

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 24 JULY 2019
SUBJECT:	SOUTH CROYDON AREA – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED INTRODUCTION OF A CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	South Croydon
CORPORATE PRIORITY/POLICY CONTEXT:	
<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"> • Croydon Local Plan Feb 2018 • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they:	
1.1	Consider the responses received to the informal consultation on the proposed introduction of a CPZ (Controlled Parking Zone) into the South Croydon Area.
1.2	Agree to proceed to the formal consultation stage for a proposal to extend the Croydon CPZ (West Permit Zone) into Sunny Nook Gardens and Sussex Road, as illustrated on drawing number PD 398a.
1.3	Agree to proceed to the formal consultation stage for a proposal to extend the Bynes Road CPZ into the remainder of Bynes Road as illustrated on drawing no. PD 398b.
1.4	If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm 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 South Croydon Area which includes roads close to the existing Croydon CPZ (West and South Permit Zones), Bynes Road CPZ and Napier Road CPZ.
- 2.2 Due to the parking issues in the area and based on the views from residents in 3 of the roads it is recommended that the Council proceeds to the formal consultation stage with a proposal to introduce controlled parking into Sunny Nook Gardens, Sussex Road, and Bynes Road as illustrated on drawing nos. PD 398a and PD 398b.
- 2.3 On 24 June 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.2 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3 DETAIL

- 3.1 Petitions were received from residents of Churchill Road, Bynes Road, and Sussex Road (during October 2017, December 2017, and February 2019 respectively), requesting that a controlled parking zone be introduced to help improve parking conditions.
- 3.2 In response the Council commenced an informal consultation for possible parking controls in Selsdon Road (part of), Sunny Nook Gardens, Selsdon Avenue, Sussex Road (part of), Haling Road (part of), Helder Street, Jarvis Road, Newark Road, Mansfield Road, Crunden Road, Chelsham Road, Brighton Road (part of), Bynes Road (part of), Rolleston Road, Chambers Place, Purley Road, Wyche Grove, Churchill Road and Darmaine Close on 2 May 2019. The consultation ended on 29 May 2019
- 3.3 A total of 1484 sets of consultation documents (one per property) which comprised of a letter, explaining the reasons for the consultation, a map of the consultation area, a Frequently Asked Questions factsheet and a questionnaire (appended to this report) were sent to addresses within this area. Included in each pack was a pre-paid envelope for the return of the questionnaire.
- 3.4 Consultees were requested to register their "Yes/No" preference votes, with the operational hours of 9am to 5pm Monday to Saturday matching the controls in the existing zones bordering the consultation area.
- 3.5 Over the course of the informal consultation a total of 440 completed questionnaires were returned, representing a 30% response rate which is similar to that normally expected for an informal consultation exercise of this type. Table 1 shows the number of properties and returns for all of the individual roads within the consultation area.

Table 1 – Response rates by road

Street name	No. of Properties	No. of responses	Response rate
Brighton Road	221	35	16%
Bynes Road	103	53	51%
Chambers Place	5	2	40%
Chelsham Road	90	46	51%
Churchill Road	149	62	42%
Crunden Road	80	33	41%
Darmaine Close	8	2	25%
Haling Road	56	15	27%
Helder Street	52	19	37%
Jarvis Road	65	35	54%
Kensington Terrace	3	0	0%
Mansfield Place	3	1	33%
Mansfield Road	68	32	47%
Newark Road	65	29	45%
Purley Road	48	17	35%
Redsan Close	27	2	7%
Rolleston Road	20	10	50%
Sanderstead Road	136	39	29%
Selsdon Avenue	19	8	42%
Selsdon Road	100	22	22%
Sunny Nook Gardens	19	7	37%
Sussex Road	110	32	29%
Wyche Grove	36	19	53%
Total	1483	440	30%

3.6 The table 2 below shows in detail the road by road responses.

Table 2

Are you in favour of a CPZ?					
	No. of responses	Yes		No	
Brighton Road	35	4	11%	31	89%
Bynes Road	53	30	57%	23	43%
Chambers Place	2	2	100%	0	0%
Chelsham Road	46	8	17%	38	83%
Churchill Road	62	25	40%	37	60%
Crunden Road	33	7	21%	26	79%
Darmaine Close	2	2	100%	0	0%
Haling Road	15	7	47%	8	53%
Helder Street	19	4	21%	15	79%
Jarvis Road	35	14	40%	21	60%
Kensington Terrace	0	0	0%	0	0%
Mansfield Place	1	0	0%	1	100%
Mansfield Road	32	11	34%	21	66%
Newark Road	29	9	31%	20	69%
Purley Road	17	5	29%	12	71%
Redsan Close	2	0	0%	2	100%
Rolleston Road	10	3	30%	7	70%
Sanderstead Road	39	13	33%	26	67%
Selsdon Avenue	8	2	25%	6	75%
Selsdon Road	22	6	27%	17	73%
Sunny Nook Gardens	7	4	57%	3	43%
Sussex Road	32	17	53%	15	47%
Wyche Grove	19	2	11%	17	89%
TOTAL	440	146	33%	294	67%

3.7 Overall, table 2 shows 146 respondents (33%) indicated that they were in favour of the introduction of a CPZ in their road. 294 respondents (67%) did not support the introduction of parking controls.

- 3.8 On a road by road basis of respondents, of the 23 roads consulted five roads had over 50% of respondents in favour of the introduction of parking controls; Bynes Road, Chambers Place, Darmaine Close, Sunny Nook Gardens, and Sussex Road.
- 3.9 Chambers Place is a private road off Rolleston Road, and Darmaine Close is a private road off Churchill Road. As parking controls would not be installed on a private road it is impossible to include Chambers Place and Darmaine Close in a future scheme without also including Rolleston Road or Churchill Road respectively.
- 3.10 Due to the parking stress experienced by residents and the need 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 it is proposed to proceed to a formal consultation with detailed design in Sunny Nook Gardens, Sussex Road, and Bynes Road, as illustrated on drawing numbers PD 398a and PD 398b.
- 3.11 **Table 3** –to be formally consulted

Street Name	No. of responses	In favour of a CPZ?			
		Yes		No	
Bynes Road	53	30	57%	23	43%
Sunny Nook Gardens	7	4	57%	3	43%
Sussex Road	32	17	53%	15	47%
TOTAL	92	51	55%	41	45%

- 3.12 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. A summary of the comments received is included in the appendix.
- 3.13 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.
- 3.14 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.
- 3.15 Once the notices have been published, the public has 21 days to comment or object to the proposals. If no relevant objections are received, the Traffic Management Order may then be 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 for consideration and onward recommendation to the Cabinet Member for Environment, Transport and Regeneration (job share).

4 FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 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 £57k remaining in 2019/20.

4.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2019/20 £'000	2020/21 £'000	2021/22 £'000	2022/23 £'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	0	0	0	0
<u>Capital Budget available</u>				
Expenditure	75	0	0	0
Effect of Decision from report				
Expenditure	14	0	0	0
Remaining Budget	61	0	0	0

4.2 The effect of the decision

4.2.1 The cost of introducing controlled parking into the South Croydon Area has been estimated at £14,400. This includes the supply and installation of signs, lines and a contribution towards the legal costs.

4.2.2 These costs can be contained within the available capital budgets for 2019/20.

4.3 Risks

- 4.3.1 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.

4.4 Options

- 4.4.1 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.

4.5 Savings/ future efficiencies

- 4.5.1 If controlled parking is introduced future income will be generated from paid for parking (Pay by Phone), 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.

- 4.6 *Approved by: Kate Bingham, Head of Finance, Place Department.*

5. COMMENTS OF THE SOLICITOR TO THE COUNCIL

- 5.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.

- 5.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.

- 5.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as 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. These powers must be exercised so far as practicable having regard to the following matters:-

- The desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- The national air quality strategy.

- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - Any other matters appearing to the Council to be relevant.
- 5.4 The Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision. 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.
- 5.5 *Approved by: Sandra Herbert, Head of Litigation and Corporate law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.*

6. HUMAN RESOURCES IMPACT

- 6.1 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.
- 6.2 *Approved by: Jennifer Sankar, Head of HR for Place on behalf of Sue Moorman, Director of HR.*

7. CUSTOMER IMPACT

- 7.1 The proposed introduction of parking controls into Bynes Road, Sunny Nook Gardens and Sussex Road is in response to support from local residents for a parking scheme.
- 7.2 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.

8. EQUALITIES IMPACT

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

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 The fact that uniformed Civil Enforcement Officers will be regularly patrolling the area should have a deterrent effect on crime.

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.

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BACKGROUND DOCUMENTS

Consultation Documents