

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6 July 2016
AGENDA ITEM:	8
SUBJECT:	ABINGDON ROAD AREA PROPOSED EXTENSION OF THE NORBURY CPZ RESULTS OF CONSULTATION
LEAD OFFICER:	Jo Negrini, Acting Chief Executive and Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, 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">• Croydon Local Plan – Nov 2015• Local Implementation Plan 2; 2.8 Transport Objectives• Croydon's Community Strategy 2013-18; Priority Areas 1, 2 & 3• Croydon Corporate Plan 2015 – 18• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: These proposals can be contained within available budget.	
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 agree to:- 1.1 Consider the responses received to the informal consultation on the proposal to extend the Norbury controlled parking zone (CPZ) into parts of the Abingdon Road area. 1.2 Agree to carry out a formal consultation to extend the existing Norbury CPZ to include Bishops Park Road (from the borough boundary to the existing zone), part	

of Upwood Road (between the junctions with Lloyd Avenue and Croindene Road) and the remaining section of Croindene Road as shown on Plan no. PD-304a.

- 1.3 Authorise the Highway Improvement Manager, Streets Directorate to give notice of the proposals and subject to receiving no objections on the giving of the public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
- 1.4 Note that any material objections received following the giving of public notice will be reported to the Executive Director for Place for consideration in accordance with the delegation from the Leader, decision reference 20/16/LR.
- 1.5 Note that Officers shall inform the respondents and consultees of the decision.

2 EXECUTIVE SUMMARY

- 2.1 This report shows the outcome of the informal consultation carried out in the Abingdon Road area to extend the existing Norbury permit Controlled Parking Zone (CPZ) into the Abingdon Road area comprising of Abingdon Road, Bishops Park Road, Colebrook Road, Croindene Road, Lloyd Avenue, Oakhill Road, Southbrook Road and Upwood Road.
- 2.2 It is recommended to proceed to the formal consultation stage with a proposal to extend the existing Norbury CPZ boundary to include Bishops Park Road (from the borough boundary to the existing zone), the rest of Croindene Road and part of Upwood Road from Lloyd Avenue to Croindene Road.

3 DETAIL

- 3.1 Residents of Abingdon Road, Bishops Park Road, Colebrook Road, Croindene Road, Lloyd Avenue, Oakhill Road, Southbrook Road and Upwood Road received consultation documents between 12 May and 3 June 2016. The consultation documents were in the form of a letter and questionnaire explaining the reasons for the consultation and asking respondents to complete and return the questionnaire using the pre-paid envelope provided. Information was also included about the possible implications of introducing controls, as well as details of parking charges. Respondents were asked to consider whether parking controls were required. Of the 188 documents delivered, 80 were returned giving a response rate of 43%. A summary of the consultation results is shown on Table 1 in sections 4.

4 CONSULTATION

- 4.1 The consultation results show that the overall response rate (43%) was higher than can be expected of a consultation exercise of this nature.
- 4.2 The majority of respondents in Bishops Park Road, Croindene Road, Southbrook Road (cul-de-sac section from the junction of Colebrook Road) and part of Upwood Road (between the junctions with Lloyd Avenue and Croindene Road) and the rest of Croindene Road voted in favour of parking controls;
- 4.3 The results indicated that part of Upwood Road, Bishops Park Road, Southbrook Road and the rest of Croindene Road support for an extension to the existing Norbury CPZ, operating 9am to 5pm, Monday to Saturday. Following the informal consultation the council plans to proceed with the formal public notice to extend the existing Norbury Controlled Parking Zone to include part of Upwood Road (between the junctions with Lloyd Avenue and Croindene Road) and the short unrestricted section of Croindene Road. The majority of respondents in the remaining roads did not support the introduction of parking controls.

4.4 TABLE 1 – Results of the Questionnaire

Road Name	Number Delivered	Number of Responses Received	Percentage Returned	Number of Responses in Favour	% in favour
Abingdon Road	19	10	53%	0	0
Bishops Park Road	31	11	35%	7	64%
Colebrook Road	36	14	39%	2	14%
Croindene Road	6	3	50%	2	67%
Lloyd Avenue	8	0	0	0	0
Oakhill Road	13	5	38%	0	0
Southbrook Road	36	22	61%	9	41%
Upwood Road	39	15	39%	6	40%
Totals	188	80	43%	26	33%

4.5 Table 2 below, shows the results for the sections of road where the proposed extension to the existing Norbury permit CPZ should proceed.

TABLE 2 – Results of the consultation Response in the proposed extension area

Road Name	Number of Consultees	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Bishops Park Road (from the borough boundary to the existing zone)	31	11	35%	7	64%
Croindene Road (from existing CPZ boundary)	6	3	50%	2	67%
Upwood Road (from the junctions with Croindene Rd & Lloyd Avenue)	22	10	45%	6	60%
Totals	58	24	41%	15	63%

4.6 Appendix A includes a summary of the comments that were received on the questionnaire sheets.

4.7 The main comments made by the residents include:

- If implemented will likely reduce the value of their properties.
- This would be an extra burden on families.
- CPZ will not reduce the volume of cars that drive down our road.
- The CPZ will discourage or reduce visits from friends and family.
- We pay enough council tax.
- Permit prices will only be “hyped up” regularly, far too expensive already.

4.8 The Council’s responsibility in ensuring the safe movement of traffic includes access to the road network and to this end all junctions in this area have yellow line waiting restrictions, including double yellow line ‘At any time’ waiting restrictions.

4.9 The purpose of the consultation was to determine whether there is support to extend the existing Norbury CPZ.

- 4.10 The responses are considered to demonstrate the need for the extension of the Controlled Parking Zone into sections of Bishops Park Road, Croindene Road and Upwood Road as shown on Plan no. PD-304a subject to formal consultation.
- 4.11 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.
- 4.12 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, 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.
- 4.13 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 to the Executive Director of Place 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 £30k 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 would be £6k remaining for future 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
<u>Revenue Budget available</u>				
Expenditure	0	0	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>0</u>	<u>100</u>	<u>100</u>	<u>100</u>

**Capital Budget
available**

Expenditure	27	0	0	0
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**Effect of Decision
from report**

Expenditure	11	0	0	0
Remaining Budget	<u>16</u>	<u>0</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

- 2.1 The cost of extending controlled parking into Bishops Park Road (Borough boundary to CPZ boundary), Croindene Road (CPZ boundary to Upwood Road) and Upwood Road (junctions with Lloyd Avenue and Croindene Road) has been estimated at £11,000. This includes the provision of 2 Pay & Display machines, 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 controlled parking 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. 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 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 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: Zulfiqar Darr, Interim Head of Finance, Place & Resources.

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 (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 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.

6.4 Approved for and on behalf of Gabriel Macgregor, Acting Council Solicitor and Acting Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.1 Enforcement of new parking schemes will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

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 Norbury permit CPZ to include part of Croindene Road and part of Upwood Road is in response to known parking stress and support from local residents for controlled parking. Occupiers of all residential and business premises 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 EqlA 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 recommendations are to give notice of the proposals to extend the Norbury CPZ into the unrestricted section of Bishops Park Road , Croindene Road Upwood Road (Croindene Road to Lloyd Avenue) subject to receiving no objections on the giving of the public notice to make the necessary Traffic Management Order. It is considered that parking controls would improve parking conditions for residents and visitors whilst improving safety and access.

13. OPTIONS CONSIDERED AND REJECTED

13.1 The alternative option would be not to proceed to give public notice but these would not accord with the expressed preference of the majority of those who responded to the informal consultation.

REPORT AUTHOR

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BACKGROUND DOCUMENTS:

None