

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 19 December 2016
AGENDA ITEM:	9
SUBJECT:	GLOUCESTER ROAD & THE CRESCENT AREA PROPOSED EXTENSION OF THE EAST OUTER PERMIT ZONE RESULTS OF CONSULTATION
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Selhurst
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 – 15• 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:-
1.1	Consider the responses received to the informal consultation of residents and businesses in the Gloucester Road / The Crescent area.
1.2	Agree to carry out a formal consultation to extend the existing Croydon Controlled Parking Zone (East Outer Permit Zone) to include Beaconsfield Road, Bullrush Close, The Crescent, Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Tugela Road, Northcote Road, Owen Close, Selhurst Road, Saracen Close and Sydenham 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 Gloucester Road / The Crescent Area. This comprises of Beaconsfield Road, Bullrush Close, Dagnall Park, The Crescent, Gloucester Road (from Selhurst Place to Selhurst Road), Guildford Road, Tugela Road, Northcote Road (from Selhurst Road to Whitehorse Road), Selhurst Road (from the junction with Dagnall Park to the junction of Sydenham Road), Owen Close, Selhurst Road, Saracen Close, Sydenham Road (from the junction with Burdett Road to the junction of Selhurst Road) and Whitehorse Road (from the junctions with Windmill Road to The Crescent).
- 2.2 It is recommended to give public notice of the introduction of parking controls into Bullrush Close, Beaconsfield Road, The Crescent, Gloucester Road (from Selhurst Place to Selhurst Road), Guildford Road, Tugela Road, Northcote Road, Owen Close, Selhurst Road, Saracen Close, Sydenham 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 residents from the uncontrolled section of Gloucester Road, was received requesting parking controls. A petition was also received from residents of The Crescent, Beaconsfield Road and Saracen Close requesting one-way working due to conflicting traffic issues with parking preventing passing places. Officers reported the requests in separate reports to the Traffic Management Advisory Committee on 26 April 2016, and the Cabinet Member for Transport and Environment authorised the informal consultation on a possible extension of the East Outer Permit Zone to determine support for parking controls (minutes A26/16 & A27/16 refers).
- 3.2 Available parking in the uncontrolled part of Gloucester Road and The Crescent Area is at a premium during the daytime due to the close proximity of Selhurst Station and local schools (The Crescent Primary School, Croydon College (Selhurst Tertiary Centre) and The Performing Arts & Technology BRIT School). Also, local businesses mainly along Selhurst Road and the close proximity of the recent extensions to the Croydon CPZ (East Outer Permit Zone) in nearby Selhurst New Road Area, Westbury Road and Burdett Road have exacerbated the parking problem for residents. The Crescent Area comprises of mainly of terraced properties of which only a few have off-street parking.
- 3.3 The nearby Croydon Controlled Parking Zone (East Outer Permit Area) comprises of

shared-use Permit / Pay & Display bays operating between 9am and 5pm, Monday to Saturday with shared-use Permit / 8 hour maximum stay Pay & Display bays.

4 ENGAGEMENT

- 4.1 Residents in Bullrush Close, Beaconsfield Road, Dagnall Park, The Crescent, Gloucester Road (from Selhurst Place to Selhurst Road), Guildford Road, Tugela Road, Northcote Road, Owen Close, Selhurst Road, Saracen Close, Sydenham Road and Whitehorse Road, were informally consulted on the possibility of introducing parking controls in their roads by letter and questionnaire on 17 October 2016. 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 11 November 2016. The results are provided in Table 1 below. Occupiers were asked whether they would agree to parking controls and whether 9am to 5pm, Monday to Saturday or 8am to 8pm, Monday to Sunday controls would be preferable. The questionnaire also included a box, which gave all respondents the opportunity to make any additional comments. The attached Drawing number PD – 319a shows the consultation area and the consultation results are shown in Table 1 and 2 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
Beaconsfield Road	60	32	53%	16	50%
Bullrush Close	15	3	20%	1	33%
Dagnall Park	50	12	24%	6	50%
Gloucester Rd (from Selhurst Pl to Selhurst Rd)	56	21	38%	15	71%
Guildford Road	81	26	32%	12	46%
Northcote Road/Selhurst Road (from Dagnall Park to Sydenham Rd)	110	19	17%	5	26%
Owen Close	20	3	15%	1	33%
Saracen Close	17	7	41%	4	57%
Sydenham Road	35	4	11%	2	50%
The Crescent	85	23	27%	13	57%
Tugela Road	38	18	47%	13	72%
Whitehorse Road (from Windmill Rd to The Crescent)	110	17	15%	4	25%
TOTAL	677	185	27%	92	50%

4.4 **TABLE 2: Response to Question 2 - If the majority of your neighbours vote in favour of a CPZ, which option would you prefer?**

STREET NAME	Number of Properties	Number of Responses Received	Option1: 9am – 5pm, Mon -Sat.	Option 2: 8am – 8pm, Mon - Sun.	% in favour Option1	% in favour Option2
Beaconsfield Road	60	32	15	9	49%	28%
Bullrush Close	15	3	2	1	67%	33%
Dagnall Park	50	12	7	3	58%	25%
Gloucester Rd (Selhurst PI to Selhurst Rd)	56	21	19	3	86%	14%
Guildford Road	81	26	12	12	50%	50%
Northcote Road/Selhurst Road (Dagnall Park to Sydenham Rd)	110	19	11	2	85%	15%
Owen Close	20	3	2	1	50%	33%
Saracen Close	17	7	5	2	71%	29%
Sydenham Road	35	4	2	1	67%	33%
The Crescent	85	23	10	13	43%	57%
Tugela Road	38	18	10	6	63%	37%
Whitehorse Road (Windmill Rd to The Crescent)	110	17	10	4	71%	29%
TOTAL	677	185	105	57	57%	31%

4.5 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 shoppers and commuter parking. Although in the overall consultation area, 50% of residents and businesses that have responded voted against parking controls, there was strong support amongst those who responded in Beaconsfield Road (50% in favour), Gloucester Road (71% in favour), Sydenham Road (50% in favour), The Crescent (54% in favour) and Tugela Road (72% in favour). Due to the support for parking controls in these roads it is proposed to extend the controlled zone as shown in Drawing No. PD – 319b. Although the following roads, Bullrush Close, Guildford Road, Northcote Road and Owen Close voted against the proposed extension of the East Outer Permit zone, a decision has been made to include these roads because if we were to exclude them they would otherwise be sandwiched between Controlled Parking Zones. Table 3 below shows the consultation results for the area where it is proposed to extend the zone.

4.6 **TABLE 3: Results of Consultation response in the proposed extension area:**

STREET NAME	Number of Properties	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Beaconsfield Road	60	32	53	16	50%
Bullrush Close	15	3	20%	1	33%
Gloucester Road (from Selhurst Place to Selhurst Road)	56	21	38%	15	71%
Guildford Road	81	26	32%	12	46%
Northcote Road & Selhurst Road (from Dagnall Park to Sydenham Rd)	110	19	17%	5	26%
Owen Close	20	3	15%	1	33%
Saracen Close	17	7	41%	4	57%
Sydenham Road	35	4	11%	2	50%
The Crescent	85	23	28%	13	54%
Tugela Road	38	18	47%	13	72%
TOTAL	517	156	30%	82	53%

4.7 Although Dagnall Park (from Selhurst Road to Edith Road) and Whitehorse Road (from the junction of The Crescent to the junction of Northcote Road) are not included in this proposal, the council will continue to monitor parking and traffic conditions as well as communication from local residents for future review.

4.8 The comments made by residents on the questionnaire included:

- We have been waiting a long time for this consultation.
- Another opportunity for the council to make more money from residents.
- The proposed maximum 8 Hours Stay for Pay & Display users is too long, should be 4 hours.
- We want One Hour “Permit Holders Only” controls in our road.
- Permits should be free for residents.
- CPZ will only work if regular enforcement is carried out.
- Unfair for visitors to residents’ homes.
- A controlled parking zone will NOT stop residents from Whitehorse Road parking in our road.

4.9 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.

STATUTORY CONSULTATION

- 4.10 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.
- 4.11 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.
- 4.12 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.

5 FINANCIAL CONSIDERATIONS

The capital spend is to come out of the LIP (local Implementation Plan) budget allocation of £60k for the current financial year and £50k for 2017/18. The original budget for 2016/2017 was £30k but the LIP manager has agreed on this to be uplifted to ensure underspends in other LIP schemes are fully utilised. 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 is £24k remaining for future spend in 2016/2017 and no available budget for 2017/2018 projects.

1 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	0	0	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>0</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	35	50	0	0
<u>Effect of Decision from report</u>				
Expenditure	11	50	0	0
Remaining Budget	<u>24</u>	<u>0</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

- 2.1 The cost of extending controlled parking into the Gloucester Road / The Crescent area has been estimated at £61,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.
- 2.2 This cost can be contained within the available capital budget for Controlled Parking Schemes under the Local Implementation Plan (LIP) projects for 2016/17 and 2017/18.

3 Risks

- 3.1 There is a risk that the final cost will exceed the estimate. However, this work is allowed for in the current budget.
- 3.2 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.

4 Options

- 4.1 The alternative option is not to introduce the parking controls. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction, road safety and traffic flow problems.

5 Savings/ future efficiencies

- 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 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.
- 5.2 Approved by: Zulf Darr, Interim Head of Finance, Place and Resources.

6 COMMENTS OF 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, 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.
- 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 and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resource implications arising from this report.
- 7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

8. CUSTOMER IMPACT

- 8.1 The proposed extension of the Croydon CPZ (East Outer Permit Zone) into Gloucester Road and The Crescent area is in response to petitions from the uncontrolled part of Gloucester Road (from Selhurst Place to Selhurst Road) and The Crescent. Occupiers of all residential and business premises in the area were consulted 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.

9. EQUALITIES IMPACT

- 9.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

10. ENVIRONMENTAL IMPACT

- 10.1 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.

11. CRIME AND DISORDER REDUCTION IMPACT

- 11.1 There are no such considerations arising from this report.

12. REASONS FOR RECOMMENDATIONS

- 12.1 The recommendation is to extend the existing Croydon Controlled Parking Zone (East Outer Permit zone) into Gloucester Road / The Crescent area in roads where parking stress is high and the majority of occupiers have supported parking controls.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 Consideration was given to include Dagnall Park and Whitehorse Road (The Crescent to Windmill Road) and Dagnall Park into the proposed extension of the East Outer Permit Zone. However the majority of occupiers did not favour parking controls and it has been decided to monitor parking and complaints from this area for future review.

REPORT AUTHOR

Huda Wahab, Traffic Engineer
Infrastructure, Parking Design, 020 8726 6000
(Ext. 88258)

CONTACT OFFICER:

David Wakeling, Traffic Design Manager
Infrastructure, Parking Design, 020 8726 6000
(Ext. 88229)

BACKGROUND DOCUMENTS

None

APPENDICES:

Appendix 1 – Gloucester Road and The Crescent –
Proposed extension area
Appendix 2 – The Crescent consultation letter
Appendix 3 – Questionnaire
Appendix 4 – CPZ FAQs

Appendix 5 – Consultation boundary