

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 DECEMBER 2014
AGENDA ITEM:	8
SUBJECT:	BINGHAM ROAD AREA – PROPOSED CONSULTATION ON RESIDENTS PARKING
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Ashburton
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 That officers proceed to undertake informal consultation with residents of Bingham Road (CPZ boundary to Fernhurst Road), Ashling Road, Claremont Road, Baring Road, Parkview Road and Fernhurst Road on a possible new Addiscombe Controlled Parking Zone.	

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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 the Bingham Road area on a possible Addiscombe Controlled Parking Zone with 9am to 5pm, Monday to Saturday shared-use Permit / Pay & Display controls.

3 DETAIL

- 3.1 An officer met with an Ashburton Ward Councillor in Bingham Road to discuss residents concerns over the level of non-residential parking in the area creating problems for residents with no off-street parking facilities and access problems for driveways.
- 3.2 Surveys have shown that there is parking stress in the Bingham Road area mainly due to commuters parking for the nearby Addiscombe Tramstop. Parking particularly causes inconvenience to residents in the area who have no off-street parking. Parking along Bingham Road does cause some conflict problems along this busy cut through between Shirley Road and Lower Addiscombe Road.
- 3.3 It is proposed to informally consult residents in Bingham Road (CPZ boundary to Fernhurst Road), Ashling Road, Claremont Road, Baring Road, Parkview Road and Fernhurst Road on a possible new Addiscombe Controlled Parking Zone.
- 3.4 In order to reduce the displacement of parking to unrestricted roads on the edge of the zone and help customers who may be parking short-term for the local businesses it is proposed that the consultation should include 8 hour max stay for Pay & Display users to match roads within the existing Croydon CPZ (East Outer Permit Zone) in roads such as Colworth Road and the section of Bingham Road between Ashling Road and Lower Addiscombe Road.

3 CONSULTATION

- 4.1 It is proposed to consult residents of the Bingham Road area on a possible new Addiscombe CPZ with 9am to 5pm, Monday to Saturday controls with Permit / 8 hour maximum stay Pay and Display bays. The consultation will take place in the 2015/16 financial year.
- 4.2 The results of the consultation will be reported to a future Traffic Management Advisory Committee meeting. If a decision is made to introduce parking controls to the whole or part of the area then it will be necessary to carry out formal consultation with the public.

- 4.3 Should there be support for parking controls and it is agreed to proceed with a scheme 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). 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

The capital spend is to come out of the LIP (local Implementation Plan) budget allocation of £40k for the current financial year. 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 this funding would be fully utilised.

1 Revenue and Capital consequences of report recommendations

Effect of Decision

from Report

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

Capital Budget available

Expenditure	0	36	120	0
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Effect of Decision

from report

Expenditure	0	2	0	0
Remaining Budget	<u>0</u>	<u>34</u>	<u>120</u>	<u>0</u>

2 The effect of the decision

- 2.1 The cost of consulting residents in the Bingham Road area is estimated £2,400 which can be funded from the Council's 2015/16 Local Implementation Plan allocation for local schemes.

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 budget for 2015/16. Additionally there is a risk that the LIP funding is not agreed which will put pressures on budgets in that year.
- 3.2 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.

4 Options

- 4.1 The alternative option is not to consult residents on parking controls. This could have a detrimental effect on residents in that they would continue to suffer parking issues in relation to, obstruction, road safety and traffic flow problems.

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.
- 6.3 Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor & 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 to consult residents on possible parking controls is as a response to a request from a Ward Councillor who has been asked to resolve parking issues in the road. It is proposed to consult residents to determine whether there is support for a parking scheme in the whole or part of the area.

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.

11. REASONS FOR RECOMMENDATIONS

11.1 The recommendations are for residents in Bingham Road (CPZ boundary to Fernhurst Road), Ashling Road, Claremont Road, Baring Road, Parkview Road and Fernhurst Road on a possible new Addiscombe Controlled Parking Zone to be consulted on the possibility of parking controls.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The alternatives to the above measures would include not consulting residents over potential parking schemes to overcome parking problems caused by non-residential parking including commuters. Not consulting residents would not give them the opportunity to vote for parking controls to relieve parking stress in these congested areas.

**REPORT AUTHOR/
CONTACT OFFICER**

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BACKGROUND DOCUMENTS: None