

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6th October 2015
AGENDA ITEM:	12
SUBJECT:	SELHURST NEW ROAD AREA RESULTS OF CONSULTATION
LEAD OFFICER:	Jo Negrini, Executive Director of Place Department
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport And Environment
WARDS:	Selhurst
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 – 15• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: N/A	
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 consider the results of the informal consultation of residents and businesses in the Selhurst New Road area and that they agree to:- 1.1 Extend the existing Croydon Controlled Parking Zone (East Outer Permit zone) to Selhurst New Road, Selhurst Place, Gloucester Road (CPZ boundary to Selhurst Place) and Roden Gardens with a combination of shared-use Permit / Pay & Display Bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday. 1.2 Authorise the Highway Improvement Manager, Streets Directorate to give notice of the proposals and subject to receiving no material objections on the giving of public notice to	

make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).

- 1.3 Note that any material objections received following the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on a proposal to introduce controlled parking in the Selhurst New Road Area, comprising of Bullrush Close, Gloucester Road, Roden Gardens, Selhurst New Road and Selhurst Place.
- 2.2 It is recommended to give public notice of the introduction of parking controls into Selhurst New Road, Selhurst Place, Gloucester Road (CPZ boundary to Selhurst Place) and Roden Gardens with a combination of shared-use Permit / Pay & Display Bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

3 DETAIL

- 3.1 A petition signed by residents from Selhurst New Road, was received regarding parking problems in this section of the road. Officers reported the request to the Traffic Management Advisory Committee (TMAC on 20 October 2014, and the Cabinet Member for Transport and Environment authorised this consultation (minute A26/14 refers).
- 3.2 Selhurst Station is near the consultation area and is accessed from Selhurst Road. Available parking in the Selhurst New Road Area is at a premium during the daytime due to the close proximity of the station, local businesses mainly along Selhurst Road and the close proximity of the Croydon CPZ (East Outer Permit Area). Recent extensions to the zone in nearby Westbury Road and Burdett Road have exacerbated the parking problem experienced by residents. The Selhurst New Road Area comprises of mainly terraced properties of which only a few have off-street parking.
- 3.3 The nearby Croydon Controlled Parking Zone (East Outer Permit Area) 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.

4 CONSULTATION

- 4.1 Residents in Bullrush Close, Gloucester Road, Roden Gardens, Selhurst New Road and Selhurst Place were informally consulted about the possibility of introducing a controlled parking zone (CPZ) in their roads by letter and questionnaire on 29 June 2015. The document explained the reason for the consultation and asked respondents to complete and return the questionnaire using the pre-paid facility. Information was also included regarding the proposed controlled parking zone available, including operational times and possible implications of introducing controls, as well as parking charges.

Respondents were asked to determine whether parking controls were required in their road.

4.2 The Residents were given 4 weeks to respond. The return date was Friday 31 July 2015. The results are provided in Table 1 to this report. The questionnaire comprised of 1 question: “Do you support the introduction of Parking Controls in your road?” The questionnaire also included a box, which gave all respondents to the consultation the opportunity to make any additional comments. The attached plan number PD-249c shows the consultation area.

4.3 The consultation results showed that there was a good overall response rate of 36% from the area. 239 documents were delivered and 86 documents were returned. Table 1 below, shows the outcome of the consultation.

4.4 **TABLE 1: RESULTS OF CONSULTATION RESPONSE**

STREET NAME	Number of Properties	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Bullrush Close	14	5	36%	1	20%
Gloucester Road	80	33	41%	13	36%
Roden Gardens	34	13	38%	8	62%
Selhurst New Road	69	21	30%	14	67%
Selhurst Place	42	17	38%	3	17%
TOTAL	239	88	37%	38	43%

4.5 The results show that the majority of residents in the area (57%) who responded to the informal consultation are not in favour of parking controls.

4.6 The comments made by residents on the questionnaire included:

- £80 for a Resident Permit is too expensive.
- Just another excuse to make people pay for parking.
- It’s just one more opportunity for the council to make more money from residents.
- The proposed maximum 8 Hours stay for Pay & Display users is too long, should be 4 hours.
- Why can’t we have one hour controls?
- Permits should be free for residents but charge visitors.
- I don’t support the area being controlled unless it’s going to be 24Hour service.
- Unfair for my visitors to pay to visit me.

4.7 The purpose of the consultation was to determine support for a parking scheme that would provide more priority during the daytime for residents due to shoppers and commuter parking. Although in the overall consultation area 57% of residents and businesses that have responded voted against parking controls there was strong support amongst those who responded in Selhurst New Road (67% in favour), Roden Gardens (62% in favour) and the section of Gloucester Road between the CPZ boundary and Selhurst Place (63% in favour). Due to the support for parking controls in these roads it is proposed to extend the controlled zone as shown in Plan No. PD – 280 which includes Selhurst Place which would otherwise be sandwiched between Controlled Parking Zones. Table 2 below shows the consultation results for the area where there is majority support for parking controls.

4.8 **TABLE 2: RESULTS OF CONSULTATION RESPONSE IN THE PROPOSED EXTENSION AREA**

STREET NAME	Number of Properties	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Gloucester Road (from existing CPZ boundary to Selhurst Place)	19	8	42%	5	63%
Roden Gardens	34	13	38%	8	62%
Selhurst New Road	69	21	30%	14	67%
Selhurst Place	42	17	38%	3	17%
TOTAL	145	59	41%	30	51%

4.9 Although Bullrush Close and part of Gloucester Road (from the junction of Selhurst Road to the junction of Selhurst Place) are not included in this proposal, the council will continue to monitor parking and traffic conditions as well as communication from local residents for future review. The attached plan number PD-280 shows the proposed controlled parking zone.

4.10 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 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.

4.11 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.

4.12 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

The capital spend is to come out of the LIP (local Implementation Plan) budget allocation of £70k 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 there is £36k remaining for future spend.

1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2015/16 £'000	M.T.F.S – 3 year Forecast		
		2016/17 £'000	2017/18 £'000	2018/19 £'000
<u>Revenue Budget available</u>				
Expenditure	45	100	100	100
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>45</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	70	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	21	0	0	0
Remaining Budget	<u>49</u>	<u>0</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

- 2.1 The cost of extending controlled parking into Selhurst New Road area has been estimated at £21,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.
- 2.2 This cost can be contained within the available capital budget for Controlled Parking Schemes under the Local Implementation Plan (LIP) projects for 2015/16.

3 Risks

- 3.1 There is a risk that the final cost will exceed the estimate. However, this work is allowed for in the current budget.
- 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 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.

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: Louise Phillips Business Partner, on behalf of Head of Finance, and Deputy Section 151 Officer, Place Department.

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: Gabriel MacGregor Head of Corporate Law on behalf of the Council Solicitor and Monitoring Officer

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resource implications arising from this report.
- 7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

8. CUSTOMER IMPACT

- 8.1 The proposed extension of the Croydon CPZ (East Outer Permit Zone) into Selhurst New Road area is in response to a petition and known 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

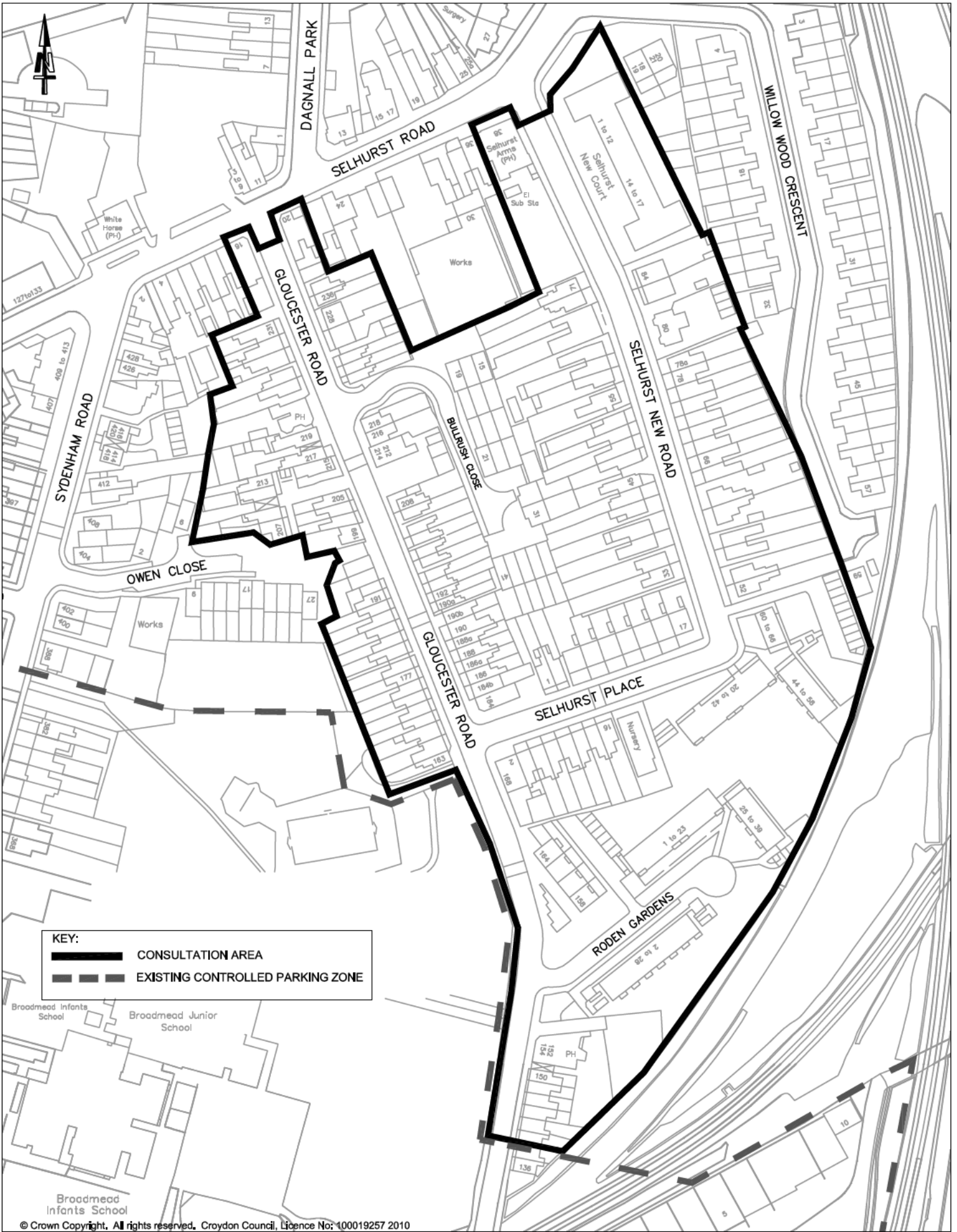
- 12.1 The recommendation is to introduce a controlled parking zone in Roden Gardens, Selhurst New Road, Selhurst Place and part of Gloucester Road (from the existing CPZ boundary to Selhurst Place junction), since the majority of residents in these roads have stated they are happy with the proposed parking arrangements for their road.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 Consideration was given to excluding Selhurst Place from the proposed boundary where only 17% of residents that responded voted in favour of a scheme. However, if controls were introduced in Selhurst New Road and only part of Gloucester Road where there

was strong support, Selhurst Place which is a very short road, would be squeezed and this would detrimental to residents.

REPORT AUTHOR	Huda Abdelrahim, Traffic Engineer Infrastructure, Parking Design, 020 8726 6000 (Ext. 88258)
CONTACT OFFICER:	David Wakeling, Traffic Design Manager Infrastructure, Parking Design, 020 8726 6000 (Ext. 88229)
BACKGROUND DOCUMENTS	None



KEY:
 ——— CONSULTATION AREA
 - - - - - EXISTING CONTROLLED PARKING ZONE

Broadmead Infants School
 Broadmead Junior School

Broadmead Infants School

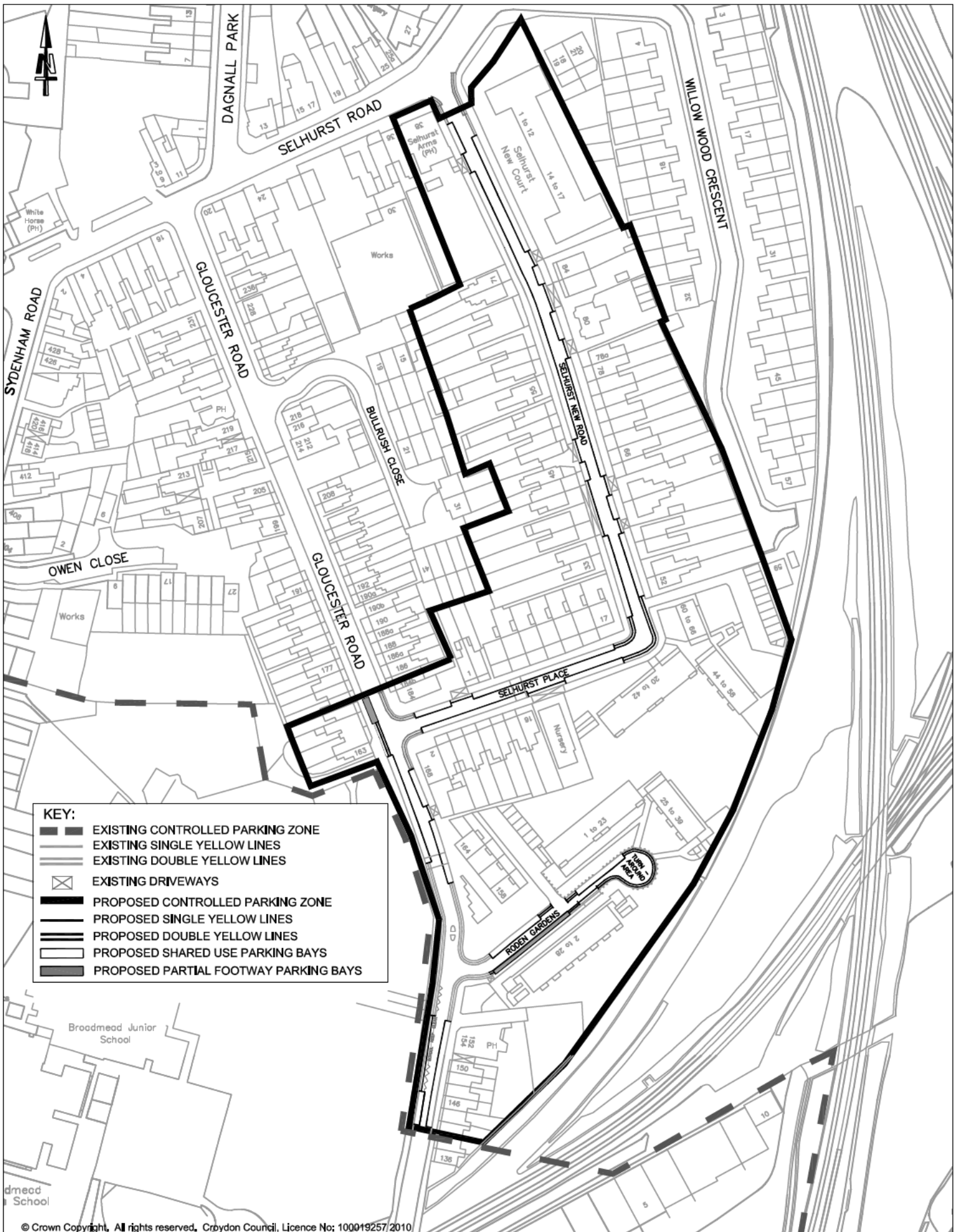
© Crown Copyright. All rights reserved. Croydon Council, Licence No: 100019257 2010

SELHURST NEW ROAD CONSULTATION AREA

CROYDON COUNCIL
SELHURST NEW ROAD AREA

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 PO BOX No. 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale. NTS	Drawn HA	Checked DJW	Rev. 00
Date.	JUNE 2015		Drawing Ref. PD - 249c



- KEY:**
- EXISTING CONTROLLED PARKING ZONE
 - EXISTING SINGLE YELLOW LINES
 - EXISTING DOUBLE YELLOW LINES
 - EXISTING DRIVEWAYS
 - PROPOSED CONTROLLED PARKING ZONE
 - PROPOSED SINGLE YELLOW LINES
 - PROPOSED DOUBLE YELLOW LINES
 - PROPOSED SHARED USE PARKING BAYS
 - PROPOSED PARTIAL FOOTWAY PARKING BAYS

© Crown Copyright. All rights reserved. Croydon Council, Licence No: 100019257/2010

**PROPOSED CONTROLLED PARKING ZONE
(MONDAY TO SATURDAY 9AM TO 5PM)
IN THE SELHURST NEW ROAD AREA**

CROYDON COUNCIL
SELHURST NEW ROAD AREA

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
PO BOX No. 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
Scale. NTS Drawn HA Checked DJW Rev. 00
Date. SEPTEMBER 2015 Drawing Ref. **PD - 280**