

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 17 OCTOBER 2018
AGENDA ITEM:	5
SUBJECT:	BOSTON ROAD / KESTON ROAD / BROUGHTON ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED INTRODUCTION OF A CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	West Thornton
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <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"> • The Croydon Plan; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2013 – 18 • www.croydonobservatory.org/strategies/ 	
<p>FINANCIAL IMPACT:</p> <p>These proposals can be contained within the available budget.</p>	
<p>FORWARD PLAN KEY DECISION REFERENCE NO.: n/a</p>	
<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they:</p> <p>1.1 Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Boston Road / Keston Road / Broughton Road Area.</p> <p>1.2 Agree to proceed to the formal consultation stage for a proposal to introduce a new CPZ operational 8am – 8pm Monday to Sunday into Boston Road, Broughton Road, Colvin Road, Curzon Road, Dunheved Close, Dunheved Road</p>	

North, Dunheved Road South, Dunheved Road West, Furtherfield Close, Harcourt Road, Kenmare Road, Keston Road, Lynton Road, Marden Crescent, Marden Road, Oakwood Place, Oakwood Road, Ramsey Road, Sharland Close, Southwell Road, Stanley Grove, Stanley Road, Whitehall Road and York Road as shown on Drawing No. PD – PD / 369a.

- 1.3 Agree to the extension of permit eligibility for this new CPZ to include property Nos. 39 - 353 Thornton Road odd numbers only (the east and south-eastern side).
- 1.4 If formal consultation is agreed, delegate to the Highway Improvement Manager, Streets Directorate the authority to give the notice.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the proposed introduction of a CPZ into the Boston Road / Keston Road / Broughton Road Area which includes unrestricted roads bounded by London Road, Thornton Road and the existing Northern CPZ in the Wards of Bensham Manor, Selhurst and West Thornton.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage with a proposal to introduce controlled parking into Boston Road, Broughton Road Colvin Road, Curzon Road, Dunheved Close, Dunheved Road North, Dunheved Road South, Dunheved Road West, Furtherfield Close, Harcourt Road, Kenmare Road, Keston Road, Lynton Road, Marden Crescent, Marden Road, Oakwood Place, Oakwood Road, Ramsey Road, Sharland Close, Southwell Road, Stanley Grove, Stanley Road, Whitehall Road and York Road as shown on Drawing No. PD – PD / 369a and also extend permit eligibility to include property Nos. 39 – 353 Thornton Road.

3 DETAIL

- 3.1 Four petitions have been received from residents of Boston Road (in May 2018), Broughton Road area (May 2018), Keston Road (February 2018) and Southwell Road (September 2017) requesting that a residents' permit scheme be introduced to help improve parking conditions.
- 3.2 There is currently a lack of available parking due to parking associated with staff of and visitors to the nearby Croydon University Hospital (formerly known as the Mayday Hospital), Town centre office and shop workers and residents of the adjacent Northern CPZ who are not prepared to purchase a permit to park in their own roads. This is causing problems in the area and residents are finding that they frequently are unable to park close to their home due to space being occupied by non-resident vehicles.
- 3.3 The informal consultation commenced on Monday 9 July 2018 and continued until Friday 24 August 2018. The consultation was specifically extended to take into account the Summer Holiday period and enable respondents to fully participate in the consultation even if they might be away.

- 3.4 A total of 1,576 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a Frequently Asked Questions factsheet and a questionnaire (appended to this report) were sent to addresses within the proposed CPZ area. Included in each pack was a pre-paid envelope for the return of the questionnaire.
- 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, for a possible controlled parking scheme.
- 3.6 Those who voted ‘No’ to the introduction of parking controls, were also asked to indicate if they would change their mind if a CPZ were proposed in neighbouring roads. 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 410 questionnaires were returned, representing a 26% response rate which is similar to that normally expected for an informal consultation exercise of this type. Table 1 overleaf shows the number of properties and returns for all of the individual roads within the consultation area.

Table 1 – Response rates by street

Street name	No. of Properties	No. of responses	Response rate
Boston Rd	140	58	41%
Broughton Rd	111	31	28%
Colvin Rd	24	12	50%
Curzon Rd	23	6	26%
Dunheved Close	21	8	38%
Dunheved Rd Nth	83	6	7%
Dunheved Rd Sth	76	5	7%
Dunheved Rd West	48	6	13%
Furtherfield Close	35	3	9%
Harcourt Rd	107	31	29%
Kenmare Rd	17	10	59%
Keston Rd	98	42	43%
Lynton Rd	41	20	49%
Marden Crescent	48	11	23%
Marden Rd	37	10	27%
Oakwood Place	17	3	18%
Oakwood Rd	25	5	20%
Ramsey Rd	23	7	30%
Sharland Close	45	3	7%

Southwell Rd	46	23	50%
Stanley Grove	101	25	25%
Stanley Rd	157	33	21%
Thornton Rd	146	21	14%
Whitehall Rd	84	24	29%
York Rd	23	7	30%
TOTAL	1576	410	26%

4.2 Response rates varied from a high of 59% from Kenmare Road and 50% from both Colvin Road and Southwell Road to lows of 7% from Dunheved Road North, Dunheved Road South and Sharland Close.

4.3 Low response rates are often received from roads where there are a large of multi-occupancy properties and flats such as Dunheved Road North and Dunheved Road West or in Sharland Close where dedicated off-street parking areas have been provided and all of the existing kerb space is already protected by yellow line waiting restriction.

4.4 The table 2 below shows in detail the road by road responses to both Questions 1 and 2. Please note that the 5 responses which stated 'don't know' and 2 responses with no preference to their preferred hours have been removed from the table – hence totals do not quite add to 100%.

Street Name	No. of responses	Are you in favour of a CPZ?				What are your preferred hours?			
		Yes		No		Mon-Sat 9am - 5pm		Mon-Sun 8am-8pm	
Boston Rd	58	48	83%	10	17%	10	21%	37	77%
Broughton Rd	31	12	39%	19	61%	6	50%	6	50%
Colvin Rd	12	7	58%	5	42%	2	29%	5	71%
Curzon Rd	6	1	16.5%	4	67%			1	100%
Dunheved Close	8	3	38%	5	63%	1	33%	2	67%
Dunheved Rd Nth	6	5	83%	1	17%	3	60%	2	40%
Dunheved Rd Sth	5	2	40%	3	60%			2	100%
Dunheved Rd West	6	3	50%	3	50%	2	67%	1	33%
Furtherfield Close	3	3	100%	0				3	100%
Harcourt Rd	31	9	29%	21	68%	1	11%	8	89%
Kenmare Rd	10	8	80%	2	20%	2	25%	6	75%
Keston Rd	42	20	48%	21	50%	7	35%	13	65%
Lynton Rd	20	17	85%	3	15%	4	24%	13	76%
Marden Crescent	11	9	82%	2	18%	2	22%	6	67%
Marden Rd	10	6	60%	4	40%	2	33%	4	67%
Oakwood Place	3	2	67%	1	33%	1	50%	1	50%
Oakwood Rd	5	0		5	100%				
Ramsey Rd	7	2	29%	5	71%	1	50%	1	50%

Sharland Close	3	1	33%	2	67%	1	100%		
Southwell Rd	23	15	65%	8	35%	1	7%	14	93%
Stanley Grove	25	14	56%	9	36%	4	29%	10	71%
Stanley Rd	33	24	73%	9	27%	5	21%	19	79%
Thornton Rd	21	3	14%	18	86%	1	33%	2	67%
Whitehall Rd	24	14	58%	10	42%	5	36%	9	64%
York Rd	7	6	86%	1	14%	0		6	100%
TOTAL	410	234	57%	171	42%	61	26%	171	73%

- 4.5 Overall, the majority of respondents 234 (57%) indicated that they were in favour of the introduction of a CPZ in their road. 171 (42%) did not support the introduction of parking controls and 5 (1%) did not know.
- 4.6 On a road by road basis, of the 25 roads consulted:-
- Fourteen roads (56%) supported the introduction of parking controls; Boston Road, Colvin Road, Dunheved Road North, Furtherfield Close, Kenmare Road, Lynton Road, Marden Crescent, Marden Road, Oakwood Place, Southwell Road, Stanley Grove, Stanley Road, Whitehall Road and York Road.
 - Ten roads (40%) did not support the introduction of parking controls; Broughton Road, Curzon Road, Dunheved Close, Dunheved Road South, Harcourt Road, Keston Road, Oakwood Road, Ramsey Road Sharland Close and Thornton Road.
 - One road (4%) Dunheved Road West, was split 50:50.
- 4.7 A heat map showing the level of support for a CPZ in an easy to read pictorial format is attached as appendix A.
- 4.8 Of the 171 respondents, who were not in favour of the introduction of a CPZ in their road, 156 (91%) also indicated that they would not change their mind if a CPZ were proposed in neighbouring roads.
- 4.9 With regards to operational hours, overall the majority of respondents 171 (74%) expressed a preference for 8am to 8pm, Monday to Sunday controls rather than 9am to 5pm Monday to Saturday.
- 4.10 Of the 14 roads where the majority of residents supported the introduction of a CPZ all but Dunheved Road North and Dunheved Road West expressed a preference for 8am to 8pm, Monday to Sunday controls with Broughton Road, Oakwood Place and Ramsey Road split 50:50.
- 4.11 In addition to the 410 questionnaires responses, 2 petitions have been received from residents of Stanley Road and Stanley Grove both supporting the introduction of parking controls. The first petition signed by 65 residents of Stanley Road representing 51 properties (32% of properties in the road), thanked the Council for undertaking the consultation and requested that due to parking congestion the Council should urgently introduce a CPZ in their road.

- 4.12 The second petition signed by 27 residents/properties of Stanley Grove (27% of properties in the road) asked that the extension of the proposed CPZ should be extended from Keston Road to Stanley Grove CR0 3QU.
- 4.13 The final section of the questionnaire also offered respondents the opportunity, should they wish, to make any other comments they might have relating to parking. Although the majority of respondents chose not to do so.
- 4.14 The consultation, despite being titled 'Boston Road, Keston Road and Broughton Road' to reflect streets from where resident petitions had been received, has been designed to ask residents and businesses within the entire consultation area whether or not they would like to see a CPZ introduced in their particular road.
- 4.15 It is possible however, from comments received, that a small proportion of residents may have misunderstood this and thought that the questionnaire only referred to the introduction of controls in those streets named in the consultation title i.e. Boston Road, Broughton Road and Keston Road.
- 4.16 This potential misunderstanding would appear to apply to both respondents who supported a CPZ and those that did not and only consisted a relatively small number of respondents. Consequently, it is the opinion of officers that it is unlikely that this should have any significant impact on the credibility of the consultation results.
- 4.17 Given the consultation road layout it would be possible to introduce parking controls only into roads where consultees supported a CPZ. However, experience has shown that this is likely to lead to unwanted displacement parking in roads that remain uncontrolled and subsequent requests shortly after introduction for inclusion in the Zone.
- 4.18 Consequently, it is recommended that Broughton Road, Curzon Road, Dunheved Close, Dunheved Road South, Dunheved Road West, Harcourt Road, Keston Road, Oakwood Road and Ramsey Road should also be included in any proposed new CPZ.
- 4.19 As part of the consultation, although a Red Route and part of the Transport for London priority road network, residents of properties on the eastern side of Thornton Road were also asked whether or not they would support the introduction of a CPZ.
- 4.20 The majority of respondents from Thornton Road 18 (86%) indicated that they would not support the introduction of a CPZ and raised concerns as to whether or not they would continue to be able to park in roads such as Boston Road if a CPZ were introduced.
- 4.21 No Stopping single and double red line restrictions operate on the Red Route which either prohibit parking 7am – 7pm Monday to Saturday or At Any Time. Although some designated parking bays have been provided, parking in these bays is either limited to a short maximum stay period, for loading and unloading or disabled badge holders.

- 4.22 Consequently, residents of Thornton Road who do not have access to off-street parking facilities have no option but to find alternative daytime parking in adjacent unrestricted streets.
- 4.23 Earlier this year, in response to resident complaints concerning lack of available parking space on the A23 Red Route, it was informally agreed that property numbers Nos. 355 – 393 Thornton Road would be eligible to apply for a permit to park in the adjacent North permit Zone.
- 4.24 In the circumstances, it would be reasonable to consider that if approval is given by this Committee to proceed to statutory consultation on a CPZ for this consultation area, permit eligibility for the new zone could be extended to also include property numbers Nos. 39 – 353 Thornton Road.
- 4.25 The introduction of a new CPZ 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 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.
- 4.26 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.
- 4.27 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 2018/19. Total funding of £90k (including electric charging points funding) is included for controlled parking schemes for 2018/19 and £75k for 2019/20. 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 be funding of £16k remaining in 2018/19 and £45k remaining in 2019/2020.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Capital Budget available</u>				
Expenditure	18	75	0	0
<u>Effect of Decision from report</u>				
Expenditure	2	30	0	0
Remaining Budget	<u>16</u>	<u>45</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

- 5.2.1 The cost of introducing controlled parking into the Keston Road area has been estimated at £32,000. 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 2018/19 and 2019/20.

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 paid for parking, be it from Pay & Display machines or Ringo, together with enforcement of these controls through the issue of Penalty Charge Notices. CPZ schemes have typically been proven to be self-financing usually within 4 years of introduction.

5.6 Approved by: Flora Osiyemi – 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 for and on behalf of Jacqueline Harris-Baker Director of Law, Monitoring Officer and Council Solicitor.

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 introduction of a new CPZ into Boston Road, Broughton Road, Colvin Road, Curzon Road, Dunheved Close, Dunheved Road North, Dunheved Road South, Dunheved Road West, Furtherfield Close, Harcourt Road, Kenmare Road, Keston Road, Lynton Road, Marden Crescent, Marden Road, Oakland Road, Oakland Place, Ramsey Road, Sharland Close, Stanley Grove, Southwell Road, Stanley Road, Whitehall Road and York Road is proposed in response to support from local residents for controlled parking.

8.2 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 introduce a new CPZ 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 with publication of the public notice and formal consultation but this would not accord with the expressed preference of the majority of those who responded to this informal consultation.

REPORT AUTHOR

Caroline Stanyon, Traffic Engineer,
Parking Design, Highway Improvements,
Streets, 020 8726 6000 (Ext. 64915)

CONTACT OFFICER:

David Wakeling, Parking Design Manager
Parking Design, Highway Improvements,
Streets, 020 8667 8229

BACKGROUND DOCUMENTS

None