

**For General Release**

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>16 December 2015</b>
<b>AGENDA ITEM:</b>	<b>13</b>
<b>SUBJECT:</b>	<b>OBJECTIONS TO PROPOSED PARKING BAYS</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Coulsdon West and Heathfield</b>
<p><b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  <b>This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</b></p> <ul style="list-style-type: none"> <li>• <b>The Croydon Plan; Transport Chapter.</b></li> <li>• <b>The Local Implementation Plan; 3.6 Croydon Transport policies</b></li> <li>• <b>Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6</b></li> </ul>	
<p><b>FINANCIAL IMPACT</b>  <b>These proposals can be contained within available budget.</b></p>	
<p><b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a</p>	

<p><b>1. RECOMMENDATIONS</b></p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:</p> <p>1.1 Consider the objections received in response to the public notice detailing the Council’s proposal to introduce five shared use parking bays in Station Approach Road, Coulsdon and reduce the number of free parking spaces in Fernwood, off Pixton Way.</p> <p>1.2 Agree that the new bays in Station Approach Road and reduction of the parking spaces in Fernwood, as detailed in paragraph 1.1 above should go ahead as proposed.</p> <p>1.3 Proceed to introduce the above proposal numbered 1.2 and delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).</p> <p>1.4 Inform the objectors of the above decision.</p>
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## **2. EXECUTIVE SUMMARY**

- 2.1 The purpose of this report is to consider objections from the public following the formal consultation process on proposals to introduce five shared use parking bays in Station Approach Road, Coulsdon and reduce the number of free parking spaces in Fenwood, off Pixton Way.

## **3. OBJECTIONS AND RESPONSES**

### **3.1 Station Approach Road, Coulsdon West**

- 3.2 A request was 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 six vehicles and surveys have shown that this does not cause access or safety issues for road users. Since the closure of Lion Green car park, demand on parking in Coulsdon town centre has increased and complaints have been received from residents in Edward Road and Victoria Road (where residents rely on street parking) that finding parking spaces in the vicinity is becoming increasingly difficult. It was therefore proposed to introduce five shared-use permit / pay and display bays (2 hour maximum stay) to match other bays in this area.
- 3.3 A resident has objected to the proposed new bays on the grounds that they are insufficient and more could be introduced. The objector suggests that eight new bays could reasonably be accommodated in the road. The objector also disagrees with the proposed two hour maximum stay for pay and display users, as they feel that Coulsdon desperately needs all day parking and there is no

demand to park for one to two hours in Station Approach Road. The objector feels that using an 8 hour tariff would be likely to generate more income overall and also yield greater benefits to road users. Additionally, the objector thinks there should be a one hour free parking period, as with the Brighton Road, as this would be a real benefit to the town. The objector points out that the few premises opposite the proposed new bays are commercial, not residential, so there is no particular need for resident permit parking there.

- 3.4 **Response** – The number of bays proposed for Station Approach Road is the maximum that can be safely accommodated. Large vehicles travel through this area and any new parking bays need to ensure access. Five bays will ensure that access and safety can be maintained. Drivers would still be able to park on the yellow lines outside the controlled period but should ensure they do not create obstruction.
- 3.5 The majority of roads within Coulsdon town centre CPZ have a one or two hour maximum stay. The only exception to this is Woodman Road, which has a four hour maximum stay. The existing bays (opposite the proposed bays) in Station Approach Road offer a two hour maximum stay, hence the new bays are proposed to be the same to avoid driver confusion. Long-term parking is available outside the CPZ in unrestricted roads.
- 3.6 The introduction of a free one-hour period of parking is not considered to be appropriate in this location as it is not consistent with the parking arrangements in existing bays and will not assist residents to park. Although the objector does not feel that there is a demand for residential parking in this location, the original request for additional bays came from a Residents' Association, concerned about a lack of parking for residents in the area.
- 3.7 For the reasons above, it is recommended that the Council introduce the originally proposed five shared-use permit / pay and display bays (with a 2 hour maximum stay) as shown on plan no. **PD – 286b**.

### **3.8 Fernwood, Heathfield**

- 3.9 A request was 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. In response it was proposed to remove a section of the parking bay (approximately five spaces) opposite the bend and replace this with double yellow line 'at any time' waiting restrictions, which match existing restrictions outside these bays. It was also proposed to partly compensate for the resultant loss of parking by introducing a new bay for one vehicle close by.

- 3.10 Two local residents have objected to the proposed reduction of the free parking bay for the following reasons:-
- There is very little alternative parking in the area and the reduction in spaces will penalise residents. The one additional space proposed is inadequate.
  - The objector has never heard any complaints about lack of access.
  - Instead of the proposed restriction, commercial vehicles and vans should be prevented from parking in the bay, as this would assist larger vehicles to pass.
  - Vehicles are often parked on the double yellow lines outside the bay, making access more difficult, and these restrictions should be more regularly enforced.
  - The objector drives large vehicles and does not feel that access issues exist in Fernwood.
- 3.11 **Response** – Fernwood was never intended as a location for parking and is a comparatively narrow road which was meant to provide access to the various estates that form part of the Forestdale development. Nevertheless, in order to assist residents, the Council has introduced a limited number of free parking spaces in Fernwood where it was considered safe to do so, including on the bend adjacent to the entrance to Friars Wood.
- 3.12 The Property Management Agents of Middlefields and Friars Wood have informed the Council that vehicles parking in the bay on the bend in Fernwood force larger vehicles to drive over the verge to get past, causing considerable damage. A site meeting with representatives from the Managing Agents has confirmed that this is the case.
- 3.13 Whilst the removal of these spaces is likely to cause some inconvenience to residents, there is no reasonable alternative. It is not possible to prevent commercial vehicles or vans parking in the bay and the only other option, apart from the removal of spaces, would be to widen the carriageway. However, the cost of this is prohibitive.
- 3.14 The narrowness and layout of Fernwood mean that there is very little capacity to introduce more parking spaces and the additional space proposed is the only bay that could be provided safely on the public highway.
- 3.15 Whilst one of the objectors has experience of driving large vehicles and feels that there is not an access issue in Fernwood, the Managing Agents disagree and the damage to the verge opposite the bend confirms that there is an access problem.
- 3.16 Vehicles parked on the double yellow lines outside the bay would undoubtedly worsen the existing access difficulties for large vehicles and our Parking Enforcement Team has been informed of this problem and asked to check the location regularly.
- 3.17 For the reasons above it is recommended to implement the reduction in the parking bays as shown in the plan no. **PD – 286f**.

## 4. CONSULTATION

- 4.1 The purpose of this report is to consider comments and objections from the public following the formal consultation process on proposals to reduce the amount of free parking spaces in Fernwood, adjacent to the junction with Friars Wood and to introduce five additional shared use bays in Station Approach Road, Coulsdon. Once the notices were published, the public had up to 21 days to respond.
- 4.2 The legal process requires that formal consultation takes place in the form of Public Notices placed in the London Gazette and a local newspaper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices on lampposts and signposts in the vicinity of the proposed scheme to inform as many people as possible of the proposals.
- 4.3 Organisations such as the Police, 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 separately at the same time as the Public Notice. Other organisations are also consulted, depending on the relevance of the proposal.

## 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 £4k 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
<b>Revenue Budget available</b>				
Expenditure	25	100	100	100
Income	0	0	0	0
<b>Effect of Decision from Report</b>				
Expenditure	5	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<b>20</b>	<b>100</b>	<b>100</b>	<b>100</b>

<b><u>Capital Budget available</u></b>	0	0	0	0
Expenditure	0	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	<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 the above proposals including other schemes advertised on the same public notice and as agreed at 06 October Committee meeting 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 reduce the parking bay as set out in the report which would not address the access issue raised by the Managing Agents.

## 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, 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 has complied 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 by the members before a final decision is made.

6.3 Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Borough Solicitor & Director of Democratic & Legal Services.

## **7. HUMAN RESOURCES IMPACT**

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

7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive Department.

## **8. EQUALITIES CONSIDERATIONS**

8.1 A Full Equalities Impact Assessment (EqIA) is appended to this report.

## **9. ENVIRONMENTAL IMPACT**

9.1 There are no such impacts 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/PROPOSED DECISION**

11.1 The proposals are to reduce the free parking bay in Fernwood, adjacent to the junction with Friars Wood and to introduce one additional free bay nearby, and to introduce five additional shared use bays in Station Approach Road, Coulsdon. The reduction in the bay in Fernwood is required to ensure access and the additional space is intended to mitigate the loss of spaces. The additional bays in Station Approach Road are intended to provide more parking spaces for residents and visitors and also to help reduce parking pressure in the area following the closure of Lion Green car park.

## **12. OPTIONS CONSIDERED AND REJECTED**

12.1 The other option available would be to do nothing. This would not address the access issues raised and consequent damage to the grass verge or assist residents and visitors wishing to park in Coulsdon town centre.

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<b>BACKGROUND PAPERS:</b>	None.