

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 29 April 2015
AGENDA ITEM:	8
SUBJECT:	NEW PARKING BAYS – VARIOUS LOCATIONS
LEAD OFFICER:	Jo Negrini – Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Ashburton, Broad Green, Coulsdon West, Fairfield, Purley, South Norwood and West Thornton.
CORPORATE PRIORITY/POLICY CONTEXT: 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">• 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 SUMMARY: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	

<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree:</p> <p>1.1 To revoke the Neighbourhood Care Bay in Shirley Road by Primrose Lane and the proposals to convert to a 1 hour maximum stay free bay and reposition the existing disabled bays alongside, Ashburton.</p> <p>1.2 To the proposal to convert a Permit/Pay & Display bay to a 9am to 5pm, Monday to Saturday Neighbourhood Care Bay outside 21 Oakfield Road, Broad Green.</p>
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- 1.3 To the proposal to the reduction in length of a free parking bay in Woodmansterne Road, Coulsdon West.
- 1.4 To the removal of 1 Shared-use Permit / Pay & Display parking bays and relocation of other 2 bays in Woodbury Close, Fairfield.
- 1.5 To the proposal to convert the Neighbourhood Care Bay to a free parking bay outside 15 Russell Hill, Purley.
- 1.6 To the proposal to introduce an 'At any time' ambulance bay outside 130 Regina Road, South Norwood.
- 1.7 To the proposal to convert a disabled bay to an 'At any time' ambulance bay in Dunheved Road and to incorporate a 3 hour maximum stay for the existing disabled bays in Dunheved Road South and Thornton Row, West Thornton.
- 1.8 Authorise the General Manager of Operations and Infrastructure (Highways and Parking) to give notice of the proposals 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).
- 1.9 Note that any material objections received following public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

2. EXECUTIVE SUMMARY

- 2.1 This report proposes the revocation of Neighbourhood Care Bays in Shirley Road and Russell Hill, the introduction of a 1 hour maximum stay bay in Shirley Road, the introduction of a Neighbourhood Care Bay in Oakfield Road, the reduction in length of a free parking bay in Woodmansterne Road, the removal of one shared-use Permit / Pay & Display bays in Woodbury Close, the incorporation of a 3 hour maximum stay for the disabled bays in Dunheved Road South and Thornton Row and the introduction of ambulance bays in Dunheved Road South and Regina Road.

3. DETAIL

3.1 Shirley Road by Primrose Lane – Proposed conversion of Neighbourhood Care bay to a 1 hour Maximum Stay Bay

There is an existing Neighbourhood Care bay in Shirley Road outside the Clinic which was introduced a few years ago. Alongside this bay are 2 disabled bays used for visitors to the clinic. A request has been received to remove the Neighbourhood Care bay as there is some confusion over its use with the clinic issuing permits to visitors rather than it being used for a specific vehicle. Due to this confusion it is proposed to convert the bay to a one hour maximum stay bay, no return within 2 hours, operating 9am to 5pm, Monday to Saturday. This bay should provide parking for visitors to the clinic without the need to display a permit. It is also proposed to relocate the bay slightly towards Primrose Lane and increase the size of the disabled bays as shown on **Plan No. PD – 271a**.

3.2 Oakfield Road – Proposed conversion of a Permit / Pay & Display bays to a

Neighbourhood Care bay

A request has been received from a care home at 21 Oakfield Road for help due to the need to park a mini-bus close to their premises. There are existing shared-use Permit / Pay & Display bays in Oakfield Road and although the care home has a business permit for their mini-bus they struggle to manoeuvre this into a bay due to its size and spaces are often at a premium in the road. Due to these difficulties it is proposed to introduce a Neighbourhood Care Bay operating the same hours as the Controlled Parking Zone (9am to 5pm, Monday to Saturday) as shown on **Plan No PD – 271b**.

3.3 Woodmansterne Road by Woodcote Grove Road – Proposed reduction of free parking bay

St Andrew's Church on the corner of Woodmansterne Road and Woodcote Grove Road have requested help to provide more local parking for community visitors of the church and hall including pop in sessions. The church has limited parking space for up to 7 vehicles which are reserved for disabled users. There is often insufficient space and those with mobility issues are often set down whilst the driver finds parking space on-street. This section of Woodmansterne Road lies within the Coulsdon Controlled Parking Zone outer area where there are free parking bays and single yellow lines operating between 11am and 12noon, Monday to Friday. Directly outside the church there is a parking bay sufficient for up to 11 vehicles dominated in the week mainly by commuters. It is proposed to reduce the length of the bay by approximately half as shown on **Plan No PD – 271c** to provide space for non-commuters including visitors to the Church except during the one hour restricted period.

3.4 Woodbury Close – Removal of Permit / Pay & Display Bay and relocation of existing bays

A new development on the corner of Woodbury Close and Homefield Place has resulted in the creation of a new vehicular crossover to the parking area in front of the apartments. This requires the removal of 1½ Permit / Pay & Display bays and it is proposed to remove one and relocate 2 existing bays away from this vehicular crossover as shown on **Plan No PD – 271d**. Although this road is by the Sandilands Tramstop most parking in the road is associated with picking up and setting down passengers rather than parking long term. All residents have ample off-street parking so the removal of one bay is unlikely to have a significant effect on parking.

3.5 Russell Hill – Conversion of Neighbourhood Care Bay to Free Parking Bay

A request has been received from a care home in Russell Hill, Purley for the removal of a Neighbourhood Care Bay which is no longer required and creates problems for visitors to the care home and staff. This bay is situated within the free parking bay used mainly by commuters during the week. Russell Hill is mainly within the Purley Controlled Parking Zone outer area where the yellow line waiting restrictions operate 1 to 2pm, Monday to Friday. It is proposed to revoke the Neighbourhood Care Bay as shown on **Plan No PD – 271e** so that it reverts to part of the free bay.

3.6 Regina Road – Proposed Ambulance Bay

There is an existing advisory ambulance bay located outside North Wood Court

130 Regina Road, South Norwood. This is a large care home and advisory ambulance bays were marked around 5 years ago to help provide space for ambulances which regularly park at the address; normally for setting down and picking up residents on appointments. Unfortunately due to increased parking there are occasions when the ambulance bay is not available and the company who run the care home has requested that this is made an enforceable bay. It is therefore proposed to introduce an 'At any time' ambulance bay as shown on **Plan No PD – 271f**.

- 3.7 **Dunheved Road South – Proposed Conversion of a Loading Bay to an Ambulance Bay and 3 hour maximum Stay for remaining Disabled bays**
There are currently 7 disabled parking bays and a loading bay in Dunheved Road outside the Croydon Mosque. A request has been received via a Ward Councillor for the provision of an ambulance bay outside the Croydon Mosque to help provide a space for ambulances that regularly park for funerals. The mosque has a congregation of over 5,000 which results in regular funerals (around 3 per week) and due to the problem of finding a space it is proposed to convert the loading bay to an 'At any time' ambulance bay. There is also an increasing problem with disabled blue badge holders parking for long periods of time in these bays restricting the space available for visitors to the mosque. To overcome these problems it is proposed to introduce a 3 hour maximum stay for these bays matching the limit for other disabled bays that are for the general public and therefore ensure a turn-over of spaces. The proposals are shown on **Plan No PD – 271g**.
- 3.8 **Thornton Row – Proposed 3 hour Maximum Stay for Disabled Parking Bays**
There are 2 disabled bays in Thornton Row introduced to provide parking for the religious centre on the corner of London Road and Thornton Row. A request has been received via a Ward Councillor to introduce a limit on parking for these bays to ensure a turn-over of spaces. It is therefore proposed to introduce a 3 hour maximum stay for these bays (as shown on **Plan No PD – 271h** matching the limit for other disabled bays that are for the general public.

4 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 will be reported back to this Committee for a decision as to whether the scheme should be introduced as originally proposed, amended or abandoned and objectors informed of the decision.

5 FINANCIAL CONSIDERATIONS

There is a revenue budget of £50k for CPZ undertakings and £50k for Footway Parking and Disabled Bays, from which these commitments if approved will be funded from. 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 remain £71k un-allocated to be utilised in 2015/2016.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2015/16 £'000	M.T.F.S – 3 year Forecast		
		2016/17 £'000	2017/18 £'000	2018/19 £'000
<u>Revenue Budget available</u>				
Expenditure	100	100	100	100
Income	0	0	0	0
<u>Capital Budget available</u>	0	0	0	0
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	0	0	0	0

5.2 The effect of the decision

5.2.1 The cost of the above proposals including legal work is estimated at £4,200.

5.2.2 These costs can be contained within the available revenue budgets for 2015/16.

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 2015/16.

5.4 Options

5.4.1 The alternative option is not to introduce the parking bays as set out in the report which would not benefit residents, customers (including disabled) and businesses.

5.5 Savings/future efficiencies

5.5.1 The current method of introducing/removing or amending parking bays is very efficient with the design and legal work being carried out within the department. The marking of the bays is carried out using maintenance rates through the new Highways contract and these are lower than if the schemes were introduced under separate contractual arrangements.

5.5.2 Any signs that are required are sourced from the new Highways contractor where rates are competitive.

5.5.3 Although unquantifiable at this stage there may be additional income that arises from these changes, although any additional income will be of a small value.

5.5.4 Approved by: Dianne Ellender, Head of Finance and Deputy Section 151 Officer, Place Department.

6. COMMENTS OF THE 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 and implement 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: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

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

7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

8. EQUALITIES CONSIDERATIONS

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 There is no environmental impact arising from this report.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no such impacts arising from this report.

11. REASONS FOR RECOMMENDATIONS

11.1 The recommendations are for:

- the revocation of Neighbourhood Care Bays in Shirley Road and Russell Hill due to them no longer being required;
- the introduction of a 1 hour maximum stay bay in Shirley Road to assist visitors to the clinic;
- the introduction of a Neighbourhood Care Bay in Oakfield Road to help provide parking for a mini-bus;
- the reduction in length of a free parking bay in Woodmansterne Road to help visitors to a church;
- the removal of 1 shared-use Permit / Pay & Display bays in Woodbury Close due to a new development;
- the incorporation of a 3 hour maximum stay for the disabled bays in Dunheved Road South and Thornton Row to help provide a turn-over of parking spaces; and
- the introduction of ambulance bays in Dunheved Road South and Regina Road to help with the Croydon Mosque and a care home.

12. OPTIONS CONSIDERED AND REJECTED

12.1 There are no other viable options to help Blue Badge holders, residents, businesses and visitors at these locations.

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BACKGROUND DOCUMENTS:

None

