

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6th December 2015
AGENDA ITEM:	15
SUBJECT:	OBJECTIONS: To Selhurst New Road Area Controlled Parking Zone
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	SELHURST
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 Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6• The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43.• 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: 1.1 Consider the objections received to extending the existing Croydon Controlled Parking Zone (East Outer Zone) to Selhurst New Road, Selhurst Place, Gloucester Road (proposed controlled parking zone boundary to Selhurst Place) and Roden Gardens with a combination of Shared-Use Permit/Pay & Display (8 hour	

maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

- 1.2 Agree for the reasons detailed in paragraph 3 to proceed with the original proposals in Selhurst New Road, Selhurst Place, Gloucester Road (CPZ boundary to Selhurst Place), Except single yellow lines (rather than double) in the Turn-A-Round area in Roden Gardens as detailed in paragraph 3.3;
- 1.3 Delegate to the General Manager of Operations and Infrastructure (Highways and Parking) the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendations 1.2 above.
- 1.4 Inform the objectors of the above decision.

2. EXECUTIVE SUMMARY

The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (East Outer Zone) to Selhurst New Road, Selhurst Place, Gloucester Road (from the existing CPZ boundary to Selhurst Place) and Roden Gardens 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.

3. OBJECTIONS AND RESPONSES

3.1 Roden Gardens - Selhurst

Objection 1

- 3.2 A local resident from Roden Gardens has objected to the proposed extension of the existing Croydon Controlled Parking Zone (East Outer Zone). They are concerned the proposed double yellow lines in the Turn-A-Round area in Roden Gardens will drastically reduce parking for residents because Roden Gardens is a small Close and therefore parking is at a premium at all times.

Response - The proposed double yellow lines in the Turn-A-Round area were proposed as a safety measure for residents to turn around safely within the Close, however, since the residents are familiar with the road layout and are used to manoeuvring their vehicles safely within the Close, it is recommended to change the proposed double yellow lines to single yellow lines to allow residents to continue to park outside the hours of control. Following the receipt of this objection, a review by officers of the proposal was undertaken to take account of the objectors' comments.

- 3.3 The recommendation of this review is to reduce the proposed "At any time" waiting restrictions in the Turn-A-Round area in Roden Gardens to single yellow

lines as shown in plan number **PD – 280**.

Objection 2

- 3.4 Two residents from Selhurst New Road and one from Selhurst Place have commented that the proposed 8 hour maximum stay for Pay & Display machine users is too long and the current £5 per day (for the 8 hour maximum stay) is too low to deter commuters and would like the Council to reduce the proposed 8 hour maximum stay to 4 hours.
- 3.5 **Response** – Most existing Controlled Parking Zones have been introduced in areas where commuter parking was an issue and despite all day parking being available evidence from Pay & Display machines shows that very few commuters are parking in these areas probably due to the overall daily costs. It is likely that these commuters are either parking in uncontrolled areas outside the zones or have found alternative transport.
- 3.6 The proposed extension to the zone is likely to improve parking conditions for residents and businesses by reducing the level of commuter parking in the area and parking bays sighted at safe unobstructed locations with yellow line waiting restrictions in between will ensure the expeditious, convenient and safe movement of all road users.
- 3.7 In view of the reasons detailed it is recommended to proceed with the originally proposed extension in the Selhurst New Road Area, as shown on plan no. **PD – 280**.

4 CONSULTATION

- 4.1 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.
- 4.2 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.
- 4.3 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.

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

Capital Budget

available

Expenditure	70	0	0	0
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Effect of Decision

from report

Expenditure	21	0	0	0
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Remaining Budget

	49	0	0	0
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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.

5.5.3 Approved by: Louise Phillips, Business Partner, Place Department.

6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide 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 matters such as the effect on the amenities of any locality affected.

6.2 The Council must comply with the necessary requirements of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations have been considered and responded to in this report.

6.3 Approved by: Gabriel MacGregor Head of Corporate Law on behalf of the Borough Solicitor and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.2 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. EQUALITIES IMPACT

8.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

9. ENVIRONMENTAL IMPACT

9.1 Double yellow line waiting restrictions do not require signage therefore these proposals are environmentally friendly. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 Waiting restrictions at junctions are normally placed at a minimum of 10 metres from the junction, which is the distance up to which the Police can place Fixed Penalty Charge Notices to offending vehicles regardless of any restrictions on the ground.

11. REASONS FOR RECOMMENDATIONS

- 11.1 The recommendation is to extend the existing Controlled Parking Zone into 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 voted in favour of parking controls and a parking scheme should ensure adequate parking facilities for residents, visitors and for local businesses. Also the introduction of marked bays away from driveways, junctions and other locations where parking causes problems with yellow line waiting restrictions in between will ensure the expeditious, convenient and safe movement of all road users.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 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.
- 12.2 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 be detrimental to residents and road users.

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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972