

LONDON BOROUGH OF CROYDON

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STATEMENT OF EXECUTIVE DECISIONS MADE BY THE EXECUTIVE DIRECTOR OF PLACE ON 1 SEPTEMBER 2017

This statement is produced in accordance with Regulation 13 of the Local Authorities (Executive Arrangements) Meetings and Access to Information) (England) Regulations 2012.

The following apply to the decisions listed below:

Reasons for these decisions: are contained in the **attached** Part A report

Other options considered and rejected: are contained in the **attached** Part A report

Details of conflicts of Interest declared: none

Note of dispensation granted by the head of paid service in relation to a declared conflict of interest: none

The Leader of the Council has delegated to the Executive Director of Place the power to make the executive decisions set out below:

DECISION REFERENCE NO.: 0917PL

Decision title: School Pilot – Pedestrianised Zones – Various Locations

Having carefully read and considered the Part A report and the requirements of the Council's public sector equality duty in relation to the issues detailed in the body of the report, the Executive Director of Place in consultation with the Director of Safety

RESOLVED to:

- 1.1 Agree to the proposals to introduce pedestrian and cycle zone restrictions at the locations detailed below and in Drawing Nos. HWY/1299/SS/02/01 and HWY/1299/SS/05.
 - Dunsfold Rise – Coulsdon
 - Meadow Rise – Coulsdon
 - Fairfield Way – Coulsdon
 - Dinsdale Gardens – Selhurst
 - Alverston Gardend – Selhurst
- 1.2 Delegate to the Highways Improvement Manager, Place Directorate the authority to give notice and make the necessary Experimental Traffic

Management Orders under the Road Traffic Regulation Act 1984 (as amended) in respect of the above proposals;

- 1.3 Consult the general public of the experimental order.

Date: 1 September 2017

CROYDON COUNCIL

REPORT TO:	EXECUTIVE DIRECTOR OF PLACE 1st September 2017
DECISION REFERENCE NO:	0917PL
SUBJECT:	PROPOSED PILOT PEDESTRIAN ZONES VARIOUS LOCATIONS
LEAD OFFICER:	Sarah Randall, Head Parking Services
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Selhurst, Coulsdon West,
<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/ 	
<p>FINANCIAL IMPACT</p> <p>These proposals can be contained within available budget.</p>	
<p>FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision</p>	

<p>1. RECOMMENDATIONS</p> <p>The Executive Director of Place is recommended to:</p> <p>1.1 Agree to the proposals to introduce pedestrian zone restrictions at the locations detailed below and in Drawing Nos. HWY/1299/SS/02/01 and HWY/1299/SS/05</p> <ul style="list-style-type: none"> • Dunsfold Rise – Coulsdon • Meadow Rise – Coulsdon • Fairfield Way – Coulsdon • Dinsdale Gardens – Selhurst • Alverston Gardens – Selhurst

- 1.2 Delegate to the Highways Improvement Manager, Place Directorate the authority to give notice and make the necessary Experimental Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in respect of the above proposals;
- 1.3 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

2. EXECUTIVE SUMMARY

- 2.1 It is recommended that as part of a pilot scheme pedestrian zone restrictions are introduced at various locations across the Borough, where parking at school drop off and pick up times are creating obstruction and safety concerns. This scheme aims to support wider concerns across the borough regarding air quality and increasing and promoting sustainable means of travel (such as walking, scooting, cycling or using public transport). Reducing car travel to school will lead to healthier, more active pupils with a reduced risk of accidents and improved air quality around the main school entrance. Fewer cars and less congestion around the school entrance results in safer walking, scooting and cycling routes for the childrens ingrees and egress from the school site. Increasing the school's reputation as well as opportunity for Croydon Healthy School and Eco School Accreditation.

3. DETAIL

3.1 Alverston Gardens – Selhurst

Requests have been received from parents, residents, teachers, police and ward councillors regarding the traffic and parking issues being experienced during the school drop-off and pick-up times. The irresponsible parking and vehicle manoeuvring is creating increased obstruction of the highway and footway leading to safety concerns for children when entering and exiting the school. Current Enforcement practices at schools only have a short term effect and foot patrols by parking officers do not present an effective deterrent, as only marked areas are restricted and enforceable. It is proposed to pilot a scheme to introduce a pedestrian zone to restrict vehicular access to the area 'Monday to Friday 08:00 to 09:30 and 14:00 to 16:00' as shown on the plan no. **HWY/1299/SS/05**.

3.2 Dinsdale Gardens – Selhurst

Requests have been received from parents, residents, teachers, police and ward councillors regarding the traffic and parking issues being experienced during the school drop-off and pick-up times. The irresponsible parking and vehicle manoeuvring is creating increased obstruction of the highway and footway leading to safety concerns for children when entering and exiting the school. Current Enforcement practices at schools only have a short term

effect and foot patrols by parking officers do not present an effective deterrent, as only marked areas are restricted and enforceable. It is proposed to pilot a scheme to introduce a pedestrian zone to restrict vehicular access to the area 'Monday to Friday 08:00 to 09:30 and 14:00 to 16:00' as shown on the plan no. HWY/1299/SS/05.

3.3 Meadow Rise – Coulsdon

Requests have been received from parents, residents, teachers, police and ward councillors regarding the traffic and parking issues being experienced during the school drop-off and pick-up times. The irresponsible parking and vehicle manoeuvring is creating increased obstruction of the highway and footway leading to safety concerns for children when entering and exiting the school. Current Enforcement practices at schools only have a short term effect and foot patrols by parking officers do not present an effective deterrent, as only marked areas are restricted and enforceable. It is proposed to pilot a scheme to introduce a pedestrian zone to restrict vehicular access to the area 'Monday to Friday 08:00 to 09:30 and 14:30 to 16:00' as shown on the plan no. HWY/1299/SS/02/01.

3.4 Fairfield Way – Coulsdon

Requests have been received from parents, residents, teachers, police and ward councillors regarding the traffic and parking issues being experienced during the school drop-off and pick-up times. The irresponsible parking and vehicle manoeuvring is creating increased obstruction of the highway and footway leading to safety concerns for children when entering and exiting the school. Current Enforcement practices at schools only have a short term effect and foot patrols by parking officers do not present an effective deterrent, as only marked areas are restricted and enforceable. It is proposed to pilot a scheme to introduce a pedestrian zone to restrict vehicular access to the area 'Monday to Friday 08:00 to 09:30 and 14:30 to 16:00' as shown on the plan no. HWY/1299/SS/02/01.

3.5 Dunsfold Rise – Coulsdon

Requests have been received from parents, residents, teachers, police and ward councillors regarding the traffic and parking issues being experienced during the school drop-off and pick-up times. The irresponsible parking and vehicle manoeuvring is creating increased obstruction of the highway and footway leading to safety concerns for children when entering and exiting the school. Current Enforcement practices at schools only have a short term effect and foot patrols by parking officers do not present an effective deterrent, as only marked areas are restricted and enforceable. It is proposed to pilot a scheme to introduce a pedestrian zone to restrict vehicular access to the area 'Monday to Friday 08:00 to 09:30 and 14:30 to 16:00' as shown on the plan no. HWY/1299/SS/02/01.

4 CONSULTATION

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- 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 6 months 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. The objectors are then informed of the decision.