

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>13 DECEMBER 2017</b>
<b>SUBJECT:</b>	<b>EXETER ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE POSSIBLE EXTENSION OF THE CROYDON CPZ (EAST OUTER 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>Addiscombe</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  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"><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 (East Outer Permit Zone) into the Exeter Road area.  1.2 Consider whether or not 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.	

- 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 (East Outer Permit Area) into the Exeter Road Area which includes unrestricted roads between Davidson Road and Morland Road in Addiscombe.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage with a proposal to extend the controlled parking into Edward Road, Exeter Road, Leicester Road, Morland Avenue, Rymer Road, Stretton Road, and Vincent Road.

## **3 DETAIL**

- 3.1 A petition had been received from residents in Exeter Road. 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 taken by commuters.
- 3.2 At the 5 October 2016 Traffic Management Advisory Committee meeting, 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 East Outer Permit Area to resolve the parking problems in the area which borders the existing zone and is close to East Croydon railway station.
- 3.2 The informal consultation commenced on Monday, 23 October 2017 and continued until Wednesday, 15 November 2017. 1493 sets of consultation packs, which comprised of a letter, a drawing, a factsheet and a questionnaire were sent to addresses within the proposed extension area. Included in each pack was a pre-paid envelope for return of the questionnaire.
- 3.3 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 1 December 2017 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 B to this report.
- 3.4 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 488 questionnaires were returned, representing a 33% response rate which is considered good for an informal consultation exercise of this type. Table 1 shows the results and returns for the individual roads in the consultation area.

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

Road Name	Number of Consultees	Number of Responses Received	% Returned	Number of Responses in Favour of parking controls	% of responses in favour	9-5 Mon-Sat	8-8
Amberley Gr	31	13	42	2	15	9	3
Brampton Rd	67	22	33	9	41	13	8
Bredon Rd	59	33	56	3	9	24	3
Burnham Gdns	72	8	11	1	13	7	0
Dartnell Rd	90	35	39	7	20	23	10
Dominion Rd	69	23	33	0	0	18	1
Edward Rd	103	52	50	31	60	35	14
Exeter Rd	101	43	43	25	58	23	14
Fullerton Rd	60	21	35	0	0	12	3
Gordon Cr	110	13	12	3	23	10	1
Jesmond Rd	42	22	52	2	9	17	3
Kemerton Rd	50	20	40	1	5	15	4
Laurier Rd	67	32	48	2	6	24	1
Leicester Rd	35	13	37	7	54	10	3
Morland Ave	83	23	28	14	61	11	6
Morland Rd	203	29	14	9	31	21	4
Rymer Rd	100	42	42	16	38	25	12
Stretton Rd	104	26	25	11	42	19	4

Vincent Rd	47	18	38	6	33	9	5
<b>Totals</b>	<b>1493</b>	<b>488</b>	<b>33%</b>	<b>149</b>	<b>31%</b>	<b>325</b>	<b>99</b>

4.3 The results show that the majority of those in Edward Road, Exeter Road, Leicester Road, and Morland Avenue who responded to the informal consultation expressed a preference in favour of parking controls. In all roads, a majority of respondents who expressed a preference for certain hours of operation chose 9am to 5pm Monday to Saturday.

4.4 Due to the likely displacement problem, if controls were just introduced into the above roads, it is recommended that Rymer Road, Stretton Road and Vincent Road should also be included in the extension of the zone.

4.5 Table 2 below contains the results for the sections of road where the scheme is proposed to proceed

4.6 **TABLE 2 – Results of the Questionnaire in roads the proposed extension area**

Road Name	Number of Consultees	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Edward Rd	103	52	50	31	60
Exeter Rd	101	43	43	25	58
Leicester Rd	35	13	37	7	54
Morland Ave	83	23	28	14	61
Rymer Rd	100	42	42	16	38
Stretton Rd	104	26	25	11	42
Vincent Rd	47	18	38	6	33
<b>Totals</b>	<b>573</b>	<b>217</b>	<b>38%</b>	<b>110</b>	<b>51%</b>

4.7 Appendix A includes a summary of the comments that were received on the questionnaire sheets.

- 4.8 The questionnaire responses are considered to demonstrate the need for the extension of the Croydon Controlled Parking Zone into Edward Road, Exeter Road, Leicester Road, and Morland Avenue with 59% of responses indicating support for parking controls. Introducing controls in these four roads is likely to result in displacement to nearby roads such as Stretton Road, Vincent Road and Rymer Road where there was only 38% support. To ensure that residents are protected from displaced parking it is proposed to extend the East Outer Permit Zone into all seven roads as shown on drawing no PD – 340/1 subject to formal consultation where there is an overall support for controls from 51% of households.
- 4.9 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.
- 4.10 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.
- 4.11 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 will be reported back to this Committee for a recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned and objectors informed of the decision.

## **5 FINANCIAL CONSIDERATIONS**

There is a revenue budget of £50k for CPZ undertakings and £50k for Footway Parking and Disabled Bays, from which these commitments if approved will be funded. 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 remain £34k un-allocated to be utilised in 2017/2018 this is taking into account £18k that was committed in 2016/2017 against the 2017/2018 financial years spend.

The capital spend is to come out of the LIP (local Implementation Plan) budget allocation of £70k for 2018/19. This would leave £18k un-allocated to be utilised in the 2018/2019 financial year.

## 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	36	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	2	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>34</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b><u>Capital Budget available</u></b>				
Expenditure	0	70	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	52	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>18</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 Exeter Road area has been estimated at £54,000. This includes the provision of Pay & Display machines, signs, lines and a contribution towards the legal costs.

5.2.2 These costs can be contained within the available revenue budget for 2017/18 £2k and within the available anticipated capital budget for Controlled

Parking Schemes under the Local Implementation Plan (LIP) projects budget for 2018/19 £542k. Bids have been submitted for LIP funding as in other years but the outcome has not been decided yet.

### **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.

5.3.2 There is a risk that LIP funding bids for 2018/2019 will not be accepted by TFL although historically the council have always received the requested amount. Should this happen though then a "Spend to Save" business case will be submitted. 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.

### **5.4 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 Edward Road, Exeter Road, Morland Avenue, Rymer Road, Stretton Road and Vincent Road is 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 proposals to extend the Croydon CPZ (East Outer Permit Area) into Edward Road, Exeter Road, Leicester Road, Morland Avenue, Rymer Road, Stretton Road and Vincent Road 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**

Teresa O'Regan, Traffic Engineer, Parking Design, High Improvements, Streets, 020 8726 6000 (Ext. 88260)

**CONTACT OFFICER:**

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

**BACKGROUND DOCUMENTS:**

None

**APPENDICES:**

Appendix A – Comments from Questionnaire

Appendix B – Proposed extension plan

Appendix C - Consultation letter

Appendix D – Consultation plan

Appendix E – Questionnaire

Appendix F – FAQs