

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> 20 October 2014
<b>AGENDA ITEM:</b>	<b>6</b>
<b>SUBJECT:</b>	<b>PETITIONS:</b> DAVIDSON ROAD – REQUEST FOR RESIDENTS’ PARKING MITCHAM ROAD – REQUEST FOR RESIDENTS’ PARKING SELHURST NEW ROAD – REQUEST FOR RESTRICTED / RESIDENTS’ PARKING SUTHERLAND ROAD – REQUEST FOR RESIDENTS’ PARKING
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Development and Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Addiscombe, Broad Green and Selhurst</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>• The Croydon Plan; Transport Chapter.</li> <li>• The Local Implementation Plan; 3.6 Croydon Transport policies</li> <li>• Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6</li> <li>• Croydon Corporate Plan 2013 – 15</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL SUMMARY:</b>	
These proposals can be contained within available budget	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> Not a Key Decision	

## 1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree:

- 1.1 To extend the Croydon Controlled Parking Zone into the section of Davidson Road between the existing boundary by Stretton Road to Brampton Road with shared-use

Permit / Pay & Display bays operating between 9am and 5pm, Monday to Saturday, subject to consultation with residents and businesses.

- 1.2 To introduce a small residents' only parking scheme (operating 9am to 5pm, Monday to Saturday) for Mitcham Road by Therapia Lane subject to consultation with residents.
- 1.3 To extend the Croydon Controlled Parking Zone into Selhurst New Road, Selhurst Place, Gloucester Road (between the Controlled Parking Zone (CPZ) boundary and Selhurst Road), Roden Gardens and Bullrush Close subject to consultation with residents.
- 1.4 To extend the Croydon CPZ into Sutherland Road, Pemdevon Road and Greenside Road.
- 1.5 Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to give notice and subject to receiving no material objections to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
- 1.6 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Advisory Committee for Members' consideration.
- 1.7 Inform the petitioners of these decisions.
- 1.8 It is recommended that the that Cabinet Member for Transport and Environment agree to Recommendations 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 and 1.7 above.

## **2. EXECUTIVE SUMMARY**

- 2.1 A petition, presented by an Addiscombe Ward Councillor, has been received signed by 63 residents of Davidson Road (between nos.180 and 280) requesting that the Controlled Parking Zone with shared-use Permit / Pay & Display Bays be extended along the road.
- 2.2 A petition, signed by 10 residents of Mitcham Road by Therapia Road, has been received requesting a small residents' only parking scheme.
- 2.3 A petition, signed by 15 residents, has also been received from a resident of Selhurst New Road requesting that consideration be given to restricted parking and traffic management measures such as one-way working and a 20mph zone.
- 2.4 A petition, signed by 53 residents of Sutherland Road has been received requesting a residents' permit scheme for the road.

## **3. DETAIL**

### **Davidson Road – Request for Residents Parking**

- 3.1 A petition signed by 63 residents of Davidson Road Stretton Road to Brampton Road representing 66% of the houses along this section of the road has been received. The petition states:

“We, the undersigned call upon Croydon Council to introduce controlled parking in

Davidson Road from Nos. 180 to 280. We understand that controlled parking permits are currently priced at £80 a year for the first permit.”

- 3.2 The section of Davidson Road between Lower Addiscombe Road and Stretton Road was included in the Croydon CPZ, East Outer Zone in April 2012 following a petition from residents and subsequent consultation the previous year. Residents in nearby Stretton Road, Vincent Road, Leicester Road, Morland Road and Gordon Crescent were also consulted but rejected parking controls.
- 3.3 Currently due to the nature of Davidson Road being a local road between South Norwood and Croydon and a bus route there is a footway parking exemption in the road with marked bays allowing 2 wheels up parking. If the CPZ was extended further along the road then this would include footway bays more or less as currently marked.
- 3.4 Due to the petition which has been signed by 66% of households requesting parking controls and parking stress creating traffic and safety concerns in Davidson Road it is proposed to consult residents on extending the shared-use Permit / Pay & Display scheme from Stretton Road to Brampton Road as shown on **Plan no. PD - 249a**. The current procedure for consulting residents includes a joint informal consultation (questionnaire) and formal (public notice) consultation. Other neighbouring roads have an 8 hour maximum parking stay for Pay & Display users and 9am to 5pm, Monday to Saturday parking controls.

#### **Mitcham Road by Therapia Lane – Petition for Residents’ Parking**

- 3.5 A petition has been received signed by 10 residents along a short section of Mitcham Road between Therapia Lane and the small parade of shops opposite the Croydon cemetery. A letter with the petition states:

Petition asking for a Residents Only Parking Scheme

‘We, the residents of Mitcham Road, would like to request the implementation of a residents’ only parking scheme along the stretch of road from Therapia Road to the parade of shops opposite West Croydon Cemetery.

The reason for our request is that the stretch of road in front of our houses is being used by a second-hand car dealer opposite in order to store his cars. Sometimes these cars sit in the same parking place for weeks and even months in front of our homes, and the Police say they are powerless to remove them as long as they are showing tax discs.

One resident who complained to the car dealer was physically threatened, and had to call the Police because of fears for his safety.

As a result of the congestion, owners and tenants cannot park in front of their own homes, and have to park their cars several hundred metres away in Therapia Lane. This is not only inconvenient for older people having to carry shopping, and mothers with young children, it also inconveniences home owners in Therapia Lane, who find it difficult to park in front of their own homes.

Having a residents’ only parking scheme in this limited stretch of road would not increase congestion elsewhere, because it would not be worthwhile for the car dealer to park his cars so far afield. In fact, it would relieve the congestion that now spills over into Therapia Lane.

Thank you for your kind consideration of our request.'

- 3.6 Currently there are only two residents' permit only parking schemes in the Borough – roads surrounding Coulsdon South Station and a very small scheme in Station Road, Kenley. All other permit schemes operate on a shared-use basis where permit holders can park all day and others must Pay & Display. Most shared-use schemes operate between 9am and 5pm, Monday to Saturday whereas the Permit scheme for Coulsdon South only operates between 11am and noon, Monday to Friday. The Station Road Kenley residents' only scheme operates between 1 and 2pm, Monday to Friday matching the nearby Kenley CPZ.
- 3.7 Mitcham Road is a strategic road (A236) between Croydon and Mitcham and sufficiently wide for parking on both sides along most of its section. This section is quite close to the Borough boundary and the majority of residents do not have off-street parking. It is some distance from the nearest CPZ but fairly close to the Therapia Lane Tramstop.
- 3.8 The options for Mitcham Road with comments include:
- Do nothing – introducing a parking scheme will result in a displacement of parking into the surrounding area and will therefore resolve the parking problem for some residents whilst creating more problems for other residents. A do nothing option will therefore retain the status quo.
  - A Small Residents' Permit only scheme – a scheme with only 7 parking bays will not have a great impact on the surrounding area and should resolve the parking problems experienced by the residents in the petition. It is worth noting that these residents, unlike other nearby residents of Mitcham Road, do not have access to parking at the rear of the properties. If after a scheme is introduced the parking conditions deteriorate for the neighbouring residents then consideration could be given to extending the parking controls further along the road. It is suggested that the residents' only scheme operates for one hour – noon to 1pm, Monday to Friday to deter all day parking from the local car dealer. A one hour scheme will reduce the displacement of parking by allowing non-permit holders such as residents living outside this area and visitors to park at other times.
  - A larger Residents' Permit only scheme – consideration could be given to consulting residents on a longer section of Mitcham Road, say Therapia Road to Rochford Road, to ensure that other residents are included if they are experiencing similar problems. A larger scheme will be more viable for regular enforcement and could benefit more residents. It is worth noting that there are existing maximum stay bays opposite the nearby café and local shop. However, there would be a greater displacement of parking by non-permit holders further along the road and on the side roads which currently suffer from some tram commuter parking.
- 3.9 Due to the likely impact of a larger scheme it is proposed to introduce a small scheme as shown on **Plan No. PD – 249b** subject to consultation with residents.

### **Selhurst New Road - Request for Parking and Traffic Management Schemes**

3.10 A petition signed by 17 residents of Selhurst New Road has been received. The petition is in printed and electronic format with residents being given the choice of traffic management measures for the road. The printed version states:

‘Are you satisfied with the current arrangements for traffic flow and parking in Selhurst New Road? (please tick one)

- Yes, I am happy with the current arrangements for traffic flow and parking in Selhurst New Road
- No, I am happy with the current arrangements for traffic flow but not for parking in Selhurst New Road
- No, I am happy with the current arrangements for parking but not for traffic flow in Selhurst New Road
- No, I am not happy with the current arrangements for both traffic flow and parking’

With the above points there is a statement asking petitioners to indicate what traffic management or parking measure they would prefer with options such as one-way streets, no through road, residents parking, limited parking for non-residents and 20mph speed limit suggested. Of the petitioners who responded the following indicated their preference:

- 8 for restricted parking
- 4 for one-way working
- 4 for 20mph Speed limit
- 3 for no through road
- 2 for residents’ parking

3.11 Selhurst New Road is close to the existing Croydon CPZ (East Outer Permit Zone) and due to local businesses and being only 5 minutes’ walk from Selhurst Station, parking is provided at a premium rate. Almost 70% of properties have no off-street parking which accentuates the parking stress for residents. It is also proposed to extend the zone in nearby Burdett Road and part of Selhurst Road (following recent consultation and subject to a separate report to this meeting) which may compound the parking issues experienced by residents.

3.12 Although the preference from petitioners is for restricted parking there is no such scheme that would assist residents without permits being displayed. Any restricted parking in the road would equally apply to residents unless there is some form of permit scheme. Due to the close proximity of the Croydon CPZ it is proposed to consult residents over a potential extension to the zone with shared-use Permit / Pay & Display bays operating 9am to 5pm.

3.13 As any scheme would have a displacement effect it is also proposed to consult residents in nearby roads including Selhurst Place, Gloucester Road (between the CPZ boundary and Selhurst Road), Roden Gardens and Bullrush Close as shown on Plan **No. PD – 249c**. If introduced, controlled parking should reduce obstructive parking and ensure safe movement of vehicular and other traffic in this area.

3.14 One-way working is not recommended for this road as it would result in additional

traffic using Gloucester Road which is already near capacity during the peak periods. One-way working may also have the effect of increasing traffic speeds with no opposing traffic for drivers to deal with.

- 3.15 Consideration will be given to 20mph zones in many residential areas in the Borough and possibly Selhurst New Road. More detail is likely to follow in future meetings.
- 3.16 Creating a no through road would not be possible without the creation of a turning head to allow vehicles (including larger vehicles such as delivery vehicles and refuse trucks) to turn around. Unfortunately there is no room within the highway boundary to construct a turning head. Also as with one-way working traffic that would normally use the road would be forced to use Gloucester Road which already suffers from congestion.

### **Sutherland Road – Request for Residents Parking**

- 3.17 A petition signed by 53 residents of Sutherland Road representing 42% of the properties in the road. The petition states:

#### 'Sutherland Road Parking Permit Request

We, the residents of Sutherland Road, petition the council to install parking permits on our street.

There is insufficient parking for the residents who live on Sutherland Road due to several non-residents who station their vehicles because of the absence of parking permits. Often, large business vans are parked for several days and this consumption of space prevents residents, especially for those who come back from work at late hours, having to park a very long distance away from their house and most of the time even on another street!

Furthermore Sutherland Road has three off roads connecting to it as well as acting as a junction between Mitcham Road and Canterbury Road. This results in our street being very busy and the congested parking causes delays and disruptions because there is less space for vehicles to manoeuvre.

We believe that we should get priority over others on our own road to park and this can be achieved by having parking permits as a deterrent to non-residents. This has already been done on two of the roads, Fairholme Road and Midhurst Avenue and there has been a positive response all round. Therefore we kindly request you to fund for the instalment of parking permits on Sutherland Road.'

- 3.18 Sutherland Road runs between Mitcham Road and Canterbury Road with 4 side roads leading to London Road. Of these side roads both Midhurst Avenue and Fairholme Road are within the Croydon CPZ (North Permit Zone) with controls only being introduced into Fairholme Road earlier this year. Residents of Sutherland Road were consulted in July 2013 on controlled parking as part of a number of roads in this area including Fairholme Road and Dennett Road. At the time 46 residents of the road responded to the questionnaire representing a 36% response rate. Of these 41% voted in favour of parking controls.
- 3.19 It is proposed to extend parking controls into Dennett Road following recent positive consultation with residents which is subject to a separate report to this committee.

Due to the likely displacement effect of further controls in this area into uncontrolled roads and the parking stress affecting a number of residents it is proposed that residents of Sutherland Road, Pemdevon Road and Greenside Road should be consulted on possible parking controls. The proposed consultation area is shown on **Plan no. PD - 249d**. The current procedure for consulting residents includes a joint informal (questionnaire) and formal (public notice) consultations. Other neighbouring roads have 8 hour maximum stay for Pay & Display users and 9am to 5pm, Monday to Saturday parking controls.

## **4 CONSULTATION**

- 4.1 When introducing new controlled zones informal consultation takes place by way of a questionnaire to residents. Currently this is in conjunction with formal consultation.
- 4.2 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, Croydon 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.
- 4.3 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.
- 4.3 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 will be reported back to this Committee for a decision 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 £40k 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 this funding would be fully utilised.

### **5.1 Revenue and Capital consequences of report recommendations**

	Current Financial Year	M.T.F.S – 3 year Forecast			
		2014/15	2015/16	2016/17	2017/18
		£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>					
Expenditure	0	0	0	0	
Income	0	0	0	0	
<b><u>Effect of Decision from Report</u></b>					
Expenditure	0	0	0	0	
Income	0	0	0	0	
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	
<b><u>Capital Budget available</u></b>					
Expenditure	40	120	120	0	
<b><u>Effect of Decision from report</u></b>					
Expenditure	5	70	80	0	
<b>Remaining Budget</b>	<u>35</u>	<u>50</u>	<u>0</u>	<u>0</u>	

## 5.2 The effect of the decision

5.2.1 The cost of introducing controlled parking into Davidson Road, Mitcham Road and the Selhurst New Road and Sutherland Road areas is estimated at £155,000. £5,000 will be in the current financial year.

5.2.2 These costs can be funded from the Council's 2014/15, 2015/16 and 2016/17 Local Implementation Plan allocation for local schemes for which bids are being prepared for the next two financial years.

## 5.3 Risks

5.3.1 Whilst there is a risk that the final cost will exceed the estimates, this work is allowed for in the current budgets for 2014/15, 2015/16 and 2016/17. Additionally there is a risk that the LIP funding is not agreed which will put pressures on budgets in that year.

## 5.4 Options

5.4.1 The alternative options are not to introduce controlled parking which would not benefit the residents in these areas.

## 5.5 Savings/future efficiencies

5.5.1 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 yellow lines is carried out using maintenance rates through the new Highways



contract and these are lower than if the schemes were introduced under separate contractual arrangements.

5.5.2 Any signs that are required are sourced from the new Highways contractor where rates are competitive.

5.6 Approved by: Graham Oliver Finance Business Partner D&E.

## **6. COMMENTS OF THE 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.

6.3 Approved by: Gabriel MacGregor, Head of Corporate Law (for and on behalf of the Council Solicitor and Monitoring Officer).

## **7. HUMAN RESOURCES IMPACT**

7.1 Enforcement of new parking controls will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources. Mobile enforcement Civil Enforcement Officers using mopeds are able to increase enforcement of parking controls in more isolated locations.

7.2 Approved by: 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 Controlled Parking Zones require minimal signage as repeater signs are not required. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

- 10.1 Waiting restrictions at junctions are normally placed at a minimum of 10 metres from a junction, which is the distance up to which the Police can place Fixed Penalty Charge Notices to offending vehicles regardless of any restrictions on the ground.

## **11. REASONS FOR RECOMMENDATIONS**

- 11.1 The recommendations are for residents in Davidson Road (between Stretton Road and Brampton Road), Mitcham Road by Therapia Lane and the Selhurst New Road and Sutherland Road areas to be consulted on the possibility of parking controls following petitions requesting action to give more priority for residents.

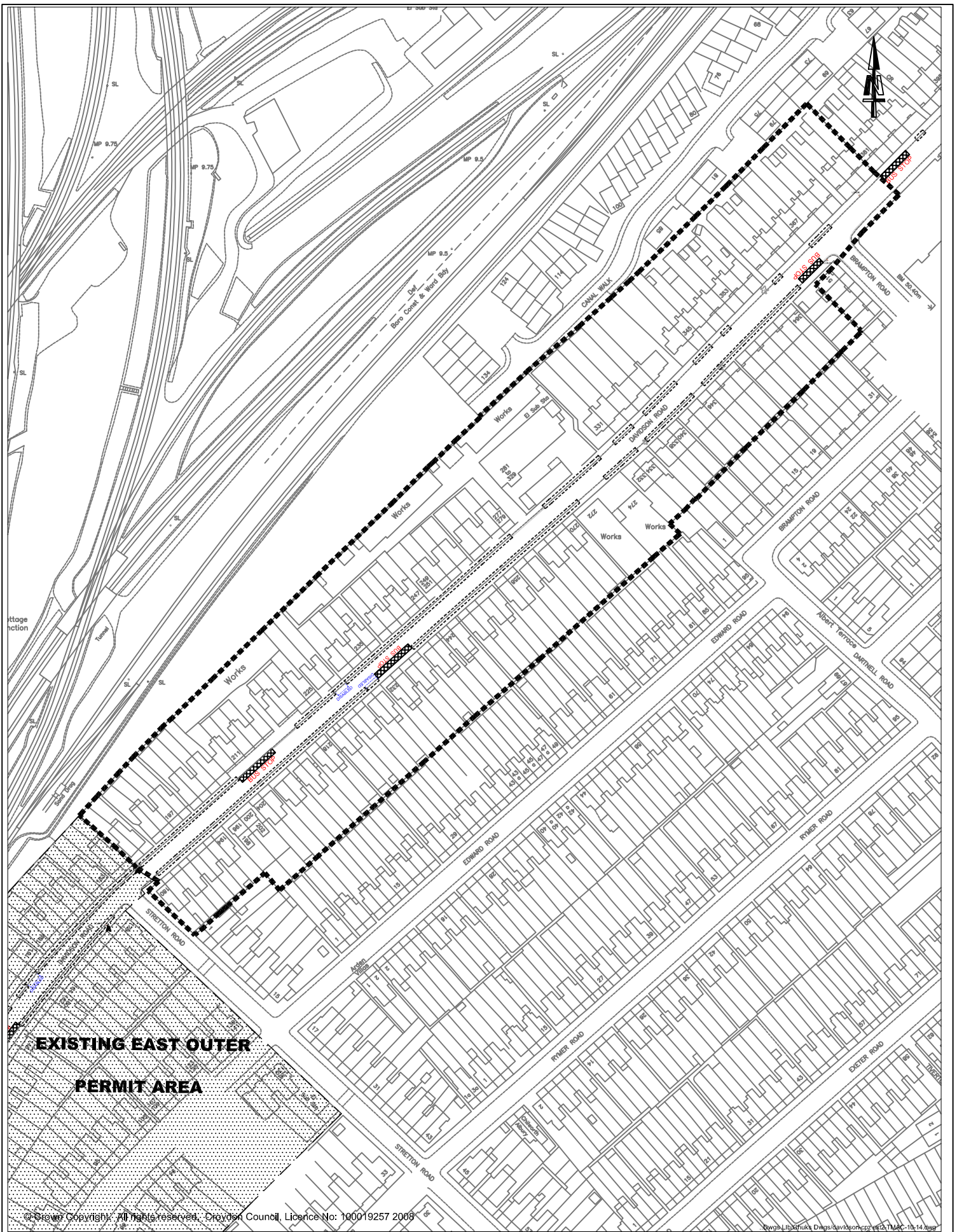
## **12. OPTIONS CONSIDERED AND REJECTED**

- 12.1 The alternatives to the above measures would include not consulting residents over potential parking schemes to overcome parking problems caused by non-residential parking including commuters. Not consulting residents would not give them the opportunity to vote for parking controls to relieve parking stress in these congested areas.

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**REPORT AUTHOR / CONTACT OFFICER:** David Wakeling, Parking Design  
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Infrastructure – Parking Design, 020  
8726 6000 (Ext. 88229)

**BACKGROUND DOCUMENTS:** None



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### DAVIDSON ROAD (STRETTON ROAD - BRAMPTON ROAD)

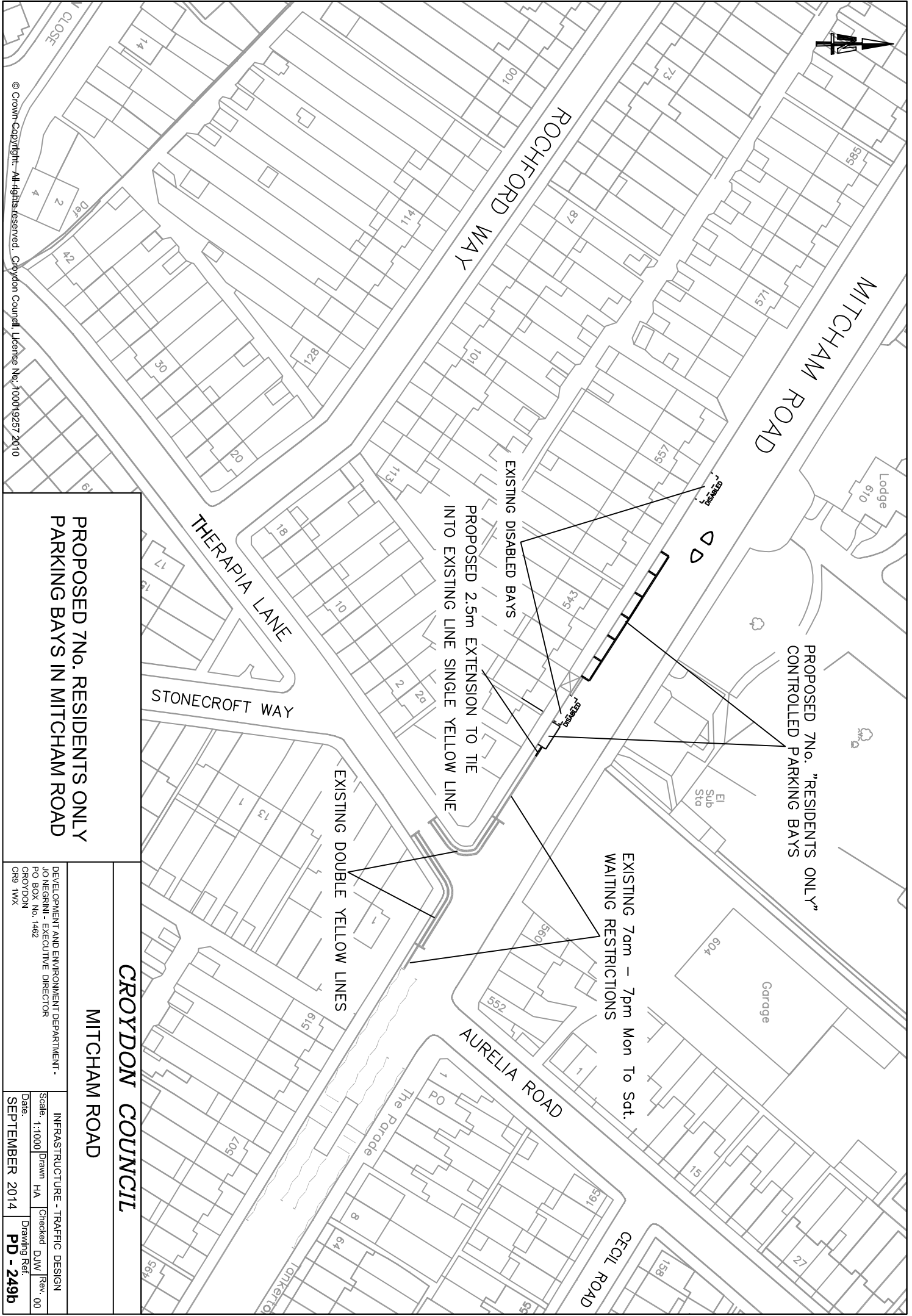
**KEY:**

- Consultation Area Boundary
- Existing Footway Parking Bays
- Existing CPZ Boundary

### CROYDON COUNCIL

## Proposed CPZ Consultation Area

DEVELOPMENT AND ENVIRONMENT DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR PO Box 1462 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN	
Scale: NTS	Drawn: CAN	Checked: DJW	Rev. 00
Date: OCTOBER 2014		Drawing Ref. PD-249a	



PROPOSED 7No. "RESIDENTS ONLY"  
CONTROLLED PARKING BAYS

EXISTING 7am - 7pm Mon To Sat.  
WAITING RESTRICTIONS

EXISTING DISABLED BAYS  
PROPOSED 2.5m EXTENSION TO THE  
INTO EXISTING LINE SINGLE YELLOW LINE

EXISTING DOUBLE YELLOW LINES

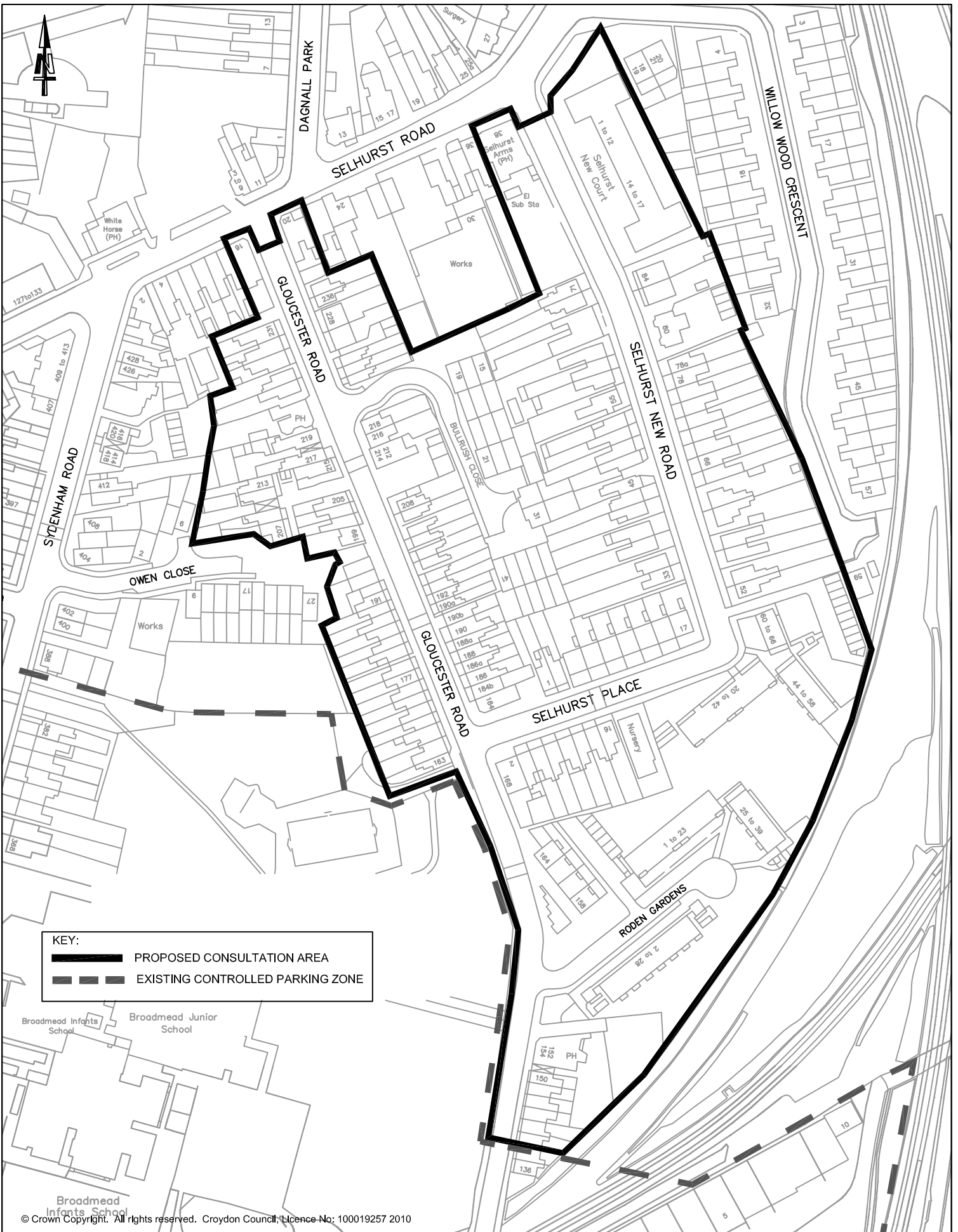
PROPOSED 7No. RESIDENTS ONLY  
PARKING BAYS IN MITCHAM ROAD

# CROYDON COUNCIL

## MITCHAM ROAD

DEVELOPMENT AND ENVIRONMENT DEPARTMENT -  
JO NEGRINI - EXECUTIVE DIRECTOR  
PO BOX No. 1482  
CROYDON  
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN  
Scale: 1:1000 Drawn HA Checked DJW Rev. 00  
Date: SEPTEMBER 2014 Drawing Ref: PD - 2496



**KEY:**  
 ——— PROPOSED CONSULTATION AREA  
 - - - - - EXISTING CONTROLLED PARKING ZONE

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**SELHURST NEW ROAD AREA -  
 PROPOSED CONSULTATION AREA**

**CROYDON COUNCIL**

**SELHURST NEW ROAD AREA**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT -  
 JO NEGRINI - EXECUTIVE DIRECTOR  
 PO BOX No. 1462  
 CROYDON  
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN  
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Existing Controlled Parking Zone Boundary



Approval Given For Extension



Consultation Boundary

## CROYDON COUNCIL

### SUTHERLAND ROAD AREA Proposed Extension of Croydon (North) CPZ

PLANNING AND ENVIRONMENT DEPARTMENT  
PAUL SPOONER - EXECUTIVE DIRECTOR  
PO BOX No. 1462  
CROYDON  
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: NTS	Drawn: TOR	Checked: DW	Rev: 00
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Date: September 2014	Drawing Ref: PD - 249d
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