

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6 FEBRUARY 2018
SUBJECT:	PRINCESS ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE POSSIBLE EXTENSION OF THE CROYDON CPZ (NORTH PERMIT ZONE)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Bensham Manor, Selhurst and West Thornton.
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 2013 – 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 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 (North Permit Zone) into the Princess Road area.
1.2	Agree to proceed to the formal consultation stage for the proposal to extend the Croydon Controlled Parking Zone (North Permit Area) into Amersham Road, Beulah Grove, Berney Road, Boulogne Road, Broadway Avenue, Cromwell Road, Devonshire Road, Elmwood Road, Grace Road, Greenwood Road, Hartley Road, Henderson Road, Johnson Road, Kemp Gardens, Lion Road, Mayo Road,

Northbrook Road, Pawsons Road , Princess Road, Queen's Road, Strathmore Road, St. Saviour's Road, Tirrell Road, Whitehorse Road, Windmill Grove and Windmill Road as shown on Drawing No. PD – 345/1.

- 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 (North Permit Area) into the Princess Road Area which includes unrestricted roads bounded by Whitehorse Road, Pawson's Road, Lodge Road, Windmill Road and the Whitehorse Road housing estate in the Wards of Bensham Manor, Selhurst and West Thornton.
- 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.
- 2.3 It is recommended that the Council proceeds to the formal consultation stage with a proposal to extend the controlled parking into Amersham Road, Beulah Grove, Berney Road, Boulogne Road, Broadway Avenue, Cromwell Road, Devonshire Road, Elmwood Road, Grace Road, Greenwood Road, Hartley Road, Henderson Road, Johnson Road, Kemp Gardens, Lion Road, Mayo Road, Northbrook Road, Pawsons Road , Princess Road, Queen's Road, Strathmore Road, St. Saviour's Road, Tirrell Road, Whitehorse Road, Windmill Grove and Windmill Road as shown on Drawing No. PD – 345/1.

3 DETAIL

- 3.1 Petitions were received from residents in Princess Road and Bolougne Road requesting that a residents' permit scheme be introduced to help improve parking conditions. 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 invariably taken by commuters.
- 3.2 At the Traffic Management Advisory Committee meeting held on 5 October 2016, 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 North Permit Area to resolve the parking problems in the area which borders the existing zone.

- 3.3 The informal consultation commenced on Monday, 15 November 2017 and continued until Friday, 15 December 2017. 3318 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a factsheet and a questionnaire were sent to addresses within the proposed extension area. Included in each pack was a pre-paid envelope for the return of the questionnaire.
- 3.4 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. The informal consultation documents are attached as Appendix A to this report.
- 3.5 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 623 questionnaires were returned, representing a 18% response rate which is considered good for an informal consultation exercise of this type in an area where there is a high proportion of rented accommodation and where a significant number of residents have the benefit of Housing parking areas for their use. Table 1 shows the results and returns for the individual roads in the consultation area.

4.2 TABLE 1 – Results of the Questionnaire

ROAD	Number of Consultees	Responses Received	% Received	Responses In Favour of CPZ	% in Favour of CPZ	% in Favour of 9am-5pm Mon-Sat	% in Favour of 8am- 8pm Mon-Sun
Amersham Rd	20	5	25%	4	80%	20%	80%
Ashby Walk	13	1	8%	1	100%	0	100%
Berney Rd	44	7	16%	3	43%	100%	0
Beulah Grove	111	37	33%	29	78%	43%	41%
Broadway Ave.	46	14	30%	8	57%	36%	43%
Boulogne Rd	34	12	35%	11	92%	42%	50%
Cromwell Rd	145	1	0.7%	0	0%	0%	100%
Dagnall Park	145	27	19%	12	44%	67%	22%
Devonshire Rd	47	11	23%	5	45%	55%	27%
Edith Rd	80	20	25%	3	15%	75%	15%
Eileen Rd	15	4	27%	2	50%	75%	25%
Elmwood Rd	47	21	45%	4	19%	62%	14%
Englefield Cl.	18	3	17%	0	0%	67%	33%
Ely Road	35	0	0	0	0%	0%	0%
Four Acre Path	16	1	6%	0	0%	100%	0%
Grace Rd	13	6	46%	2	33%	50%	33%
Greenwood Rd	30	14	47%	5	36%	71%	21%
Hartley Rd	64	29	45%	16	55%	45%	28%
Henderson Rd	36	6	17%	3	50%	83%	0%
Holmesdale Rd	64	8	13%	1	13%	50%	25%
Hughes Walk	26	2	8%	1	50%	100%	0%
Johnson Rd	66	6	9%	2	33%	67%	17%

ROAD	Number of Consultees	Responses Received	% Received	Responses In Favour of CPZ	% in Favour of CPZ	% in Favour of 9am-5pm Mon-Sat	% in Favour of 8am- 8pm Mon-Sun
Kemp Gardens	14	1	7%	0	0%	100%	0%
Lion Rd	5	2	40%	2	100%	50%	50%
Mayo Rd	34	10	29%	5	50%	50%	40%
Northbrook Rd	49	14	29%	7	50%	50%	43%
Pawson's Rd	161	34	21%	3	9%	59%	24%
Prestwood Gdns	54	10	19%	3	30%	40%	30%
Princess Rd	100	40	40%	33	83%	53%	43%
Queens Rd	134	35	26%	21	60%	49%	46%
Saddle Mews	30	6	20%	4	67%	67%	17%
Saxon Rd	100	30	30%	12	40%	60%	20%
Selhurst Rd	104	6	6%	1	17%	33%	33%
Smock Walk	17	5	29%	4	80%	40%	40%
Strathmore Rd	57	10	18%	9	90%	49%	50%
Singleton Cl.	31	3	10%	0	0%	67%	0%
St Saviours Rd	116	42	36%	24	57%	43%	43%
Tirrell Rd	259	13	5%	13	100%	46%	46%
Whitehorse Rd	677	67	10%	21	31%	66%	16%
Willow Wood Cr	69	12	17%	4	33%	58%	8%
Windmill Grove	70	16	23%	13	81%	54%	54%
Windmill Rd	218	16	7%	9	56%	81%	19%
Wisbeach Rd	58	16	17%	3	30%	60%	30%
Overall Total	3472	623	18%	312	50%	62%	30%
Total For The Roads In The Proposed Extension Area	2801	503	18%	276	55%	55%	30%

4.3 The results show that the majority of those in Amersham Road, Ashby Walk (part of Beulah Grove), Beulah Grove, Broadway Avenue, Eileen Road, Hartley Road, Henderson Road, Lion Road, Mayo Road, Northbrook Road, Pawson's Road, Princess Road, Queens Road, Saddle Mews (alongside Strathmore Road), Smock Walk (part of Beulah Grove), Singleton Close (part of St Saviour's Road), St. Saviour's Road, Tirrell Road, Windmill Road, who responded to the informal consultation voted in favour of parking controls. The majority of respondents expressed a preference for 9am to 5pm Monday to Saturday rather than 8am to 8pm, Monday to Sunday controls.

4.4 Due to the likely displacement problem, if controls were just introduced into the above roads, it is recommended that Berney Road, Cromwell Road, Devonshire Road, Elmwood Road, Englefield Close (part of Queen's Road), Grace Road, Greenwood Road, Johnson Road, Kemp Gardens, Pawson's Road, Prestwood Gardens (part of Queen's Road), Strathmore Road, Whitehorse Road and Windmill Grove should also be included in the extension of the zone.

4.5 Below is a summary of the comments that were received on the questionnaire sheets.

- I have carers every day, 3 times a day. This would be a lot of money.
- On match days, we have trouble parking in our road.
- All the neighbours I have spoken to are against the CPZ in our road.
- In the last year or so parking around here has become a problem. I think a CPZ is required within this area.
- This is all about money for the Council. Why pressure the poor with extra costs.
- This is much needed, I am very happy with this proposal.
- I don't drive and I don't have a car, but I think that it would help families.
- Congestion caused by lack of space in Princess Road is a severe problem that a CPZ would go some way to solve.
- Parking is very bad. People leave their car for weeks on end.
- I don't think extending the CPZ is required at this time.
- Strathmore Road is a Cul-De-Sac and it gets bad every day of the week. Cars park where they like even across your driveways. So I think this would be a good thing.
- We are paying too much in Council Tax. Too many potholes in the road and damaging cars. Council is doing nothing about it.
- Parking is very bad, people leave their car for weeks on end.
- I think controlled parking is needed because I cannot find parking and it is very stressful looking for parking especially with my children. I have to drop the shopping then drive a mile or more just to park.
- Would I need a Resident permit to park on my own driveway?
- I have lived in Smock Walk for 7 years and at times I have had to park my car 2 roads away and walk home. I just want to be able to park near my house and walk safely with my children.
- We have people parking while attending the hospital and Elmwood School which leaves hardly any spaces for people who live here.

- 4.6 The questionnaire responses are considered to demonstrate the need for the extension of the Croydon Controlled Parking Zone into roads listed in paragraph 1.2 with 55% of responses indicating support for parking controls overall. To ensure that residents are protected from displaced parking it is proposed to extend the North Permit Zone into all roads as shown on drawing No. PD – 354/1, including some roads where there has not been support, subject to formal consultation.
- 4.7 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.
- 4.8 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.
- 4.9 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 2017/18. Total funding of £100k is included for controlled parking schemes in 2017/18 and £70k for 2018/19. 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 and 2018/19.

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
<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	70	0	0
<u>Effect of Decision from report</u>				
Expenditure	2	40	0	0
Remaining Budget	<u>98</u>	<u>30</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 Princess Road area has been estimated at £42,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs. The supply and installation of Pay & Display machines is funded from existing stock.

5.2.2 These costs can be contained within the available capital budgets for 2017/18 and 2018/19.

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 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 Amersham Road, Ashby Walk, Beulah Grove, Broadway Avenue, Eileen Road, Hartley Road, Henderson Road, Lion Road, Mayo Road, Northbrook Road, Pawsons Road, Princess Road, Queens Road, Saddle Mews, Smock Walk, Singleton Close,

St Saviours Road, Tirrell Road, Windmill Road 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 proposal to extend the Croydon CPZ (North Permit Area) 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 to give public notice but these would not accord with the expressed preference of the majority of those who responded to the informal consultation.

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BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix 1 – Princess Road Area Proposed
CPZ Boundary PD 345/01

Appendix 2 – Consultation Letter

Appendix 3 – Princess Road Area CPZ
Consultation Map

Appendix 4 – Questionnaire

Appendix 5 – CPQ FAQs