

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 11 October 2017
SUBJECT:	DENMARK ROAD AREA PROPOSED EXTENSION OF THE SOUTH NORWOOD ZONE RESULTS OF THE CONSULTATION
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Woodside
CORPORATE PRIORITY/POLICY CONTEXT: This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none">• The Croydon Plan; Transport Chapter.• The Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6• Croydon Corporate Plan 2015 – 18• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: N/A	
FORWARD PLAN KEY DECISION REFERENCE NO.: N/A	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree to:- <ol style="list-style-type: none">1.1 Consider the responses received to the informal consultation of residents and businesses in the Denmark Road area.1.2 Agree to carry out a formal consultation to extend the existing Croydon Controlled Parking Zone (South Norwood Permit Zone) to include Alfred Road, Enmore Avenue and part of Denmark Road (from the existing South Norwood CPZ boundary), with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.1.3 Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.2 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).	

- 1.4 Note that any material 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.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on a proposal to introduce controlled parking in the Denmark Road area. This comprises of Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue and Enmore Road.
- 2.2 It is recommended to give public notice of the introduction of parking controls into Alfred Road, Enmore Avenue and part of Denmark Road, with a combination of shared-use Permit / Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

3 DETAIL

- 3.1 A petition signed by 59 residents from the uncontrolled section of Denmark Road and Enmore Avenue, was received requesting parking controls there. The petition is titled 'Petition for Residential Permit Parking on Enmore Avenue, SE25'
- 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.

4 ENGAGEMENT

- 4.1 Residents in Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue, Enmore Road and Greenmead Close (private road off Enmore Road), were informally consulted on the possibility of extending the South Norwood Permit area in their roads by letter and questionnaire on 14 June 2017. The document explained the reason for the consultation and asked respondents to complete and return the questionnaire using the pre-paid envelope. Information was also included regarding the proposed controlled parking zone available, including operational times and possible implications of introducing controls, as well as parking charges. Respondents were asked to determine whether parking controls were required in their road.

4.2 The occupiers were given 4 weeks to respond by 17 July 2017, the results are provided in Table 1 below. Occupiers were asked whether they would agree to parking controls, Monday to Saturday or 9am to 5pm, the questionnaire also included a box, which gave all respondents the opportunity to make any additional comments. The attached Drawing number PD –310a shows the consultation area and the consultation results are shown in Table 1 below.

4.3 **TABLE 1: Response to Question 1 – Are you in favour of a controlled Parking Zone in your road?**

STREET NAME	Number of Properties	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Alfred Road (part)	14	8	57%	4	50%
Birchanger Road	26	2	8%	1	50%
Denmark Road	33	17	51%	14	82%
Enmore Avenue	26	13	50%	10	76%
Enmore Road	139	24	17%	7	29%
Greenmead Close	6	0	0%	0	0%
TOTAL	244	64	26%	36	56%

4.4 The purpose of the consultation was to determine support for a parking scheme that would provide more priority parking during the daytime for local residents due to other residents parking outside the existing South Norwood Permit Zone and commuter parking from the South Norwood Leisure Centre. Although in the overall consultation area, 44% of residents and businesses that have responded voted against parking controls, there was strong support amongst those who responded in part of Denmark Road (82% in favour) and Enmore Avenue, (76% in favour).

4.5 Due to the support for parking controls in these roads and concern of access and safety it is proposed to extend the South Norwood Controlled Parking Zone as shown in Drawing No. PD – 310b to these roads.

4.6 Some of the comments made by residents on the questionnaire included:

- We are struggling as residents to find parking spaces on a daily basis.
- Parking in Enmore Road is horrendous.
- The customers of the South Norwood Leisure Centre make parking very difficult.
- This would be a brilliant idea as currently it is very difficult to park.
- Great proposal, however may I suggest to reduce the maximum park duration from 8 hours to 4 hours.
- Parking permits would be another burden on our funds.
- I do not think this proposed scheme will help the parking situation.

- We do not want stealth tax and parking enforcement in this area.

4.7 The purpose of the consultation was to determine support for a parking scheme that would provide more priority during the daytime for residents due to the level of non-residents parking in the area and reduce the current traffic conflict issues resulting from the lack of passing places.

5 STATUTORY CONSULTATION

5.1 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 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.

5.2 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are 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.

5.3 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.

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
<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	100	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	18	0	0	0
Remaining Budget	<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: Luke Chiverton, Head of Finance (Place & Resources).

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 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 Croydon CPZ (South Norwood Permit Zone) into Alfred Road, Enmore Avenue and part of Denmark Road is in response to a petition received from the uncontrolled part of Denmark Road and Enmore Avenue. 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 existing South Norwood Controlled Parking Zone into Alfred Road, Enmore Avenue and part of Denmark Road where parking stress is high and the majority of occupiers have supported parking controls.

14 OPTIONS CONSIDERED AND REJECTED

14.1 Consideration was given to also include an option for 8am to 8pm parking controls. However, at the moment the existing South Norwood Permit area is only Monday to Saturday 9am to 5pm. It is recommend to monitor the new parking controls (Monday to Saturday 9am to 5pm) in these roads over 6 months from implementation and see if there is a need for extending the times to 8am to 8pm in this area.

REPORT AUTHOR

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BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix 1 – Proposed consultation boundary
Appendix 2 – Proposed extended CPZ boundary
Appendix 3 – Consultation letter
Appendix 4 – CPZ FAQs
Appendix 5 – Questionnaire