

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 29 April 2015
AGENDA ITEM:	9
SUBJECT:	TAMWORTH ROAD – CONSIDERATION OF OBJECTIONS AND PROPOSED NEW OFF-STREET CAR PARK COULSDON FARM / GILBERT COURT ACCESS ROAD AND GORSE ROAD – PROPOSED OFF-STREET CAR PARKS CROYDON ADULT LEARNING AND TRAINING (CALAT) CENTRE, CHIPSTEAD VALLEY ROAD ENTRANCE, COULSDON – PROPOSED SHORT TERM CAR PARK
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broad Green, Coulsdon West and Shirley
CORPORATE PRIORITY/POLICY CONTEXT: This report is inline 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	
FINANCIAL IMPACT: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

- 1.1 Consider the objections (and responses) to introduce an off-street car park with a permit scheme in the Tamworth Road Estate.
- 1.2 Agree the amended proposal as detail in 3.6 in respect of the Tamworth Road Housing Estate.
- 1.3 Agree the proposal in respect of the creation of off-street car parks on the access road from Lion Green Road leading to Coulsdon Farm and Gilbert Court and the access road and parking area for 72a to d Gorse Road.
- 1.4 Agree the proposal to introduce short-term pay and display parking in the Croydon Adult Learning and Training (CALAT) Centre car park currently accessed from Chipstead Valley Road, Coulsdon to operate Monday to Saturday.
- 1.5 Agree that the General Manager of Operations and Infrastructure (Highways and Parking) be given delegated authority to give notice of the proposals and subject to receiving no material objections, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to introduce the above proposals.

2. EXECUTIVE SUMMARY

- 2.1 Further to requests from the Council's Landlord Services it is proposed to introduce enforceable off-street car parks for the Tamworth Road Housing Estate, access road leading to Coulsdon Farm and Gilbert Court and the access road leading to 72a to d and parking area.
- 2.2 It is proposed that a short term pay and display car park be created at the CALAT Centre car park on Chipstead Valley Road that will operate between Monday and Saturday, 7am until 6pm.

3. DETAIL

Tamworth Road Estate – Response to Objections and New Proposed Car Park

- 3.1 On 20 October 2014 the committee agreed a report (minute A31/14 refers) to introduce an off-street car park in the Tamworth Road Estate as shown on **Plan No. PD - 250**. A proposal which included the requirement for residents to display permits was subsequently advertised and two objections were received. The objections are set out below:

3.2 Objector 1

- Objector assumes that Penalty Charge Notices can currently be issued to vehicles that the council has details of.
- Querying the cost of administration of the issue of permits as this should be absorbed into the cost of renting the parking spaces.
- They suggest that details of vehicles are given to the Civil Enforcement Officers to enable enforcement to take place.

3.3 Objector 2

- Proposal is unnecessary as the lockable posts are effective.
- Enforcement will not necessarily stop the problem as the offending vehicle will still be there. It will be difficult to remove vehicles due to the close proximity of buildings.
- The permit charge will be in addition to the rental charge. Also there will be a charge for visitors, which there is not at present in an area where residents are likely to be poor.
- The cost of proposing this must be high whereas there is already an effective solution.

Response

- 3.4 In response to the objections there is no legal enforcement of the current parking in the Tamworth Road estate as there is no Traffic Management Order to enable enforcement if non-residents or other vehicles not authorised for parking use these areas. The administration charge is necessary to cover the cost of issuing permits.
- 3.5 Landlord Services (Housing) had previously requested an enforceable residents permit scheme for parking on the estate as the existing lockable posts are prone to being damaged and locks going missing. There are increasing non-residents and others not authorised using these parking areas to the detriment of residents and others paying rent for the parking. Enforcement is a recognised method in ensuring compliance of parking regulations and most existing Housing parking schemes with Traffic Management Orders are largely self-enforcing. Currently there are tenancy agreements with vehicles authorised to park in the designated parking areas but there is an increasing problem with unauthorised vehicles parking.
- 3.6 However following receipt of the objections referred to above Landlord Services are now requesting consideration of a scheme whereby enforcement only takes place for unauthorised vehicles following requests from Housing to take action against these vehicles.
- 3.7 In order to achieve this and enforce unauthorised vehicles it would be necessary to include a new arrangement within the Off-street Parking Places Order whereby enforcement of vehicles where the keeper of the vehicle does not have a tenancy agreement to park in these areas can take place. Landlord Services would only contact the Council to take action when these issues arise and Penalty Charge Notices can then be issued to these unauthorised vehicles. This amendment to the proposals is a material change to the original proposals and therefore will necessitate a further consultation period and consideration of any objections to a

future meeting. It will be necessary to introduce clear signage to warn against the possibility of penalty to unauthorised vehicles.

Coulsdon Farm & Gilbert Court Access Road

- 3.8 There is an access road to Coulsdon Farm and Gilbert Court leading from Lion Green Road. Land over the first section of the access road is owned by Croydon Council with the remaining section belonging to the owners of Coulsdon Farm. Increasing parking in the access road is causing potential obstruction to access to Coulsdon Farm and Gilbert Court. It is proposed to create an off-street car park for the access road as shown **Plan No. PD - 268** so that parking controls can be enforced. In order for this to be clear to the public yellow lines and / or signs will be required to advise that parking in the road can be enforced by the Council.

- Gorse Road – Access road and parking area leading to Nos. 72a to d**
- 3.9 New houses specifically designed for mobility impaired residents have been built in Gorse Road in a previous garage area for nos.74 to 96 Gorse Road. There are 4 disabled parking bays and an ambulance bay located in the parking area. Housing have asked Parking Services whether it is possible to enforce parking in the designated disabled bays as often there are non-badge holders parking in them. It is proposed to introduce an off-street car park to enable enforcement of not only the disabled bays but also the ambulance picking up / setting down areas and the double yellow lines leading to the parking area as shown on **Plan No. PD – 263b.**

- CALAT Centre Car Park, Chipstead Valley Road – Proposed Introduction of Short-Term Pay and Display Parking on Monday to Saturday**
- 3.10 In July 2014 year planning consent was granted to re-develop the Lion Green Road car park in Coulsdon to provide a mixed development comprising a food store, community Centre and associated parking. The new store will include a privately operated short-term pay and display car park and is due to open in 2016.
- 3.11 The Lion Green Road car park has a total of 227 spaces, including four disabled parking bays, and allows both long-stay and short-stay parking from Monday to Saturday, from 7am to 6pm. It is expected that any short-term parking displaced by the closure of the car park during the week could be provided for by free short-term parking places in the vicinity, such as those in Brighton Road. However, on Saturdays and at other times when the area is likely to be busier, it is anticipated that additional parking facilities may be required.
- 3.12 The CALAT Centre car park in Malcolm Road is provided for users of the Centre, which is open all day from Monday to Friday and from 9am to noon on Saturdays during term-time, and from 9am to 4pm Monday to Friday outside of term-time. The car park provides a total of 28 spaces including four disabled bays. On 20 October the Committee agreed a report (minute A31/14 refers) to create a short-term pay and display car park to operate on Saturdays.
- 3.13 There is concern that in the week there will be no public car park in Coulsdon during the construction of the Waitrose development and the possibility of using the second car park accessed from Chipstead Valley Road has been investigated. Although the car park is used by CALAT it is rarely more than half full and often there are very few parked vehicles. One of the main reasons is due to the fact that the entrance from Chipstead Valley Road is very narrow which deters some drivers from using the car park.
- 3.14 It is proposed to construct a new entrance from Woodcote Grove Road by constructing a ramp due to the difference in levels between the carriageway and the car park surface. Establishment of the entrance would be subject to planning permission and a traffic and road safety investigation including the potential effect on the traffic signaled junction at Woodcote Grove Road / Chipstead Valley Road. It is proposed that the pay and display car park will operate between Monday and Saturday, 7am to 6pm and allow a four-hour maximum stay with charges identical to those that applied to the Lion Green Road car park (shown

below). The CALAT Centre car parks are shown in Plan number **PD – 263c**.

Parking Period	Charge
Up to 1 hour	£0.50
1-2 hours	£1.00
2-4 hours	£2.10

4 CONSULTATION

- 4.1 The legal process to introduce new car parks 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 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 are reported back to this Committee for a decision as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then 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 £65k un-allocated to be utilised in 2015/2016.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
<u>Revenue Budget</u>				
available				
Expenditure	100	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	4	0	0	0
Income	0	0	0	0
Remaining Budget	<u>96</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget</u>				
available				
Expenditure	25	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	25	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

- 5.2.1 The cost of introducing enforceable car parks for the Tamworth Road Housing Estate, access road to Coulsdon Farm and for the parking area for 72a to d Gorse Road is estimated at £3,800 of which part will be borne by Housing.
- 5.2.2 The cost of creating a new entrance into the CALAT car park from Woodcote Grove Road and resurfacing works within the car park including a pay & display machine is estimated at £25,000. This can be funded from Capital funds associated with the CCURV project and the re-development of the Lion Green Road car park.

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 There are no alternative options as introducing car parks for the Tamworth Road Housing Estate, access road leading to Coulsdon farm, the parking area for 72a

to d Gorse Road is the only way that Council enforcement can take place.

5.4.2 There are no suitable alternative car parks to the proposed Coulsdon CALAT car park.

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 will and the supply and installation of signs and posts is carried out using the Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.

5.6 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 advises that in order to amend an Off-street Parking Places Order, it will be necessary to make a Traffic Management Order under the Road Traffic Regulation Act 1984 (and all other enabling powers). 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 matters such as the effect on the amenities of any locality affected.

6.2 The Council will 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 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 RECOMMENDATION

11.1 The recommendation is to introduce enforceable car parks for the Tamworth Road Housing Estate, access road leading to Coulsdon Farm and the parking area (and short access road) for 72a to d Gorse Road. Without enforcement these areas will continue to suffer from indiscriminate parking to the detriment of residents and others that require access.

11.2 Also proposed is a short term Pay & Display Car Park for the CALAT Centre, Coulsdon to be accessed from Woodcote Grove Road. A Car Park close to the centre of Coulsdon will help to provide parking for this district centre and reduce the impact on the forthcoming closure of Lion Green Road Car Park due to redevelopment.

12. OPTIONS CONSIDERED AND REJECTED

12.1 There are no alternative options as introducing enforceable car parks is the only way to ensure that residents can have access to these parking areas and to provide short term parking for Coulsdon town centre.

REPORT AUTHOR/ CONTACT OFFICER: David Wakeling, Parking Design Manager
Infrastructure – Parking Design, 020 8726
6000 (Ext. 88229)