

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 JULY 2014
AGENDA ITEM:	12
SUBJECT:	OBJECTIONS TO PROPOSED FREE PARKING BAYS IN MARLPIT AVENUE AND PROPOSED THREE ADDITIONAL 2 HOUR MAXIMUM STAY PARKING BAYS IN STATION APPROACH ROAD, COULSDON
LEAD OFFICER:	Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Coulsdon East and Coulsdon West
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</p> <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 IMPACT	
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:
1.1 Consider the objections received to the proposals to introduce three free parking bays in Marlpit Avenue, Coulsdon and three 2 hour maximum stay shared-use Permit/Pay and Display bays in Station Approach Road, Coulsdon.
1.2 Agree for the reasons at paragraph 3.5-3.9 to introduce three free parking bays in Marlpit Avenue.
1.3 Agree for the reasons at paragraph 3.12 and 13 not to introduce three 2 hour maximum stay shared-use Permit/Pay and Display bays in Station Approach Road, Coulsdon.
1.4 Delegate to the Enforcement and Infrastructure Manager, Highways & Parking Services the authority to make the necessary Traffic Management Orders

under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.2 above.

1.5 Inform the objectors of the above decisions.

1.6 It is recommended that the that Cabinet Member for Transport and Environment agree to Recommendations 1.1, 1.2, 1.3, 1.4 and 1.5 above.

2. EXECUTIVE SUMMARY

2.1 The purpose of this report is to consider comments and objections from members of the public following the formal consultation process on proposals to introduce free parking bays in Marlpit Avenue, Coulsdon and 2 hour maximum stay shared-use Permit/Pay and Display bays in Station Approach Road, Coulsdon.

3. OBJECTIONS AND RESPONSES

3.1 Proposed free parking bays – Marlpit Avenue, Coulsdon

3.2 On 14 March 2014 the Committee agreed a proposal to introduce three free parking bays in Marlpit Avenue, Coulsdon. Following public notice of the proposals three objections were received from local residents.

3.2 The objectors state that Marlpit Avenue is a narrow road and bus route and parked vehicles would cause an obstruction for residents exiting their driveways, they would not have clear visibility and this would jeopardise road safety having to manoeuvre around parked vehicles.

3.3 The objectors feel they should not be penalized due to the decision to redevelop the Lion Green Car Park site which would increase parking in the area. One objector feels commuter parking would not be aesthetically pleasing and would detract from the pleasant area. They comment that the existing Controlled Parking Zone that applies between 11am and Noon, Monday to Friday was introduced to prevent commuter parking and this should not be reintroduced to alleviate parking problems in other areas. One objector, who is not a resident of Marlpit Avenue, stated they should have been consulted on the proposals.

3.4 One objector comments that there is an existing danger of vehicles speeding from Rutherford Rise into Marlpit Avenue. They also point out that they have planning permission to erect a garage and one of the proposed parking bays would impinge on their proposed driveway area.

3.5 **Response** – The proposals were originally approved in September 2012 but following a large number of objections from residents to the formal consultation (public notice) the Traffic Management Cabinet Committee agreed on 12 February 2013 that the original proposal should not be implemented.

3.6 Officers are of the view that there is scope for parking in Marlpit Avenue and do not consider that commuter parking would infringe on local residents or road

users. This would relieve pressure on parking on the fringe of the Coulsdon CPZ where complaints of commuter parking creating safety and access concerns have been received. The Council has an obligation to secure suitable and adequate parking facilities and is of the view this proposal seeks to achieve this.

- 3.7 The Council has had regard to the expeditious, convenient and safe movement of vehicular and other traffic. The proposals were originally approved in September 2012 but following objections from residents a recommendation not to proceed was approved at the meeting on 12 February 2013.
- 3.8 Officers feel there is scope for parking in Marlpit Avenue and do not feel commuter parking would infringe on local residents or road users. This would relieve pressure on parking on the fringe of the Coulsdon CPZ.
- 3.9 Marlpit Avenue is the route for the 404 bus and is not a narrow road; the carriageway is of average width for a road. The proposed parking bays are on the opposite side of the road to most driveways and should not impact on sight visibility for vehicles accessing the highway.
- 3.10 The loss of Lion Green Car Park in Coulsdon (due to close in the autumn) will displace commuter parking in the area but containing parking within the existing CPZ will alleviate further parking problems in roads that may be less suitable for parking. Marlpit Avenue has good sight lines and the introduction of three free parking bays should help to slow vehicle speeds whilst keeping parking contained within areas away from driveways. Any new driveways installed would require the removal of parking across that driveway.
- 3.11 It is recommended to introduce three free parking bays in Marlpit Avenue between Nineacres Way and Marlpit Lane as shown on Plan No. PD-185c.
- 3.12 **Proposed shared-use Permit/Pay and Display Bays – Station Approach Road, Coulsdon**
- 3.13 An objection has been received to the introduction of three 2 hour maximum stay shared-use Permit/Pay and Display Bays in Station Approach Road. The objector states that Station Approach Road is the main access routes to business premises in Gateway Business Park used by articulated vehicles. These large vehicles have little room for manoeuvring and the introduction of these parking bays would compromise their access route. The objector provided video footage showing the challenges articulated vehicles face negotiating their access route at present.
- 3.14 **Response** - Officers have reviewed the proposals and are of the opinion that the introduction of parking bays in Station Approach Road would create manoeuvrability problems for heavy goods vehicles, especially those with trailers.
- 3.15 It is recommended not to proceed with the introduction of 3 parking bays in Station Approach Road at the location shown on Plan No. PD-224c.

4. CONSULTATION

- 4.1 The purpose of this report is to consider comments and objections from the public and statutory consultees following the formal consultation process on proposals to introduce free parking bays in Marlpit Avenue and shared-use Permit/Pay and Display 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.
- 4.4 No comments or objections were received from any of these organisations in response to the consultation.

5 FINANCIAL CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

<u>Capital Budget available</u>	0	0	0	0
Expenditure	0	0	0	0
<u>Effect of Decision from</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

2 The effect of the decision

- 2.1 The cost of introducing free parking bays in Marlpit Avenue is estimated at £2,800.

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

3 Risks

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.

3.2 The cost per parking scheme is reduced by introducing a number of parking schemes in one schedule and therefore spreading the legal costs.

4 Options

4.1 The alternative option is not to introduce free parking bays in Marlpit Avenue which would increase pressure on parking in the area.

5 Savings/future efficiencies

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.

5.2 Any signs that are required are sourced from the new Highways contractor where rates are competitive.

5.3 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. 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: 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 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 proposal is for introducing free parking bays aimed at allowing some commuter parking within the Coulsdon Controlled Parking Zone and therefore reducing the parking on the fringe of the zone where complaints have been received from residents. The forthcoming closure of the Lion Green Road car park will increase the on-street commuter parking and this proposal should help to provide safe unobstructed parking. The recommendations have been made after considering the objections received and weighing the likely benefits to motorists and residents. Information received through formal consultation forms the basis of the recommendations.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The options available for Marlpit Avenue would be to do nothing. This would be detrimental to parking in areas outside the CPZ.

REPORT AUTHOR

Jill Adams, Senior Traffic and Order Engineer,
Infrastructure – Parking Design, 020 8726
6000

CONTACT OFFICER:

David Wakeling, Parking Design Manager
Infrastructure – Parking Design, 020 8726
6000

BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972: