local authority to be relevant.

6.3 Case law has recently confirmed that Council's should not seek to make a profit or create a surplus when setting the charges. A surplus is an excess beyond the amount required for purposes of parking regulation detailed in 6.2.

6.4 Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor & Monitoring Officer.

## **7. HUMAN RESOURCES IMPACT**

7.1 Altering parking charges should not affect staffing levels within Parking Services. It is anticipated that the changes to the tariffs including updated software for Pay and Display machines and new labels can be undertaken using existing resources.

7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Interim Director of Workforce, Chief Executive's Department.

## **8. EQUALITIES IMPACT**

- 8.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required. Disabled blue badge holders will continue to be able to park free of charge and for unlimited time on the on-street Pay & Display bays in Lower Addiscombe Road, Central Parade service road and car park.

## **9. ENVIRONMENTAL IMPACT**

- 9.1 The Mayor for London's Transport Strategy and the Council's interim Transport Plan/Local Implementation Plan are aimed at encouraging more use of public transport and other more sustainable travel modes as alternatives to progressive increases in car use. The excessive use of cars is considered to be detrimental to the environment by producing undue traffic congestion and pollution with disadvantages to all, including motorists and the local economy.
- 9.2 The purpose of this proposal is to assess the effects of free parking in two district centres over a 3 month period to determine whether the Council's continuing work towards the above sustainable objectives are met, whilst also balancing these with the needs of the local economy.

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

- 10.1 There are no crime and disorder reduction impacts arising from this report.

## **11. REASONS FOR RECOMMENDATIONS**

- 11.1 The recommendations are for a pilot study to determine the affects on one hour free parking in two district centres and whether this should be expanded across the Borough.

## **12. OPTIONS CONSIDERED AND REJECTED**

- 12.1 An alternative option would be to include 1 hour free parking for all district centres. However, it was considered that a pilot study comprising of two different areas would give a good indication on the likely affect on extending free parking.
- 12.2 Other areas could have been chosen for the pilot study, however, these areas are considered to give a reasonable indication on the results of extending 1 hour free parking to other district centres. Inflationary increases in all parking charges were considered but rejected due to the current uncertain economic climate and the need to ensure that local businesses are supported by the Council.

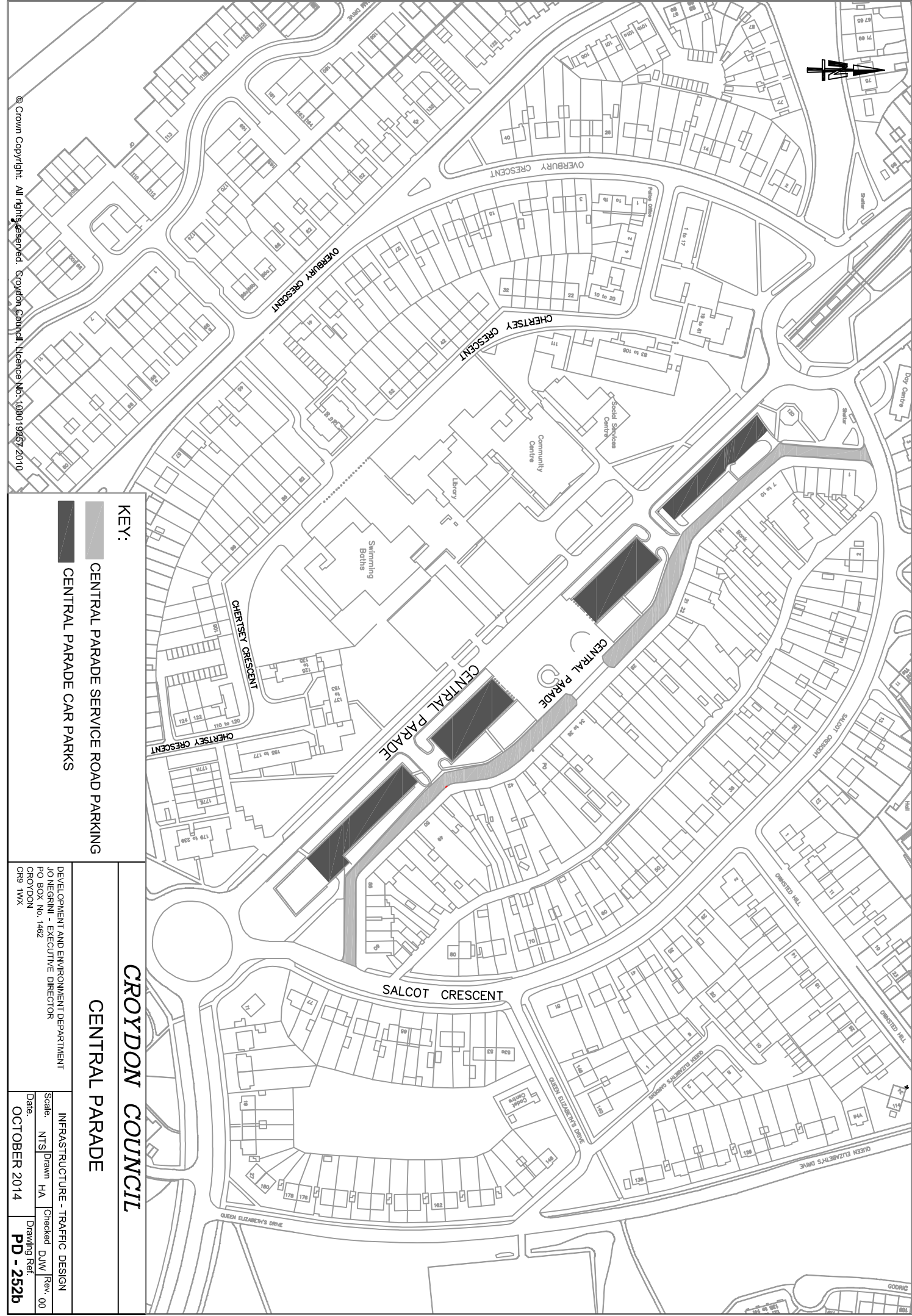
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### **REPORT AUTHORS / CONTACT OFFICER:**

David Wakeling, Parking Design Manager,  
Infrastructure, Parking Design

### **BACKGROUND DOCUMENTS:**

None.



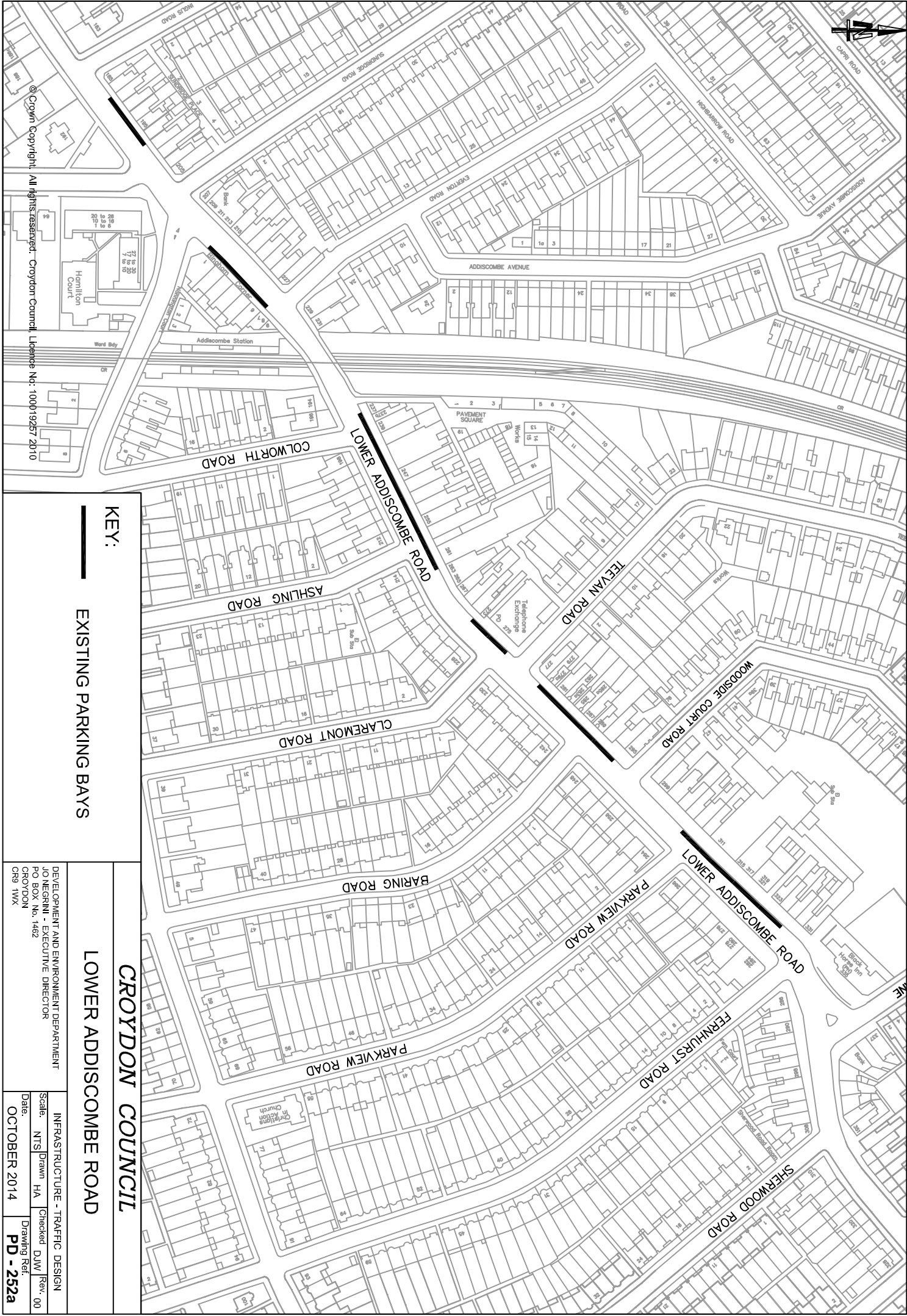
**KEY:**

-  CENTRAL PARADE SERVICE ROAD PARKING
-  CENTRAL PARADE CAR PARKS

**CROYDON COUNCIL**

**CENTRAL PARADE**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT		INFRASTRUCTURE - TRAFFIC DESIGN	
JO NEGRINI - EXECUTIVE DIRECTOR		Checked DJW	
PO BOX No. 1482		Rev. 00	
CROYDON		Date	
CR9 1WX		OCTOBER 2014	
		Drawing Ref. <b>PD - 252b</b>	



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KEY:

EXISTING PARKING BAYS

# CROYDON COUNCIL

## LOWER ADDISCOMBE ROAD

DEVELOPMENT AND ENVIRONMENT DEPARTMENT  
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INFRASTRUCTURE - TRAFFIC DESIGN  
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