

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 19 DECEMBER 2016
AGENDA ITEM:	7
SUBJECT:	FAIRHOLME ROAD & MIDHURST AVENUE INFORMAL CONSULTATION ON MAKING EXPERIMENTAL SCHEME PERMANENT
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Broad Green
CORPORATE PRIORITY/POLICY CONTEXT: This report is in line 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: 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: <ol style="list-style-type: none">1.1 Agree the proposal to make the change of hours of operation of the Croydon Controlled Parking Zone (North Permit Zone) in Fairholme Road and Midhurst Avenue permanent.1.2 Authorise the Highway Improvement Manager, Streets Directorate to make the Traffic Management Order for the increase in the Controlled Parking Zone operational hours under the Road Traffic Regulation Act 1984 (as amended).	

2 EXECUTIVE SUMMARY

- 2.1 This report considers the objections received during the first six months of the pilot scheme as well as the results of an informal consultation carried out in October. It recommends retaining the new times of operation and making the scheme permanent.

3 DETAIL

- 3.1 In February 2014 the Croydon Controlled Parking Zone (North Permit Zone) was extended into Fairholme Road with 9am to 5pm, Monday to Saturday controls, following agreement at the Traffic Management Cabinet Committee meeting on 8 October 2013 (minute A50/13 refers). At the consultation stage a number of residents responded that although they agreed to controls they suffer from parking problems during the evening mainly due to residents from the City House development parking in the road.
- 3.2 Residents of the City House development, which also includes Davenport Court and Edison Court comprising of around 370 homes, are unable to obtain residents permits due to restrictions within the Section 106 planning agreement for the development. Although there are some off-street parking facilities for residents within the development these are restricted in numbers and expensive to purchase or rent and many residents make use of the surrounding roads and especially roads to the west of London Road outside the 9am to 5pm, Monday to Saturday period.
- 3.3 Similar request for extended hours of operation were also received from residents of Midhurst Avenue where the zone was extended in 2010. At the time the zone was extended some residents requested that the zone operate into the evening due mainly to the local residential developments and increase in on-street parking.
- 3.4 Residents were informally consulted in March 2015 on proposals to extend the hours of operation in these two roads. The results of this exercise were reported to the committee on 29 April 2015 (minute A24/15 refers). A majority of residents on both roads (between 74% and 94% of respondents) chose Monday to Sunday 8am to 8pm as their preferred hours of operation.
- 3.5 The pilot scheme came into effect in December 2015. Two objections were received during the objection period (the first six months of the scheme). The first objection was from a resident of Fairholme Road who was unhappy at the cost of £8 for parking all day. It is assumed that they felt that the cost was high for visitors rather than being too low to deter all day parking for non-residents (i.e. commuters). In response the cost of visitor permits at £2 for each half day permit has not altered since the controls were increased from 8 to 12 hours. Lowering the rate per 30 minutes for Pay & Display users would make it more affordable for visitors but could result in less space for resident permit holders.
- 3.6 The second objection received was from another resident of Fairholme Road. The objector felt that the new restrictions were inconvenient for visitors.

4 CONSULTATION

- 4.1 Residents were informally consulted in October 2016 on proposals to make the scheme permanent.
- 4.2 Overall 197 properties were consulted - all of Midhurst Avenue and all of Fairholme. The table of results is presented below.

	Midhurst Avenue	Fairholme Road	Total
No. of properties	68	129	197
No. of replies received (%)	32 (47%)	56 (46%)	88 (45%)
No. in favour of retaining new restrictions	26 (81%)	37 (66%)	67 (72%)

- 4.3 Overall 45% of consultees have responded. Of these 72% have indicated that they would be interested in seeing the new hours of operation of the CPZ be retained in the area.
- 4.4 Based on these results it is proposed retain the new hours of 8am to 8pm Monday to Sunday in Midhurst Avenue and Fairholme Road.

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 £25k 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.

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	41	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	1	0	0	0
Income	0	0	0	0
Remaining Budget	<u>40</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

2.1 The estimated cost of retaining the 8am to 8pm, Monday to Sunday controls which includes publishing the Public Notice to make the scheme permanent is estimated at £600.

2.2 These costs can be contained within the available revenue budget for 2016/17.

3 Risks

3.1 Whilst there is a risk that the final cost will exceed the estimates, this work is allowed for in the current budgets for 2016/17.

4 Options

4.1 The only option would be to revert the controls to the previous 9am to 5pm, Monday to Saturday controls which was favoured by less than 30% of residents and could result in lower income from parking charges and penalties.

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: Zulf Darr, Interim Head of Finance, Place and 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 and implement 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. With experimental Traffic Management Orders representations can be made during the first 6 months of operation. These objections have been considered in this report.
- 6.3 Approved for and on behalf of Jacqueline Harris-Baker, 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 HR, Resources department.

8. CUSTOMER IMPACT

- 8.1 The proposal for a pilot on increased hours is as a direct response to residents who have contacted the Council as a result of evening parking stress. It is proposed to make the experimental scheme permanent.

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.

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 for the experimental scheme on increased hours of operation to be made permanent following a positive response from residents.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 The alternatives to the above would be to revert the controls to a 9am to 5pm, Monday to Saturday period which is likely to result in complaints from residents who have voted to retain the increased operational period to relieve evening and Sunday parking stress.

REPORT AUTHOR

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BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix 1 – Midhurst Avenue and
Fairholme Road area map