

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 11 October 2017
SUBJECT:	CECIL ROAD AREA PROPOSED CONTROLLED PARKING ZONE RESULTS OF THE CONSULTATION
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	West Thornton
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; 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: N/A	
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:- <ol style="list-style-type: none">1.1 Consider the responses received to the informal consultation of residents and businesses in the Cecil Road area.1.2 Agree to carry out a formal consultation to introduce a new Controlled Parking Zone in Aurelia Road and Cecil Road with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.1.3 Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.2 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).1.4 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 Transport and Environment considers it appropriate for any other reason.	

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on a proposal to introduce controlled parking in the Cecil Road area. This comprises of Aurelia Road, Brading Road, Cecil Road, Lavender Road, Rosecourt Road, Songhurst Close and Thornton Avenue.
- 2.2 It is recommended to give public notice of the introduction of parking controls into Aurelia Road and Cecil Road, with a combination of shared-use Permit / Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

3 DETAIL

- 3.1 A petition signed by local residents from Cecil Road was received requesting parking controls there.

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.'

- 3.2 Available parking in the uncontrolled area of the Cecil Road area is restricted during the daytime due to the close proximity to West Thornton Primary Academy and local shops on Mitcham Road. The Cecil Road area comprises of mainly terraced properties with no off-street parking.
- 3.3 The nearby Croydon Controlled Parking Zone (North Permit area) comprises of shared-use Permit / Pay & Display bays operating between 8am and 8pm, Monday to Sunday with shared-use Permit / 8 hour maximum stay Pay & Display bays.

4 ENGAGEMENT

- 4.1 Residents in Aurelia Road, Brading Road, Cecil Road, Lavender Road, Rosecourt Road, Songhurst Close and Thornton Avenue, were informally consulted on the possibility of introducing a new Controlled Parking Zone in their roads by letter and questionnaire on 14 June 2017. 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 Controlled Parking Zone available, including operational times and possible implications of introducing controls, as well as parking charges. Respondents were asked to determine whether parking controls were required in their road.
- 4.2 The occupiers were given 4 weeks to respond by 17 July 2017. The results are provided in Table 1 below. Occupiers were asked whether they would agree to parking controls, Monday to Saturday or 9am to 5pm, the questionnaire also included

a box, which gave all respondents the opportunity to make any additional comments. The attached Drawing number PD-309a shows the consultation area and the consultation results are shown in Table 1 below.

4.3 TABLE 1: Response to Question 1 – Are you in favour of a controlled Parking Zone in your road?

STREET NAME	Number of Properties	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Aurelia Road	49	15	30%	12	80%
Brading Road	21	6	28%	2	33%
Cecil Road	164	75	46%	54	72%
Lavender Road	46	13	28%	4	31%
Rosecourt Road	34	14	41%	5	35%
Songhurst Close	21	3	14%	2	67%
Thornton Avenue	65	18	27%	3	16%
TOTAL	400	144	36%	82	57%

4.4 The purpose of the consultation was to determine support for a parking scheme that would provide more priority parking during the daytime for local residents due to other residents parking outside the existing north zone and commuter parking from the West Thornton Primary Academy. Although in the overall consultation area, 43% of residents and businesses that have responded voted against parking controls, there was strong support amongst those who responded in Aurelia Road (80% in favour) and Cecil Road (72% in favour). Due to the support for parking controls in these roads and current parking issues including concern over access it is proposed to introduce a new Controlled Parking Zone as shown in Drawing No. PD – 309b. The following roads, Thornton Avenue, Rosecourt Road, Brading Road, Lavender Road and Songhurst Close voted against the proposed new Controlled Parking Zone and currently experience fewer access and safety concerns and a decision has been made not to include these roads.

4.5 Some of the comments made by residents on the questionnaire included:

- We have undergone considerable inconvenience and stress because of the parking situation.
- A good idea. However, please increase the hours to 8am to 8pm.
- Please introduce this scheme as soon as possible.
- Aurelia Road should be made into one way.
- Parking is dreadful in Cecil Road.
- CPZ will only work if regular enforcement is carried out.
- Unfair for visitors to residents' homes.

- Please consider a speed limit of 20mph speed limits and one way working in this area.
- The proposed scheme will not solve the current parking problems.
- The proposed scheme should be only restricted to Cecil Road and Aurelia road.

4.6 The purpose of the consultation was to determine support for a parking scheme that would provide more priority during the daytime for residents due to the level of non-residents parking in the area and reduce the current traffic conflict issues resulting from the lack of passing places.

5 STATUTORY CONSULTATION

5.1 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.

5.2 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.

5.3 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 Transport and Environment considers it appropriate for any other reason.

6. 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 £36k un-allocated to be utilised in 2017/2018 this is taking into account £18k that was committed in 2016/2017 against the 2017/2018 financial years spend.

6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	70	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	23	0	0	0
Income	0	0	0	0
Remaining Budget	<u>47</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 extending controlled parking into the Cecil Road and Aurelia Road has been estimated at £23,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.

6.2.2 These costs can be contained within the available revenue budget for 2017/18.

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 An alternative option is to introduce a residents' only parking scheme. Virtually all permit schemes in the Borough are shared-use with Pay & Display users and this offers the greatest flexibility for drivers who may be visitors to residents and businesses in the area or the minority of commuters who are willing to pay for all day parking.

6.5 Savings/ future efficiencies

6.5.1 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.

6.6 Approved by: Luke Chiverton, Head of Finance (Place & Resources)

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 for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

8. HUMAN RESOURCES IMPACT

8.1 There are no human resource implications arising from this report.

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

9. CUSTOMER IMPACT

9.1 The proposed new Controlled Parking Zone into Aurelia Road and Cecil Road is in response to a petition received from the residents of Cecil Road. Occupiers of all residential and business premises in the area were invited to take part in the informal consultation to ensure that all those potentially affected by the proposals were given the opportunity to give their views. The Council only introduces parking controls in the area where the majority of residents are in favour of a CPZ 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.

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.

11. ENVIRONMENTAL IMPACT

11.1 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.

12. CRIME AND DISORDER REDUCTION IMPACT

12.1 There are no such considerations arising from this report.

13. REASONS FOR RECOMMENDATIONS

12.1 The recommendation is to introduce a new Controlled Parking Zone into Aurelia Road and Cecil Road where parking stress is high and the majority of occupiers have supported the parking controls which is clear from the recent informal consultation.

14. OPTIONS CONSIDERED AND REJECTED

14.1 Consideration was given to also include an option for 8am to 8pm parking controls. However, at the moment the existing North Permit area is only Monday to Saturday 9am to 5pm. It is recommend to monitor the new parking controls (Monday to Saturday 9am to 5pm) in these roads for 6 months after implementation and see if there is a need for extending the times to 8am to 8pm in this area.

REPORT AUTHOR

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BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix 1 – Proposed consultation boundary
Appendix 2 – Proposed new CPZ boundary
Appendix 3 – Consultation letter
Appendix 4 – CPZ FAQs
Appendix 5 - Questionnaire