

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>26 April 2016</b>
<b>AGENDA ITEM:</b>	<b>16</b>
<b>SUBJECT:</b>	<b>PETITIONS:</b> <b>BINGHAM ROAD – OPPOSITION TO POSSIBLE CPZ</b> <b>BEAUFORT GARDENS – REQUEST FOR PARKING CONTROLS</b> <b>GLOUCESTER ROAD – REQUEST FOR PARKING CONTROLS</b> <b>ALVERSTON GARDENS – REQUEST FOR HELP TO PREVENT SCHOOL RELATED PARKING IN RESIDENTS SPACES AND CAUSING OBSTRUCTION TO DRIVEWAYS</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Development and Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Ashburton, Norbury and Selhurst</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> <li>• The Croydon Plan; Transport Chapter.</li> <li>• The Local Implementation Plan; 3.6 Croydon Transport policies</li> <li>• Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6</li> <li>• Croydon Corporate Plan 2013 – 15</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL SUMMARY:</b>	
These proposal can be contained within available budget	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> Not a Key Decision	

<p><b>1. RECOMMENDATIONS</b></p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:-</p> <p>1.1 Consider a petition from St Mildred’s Church, Bingham Road opposing to the proposed parking controls in this area. Defer a decision on whether controls should be introduced until residents and businesses are informally consulted on possible</p>
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parking controls and that the outcome of the consultation will be reported to a future Traffic Management Advisory Committee for Members' consideration.

- 1.2 Consider a petition from residents of Beaufort Gardens requesting a residents only parking scheme and consult residents on an extension to the proposed Green Lane free parking and 11am to noon, Monday to Friday waiting restrictions being considered at this meeting (agenda item 18);
- 1.3 Consider a petition from residents of Gloucester Road (section between the recently extended Controlled Parking Zone (CPZ) boundary and Selhurst Road) requesting parking controls and include residents and businesses in this road together with residents and businesses of Bullrush Close, Sydenham Rd, Owen Close, Northcote Road, Tugela Road, Beaconsfield Road, Guildford Road, The Crescent and Saracen Close in an informal consultation on possible parking controls.
- 1.4 Consider a petition from residents of Alverston Gardens requesting steps to be taken to prevent parents of St. Chads Primary School pupils from using and obstructing driveways and creating traffic congestion and note the decision to increase enforcement in the road.
- 1.5 Note that any material objections received on the giving of public notice for the introduction of parking controls in Beaufort Gardens (free parking and 11am to noon, Monday to Friday waiting restrictions) will be reported to a future Traffic Management Advisory Committee for Members' consideration.
- 1.6 Note that the Highways Improvement Manager, Streets Directorate, will inform the instigator of the petitions of these decisions.

## **2. EXECUTIVE SUMMARY**

- 2.1 This report considers petitions received from visitors of St. Mildred's Church Centre opposed to parking controls being introduced into the Bingham Road area, from Beaufort Gardens requesting residents parking, from residents of Gloucester Road requesting parking controls and from residents of Alverston Gardens requesting steps to reduce parking problems caused by parents and guardians of St Chad's School.

## **3. DETAIL**

### **Bingham Road, Ashburton – Objection to parking controls**

- 3.1 The petition signed by 303 members of St Mildred's Church Centre was presented to the Executive Director of Place. The petition states:

'We, the undersigned members of St. Mildred's Church and visitors to St. Mildred's Community Centre, in Addiscombe, Croydon strongly oppose the proposed implantation of a Controlled Parking Zone in the Bingham Road area from 9am to 5pm, Monday to Saturday.

The Church and Centre has only 4 designated parking spots in a shared car park with the residents of Mildred Court. Our visitors (an average of 1500 persons every

week). Rely on the free parking in surrounding roads in order to access our Church, our Community Centre and the services provided.

In our opinion, this proposal, of controlled payable parking, will not resolve the identified parking issues in the Bingham Road area but rather move the areas of congestion to Northampton and Sefton Roads. We have concerns also, that in the proposed consultation on residents parking document (16 December 2014), no provision has been made for the parking of funeral and wedding cards outside the Church.

A CPZ we believe will have a detrimental effect on our community, restricting access to community services and disadvantaging vulnerable groups.'

- 3.2 It is intended to consult residents of Bingham Road and the side roads including Ashling Road, Claremont Road, Baring Road, Parkview Road, Fernhurst Road and Sherwood Road plus one side of Lower Addiscombe Road on possible parking controls following requests from Ward Councillors and the local residents association. There are likely to be two options including an extension of the existing 9am to 5pm, Monday to Saturday shared-use Permit / Pay & Display bays as currently in place in the first section of Bingham Road by Lower Addiscombe Road and Colworth Road and a one-hour noon to 1pm, Monday to Friday scheme with residents only parking bays.
- 3.3 Whether or not parking controls are extended to this area will depend on the results of the consultation and whether residents and businesses agree that such a scheme will improve access for them and visitors and safety for road users.

#### **Beaufort Gardens – Request for residents parking**

- 3.4 A petition signed by all 8 households of Beaufort Gardens has been received. The petition is titled 'Petition from: Beaufort Gardens, SW16 3BP – Nos. 1-8'

The petition states:

'As there are no double yellow lines to mark the entrance to Beaufort Gardens from Green Lane, cars and vans park right up to (and sometimes beyond) the junction, making it dangerous for cars turning out into the main road and difficult for pedestrians to cross the road.

However, we feel that restricting parking on these corners would exacerbate the problems we are experiencing in Beaufort Gardens which is a cul-de-sac. The number of cars that now park on both sides of the road make it more and more difficult for the residents to get in and out, and for tradesmen to deliver.

The undersigned residents would therefore request the Council to consider providing us with a scheme for Residents Only Parking in addition to yellow lines on the corner.'

- 3.5 Beaufort Gardens is a small cul-de-sac off Green Lane close to the Borough Boundary with Lambeth. In February residents of Green Lane were consulted on a possible Controlled Parking Zone with 11am to noon, Monday to Friday waiting restrictions and free parking bays where parking would not cause a problem for road users or access to driveways. This followed a petition from residents from Green Lane which was reported to the 6 October meeting (minute A63/15 refers).

- 3.6 Residents of Beaufort Gardens have off-street parking for at least 2 vehicles and the parking problems appear to be more to do with access into the cul-de-sac and onto driveways due to obstructive parking. Most of the parking is during the daytime and appears to be from commuters due to the close proximity of Norbury district centre and station.
- 3.7 It is proposed to introduce parking controls in the road including double yellow line 'At any time' waiting restrictions at the junction with Green Lane, free parking bays sited where parking does not obstruct road users with single yellow line 11am to noon, Monday to Friday waiting restrictions. This should improve road safety and access for residents whilst allowing some flexibility for visitors. Rather than informally consult on this scheme it is proposed that (subject to approval) Beaufort Gardens is included in the formal consultation (public notice stage) for the Green Lane proposals as recommended in agenda item 18.

### **Gloucester Road – Request for parking controls**

- 3.8 A petition signed by 29 residents from 28 households of Gloucester Road has been received. The petition is titled 'Petition for Metered Parking Bays' and a note with the petition states; 'Please find enclosed our petition asking for residents parking on the portion of Gloucester Road that you omitted from your previous order. By leaving this portion uncontrolled you have moved the problem besides taking away free parking we had always used.'
- 3.9 On 6 October 2015 the committee approved a report (minute A65/15 refers) on extending the East Outer Permit Zone into Selhurst New Road, Selhurst Place, Roden Gardens and the section of Gloucester Road between the existing Controlled Parking Zone (CPZ) boundary and Selhurst Place. This followed an exercise in which residents and businesses in these roads including the remaining section of Gloucester Road and Bullrush Close were consulted on parking controls.
- 3.10 In early February 2016 parking controls were introduced into the Selhurst New Road area and it is likely that displaced parking in the uncontrolled sections of Gloucester Road resulted in the petition being instigated.
- 3.11 A petition has also been received from residents of nearby The Crescent, Saracen Close and Beaconsfield Road requesting one-way working due to congestion, damage to residents' vehicles and difficulty for people to cross the road. This petition is reported to this meeting under item 13 of the agenda. Parking is an issue in these roads with few places to pass opposing vehicles and previous experience has shown that when parking controls are introduced the need for one-way working reduces considerably. An example of this is when parking controls were introduced in Dennett Road, West Croydon the need for one-way working was dramatically reduced and infrastructure installed following a petition was subsequently removed.
- 3.12 Residents of The Crescent, Saracen Close, Beaconsfield Road, Guildford Road, Northcote Road, Tugela Road, Burdett Road and part of Selhurst Road were previously included in a consultation exercise on potential parking controls and as a result the East Outer Permit Zone was extended only into Burdett Road in 2014. A Selhurst Ward Councillor has requested that consideration be given to re-consulting residents in this area due to increasing concerns over parking, especially since the most recent extension of the zone and it is proposed that residents and businesses in the area outlined in plan No.PD 303 should be informally consulted to determine

support for parking controls.

### **Alverston Gardens – Parking Problems Associated with St. Chad’s Primary School**

- 3.13 A petition signed by 25 residents of Alverston Gardens has been received. The petition states; ‘Petition for steps to be taken to prevent parents connected with St. Chad’s School, Alverston Gardens, from using residents car spaces and blocking the drives/traffic congestion’.
- 3.14 A letter with the petition outlines the problems residents are experiencing with cars being frequently parked on allocated off-street parking areas, across driveways and even on driveways. When approached residents have often been confronted by abusive parents and guardians and despite contacting the School (who have placed reminders to parents on the need to respect local residents in news letters) the problems continue. The volume of traffic and parking in the road also delays residents from going to work or taking their own children to local schools.
- 3.15 An additional statement in the letter includes:
- A young school boy was knocked down on Alverston Gardens by a car.
  - Some parents are parking in residents front gardens on the grass.
  - Eating in their cars and disposing of leftovers on or near the pavement outside residents’ houses.
  - Cleaning their cars and leaving litter on the pavement outside residents’ houses.
- 3.16 Alverston Road is a cul-de-sac off Selhurst Road and the entrance to St. Chad’s School is partly along the road protected by enforceable School Keep Clear Markings. A short section of double yellow line ‘At any time’ waiting restriction was introduced a few years ago to reduce obstructive parking on a bend opposite the entrance and at the junction with Selhurst Road to improve safety and access. The remaining section of road is unrestricted with vehicular crossovers (dropped kerbs) to private and communal parking areas.
- 3.17 Unfortunately traffic and parking congestion associated mainly with setting down and picking up pupils is common outside many of the 83 Primary Schools in the Borough and there is no easy solution to this. Enforcement can help change the behaviour of the minority of parents/guardians who cause the main problems but due to the number of schools and finite number of Civil Enforcement Officers available for school patrols this cannot be sustained over a long period. In order to enforce vehicles parking in front of vehicular cross-overs it is necessary for the affected resident to contact Parking Enforcement and give details of the offending vehicle. This is to allow friends and family to park when necessary. The only way to prevent vehicles being parked on private driveways would be for residents to introduce physical measures such as lockable posts, chains or even place obstructions.
- 3.18 The parking issues are often concentrated over a relatively short period and most residents living close to these schools accept that the road or area will be disruptive and can change their routine to avoid being adversely affected. The current School Travel Plan for St Chads requires updating the Council’s Road Safety Team are to liaise with the head teacher before the end of the School year to ensure that this is up to date and to encourage more environmentally friendly forms of transport to the school. In the meantime it is proposed that Officers will monitor the parking situation

at the busiest periods and request enforcement as appropriate.

## **4 CONSULTATION**

- 4.1 The purpose of this report is to consider petitions from residents objecting to parking controls in the Bingham Road area, requesting parking controls in Beaufort Gardens and Gloucester Road and for action to prevent parents and guardians parking in and across driveways in Alverston Gardens.
- 4.2 A proposal to consult residents in the Bingham Road area on possible parking controls has been approved at a previous meeting and is due to commence shortly. It is proposed to informally consult residents of Gloucester Road, Bullrush Close, Sydenham Rd, Owen Close, Northcote Road, Tugela Road, Beaconsfield Road, Guildford Road, The Crescent and Saracen Road on a possible extension of the East Outer Permit Zone. The results of the informal consultation (questionnaires) will be reported to a future committee meeting and a decision will be made whether or not to introduce parking controls.
- 4.3 If approved, this together with the an extension of the Green Lane free parking bay and 11am to noon Monday to Friday parking scheme into Beaufort Gardens, will be subject to formal consultation in the form of public notices in the London Gazette, a local paper (Croydon Guardian), on street notices and (in letter format) to occupiers who are directly affected. Any material objections will be reported to a future committee meeting.
- 4.4 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.
- 4.5 Official bodies such as the Fire Brigade, the Cyclists' Touring Club (CTC), 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.
- 4.6 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. The objectors are then informed of the decision.

## **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. 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 £62k un-allocated to be utilised in 2016/2017 this is taking into account £13k that was committed in 2015/2106 against the 2016/2107 financial years spend.

## 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2016/17	2017/18	2018/19	2019/20
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	100	100	100	100
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	3	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<b>97</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b><u>Capital Budget available</u></b>				
Expenditure	0	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## 5.2 The effect of the decision

5.2.1 The cost of informally consulting residents for possible parking controls in Gloucester Road, Bullrush Close, Sydenham Rd, Owen Close, Northcote Road, Tugela Road, Beaconsfield Road, Guildford Road, The Crescent and Saracen Road on a possible extension of the East Outer Permit Zone as outlined in this report is estimated at £2,800.

5.2.3 These costs can be contained within the available revenue budgets for 2016/17.

## 5.3 Risks

5.3.1 Whilst there is a risk that the final cost will exceed the estimate, this work is allowed for in the current budgets for 2016/17.

## 5.4 Options

5.4.1 Not consulting residents in these areas would not appease petitioners who may feel that the Council is not taking their concerns seriously.

## **5.5 Savings/future efficiencies**

- 5.5.1 The current method of introducing parking restrictions is very efficient with the design and legal (Traffic Management Order) work being carried out within the department.
- 5.5.2 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 Lynch, Business Partner, Place Department.

## **6. COMMENTS OF THE 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 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, Acting Council Solicitor and Acting 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. 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 There are no environmental impact considerations arising from this report.



## **10. CRIME AND DISORDER REDUCTION IMPACT**

10.1 There are no crime and disorder reduction impacts arising from this report.

## **11. REASONS FOR RECOMMENDATIONS**

11.1 The recommendations are to consult residents in Somerset Gardens to determine the level of support for parking controls and remove the maximum stay parking bays in Upper Shirley Road subject to formal consultation.

## **12. OPTIONS CONSIDERED AND REJECTED**

12.1 The alternative options would be to include formal consultation in parallel with informal consultation for the proposed parking scheme in Somerset Gardens. However, this would involve detailed design with no certainty that residents would be in favour of controls.

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**BACKGROUND DOCUMENTS:**

None