

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>26<sup>th</sup> April 2016</b>
<b>AGENDA ITEM:</b>	<b>20</b>
<b>SUBJECT:</b>	<b>DUPPAS HILL LANE, WADDON RESULTS OF CONSULTATION</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Place Department</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport And Environment</b>
<b>WARDS:</b>	<b>Waddon</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  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"><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 – 16</li><li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li></ul>	
<b>FINANCIAL IMPACT: N/A</b>	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.: n/a</b>	
<b>1. RECOMMENDATIONS</b>  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 the Duppas Hill Lane area and that they agree to:- <ol style="list-style-type: none"><li>1.1 Introduce a new controlled off street Car Park in Duppas Hill Lane as shown in Plan No. 285e with a combination of shared-use Permit / Pay &amp; Display Bays (4 hour maximum stay) operating 9am to 5pm, Monday to Saturday.</li><li>1.2 Delegate to the Highway Improvement Manager, Streets Directorate the authority to give notice and subject to receiving no material objections make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.1 above.</li></ol>	

- 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 an off street car park in the parking areas alongside Duppas Hill Lane.
- 2.2 It is recommended to give public notice of the introduction of a new off street car park in Duppas Hill Lane with a combination of shared-use Permit / Pay & Display Bays (4 hour maximum stay) operating 9am to 5pm, Monday to Saturday.

## **3 DETAIL**

- 3.1 A petition signed by 20 residents from Duppas Hill Lane, was received regarding parking problems in this road. Officers reported the request to the Traffic Management Advisory Committee on 6 October 2015 (minute A26/14 refers) and the recommendation to informally consult residents on possible shared-use Permit / Pay & Display bays in the off-street parking area was approved.
- 3.2 The section of Duppas Hill Lane referred to in the petition is a short cul-de-sac parallel to the Croydon Flyover close near the Croydon Fire Station in Old Town. The road has single yellow line waiting restrictions operating between 9am and 5pm, Monday to Saturday matching the Controlled Parking Zone (CPZ) operational hours.
- 3.3 There are parking areas not on highway land on the side of the road allowing parking for up to 20 vehicles at right angles to the carriageway. There are currently signs at the entrance to the road stating 'adopted road – residents parking only' but although it is presumed to belong to the Council there are no controls on who parks there.
- 3.4 This road is within the West Permit Zone and residents would be entitled to permits although the nearest Shared-use Permit / Pay & Display parking bays are a distance away. Due to the close proximity to the Town Centre, which is 5 to 10 minutes walk away, and lack of control, the area is increasingly being used by non-residents and probably commuters parking to the detriment of local residents.

## **4 CONSULTATION**

- 4.1 Residents in Duppas Hill Lane were informally consulted about the possibility of introducing a new controlled off street car park in their road by letter and questionnaire on 24 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 off-street car park, including operational times of introducing controls, as well as parking charges. Respondents were asked to comment whether parking controls were required in their road.
- 4.2 The Residents were given 5 weeks to respond. The return date was Thursday 31 March 2016. The results are provided in Table 1 to this report. The questionnaire comprised of 1 question: "Do you support the proposal to introduce a controlled off street car park in

my road as set out in the letter. 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-285e shows the consultation area.

4.3 The consultation results showed that there was an overall response rate of 36% from the area. 39 documents were delivered and 14 documents were returned. This is considered a good response bearing in mind that a proportion of residents of Duppas Hill Lane will not be car users and would be unaffected by the parking issues. Table 1 below, shows the outcome of the consultation.

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

<b>STREET NAME</b>	<b>Number of Properties</b>	<b>Number of Responses Received</b>	<b>% Returned</b>	<b>Number of Responses in Favour</b>	<b>% in favour</b>
Duppas Hill Lane	39	14	36%	9	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. Five responses were not in favour.

4.6 The comments made by residents on the questionnaire included:

- The proposed car park should not be Pay and Display, resident permit holders only.
- No issues with the current parking situation.
- £80 for a residents' permit is too much for local residents.
- I support this proposal, as we the local residents have been waiting for this.

4.7 The purpose of the consultation was to determine support for a parking scheme that would provide more priority parking during the daytime for residents due to shoppers and commuter parking dominating spaces. Of those that responded 64% were in favour for the proposed introduction of shared-use Permit / Pay & Display parking. The Council has received complaints regarding abandoned vehicles and commuter parking in this area; this has prompted the Council's decision to propose a controlled off-street car park in Duppas Hill Lane and informally consult local residents about the proposed scheme.

4.8 Based on the consultation results it is proposed that the Council implements the proposed controlled off-street car park in the parking area alongside Duppas Hill Lane with shared-use Permit / Pay & Display bays – 4 hour maximum stay for P&D users matching bays in nearby roads and as shown in Plan No. PD – 285e.

4.9 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.

- 4.10 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.
- 4.11 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

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.

### 1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2016/17 £'000	M.T.F.S – 3 year Forecast		
		2017/18 £'000	2018/19 £'000	2019/20 £'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	0	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>

**Capital Budget available**

Expenditure	30	70	0	0
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**Effect of Decision from report**

Expenditure	5	70	0	0
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<b>Remaining Budget</b>	<u>25</u>	<u>0</u>	<u>0</u>	<u>0</u>
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**2 The effect of the decision**

2.1 The cost of introducing the proposed controlled off street car park has been estimated £5,400. This includes the provision of a Pay & Display machine, 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 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.

3.2 If the off street car park 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. Existing 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 controlled off street car park. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to abandoned vehicles, commuter parking and ongoing parking 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 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 controlled off street car park is in response to a petition and known parking issues. The occupiers of all the residential premises in the area were consulted to ensure that all those potentially affected by the proposal 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' views of the work carried out by the Council.

## **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 go ahead and introduce the controlled off street car park in Duppas Hill Lane, based on the majority of residents have stated that they are happy with the proposed off street park for the said road.

### 13. OPTIONS CONSIDERED AND REJECTED

- 13.1 The alternative option would be not to proceed with the proposed off street car park, which would not accord with the expressed preference of the majority of those who responded to the informal consultation.

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<b>BACKGROUND DOCUMENTS</b>	None