

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 5 JULY 2017
AGENDA ITEM:	6
SUBJECT:	PETITION: LAKEHALL ROAD, THORNTON HEATH – REQUEST FOR 7AM TO 7PM RESIDENTS’ PARKING SCHEME
LEAD OFFICER:	Mike Barton, Highway Improvement Manager
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Bensham Manor Ward
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	

<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 Note a petition from residents of Lakehall Road, Thornton Heath, requesting a residents’ parking scheme operating from 7am to 7pm.</p> <p>1.2 Consider introducing parking controls operating from 7am – 7pm, Monday to Saturday subject to consultation with residents in the Lakehall Road area as shown on Plan No. PD – 332.</p>
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2. EXECUTIVE SUMMARY

- 2.1 This report considers a petition received from residents of Lakehall Road requesting a residents' parking scheme operating from 7am to 7pm.

3. DETAIL

- 3.1 A pro-former type petition signed by 72 residents, representing 66 (or 58%) of the 114 households in Lakehall Road was received in May 2017. The petition is accompanied by a letter from the lead petitioner which indicates that they are requesting parking controls operating from 7am to 7pm as:

“a) our road is parallel to Bensham Lane and people from Bensham Lane park on our road and walk through the alleyway when they come back from work and b) on top of our road there is a church hall where most evenings people arrange their parties and from 5pm till 9pm the whole road is filled with cars”.

- 3.2 Lakehall Road is close to the Croydon Controlled Parking Zone boundary (North Permit Zone) and situated in the area between the North Zone and Thornton Heath Controlled Parking Zone. In June 2015, residents and businesses in four roads adjacent to Lakehall Road were consulted on a possible extension to the North Permit Zone, following a petition from the area. Of 287 addresses, 101 questionnaire responses were received, of which only 43 were in favour of parking controls. Controls were proposed to be introduced into the two roads where the majority were in favour of them, but the scheme was subsequently abandoned due to objections at formal consultation stage (minute A6/16 of the Traffic Management Advisory Committee meeting on 09 February 2016 refers).
- 3.3 However, it is recognised that parking in the area between two Controlled Parking Zones may be made more difficult by displacement parking from those zones, in addition to the more immediate parking problems caused by those attending events in the Church Hall in Lakehall Road. In view of this it is proposed that residents and businesses in the Lakehall Road area should be consulted on the introduction of parking controls operating from 7am to 7pm, Monday to Saturday as shown on Plan No. PD – 332.

4 CONSULTATION

- 4.1 The purpose of this report is to consider a petition from residents of Lakehall Road requesting a residents' parking scheme operating from 7am to 7pm.
- 4.2 It is proposed to informally consult occupiers of the Lakehall Road area as to whether they would support the introduction of 7am to 7pm, Monday to Saturday controls. The consultation is likely to take place towards the end of this or possibly next financial year due to the current programme of CPZ undertakings.
- 4.3 Results of this informal consultation will be considered through delegated authorisation via the Director of Streets and Executive Director of Place and a decision will be made on whether parking controls should be introduced into the area and a formal consultation take place to allow residents and businesses to object to the making of Traffic Management Orders to introduce the scheme.

- 4.4 For introducing new parking schemes, 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.
- 4.5 Official bodies such as the Police, Ambulance Service, Fire Brigade, Cycling UK (formally known as Cyclists' Touring Club), The Pedestrian Association, Age UK, and TfL are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, are consulted depending on the relevance of the proposals.
- 4.6 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

There is a capital allocation of £70k funded from the Council's 2017/18 TfL Local Implementation Plan (LIP) allocation for parking activity (including CPZ undertakings). In addition there is a £100k budget within the Council's overall 2017/18 revenue budget to support this activity.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast			
		2017/18	2018/19	2019/20	2020/21
		£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>					
Expenditure	100	0	0	0	0
Income	0	0	0	0	0
<u>Effect of Decision from Report</u>					
Expenditure	3	0	0	0	0
Income	0	0	0	0	0
Remaining Budget	97	0	0	0	0

<u>Capital Budget available</u>	70	0	0	0
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	70	0	0	0

5.2 The effect of the decision

5.2.1 The cost of informally consulting residents and businesses on a possible introduction of parking controls as outlined in this report is estimated at £2,600.

5.2.2 These costs can be contained within the available revenue budgets for 2017/18.

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 2017/18.

5.4 Options

5.4.1 Not consulting occupiers 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 controls 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 Although unquantifiable at this stage there would be additional income from Pay & Display bays and permits in the Lakehall Road area should a parking scheme be introduced.

Approved by: Luke Chiverton, Head of Finance (Place & 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.

Approved for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.1 There are no human resources implications arising from this report.

Approved by: Jason Singh, Head of HR Employee Relations on behalf of the Director of HR.

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 Introducing a CPZ in the area should result in easier access to parking for residents, their visitors and businesses and reduce the incidence of drivers attempting to find parking in the local streets increasing journey times and pollution.

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 of the Lakehall Road area (shown in Plan No. PD - 332) to determine the level of support for possible 7am to 7pm, Monday to Saturday controls.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The alternative options would be not to consult residents and businesses. However, this is unlikely to be acceptable as they are likely to feel that their petitions have been ignored by the Council.

REPORT AUTHOR:

Clare Harris, Parking Design
Senior Traffic Orders Engineer

CONTACT OFFICER:

David Wakeling, Parking Design
Manager, Highway Improvement
020 8726 6000 (Ext. 88229)

BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix 1 – Lakehall Road proposed
consultation area