

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>21 July 2014</b>
<b>AGENDA ITEM:</b>	<b>8</b>
<b>SUBJECT:</b>	<b>GILLETT ROAD HOUSING CAR PARK</b> <b>PROPOSED REDUCTION IN CAPACITY DUE TO RE-DEVELOPMENT</b>
<b>LEAD OFFICER:</b>	<b>Executive Director of Development and Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Thornton Heath</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  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"><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></ul>	
<b>FINANCIAL IMPACT:</b>  These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> Not a Key Decision	

## 1. RECOMMENDATIONS

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

- 1.1 To an amendment to the Off-Street Parking Places Order (2012 no.54) reducing the capacity within the Gillett Road Housing Estate car park to allow a redevelopment within the site.
- 1.2 Delegate to the Manager of Enforcement and Infrastructure, Highways and Parking Services the authority to give notice 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 proposal.

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| <p>1.3 Note that any material objections received on the giving of public notices will be reported to a future Traffic Management Cabinet Advisory Committee for consideration.</p> <p>1.4 It is recommended that the Cabinet Member for Transport and Environment agree to Recommendations 1.1, 1.2 and 1.3 above.</p> |
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## **2. EXECUTIVE SUMMARY**

- 2.1 It is proposed to reduce the parking area within the Gillett Road Car Park to allow for redevelopment of the site.

## **3 DETAIL**

- 3.1 An enforceable off-street car park within the housing estate flanked by Gillett Road and Garnet Road was implemented in 2005. The car park is split between 2 areas one with 27 spaces and the other with 17 spaces.
- 3.2 All parking events taking place within this housing estate are subject to compliance with an Off-Street Traffic Management Order. Parking within the car park is only available to residents of the named estate, their visitors or whoever Council Officers deem require essential parking availability within the estate.
- 3.3 All parking within this estate is authorised by the display of Council issued parking permits which are purchased annually by residents and which must be displayed in the windscreen of any parked vehicle.
- 3.4 Landlord Services are proposing to redevelop part of the car park with two 3 bedroomed houses each with 2 parking spaces – Planning Application No. 13/03145/P - agreed. The proposed development will result in the loss of 27 spaces in one of the areas of the car park.
- 3.5 Alpha Parking Ltd were commissioned to carryout parking surveys for Croydon Landlord Services to determine the effect on reducing the capacity of the car park. Four surveys were undertaken in November 2013 – Friday 15/11/13 between 00.30 and 05.30, Sunday 17/11/13, 00.30 to 05.30, Monday 18/11/13, 14.00 to 15.00 and Monday 18/11/13, 19.00 to 20.00.
- 3.6 The surveys showed that in all periods between 10 and 13 vehicles were parked equating to a parking stress level (parked vehicles divided by spaces) of between 22 and 30% based on 44 spaces. Reducing the car park capacity from 44 to 17 spaces would result in a parking stress level of between 59 and 77%. Generally a parking stress level of more than 85% is seen as being a potential issue.
- 3.7 Currently 13 permits have been issued to Housing residents which concurs with the survey results. The permit system shows the number of expired permits since 2010 and these figures show that a maximum of 15 permits have been issued to this car park. Residents would be entitled to on-street Thornton Heath residents permits in the event that there is a large increase in the number of Housing Permits for this car park.

3.7 It is proposed to amend the car park as shown on Plan No.\*\*\*\* to allow for redevelopment.

## 4 CONSULTATION

4.1 The legal process to amend the car park 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 Cabinet 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.

4.4 Landlord Services carried out their own consultation in the proposed development in the Thornton Heath Library and local residents including those directly affected by the development were invited to the event in August 2013. Ten residents attended the event and the proposals were generally well received mainly due to the fact that only 2 new homes were proposed.

## 5. FINANCIAL CONSIDERATIONS

### 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2014/15 £'000	M.T.F.S – 3 year Forecast		
		2015/16	2016/17	2017/18
		£'000	£'000	£'000
<b>Revenue Budget</b>				
<b>available</b>				
Expenditure	50	50	50	50
<b>Effect of Decision</b>				
<b>from Report</b>	0	0	0	0
Expenditure	0	0	0	0
<b>Effect of Decision</b>				
<b>from report</b>	0	0	0	0
Expenditure	2	0	0	0
<b>Remaining Budget</b>	<u>50</u>	<u>50</u>	<u>50</u>	<u>50</u>
<b>Capital Budget</b>				
<b>available</b>				
Expenditure	0	3	0	0
<b>Effect of Decision</b>				
<b>from report</b>	0	0	0	0
Expenditure	2	0	0	0

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

- 5.2.1 Housing Officers have confirmed that by reducing the existing parking bay availability in the above car park will not have any noticeable effect on the number of authorised parking permits being sold annually to residents.
- 5.2.2 The cost of amending the traffic order and signing in the car park is estimated at £2,000 which will be borne by Landlord Services.

## **5.3 Risks**

- 5.3.1 It is anticipated that the consequential reduced parking availability within the estate will be able to accommodate the number of permit holders.
- 5.3.2 The current income from the issue of Penalty Charge Notices (PCN's) may decline due to the reduced number of spaces.

## **5.4 Options**

- 5.4.1 There are no alternative options as the area of the car park has already been committed for redevelopment by Landlord Services.

## **5.5 Savings/future efficiencies**

- 5.5.1 By reducing the parking bay availability within the e car park, those customers who cannot find a free parking space available will be forced to use our adjacent off or on-street pay & display parking facilities, thus possibly increasing present income generation from these locations.
- 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 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 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 RECOMMENDATION**

- 11.1 The recommendations are to reduce the size of the Gillett Road Housing Car Park due to redevelopment.

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

- 12.1 There are no other options as the proposed redevelopment of the car park will result in a reduction in the capacity. However, residents would be entitled to purchase on-street permits in the event that parking becomes an issue in this car park.

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