

Croydon Council

For general release

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| REPORT TO: | TRAFFIC MANAGEMENT ADVISORY COMMITTEE 26th April 2016 |
| AGENDA ITEM: | 18 |
| SUBJECT: | GREEN LANE (BETWEEN BRIAR AVENUE AND GIBSON'S HILL) 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: | Norbury |
| 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 Green Lane (between Briar Avenue and Gibson's Hill) and that they agree to:- 1.1 Introduce a Controlled Parking Zone (CPZ) in Green Lane, from Briar Avenue and Gibson's Hill and Beaufort Gardens, with a combination of "Free 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 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 introduce parking controls in Green Lane, between Briar Avenue and Gibson's Hill.
- 2.2 It is recommended to give public notice to the introduction of parking controls into Green Lane and Beaufort Gardens with a combination of free bays and single yellow lines operating 11am until noon, Monday to Friday.

3 DETAIL

- 3.1 A petition signed by residents from Green Lane (between Briar Avenue and Hillcote Avenue) was received regarding parking problems in this section of the road. Complaints have been received that commuter parking is creating obstruction and safety concerns for residents and other road users. Officers reported the request for parking controls to the Traffic Management Advisory Committee on 6 October 2015 with a recommendation to consult residents on a possible parking scheme (minute A63/15 refers).
- 3.2 Parking in Green Lane is at a premium during the daytime due to the close proximity of Norbury Station and Norbury CPZ. Green Lane comprises of mainly semi-detached properties of which most have off-street parking. At the moment there are no restrictions in Green Lane from Briar Avenue, apart from junction restrictions. A possible solution would be to introduce a CPZ into the road with a combination of free parking bays located away from driveways with single yellow line waiting restrictions between, operating 11am until noon, Monday to Friday.
- 3.3 The nearby Norbury CPZ 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 bays.

4 CONSULTATION

- 4.1 Residents from Green Lane (between Briar Avenue and Gibson's Hill) were informally consulted about the possibility of introducing a controlled parking zone in their road by letter and questionnaire on 22 February 2016. The consultation was extended beyond the petition boundary due to requests from residents further along Green Lane who were experiencing parking issues. 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 controlled parking zone available, including operational times. Respondents were asked to determine whether or not parking controls were required in their road.

4.2 The Residents were given 3 weeks to respond. The return date was Friday 11th March 2016. The results are provided in Table 1 to this report. The questionnaire comprised of 2 options: **Option1**: “One Hour CPZ with “Free” parking bays and single yellow lines waiting restrictions. The proposed operational time for the single yellow lines is 11am until noon, Monday to Friday.” **Option2**: “Do nothing – Retain the existing parking arrangements”. The questionnaire also included a box, which gave respondents the opportunity to make any additional comments. The attached plan No. **PD – 299** shows the consultation area.

4.3 There was a good overall response rate of 31% from the consultation area. 81 documents were delivered and 25 documents were returned. Table 1 shows the results 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 |
|--------------------|-----------------------------|-------------------------------------|-------------------|--------------------------------------|--------------------|
| Green Lane (part) | 81 | 25 | 31% | 16 | 64% |

4.5 The results show that the majority of residents in the area (64%) who responded to the informal consultation are in favour of parking controls.

4.6 The comments made by residents on the questionnaire included:

- Would prefer a controlled parking zone with permits, “don’t mind paying”.
- This proposal will still not stop commuters from parking all day!
- Why can’t we have one hour controls for residents only?
- Would like double yellow lines across driveways, not single.
- The road is not more dangerous because of parked cars but due to the speed and increased traffic and the frequency of the buses.
- The effort to restrict the amount of casual parking by non-residents is most welcome.

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 parking blocking their view. 31% of residents have responded to the consultation which is considered a reasonable response rate for this type of exercise. There is strong support amongst those who responded (64%) for parking controls.

4.8 Since the consultation was instigated a petition has been received from residents of Beaufort Gardens requesting a residents’ only parking scheme. This petition is reported to this meeting – item 17. The petitioner has been contacted and is in agreement that at the detailed design stage consideration should be given to include this road.

- 4.9 Due to the support for free parking controls in this part of Green Lane and for controls in Beaufort Gardens, it is proposed to introduce the free CPZ as shown in Plan No. **PD-299**.
- 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 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.
- 4.12 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 £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 | 2019/20 |
| | | £'000 | £'000 | £'000 | £'000 |
| <u>Revenue Budget available</u> | | | | | |
| Expenditure | 100 | 100 | 100 | 100 | |
| Income | 0 | 0 | 0 | 0 | |

**Effect of Decision
from Report**

| | | | | |
|-------------------------|------------|------------|------------|------------|
| 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 | 04 | 0 | 0 | 0 |
| Remaining Budget | <u>26</u> | <u>0</u> | <u>0</u> | <u>0</u> |

2 The effect of the decision

- 2.1 The cost of introducing controlled parking into Green Lane, from Briar Avenue to Gibson's Hill and Beaufort Gardens has been estimated at £4,400. This includes the provision of zone (Entry/Exit) signs, posts 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 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 introduction of controlled parking into part of Green Lane is in response to a petition and known parking problems. Occupiers of all residential premises along this section of Green Lane 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 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' 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 free controlled parking zone in Green Lane, between Briar Avenue and Gibson's Hill, and in Beaufort Gardens due to parking issues caused mainly by commuters.

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.

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| BACKGROUND DOCUMENTS | None |