

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 DECEMBER 2014
AGENDA ITEM:	7
SUBJECT:	FAIRHOLME ROAD & MIDHURST AVENUE CONSULTATION ON PILOT ON EXTENDING CPZ OPERATIONAL HOURS
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broad Green
CORPORATE PRIORITY/POLICY CONTEXT: This report is in line 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 – 15• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: These proposals can be contained within 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 agree: 1.1 To consult residents of Fairholme Road and Midhurst Avenue on an 18 month pilot to extend the parking controls hours of operation to 9am to 7pm, Monday to Saturday, 8am to 8pm, Monday to Sunday or retain the existing 9am to 5pm, Monday to Saturday controls.	

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| 1.2 Report the findings of the consultation to the next available Traffic Management Advisory Committee meeting. |
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2 EXECUTIVE SUMMARY

- 2.1 This report proposes to consult residents of Fairholme Road and Midhurst Avenue on a pilot to extend the operational hours of the Controlled Parking Zone for these 2 roads with 9am to 7pm, Monday to Saturday, 8am to 8pm, Monday to Sunday controls or retain the existing 9am to 5pm, Monday to Saturday controls.

3 DETAIL

- 3.1 In February 2014 the Croydon Controlled Parking Zone (North Permit Zone) was extended into Fairholme Road with 9am to 5pm, Monday to Saturday controls, following agreement at the Traffic Management Cabinet Committee meeting on 8 October 2013 (minute A50/13 refers). At the consultation stage many residents responded that although they agreed to controls they suffer from parking stress during the evening mainly due to residents from the City House development parking in the road.

3.2 Residents of the City House development, which also includes Davenport Court and Edison Court comprising of around 370 homes, are unable to obtain residents permits due to restrictions within the Section 106 planning agreement for the development. Although there are some off-street parking facilities for residents within the development these are restricted in numbers and expensive to purchase or rent and many residents make use of the surrounding roads and especially roads to the west of London Road outside the 9am to 5pm period.

3.3 Similar request for extended hours of operation were also received from residents of Midhurst Avenue where the zone was extended in 2010. At the time the zone was extended some residents requested that the zone be extended into the evening due mainly to the local residential developments and increase in on-street parking.

3.4 On 23 November 2010 the Traffic Management Cabinet Committee (minute A85/10) agreed a report to extend the operational hours of the North, South, East Inner, East Outer and West Zone from 9am to 5pm, Monday to Saturday operation to 8am to midnight, Monday to Sunday matching the Central Zone. Following almost 4000 objections to this proposal it was agreed that only roads surrounding Croydon University Hospital should be treated with 8am to midnight controls. However, this decision was considered at Scrutiny who recommended to the Traffic Management Cabinet Committee not to proceed with the proposals.

3.5 Although an 8am to midnight throughout the week proposal is unlikely to be acceptable by most residents living in the outer Croydon CPZ permit zones a compromise would be 9am to 7pm, Monday to Saturday or 8am to 8pm, Monday to Sunday controls. This would reduce the evening overnight non-residential parking which currently takes place but allow non-permit holders to park overnight.

3.6 If residents agree to an 18 month pilot on new controlled hours then it is proposed that this is introduced under an experimental Traffic Management Order to determine the effect on parking in the surrounding area and whether consideration could be given to rolling this out to the remaining streets within the North Permit Zone and possibly other permit zones.

4 CONSULTATION

4.1 It is proposed to consult residents of Fairholme Road and Midhurst Avenue on a possible extension to the operational hours of the zone. The following options are proposed to be included in the consultation:

- Option 1 - 9am to 7pm, Monday to Saturday
- Option 2 – 8am to 8pm, Monday to Sunday
- Option 3 – Retain the existing 9am to 5pm, Monday to Saturday controls

4.2 The results of the options will be reported to a future Traffic Management Advisory Committee meeting. If a decision is made to extend the hours of operation then it is proposed that an experimental Traffic Management Order is introduced.

4.3 The legal process required that formal consultation take place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Formal consultation for experimental Traffic Management Orders takes place in the first 6 months of operation of the scheme and schemes operate for a maximum of 18 months before a decision is made to make permanent, amend or revert to the old times. 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.

4.4 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 were consulted separately at the same time as the public notice. Other organisations are consulted depending on the relevance of the proposals.

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 from. 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 £35k un-allocated to be utilised. The capital spend is to come out of the public realm development budget.

1 Revenue and Capital consequences of report recommendations

Effect of Decision from Report

Expenditure	1	3	0	0
Income	0	0	0	0
Remaining Budget	<u>34</u>	<u>97</u>	<u>0</u>	<u>0</u>

Capital Budget available

Expenditure	0	0	0	0
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Effect of Decision from report

Expenditure	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

- 2.1 The cost of consulting residents in Fairholme Road and Midhurst Avenue on a pilot scheme to extend the operational hours is estimated at £700. If it is agreed to extend the controlled hours in these 2 roads then the estimated cost is £3,300 which includes new CPZ entry signs, amending existing signs and ticket machine software changes.
- 2.2 These costs can be contained within the available revenue budget for 2014/15 and 2015/16.

3 Risks

- 3.1 Whilst there is a risk that the final cost will exceed the estimates, this work is allowed for in the current budgets for 2014/15 and 2015/16.
- 3.2 Additional income should be received from Pay & Display machines and enforcement with extended hours of operation.

4 Options

- 4.1 3 options are proposed for these roads; 9am to 7pm, Monday to Saturday, 8am to 8pm, Monday to Sunday or retain the existing 9am to 5pm, Monday to Saturday controls.

5 Savings/ future efficiencies

- 5.1 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.
- 5.2 Approved by: Graham Oliver, Business Partner, Development and Environment.

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 and implement 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. If it is agreed to extend the operational hours of the zone in these 2 roads then it is proposed that an experimental Traffic Management Order is made in which case the consultation period where representations can be is during the first 6 months of operation.
- 6.3 Approved by: Gabriel MacGregor, Head of Corporate Law (for and on behalf of the Council Solicitor and Monitoring Officer).

7. HUMAN RESOURCES IMPACT

7.1 There are no human resources implications arising from this report.

7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive Department.

8. CUSTOMER IMPACT

8.1 The proposal for a pilot on increased hours is as a direct response to residents who have contacted the Council as a result of evening parking stress. It is proposed to consult residents and the proposed hours of operation will be as a result of the most favoured option.

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 for residents in Fairholme Road and Midhurst Avenue to be consulted on a pilot for increased hours of operation as a direct response to requests from residents due mainly to evening parking stress.

13. OPTIONS CONSIDERED AND REJECTED

13.1 The alternatives to the above would include not consulting residents over increased operational hours of the controls in these two roads to overcome parking problems caused by evening parking problems. Not consulting residents would not give them the opportunity to vote for extended parking controls to relieve parking stress.

**REPORT AUTHOR/
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BACKGROUND DOCUMENTS:

None