

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 26 th April 2016
AGENDA ITEM:	7
SUBJECT:	BRIGHTON ROAD, COULSDON – OBJECTIONS TO PROPOSED REDUCTION IN FREE PARKING FROM 1 HOUR TO 30 MINUTES
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Coulsdon West
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 Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6• The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43.• 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: <ol style="list-style-type: none">1.1 Consider the objections received and a petition in relation to the proposed reduction to the 1 hour free parking bays in Brighton Road Coulsdon to 30 minutes with charges for parking between 30 minutes and 1 hour.1.2 Agree for the reasons detailed in paragraph 3.2 and 4.9 to proceed with this proposed change.1.3 Inform the objectors of the above decision where practical.	

2. EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on the proposal to amend the parking arrangements along the Brighton Road so that the free 1 hour parking (with ticket) is reduced to 30 minutes and a charge is imposed for parking up to 1 hour.

3. DETAIL

- 3.1 On 17 December 2015 a delegated authorisation report on new parking charges which was considered by the Cabinet Member for Transport and Environment and approved by the Leader of the Council was subsequently introduced from 1 February 2016. The main purpose of the exercise was to ensure consistency on charges across the Borough for both on and off-street parking. It was agreed as part of the delegated authorisation that the 46 one hour free (with a ticket) parking bays along the Brighton Road, Coulsdon should be amended so that the free period would be 30 minutes and charges for parking up to 1 hour. These bays would then be consistent with existing 1 hour maximum stay bays not only in Coulsdon (Chipstead Valley Road, Dobles Close, The Avenue, Station Approach Road and Malcolm Road) but also with other district and local centres in the Borough.
- 3.2 The existing 1 hour free period for the Brighton Road bays is a historical arrangement dating back to when the road was part of the Transport for London Road Network. Limiting the free period to 30 minutes will increase the turn-over of spaces and reduce potential abuse of the parking bays for those obtaining additional free parking. This should be beneficial to customers and businesses especially for short term shopping trips common to district centres. These bays operate between 9am and 5pm, Monday to Saturday matching the hours of operation of the Coulsdon town centre Controlled Parking Zone (CPZ).
- 3.3 In order to carryout the changes it has been necessary to give public notice to the introduction of parking charges and on 17 February this proposal was advertised in the local press and on street notices. All frontagers (194 In total) along the Brighton Road in the vicinity of the affected bays were also written to with a copy of the public notice.

4 CONSULTATION

- 4.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.
- 4.2 The legal process requires that formal consultation takes 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.

4.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

Objections

4.4 During the 3 week consultation period an e-petition objection was received 'signed' by 631 residents and 543 standard type letters of objection were received in one batch from the East Coulsdon Residents Association. 53 separate letters and 51 e-mail objections stating very similar points to the standard type letter were also received.

Petition

4.5 The petition was sent in a spreadsheet format where names and post codes were provided and a space for comments to be added. The petition is titled: 'Petition against the proposal to take away one hour free parking in the Brighton Road Coulsdon'. Within the body of the petition and above where petitioners input their name the following wording is included; 'I call on Croydon Council to honour their manifesto pledge and not proceed with plans to cut free parking in Coulsdon from 1 hour to 30 mins'.

4.6 Statements from the e-petition are given below to give the gist of residents concerns:

- Our community needs this 1 hour free parking otherwise shoppers will go to all the neighbouring towns with free parking.
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- I feel that it will cause increased hardship to small local traders who are already struggling to keep their businesses going if the free parking is reduced from one hour. It also lowers any trust we might have in manifesto promises if they are broken so easily.
- we need free parking to encourage shoppers to shop locally in coulsdon thus supporting small shopkeepers
- Why change scheme that works well, we need to encourage people to shop in Coulsdon, we do not want a ghost town.
- Listen to the community.
- Keep Coulsdon alive by listening to the community and shopkeepers.
- I love Coulsdon town and regularly shop there. In order to enjoy the shops and services we need the one hour parking. Don't make our town a

wasteland of charity shops and estate agents like Purley. We need this parking for it to survive and thrive.

- To reduce free parking time when our area has so many elderly who need to use their cars and people with disabilities. Neither are able to shop in a 60 minute time slot. Please keep the 1 hour free and 1 hour paid.
- 30 minutes is far too short a time to get things done in Coulsdon especially when some of the ticket machines are not fit for purpose. People are then wasting time trying to get a ticket for their car.
- Totally ridiculous. Who does the council serve exactly?
- 30 mins just isn't long enough and will result in many more fines to subsidise the North of the Borough.
- In support of all local businesses and services.
- The council should be supporting the community and the local businesses in Coulsdon and listening to us. We want to keep our town centre a vibrant shopping facility. That requires 1 hour free parking AND a decent car park
- The council's policy on parking in Coulsdon has had a negative impact on local residential roads. As these roads become more congested, many front gardens are being turned into driveways. I also think Croydon Council is trying to kill off all the local High Streets in the borough by making it impossible to park so that they can convert all the shops into flats.
- We need Coulsdon to be a vibrant community. It needs all the help we can give it which obviously means easier and cheaper parking for everyone including shopkeepers
- Please support the local businesses by giving one hour free parking.
- THIS IS YET ANOTHER ATTACK ON THE RESIDENTS OF COULSDON AND THEIR POCKETS!!
- Since Labour have taken over Croydon we have already had a loss of facilities at Smitham, garden waste (huge) charges and now a reduction in free parking. On top of that Croydon Council is proposing to increase council tax charges by 3.99%. The council is doing nothing at all to help shoppers, traders and visitors to Coulsdon and footfall will continue to decrease as a result of their actions. New businesses will not want to open in this town. There is clearly no desire from the council to assist this small town. Shame on the governing bodies!
- Another example of the Labour Council's duplicity.
- the traffic congestion in Coulsdon will become much worse as a result of the proposed plan to cut free parking to 30 mins

- This victimisation of Coulsdon must stop, Croydon Council seem bent on destroying local businesses, and making life harder for residents.
- 1/2 hour parking is not long enough to do any useful shopping,
- Coulsdon will lose shoppers to local areas like Banstead where parking is free. I for one will not pay this
- Why did the Council allow destruction of the Lion Green car park without a formal contract for development in place. This is incompetence if the highest order and added additional costs for us all.
- Croydon Council have treated the residents of Coulsdon with disdain. Time to make amends.
- We need an increase in parking in the Coulsdon area. Currently there are no easy options which has resulted in me on several occasions shopping elsewhere e.g. Reigate as I know parking will be easier
- Politicians shouldn't make promises if they don't plan to keep them - fundamentally dishonest.
- Please don't make an already dire situation worse. I live just off the main street and despite paying for a permit often struggle to park anywhere near my house. It makes life very difficult when you have children, bags etc.
- Between the council and Southern Rail, there seems to be a campaign to run Coulsdon into the ground in order for them to increase profits. The Cane Hill development was meant to go hand in hand with the 'regeneration' of Coulsdon, but so far all that has meant is the reduction of infrastructure and service and the increase in various charges. Doesn't take a rocket scientist to predict the outcome.
- Sign this.... Save Coulsdon from the already near impossible parking issues.
- It's very difficult for small businesses to survive.
- You say you want people to shop local and do their bit for local businesses but you give us no incentive and it's things like removing essential parking that will turn Coulsdon into a ghost town requested by the wrong sort of 'locals'. You could stop sending out useless mailshots to keep some of your funds
- I bring my dog to hydro therapy and one hour gives me enough time to park up, take him to hydro and leave Coulsdon. Introducing a charge will become costly for my visits.

- we are local traders and the parking issue is a major one and impacts our business
- Coulsdon is a small town which could thrive if free parking were allowed all day.
- Outrageous that the council propose to do this, and how long will it take before they finally re-open Lion Green car park, and also plant trees there to replace the ones they felled as part of the preliminary building work.
- I have just moved from Coulsdon to Merstham, but still regularly visit Coulsdon to go shopping, at the butchers and meet friends for lunch. 30 minutes is no time at all and will not support local businesses as promised.
- Stop destroying our local businesses
- I may not live in borough, but use Coulsdon all the time.
- Half hour not enough if visiting dentists or other medical establishments
- It is almost impossible to visit ONE shop & return to my car in half an hour with 2 small kids. People who live in Coulsdon are shopping elsewhere due to parking issues & I may have to join the which would be a crunch shame!
- Should be supporting local shops and businesses not forcing people to spend less time or go elsewhere!
- Small businesses are the backbone of the local community... Please support them.
- Parking is already a joke & impossible
- Parking in Coulsdon is extremely difficult and in my view reducing the time that visitors, shoppers etc. can park will make trading even more difficult for our local businesses.
- the shops are suffering as people are going elsewhere where they can park so eventually we will not have any local shops to go to. Not everyone wants to or has the capabilities to go further afield.
- Parking restrictions prevent me from spontaneous shopping in Coulsdon. I am often forced to park in one of the supermarket car parks even though I am not shopping in their store.
- So the labour council are trying to stop growth...
- It's a sad state of affairs. Coulsdon has NO decent car parking for residents and visitors especially since Lion Green Car Park closed to build Waitrose. Shop/cafe owners have suffered enough with the bypass being built so the

least we can do is encourage dwelling for an hour so people can enjoy shopping in Coulsdon and having a coffee and much needed time to relax. If it is made hard to park, people just won't come to Coulsdon. Please do not break the manifesto. Commit to bringing Coulsdon to life properly.

- We all want to support our local traders but parking in Coulsdon is so restricted that it is easier to go elsewhere.
- I am a resident of Lion Green road who has been severely affected by the closure of the town car park and this is further complicated by the lack of enough on street parking in the area. Residents and shoppers need to be able to park their cars this is basic!
- We need to support the development of Coulsdon by shopping locally. It's seems Coulsdon, yet again, suffers. We had the fly-over, Lion Green road car park fiasco. The major road works twice!!! The residents and local businesses have suffered enough. We need to do what we can to encourage growth, and make it a thriving town where people can easily visit conveniently!!!
- Please come to Coulsdon and see what is happening to what was once a local thriving shopping centre.
- Please come to Coulsdon and see what is happening to what was once a local thriving shopping centre.
- Seems like the whole parking issue in Coulsdon is a shambles. From the Aldi shoppers queuing into the road to Lion Green Car Park closing, it seems like CROYDON Council is wilfully making it impossible for small independent businesses to continue... Please get someone else in to sort it out!
- Coulsdon businesses depend on customers being able to park nearby. Keep your election pledge and support the people of our town.
- I think to support our local economy we need to maintain free parking for one hour and not increase parking tariff.
- In support of all local shops and services.
- Some form of long term parking is needed. If I want to go out for day from Coulsdon Town there is nowhere to park. I have to get taxi each way.
- Any change to make parking more difficult will make trading even more difficult for local businesses.
- You are looking to penalise local businesses even further after the unnecessary closure of Lion Green Car Park - why?
- It's not only residents of Croydon who shop in Coulsdon!

- Commit to the promises you have made! Otherwise you have no credibility.
- no council is honest enough to keep to there promises they think we are all stupid
- I do all my shopping in Coulsdon, so as I cannot walk well or quickly, I need the 1 hour free parking as it is vital.
- There us a need for reasonably parking otherwise Coulsdon will become a ghost town.
- I find it absolutely disgraceful that the council would even contemplate these changes to parking in Coulsdon after the absolute fiasco that the closure of Lion Green Car Park has been. In whose interest is it to destroy the commercial sector of Coulsdon? It's shameful what's happened already. Don't add to the misery!
- Local parking issues are making life very difficult for both residents and traders. If this continues, we will not have a town centre much longer.
- The shops in Coulsdon are suffering enough as it is with the ridiculousness that is Lion Green Dig Up! "Popping" to the shops is just hard! Stop breaking your promises!
- When will Croydon Council STOP trying to 'kill' Coulsdon!
- What is the council doing? Are they determined to just destroy Coulsdon altogether?!
- £2.40 to park for two hours in Coulsdon - this should be a maximum of £1. There is hardly anything left in Coulsdon now to make you want to stay for two hours.....
- I still try to shop locally - but recently have often given up after circling the town many times unable to find parking. I am now doing more shopping online. Do you really want to kill Coulsdon completely? I think this is utterly ridiculous!
- Get the car park opened again! It should NEVER have been taken away without a viable alternative in place.
- I cannot understand why Croydon Council want to make it increasingly difficult for local people to support local traders with lousy parking and extortionate charges.
- We've been driven away from shopping in Purley because the shopping centre died when Tesco arrived....now the same will happen in Coulsdon because there's insufficient parking to enable shopping

- Whom are we to believe if not on the Council to keep to their manifesto?
- Free parking is essential, not a luxury, for the health of our retail and leisure sector
- Making promises and breaking them is a given where politicians are concerned. There is a lack of integrity and honesty in most political manifestos underlining why most of the public have no trust for any politicians. But something this straightforward and reasonable, to maintain 1 hour free parking, is a simple undertaking to maintain, and by ignoring a promise within 12 months of an election, thereby failing to support local traders as promised, is clear indication that where morality and ethics should apply, there is a complete and abhorrent vacuum.
- The regeneration of Coulsdon Town Centre has taken far too long. It is essential that residents are able to take advantage of the facilities available without having to worry about parking fines, how are the small retailers expected to survive and encourage more visitors with a 30 minute parking limit? The Cane Hill development will increase the number of residents in the Borough. An ideal opportunity to raise the profile of the town. Has this been considered or is making money from fines more important.
- Shopping locally should be encouraged and with these ongoing plans to reduce the amount of parking available and then reducing the amount of free parking will result in Coulsdon becoming a ghost town. This isn't good for business or the community.
- There is too little parking in Coulsdon and this is causing severe problems for shopkeepers and customers.
- This proposal is particularly bad as it comes on top of the fact that there is now limited parking in Coulsdon and it can therefore take quite a time to find any space cutting down the time some can spend in Coulsdon
- The increase in parking charges and the shortening of on street parking times is outrageous. Croydon Council are killing our local town/shops.....
- Parking is a disgrace in Coulsdon there is absolutely no where to park
- Coulsdon people need many more spaces and more free time to support local shopkeepers, now and in the future, particularly since many new residential developments are happening locally.
- Since the closure of Lion Green Road Car Park people have struggled to find parking for long enough to shop. To say "use public transport" is ridiculous when carrying shopping. Longer parking also allows local shop keepers and businesses to pull in some custom. Please keep the one hour free and one hour paid parking for the benefit of everyone. Hopefully we will have some respite with the "temporary" opening of LGCP.

- I have worked in Coulsdon for 40 - 50 years and know the area well. One hour free parking is essential for the success of so many businesses in the area. Those areas of business that require their customers to have appointments of 30 minutes or more desperately need a 1 hour slot. If you want Coulsdon to thrive listen to what the workers, the shoppers and the residents are telling you.
- Did not finish comments 1st time. The Council said they would review the WHOLE of the parking regime in Coulsdon within a year. They did not they only reviewed the Brighton Road and again tried to reduce that from one hour free to 30 minutes. This is another attempt and shows that this is what the officers of the Council in Parking really want and will continue until they achieve it unless we can stop them -AGAIN. P.S. It was under the previous administration that this happened but was Cllr Phil Thomas who stopped the second attempt to install 30 minutes from at the Cabinet meeting
- The parking department did not want one hour free and insisted on installing parking metres in the Brighton Road against the wishes of most residents. They said they would have a review of the WHOLE
- During the school run in Portnalls Road much of the parking is dangerous, and emergency vehicle access will be difficult. This needs proper policing.
- This, on top of taking away the Lion Green car park unnecessarily, is just down righting insulting, insensitive, money grabbing, immoral, crass...I could go on!
- WHAT IS HAPPENING ON THE LION GREEN ROAD SITE? IS THE WAITROSE NEW STORE GOING TO BE BUILT OR NOT?
- 1 hour free parking in Coulsdon is essential to enable several shops and banks to be visited in one visit instead of two or three given that queuing can cause delays. Instead of amending the 1 hour to 30mins to fall in line with other parts of the borough it needs to be amended the other way from 30 mins to 1 hour to benefit all the areas of Croydon
- Better parking facilities are essential to keeping Coulsdon alive and attract new businesses
- To take some free time and add extra charges to Coulsdon main road parking makes no sense when the Council is reopening Lion Green Road car park and therefore gaining extra revenue, with, I assume, increased charges as the high street! I' m sure Coulsdon residents will not forget such a miserable underhanded act in these hard economic times!
- 30minutes is not enough time to shop in Coulsdon, so keeping the 1 hour free stay is must !!

- When will the borough finally start treating Coulsdon as "the guys from the south"? We pay our taxes just like the rest of the borough (and we all know the cost!) so why can't we be treated fairly and equally? We are never listened to or respected and it is becoming an absolute disgrace.
- Don't make life any more harder than what it already is
- In order to shop locally we need to be able to park for more than 30minutes
- In the light of the council's closure of the only public car park in Coulsdon, along with the extensive number of houses and flats being built in Coulsdon with no investment in the already overstretched infrastructure, this is a step too far. Shocking, and just another example of this council's greed and complete disregard for existing residents, local businesses and retailers.
- In particular, this will affect the elderly car user, needing parking within easy reach of shops, Drs` surgery, Dentist, Optician etc.
- How can we have any faith in our elected council leaders if they break their manifesto promise?
- We need lion green car park back again or to create a similar car park which can hold as many cars, shops are losing business including my work place and my dads family business
- Vital to reverse the wilful destruction of Coulsdon. Unbelievable mismanagement and tunnel vision. Lack of concern for businesses and residents.
- FOI shows Parking fines in Brighton Road, CN are £2500pm. We need more bays + one hour free in side roads - Malcolm Road (7 bays), Chipstead Valley Road by shops, + Station Approach Road (4 bays)
- The parking in Coulsdon is not good enough. I live on Edward road and some days are parked half a mile away from my home even though I pay for a permit. We should be residents parking only!
- If you change it to half an hour you will kill the trade in Coulsdon. We need it to be increased not decreased.
- Croydon council is making Coulsdon an unhappy place to shop and live.
- Reducing the free parking time in Coulsdon would be an action of pure greed. Customers are being driven from the town centre; the shopkeepers don't stand a chance.
- Half an hour is not enough time to shop in a couple of places. People will worry about going over time and getting fined so they won't even try to shop there! Shops will lose out as people go elsewhere!

- To reduce this free parking to 30 minutes does not support local businesses, especially eateries.
- I have two young children and require the use of a pushchair in order to get around with my children. It takes me a good 10 minutes to get the children in and out of the car. This leaves me 10 mins free to get to a shop and buy something to include a queue. This is unrealistic. I have to go to Caterham to do my shopping rather than my local high street in order to shop. Caterham offer free parking. Although Aldi has free parking I think it is wrong for Croydon council to put the strain on that car park. A lot of people park there and don't even shop in Aldi meaning the genuine shopper who wants to shop in Aldi can't.
- Please sign to keep our one hour free parking
- Croydon council, stop killing off our town!
- 1 hour is essential for the survival of Coulsdon
- Herringbone parking in Brighton Road would allow more cars to park. We don't actually need those wide pavements either.

Letters

4.7 Two standard type letters have been received (402 of one and 141 of the other) with the more common one stating:

'I write to object to your proposal to introduce a £1 charge to park for more than 30 minutes Pay & Display parking meters along the Brighton Road. I say you should retain the present one hour free parking arrangement throughout.

My reasons for objecting to this scheme are:

- (1) The present one hour scheme works well and there is **no** real evidence of abuse or desire for change.
- (2) The council has shown no need for this scheme of new charges. Instead it wants to raise income from these new £1 charges, and from fines - imposing harsh penalties for trivial mistakes.
- (3) When the council consulted on this a couple of years ago, traders voted clearly to stay as we are.
- (4) One hour free parking along the main shopping high street allows small local shops to compete fairly with supermarkets with large free car parks. Pay & Display does not reduce or prevent abuse.
- (5) The council should have one hour free parking across all shopping streets in the town centre.
- (6) The Pay & Display regime is already complicated and confusing, and the penalties for a simple mistake are severe. For example, a £100 fine is too much for having one wheel over a bay marking.

- (7) Croydon say Coulsdon parking is being subsidised, but in fact they make £2500 per month in parking fines just along the Brighton Road, so they can easily afford their promised one hour free parking.
- (8) The council say “In the past Coulsdon has had especially favourable treatment on free parking and this special treatment is being withdrawn”. **This is untrue.** Many other centres have one hour free parking, but only Coulsdon is to lose this. Upper Norwood, Norbury, Kenley, Sanderstead are all being left alone. Coulsdon is being victimised with new parking taxes that do not apply elsewhere.
- (9) What they are actually doing is unlawfully using parking charge increases to fund their pet projects like £148,000 for a half day cycle race. The council already makes around 30% profit on its on-street parking, and it plans to use these increased parking taxes to raise this to over 40%.
- (10) The town needs all the parking possible and many more bays for shoppers, workers and businesses.
- (11) Increased turnover of usage means more traffic in and out of bays. Charges for parking mean more empty bays, more traffic as more people park for less time, but no more spent in shops.
- (12) Under the current recession, the last thing Coulsdon needs is a fresh financial burden, putting it at a disadvantage compared with local centres like Wallington and Banstead with ample free parking.
- (13) This unnecessary and unwanted imposition of new Pay & Display charges would take more money out of the local economy, make it a less attractive place to visit, and only damage the town’s future.

Please think again and allow Coulsdon a real chance to thrive with one hour free parking on the Brighton Rd.

4.8 The second letter states:

‘I write to object to your proposal to introduce a £1 charge to park for more than 30 minutes Pay & Display parking meters along the Brighton Road. You should retain the present one hour free parking arrangement and the Council should have one hour free parking across all shopping streets in the town centre. The Pay & Display regime is already complicated and confusing, and the penalties for a simple mistake are excessive from which the Council makes £2,500 per month from the Brighton Road alone.

The present one hour scheme works well and there is no real evidence of the abuse or desire for change. When the Council consulted on this a couple of years ago, traders and resident voted clearly to stay as we are.

One hour free parking along the main shopping high street allows small local shops to compete fairly with supermarkets with large free car parks. Pay & Display does not reduce or prevent abuse. The last thing Coulsdon needs is a fresh financial burden, putting it at a disadvantage compared with local centres like Wallington and Banstead with ample free parking.

Many other centres have one hour – and sometimes more – free parking, but only Coulsdon is to lose this. Upper Norwood, Norbury, Kenley, Sanderstead are all being left alone. Once again Coulsdon is being victimised with new parking taxes that do not apply elsewhere.

The town needs all the parking possible and many more bays for shoppers, workers and businesses as plainly illustrated over the period that Lion Green Road Car Park was closed. The layout of the town centre means parking is vital for the health of the town.

This unnecessary and unwanted imposition of new Pay & Display charges would take more money out of the local economy, make it a less attractive place to visit, and only damage the town's future.

Please think again and allow Coulsdon a real chance to thrive with one hour free parking on the Brighton Rd.'

Response

4.9 The petition mentions the 'manifesto pledge' to have one-hour maximum stay parking bays in district centres. A response to this point is that we have now had time to review the impact of this commitment and now know that this would not offer the best use of our parking bays. We have aligned Coulsdon with the rest of the borough to ensure fairness and consistency by offering 30 minutes free parking. This will encourage turnover of parking bays which is more beneficial to the local businesses.

4.10 The most common letter gives a sufficient range of points to respond to and these are included below with the objection point in italics:

- (1) *The present one hour scheme works well and there is **no** real evidence of abuse or desire for change.*

Observations by Officers have shown that there are regular occasions when no or very few vacant bays are available for customers wishing to visit businesses in Coulsdon. 1 hour free tickets are more open to abuse (drivers obtaining additional tickets) than 30 minutes free tickets. Introducing a £1 charge for parking between 30 minutes and 1 hour will ensure that there is a greater turn-over of spaces and therefore greater chance that customers will find parking where they need it.

- (2) *The council has shown no need for this scheme of new charges. Instead it wants to raise income from these new £1 charges, and from fines - imposing harsh penalties for trivial mistakes.*

The purpose for proposing the change is to ensure consistency across the Borough so that all 1 hour maximum stay Pay & Display parking bays have the same arrangements whether the bays are in Thornton Heath, Addiscombe, Selsdon, Purley or Coulsdon. There are existing 30 minute free bays in Chipstead Valley Road and other side roads off Brighton Road and the Brighton Road bays should be consistent with this. Very few London Boroughs have any free parking element within their Pay & Display bays but Croydon recognising that having this for short term parking ensures that businesses benefit from short term parking. Enforcement is required to ensure that abuse of parking is minimised and there is no intention to impose harsh penalties. For example once a Pay & Display ticket has expired it is not possible to issue a PCN until 10 minutes has passed.

- (3) *When the council consulted on this a couple of years ago, traders voted clearly to stay as we are.*

On 24 February 2009 the Traffic Management Cabinet Committee agreed a report to introduce 30 minutes free parking in Brighton Road (minute A5/09 refers). A considerable number of objections were received to this proposal and it was agreed to extend the free parking arrangements to 1 hour maximum stay but with the use of ticket machines to reduce the chance of abuse. The use of Pay & Display machines was also objected to but these were subsequently introduced as part of the Coulsdon town centre regeneration works. By reducing the free period to 30 minutes and paid for parking to 1 hour ensures consistency within Coulsdon town centre and the rest of the Borough.

- (4) *One hour free parking along the main shopping high street allows small local shops to compete fairly with supermarkets with large free car parks. Pay & Display does not reduce or prevent abuse.*

Free 30 minute parking will still ensure that many customers can use the businesses without the need to pay for parking. Those wishing to park for more than 30 minutes have the choice of paying £1 for 1 hour parking on-street or 60p per hour for the recently re-opened Lion Green Road Car Park. Free parking for up to 1½ hours is also available in the Aldi Car Park although it is appreciated that parking is at a premium in this car park probably due to this.

- (5) *The council should have one hour free parking across all shopping streets in the town centre.*

This is likely to be detrimental to the town centre as the turn-over of parking spaces will be reduced with fewer spaces for customers.

- (6) *The Pay & Display regime is already complicated and confusing, and the penalties for a simple mistake are severe. For example, a £100 fine is too much for having one wheel over a bay marking.*

Pay & Display parking has been used in the Borough for the last 25 years. This proposal aims to simplify the current system.. The parking bays along the Brighton Road are generous in size (mostly 6 metres long) to allow easy entry and exit to avoid disruption to traffic including bus services whereas usual bays are between 5 metres (end bays) and 5.8 metres in length. The PCN charge for not being parked fully within a bay is £80 reduced to £40 if paid within 14 days.

- (7) *Croydon say Coulsdon parking is being subsidised, but in fact they make £2500 per month in parking fines just along the Brighton Road, so they can easily afford their promised one hour free parking.*

If £2,500 per month in fines is received for the Brighton Road this equates to on average between 1 and 2 PCNs per day which is low for a high street location with the number of Pay & Display bays, disabled bays, loading bays, motorcycle bays and extensive double yellow line waiting restrictions. The proposed £1 charge for parking between 30 minutes and 1 hour is proposed to ensure consistency rather than to bring in income.

- (8) *The council say “In the past Coulsdon has had especially favourable treatment on free parking and this special treatment is being withdrawn”. **This is untrue.** Many other centres have one hour free parking, but only Coulsdon is to lose this. Upper Norwood, Norbury, Kenley, Sanderstead are all being left alone. Coulsdon is being victimised with new parking taxes that do not apply elsewhere.*

The argument for retaining 1 hour free parking for the Brighton Road bays was to retain the ‘status quo’ for parking along this road as before the Coulsdon by-pass was constructed it was part of the Transport for London Road Network and they do not have Pay & display parking on their roads relying instead on maximum stay bays for a turn-over of spaces. The Council continued this arrangement and only introduced Pay & display machines to manage the 1 hour maximum stay as part of the regeneration works introduced in 2009 / 10. There are very few centres with free 1 hour parking and mostly smaller centres such as Kenley and Riddlesdown where there is limited number of spaces and unlike the Brighton Road, Coulsdon, outside Controlled Parking Zones (CPZs). The only one hour free bays within a CPZ is in Upper Norwood which is a parking scheme within 3 separate Boroughs so it would be difficult to introduce a charged system with the added complication of collecting and distributing parking income. The only free bays in Norbury are also outside a Controlled Parking Zone and we would like to introduce Pay & Display parking to reduce abuse of the bays and increase the turn-over of spaces. Sanderstead also is not within a CPZ although the long-term aim is to introduce Pay & Display parking (free for the first 30 minutes) to reduce abuse and ensure a turn-over.

- (9) *What they are actually doing is unlawfully using parking charge increases to fund their pet projects like £148,000 for a half day cycle race. The council already makes around 30% profit on its on street parking, and it plans to use these increased parking taxes to raise this to over 40%.*

This is not correct. Any additional income over expenditure received from parking fees and enforcement is required by law to be used for transport related expenditure. Most of this is used to help subsidize the concessionary fare scheme (Freedom Pass) which costs the Council far more than any 'profit' from parking. The cost of the Pearl Izumi Tour Series race in Croydon was in the region of £132k and this was funded in part from Transport for London Local Implementation Plan funds for promoting sustainable transport and also from sponsorship gifts from private companies. The health of the nation is one of the most important current concerns in this country and encouraging residents to take up exercise including using sustainable forms of transport to work is critical in this aim. For example the Council subsidizing a well known Coulsdon bicycle business for the forthcoming Croydon Business fair in May will help to promote cycling as a sustainable form of transport to work. It is expected that the majority of users of the Brighton Road bays will still obtain free tickets when parking and income levels are not expected to be high especially with lower parking fees in Lion Green Road and the CALAT Car Park. There are on-going maintenance charges for the 12 Pay & Display machines which eventually will need replacing at a cost of between £30k and £40k. These are currently the only machines in the Borough that issue free tickets and in order to do this the Council is subsidizing their operation.

- (10) *The town needs all the parking possible and many more bays for shoppers, workers and businesses.*

Two public car parks for the town centre have opened recently including the Coulsdon Centre (CALAT) car park with 35 spaces (new more accessible entrance from Woodcote Grove Road being proposed) and 116 spaces in the re-opened Lion Green Road Car Park. The aim is that if the Lion Green Road site is redeveloped in the future then some public parking will be available for customers. Additional on-street parking bays have been introduced over the last couple of years in the order of 25 and 5 further bays are soon to be introduced into Station Approach Road. Recent observations have shown that there are spaces in the Coulsdon Centre Car Park and, since the introduction of Pay & Display, also in the re-opened temporary Lion Green Road Car Park. A reduction in the free period for Brighton Road bays will ensure that there is a greater turn-over of spaces and more opportunities for customers.

- (11) *Increased turnover of usage means more traffic in and out of bays. Charges for parking mean more empty bays, more traffic as more people park for less time, but no more spent in shops.*

Although there may be a few more traffic movements with a higher turn-over of spaces, this is likely to be insignificant with only 46 Pay & Display bays equating to approximately one parking movement every 45 seconds or so on average (assuming most drivers parks for 30 minutes) along a 500 metre section of the Brighton Road. Also it is worth pointing out that with a greater opportunity for drivers to find spaces there is likely to be fewer drivers passing and re-passing the same section of road to find spaces. With an increase in turn over of parking spaces and therefore more spaces available for customers, this should benefit businesses.

- (12) *Under the current recession, the last thing Coulsdon needs is a fresh financial burden, putting it at a disadvantage compared with local centres like Wallington and Banstead with ample free parking.*

Visits to Wallington and Banstead show that there are very few opportunities for visitors to find free parking and most end up using the car parks which require payment.

In High Street, Banstead there are free 1 hour maximum stay bays (no return within 2 hours) but unlike Coulsdon these rely on drivers returning within the hour with no tickets being displayed and therefore more difficult to enforce and open to abuse. The main High Street Car Park has charges higher than Coulsdon with short-term charges of 50p for 20 minutes, £1.30 for 1 hour, £1.70 for 2 hours and £2.20 for 3 hours. Long-term charges are £2.70 for 4 hours £4 for 5 hours and £5 for 5 to 10 hours.

In Wallington there are no free parking bays on the main high street (Woodcote Road) and a very limited number of bays in Stafford Road. Wallington library car park has 30 minutes free parking with other car parks charging 50p for 30 minutes. Charges for longer parking durations are £1 for 1 hour, £2 for 2 hours, £2.50 for 3 hours (max for the library car park), £3 for 4 hours, £3.50 for 5 hours and £4.50 for 5+hours.

Current rates for Lion Green Road and the Coulsdon Centre car parks are 60p for each hour undercutting the charges in Banstead and Wallington car parks by a significant amount.

Free 30 minutes parking with a ticket for the Brighton Road on-street bays reduces abuse and provides more opportunity for customers.

- (13) *This unnecessary and unwanted imposition of new Pay & Display charges would take more money out of the local economy, make it a less attractive place to visit, and only damage the town's future.*

Reducing the free parking period to 30 minutes will reduce abuse of the parking and increase the turn-over of spaces ensuring that there is more opportunity for customers to park therefore benefiting the local economy and ensuring a consistent parking policy for short term parking across the Borough.

Conclusion

- 4.11 It is understood that the proposal to reduce the free period from 1 hour to 30 minutes has resulted in considerable objections and concern from local residents and businesses. However, it is important that parking charges and arrangements are consistent across the Borough's 16 Controlled Parking Zones to ensure the same policy is applied to different centres and avoid driver confusion. This is especially the case in Coulsdon where currently there are 30 minute free bays in the side roads including Chipstead Valley Road but 1 hour free bays along the Brighton Road. Reducing the free period will result in a higher turn-over of parking spaces and will increase the opportunity for customers to find spaces and

this should be seen as a positive move to help the local businesses. Therefore it is proposed to reduce the free period to 30 minutes and impose a £1 charge for the Brighton Road parking bays.

5 FINANCIAL CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

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.

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 would remain £62k un-allocated to be utilised in 2016/2017 this is taking into account £13k that was committed in 2015/2106 against the 2016/2107 financial years spend.

	Current Financial Year 2016/17 £'000	M.T.F.S – 3 year Forecast		
		2017/18 £'000	2018/19 £'000	2019/20 £'000
<u>Revenue Budget available</u>				
Expenditure	100	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	6	0	0	0
Income	0	0	0	0
Remaining Budget	<u>94</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

5.2.1 The cost of amending the altering the 12 Pay & Display machines to accept payment and signing amendments is estimated to cost £6,000.

5.2.2 These costs can be contained within the available revenue budgets for 2016/17.

5.3 Risks

5.3.1 Whilst there is a risk that the final cost will exceed the estimate, this work is allowed for in the current budgets for 2016/17.

5.4 Options

5.4.1 The alternative option is not to amend the Pay & Display machines along the Brighton Road, Coulsdon to take payment for parking durations of between 30 minutes and 1 hour which would not benefit customers and businesses to the town centre or be consistent with other similar bays in the town centre or other district and local centres in the Borough.

5.5 Savings/future efficiencies

5.5.1 The current method of introducing/removing or amending parking bays is very efficient with the design and legal work being carried out within the department. The marking of the bays is carried out using maintenance rates through the new Highways contract and these are lower than if the schemes were introduced under separate contractual arrangements.

5.5.2 Any signs that are required are sourced from the new Highways contractor where rates are competitive.

5.5.3 It is difficult to estimate the amount of income that will be received from introducing payments for the Brighton Road Pay & Display machines as the majority of users are likely to continue to obtain free parking tickets. An approximation based on 10% of users parking for 1 hour and bays being occupied 80% of the time is an income of £9,200 per annum for all 46 bays.

5.5.4 Approved by: Louise Lynch, Business Partner, Place Department.

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 Solicitor to the Council further comments that to incorporate a charge for Brighton Road Coulsdon, it is necessary to amend the Coulsdon (Free Parking Places) (Limited Time) (No.1) Traffic Order 2007 and The Croydon (North) (Parking Places) Traffic Order 2008 No.49 under the Road Traffic Regulation Act 1984 (as amended). This involves the giving of public notice and the consideration of any material objections that may be received. This statutory procedure must be followed before this TMO is amended.

6.3 The Local Authority has power to determine the amount charged for parking and parking permits. Section 6 of the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the council to have regard (so far as practicable) to secure the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway' 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.

6.4 Case law has 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 6.3.

6.5 Approved by: Gabriel Macgregor, Acting Council Solicitor and Acting Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.1 Introducing parking charges for the Brighton Road, Coulsdon parking bays should not affect staffing levels within Parking Services.

7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive 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 and the Council's public car parks.

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 proposed charges for parking for between 30 minutes and 1 hour for the Brighton Road, Coulsdon bays is aimed at continuing to work towards the above sustainable objectives and also balancing the measures implemented 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 introducing a charge for parking in the Brighton Road, Coulsdon on-street bays for parking durations between 30 minutes and 1 hour in order that these one hour maximum stay bays are consistent for existing bays in Coulsdon and other district and local centres in the Borough.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The alternative option is not to amend the Pay & Display machines along the Brighton Road, Coulsdon to take payment for parking durations of between 30 minutes and 1 hour which would not benefit customers and businesses to the town centre or be consistent with other similar bays in the town centre or other district and local centres in the Borough.

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BACKGROUND DOCUMENTS:

None