

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 26 th April 2016
AGENDA ITEM:	17
SUBJECT:	SOUTHWOOD AVENUE PROPOSED CONTROLLED PARKING ZONE RESULTS OF CONSULTATION
LEAD OFFICER:	Jo Negrini, Executive Director of Place Department
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport And Environment
WARDS:	Coulsdon West
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 in Southwood Avenue and that they agree to:- 1.1 Extend the existing Coulsdon controlled parking zone (CPZ) to include Southwood Avenue, with a combination of free parking bays and single yellow lines operating 11am until noon, Monday to Friday. 1.2 Delegate to the Highway Improvement Manager, Streets Directorate the authority to give	

notice 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) in order to implement recommendation 1.1 above.

- 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 extend the existing the free Coulsdon controlled parking zone to include Southwood Avenue.
- 2.2 It is recommended to give public notice of the introduction of parking controls in Southwood Avenue with a combination of free parking bays and single yellow lines operating 11am until noon, Monday to Friday.

3 DETAIL

- 3.1 A petition signed by residents from Southwood Avenue, concerned with the high level of commuter parking in their road creating obstruction and safety concerns for residents and other road users. Officers reported the request to the Traffic Management Advisory Committee meeting on 6 October (minute A63/15 refers) recommending that residents be consulted on a possible extension of the Coulsdon Controlled Parking Zone (CPZ) (Outer area).
- 3.2 Available parking in Southwood Avenue is at a premium during the daytime due to the close proximity of Coulsdon town centre and the existing Coulsdon CPZ. Southwood Avenue comprises of mainly semi-detached properties of which most have off-street parking. Currently there are no restrictions in Southwood Avenue apart from returns from Woodmansterne Road which is within the Coulsdon CPZ (Outer area).
- 3.3 A possible solution would be to extend the existing Coulsdon CPZ (Outer area) into Southwood Avenue with a combination of free parking bays located away from driveways with a single yellow line waiting restriction between, operating 11am until noon, Monday to Friday.

4 CONSULTATION

- 4.1 Residents from Southwood Avenue were informally consulted on the possibility of extending the Coulsdon CPZ (Outer area) in their road by letter and questionnaire on 22 February 2016. The document explained the reason for the consultation and asked respondents to complete and return the questionnaire using the pre-paid envelope. Information was also included regarding the proposed CPZ including operational times for the yellow lines in between the free bays the positions of which were shown on a plan. Respondents were asked to determine whether parking controls were required in their road.

4.2 The Residents were given 3 weeks to respond by Friday 11th March 2016. The results are provided in Table 1 below. The questionnaire comprised of 2 options: **Option1**: One hour CPZ with “Free” parking bays and single yellow lines waiting restrictions (matching the existing Coulsdon CPZ (Outer area) times of 11am until noon, Monday to Friday. **Option2**: “Do nothing – Retain the existing parking arrangements”. The questionnaire also included a box, which gave all respondents to the consultation the opportunity to make any additional comments. The attached plan No. **PD–298** shows the consultation area and possible locations for the free parking bays.

4.3 The consultation results showed that there was a very good overall response rate of 68% from Southwood Avenue. 28 documents were delivered and 19 questionnaires 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
Southwood Avenue	28	19	68%	16	84%

4.5 The results show that the majority of residents in the area (84%) who responded to the questionnaire are in favour of parking controls.

4.6 The comments made by residents on the questionnaire included:

- The proposal is not the total answer but certainly better than nothing.
- Increase the proposed 1 hour to 2 hours.
- Would prefer yellow lines only but no free parking bays.
- The only satisfactory solution would be to have no parking on one side of the road.

4.7 The purpose of the consultation was to determine support for a parking scheme that would provide clear sightlines for residents to exit their driveways during the daytime due to commuter vehicles blocking their view. 68% of residents have responded to the consultation, there is strong support amongst those who responded, 84% are in favour. Due to the support for free parking controls in Southwood Avenue, it is proposed to introduce free CPZ as shown in Plan No. **PD-298**.

4.8 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.

- 4.9 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.
- 4.10 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 £30,000 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 £23k remaining for future spend.

1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
		2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	100	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>100</u>	<u>100</u>	<u>100</u>	<u>100</u>

Capital Budget available

Expenditure	30	0	0	0
-------------	----	---	---	---

Effect of Decision from report

Expenditure	3	0	0	0
-------------	---	---	---	---

Remaining Budget	<u>27</u>	<u>0</u>	<u>0</u>	<u>0</u>
-------------------------	-----------	----------	----------	----------

2 The effect of the decision

2.1 The cost of extending the existing Coulsdon CPZ to include Southwood Avenue, has been estimated at £3,100. This includes the re-location of the existing zone (Entry/Exit) signs, lining work 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 2016/17.

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.

4 Options

4.1 The alternative option is not to introduce the free 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 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 Lynch, Business Partner, 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, Acting Council Solicitor and Acting 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 Human Resources, Chief Executive Department.

8. CUSTOMER IMPACT

8.1 The proposed extension of the Coulsdon CPZ into Southwood Avenue is in response to a petition and known parking. Occupiers of all residential 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 extend the existing Coulsdon CPZ (outer zone) to include Southwood Avenue following increasing concerns over the effects of commuter parking creating access issues and safety concerns.

13. OPTIONS CONSIDERED AND REJECTED

13.1 The alternative would be not to introduce a parking scheme for these roads but this would not resolve the parking issues experienced by residents and road users.

REPORT AUTHOR

Huda Wahab, Traffic Engineer
Highway Improvements, 020 8726 6000 (Ext.
88258)

CONTACT OFFICER:

David Wakeling, Traffic Design Manager
Highway Improvements, 020 8726 6000 (Ext.
88229)

BACKGROUND DOCUMENTS

None