

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>16 OCTOBER 2019</b>
<b>SUBJECT:</b>	<b>DUNHEVED ROADS AREA – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED HOURS OF AN EXTENSION TO THE EXISTING CONTROLLED PARKING ZONE (CPZ)</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Acting Cabinet Member for Environment, Transport and Regeneration (job share)</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>• Croydon Local Plan Feb 2018</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>• The Croydon Plan 2<sup>nd</sup> Deposit; T4, T7, T35, T36, T42 and T43.</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:</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 Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they:-	
1.1	Consider the responses received to the informal consultation on the proposed hours of operation of new parking controls in Dunheved Roads North, West and South, Dunheved Close and Sharland Close.
1.2	Agree for the reasons detailed in this report, to proceed with formal consultation on extending the North Permit Zone into this area with 9am to 5pm, Monday to Saturday controls.
1.3	If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice.
1.4	Agree that the results of the formal consultation are either to be reported to this Committee in order for it to make appropriate Recommendations to the Cabinet Member for Environment, Transport and Regeneration or through a delegated authorisation report to the Director of Place.

## **2 EXECUTIVE SUMMARY**

- 2.1 This report considers the results of the informal consultation on the proposed hours of operation of new parking controls in the Dunheved Roads area as part of an extension to the North Permit Zone.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage to introduce 9am to 5pm, Monday to Saturday controls into Dunheved Roads North, West and South, Dunheved Close and Sharland Close with shared-use Permit / Pay by Phone bays.
- 2.3 On 16 September 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 1.2 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 A petition was received from the Croydon Mosque as part of the formal consultation process for the introduction of 8am to 8pm, Monday to Sunday parking controls in the Dunheved Roads area requesting that the times should be amended to 9am to 5pm, Monday to Saturday. This followed a concern from the mosque that the longer controls would adversely affect activities that mainly take place during the evenings and at weekends. A Ward Councillor and Council Officer met with the mosque on 24 June 2019 to discuss their concerns and find a potential solution.
- 3.2 The Dunheved Roads area formed part of the proposed Keston Road area extension of the North Permit Zone with 8am to 8pm, Monday to Sunday controls matching existing controls in the nearby Sutherland Road area. Occupiers in this area were consulted in the summer of 2018 and although the majority in the area voted for 8am to 8pm controls it was less clear in the Dunheved Roads area.
- 3.3 In July 2019, 279 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a Frequently Asked Questions factsheet and a questionnaire were sent to occupiers in Dunheved Roads North, West, South and Close and Sharland Close. A total of 47 questionnaires were returned, representing a 17% response rate. Although this is a lower response rate than usual for an exercise of this type there are reasons for this. There are a large number of HMOs (houses of multiple occupation) where residents are not living on a long term basis and therefore less likely to be affected by parking issues. The blocks of flats in the centre of this area all have adequate off-street parking and residents are therefore less likely to be concerned by on-street parking issues and a high proportion of the single dwellings which have off-street parking residents of which may also not be affected by the on-street parking situation.

3.4 The table below shows in detail the responses from the returned questionnaire.

Name	No. of households	No. of responses (% response)	Mon - Sat, 9am - 5pm (%)	Mon - Sun, 8am - 8pm (%)
Dunheved Rd North	83	7 (8%)	4 (57%)	3 (43%)
Dunheved Rd West	48	13 (27%)	11 (85%)	2 (15%)
Dunheved Rd South	76	15 (20%)	15 (100%)	0 (0%)
Dunheved Close	27	10 (37%)	7 (70%)	3 (30%)
Sharland Close	45	2 (4%)	1 (50%)	1 (50%)
<b>TOTAL</b>	<b>279</b>	<b>47 (17%)</b>	<b>38 (81%)</b>	<b>9 (19%)</b>

3.5 Overall, the majority of respondents 38 (81%) indicated that they were in favour of Monday to Saturday, 9am to 5pm controls.

3.6 The comments made by residents on the questionnaire included:

- 30 minutes free parking required – 20 responses.
- Preference for Monday to Friday controls or none at all – 3 responses.
- Low or no charge for first permit issued at a household.
- Preference of 8am to 8pm controls due to driveway obstruction issues.
- Preference of 8am to 8pm controls if surrounding streets will have them.
- Customers of the Great Western Hotel park on street when they have their own car park.
- Request for 8.30am to 6.30pm controls.
- Residents should not be charged to park outside their own homes.
- Controls are not needed in this area.
- Current parking causes a problem in Dunheved Close due to damage to fences – controls will help reduce this.
- Residents in Dunheved Close voted against controls and the option of no controls should have been included in this consultation.
- Hospital staff are charged too much to park on their grounds which is the main cause of the parking problems in surrounding roads.
- This is a money making exercise for the Council.
- Visitors should not need to pay for parking.
- Permit parking only outside the 8am to 8pm preferred controls due to the Mosque.
- Controls should help reduce litter on the streets.

3.7 There were a number of comments that 30 minute free parking should be introduced in this area. Currently 30 minute free parking is available for the on street Pay & Display bays along the London Road south of Mayday Road to boost trade for the businesses. Similar parking bays are present in district centres where there is a high turn-over of parking to help smaller businesses. This type of parking is not available in residential streets as this could reduce the available parking for permit holders. Also 30 minutes free parking is via obtaining a Pay & Display ticket. No machines are proposed for this area and non-permit holders would be required to purchase time via the Pay by Phone RingGo app. RingGo apply a charge for each phone transaction which is currently funded by the Council. Due to the above points and fact there are currently no free parking available in Permit / Pay for areas, it is recommended not to incorporate a free parking period in this area.

- 3.8 The purpose of the consultation was to determine the preferred hours of operation and it is clear from the responses that the majority have voted for 9am to 5pm, Monday to Saturday controls matching the current controls in the North Permit Zone mainly on the east side of London Road.
- 3.9 Leaving this area without any controls would not be a recommended option due to the fact controls are (or will shortly be) in place in all the surrounding roads – demand in parking would otherwise increase with a likelihood of more complaints concerning obstructive parking from residents. Croydon University Hospital site is directly opposite this area which adds to the parking stress due to both workers and visitors attempting to find parking spaces in the vicinity. For all of the above reasons it is proposed to introduce Monday to Saturday, 9am to 5pm parking controls in this area with a combination of parking bays and yellow line waiting restrictions in between.

#### **4 STATUTORY CONSULTATION**

- 4.1 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.
- 4.2 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.
- 4.3 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.

#### **5 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 with £57k remaining. 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 £2k remaining in 2019/20.

## 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2019/20	M.T.F.S – 3 year Forecast		
		2020/21	2021/22	2022/23
<b>The effect of the decision</b>	£'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>Capital Budget</u></b>				
<b>available</b>				
Expenditure	57	0	0	0
<b><u>Effect of Decision</u></b>				
<b>from report</b>				
Expenditure	28	0	0	0
<b>Remaining Budget</b>	29	0	0	0

### 5.2 The effect of the decision

- 5.2.1 The cost of introducing parking controls in the Dunheved Roads area has been estimated at £28,000. This includes the supply and installation of signs, lines, the introduction of the Pay by Phone system and a contribution towards the legal costs.
- 5.2.2 These costs can be contained within the available capital budgets for 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 The alternative option would be 8am to 8pm, Monday to Sunday controls, but this was rejected by the majority of occupiers in the Dunheved Roads area.

### 5.5 Savings/ future efficiencies

- 5.5.1 Introducing parking controls in this area would result in income from permits, Pay by Phone payments and from Penalty Charge Notices.

Approved by: F Wright, Head of Finance (Place)

## 6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that 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.

- 6.2 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.
- 6.3 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.
- 6.4 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.

Approved by: Sandra Herbert, Head of Litigation and Corporate law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

## **7. HUMAN RESOURCES IMPACT**

- 7.1 Enforcement of extended parking controls will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

Approved by: Jennifer Sankar, Head of Human Resources.

## **8. CUSTOMER IMPACT**

- 8.1 The introduction of the proposed restriction hours in the Dunheved Roads area is proposed in response to support from local residents following the consultation.
- 8.2 Occupiers of all residential and business premises in the area were consulted to ensure that all those directly affected by the proposals were given the opportunity to give their views.

- 8.3 There will be an opportunity at the formal consultation stage for members of the public to comment or object to the proposals and any material objections will be responded to in a report which may be considered by this committee.

## **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. Specific equalities issues which may be raised as part of the formal consultation will be referenced within the officers' response to those objections within the body of a future report.

## **10. ENVIRONMENTAL IMPACT**

- 10.1 The introduction of parking controls in the Dunheved Roads area should result in far easier street cleaning and a general improvement in the environment in these roads. The installation of posts will be minimised as far as practicable to reduce the impact of the parking scheme on the street scene.

## **11. CRIME AND DISORDER REDUCTION IMPACT**

- 11.1 Patrols by Civil Enforcement Officers in this area should have a positive effect on reducing crime levels.

## **12. REASONS FOR RECOMMENDATIONS**

- 12.1 The recommendations are to introduce Monday to Saturday, 9am to 5pm to Monday to controls as requested by a majority of respondents in this area.

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

- 13.1 Alternative option would be to introduce 8am to 8pm controls (rejected by the majority of occupiers in this area) or leave the area unrestricted. Controls are being introduced in all surrounding roads from 14 October 2019 and to leave this area unrestricted will have the result of increasing parking stress for residents and for those visiting the Croydon Mosque.

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**BACKGROUND DOCUMENTS**

None