

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>6 July 2016</b>
<b>AGENDA ITEM:</b>	<b>6</b>
<b>SUBJECT:</b>	<b>PETITIONS:</b> <b>SELBORNE ROAD AREA – REQUEST TO REVIEW PARKING CHARGES</b> <b>CECIL ROAD – REQUEST FOR PARKING CONTROLS</b> <b>DENMARK ROAD &amp; ENMORE AVENUE – REQUEST FOR PARKING CONTROLS</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Acting Chief Executive and Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Fairfield, West Thornton and Woodside</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>• Croydon Local Plan – Nov 2015</li> <li>• Local Implementation Plan 2; 2.8 Transport Objectives</li> <li>• Croydon’s Community Strategy 2013-18; Priority Areas 1, 2 &amp; 3</li> <li>• Croydon Corporate Plan 2015 – 18</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 parents, teachers and governors of Archbishop Tenison’s CE High School to reconsider its decision on the increase in on-street parking charges and agree to retain the current £3.20 daily charge.</p>
---

- 1.2 Consider a petition from residents of Cecil Road requesting a residents only parking scheme and one-way working in the road and consult residents in Cecil Road, Brading Road, Rosecourt Road, Thornton Avenue, Lavender Rd, Songhurst Close and Aurelia Road (from Mitcham Road to Lavender Road on a possible Controlled Parking Zone with shared-use Permit / Pay & Display bays operating 9am to 5pm, Monday to Saturday).
- 1.3 Consider a petition from residents of Denmark Road and Enmore Avenue requesting Residential Permit Parking and consult residents in Denmark Road, Enmore Avenue, Alfred Road (Holland Road to Enmore Avenue), Enmore Road and Birchanger Road (Tennison Road to Enmore Road) on a possible extension of the existing South Norwood Controlled Parking Zone with shared-use Permit / Pay & Display bays operating 9am to 5pm, Monday to Saturday.
- 1.4 Note that in accordance with the Leaders' delegation, decision reference 20/16/LR that the results of the consultations on parking controls in the above two areas will be reported to the Executive Director Place.
- 1.5 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 a petition received from parents, teachers and governors of Archbishop Tenison's CE High School to reconsider its decision on the increase in on-street parking charges and petitions from residents of Cecil Road, Denmark Road and Enmore Avenue requesting parking controls.

## 3. DETAIL

### **Selborne Road area (Fairfield) – Request to re-consider increase in the on-street parking charges**

- 3.1 A petition signed by 156 parents, teachers and governors at Archbishop Tenison's CE School has been received. The petition states:

'We, the undersigned – parents, teachers and governors at Archbishop Tenison's CE High School, Croydon – request Croydon Council to reconsider its decision to significantly increase parking charges on Selborne Road and the surrounding area. Currently teachers are able to park on nearby roads, and the school pays a charge of £1 per parking space per day. Croydon Council now plans to discontinue this arrangement and hike parking charges to £3.20 per day. This will have a huge detrimental impact on the school's finances, with scarce resources not being available for the education of our young pupils.'

- 3.2 Parking charges were amended across the Borough on 1 February 2016 as part of a strategic review of charges and introduction of a linear tariff. On most of the Park Hill area there were 3 levels of 8 hour charges including a premium rate (which matches the majority of 8 hour bays in the Croydon Controlled Parking Zone (CPZ), a standard rate (which matches the majority of bays in district centres) and a reduced rate of £1 for 8 hour parking for a few roads in the Park Hill area.

- 3.3 As part of the review the numbers of different charges across the Borough have been reduced so that within CPZs there are 3 levels of charges for 2, 4 and 8 hour maximum stay bays with charges reduced by 50% for district centres. As parking demand is generally lower in most parts of the Park Hill area it was agreed to retain the standard 8 hour charge in many of the roads. Although this has resulted in a large increase from £1 to £3.20 for 8 hour parking this is not considered a high charge for parking all day.
- 3.4 It is also worth noting that the school has off-street parking for 35+ vehicles and it should be possible to arrange that those that have a greater need for parking are given priority for these spaces. The school is located within 15 minutes walk of East Croydon Station, within 10 minutes walk of the Lloyd Park Tramstop and also a few minutes from the no.64 bus route serving East Croydon Station, the Town Centre and Selsdon / New Addington. There is free parking available in parking bays on the Whitgift Estate (approximately 10 minutes walk from the School) and roads near the Lloyd Park Tramstop (approximately 15 minutes walk from the School).
- 3.5 An analysis of the 156 signatures shows that 39% live in the south of the Borough, 30% in the central area of the Borough, 12% in the north of the Borough and 19% outside the Borough.
- 3.6 It is proposed to retain the current £3.20 daily charge for parking in the on-street bays in the roads near the school.

**Cecil Road area (West Thornton) – Request for residents’ parking**

- 3.7 A petition signed by 100 households of Cecil Road has been received. The petition is titled ‘One-way and bay parking system’

The petition states:

‘We the residents of Cecil Road are facing intolerable problem of traffic flow and parking our own cars in our street because of free parking and 2 way traffic. The residents are also suffering from commuter parking, business (garage) parking and thus preventing the free flow of traffic and restriction of spaces for the residents. We the undersigned, request our road to be residential during the hours of 09.00am to 20.00 and one-way traffic system please.’

- 3.8 Cecil Road is parallel to the Mitcham Road running between Aurelia Road and Thornton Road. There are currently no nearby Controlled Parking Zones although it is proposed to extend the North Permit Zone to Canterbury Road, Lancing Road, Donald Road and Wortley Road on the other side of Thornton Road subject to public notice and consideration of objections. Parking demand in Cecil Road and surrounding streets is high with few spaces available during the day time.
- 3.9 It is proposed that residents and businesses in the area outlined in plan No.PD 309. should be informally consulted to determine support for parking controls. Introducing parking controls in only Cecil Road is likely to simply result to the parking being displaced to surrounding roads therefore it is proposed to also include Brading Road, Rosecourt Road, Thornton Avenue, Lavender Rd, Songhurst Close and Aurelia Road (from Mitcham Road to Lavender Road) on a possible Controlled Parking Zone with shared-use Permit / Pay & Display bays operating 9am to 5pm, Monday to Saturday.

- 3.10 Experience of other nearby roads such as Dennett Road where residents requested one-way working showed that once parking controls were introduced the need for one-way working diminished as with far more passing places the conflict issues are largely resolved. It is proposed to reinvestigate one-way working at a later date if parking controls are not favoured by residents.

**Denmark Road and Enmore Avenue (South Norwood) – Request for residents’ parking**

- 3.11 A petition signed by 59 residents of Denmark Road and Enmore Avenue has been received. The petition is titled ‘Petition for Residential Permit Parking on Enmore Avenue, SE25’

The petition states:

‘The undersigned residents of Enmore Avenue, South Norwood SE25 petition Croydon Council to designate our road a permit parking area. This petition contains signatures of a majority of the households and with the understanding that residents would pay an annual permit fee for each vehicle.’

- 3.12 Denmark Road and Enmore Avenue are adjacent to the South Norwood Controlled Parking Zone and in 2011 residents of these roads in conjunction with other roads in the area (including Enmore Road, Holland Road and Crowther Road and roads to the east of Portland Road) were consulted on a possible extension of the zone. As a result the zone was extended into Holland Road, Crowther Road, Elborough Road, part of Birchanger Road and Alfred Road.
- 3.13 Surveys in the area have shown that parking is at a premium in Denmark Road, Enmore Avenue, Alfred Road and Enmore Road and it is proposed to consult residents and businesses in this area on a possible extension to the South Norwood CPZ with shared-use Permit and Pay & Display bays operating 9am to 5pm, Monday to Saturday with 8 hour maximum stay bays.

**4 CONSULTATION**

- 4.1 The purpose of this report is to consider petitions from the Archbishop Tenison’s School requesting that the Council reconsider the amended charges for on-street parking in the Selborne Road area and residents of Cecil Road, Denmark Road and Enmore Avenue requesting resident permit schemes.
- 4.2 It is proposed to informally consult residents and businesses of Cecil Road, Brading Road, Rosecourt Road, Thornton Avenue, Lavender Rd, Songhurst Close and Aurelia Road (from Mitcham Road to Lavender Road) on a possible Controlled Parking Zone with shared-use Permit / Pay & Display bays operating 9am to 5pm, Monday to Saturday.
- 4.3 It is also proposed to consult residents and businesses of Denmark Road, Enmore Avenue, Alfred Road (Holland Road to Enmore Avenue), Enmore Road and Birchanger Road (Tennison Road to Enmore Road) on a possible extension of the existing South Norwood Controlled Parking Zone with shared-use Permit / Pay & Display bays operating 9am to 5pm, Monday to Saturday.

- 4.4 Results of the informal consultation in the above areas will be reported to a future Traffic Management Advisory Committee meeting and a decision will be made on whether or not controls should be extended to the whole or part of the areas subject to formal consultation.
- 4.5 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.
- 4.6 Official bodies such as the Fire Brigade, Cycling UK (formally known as Cyclists' Touring Club), 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.
- 4.7 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 £51k un-allocated to be utilised in 2016/2017 this is taking into account £13k that was committed in 2015/2016 against the 2016/2017 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
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	62	100	100	100
Income	0	0	0	0

<b><u>Effect of Decision from Report</u></b>				
Expenditure	2	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<b>60</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 the Cecil Road and Denmark Road areas as outlined in this report is estimated at £2,400.

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: Zulfiqar Darr, Interim Head of Finance, Place & Resources.

## 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 (so far as is 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 for and on behalf of 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 monitor usage of the bays in the Selborne Road area for future review and to consult residents in the Cecil Road and Denmark Road areas to determine the level of support for parking controls.

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

- 12.1 The alternative options would be not to monitor usage of the bays in the Selborne Road area or consult residents in the Cecil Road and Denmark Road areas. However, this is unlikely to be acceptable by Archbishop Tenison's School or residents in the areas where consultation on possible parking controls is recommended as they are likely to feel that their petitions have been ignored by the Council.

---

**REPORT AUTHOR /  
CONTACT OFFICER:**

David Wakeling, Parking Design  
Manager, Highway Improvement  
020 8726 6000 (Ext. 88229)

**BACKGROUND DOCUMENTS:**

None