

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6 October 2015
AGENDA ITEM:	15
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:	Broad Green, Coulsdon West, Fairfield, Fieldway and Heathfield.
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 to:-</p> <p>1.1 The proposal to introduce 2 disabled bays (3 hour maximum stay) in Clarendon Road by Derby Road, Broad Green.</p> <p>1.2 The proposal to introduce 5 shared-use Permit / Pay & Display bays in Station Approach Road, Coulsdon West.</p> <p>1.3 The proposal to introduce a loading bay and relocate shared-use Permit / Pay &</p>

Display bays in Aberdeen Road, Fairfield.

- 1.4 The proposal to introduce 2 disabled bays in Parker Road, Fairfield.
- 1.5 The proposal to introduce 2 disabled bays (with a 3 hour maximum stay) in Castle Hill Avenue, Fieldway.
- 1.6 The proposal to relocate the free parking bays in Fernwood, Heathfield.
- 1.7 Authorise the Highways Improvement Manager, Streets Directorate to give notice of the above 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).
- 1.8 Note that any material objections received following the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

2. EXECUTIVE SUMMARY

- 2.1 This report proposes the introduction of disabled bays in Clarendon Road, Parker Road and Castle Hill Avenue; additional residents' permit only bays in Reddown Road and free bays in Westwood Road; new shared-use Permit / Pay & Display bays in Station Approach Road, Coulsdon; a new loading bay and rearranged Permit / Pay & Display bays in Aberdeen Road and rearranged free bays in Fernwood.

3. DETAIL

3.1 Clarendon Road by Derby Road – Proposed 2 Disabled Bays

A request has been received on behalf of the Church of God 7th day on Derby Road which is on the corner of Clarendon Road. They have some disabled members who are finding it increasingly difficult to park close to the church to the high levels of parking in the area. There are existing shared-use Permit / Pay & Display bays (4 hour maximum stay) in Derby Road and Clarendon Road. This area is close to North End and the Town Centre shopping centre and parking demand can be high including Sundays where on street parking is free and the single yellow lines do not apply in the North Permit Zone. In order to help with disabled members attending the church it is proposed to introduce 2 disabled bays in Clarendon Road by Derby Road (with a 3 hour maximum stay) in place of existing shared-use Permit / Pay & Display as shown on **Plan No. PD – 286a**.

3.2 Station Approach, Coulsdon – Proposed Shared-use Permit / Pay & Display

A request has been received from a local Residents Association for more parking bays to be introduced in Station Approach Road, Coulsdon. A section of the road was suspended for a large new residential Development (Pinewood site) which is now completed. A missing section of yellow line (between Brighton Road and Edward Road) outside the development is being parked on by up to 6 vehicles and surveys have shown that this parking does not cause access or safety issues for road users. Since the closure of Lion Green demand on parking in Coulsdon town

centre has increased and we have received complaints from residents in Edward Road and Victoria Road (where residents rely on street parking) that parking is becoming increasingly difficult. It is therefore proposed to introduce 5 shared-use Permit / Pay & Display bays (2 hour maximum stay) as shown on **Plan No. PD – 286b** matching other bays in this area.

3.4 **Aberdeen Road – Proposed Loading bay and relocated shared-use Permit / Pay & Display Bays**

A new primary school (2 form entry – Planning Application 15/02201/P) is currently being constructed in Aberdeen Road between South End and Heathfield Road. The school which will eventually have 420 pupils and 50 FTE staff is designed as a car free site with only one disabled bay. In order to facilitate loading a loading bay is proposed close to the main entrance where there are currently shared-use Permit / Pay & Display bays. In order to ensure that there is no loss of on-street parking it is proposed to relocate bays on a section of yellow line that currently protects a vehicular crossover (dropped kerb) which will no longer be in use once the development is complete. The proposed loading bay and relocated shared-use bays are shown on **Plan No. PD – 286c**.

3.5 **Parker Road near South End – Proposed Disabled bays**

There is a new residential development at 27 Parker Road (Salus Court) which is within the Croydon CPZ – West Permit Zone. As part of the planning conditions 2 disabled bays are required as there is insufficient space to provide off-street parking on the site. Currently there is a section of single yellow line outside the development and it is proposed to introduce 2 'At any time' disabled bays as shown on **Plan No. PD – 286d**.

3.6 **Castle Hill Avenue – Proposed Disabled Bays**

A request has been received from the Castle Hill Surgery at 1a Castle Hill Avenue opposite Westcott Close requesting 2 disabled bays to help with access for customers with restricted mobility. Currently there are no parking controls along this section of Castle Hill Avenue and there is long term parking along this section of the road possibly due to bus or tram commuters resulting in problems for disabled blue badge holders visiting the surgery. It is proposed to introduce 2 disabled bays (with a 3 hour maximum stay) as shown on **Plan No. PD – 286e** and a request will be made for a surfaced footway across the verge to be constructed to help improve access to the surgery.

3.7 **Fernwood (off Pixton Way) – Removal and Relocated Free Bays**

A request has been received from the Property Management Agents of Middlefields and Friars Wood, which are private estates accessed via Fernwood (an adopted highway), to remove and relocate a section of free parking bay. Currently parked vehicles in one of the bays are resulting in serious damage to a verge on private land when larger vehicles such as refuse / recycling trucks negotiate a bend in Fernwood. It is proposed to remove a section of the parking bay opposite the bend and replace this with double yellow line 'At any time' waiting restrictions which match existing restrictions outside these bays. It is proposed to partly compensate for the resultant loss of parking by introducing a new bay for one vehicle close by. The proposals are shown on **Plan No. PD – 286f**.

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 recommendation 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 £25k 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
	£'000	£'000	£'000	£'000
Revenue Budget				
available				
Expenditure	45	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 £4,800.

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: Louise Phillips Business Partner, on behalf of 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, implement and revoke 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 introduction of 2 disabled bays in Clarendon Road to help visitors to the nearby church and other disabled people;
- The introduction of more residents only bays and free parking bays in the Reddown Road area to help improve access for residents;
- The introduction of additional shared-use bays in Station Approach Road, Coulsdon to help local residents and businesses;
- The introduction of a new loading bay in Aberdeen Road to assist with deliveries to a new primary school;
- The introduction of 2 disabled bays in Parker Road to help with disabled residents and other disabled people visiting the local area;

- The introduction of 2 disabled bays in Castle Hill Avenue to help assist disabled customers to a doctors' surgery.
- The removal and relocation of free parking bays in Fernwood to reduce damage to a verge in the road.

12. OPTIONS CONSIDERED AND REJECTED

12.1 There are no other viable options to help, residents, businesses, disabled blue badge holders and visitors at these locations.

**REPORT AUTHOR /
CONTACT OFFICER:**

David Wakeling, Parking Design
Manager, Infrastructure – Parking
Design, 020 8726 6000 (Ext. 88229)

BACKGROUND DOCUMENTS:

None