

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 December 2015
AGENDA ITEM:	10
SUBJECT:	PETITIONS: SOMERSET GARDENS – REQUEST FOR A RESIDENTS’ PARKING PERMIT SCHEME UPPER SHIRLEY ROAD – REQUEST TO REMOVE MAXIMUM STAY PARKING BAYS
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Heathfield and Norbury
CORPORATE PRIORITY/POLICY CONTEXT:	
<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"> • 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 SUMMARY:	
These proposal can be contained within available budget	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	

<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:-</p> <p>1.1 Consider a petition from residents of Somerset Gardens requesting parking controls and agree to informally consult residents over a possible parking scheme and that the outcome of the consultation will be reported to a future</p>

Traffic Management Advisory Committee for Members' consideration.

- 1.2 Consider a petition from businesses and residents of Upper Shirley Road by Sandpits Road requesting removal of the three 2 hour maximum stay bays and authorise the Highways Improvement Manager, Streets Directorate to give notice to remove the bays and (subject to receiving no material objections) revoke the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended);
- 1.3 Note that any material objections received on the giving of public notice for the revocation of the parking bays in Upper Shirley Road will be reported to a future Traffic Management Advisory Committee for Members' consideration.
- 1.4 Note that the Highways Improvement Manager, Streets Directorate, will inform the petitioners of these decisions.

2. EXECUTIVE SUMMARY

- 2.1A petition, signed by 11 residents of Somerset Gardens has been received via a Ward Councillor. The petition is requesting parking controls in the road.
- 2.2A petition signed by 10 businesses and residents of Upper Shirley Road by Sandpits Road has been received. The petition is requesting the removal of three 2 hour maximum stay parking bays.

3. DETAIL

Somerset Gardens, Norbury – Request for Parking Controls

- 3.1 The petition signed by 11 residents of Somerset Gardens was presented to the Council by a Norbury Ward Councillor. The petition states:

‘We, residents and workers of Somerset Gardens, Norbury, London SW16 request Croydon Council to control the parking on Somerset Gardens with a CPZ. We include several elderly residents and we need to be able to park our car nearby. However, we find the free spaces taken by cars for sale (but not so marked) belonging to the car sales businesses opposite on London Road.’
- 3.2 Somerset Gardens is a small cul-de-sac off the London Road serving 28 households. The first section of the road forms part of the Transport for London Road Network with no stopping red lines and free parking bays. The remaining section of the road allows parking on one side of the road with double yellow line ‘At any time’ waiting restrictions to ensure access is maintained. There is space for approximately 14 vehicles.
- 3.3 Most existing controlled parking schemes operate on a shared-use Permit / Pay

& Display basis and operate between 9am and 5pm, Monday to Saturday. It is proposed to informally consult residents on similar parking arrangements with a maximum stay of 4 hours for Pay & display / pay by phone users with charges in line with those for the nearby Norbury Controlled Parking Zone and other district CPZs. Such a scheme should help to give more priority to residents and reduce the current parking problems in the road. Consideration could be given to other nearby roads subject to requests / petitions received from residents and businesses.

Upper Shirley Road by Sandpits Road – Request to remove 2 hour maximum stay bays

- 3.4 A petition signed by 10 businesses and residents of Upper Shirley Road. The petition is titled ‘Limited Time Parking Spaces in Service Road Outside 144 – 148 Upper Shirley Road, Croydon CR0 5HA’

The petition states:

‘There are three marked parking spaces in the above service road. Parking is limited to 2 hours between 8am and 6.30pm on Mondays to Saturdays with no return within 2 hours.

The undersigned being owners and/or occupiers of nearby properties in Upper Shirley Road wish the Council to remove the time restriction on these spaces.

Parking in the area is both limited and difficult with little or no space available either in Sandpits Road or Oaks Road. The problem is likely to be exacerbated when the block of flats at 114 Upper Shirley Road is completed.

The present 2 hour limitation is often insufficient for the clients of the hairdressing businesses. The removal of the restriction would be of help to nearby residents and their visitors and allow the spaces to be used more fairly.’

- 3.5 The parking bays were introduced about 10 years ago on the very short service road in Upper Shirley Road by Sandpits Road following a request from one of the businesses concerned that long term parking was preventing customers from being able to park. A 2 hour maximum stay (no return within 2 hours) was proposed to ensure a turn-over and prevent all day parking. Commuters do park in this area and particularly along the first section of Oaks Road.
- 3.6 There are currently only 3 businesses which benefit from these parking bays which signed the petition. As they appear not to want the bays to be retained it is proposed to revoke the bays subject to formal consultation. Any objections to this proposal can be considered at a future meeting.

4 CONSULTATION

4.1 The purpose of this report is to consider a petition from residents requesting parking controls in Somerset Gardens and a petition from businesses and residents to the removal of maximum stay parking bays in Upper Shirley Road. It is proposed to informally consult residents of Somerset Gardens on a possible parking scheme. The results of the informal consultation (questionnaires) will be reported to a future committee meeting and a decision will be made whether or not to introduce parking controls. If approved, this together with the proposal to remove the parking bays in Upper Shirley Road, will be subject to formal consultation in the form of public notices in the London Gazette, a local paper (Croydon Guardian), on street notices and (in letter format) to occupiers who are directly affected. Any material objections are reported to a future committee meeting.

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 from. 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 £4k un-allocated to be utilised in 2015/2016.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000
<u>Revenue Budget available</u>				
Expenditure	25	100	100	100
Income	0	0	0	0
<u>Capital Budget available</u>	0	0	0	0
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	0	0	0	0

5.2 The effect of the decision

- 5.2.1 The cost of informally consulting residents of Somerset Gardens for possible parking controls and formally consulting on the proposal to remove the maximum stay bays in Upper Shirley Road as outlined in this report is estimated at £1,800.
- 5.2.3 These costs can be contained within the available revenue budgets for 2015/16 and 2016/17.

5.3 Risks

- 5.3.1 Whilst there is a risk that the final cost will exceed the estimate, this work is allowed for in the current budgets for 2015/16 & 2016/17.

5.4 Options

- 5.4.1 Not consulting residents in these areas would not appease petitioners who may feel that the Council is not taking their concerns seriously.

5.5 Savings/future efficiencies

- 5.5.1 The current method of introducing parking restrictions is very efficient with the design and legal (Traffic Management Order) work being carried out within the department.
- 5.5.2 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.
- 5.5.3 Approved by: Louise Phillips, Business Partner, Place Department.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide 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 matters such as the effect on the amenities of any locality affected.
- 6.2 The Council must 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 on behalf of the Borough Solicitor and 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 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 There are no environmental impact considerations arising from this report.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no crime and disorder reduction impacts arising from this report.

11. REASONS FOR RECOMMENDATIONS

11.1 The recommendations are to consult residents in Somerset Gardens to determine the level of support for parking controls and remove the maximum stay parking bays in Upper Shirley Road subject to formal consultation.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The alternative options would be to include formal consultation in parallel with informal consultation for the proposed parking scheme in Somerset Gardens. However, this would involve detailed design with no certainty that residents would be in favour of controls.

**REPORT AUTHOR /
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BACKGROUND DOCUMENTS:

None