

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 July 2014
AGENDA ITEM:	7
SUBJECT:	PROPOSED PARKING BAYS – VARIOUS LOCATIONS
LEAD OFFICER:	Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broad Green, Croham, Fairfield, Upper Norwood and West Thornton,
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 SUMMARY: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	

1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree: <ul style="list-style-type: none">1.1 Oakfield Road, Broad Green – To convert an existing Pay and Display Shared Use/Permit holders bay to a disabled bay.1.2 Progress Way, Broad Green – The introduction of a 15m Loading bay opposite Stargazer by Broadfield Close.1.3 Broomhall Road, Croham – The introduction of six additional Shared Use bays in operational time 9am to 5pm, Monday to Friday.1.4 St Andrew's Road, Fairfield – The introduction of two additional Shared Use bays in operational time 8am to 6.30pm, Monday to Saturday.

- 1.5 **Scarbrook Road and Whitgift Street, Fairfield** – To remove 3 Pay & Display Only bays in Scarbrook Road for a new entrance/exit to the Wandle Car Park to be constructed. Also to remove 3 Pay & Display Only bays in Whitgift Street to allow buses to enter and exit Whitgift Street safely.
- 1.6 **Campbell Road, Selhurst** – To convert two existing Pay and Display Shared Use/Permit holders bays to disabled bays.
- 1.7 **Green Lane, Upper Norwood** – The introduction of a 15m Loading bay opposite Nos. 24 – 26.
- 1.8 **Duhneved Road South, West Thornton** – To introduce two additional disabled bays and a loading bay at the side of Croydon Mosque.
- 1.9 To delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to introduce the above measures, subject to receiving no material objections on the giving of public notice.
- 1.10 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration.
- 1.11 It is recommended that the that Cabinet Member for Transport and Environment agree to Recommendations 1.1 - 1.10 above.

2. EXECUTIVE SUMMARY

- 2.1 This report proposes new shared-use Permit / Pay & Display bays, loading bays, disabled bays and a neighbourhood care bay at various locations across the Borough. Also included is a proposal to remove Pay & Display bays to accommodate access to a proposed bus stand area in the Wandle Surface Car Park.

3. DETAIL

- 3.1 **Oakfield Road, Broad Green – Proposed Disabled Bay**
A request for a disabled bay has been received from the Zakia Centre in Oakfield Road. Following a site investigation, it is proposed to convert an existing Shared Use bay to a disabled bay as shown on the attached drawing No. PD – 238a.
- 3.2 **Progress Way, Broad Green – Proposed Loading Bay**
A request for a loading bay has been received from Stargazer, a local business located at 26 Progress Way. Progress Way is a narrow industrial road with a number of local businesses in the vicinity. Stargazer, have stated that they receive regular deliveries and because Progress Way is narrow, the delivery lorries cause traffic congestions at both ends, making it difficult for motorists to pass. It is recommended to install a 15m loading bay opposite Stargazer, to provide a location for loading and unloading for the local businesses in Progress Way as shown on drawing No. PD – 238b.

- 3.3 **Broomhall Road, Croham - Proposed Additional Permit / P&D Bays**
 A resident of Broomhall Road has enquired if the Council can investigate whether there is room for additional bays to be added in her road. A site investigation has confirmed that there is scope for 6 additional bays to be added to Broomhall Road as shown on drawing No. PD – 238c.
- 3.4 **St Andrew's Road, Fairfield – Proposed Additional Permit / P&D Bays**
 A local resident from St Andrew's Road has enquired if the Council can investigate whether additional controlled parking bays can be added in his road. A site investigation confirmed there is scope for 2 additional bays to be added to the existing zone as shown on drawing No. PD – 238d.
- 3.5 **Scarbrook Road & Whitgift Street, Fairfield – Proposed removal of Pay & Display Only bays in Scarbrook Road and Whitgift Street**
 A request has been received from Transport for London (TfL) for the council to propose a location for a Bus Stand. The council has recommended a location in the Wandle Car Park, in Scarbrook Road. The proposed entrance for the buses is between Mann Close and Church Road. There are currently 15 Pay & Display Only bays in Scarbrook Road which are predominantly empty due to the cheaper rate of the Wandle Car Park and therefore it is recommended to remove 2 Pay & Display bays from Scarbrook Road to allow a separate entrance/exist area to be constructed for the buses to gain a separate access to the Wandle Car Park. One of the removed bays is to be re-located further down in Scarbrook Road.
- It is also proposed to remove 3 Pay & Display Only bays in Whitgift Street, near the junction of the High Street, to allow buses to enter Whitgift Street safely. The locations of the existing Pay & Display Only bays to be removed in Scarbrook Road and Whitgift Street and proposed locations of one Pay & Display Only bay and the entrance/exit to the Bus Stand area in Scarbrook Road are shown on drawing No. PD – 238e.
- 3.6 **Campbell Road, Selhurst – Proposed Additional 2 Disabled Parking Bays**
 A request for additional disabled bays has been received from a Ward Councillor on behalf of the Oshwal Centre, a religious / community centre in Campbell Road, to be installed due to the high proportion of mobility impaired members who attend the centre and the lack of parking in the area There are currently 2 mandatory disabled bays in Campbell Road, provided mainly for the Oshwal Centre. Unfortunately, there is no scope for additional bays in the road without an adverse effect on traffic movements and it is therefore proposed to convert 2 existing Shared Use bays as shown on drawing No. PD – 238f.
- 3.7 **Green Lane, Upper Norwood – Proposed Loading Bay**
 A request has been received from the Co-Operative store in Green Lane for a loading bay to be installed close to the store. This business is experiencing delivery problems as long term parking, the presence of a bus stopm and zebra crossing often prevents lorries from parking along this section of Green Lane. Double parking creates safety concerns and can delay bus services. It is therefore proposed to install a loading bay at the location shown as per attached drawing No. PD – 238g.
- 3.8 **Dunheved Road South, West Thornton – Proposed Additional 2 Disabled Bays & a Loading Bay**

A request has been received from a Ward Councillor for the provision of additional disabled bays for the Croydon Mosque situated on the corner of Dunheved Road South and London Road. Dunheved Road South is One Way, towards London Road. There are currently 6 disabled parking bays outside the Mosque which are in constant use during prayer times. Parking is at a premium in Dunheved Road South due to the regular activities of the mosque. The request for additional disabled bays is due to lack of parking in the area and resultant problems for the mobility impaired. It is proposed to introduce 2 additional disabled bays, which will replace some of the excessive double yellow lines near the junction of Sharland Close and Dunheved Road South. The proposed locations of the disabled bays will not affect the access and safety of traffic to and from the Close. The proposed locations of the 2 disabled bays are shown on drawing No. PD – 238h.

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

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
		2014/15	2015/16	2016/17
	£'000	£'000	£'000	£'000
Revenue Budget				
available				
Expenditure	50	50	50	50
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 introducing new bays, disabled bays, loading bays and removing existing bays including advertising the Traffic Management Orders and associated lining and signing work is estimated at £5,700.

5.2.2 These costs can be contained within the available revenue budgets for 2014/15.

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 2014/15.

5.3.2 The cost per bay is reduced by introducing a number of parking bays in one schedule and therefore spreading the legal costs.

5.4 Options

5.4.1 The alternative option is not to introduce the additional bays, disabled bays and loading bays proposed in the report which would not benefit residents, customers, businesses and those with impaired mobility.

5.5 Savings/future efficiencies

5.5.1 The current method of introducing 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.

5.6 Approved by: Tim Flood, on behalf of Head of Finance and Deputy S151 Officer Chief Executive's 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. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious 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 Enforcement of new parking schemes will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.
- 7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Interim Director of Human Resources, Chief Executive 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 additional shared-use Permit / Pay & Display bays (to help residents and customers to local businesses), disabled bays (to help those with restricted mobility), loading bays (to help businesses) and the removal of Pay & Display bays (to allow for a new bus stand in Central Croydon).

12. OPTIONS CONSIDERED AND REJECTED

12.1 There are no viable options that would help residents and businesses and assist those with impaired mobility at these locations.

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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972: None