

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 20 OCTOBER 2014
AGENDA ITEM:	11
SUBJECT:	PROPOSED CHANGES TO CAR PARKS – CROYDON ADULT LEARNING AND TRAINING (CALAT) CENTRE, MALCOLM ROAD, COULSDON AND TAMWORTH ROAD ESTATE CROYDON
LEAD OFFICER:	Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broad Green and Coulsdon West
CORPORATE PRIORITY/POLICY CONTEXT: 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">• 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• Croydon Corporate Plan 2013 – 15• www.croydonobservatory.org/strategies/	
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 that they:

- 1.1 Agree to the introduction of a permit controlled parking scheme in the off-street car parking areas within the Tamworth Road Estate.
- 1.2 Agree to the introduction of short-term pay and display parking in the Croydon Adult Learning and Training (CALAT) Centre car park in Malcolm Road, Coulsdon on Saturdays.

- 1.3 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 introduce the above proposals.

2. EXECUTIVE SUMMARY

- 2.1 This report proposes the introduction of a permit controlled parking scheme in the off-street parking areas within the Tamworth Road Estate and also proposes the introduction of short-term pay and display parking in the CALAT Centre car park in Malcolm Road on Saturdays.

3 DETAIL

Tamworth Road Estate – Proposed Introduction of Permit Controlled Parking

- 3.1 The Tamworth Road Estate is situated to the north-west of the borough. It is bounded by Ruskin Road, Drayton Road and Tamworth Road and within easy walking distance of a number of major transport links (e.g. West Croydon Station and the Centrale Tramlink stop) as well as the shopping area in North End, Croydon.
- 3.2 The off-street parking areas within the estate are currently protected by lockable posts to prevent their use by non-residents. However, these posts can be difficult to maintain and are subject to damage by manoeuvring vehicles. Due to this, the lack of parking restrictions within the off-street parking areas and the estate's proximity to public transport and shopping facilities, residents have complained that their off-street spaces are being used by commuters and shoppers and requested the introduction of a permit controlled parking scheme.
- 3.3 In response, it is proposed to introduce a permit controlled parking scheme into the off-street parking areas within the Tamworth Road Estate, giving these areas the status of an off-street car park. The scheme will require all vehicles parking within these areas at any time to display a valid parking permit for the estate or risk being issued with a Penalty Charge Notice and their vehicle being removed to the car pound. The off-street areas affected by this proposal are shown in Plan number **PD - 250**.

CALAT Centre Car Park, Malcolm Road – Proposed Introduction of Short-Term Pay and Display Parking on Saturdays

- 3.4 In July this year planning consent was granted to re-develop the Lion Green Road car park in Coulsdon to provide a mixed development comprising a food store with flats above. The new store will include a privately operated short-term pay and display car park and is due to open in late 2015/early 2016.
- 3.5 The Lion Green Road car park has a total of 227 spaces, including four disabled parking bays, and allows both long-stay and short-stay parking from Monday to Saturday, from 7am to 6pm. It is expected that any short-term parking displaced by the closure of the car park during the week could be provided for by free short-term parking places in the vicinity, such as those in Brighton Road. However, on

Saturdays, when the area is likely to be busier, it is anticipated that additional parking facilities may be required.

- 3.6 The CALAT Centre car park in Malcolm Road is provided for users of the centre, which is open all day from Monday to Friday and from 9am to noon on Saturdays during term-time, and from 9am to 4pm Monday to Friday outside of term-time. The car park provides a total of 28 spaces including four disabled bays.
- 3.7 It is proposed to introduce short-term pay and display parking into the CALAT Centre car park on Saturdays, when it is not utilised as much by attendees of the centre. The pay and display car park will operate from 7am to 6pm and allow a two-hour maximum stay with charges identical to those that applied to the Lion Green Road car park (shown below). The CALAT Centre car park is shown in Plan number **PD – 251**.

Parking Period	Charge
Up to 1 hour	£ 0.50
1-2 hours	£ 1.00

4 CONSULTATION

- 4.1 The legal process to introduce parking controls into an off-street 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 Croydon 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.

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 Lion Green development budget which has a £90k allocation.

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	2017/18
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	72	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	3	0	0	0
Income	0	0	0	0
Remaining Budget	<u>69</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	90	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	4	0	0	0
Remaining Budget	<u>86</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

5.2.1 The cost of introducing parking controls to the car parks in Tamworth Road Estate and at the CALAT Centre, Malcolm Road including advertising the Traffic Management Orders and associated signing and Pay & Display machine installation has been estimated at £7,200.

5.2.2 These costs for the Tamworth Road Estate of £3,500 can be contained within the available revenue budgets for 2014/15. The CALAT expenditure of £3,700 is to be covered through the Lion Green Redevelopment project budget.

5.3 Risks

5.3.1 Whilst there is a risk that the final cost will exceed the estimate, this work is allowed for.

5.3.2 There may be some additional income from the introduction of pay and display charges in Malcolm Road and the enforcement of parking spaces within Tamworth Road Estate which would help to off-set the cost of introducing these schemes.

5.4 Options

5.4.1 The alternative option is not to introduce parking controls into these car parks.

5.5 Savings/future efficiencies

- 5.5.1 The current method of introducing parking controls including off-street car parks is very efficient with the design and legal (Traffic Management Order) work being carried out within the department.
- 5.5.2 The painting of road markings and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.
- 5.5.3 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 advises that in order to introduce 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).
- 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.
- 6.3 The Solicitor to the Council comments that the notice of variation of off-street and on-street parking charges are given under Section 35C and Section 46A respectively of the Road Traffic Regulation Act 1984 (as amended).
- 6.4 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: 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 RECOMMENDATION

11.4 The recommendations are to introduce a permit controlled parking scheme in the off-street car parking areas within the Tamworth Road Estate to assist residents to park within the estate and to introduce short-term pay and display parking in the CALAT Centre car park in Malcolm Road on Saturdays, to provide an additional weekend parking option whilst the Lion Green Road car park is closed.

12. OPTIONS CONSIDERED AND REJECTED

12.1 There are no other options that would address the problem of displaced weekend parking when the Lion Green Road car park closes or prevent commuters and shoppers using off-street parking spaces in the Tamworth Road Estate.

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BACKGROUND PAPERS – None



KEY:
 PROPOSED PARKING AREA

**PROPOSED PARKING AREAS IN
TAMWORTH RD HOUSING ESTATE**

CROYDON COUNCIL

TAMWORTH ROAD

DEVELOPMENT AND ENVIRONMENT DEPARTMENT -
JO NEGRINI - EXECUTIVE DIRECTOR
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CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
Scale: 1:1000 | Drawn HA | Checked DJW | Rev. 00
Date: SEPTEMBER 2014 | Drawing Ref. **PD - 250**



WOODCOTE GROVE ROAD

Smitham Centre

Hall

CHIPSTEAD VALLEY ROAD

MALCOLM ROAD

PROPOSED CAR PARK

BRIGHTON ROAD

Red Lion (PH)

Shelter

PROPOSED CAR PARK IN MALCOLM RD

CROYDON COUNCIL

MALCOLM 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 - 251		