

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>6 February 2018</b>
<b>SUBJECT:</b>	<b>DENMARK ROAD AREA PROPOSED EXTENSION OF THE SOUTH NORWOOD CONTROLLED PARKING ZONE – OBJECTION</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place Department</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Woodside</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 2015 – 18</li><li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li></ul>	
<b>FINANCIAL IMPACT: N/A</b>	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.: N/A</b>	
<b>1. RECOMMENDATIONS</b> That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they: <ol style="list-style-type: none"><li>1.1 Consider an objection to the proposal to extend the South Norwood Controlled Parking Zone (South Norwood zone) in Alfred Road, Denmark Road and Enmore Avenue with a combination of Shared-Use Permit/Pay &amp; Display (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.</li><li>1.2 Agree to extend the South Norwood Controlled Parking Zone into the above roads as shown on plan PD-310 for the reasons as set out in this report.</li><li>1.3 Inform the objectors and supporters of the above decision.</li></ol>	

## 2 EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider an objection received from the public following the formal consultation process on a proposal to extend the South Norwood Controlled Parking Zone into Alfred Road, Denmark Road and Enmore Avenue with a combination

of Shared-Use Permit/Pay & Display machines (8 hour maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.

- 2.2 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 26 January 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.

### **3 BACKGROUND**

- 3.1 A petition was received from residents of Denmark Road and Enmore Avenue in the spring of 2016 requesting that a residents parking scheme be introduced to help alleviate increasing parking problems in the area.
- 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.
- 3.4 On 14 June 2017 consultation documents were sent to residents and business in the Denmark Road area including Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue, Enmore Road and Greenmead Close (private road off Enmore Road). As a result of the consultation a positive response was received from occupiers in Denmark Road (82% of households that responded voted in favour) and Enmore Avenue (76%). The Traffic Management Advisory Committee agreed at the meeting of 11 October 2017 (minute 27/17 refers) that parking controls should be introduced into these two roads and in Alfred Road (50%) due to its position between Enmore Avenue and the South Norwood CPZ, subject to formal consultation.

### **4 OBJECTIONS AND RESPONSES**

#### **Objection**

- 4.1 During the formal consultation a resident of Enmore Avenue has objected on the grounds that the proposed scheme will result in loss of parking.

#### **Response**

- 4.2 Experience of recent new controlled parking schemes has shown that by keeping bay lengths to the minimum and by maximising the space available for parking there should be no loss of parking over the existing unregulated arrangement. Having consistent lengths of bays ensures that all types of vehicle can park and there are no spaces which cannot be used by slightly larger vehicles. Introducing controls such as Pay & Display will ensure that there are spaces available for Permit holders, especially during the controlled hours, whereas currently commuters dominate spaces.

## **5 CONSULTATION**

- 5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.
- 5.2 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 notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

## **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
<b><u>Revenue Budget</u></b>				
<b>available</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b><u>Capital Budget</u></b>				
<b>available</b>				
Expenditure	100	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	18	0	0	0
<b>Remaining Budget</b>	<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: Felicia Wright, Head of Finance, Place.

## **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 by Sandra Herbert, Head of Litigation and Corporate law 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 South Norwood Controlled Parking Zone into Alfred Road, Denmark Road and Enmore Avenue is in response to a petition received from the residents of Denmark Road. 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 South Norwood Controlled Parking Zone into Alfred Road, Denmark Road and Enmore Avenue where parking stress is high and the majority of occupiers have supported the parking controls which is clear from the recent informal consultation.

## **14. OPTIONS CONSIDERED AND REJECTED**

- 14.1 An 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.

---

### **REPORT AUTHOR**

Paul Tarrant, Traffic Engineer  
Infrastructure, Parking Design, 020 8726 6000  
(Ext. 88256)

### **CONTACT OFFICER:**

David Wakeling, Traffic Design Manager  
Infrastructure, Parking Design, 020 8726 6000  
(Ext. 88229)

### **BACKGROUND DOCUMENTS:**

None

### **APPENDIX:**

Appendix 1 – Denmark Road PD 310