

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  <b>24 JULY 2019</b>
<b>SUBJECT:</b>	<b>CECIL ROAD AND AURELIA ROAD – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED CHANGE OF HOURS OF AN EXISTING CONTROLLED PARKING ZONE (CPZ)</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share)</b>
<b>WARDS:</b>	<b>West Thornton</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<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"> <li>• Croydon Local Plan Feb 2018</li> <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 2015 – 18</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 the available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	
<b>1. RECOMMENDATIONS</b>	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that he:-	
1.1	Consider the responses received to the informal consultation on the proposed change of hours in the existing West Thornton CPZ in Cecil Rd and Aurelia Rd.
1.2	Agree for the reasons detailed in this report, to proceed with formal consultation regarding the proposed change the operational hours in the West Thornton CPZ (drawing no.PD-396) to 8am – 8pm, Monday - Sunday.
1.3	If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice.

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| <p>1.4 Agree that the results of the formal consultation are reported to this Committee in order for it to make appropriate Recommendations to the Cabinet Member for Environment, Transport and Regeneration (job share).</p> |
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## **2 EXECUTIVE SUMMARY**

- 2.1 This report considers the results of the informal consultation on the proposed change of restriction hours of an existing West Thornton CPZ (Controlled Parking Zone) in Cecil Road and Aurelia Road.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage to amend the operational hours of the West Thornton CPZ as shown on drawing no.PD-396.
- 2.3 On 24 June 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 1.2 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

## **3 DETAIL**

- 3.1 A petition was received last year from residents of Cecil Road requesting that the existing controlled parking zone operational period change from 9am to 5pm, Monday to Saturday **to** 8am to 8pm, Monday to Sunday to help improve parking conditions during the evening and on Sundays.
- 3.2 After 5pm there is currently a lack of available parking due to parking mainly associated with residents living outside the zone such as those of Mitcham Road. This is causing problems in the area and residents are finding that they frequently are unable to park close to their home due to space being occupied by non-permit vehicles after 5pm when the parking controls end and on Sundays.
- 3.3 In May 2019, 216 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a Frequently Asked Questions factsheet and a questionnaire were sent to addresses within the existing CPZ area. A total of 82 questionnaires were returned, representing a 38% response rate which is considered a good response for an informal consultation exercise of this type.
- 3.4 The table overleaf shows in detail the road by road responses to both Questions 1 and 2 as part of the informal consultation.

Street Name		Are you in favour of change of hours in the existing CPZ?			
		No. of responses	Yes - change the hours Mon-Sun 8am-8pm		No – keep the existing arrangement
Aurelia Road	19	8	42%	11	58%
Cecil Road	63	48	76%	15	24%
<b>TOTAL</b>	<b>82</b>	<b>56</b>	<b>69%</b>	<b>26</b>	<b>31%</b>

3.5 Overall, the majority of respondents 56 (69%) indicated that they were in favour of the change of hours. 26 (31%) did not support the change of hours to Monday to Sunday 8am to 8pm.

3.6 Some of the comments made by residents on the questionnaire included:

- We have parking problems during the evening, I cannot find a parking space when I return home from work.
- As a permit holder 9am to 5pm is not beneficial to me as I am at work. I would prefer 8am to 8pm Monday to Sunday.
- A good idea. People pay for permits and come back from work after 5pm and cannot get parking spaces, which isn't fair.
- Please introduce 8am to 8pm as soon as possible.
- The existing parking arrangements are sufficient and enable family to visit outside the parking restrictions currently set.
- The current scheme does not cater for residents returning home from work.
- The RingGo system used by the Council is quite complicated to use.
- Please consider one way working in this area.
- In our view we do not require additional parking restrictions for 12 hours a day for 7 days a week, 8am to 8pm. Please do not bring the new proposed scheme into effect.
- Please change to 8am to 8pm Monday to Sunday, we live in Cecil Road and most of the time we can't get a parking space even though we paid £80 per year.

3.7 The purpose of the consultation was to determine support for longer parking controls (Monday to Sunday, 8am to 8pm) which would provide more priority parking during the evening for residents returning home from work. Cecil Road and Aurelia Road are close to part of the North Permit Zone in roads on the east side of Thornton Road (Sutherland Road area) where controls currently operate 8am to 8pm, Monday to Sunday and the Keston Road area where similar controls are to be introduced in October 2019.

3.8 Due to the support for increasing controls in Cecil Road and Aurelia Road and the fact that the existing part of the North Permit Zone in the Sutherland Road

area and new controls being introduced in the Keston Road area operate between 8am and 8pm, Monday to Sunday it is proposed to increase controls to these times subject to formal (statutory) consultation.

#### **4 STATUTORY CONSULTATION**

- 4.1 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.
- 4.2 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.
- 4.3 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 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 required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 2019/20. 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 funding of £57k remaining in 2019/20.

## 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2019/20	M.T.F.S – 3 year Forecast		
		2020/21	2021/22	2022/23
<b>The effect of the decision</b>	£'000	£'000	£'000	£'000
<b><u>Revenue Budget</u></b>				
<b>available</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
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<b><u>Capital Budget</u></b>				
<b>available</b>				
Expenditure	75	0	0	0
<b><u>Effect of Decision</u></b>				
<b><u>from report</u></b>				
Expenditure	3	0	0	0
<b>Remaining Budget</b>	<hr/> 72 <hr/>	<hr/> 0 <hr/>	<hr/> 0 <hr/>	<hr/> 0 <hr/>
<b><u>Effect of Decision</u></b>				
<b><u>from Report</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<hr/> 0 <hr/>	<hr/> 0 <hr/>	<hr/> 0 <hr/>	<hr/> 0 <hr/>

## **5.2 The effect of the decision**

5.2.1 The cost of amending the West Thornton CPZ has been estimated at £3,400. This includes the supply and installation of signs, lines, amendments to the Pay by Phone system and a contribution towards the legal costs.

5.2.1 These costs can be contained within the available capital budgets for 2019/20.

## **5.3 Risks**

5.3.1 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

## **5.4 Options**

5.4.1 Alternative options include different hours of operation but in order to introduce some consistency and avoid driver confusion it is considered that the 8am to 8pm, Monday to Sunday controls, matching the nearby Sutherland Road area, is the most appropriate option.

## **5.5 Savings/ future efficiencies**

5.5.1 Extending the hours of operation will have the effect of increasing income although this would very much depend on the number of drivers using the Pay by Phone method of payment outside the current 9am to 5pm, Monday to Saturday period which is difficult to estimate.

5.6 *Approved by: Kate Bingham, Head of Finance, Place Department.*

## **6. COMMENTS OF THE SOLICITOR TO THE COUNCIL**

6.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.

6.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations

made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.

6.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as 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. These powers must be exercised so far as practicable having regard to the following matters:-

- The desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- The national air quality strategy.
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the Council to be relevant.

6.4 The Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

6.5 *Approved by: Sandra Herbert, Head of Litigation and Corporate law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.*

## **7. HUMAN RESOURCES IMPACT**

7.1 Enforcement of extended parking controls 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: Jennifer Sankar, Head of HR for Place on behalf of Sue Moorman, Director of HR.*

## **8. CUSTOMER IMPACT**

8.1 The introduction of the proposed restriction hours of the existing CPZ into Aurelia Road and Cecil Road is proposed in response to support from local residents for controlled parking.

8.2 Occupiers of all residential and business premises in the area were consulted to ensure that all those directly affected by the proposals were given the opportunity to give their views. The proposals are made with a view to improving residents' ability to park nearer to their homes.

8.3 There will be an opportunity at the formal consultation stage for members of the public to comment or object to the proposals and any material objections will be responded to in a report which may be considered by this committee.

## **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. Specific equalities issues which may be raised as part of the formal consultation will be referenced within the officers' response to those objections within the body of a future report.

## **10. ENVIRONMENTAL IMPACT**

10.1 The parking controls which were introduced into Cecil Road and Aurelia Road last year have resulted in far easier street cleaning and a general improvement in the environment in these roads. Extending the controls into the evening and on Sundays should improve street cleaning opportunities further.

## **11. CRIME AND DISORDER REDUCTION IMPACT**

11.1 Evening and Sunday patrols in these two roads should have a positive effect on reducing crime levels.

## **12. REASONS FOR RECOMMENDATIONS**

12.1 The recommendations are to change the existing Controlled Parking Zone hours from Monday to Saturday 9am to 5pm to Monday to Sunday 8am to 8pm in Aurelia Road and Cecil Road as requested by a majority of respondents in this area.

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

13.1 An alternative option is not to change the parking control hours and keep the existing arrangement. This could have a detrimental effect on residents in that they would continue to suffer with parking issues after 5pm.

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<b>BACKGROUND DOCUMENTS</b>	None