

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 17 October 2018
AGENDA ITEM:	6
SUBJECT:	CROYDON COUNCIL ESTATES – PROPOSAL FOR ESTATE CAR PARK PERMIT SCHEMES
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Addiscombe West, Broad Green, Fairfield, Kenley, New Addington South, Selhurst, South Norwood, Thornton Heath and Waddon
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 Feb 2018; 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 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 Environment, Transport and Regeneration (job share) that they: 1.1 Agree to the proposal to introduce an enforceable car parking permit scheme for the various listed Croydon Council Estates as shown on attached maps (PD 354a to an): <ul style="list-style-type: none">• Bensham Lane (Dartmouth House), Broad Green• Bridge Place, Addiscombe West• Brighton Road (Gardiner Court), South Croydon• Canterbury Road / Stanley Road, West Thornton• Chatsworth Road (no.26), Fairfield• Little Roke Road Nos.3 – 47), Kenley• Lodge Road (by No.25), Broad Green	

- Lower Addiscombe Road (Houston Court), Addiscombe West
- Morland Road (Squire Court), Addiscombe West
- Tavistock Grove, Selhurst
- Torrington Square, Selhurst

Queens Road Estate, Selhurst

- Ashby Walk
- Windmill Grove (Bell Court)
- Englefield Close
- Hughes Walk
- Kemp Gardens
- Pawson's Road (Nos.18 – 44)
- Prestwood Gardens
- Singleton Close
- St Saviours Road (Nos.64 – 68)
- Windmill Grove (Nos.31 – 43)
- Windmill Road (Nos.147 – 155)

Sumner Road Estate, Broad Green

- Croydon Grove
- Eastney Road
- Leighton Street (Leighton Gardens)
- Sumner Gardens

South Norwood, South Norwood Ward

- Belgrave Road
- Claret Gardens
- Grosvenor Road
- John Street
- Regina Road
- St Marks Road
- Sunny Bank

Thornton Heath Area

- Brigstock Road (Kettering Court), Thornton Heath
- Brigstock Road (Weldon Court), Bensham Manor
- Parchmore Road (Laxton Court), Thornton Heath
- Parchmore Road (Altanta Court), Thornton Heath
- Chipstead Avenue (Braidwood House), Bensham Manor
- Mayday Road, West Thornton

Waddon Estate, Waddon

- Chasemore Gardens
- Grindall Close
- Layton Crescent

- 1.2 Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.1 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).

- 1.3 Note that any material objections received following the giving of public notice will be

considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) considers it appropriate for any reason.

2. EXECUTIVE SUMMARY

- 2.1 It is recommended to introduce an enforceable car parking permit scheme at various Croydon Council Estates across the borough to restrict parking to residents and their visitors only, and that vehicles park within marked bays only and not on the restricted areas of the car park currently marked with double yellow lines. Also that only valid disabled blue badge holders use the designated disabled bays (where specified bays are available) on the Estate.

3. DETAIL

- 3.1 The proposed new enforceable car parking permit scheme will provide parking for residents only. As part of the project double yellow lines were marked in areas of the car parks where parking could cause obstruction problems for users and also disabled parking bays have been introduced on specific Estates.

- 3.2 The proposed car parks and plan numbers are listed below:

1.	Bensham Lane (Dartmouth House), Broad Green	PD – 354a
2.	Bridge Place, Addiscombe West	PD – 354b
3.	Brighton Road (Gardiner Court), South Croydon	PD – 354c
4.	Canterbury Road / Stanley Road, West Thornton	PD – 354d
5.	Chatsworth Road (no.26), Fairfield	PD – 354e
6.	Little Roke Road Nos.3 – 47), Kenley	PD – 354f
7.	Lodge Road (by No.25), Broad Green	PD – 354g
8.	Lower Addiscombe Rd (Houston Ct), Addiscombe West	PD – 354h
9.	Morland Road (Squire Court), Addiscombe West	PD – 354i
10.	Tavistock Grove, Selhurst	PD – 354j

Queens Road Estate, Selhurst

11.	Ashby Walk	PD – 354k
12.	Windmill Grove (Bell Court)	PD – 354L
13.	Englefield Close	PD – 354m
14.	Hughes Walk	PD – 354n
15.	Kemp Gardens	PD – 354o
16.	Pawson's Road (Nos.18 – 44)	PD – 354p
17.	Prestwood Gardens	PD – 354q
18.	Singleton Close	PD – 354r
19.	St Saviours Road (Nos.64 – 68)	PD – 354s
20.	Windmill Grove (Nos.31 – 43)	PD – 354t
21.	Windmill Road (Nos.147 – 155)	PD – 354u

Sumner Road Estate, Broad Green

22.	Croydon Grove	PD – 354v
23.	Eastney Road	PD – 354w
24.	Leighton Street (Leighton Gardens)	PD – 354x

25. Sumner Gardens PD – 354y

South Norwood, South Norwood Ward

26. Belgrave Road PD – 354z
27. Claret Gardens PD – 354aa
28. Grosvenor Road PD – 354ab
29. John Street PD – 354ac
30. Regina Road PD – 354ad
31. St Marks Road PD – 354ae
32. Sunny Bank PD – 354af

Thornton Heath

33. Brigstock Road (Kettering Ct / Laxton Ct), Thornton Heath PD – 354ag
34. Brigstock Road (Weldon Court), Bensham Manor PD – 354ah
35. Parchmore Road (Altanta Court), Thornton Heath PD – 354ai
36. Chipstead Avenue (Braidwood House), Bensham Manor PD – 354aj
37. Mayday Road, West Thornton PD – 354ak

Waddon Estate, Waddon

38. Chasemore Gardens PD – 354aL
39. Grindall Close PD – 354am
40. Layton Crescent PD – 354an

3.3 The proposed parking permit charges will be the same as the established Parking Scheme on other Croydon Council Estates.

- New permit application is £39 and
- a second annual resident permit charge £78
- Visitor scratch card (option) £2.60 per day
- Estates with individual personal parking bays will be charged a minimum of £7 per week.

3.4 Parking Services will enforce the scheme by issuing penalty notices to unauthorised vehicles during Monday to Sunday 7am to 11pm. Creating an enforceable car parking permit scheme will ensure that Penalty Charge Notices can be issued to these users for parking within a restricted area of the car park or not within the correct bay.

3.5 Minimal signage will be needed to enforce the controls assuming that the legal process is carried out and no material objections to the proposals are received. The attached maps of Croydon Council Estate show the current car parking bay areas.

3.6 Issues regarding the current available car parking areas around the blocks on the proposed Estates, are ignoring the yellow lines and not displaying disabled blue badges when parked in the disabled bays (when bays are available on specific Estates). As there is no Traffic Management Order for the mentioned car parks no action can be taken by Parking Services should drivers wish to ignore the signs and markings.

4. CONSULTATION

4.1 Consultation in all areas took place in 2017 (example of letter shown in the appendix) and the full details are shown in table 1 below:

New Parking Permit scheme draft proposal results: AREA	No. of Consultees	Responses Received	% Received	Responses In Favour of Housing Permits	% in Favour of Permits	Responses not in Favour of Housing Permits	% not in Favour of Housing Permits	Responses of no opinion	% no opinion of Housing Permits
Belgrave & Grosvenor Rd	88	31	35%	16	52%	8	26%	7	23%
Atlanta Ct Parchmore Rd	32	5	16%	3	60%	1	20%	1	20%
Bell Court, Windmill Grove	42	31	74%	19	61%	5	16%	7	23%
Braidwood House	15	6	40%	5	83%	1	17%	0	0%
Bridge Place	44	43	98%	38	88%	3	7%	2	5%
Brighton Rd	6	2	33%	1	50%	1	50%	0	0%
Canterbury Rd inc Stanley Grove	104	17	16%	15	88%	1	6%	1	6%
Chasemore Gardens	22	12	55%	7	58%	5	42%	0	0%
Chatsworth Rd	18	12	67%	7	58%	4	33%	1	8%
Claret Gardens	40	19	48%	14	74%	4	21%	1	5%
Dartmouth Hs inc bungalows	44	26	59%	18	69%	1	4%	7	27%
Drovers Rd	24	10	42%	9	90%	0	0%	1	10%
Grindall Close	8	2	25%	1	50%	1	50%	0	0%
Houston Court	18	6	33%	5	83%	0	0%	1	17%
John Street/ St Marks Rd	33	19	58%	14	74%	2	11%	3	16%
Kettering & Laxton Courts	124	57	46%	35	61%	22	39%	0	0%
Layton Crescent-SH Block only(AC)	26	10	38%	8	80%	0	0%	2	20%
Little Roke Rd	23	15	65%	9	60%	3	20%	3	20%
Lodge Rd	12	9	75%	9	100%	0	0%	0	0%
Mayday Rd	48	17	35%	11	65%	2	12%	4	24%
Queens Rd Estate	303	100	33%	65	65%	24	24%	11	11%
Regina Rd	250	66	26%	46	70%	13	20%	7	11%
Squire Court, Morland Rd	20	10	50%	4	40%	4	40%	2	20%

Sumner Rd Est.	167	64	38%	36	56%	11	17%	17	27%
Sunnybank	16	9	56%	4	44%	3	33%	2	22%
Torrington Square	44	21	48%	14	67%	5	24%	2	10%
Weldon Ct Brigstock Rd	22	11	50%	10	91%	1	9%	0	0%
Windmill Rd	5	5	100%	5	100%	0	0%	0	0%
Totals	1598	635	40%	428	67%	125	20%	82	13%

- 4.2 The consultation results show that overall 67% of those residents that responded voted in favour of a permit scheme.
- 4.3 The extension of a Controlled Parking Zone requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (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.
- 4.4 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.
- 4.5 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 following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) considers it appropriate for any other reason.

5. FINANCIAL CONSIDERATIONS

It is estimated that the total cost of introducing enforceable car parks at the locations listed in this report including the Traffic Management Order making process, signing and lining would be £42,000. This can be covered through the Housing Revenue budget for 2018/19.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	42	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	42	0	0	0
Income	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</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>

6.2 The effect of the decision

6.2.1 The cost of introducing enforceable Housing Car Parks as listed in this report has been estimated at £42,000. This includes a contribution towards the legal costs and signing and lining within the car parks.

6.2.2 This can be met from the Housing Revenue budget for 2018/19.

6.3 Risks

6.3.1 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

6.4 Options

6.4.1 The alternative option is not to introduce the enforceable off-street housing Car Parks. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to difficulty in finding available spaces and obstructive parking with potential emergency access issues.

6.5 Savings/ future efficiencies

6.5.1 If these Housing Car Parks are made enforceable then future income will be generated from residents' permits together with enforcement of these controls through Penalty Charge Notices. These types of schemes have proven to be self-financing usually within 4 years of introduction.

6.6 Approved by: Flora Osiyemi – Head of Finance, Place.

7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

7.1 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.

7.2 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.

7.3 Approved by: Sandra Herbert Head of Litigation and Corporate for and on behalf of Jacqueline Harris-Baker Director of Law, Monitoring Officer and Council Solicitor.

8. HUMAN RESOURCES IMPACT

8.1 It is envisaged that the additional enforcement needed for these off-street Housing car parks can be carried out using existing resources.

8.2 Approved by: Sue Moorman, Director of Human Resources.

9. CUSTOMER IMPACT

9.1 The proposed enforceable housing Car Parks are as a direct response to complaints from residents experiencing parking problems due to non-residents parking in the car parks taking up available spaces and parking in restricted areas causing potential obstruction to the emergency services. 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.

10 EQUALITIES IMPACT

10.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required. It is considered that introducing enforceable Housing car parks should benefit residents especially those with mobility issues as any disabled parking bays will be enforceable reducing misuse.

11 ENVIRONMENTAL IMPACT

- 11.1 In order to reduce the environmental impact of the parking schemes it is proposed to keep the signage to the minimum required in order to make it clear to drivers that these are car parks enforced by the Council.

12 CRIME AND DISORDER REDUCTION IMPACT

- 12.1 There are no such considerations arising from this report.

13 REASONS FOR RECOMMENDATIONS

- 13.1 The recommendations are to introduce enforceable Housing Car Parks to improve conditions for residents and ensure emergency access to properties is maintained.

14. OPTIONS CONSIDERED AND REJECTED

- 14.1 An alternative option is not to introduce the enforceable car parks. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction and finding available parking spaces.

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BACKGROUND DOCUMENTS

None