

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>19 December 2016</b>
<b>AGENDA ITEM:</b>	<b>10</b>
<b>SUBJECT:</b>	<b>OBJECTIONS: ABINGDON ROAD AREA – PROPOSED EXTENSION OF THE NORBURY CPZ SOMERSET GARDENS – PROPOSED PARKING CONTROLS</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Norbury</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none"><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>• The Croydon Plan 2<sup>nd</sup> Deposit; T4, T7, T35, T36, T42 and T43.</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 IMPACT:</b>  These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	
<b>1</b>	<b>RECOMMENDATIONS</b>  That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:  1.1 Consider the objections received to extending the Norbury CPZ into Bishops Park Road (Borough boundary to the existing zone boundary) and Upwood Road (between the junctions with Croindene Road and Lloyd Avenue) as shown on drawing number PD - 304a.

- 1.2 Agree to extend the existing Norbury CPZ into Bishops Park Road (from the Borough boundary to the existing zone boundary) and Upwood Road (from the junctions with Croindene Road and Lloyd Avenue), as detailed in paragraph 3.4.
- 1.3 Consider an objection received to introduce parking controls in Somerset Gardens as shown on drawing No. PD – 305.
- 1.4 Agree for the reasons detailed in paragraph 3 to proceed to introduce controlled parking zone in Somerset Gardens, as detailed in paragraphs 3.7 to 3.9;
- 1.5 Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendations 1.2 and 1.4 above.
- 1.6 Inform the objectors of the above decision.

## **2. EXECUTIVE SUMMARY**

- 2.1 This report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Norbury CPZ to include Bishops Park Road (from the Borough boundary to the existing zone) and Upwood Road (between the junctions with Croindene Road and Lloyd Avenue) with a combination of Shared-Use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines both operating between 9am to 5pm, Monday to Saturday.

## **3. OBJECTIONS AND RESPONSES**

### **3.1 Bishops Park Road – Norbury**

#### **Objection 1**

- 3.2 Five local residents from Bishops Park Road have objected to the proposed extension of the existing Norbury Controlled Parking Zone to include Bishops Park Road. The residents objected to the proposed Monday to Saturday days of control. The objectors have stated that the proposed days of controls should only be week days and not include Saturdays, since the majority of commuters only park in their road during week days and not weekends. Three of the five objectors stated that it is unfair for their friends and families who visit on Saturdays should have to pay to park and that the consultation is “just another money making scam for the Council”.
- 3.3 **Response** – The purpose of the consultation was to determine if local residents bordering the existing Norbury CPZ would consider parking controls to be introduced their road and follows a petition. The majority of residents from Bishops Park Road have stated they would like to join the existing zone and although the existing operational time is 9am to 5pm, Monday to Saturday, the

five objectors stated that they did not want Saturday controls due to their friends and families who tend to visit more on Saturdays.

- 3.4 It is not practical to introduce different controls in the same road as this will result in driver confusion and enforcement problems. Also different controls would effectively result in a new CPZ with the associated signage and likely loss of on-street parking. It is therefore recommended to keep the days of control the same throughout the proposed extension area to maintain consistency within the Norbury CPZ. Visitor permits are available and Pay & Display machines can be used for short and long-term parking.

### **3.5 Somerset Gardens - Norbury**

#### **3.6 Objection 2**

One resident from Somerset Gardens has commented that the proposed controlled parking zone would stop her friends and families from visiting.

- 3.7 **Response** – The residents of Somerset Gardens presented a petition to the Council to request that a controlled parking scheme be introduced in their road because they are concerned with the high level of parking due to London Road businesses including car dealers, shops and food establishments together with local commuters. There are currently no parking controls in Somerset Gardens apart from yellow line waiting restrictions on corners and one side of this narrow cul-de-sac.

- 3.8 Most existing Controlled Parking Zones have been introduced in areas where commuter and shoppers parking was an issue. The residents of Somerset Gardens would therefore benefit from a controlled parking zone being introduced in their road as experience from existing similar schemes where all day parking is available for Pay & Display users' shows that few non-permit holders park for long periods.

- 3.9 Visitors of residents in the road can either use Visitor Permits (purchased by residents using the Cashless Pay by Phone option) or Pay & Display if they are visiting during the 9am to 5pm, Monday to Saturday controlled period.

- 3.10 It is recommended to introduce the proposed controlled parking zone operating 9am to 5pm, Monday to Saturday in Somerset Gardens as shown on drawing No. PD – 305.

## **4 CONSULTATION**

- 4.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.

- 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, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.

4.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

## 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. The original budget for this 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 would be £24k remaining for future spend.

### 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
<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	35	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	<u>35</u>	<u>0</u>	<u>0</u>	<u>0</u>

## **2 The effect of the decision**

- 2.1 The cost of introducing parking controls into Bishops Park Road (Borough boundary to CPZ boundary), Croindene Road (CPZ boundary to Upwood Road) and Upwood Road (junctions with Lloyd Avenue and Croindene Road) and Somerset Gardens has been estimated at £17,000. This includes the provision of 3 Pay & Display machines, signs and lines and a contribution towards the legal costs. All of the costs within this report has already been accounted for in previous TMAC reports so there is no additional effect of the decision of the report in current budgets
- 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.

## **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: 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 (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.

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.

6.4 Approved for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer.

## **7. HUMAN RESOURCES IMPACT**

7.1 Enforcement of new parking schemes will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

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 introduction of a small controlled parking scheme into Somerset Gardens is in response to known parking stress and support from local residents for controlled parking. Occupiers of all residential premises in the road were consulted to ensure that all those potentially affected by the proposals 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' 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 **Bishops Park Road - Norbury:** The recommendation is to extend the existing Controlled Parking Zone into Bishops Park Road (from the existing CPZ boundary to the borough boundary), since the majority of residents in Bishops Park Road voted in favour of extending the existing Norbury CPZ scheme should ensure adequate parking facilities for residents, visitors and for local businesses. Also the introduction of marked bays away from driveways, junctions and other locations where parking causes problems with yellow line waiting restrictions in between will ensure the expeditious, convenient and safe movement of all road users.

12.2 **Somerset Gardens - Norbury:** The recommendation is to introduce a controlled parking zone in Somerset Gardens, operational time, 9am to 5pm, Monday to Saturday, although the operational time option was 9am to 5pm, Monday to Friday, the majority of residents wanted of Monday to Saturday parking scheme in Somerset Gardens. Also the introduction of marked bays away from junctions and other locations where parking causes problems with yellow line waiting restrictions will ensure the expeditious, convenient and safe movement of all road users.

## **13. OPTIONS CONSIDERED AND REJECTED**

13.1 An alternative option is not to introduce the parking controls in the uncontrolled part of Bishops Park Road and Somerset Gardens, since the objectors did not want Saturday 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 in both roads.

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**BACKGROUND PAPERS:** None

**APPENDICES:** Appendix 1 – Abingdon Road area map