

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 5 October 2016
AGENDA ITEM:	6
SUBJECT:	PETITIONS: EXETER ROAD – REQUEST FOR PARKING CONTROLS BOULOGNE ROAD & PRINCESS ROAD – REQUEST FOR PARKING CONTROLS
LEAD OFFICER:	Jo Negrini, Chief Executive and Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Addiscombe and Selhurst
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"> • Croydon Local Plan – Nov 2015 • Local Implementation Plan 2; 2.8 Transport Objectives • Croydon’s Community Strategy 2013-18; Priority Areas 1, 2 & 3 • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL SUMMARY:	
These proposal can be contained within available budget	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	

1. RECOMMENDATIONS

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

- 1.1 Consider a petition from residents of Exeter Road requesting a residents parking scheme and consult residents in Exeter Road, Rymer Road, Edward Road, Vincent Road, Leicester Road, Morland Avenue, Dartnell Road, Brampton Road, Dominion Road, Laurier Road, Bredon Road, Kemerton Road, Jesmond Road, Fullerton Road, Morland Road (CPZ boundary to Jesmond Road), Burnham Gardens, Amberley Grove and Gordon Crescent on a possible extension of the Croydon Controlled Parking Zone (East Outer Permit Zone) with shared-use Permit / Pay &

Display bays currently operating 9am to 5pm, Monday to Saturday.

- 1.2 Consider a petition from residents of Boulogne Road and Princess Road requesting Permit Parking and consult residents in Boulogne Road, Princess Road, Grace Road, Henderson Road, Amersham Road, Mayo Road, Northbrook Road, Pawsons Road, Lion Road, Queens Road, Windmill Grove, Tirrell Road, Windmill Road, St Saviour's Road, Greenwood Road, Elmwood Road and Hartley Road on a possible extension of the Croydon Controlled Parking Zone (North Permit Zone) with shared-use Permit / Pay & Display bays currently operating 9am to 5pm, Monday to Saturday.
- 1.3 Note that in accordance with the Leaders' delegation, decision reference 20/16/LR that the results of the consultations on parking controls in the above two areas will be reported to the Executive Director Place in order for them to make a decision regarding next steps.
- 1.4 Note that the Highways Improvement Manager, Streets Directorate, will inform the instigator of the petitions of these decisions.

2. EXECUTIVE SUMMARY

- 2.1 This report considers petitions received from residents of Exeter Road, Boulogne Road and Princess Road requesting residents parking schemes and recommends informally consulting residents of these roads and the surrounding area on possible extensions to the Croydon Controlled Parking Zone – East Outer and North Permit Zones.

3. DETAIL

Exeter Road – Request for residents' parking

- 3.1 A pro-forma type petition signed by 25 households of Exeter Road has been received via Gavin Barwell MP. The petition is titled 'Exeter Road Residents Parking'.

The petition states:

'Fed up with not being able to park near your house? Having to park your car outside Exeter Road and wondering if it is safe? Fed up with commuters taking up car parking spaces that should be residents?'

Over the last few years parking has become increasingly worse. You think that parking is bad now wait until the new flats and housing developments in the area are finished. Huge amounts of flats are being built with some but not enough parking. Residents in adjacent roads are fed up with the parking problem too, if one of these roads gets the go ahead for residential parking we will struggle even more as it will force commuters onto our road. It is not far off getting to the point where we can no longer park down our road.

If you are looking for a success story about how beneficial residential parking can be you don't need to look very far. Alexandra Road had huge problems with commuters and the like but since they have introduced residential parking residents are much

happier because they park without any of the problems they had before.

Please fill in to show if you are for or against residential parking in Exeter Road, once completed please post to ** Exeter Road. Thank you.'

Name(s)	House number	Yes/No

- 3.2 There are 98 households in Exeter Road plus two in adjoining Tiverton Close. Twenty five responses were received of which 20 (80%) indicated that they were in favour of a residents parking scheme and five (20%) against.
- 3.3 It is proposed that residents and businesses in the area outlined in Plan No. PD – 317a should be informally consulted to determine support for parking controls. The East Outer Permit Zone was extended into nearby Davidson Road early in 2016 from the Controlled Parking Zone boundary by Stretton Road to the junction with Brampton Road.
- 3.4 Introducing parking controls in only Exeter Road is likely to simply result to the parking being displaced to surrounding roads therefore it is proposed to also include Rymer Road, Edward Road, Vincent Road, Leicester Road, Morland Avenue, Dartnell Road, Brampton Road, Dominion Road, Laurier Road, Bredon Road, Kemerton Road, Jesmond Road, Fullerton Road, Morland Road (CPZ boundary to Jesmond Road), Burnham Gardens, Amberley Grove and Gordon Crescent.
- 3.5 The existing Croydon CPZ outer zones operate between 9am and 5pm, Monday to Saturday and this controlled period has been in existence since the permit schemes were introduced in the early to mid-1990s aimed at helping residents and businesses experiencing parking issues from commuters and shoppers during the daytime.
- 3.6 With the ever increasing levels of car ownership residents in some areas within the zones are experiencing evening and weekend parking issues often caused by new residential developments where there is limited off-street parking for residents, typically one space for three households. There is an existing pilot study in Midhurst Road and Fairholme Road in the North Permit Zone where controls were increased to an 8am to 8pm, Monday to Sunday operation in December 2015 which has seen benefits for residents. The aim is that addresses within the remaining North Permit Zone (and potentially other Croydon CPZ outer zones) be informally consulted on a possible extension of the controls to 8am to 8pm throughout the week.
- 3.7 It is therefore proposed that residents in the proposed consultation area should be given the opportunity to vote for either extension of the existing controls with 9am to 5pm, Monday to Saturday operation or 8am to 8pm, throughout the week controls.
- Boulogne Road and Princess Road – Request for residents' parking**
- 3.8 A petition signed by 101 residents of Boulogne Road and Enmore Avenue has been received. A covering letter with the petition states:

'As a resident of Boulogne Road who is frustrated by the local garage using our street as a storage yard and dumping ground for vehicles, I request that you make

our street parking permit only. We consider this to be the only viable solution to the current problem and request that you process our request swiftly'

- 3.9 Boulogne Road and Princess Road are close to the Croydon Controlled Parking, Zone East Outer Zone and due to the nature of the roads with terrace houses and small frontages parking demand is very high. In Princess Road the cemetery on one side of the road attracts commercial vehicles parking as can be witnessed by the number of parked vans.
- 3.10 Approximately half the length of Windmill Road is within the Croydon CPZ which results in parking stress in the remaining unrestricted section of the road and the surrounding area.
- 3.11 Introducing parking controls in only Boulogne Road and Princess Road is likely to simply result to the parking being displaced to surrounding roads, therefore it is proposed to also include Grace Road, Henderson Road, Amersham Road, Mayo Road, Northbrook Road, Pawsons Road, Lion Road, Queens Road, Windmill Grove, Tirrell Road, Windmill Road, St Saviour's Road, Greenwood Road, Elmwood Road and Hartley Road on a possible extension of the Croydon Controlled Parking Zone (North Permit Zone) with shared-use Permit / Pay & Display bays currently operating 9am to 5pm, Monday to Saturday. The consultation area is shown in Plan No. PD – 317b.
- 3.12 As with the consultation proposed for the Exeter Road area it is proposed to include the option of 8am to 8pm throughout the week controls to determine the support for a parking scheme that includes part of the evening and Sundays.

4 CONSULTATION

- 4.1 The purpose of this report is to consider petitions from residents of Exeter Road, Boulogne Road and Princess Road requesting permit schemes.
- 4.2 It is proposed to informally consult residents and businesses of Exeter Road, Rymer Road, Edward Road, Vincent Road, Leicester Road, Morland Avenue, Dartnell Road, Brampton Road, Dominion Road, Laurier Road, Bredon Road, Kemerton Road, Jesmond Road, Fullerton Road, Morland Road (CPZ boundary to Jesmond Road), Burnham Gardens, Amberley Grove and Gordon Crescent on a possible extension of the Croydon Controlled Parking Zone (East Outer Permit Zone) with shared-use Permit / Pay & Display bays currently operating 9am to 5pm, Monday to Saturday.
- 4.3 It is also proposed to informally consult residents and businesses of Boulogne Road, Princess Road, Grace Road, Henderson Road, Amersham Road, Mayo Road, Northbrook Road, Pawsons Road, Lion Road, Queens Road, Windmill Grove, Tirrell Road, Windmill Road, St Saviour's Road, Greenwood Road, Elmwood Road and Hartley Road on a possible extension of the Croydon Controlled Parking Zone (North Permit Zone) with shared-use Permit / Pay & Display bays currently operating 9am to 5pm, Monday to Saturday.

- 4.4 Results of the informal consultation in the above areas will be considered either through delegated authorisation via the Director of Streets and Executive Director of Place or reported to a future Traffic Management Advisory Committee meeting and a decision will be made on whether or not controls should be extended to the whole or part of the areas subject to formal consultation.
- 4.5 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.
- 4.6 Official bodies such as the Fire Brigade, Cycling UK (formally known as Cyclists' Touring Club), 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.
- 4.7 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 recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then informed of the decision.

5 FINANCIAL CONSIDERATIONS

- 5.1 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 £51k 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.

5.2 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	62	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	4	0	0	0
Income	0	0	0	0
Remaining Budget	<u>58</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>

5.3 The effect of the decision

5.3.1 The cost of informally consulting residents for possible parking controls in the Exeter Road and Boulogne Road areas as outlined in this report is estimated at £4,400.

5.3.2 These costs can be contained within the available revenue budgets for 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 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: Zulf Darr, Interim Head of Finance, Place and Resources.

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 (so far as is 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 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 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 the Exeter Road and Boulogne Road areas to determine the level of support for parking controls.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The alternative options would be not to consult residents in the Exeter Road and Boulogne Road areas. However, this is unlikely to be acceptable by residents in the areas where consultation on possible parking controls is recommended as they are likely to feel that their petitions have been ignored by the Council.

REPORT AUTHOR / CONTACT OFFICER:

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BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix 1 – Map of the proposed
consultation area – Exeter Road
Appendix 2 – Map of the proposed
consultation area – Boulogne Road and
Princess Road