

# Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Jane Avis, Robert Canning, Vidhi Mohan, Badsha Quadir and Pat Ryan

Reserve Members: Jamie Audsley, Simon Brew, Sherwan Chowdhury, Maddie Henson, Andrew Pelling and Andy Stranack

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Tuesday, 6 February 2018** at **6.30 pm** in **F10, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS-BAKER  
Director of Law and Monitoring Officer  
London Borough of Croydon  
Bernard Weatherill House  
8 Mint Walk, Croydon CR0 1EA

Victoria Lower  
020 8726 6000 x14773  
victoria.lower@croydon.gov.uk  
www.croydon.gov.uk/meetings  
Monday, 29 January 2018

Members of the public are welcome to attend this meeting.  
If you require any assistance, please contact the person detailed above, on the righthand side.

N.B This meeting will be paperless. The agenda can be accessed online at [www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)

## **AGENDA – PART A**

**1. Apologies for Absence**

To receive any apologies for absence from any members of the Committee.

**2. Minutes of the Previous Meeting (Pages 5 - 8)**

To approve the minutes of the meeting held on 13 December 2017 as an accurate record.

**3. Disclosure of Interests**

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

**4. Urgent Business (if any)**

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

**5. Denmark Road Area Proposed Extension of the South Norwood Controlled Parking Zone - Objection (Pages 9 - 16)**

The purpose of this report is to consider an objection received from the public following the formal consultation process on a proposal to extend the South Norwood Controlled Parking Zone into Alfred Road, Denmark Road and Enmore Avenue with a combination of Shared-Use Permit/Pay & Display machines (8 hour maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.

**6. Cecil Road Area Proposed Controlled Parking Zone - Objections**  
(Pages 17 - 24)

The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce a new Controlled Parking Zone into Aurelia Road and Cecil Road with a combination of Shared-Use Permit/Pay & Display machines (8 hour maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.

**7. Princess Road Area - Results of informal consultation on the possible extension of the Croydon CPZ (East Outer Permit Zone)**  
(Pages 25 - 46)

This report considers the results of the informal consultation on the proposal to extend the Croydon Controlled Parking Zone (North Permit Area) into the Princess Road Area which includes unrestricted roads between Lion Road and Johnson Road in Bensham Manor, Selhurst and West Thornton.

**8. Exclusion of the Press and Public**

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

“That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.”

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## Traffic Management Advisory Committee

Meeting of held on Wednesday, 13 December 2017 at 6.30 pm in F10, Town Hall, Katharine Street, Croydon CR0 1NX

### MINUTES

- Present:** Councillor Stuart King (Chair);  
Councillors Robert Canning and Badsha Quadir
- Also Present:** Councillor Sean Fitzsimons
- Apologies:** Councillors Jane Avis, Vidhi Mohan and Pat Ryan

### PART A

#### 30/17 **Minutes of the Previous Meeting**

The minutes of the meeting held on 11 October 2017 were agreed as an accurate record, with the correction that Minute 26/17 paragraph 32 read "In response to Member questions officers stating that they were *not* sure exactly where the traffic would go..".

#### 31/17 **Disclosure of Interests**

There were none.

#### 32/17 **Urgent Business (if any)**

There were no items of urgent business.

#### 33/17 **Exeter Road Area - Results of informal consultation on the possible extension of the Croydon CPZ (East Outer Permit Zone)**

The Traffic Management Advisory Committee considered the report on the results of the informal consultation on the proposal to extend the Croydon Controlled Parking Zone (East Outer Permit Area) into the Exeter Road Area which includes unrestricted roads between Davidson Road and Morland Road in Addiscombe.

The Committee were informed that an informal consultation had taken place across a large area which encompassed a number of roads. The recommendation from officers was to proceed to formal consultation in the roads stated within the report, which included some roads that had not voted in favour of controlled parking due to the likely displacement of parking to those roads.

Mr West-Allwood addressed the Committee as a resident of Dominion Road and noted that the majority of residents of that road were not in favour of parking controls. Officers confirmed that it was not the intention to go to formal consultation for Dominion Road and it would not be part of the proposal under consideration.

Councillor Fitzsimons addressed the Committee as a Ward Councillor and thanked officers for the successful consultation which had had a large level of resident engagement. Councillor Fitzsimons welcomed that roads which had supported controlled parking were to be included in the formal consultation and stated he understood why the additional roads were also included due to the potential impact on the surrounding areas if the controlled parking zone was extended. In light of roads being added that had not initially been in favour, Councillor Fitzsimons requested that due consideration was given to their views following the formal consultation before the final decision was made.

The Chair recognised that the integrity of the scheme would be challenged if all roads within the proposal were not included. The Chair noted the recommendations were to consider whether to proceed and the Committee voted to proceed to formal consultation.

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

1. Consider the responses received to the informal consultation on the proposal to extend the Croydon Controlled Parking Zone (East Outer Permit Zone) into the Exeter Road area.
2. Consider to proceed to the formal consultation stage regarding the proposal to extend the Croydon Controlled Parking Zone (East Outer Permit Area) into Edward Road, Exeter Road, Leicester Road, Morland Avenue, Rymer Road, Stretton Road, and Vincent Road as shown on Drawing No. PD – 340/1.
3. If formal consultation is proceeded with, delegate to the Highway Improvement Manager, Streets Directorate the authority to give notice and (subject to receiving no objections on the giving of the public notice) to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.2 above.
4. Note that any material objections received after the public notice is given will be reported to a future Traffic Management Advisory Committee for the Members' consideration and onward recommendation to the Cabinet Member.

This item was not required.

The meeting ended at 6.42 pm

**Signed:**

**Date:**

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## Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  6 February 2018
<b>SUBJECT:</b>	<b>DENMARK ROAD AREA PROPOSED EXTENSION OF THE SOUTH NORWOOD CONTROLLED PARKING ZONE – OBJECTION</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place Department</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Woodside</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> <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, 3, 4 and 6</li> <li>• Croydon Corporate Plan 2015 – 18</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL IMPACT: N/A</b>	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.: N/A</b>	
<b>1. RECOMMENDATIONS</b>	
<p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:</p>	
1.1	Consider an objection to the proposal to extend the South Norwood Controlled Parking Zone (South Norwood zone) in Alfred Road, Denmark Road and Enmore Avenue with a combination of Shared-Use Permit/Pay & Display (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
1.2	Agree to extend the South Norwood Controlled Parking Zone into the above roads as shown on plan PD-310 for the reasons as set out in this report.
1.3	Inform the objectors and supporters of the above decision.

## 2 EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider an objection received from the public following the formal consultation process on a proposal to extend the South Norwood Controlled Parking Zone into Alfred Road, Denmark Road and Enmore Avenue with a combination

of Shared-Use Permit/Pay & Display machines (8 hour maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.

- 2.2 The outcome of the informal consultation was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On 26 January 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.

### **3 BACKGROUND**

- 3.1 A petition was received from residents of Denmark Road and Enmore Avenue in the spring of 2016 requesting that a residents parking scheme be introduced to help alleviate increasing parking problems in the area.
- 3.2 Available parking in the uncontrolled part of the Denmark Road area is restricted during the daytime due to the close proximity of the South Norwood Leisure Centre, local shops on Portland Road and Norwood Junction railway station. Also the South Norwood Controlled Parking Zone in the nearby Holland Road Area as shown on plan PD-310a exacerbates the parking problem for residents. The Denmark Road area comprises mainly of terraced properties of which only a few have off-street parking.
- 3.3 The nearby Croydon Controlled Parking Zone (South Norwood Zone) comprises of shared-use Permit / Pay & Display bays operating between 9am and 5pm, Monday to Saturday with shared-use Permit / 8 hour maximum stay Pay & Display bays.
- 3.4 On 14 June 2017 consultation documents were sent to residents and business in the Denmark Road area including Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue, Enmore Road and Greenmead Close (private road off Enmore Road). As a result of the consultation a positive response was received from occupiers in Denmark Road (82% of households that responded voted in favour) and Enmore Avenue (76%). The Traffic Management Advisory Committee agreed at the meeting of 11 October 2017 (minute 27/17 refers) that parking controls should be introduced into these two roads and in Alfred Road (50%) due to its position between Enmore Avenue and the South Norwood CPZ, subject to formal consultation.

### **4 OBJECTIONS AND RESPONSES**

#### **Objection**

- 4.1 During the formal consultation a resident of Enmore Avenue has objected on the grounds that the proposed scheme will result in loss of parking.

#### **Response**

- 4.2 Experience of recent new controlled parking schemes has shown that by keeping bay lengths to the minimum and by maximising the space available for parking there should be no loss of parking over the existing unregulated arrangement. Having consistent lengths of bays ensures that all types of vehicle can park and there are no spaces which cannot be used by slightly larger vehicles. Introducing controls such as Pay & Display will ensure that there are spaces available for Permit holders, especially during the controlled hours, whereas currently commuters dominate spaces.

## **5 CONSULTATION**

- 5.1 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.
- 5.2 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.
- 5.3 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.

## **6. FINANCIAL CONSIDERATIONS**

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2017/18. Total funding of £100k is included for controlled parking schemes in 2017/18. 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 not be sufficient funding in 2017/18.

## 6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget</u></b>				
<b>available</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b><u>Capital Budget</u></b>				
<b>available</b>				
Expenditure	100	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	18	0	0	0
<b>Remaining Budget</b>	<u>82</u>	<u>0</u>	<u>0</u>	<u>0</u>

## 6.2 The effect of the decision

6.2.1 The cost of extending controlled parking into the Denmark Road area has been estimated at £18,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.

6.2.2 This cost can be contained within the available capital funding for controlled parking schemes within the TfL Local Implementation Plan (LIP) funding allocation for 2017/18.

## 6.3 Risks

6.3.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the 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.

## 6.4 Options

6.4.1 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.

## **6.5 Savings/ future efficiencies**

6.5.1 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.

6.6 Approved by: Felicia Wright, Head of Finance, Place.

## **7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

7.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, implement and revoke 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. The Council must also have regard to such matters as the effect on the amenities of any locality affected.

7.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

7.3 Approved by Sandra Herbert, Head of Litigation and Corporate law for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

## **8. HUMAN RESOURCES IMPACT**

8.1 There are no human resource implications arising from this report.

8.2 Approved by: Sue Moorman, Director of Human Resources.

## **9. CUSTOMER IMPACT**

9.1 The proposed extension of the South Norwood Controlled Parking Zone into Alfred Road, Denmark Road and Enmore Avenue is in response to a petition received from the residents of Denmark Road. Occupiers of all residential and business premises in the area were invited to take part in the informal consultation to ensure that all those potentially affected by the proposals were given the opportunity to give their views. The Council only introduces parking controls in the area where the majority of residents are in favour of a CPZ 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.

## **10 EQUALITIES IMPACT**

10.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

## **11. ENVIRONMENTAL IMPACT**

- 11.1 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.

## **12 CRIME AND DISORDER REDUCTION IMPACT**

- 12.1 There are no such considerations arising from this report.

## **13 REASONS FOR RECOMMENDATIONS**

- 13.1 The recommendation is to extend the South Norwood Controlled Parking Zone into Alfred Road, Denmark Road and Enmore Avenue where parking stress is high and the majority of occupiers have supported the parking controls which is clear from the recent informal consultation.

## **14. OPTIONS CONSIDERED AND REJECTED**

- 14.1 An 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.

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### **REPORT AUTHOR**

Paul Tarrant, Traffic Engineer  
Infrastructure, Parking Design, 020 8726 6000  
(Ext. 88256)

### **CONTACT OFFICER:**

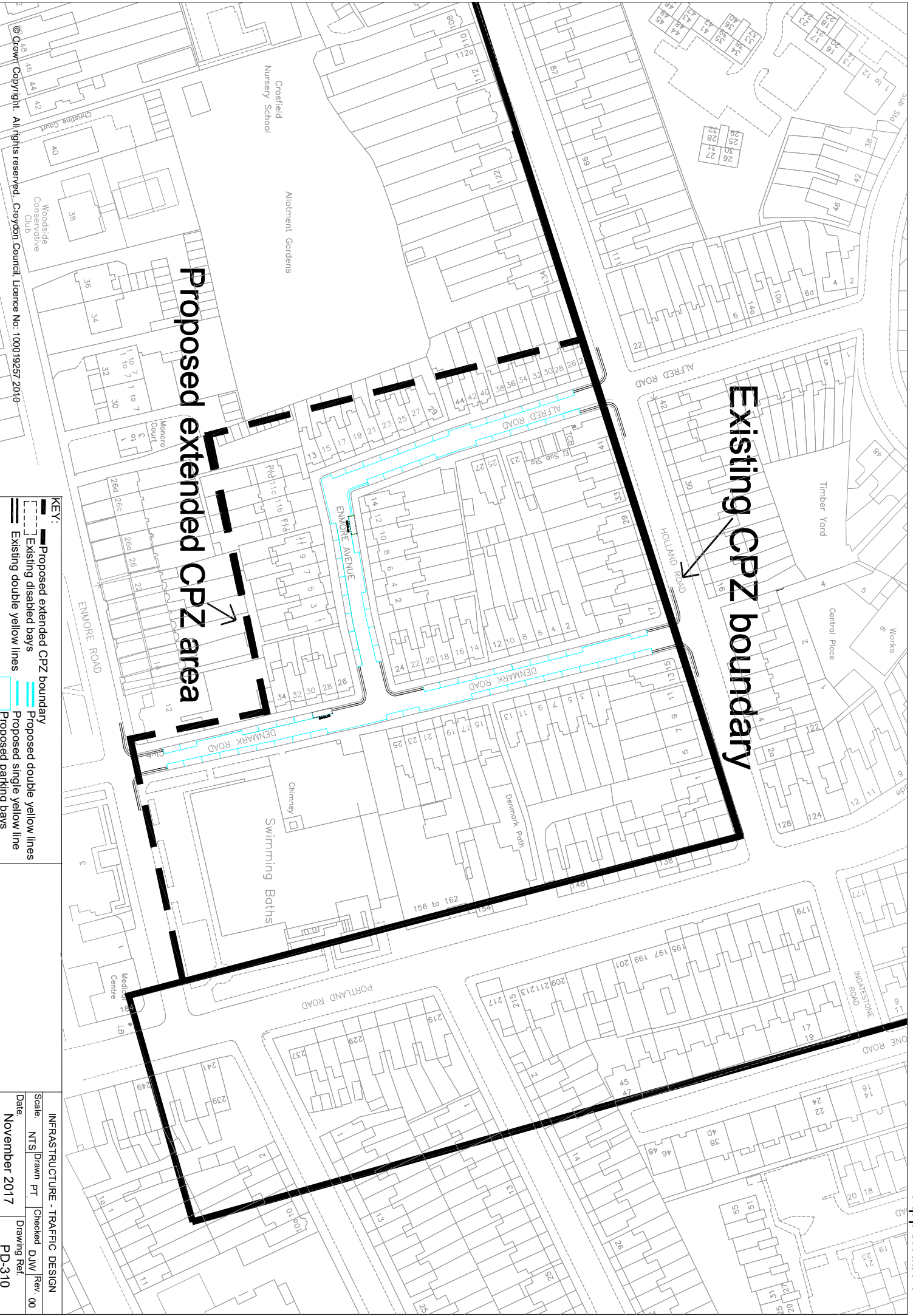
David Wakeling, Traffic Design Manager  
Infrastructure, Parking Design, 020 8726 6000  
(Ext. 88229)

### **BACKGROUND DOCUMENTS:**

None

### **APPENDIX:**

Appendix 1 – Denmark Road PD 310



**Proposed extended CPZ area**

**Existing CPZ boundary**

- KEY:**
- Proposed extended CPZ boundary
  - Existing disabled bays
  - Proposed double yellow lines
  - Existing double yellow lines
  - Proposed single yellow line
  - Existing parking bays

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale:	NTS	Drawn:	PT
Date:	November 2017	Checked:	DJW
		Rev.:	00
		Drawing Ref.:	PD-310

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## Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  6 February 2018
<b>SUBJECT:</b>	<b>CECIL ROAD AREA PROPOSED CONTROLLED PARKING ZONE – OBJECTIONS</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place Department</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>West Thornton</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> <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, 3, 4 and 6</li> <li>• Croydon Corporate Plan 2015 – 18</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL IMPACT: N/A</b>	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.: N/A</b>	
<b>1. RECOMMENDATIONS</b>	
<p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:</p>	
1.1	Consider the objections received to introduce a new Controlled Parking Zone (West Thornton Area) in Aurelia Road and Cecil Road with a combination of Shared-Use Permit/Pay & Display (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
1.2	Agree to introduce a new Controlled Parking Zone into the above roads as shown on plan PD-309b for the reasons as set out in this report.
1.3	Inform the objectors and supporters of the above decision.

## 2 EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce a new Controlled Parking Zone

into Aurelia Road and Cecil Road with a combination of Shared-Use Permit/Pay & Display machines (8 hour maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.

- 2.2 The outcome of the informal consultation was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On 26 January 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.

### **3 BACKGROUND**

- 3.1 A petition was received from residents of Cecil Road in the spring of 2016 requesting that a residents parking scheme be introduced to help alleviate increasing parking problems in the road caused mainly by commuters preventing free movement of traffic and restricting space for residents.
- 3.2 On 14 June 2017 consultation documents were sent to residents and business in the Cecil Road area including Cecil Road, Aurelia Road, Brading Road, Rosecourt Road, Thornton Avenue, Songhurst Close and Lavender Road. As a result of the consultation a positive response was received from occupiers in Cecil Road (72% of households that responded voted in favour) and Aurelia Road (80%) and the Traffic Management Advisory Committee agreed at the meeting of 11 October 2017 (minute 25/17 refers) that parking controls should be introduced into these two roads subject to formal consultation.

### **4 OBJECTIONS AND RESPONSES**

#### **14 Objections / comments from residents on similar grounds**

- 4.1 Following formal consultation fourteen residents of Aurelia Road and Cecil Road have objected and commented on similar grounds that the proposed times of 9am to 5pm will not make any difference to parking in the area, and that the proposed hours should be extended to 8am to 8pm.

#### **Response**

- 4.2 Currently the majority of Croydon's Controlled Parking Zones operate 9am to 5pm Monday to Saturday, this has proven to alleviate parking issues in those areas where there was an issue with non-residents parking predominately during the daytime. To be consistent with Croydon's controlled parking zones the consultation included 9am to 5pm Monday to Saturday parking controls.
- 4.3 It is appreciated that residents experience parking problems during the evening and that 8am to 8pm controls may help alleviate some of these although often this is an indication that there are insufficient spaces for the number of residents living in the road. To introduce 8am to 8pm controls would necessitate the re-consultation of the residents and would delay the introduction of the controls by at least 6 months. It is proposed that the 9am to 5pm, Monday to Saturday controls are introduced and consideration be given to re-consulting residents at a future date if there are a significant number of requests for longer controls.

#### **Objection**

- 4.4 A resident of Cecil Road is objecting on the grounds that a parking space will be lost

outside the resident's garage due to the proposal of a new single yellow line.

**Response**

- 4.5 It is not possible to mark a bay which could effectively result in obstruction to off-street parking facilities and the Council is obliged to place yellow lines in front of all dropped kerbs within Controlled Parking Zones. If a resident notifies the Council that their garage or driveway is no longer used for parking, consideration can be given to install additional parking bays.

**5 CONSULTATION**

- 5.1 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.
- 5.2 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.
- 5.3 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.

**6. FINANCIAL CONSIDERATIONS**

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2017/18. Total funding of £100k is included for controlled parking schemes in 2017/18. 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 not be sufficient funding in 2017/18.

## 6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
 <b><u>Capital Budget available</u></b>				
Expenditure	100	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	23	0	0	0
<b>Remaining Budget</b>	<u>67</u>	<u>0</u>	<u>0</u>	<u>0</u>

## 6.2 The effect of the decision

- 6.2.1 The cost of introducing controlled parking into the Cecil Road and Aurelia Road has been estimated at £23,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.
- 6.2.2 This cost can be contained within the available capital funding for controlled parking schemes within the TfL Local Implementation Plan (LIP) funding allocation for 2017/18.

## 6.3 Risks

- 6.3.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the 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

## 6.4 Options

- 6.4.1 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.

## **6.5 Savings/ future efficiencies**

6.5.1 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.

6.6 Approved by: Felicia Wright, Head of Finance, Place.

## **7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

7.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, implement and revoke 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. The Council must also have regard to such matters as the effect on the amenities of any locality affected.

7.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

7.3 Approved by Sandra Herbert, Head of Litigation and Corporate Law for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

## **8. HUMAN RESOURCES IMPACT**

8.1 There are no human resource implications arising from this report.

8.2 Approved by: Sue Moorman, Director of Human Resources.

## **9. CUSTOMER IMPACT**

9.1 The proposed new Controlled Parking Zone into Aurelia Road and Cecil Road is in response to a petition received from the residents of Cecil Road. Occupiers of all residential and business premises in the area were invited to take part in the informal consultation to ensure that all those potentially affected by the proposals were given the opportunity to give their views. The Council only introduces parking controls in the area where the majority of residents are in favour of a CPZ 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.

## **10 EQUALITIES IMPACT**

10.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

## **11 ENVIRONMENTAL IMPACT**

- 11.1 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.

## **12 CRIME AND DISORDER REDUCTION IMPACT**

- 12.1 There are no such considerations arising from this report.

## **13 REASONS FOR RECOMMENDATIONS**

- 13.1 The recommendation is to introduce a new Controlled Parking Zone into Aurelia Road and Cecil Road where parking stress is high and the majority of occupiers have supported the parking controls which is clear from the recent informal consultation.

## **14. OPTIONS CONSIDERED AND REJECTED**

- 14.1 An 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.

---

### **REPORT AUTHOR**

Paul Tarrant, Traffic Engineer  
Infrastructure, Parking Design, 020 8726 6000  
(Ext. 88256)

### **CONTACT OFFICER:**

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

### **BACKGROUND DOCUMENTS**

None

### **APPENDIX:**

Appendix 1 – Cecil Road PD 309b

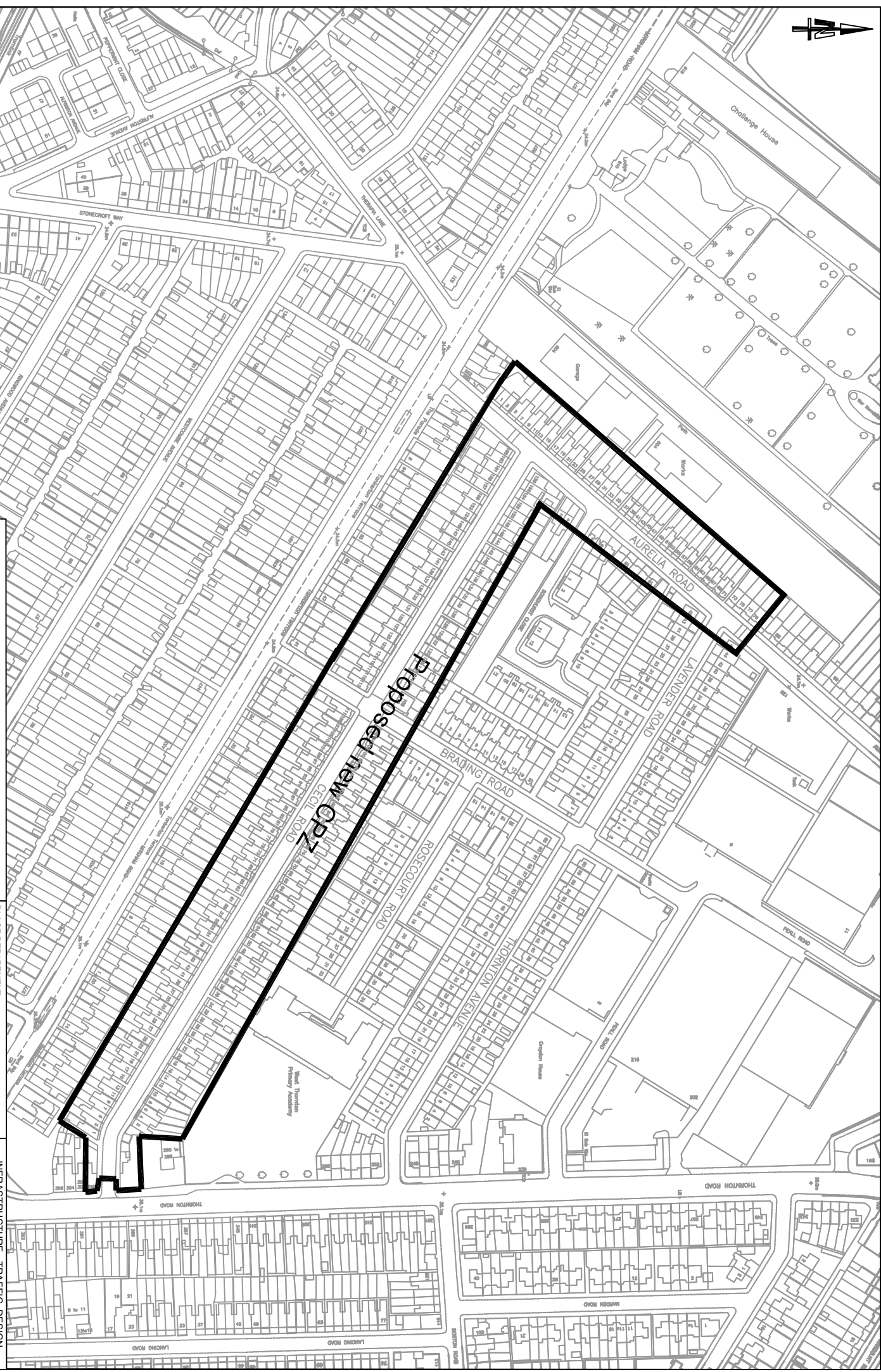


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Cecil Road Area  
 Proposed new CPZ boundary

PLACE DEPARTMENT  
 JO NEARIN, EXECUTIVE DIRECTOR  
 PO BOX No. 1462  
 CROYDON  
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN  
 Scale: NTS  
 Date: September 2017  
 Drawn: PT  
 Checked: DJW  
 Rev: 00  
 Drawing Ref: PD-309b



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## Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  <b>6 FEBRUARY 2018</b>
<b>SUBJECT:</b>	<b>PRINCESS ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE POSSIBLE EXTENSION OF THE CROYDON CPZ (NORTH PERMIT ZONE)</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Planning and Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Bensham Manor, Selhurst and West Thornton.</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> <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, 3, 4 and 6</li> <li>• Croydon Corporate Plan 2013 – 18</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL IMPACT:</b>	
These proposals can be contained within the available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	
<b>1. RECOMMENDATIONS</b>	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:-	
1.1	Consider the responses received to the informal consultation on the proposal to extend the Croydon Controlled Parking Zone (North Permit Zone) into the Princess Road area.
1.2	Agree to proceed to the formal consultation stage for the proposal to extend the Croydon Controlled Parking Zone (North Permit Area) into Amersham Road, Beulah Grove, Berney Road, Boulogne Road, Broadway Avenue, Cromwell Road, Devonshire Road, Elmwood Road, Grace Road, Greenwood Road, Hartley Road, Henderson Road, Johnson Road, Kemp Gardens, Lion Road, Mayo Road,

Northbrook Road, Pawsons Road , Princess Road, Queen's Road, Strathmore Road, St. Saviour's Road, Tirrell Road, Whitehorse Road, Windmill Grove and Windmill Road as shown on Drawing No. PD – 345/1.

- 1.3 If formal consultation is proceeded with, delegate to the Highway Improvement Manager, Streets Directorate the authority to give notice and (subject to receiving no objections on the giving of the public notice) to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.2 above.
- 1.4 Note that any material objections received after the public notice is given will be reported to a future Traffic Management Advisory Committee for the Members' consideration and onward recommendation to the Cabinet Member.

## **2 EXECUTIVE SUMMARY**

- 2.1 This report considers the results of the informal consultation on the proposal to extend the Croydon Controlled Parking Zone (North Permit Area) into the Princess Road Area which includes unrestricted roads bounded by Whitehorse Road, Pawson's Road, Lodge Road, Windmill Road and the Whitehorse Road housing estate in the Wards of Bensham Manor, Selhurst and West Thornton.
- 2.2 The outcome of the informal consultation was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On 26 January 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.
- 2.3 It is recommended that the Council proceeds to the formal consultation stage with a proposal to extend the controlled parking into Amersham Road, Beulah Grove, Berney Road, Boulogne Road, Broadway Avenue, Cromwell Road, Devonshire Road, Elmwood Road, Grace Road, Greenwood Road, Hartley Road, Henderson Road, Johnson Road, Kemp Gardens, Lion Road, Mayo Road, Northbrook Road, Pawsons Road , Princess Road, Queen's Road, Strathmore Road, St. Saviour's Road, Tirrell Road, Whitehorse Road, Windmill Grove and Windmill Road as shown on Drawing No. PD – 345/1.

## **3 DETAIL**

- 3.1 Petitions were received from residents in Princess Road and Bolougne Road requesting that a residents' permit scheme be introduced to help improve parking conditions. There is currently a lack of available parking which is causing problems in the area. Residents are having to frequently park further away on other streets as spaces close to their homes are invariably taken by commuters.
- 3.2 At the Traffic Management Advisory Committee meeting held on 5 October 2016, the Cabinet Member for Transport and Environment authorised officers to proceed with the informal consultation which is the subject of this report. It was agreed to

consult on potentially extending the North Permit Area to resolve the parking problems in the area which borders the existing zone.

- 3.3 The informal consultation commenced on Monday, 15 November 2017 and continued until Friday, 15 December 2017. 3318 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a factsheet and a questionnaire were sent to addresses within the proposed extension area. Included in each pack was a pre-paid envelope for the return of the questionnaire.
- 3.4 The outcome of the informal consultation was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On 26 January 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so. The informal consultation documents are attached as Appendix A to this report.
- 3.5 Consultees were requested to register their “Yes/No” preference votes, as well as their choice of operational hours (either 9am to 5pm Monday to Saturday or 8am to 8pm every day) of a possible controlled parking scheme. Questionnaires were to be returned via the pre-paid envelope provided.

#### **4 INFORMAL CONSULTATION**

- 4.1 Over the course of the informal consultation a total of 623 questionnaires were returned, representing a 18% response rate which is considered good for an informal consultation exercise of this type in an area where there is a high proportion of rented accommodation and where a significant number of residents have the benefit of Housing parking areas for their use. Table 1 shows the results and returns for the individual roads in the consultation area.

#### 4.2 TABLE 1 – Results of the Questionnaire

ROAD	Number of Consultees	Responses Received	% Received	Responses In Favour of CPZ	% in Favour of CPZ	% in Favour of 9am-5pm Mon-Sat	% in Favour of 8am- 8pm Mon-Sun
Amersham Rd	20	5	25%	4	80%	20%	80%
Ashby Walk	13	1	8%	1	100%	0	100%
Berney Rd	44	7	16%	3	43%	100%	0
Beulah Grove	111	37	33%	29	78%	43%	41%
Broadway Ave.	46	14	30%	8	57%	36%	43%
Boulogne Rd	34	12	35%	11	92%	42%	50%
Cromwell Rd	145	1	0.7%	0	0%	0%	100%
Dagnall Park	145	27	19%	12	44%	67%	22%
Devonshire Rd	47	11	23%	5	45%	55%	27%
Edith Rd	80	20	25%	3	15%	75%	15%
Eileen Rd	15	4	27%	2	50%	75%	25%
Elmwood Rd	47	21	45%	4	19%	62%	14%
Englefield Cl.	18	3	17%	0	0%	67%	33%
Ely Road	35	0	0	0	0%	0%	0%
Four Acre Path	16	1	6%	0	0%	100%	0%
Grace Rd	13	6	46%	2	33%	50%	33%
Greenwood Rd	30	14	47%	5	36%	71%	21%
Hartley Rd	64	29	45%	16	55%	45%	28%
Henderson Rd	36	6	17%	3	50%	83%	0%
Holmesdale Rd	64	8	13%	1	13%	50%	25%
Hughes Walk	26	2	8%	1	50%	100%	0%
Johnson Rd	66	6	9%	2	33%	67%	17%

<b>ROAD</b>	<b>Number of Consultees</b>	<b>Responses Received</b>	<b>% Received</b>	<b>Responses In Favour of CPZ</b>	<b>% in Favour of CPZ</b>	<b>% in Favour of 9am-5pm Mon-Sat</b>	<b>% in Favour of 8am- 8pm Mon-Sun</b>
Kemp Gardens	14	1	7%	0	0%	100%	0%
Lion Rd	5	2	40%	2	100%	50%	50%
Mayo Rd	34	10	29%	5	50%	50%	40%
Northbrook Rd	49	14	29%	7	50%	50%	43%
Pawson's Rd	161	34	21%	3	9%	59%	24%
Prestwood Gdns	54	10	19%	3	30%	40%	30%
Princess Rd	100	40	40%	33	83%	53%	43%
Queens Rd	134	35	26%	21	60%	49%	46%
Saddle Mews	30	6	20%	4	67%	67%	17%
Saxon Rd	100	30	30%	12	40%	60%	20%
Selhurst Rd	104	6	6%	1	17%	33%	33%
Smock Walk	17	5	29%	4	80%	40%	40%
Strathmore Rd	57	10	18%	9	90%	49%	50%
Singleton Cl.	31	3	10%	0	0%	67%	0%
St Saviours Rd	116	42	36%	24	57%	43%	43%
Tirrell Rd	259	13	5%	13	100%	46%	46%
Whitehorse Rd	677	67	10%	21	31%	66%	16%
Willow Wood Cr	69	12	17%	4	33%	58%	8%
Windmill Grove	70	16	23%	13	81%	54%	54%
Windmill Rd	218	16	7%	9	56%	81%	19%
Wisbeach Rd	58	16	17%	3	30%	60%	30%
<b>Overall Total</b>	<b>3472</b>	<b>623</b>	<b>18%</b>	<b>312</b>	<b>50%</b>	<b>62%</b>	<b>30%</b>
<b>Total For The Roads In The Proposed Extension Area</b>	<b>2801</b>	<b>503</b>	<b>18%</b>	<b>276</b>	<b>55%</b>	<b>55%</b>	<b>30%</b>

- 4.3 The results show that the majority of those in Amersham Road, Ashby Walk (part of Beulah Grove), Beulah Grove, Broadway Avenue, Eileen Road, Hartley Road, Henderson Road, Lion Road, Mayo Road, Northbrook Road, Pawson's Road, Princess Road, Queens Road, Saddle Mews (alongside Strathmore Road), Smock Walk (part of Beulah Grove), Singleton Close (part of St Saviour's Road), St. Saviour's Road, Tirrell Road, Windmill Road, who responded to the informal consultation voted in favour of parking controls. The majority of respondents expressed a preference for 9am to 5pm Monday to Saturday rather than 8am to 8pm, Monday to Sunday controls.
- 4.4 Due to the likely displacement problem, if controls were just introduced into the above roads, it is recommended that Berney Road, Cromwell Road, Devonshire Road, Elmwood Road, Englefield Close (part of Queen's Road), Grace Road, Greenwood Road, Johnson Road, Kemp Gardens, Pawson's Road, Prestwood Gardens (part of Queen's Road), Strathmore Road, Whitehorse Road and Windmill Grove should also be included in the extension of the zone.
- 4.5 Below is a summary of the comments that were received on the questionnaire sheets.
- I have carers every day, 3 times a day. This would be a lot of money.
  - On match days, we have trouble parking in our road.
  - All the neighbours I have spoken to are against the CPZ in our road.
  - In the last year or so parking around here has become a problem. I think a CPZ is required within this area.
  - This is all about money for the Council. Why pressure the poor with extra costs.
  - This is much needed, I am very happy with this proposal.
  - I don't drive and I don't have a car, but I think that it would help families.
  - Congestion caused by lack of space in Princess Road is a severe problem that a CPZ would go some way to solve.
  - Parking is very bad. People leave their car for weeks on end.
  - I don't think extending the CPZ is required at this time.
  - Strathmore Road is a Cul-De-Sac and it gets bad every day of the week. Cars park where they like even across your driveways. So I think this would be a good thing.
  - We are paying too much in Council Tax. Too many potholes in the road and damaging cars. Council is doing nothing about it.
  - Parking is very bad, people leave their car for weeks on end.
  - I think controlled parking is needed because I cannot find parking and it is very stressful looking for parking especially with my children. I have to drop the shopping then drive a mile or more just to park.
  - Would I need a Resident permit to park on my own driveway?
  - I have lived in Smock Walk for 7 years and at times I have had to park my car 2 roads away and walk home. I just want to be able to park near my house and walk safely with my children.
  - We have people parking while attending the hospital and Elmwood School which leaves hardly any spaces for people who live here.

- 4.6 The questionnaire responses are considered to demonstrate the need for the extension of the Croydon Controlled Parking Zone into roads listed in paragraph 1.2 with 55% of responses indicating support for parking controls overall. To ensure that residents are protected from displaced parking it is proposed to extend the North Permit Zone into all roads as shown on drawing No. PD – 354/1, including some roads where there has not been support, subject to formal consultation.
- 4.7 The extension of a Controlled Parking Zone requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- 4.8 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 consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.
- 4.9 Once the notices have been published, the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

## **5 FINANCIAL CONSIDERATIONS**

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2017/18. Total funding of £100k is included for controlled parking schemes in 2017/18 and £70k for 2018/19. 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 not be sufficient funding in 2017/18 and 2018/19.

## 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
 <b><u>Capital Budget available</u></b>				
Expenditure	100	70	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	2	40	0	0
<b>Remaining Budget</b>	<u>98</u>	<u>30</u>	<u>0</u>	<u>0</u>

## 5.2 The effect of the decision

5.2.1 The cost of extending controlled parking into the Princess Road area has been estimated at £42,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs. The supply and installation of Pay & Display machines is funded from existing stock.

5.2.2 These costs can be contained within the available capital budgets for 2017/18 and 2018/19.

## 5.3 Risks

5.3.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements

## 5.4 Options

5.4.1 An alternative option is to introduce a Residents Only parking scheme. Virtually all permit schemes in the Borough are shared-use with Pay & Display users and this offers the greatest flexibility for drivers who may be visitors to residents and businesses in the area or the minority of commuters who are willing to pay for all day parking.



## **5.5 Savings/ future efficiencies**

5.5.1 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.

5.6 Approved by Felicia Wright, Head of Finance, Place.

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

6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, implement and revoke 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. The Council must also have regard to such matters as the effect on the amenities of any locality affected.

6.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

6.3 Approved by Sandra Herbert, Head of Litigation and Corporate law for and on behalf of Jacqueline Harris-Baker, Director of Law 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 Sue Moorman, Director of Human Resources.

## **8. CUSTOMER IMPACT**

8.1 The proposed extension of the Croydon CPZ (North Permit Zone) into Amersham Road, Ashby Walk, Beulah Grove, Broadway Avenue, Eileen Road, Hartley Road, Henderson Road, Lion Road, Mayo Road, Northbrook Road, Pawsons Road, Princess Road, Queens Road, Saddle Mews, Smock Walk, Singleton Close,

St Saviours Road, Tirrell Road, Windmill Road in response to votes of 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 give notice of the proposal to extend the Croydon CPZ (North Permit Area) into the roads listed in paragraph 1.2 and subject to receiving no objections on the giving of the public notice to make the necessary Traffic Management Order. It is considered that parking controls would improve parking conditions for residents and visitors whilst improving safety and access.

## **13. OPTIONS CONSIDERED AND REJECTED**

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

---

**REPORT AUTHOR:** Huda Wahab, Traffic Engineer,  
Parking Design, High Improvements, Streets,  
020 8726 6000 (Ext. 88258)

**CONTACT OFFICER:** David Wakeling, Parking Design Manager  
Parking Design, High Improvements, Streets,  
020 8726 6000 (Ext. 88229)

**BACKGROUND DOCUMENTS:**

None

**APPENDICES:**

Appendix 1 – Princess Road Area Proposed  
CPZ Boundary PD 345/01

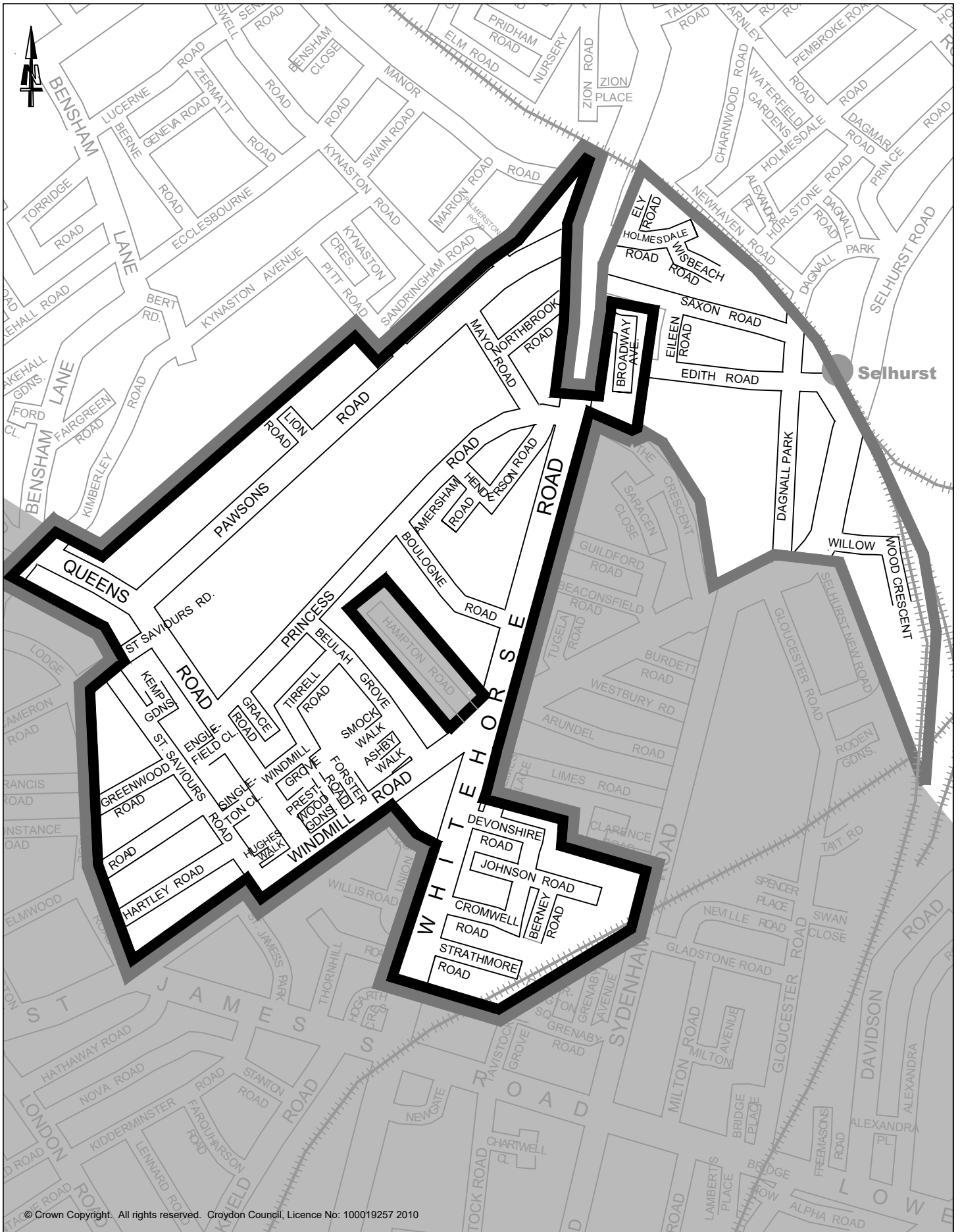
Appendix 2 – Consultation Letter

Appendix 3 – Princess Road Area CPZ  
Consultation Map




Appendix 4 – Questionnaire

Appendix 5 – CPQ FAQs

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<b>KEY:</b>	
	Proposed Controlled Parking Zone Extension.
	Consultation Area.
	Existing Control Parking Zone Area.

**CROYDON COUNCIL**

**PRINCESS ROAD AREA**

PLACE DEPARTMENT  
PARKING DESIGN  
BERNARD WEATHERILL HOUSE  
CROYDON  
CR0 1EA

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: NTS	Drawn: HW	Checked: DJW	Rev: 00
Date:	JANUARY 2018		Drawing Ref: PD - 345/01

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Place Department  
Highway Improvements  
Parking Design  
6<sup>th</sup> Floor, Zone C  
Bernard Weatherill House  
Croydon  
CR0 1EA

Tel/Typetalk: 020 8726 6000  
Minicom: 020 8760 5797

Contact: Parking Design  
Parking.Design@croydon.gov.uk  
Tel: 020 8726 7100  
Our Ref: PD/PL/HW/7TC  
Date: 13 November 2017

**Important Parking Information**  
**Residents Parking Consultation -  
Questionnaire**

Dear Occupier,

**Proposed Extension of Croydon Controlled Parking Zone in the Princess Road Area**

I am writing to ask for your views on the proposal to extend the Croydon Controlled Parking Zone (CPZ) into the area shown on the enclosed map, which includes your road. The proposal is a direct response to petitions received from residents of Princess Road and Boulogne Road, requesting that the Council develop a residents' permit scheme to address the parking problems in this area. Officers reported the petitions to the Traffic Management Advisory Committee (TMAC), on 5 October 2016 after which permission to carry out this consultation was granted.

The existing North and East Outer Permit Area CPZ operates between 9am and 5pm, Monday to Saturday. Any extension to the zone could mirror these times, though an alternative 8am to 8pm, Monday to Sunday, operation is possible. During the period of operation, 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.

It is Council policy to engage with local residents before making decisions that affect them. Therefore, it is vital that you complete the enclosed questionnaire because your views will influence the decision on whether or not to introduce parking controls in your road. Once completed, please return in the enclosed pre-paid envelope by **Friday, 15 December 2017**.

The enclosed fact sheet gives further information on CPZs and how the scheme would operate if introduced in your road.

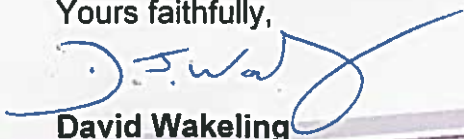
All questionnaire responses received by 15 December 2017 will be presented in a report to the next TMAC for its consideration on 6 February 2018. This feedback will assist the TMAC in reaching a decision whether to proceed with a CPZ scheme and which hours of operation are likely to be the most appropriate for the local area.

The report will be available to view online from 30 January 2018 using the following link:

[www.croydon.gov.uk/democracy/dande/minutes/committees](http://www.croydon.gov.uk/democracy/dande/minutes/committees)

If you require further information or clarification on this consultation, please do not hesitate to contact the Engineer in charge of this consultation, **Huda Wahab**, on **020 8667 8258** or by email **Huda.Wahab@croydon.gov.uk**.

Yours faithfully,

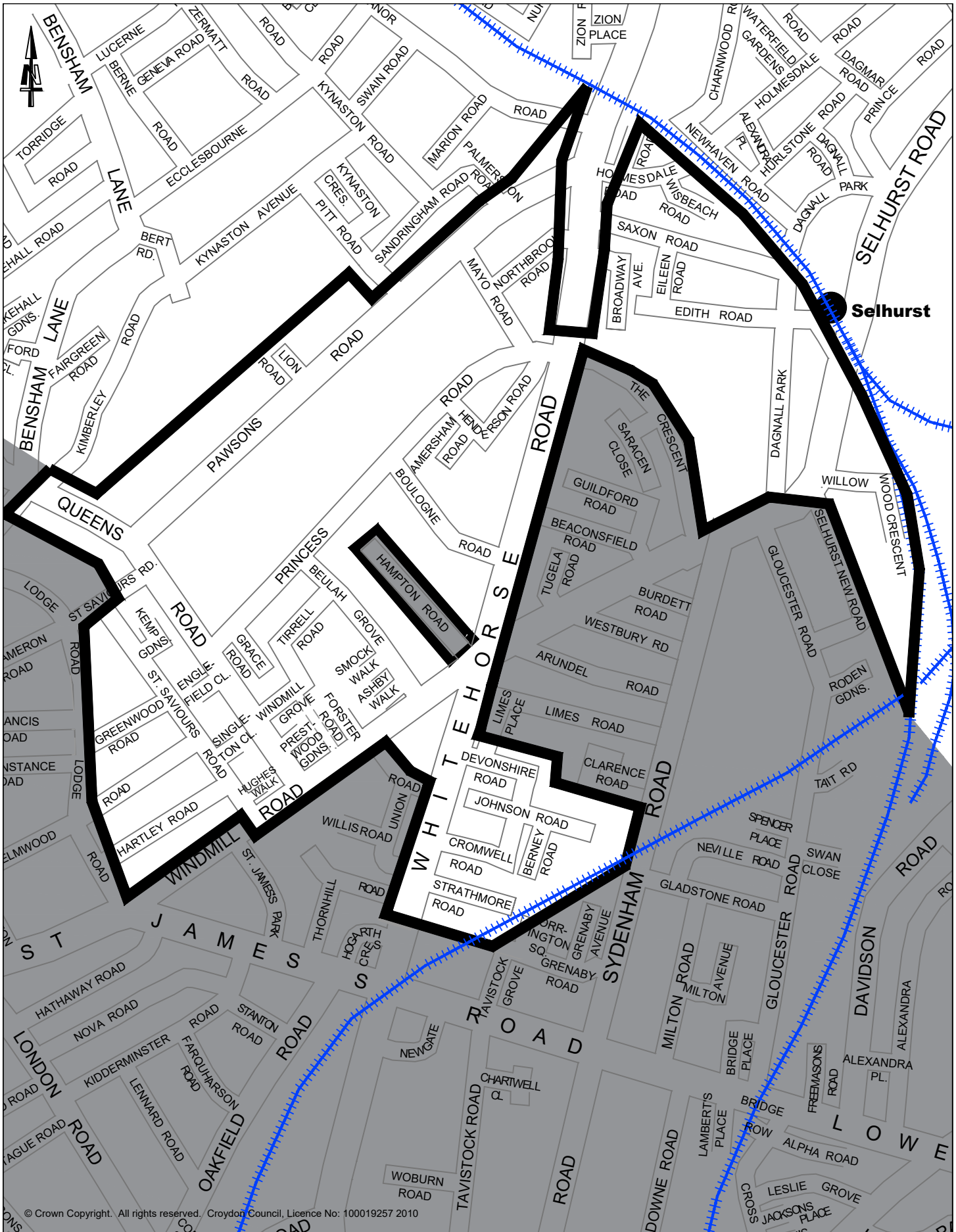


**David Wakeling**  
Parking Design Manager – Highway Improvements

*Delivering for Croydon*

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**KEY:**

- Princess Road Consultation Area.
- Existing Control Parking Zone Area.

**CROYDON COUNCIL**

**PRINCESS ROAD CONSULTATION AREA**

PLACE DEPARTMENT  
 PARKING DESIGN  
 BERNARD WEATHERILL HOUSE  
 CROYDON  
 CR0 1EA

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: NTS	Drawn: HW	Checked: DJW	Rev: 00
Date:	Drawing Ref:		
November 2017	PD-345/01		

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Please complete this questionnaire and return it in the enclosed pre-paid envelope to reach us by 15 December 2017.

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 area shown on the attached plan – one response per household and returned using the official pre-paid envelope provided.*

**1. Are you in favour of extending the Croydon CPZ into your road?**  
Please choose **one** option only by putting an 'X' in the appropriate box.

Yes, the zone should be extended

No, controlled parking is not needed

**2. Which option would you prefer?** (please continue even if your response is 'No' to the above question, in case the majority of your neighbours vote in favour of extending the CPZ).

A. Introduce **9am to 5pm, Monday to Saturday** controls

B. Introduce **8am to 8pm, Monday to Sunday** controls

**Comments:**

*The results of the consultation will be presented in a report to the Traffic Management Advisory Committee for consideration at its next meeting at 6.30pm on 6 February 2018 in the Town Hall, Katharine Street, Croydon. The report will be available to view from 30 January 2018 using the following link:*

[www.croydon.gov.uk/democracy/dande/minutes/committees](http://www.croydon.gov.uk/democracy/dande/minutes/committees)

**Please return by Friday, 15 December 2017  
using the pre-paid envelope provided.**

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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 yellow line waiting restrictions and “Shared Use” parking bays. The CPZ operational times will depend on what the majority of your neighbours have voted for and the option is usually dependant when traffic movement and parking activities are heaviest.

### 2. At what times will the restrictions apply?

If the majority of your neighbours are in favour of a CPZ scheme, the proposed operational time will be either 9am to 5pm, Monday to Saturday or 8am to 8pm, Monday to Sunday.

### 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 “Virtual” Permits (via the Ringo cashless system) 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 Ringo cashless system “virtual” ticket 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. Is this not just a money making scheme?

It is a legal requirement that parking schemes are self-financed as no funding is available from the Council Tax for these types of proposals. In outer areas, such as this proposed area, income levels are far lower than town centre locations where parking demand is higher. Charges ensure that implementation costs can be covered within 5 to 10 years.

### 8. 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 60 half day / 4 hour permits per year per household**)

#### **Businesses**

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

**9. How much will pay & display tickets cost?**

Existing charges within the East Outer Zone Permit Area:

**8 hour maximum stay roads (9am to 5pm, Monday to Saturday)**

30mins	£0.40	
1hr	£0.80	
2hrs	£1.60	
3hrs	£2.40	
4hrs	£3.20	
5hrs	£4.00	
6hrs	£4.80	
7hrs	£5.60	
8hrs	£6.40	<b>Sunday free</b>

The existing **12 hour maximum stay roads (8am to 8pm, Monday to Sunday)** have the same rates as above. Therefore, for the 12 hour maximum stay, the charge is £9.60, **except Sundays. The Sunday charges are £1.20 for 1 hour and £3 for the whole day.**

**10. 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.

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

It is not possible to guarantee anyone a particular space on the public highway. 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.

**12. 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 or a Ringo "virtual" ticket.

**13. Will I be able to park across my driveway?**

Yes, but only outside the controlled hours. It is not possible to mark bays across driveways as this would legalise obstruction.

**14. 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. If the majority of residents are in favour of the scheme there would be an opportunity to make further comments or object to the proposals at the Public Notice Stage when the scheme is formally advertised in the Croydon Guardian, by on-street notices and on the Council website. Please note that if the majority of residents in a small part of the consultation area are in favour of an extension to the zone, then a recommendation could be made to extend controlled parking to this area alone.

**15. 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 **6 February 2018** 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.