

# Croydon Council

For General Release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>20 OCTOBER 2014</b>
<b>AGENDA ITEM:</b>	<b>10</b>
<b>SUBJECT:</b>	<b>NEW PARKING BAYS AND AMENDMENTS TO EXISTING PARKING BAYS – VARIOUS LOCATIONS</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, 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>Broad Green, Fairfield, Thornton Heath and West Thornton</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 SUMMARY:</b>  These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	

<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 Agree to remove three shared-use (Permit / Pay &amp; Display) bays in Lennard Road.</p> <p>1.2 Agree to introduce an inset loading bay in Dingwall Road.</p> <p>1.3 Agree to introduce two disabled parking bays in Grange Road, adjacent to St Alban's Church.</p> <p>1.4 Agree to amend the maximum stay for Pay &amp; Display users in the section of</p>
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- Nursery Road between Pridham Road and Elm Road from 8 hours to 2 hours.
- 1.5 Agree to apply a three-hour maximum stay to the existing disabled parking bays in Stanley Road, adjacent to the Medical Centre.
  - 1.6 Authorise the Enforcement and Infrastructure Manager (Highways and Parking Services) 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.
  - 1.7 Note that any material objections received following public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

## **2. EXECUTIVE SUMMARY**

- 2.1 This report proposes the removal of three shared-use (Permit/Pay & Display) parking bays in Lennard Road, outside the new Harris Invictus Academy School, to accommodate a "School Keep Clear" restriction to protect the school entrance.
- 2.2 This report also proposes the introduction of an inset loading bay in Dingwall Road, to assist businesses receiving deliveries.
- 2.3 This report further proposes the introduction of two new disabled bays in Grange Road, adjacent to St Alban's Church, to assist disabled attendees.
- 2.4 Also proposed are the amendment of shared-use (Permit / Pay & Display) bays in the section of Nursery Road between Pridham Road and Elm Road so that the maximum stay is 2 hours rather than 8 hours for Pay & Display users.
- 2.5 In addition, this report proposes the application of a three- hour maximum stay to the existing disabled bays in Stanley Road, adjacent to the Medical Centre in London Road, to ensure a regular turnover of vehicles so that the bay is available to disabled patients visiting the surgery.

## **3. DETAIL**

### **Lennard Road – Proposed Removal of Parking Bays**

- 3.1 The Harris Invictus Academy opened on 09 September 2014. The developer of the site has requested that a "School Keep Clear" marking should be installed outside the school entrance in Lennard Road to protect sightlines and ensure the safety of pupils entering and leaving the site.
- 3.2 The proposed introduction of a 25.56 metre "School Keep Clear" zig-zag marking will necessitate the removal of three shared-use (Permit / Pay & Display) bays outside the school entrance in Lennard Road (as shown in Plan No. **PD – 246a**). This is the minimum length for a "School Keep Clear" marking permitted by the regulations, and will ensure that the school entrance is protected and also that disruption to existing parking facilities is minimal.

### **Dingwall Road – Proposed Introduction of a Loading Bay**

- 3.3 Dingwall Road is subject to one-way restrictions (south-east to north-west) and a contra flow bus and cycle lane between its junction with George Street and No. 63 Dingwall Road. Due to the width of the carriageway in this section of the road, vehicles delivering to businesses are forced to park on the pavement, in order to

prevent an obstruction to traffic turning into the road from George Street. This causes damage to paving slabs, which are due to be replaced shortly as part of an improvement project.

- 3.4 In view of this, a proposal has been received from the Council's Capital Delivery Hub to introduce a loading bay, operating at all times, in Dingwall Road adjacent to the flank wall of No. 95 George Street. The bay would be inset into the footway to prevent any obstruction to the carriageway or damage to the footway. A one-hour maximum stay and a one-hour no return restriction would apply to the bay to ensure a regular turnover of vehicles. The proposed location for the loading bay is shown in Plan No **PD – 246b**.
- 3.5 The cost of the project, estimated at £35,000 would be funded from The East Croydon Interchange Public Realm Project, which is funded by the TfL Local Implementation Plan Major Projects fund.

#### **Grange Road – Proposed Introduction of Disabled Bays**

- 3.6 The Church Warden from St Alban's Church, Grange Road, has requested that disabled parking bays should be provided adjacent to the church, to assist disabled attendees. The carriageway outside the church is currently marked with a single yellow line waiting restriction, operating from 7am to 7pm, Monday to Saturday.
- 3.7 Although Blue Badge holders are permitted to park where waiting restrictions are in force for a maximum of three hours with their badges and time discs displayed, the Church Warden has pointed out that this period is often insufficient for those attending funerals, weddings and special events where a reception is held in the neighbouring church hall, and this means disabled attendees are forced to move their vehicles.
- 3.8 In view of this it is proposed that two mandatory disabled parking bays should be introduced next to the church entrance in Grange Road in response to this request, replacing a 13.20 metre length of single yellow line, as shown in Plan number **PD – 246c**.

#### **Nursery Road – Proposed amendment of Pay & Display Bays**

- 3.9 A request was received via a Ward Councillor for the conversion of the shared-use (Permit / Pay & Display) bays in Nursery Road between Pridham Road and Elm Road to be converted to Residents' Only parking bays. Residents indicated that they are experiencing problems with local businesses dominating parking bays and preventing access to their properties for unloading shopping etc.
- 3.10 Whilst a resident permit does not guarantee a parking space, experience has shown that the majority of permit holders living within a CPZ can park within a short distance of their homes during the operational hours. The normal form of action when residents are experience competition for spaces from Pay and Display users would be to reduce the maximum stay for these users.
- 3.11 Income from the Pay & Display machine serving the 16 bays shows that on average nearly half the bays are occupied by Pay & Display users. Most of the parking bays in Nursery Road have a maximum stay of 2 hours for P&D users with only the bays between Pridham Road and Elm Road having an 8 hour maximum stay.
- 3.12 The request was reported to the Traffic Management Cabinet Committee at their meeting on 14 March 2014 with a recommendation that the maximum stay for these

parking bays should be reduced to 2 hours in line with the remaining section of the road. However, at that time the Committee resolved not to proceed with this proposal (minute A20/14 refers).

- 3.13 Since that meeting, the resident who originally raised the issue has contacted the Council and indicated that the parking problems that were highlighted previously are still on-going. This prompted a further presentation of the above proposal to this committee
- 3.14 Accordingly, it is proposed to reduce the maximum stay of the shared-use (Permit / Pay & Display) bays in Nursery Road (between Pridham Road and Elm Road) from 8 hours to 2 hours, as shown in Plan No. PD233. This will also have the effect of increasing the charges for Pay & Display users from 60p for 1 hour to £1.10 and from 80p for 2 hours to £1.80 and therefore give more priority for resident permit holders who can park for unlimited time. Currently parking bays in nearby Pridham Road and Elm Road offer 8 hour parking for Pay & Display users and surveys and income from the machines have shown that there is plenty of capacity for any displaced parking from Nursery Road. **PD – 233.**

#### **Stanley Road – Application of a Three-Hour Maximum Stay to Disabled Bays**

- 3.15 A disabled Blue Badge holder has contacted the Council to request that a three-hour maximum stay should be applied to the existing disabled bays in Stanley Road, adjacent to the Medical Centre at No. 501 London Road.
- 3.16 The disabled parking bays were provided in November 2013 for disabled patients attending the Medical Centre. However, a problem has arisen with disabled badge holders parking in the bays for extended periods of time, possibly to visit local shops and amenities as well as the surgery and preventing other disabled patients accessing the bay.
- 3.17 In view of the above it is proposed to apply a three-hour maximum stay to the disabled bays in Stanley Road, as this will allow disabled patients sufficient time to attend medical appointments but also ensure a turnover of vehicles, so that the space is regularly available. The bay is shown in Plan No. **PD – 246d.**

## **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 Cabinet

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

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 £35k un-allocated to be utilised. The capital spend is to come out of the public realm development budget.

### 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2014/15 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000
<b><u>Revenue Budget available</u></b>				
Expenditure	72	100	100	100
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	5	5	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<b>67</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b><u>Capital Budget available</u></b>				
Expenditure	35	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	35	0	0	0
<b>Remaining Budget</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### 5.2 The effect of the decision

5.2.1 The cost of removing three shared-use (Permit / Pay & Display) bays from Lennard Road, introducing two disabled bays in Grange Road, reducing the maximum stay applicable to shared-use (Permit / Pay & Display) bays in Nursery Road (between Pridham Road and Elm Road) from 8 to 2 hours and introducing a three-hour maximum stay in the existing disabled bays in Stanley Road (including advertising and machine changes and lining / signing work) is estimated at £5,300.

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

5.2.3 The cost of creating a loading bay in Dingwall Road by George Street East including statutory undertakers' works is estimated at £35,000. This would be funded from The East Croydon Interchange Public Realm Project, which is funded by the TfL Local Implementation Plan Major Projects fund.

### **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.

### **5.4 Options**

5.4.1 The alternative option is not to remove/introduce parking bays or change the maximum stay as set out in the report which would not benefit pupils at Harris Invictus Academy, disabled Blue Badge holders or resident permit holders.

### **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: Graham Oliver Finance Business Partner D&E.

## **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: Gabriel MacGregor, Head of Corporate Law (for and 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 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 the removal of three shared-use (Permit/Pay & Display) parking bays in Lennard Road, outside the new Harris Invictus Academy School, to accommodate a "School Keep Clear" restriction to protect the school entrance; the introduction of two new disabled bays in Grange Road, adjacent to St Alban's Church, to assist disabled attendees; the amendment of shared-use (Permit / Pay & Display) bays in the section of Nursery Road (between Pridham Road and Elm Road )so that the maximum stay is 2 hours rather than 8 hours to improve parking for resident permit holders; and the application of a three- hour maximum stay in the disabled bays in Stanley Road, adjacent to the Medical Centre, to ensure a regular turnover of vehicles so that the bays are available to disabled patients visiting the surgery.

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

12.1 There are no other viable options to help school pupils, Blue Badge holders, residents and businesses at these locations.

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### **REPORT AUTHOR:**

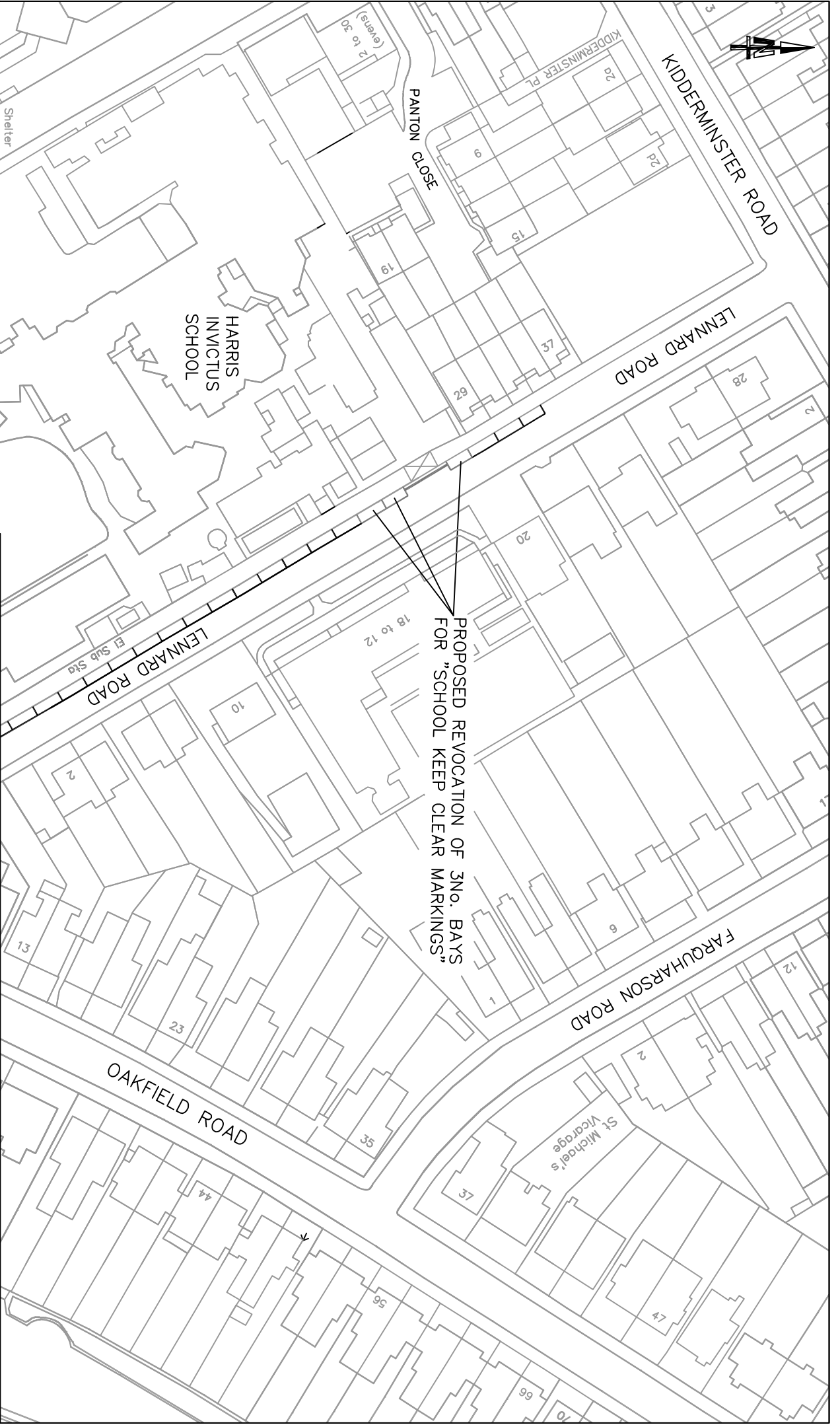
Clare Harris, Senior Traffic Order Engineer, Infrastructure Parking Design, 020 8726 6000 (Ext. 47363)

### **CONTACT OFFICER:**

David Wakeling, Traffic Design Manager Infrastructure, Traffic Design, 020 8726 6000 (Ext. 88229)

### **BACKGROUND PAPERS:**

None.



**PROPOSED REMOVAL OF 3No. BAYS  
OUTSIDE HARRIS INVICTUS SCHOOL,  
IN LENNARD ROAD**

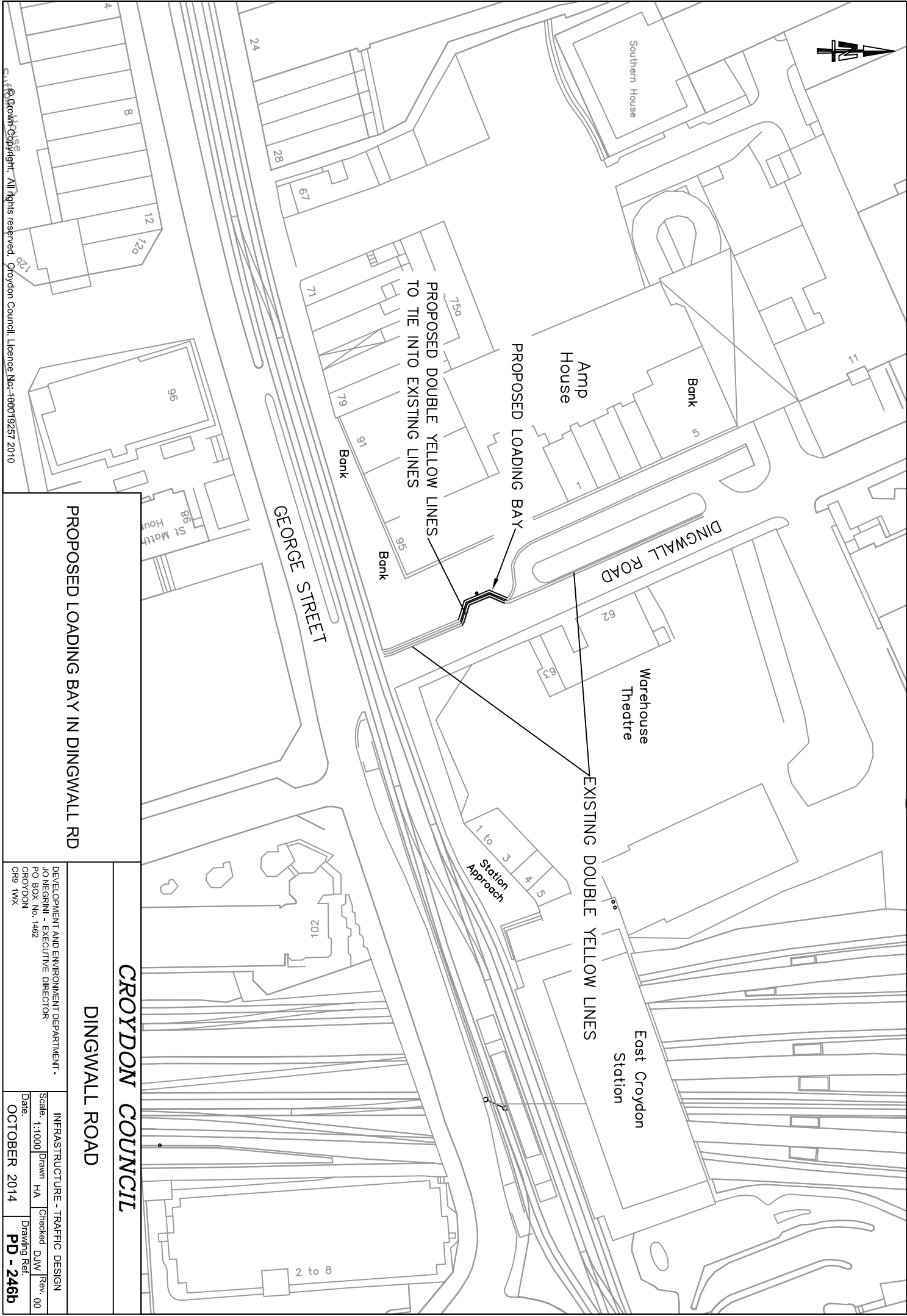
**PROPOSED REVOCATION OF 3No. BAYS  
FOR "SCHOOL KEEP CLEAR MARKINGS"**

**CROYDON COUNCIL**

**LENNARD ROAD**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT -		INFRASTRUCTURE - TRAFFIC DESIGN	
JO NEGRINI - EXECUTIVE DIRECTOR		Date: SEPTEMBER 2014	
PO BOX No. 1482		Scale: 1:1000	Drawn: HA
CROYDON		Checked: DJW	Rev: 00
CR9 1WX		Drawing Ref: <b>PD - 246a</b>	





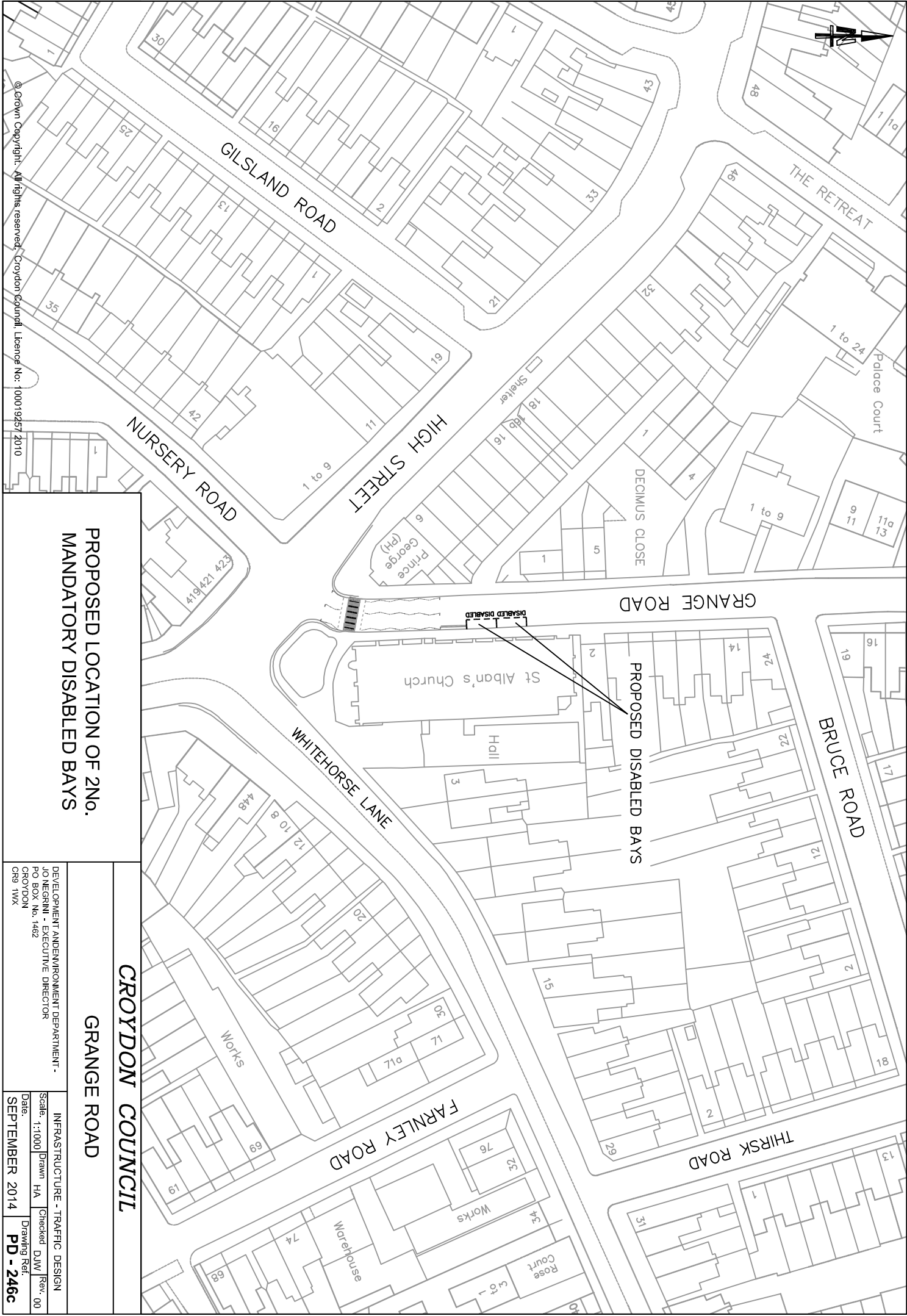
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**PROPOSED LOADING BAY IN DINGWALL RD**

**CROYDON COUNCIL**

**DINGWALL ROAD**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT -		INFRASTRUCTURE - TRAFFIC DESIGN	
JO NEGRINI - EXECUTIVE DIRECTOR		Drawn HA	
PO BOX No. 1482		Checked DJW	
CROYDON		Rev. 00	
CR9 1WX		Date: OCTOBER 2014	
		Drawing Ref: <b>PD - 246b</b>	



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**PROPOSED LOCATION OF 2NO.  
MANDATORY DISABLED BAYS**

**CROYDON COUNCIL**




**GRANGE ROAD**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT - JO NEGRINI - EXECUTIVE DIRECTOR PO BOX No. 1482 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN	
Scale: 1:1000	Drawn: HA	Checked: DJW	Rev: 00
Date: SEPTEMBER 2014	Drawing Ref: PD - 246c		



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**ALTERATIONS TO MAXIMUM PARKING TIMES**

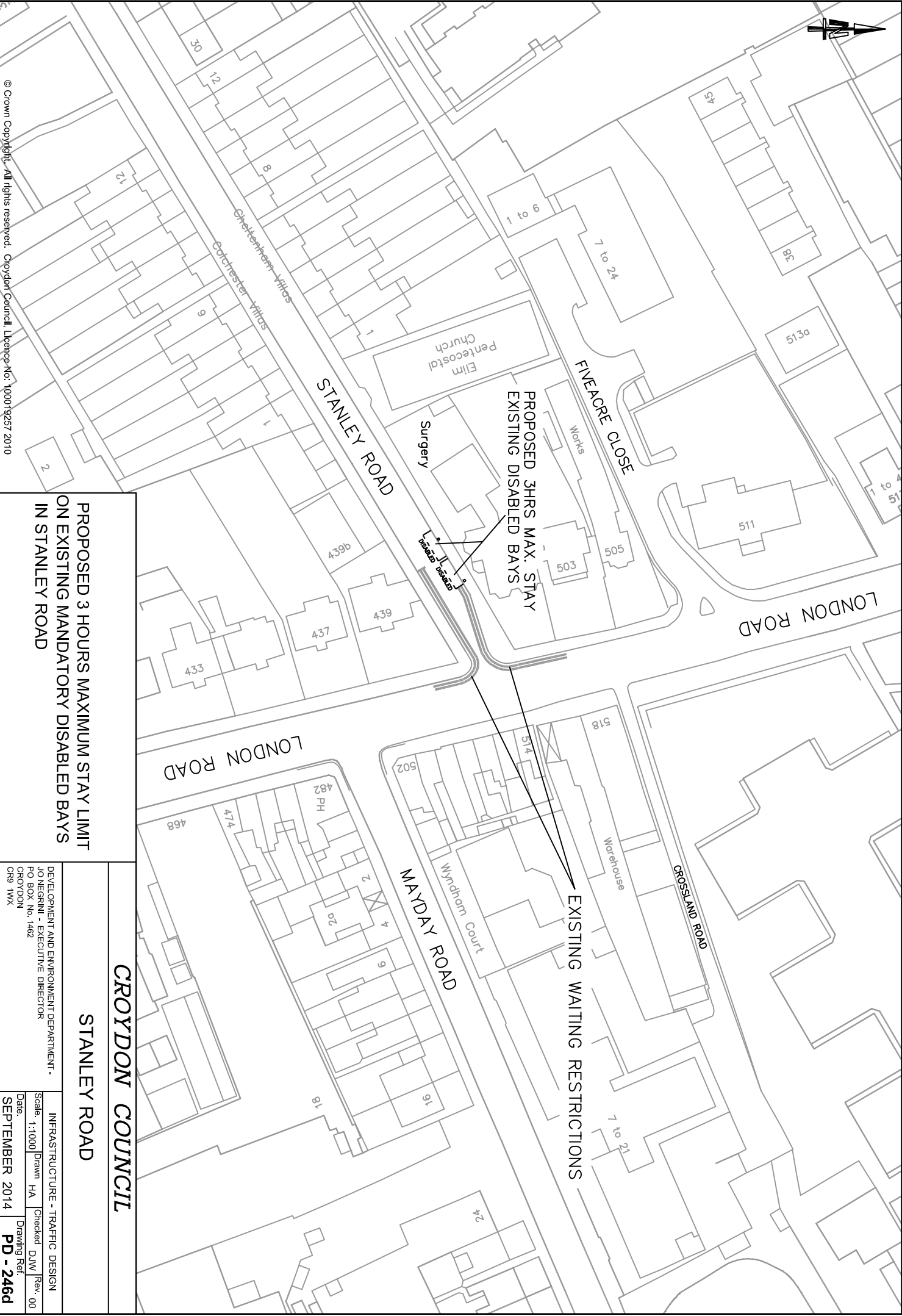
-  Existing 2-hr Max stay bay
-  Existing 8-hr Max stay bay
-  Proposed conversion of 8-hr Max stay bay to 2-hr Max stay

**CROYDON COUNCIL**

**Nursery Road, Thornton Heath**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT  
 JO NEGRINI - EXECUTIVE DIRECTOR  
 PO Box No. 1462  
 CROYDON  
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN  
 Scale NTS Drawn CAN Checked DJW Rev. 00  
 Date FEBRUARY 2014 Drawing Ref. **PD-233**



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**PROPOSED 3 HOURS MAXIMUM STAY LIMIT  
ON EXISTING MANDATORY DISABLED BAYS  
IN STANLEY ROAD**

<b>CROYDON COUNCIL</b>	
<b>STANLEY ROAD</b>	
DEVELOPMENT AND ENVIRONMENT DEPARTMENT - JO NEGRINI - EXECUTIVE DIRECTOR PO BOX No. 1482 CROYDON CR9 1WX	INFRASTRUCTURE - TRAFFIC DESIGN Scale: 1:1000 Date: SEPTEMBER 2014 Drawn: HA Checked: DJW Rev: 00 Drawing Ref: <b>PD - 246d</b>