

# Croydon Council

For General Release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>16<sup>th</sup> December 2015</b>
<b>AGENDA ITEM:</b>	<b>14</b>
<b>SUBJECT:</b>	<b>OBJECTION TO PROPOSED DISABLED 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>Upper Norwood and Woodside</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  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"><li>• The Croydon Plan; Transport Chapter.</li><li>• The Local Implementation Plan; 3.6 Croydon Transport policies</li><li>• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6</li><li>• Croydon Corporate Plan 2013 – 15</li><li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li></ul>	
<b>FINANCIAL IMPACT:</b>  These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	
<b>1. RECOMMENDATIONS</b>  That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:- <ol style="list-style-type: none"><li>1.1 Consider the objections received to the proposals to provide a Disabled Persons' parking bay in Beauchamp Road, Upper Norwood and Aylett Road, Woodside, including officers' recommendations in response to these.</li><li>1.2 Agree to introduce, for the reasons detailed in section 3, the Disabled Persons' parking bays in:<ul style="list-style-type: none"><li>• Beauchamp Road, shown in plan no. PD 287c;</li><li>• Aylett Road, shown in plan no. PD 287b;</li></ul></li></ol>	

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| 1.3 | Delegate to the Highway Improvement Manager, Streets Directorate the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended). |
| 1.4 | Note that the officer shall inform the objectors of the decisions.  |

## **2. EXECUTIVE SUMMARY**

- 2.1 The purpose of this report is to enable consideration of the objections received from members of the public following the formal consultation process on the proposals to provide a disabled parking bay in Beauchamp Road, Upper Norwood and Aylett Road, Woodside. Formal public notices to introduce the proposals were published on 14 October 2015. The public had up to 21 days to respond.
- 2.2 Officers have fully considered the objections and this report details the objections and the Officers' recommendations in response to these.

## **3. OBJECTIONS AND RESPONSES**

- 3.1 Following a public notice of the proposals to introduce disabled bays at a number of locations borough-wide, objections have been received to the proposed bays in Aylett Road and Beauchamp Road. The stated grounds for the objections and officers' responses and recommendations are outlined in the paragraphs below.

### **3.2 Objection – Beauchamp Road, Upper Norwood**

A local resident has objected to a proposed disabled bay in Beauchamp Road. The objector is concerned that the proposed location of the bay will have the effect of reducing the remaining available parking space in the road. The objector has suggested that the bay's location needs to be moved 0.6 metres towards 134 Beauchamp Road as this will allow two full spaces to be maintained between the bay and the dropped kerb at No. 126, without reducing the number of spaces (three) on the other side of the bay (between it and the dropped kerb at No. 142). The objector states that there are currently 11.5 metres between the dropped kerb and the proposed bay, which the objector considers to be not quite two car spaces.

### **3.3 Officers' Response**

The disabled bay has been proposed in a location that allows two cars to park comfortably between the proposed disabled bay and the dropped kerb at No. 126 Beauchamp Road. Parking bay layouts in Croydon are currently designed with end bays at between 4.5 and 5 metres in length and intermediate bays at between 5.5 and 5.8 metres in length. On this basis, there is more than sufficient room to accommodate two car spaces between the crossover and the proposed disabled bay, even if the space nearest to No. 126 is considered as an intermediate bay, due to vehicles parking outside the crossover at No. 126. Moving the proposed disabled bay towards No. 134 by 0.5 or 0.6m as the objector suggests would not increase the number of cars that could be accommodated.

- 3.4 In view of the above, it is recommended that the disabled bay goes ahead as originally proposed and shown on drawing number **PD-287c**.

### **3.5 Objection – Aylett Road, Woodside**

An objection has been received from a local resident to a proposed disabled bay in Aylett Road. The objection is on the grounds that the bay encroaches on the objector's frontage and will make it difficult for the objector to park outside their home. The objector states that they do not wish to park their vehicle out of sight of their property as it has previously been stolen and other vehicles in the street vandalised. The objector suggests that the position of the bay is altered so that it is either partially across the frontage of the other property neighbouring the applicant's house instead of theirs, or is repositioned so that it is partially across the frontages of both the properties neighbouring the applicant's house equally. Alternatively, the objector suggests that the bay could be made smaller and that the disabled applicant would not object to this as their vehicle is a standard car.

### **3.6 Officers' Response**

The proposed disabled bay will be 6.6 metres long, as required by the Traffic Signs Regulations and General Directions 2004 and this means that the entire bay cannot be accommodated outside the property of the resident for whom it was requested, as the frontage is not wide enough. The proposed position of the disabled bay is considered the best location for proximity to the applicant's home and only one metre of the bay extends across the adjacent frontage, which should mean that the objector can still park within sight of their property.

- 3.7 It is not possible to extend the bay partially across the frontage of the other adjacent property to the applicant's house as that property has a tree in front of it which would cause an obstruction to the doors of any vehicle using the disabled bay. The current proposed position of the disabled bay would minimise any obstruction caused by the tree as it would be sited so that the tree and sign post are at one end of the bay, leaving the remainder of the bay unobstructed.

- 3.8 Whilst the bay is being installed primarily for the applicant's use, in practice, it will be available to any disabled Blue Badge holder and therefore, should be designed to accommodate vehicles of various sizes and drivers with varying levels disability, who may require more room to manoeuvre in and out of the bay. It is therefore proposed to introduce the disabled parking bay as originally proposed and shown in drawing number **PD – 287b**.

## **4. CONSULTATION**

- 4.1 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.

- 4.2 The above notices allow members of the public 21 days from the date of publication to respond in writing.
- 4.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Freight Transport Association and bus operators are consulted separately at the same time as the public notice. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.
- 4.4 No comments or objections were received from any of these organisations in response to the consultation.

## **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. 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**

#### **5.2 The effect of the decision**

- 5.2.1 The total cost of implementing the disabled bays is approximately £1,000 which will be met from the revenue budget for 2015/16.

#### **5.3 Risks**

- 5.3.1 There are no risks arising from this recommendation.

#### **5.4 Options**

- 5.4.1 The alternative option in respect of the proposed disabled bays is to not introduce them.

#### **5.5 Savings/ future efficiencies**

- 5.5.1 The current method of marking parking bays is very efficient with the design and legal work undertaken within the department. The work is carried out using maintenance rates of the Highway Division's annual contractor, which are lower than if the bays were marked under separate contractual arrangements.
- 5.5.2 Any signs that are required are sourced from the Highways contractor where rates are competitive.
- 5.5.3 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 Sections 6, 45, 46, 49 and 124 of Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce and implement Disabled Parking Places using 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 desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.
- 6.2 The Council have 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 before a final decision is made.
- 6.3 Approved by: Gabriel MacGregor Head of Corporate Law on behalf of the Borough Solicitor and Monitoring Officer

## **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 IMPACT**

- 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 AND CRIME & DISORDER REDUCTION IMPACTS**

- 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**

11.1 This report has carefully considered the objections received in respect of the proposals to introduce a disabled persons' parking bay in Beauchamp Road and Aylett Road. Formal public notices to introduce the proposals were published on 14 October 2015. The recommendations have been based on weighing the benefits of the proposed bays to the applicants against the inconvenience that the objectors and others might experience as a result of siting the bays at those locations.

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

12.1 The only other options available in respect of the disabled persons' parking bays would be either to do nothing or to re-site the bays in less convenient locations for the applicants. These options were rejected because they would result in the applicants with mobility issues continuing to experience difficulty in finding a place to park on the street close to their homes.

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### **REPORT AUTHOR**

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### **BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:**