

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 5 October 2016
AGENDA ITEM:	8
SUBJECT:	DUPPAS HILL LANE, PROPOSED OFF-STREET CAR PARK – OBJECTIONS
LEAD OFFICER:	Jo Negrini, Chief Executive and Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport And Environment
WARDS:	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; 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 – 16• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: N/A	
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:- <ol style="list-style-type: none">1.1 Consider the objections received in response to the public notice detailing the Council's proposal to introduce an off street Car Park in Duppas Hill Lane with a combination of shared-use Permit / Pay & Display Bays (4 hour maximum stay) operating 9am to 5pm, Monday to Saturday.1.2 Agree for the reasons set out in this report to introduce an amended 'Housing type' permit scheme with residents requiring to display a housing parking permit in an off-street car park in Duppas Hill Lane as shown in Plan No.285e.1.3 Delegate to the Highway Improvement Manager, Streets Directorate the authority to give notice and subject to receiving no material objections make the necessary Traffic	

Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.2 above.

- 1.4 Note that any material objections received following the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

2 EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce a shared-use Permit / Pay & Display off-street car park in Duppas Hill Lane. Due to comments and objections from local residents in the form of a petition, it is proposed to introduce a new Housing type permit scheme for the off-street parking area in Duppas Hill Lane subject to a further public notice and consideration of any objections.

3 BACKGROUND

- 3.1 A Petition was originally received signed by most residents in Duppas Hill Lane to introduce controlled parking in the parking areas alongside Duppas Hill Lane due to parking issues in this area.
- 3.2 With no parking controls in place local residents are experiencing problems with commuter parking and issues with abandoned vehicles. The introduction of a shared-use Permit/Pay & Display scheme would improve parking conditions for residents of Duppas Hill Lane as any non-permit holder parked in this area would be liable for a Penalty Charge Notice by Parking Enforcement.
- 3.3 The parking area to the side of the carriageway allows parking for up to 20 vehicles at right angles. This land is shown as Council freehold land whereas only the carriageway is classed as adopted highway. There are currently signs at the entrance to the road stating 'adopted road – residents parking only' but there are no controls on who parks there.
- 3.4 This road is within the West Permit Zone and residents would be entitled to permits although the nearest shared-use Permit / Pay & Display parking bays are a distance away. Due to the close proximity to the Town Centre, which is 5 to 10 minutes walk away, and lack of control, the area is increasingly being used by non-residents and probably commuters parking to the detriment of local residents.
- 3.5 Following the petition which was reported to this committee at the meeting of 6 October 2015 (minute A63/15 refers), Council officers consulted the residents in Duppas Hill Lane to introduce a new shared-use Permit / Pay & Display car park in the parking area alongside Duppas Hill Lane. The overall response (as reported to the committee at the meeting of 26 April 2016 – minute A31/16 refers) was positive and the committee approved a report recommending that formal consultation take place using public notices.

4 OBJECTION & RESPONSE

Objection

- 4.1 Following the public notice, which was published on 18 May 2016, a petition signed by 20 residents including a pro-forma type petition has been received signed by 8 residents stating that they want a housing type permit scheme and feel that as the area is not on the highway this would be more appropriate for a car park which should really only be used by residents of the residential block in Duppas Hill Lane.

Response

- 4.2 After consideration of the objection it has been concluded that a Housing type scheme, where annual permits are currently charged at £27 and £42 for the first and second permit issued to a household respectively, would be effective and provide reasonably priced parking for residents whilst reducing the current commuter and abandoned vehicle issues. As with similar Housing schemes Visitor permits would also be available at the current cost of £50 per annum or on a Ringo cashless parking arrangement costing £2.40 per day.

5 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 Cyclists' Touring Club (CTC), 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. No objections or comments were received from these organisations.
- 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 will be reported back to this Committee for a recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned and objectors informed of the decision.

6 FINANCIAL CONSIDERATIONS

- 6.1 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 £62k un-allocated to be utilised in 2016/2017 this is taking into account £13k that was committed in 2015/2106 against the 2016/2107 financial years spend.

6.2 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	100	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	30	70	0	0
<u>Effect of Decision from report</u>				
Expenditure	5	70	0	0
Remaining Budget	<u>25</u>	<u>0</u>	<u>0</u>	<u>0</u>

6.3 The effect of the decision

- 6.3.1 The cost of introducing an enforceable Housing type permit car park scheme for Duppas Hill Lane, is estimated at £1,000.
- 6.3.2 This cost can be contained within the available capital budget for Controlled Parking Schemes under the Local Implementation Plan (LIP) projects for 2016/17.

6.4 Risks

- 6.4.1 There is a risk that the final cost will exceed the estimate. However, this work is allowed for in the current budget.
- 6.4.2 If the off street car park is introduced future income will be generated from housing permit sales, together with enforcement of these controls through vehicle removals and Penalty Charge Notices.

6.5 Options

- 6.5.1 The alternative option is not to introduce the housing permit scheme in the off-street car park. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to abandoned vehicles, commuter parking and ongoing parking problems.

6.6 Savings/ future efficiencies

6.6.1 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.

6.6.2 Approved by: Zulf Darr, Interim Head of Finance, Place and 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 (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 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, Acting Council Solicitor and Acting Monitoring Officer.

8. HUMAN RESOURCES IMPACT

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

8.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive Department.

9. CUSTOMER IMPACT

9.1 The proposed housing parking scheme is in response to a previous consultation and known parking issues. The occupiers of all the residential premises in the area were consulted to ensure that all those potentially affected by the proposal were given the opportunity to give their views. Parking controls are only introduced in the area where the majority of residents are in favour of a scheme. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' views of the work carried out by the Council.

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

- 13.1 The recommendation is to introduce the housing permit scheme in Duppas Hill Lane, this is based on the majority of residents which have stated that they would like to see resident only permits for the said road.

14. OPTIONS CONSIDERED AND REJECTED

- 14.1 The alternative option would be not to proceed with the proposed housing permit scheme, which would not accord with the expressed preference of the majority of those who responded to the formal consultation.

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BACKGROUND DOCUMENTS

None

APPENDIX:

Appendix 1 – Proposed consultation area map