

# 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>13</b>
<b>SUBJECT:</b>	<b>OBJECTIONS TO PROPOSED DISABLED 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>Bensham Manor, Croydon East, South Norwood and Woodside</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 IMPACT:</b>  These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	
<b>1. RECOMMENDATIONS</b>  That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they: <ol style="list-style-type: none"><li>1.1 Consider the objections received to the proposal to provide Disabled Persons' parking bays in Belmont Road, Woodside, Charlton Gardens, Croydon East, Holmewood Road, South Norwood and Totton Road, Bensham Manor.</li><li>1.2 Agree for the reasons in section 3 to introduce Disabled Persons' parking bays in Belmont Road, Charlton Gardens, Holmewood Road and Totton Road and delegate to the Enforcement and Infrastructure Manager, Highways &amp; Parking Services the authority to give notice and (subject to receiving no material</li></ol>	

objections) make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).

1.3 Inform the objectors of the decisions.

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

## **2. EXECUTIVE SUMMARY**

2.1 The purpose of this report is to enable the Committee to consider the objections received from members of the public following the formal consultation process on the proposals to provide disabled parking bays in Belmont Road, South Norwood, Charlton Gardens, Coulsdon, Holmewood Road, South Norwood and Totton Road, Thornton Heath. Formal public notices to introduce the proposals were published on 25 June (for Belmont Road and Totton Road) and 20 August (for Holmewood Road and Charlton Gardens) and the public had up to 21 days to respond.

2.2 Officers have fully considered the objections and this report details the objections and the Officers' recommendations.

## **3. OBJECTIONS AND RESPONSES**

3.1 Following public notice of the proposals to introduce disabled bays at a number of locations throughout the Borough the Council has received objections. The stated grounds for the objections are outlined below, followed by the Officers' recommendations.

### **3.2 Objections – Belmont Road, Woodside**

One objection has been received from a local resident to the proposed introduction of a disabled bay in Belmont Road. The objector states that there is an existing disabled bay outside an adjacent address that is currently unused and also suggests that the new bay should be situated outside the address of the person requiring it.

### **3.3 Officer's Response**

The disabled bay has been proposed following an application from a disabled resident. One disabled bay is provided per applicant, so the fact that a disabled bay already exists in the vicinity is not relevant when considering an application from a different resident. The existing disabled bay is valid and operational as no request to remove it has been received.

The proposed disabled bay will be 6.6 metres long, as required by the regulations and this means that the entire bay cannot be accommodated outside the property of the resident for whom it was requested, as the frontage is not wide enough. The proposed position of the disabled bay is considered the best location for proximity to the applicant's home and less than a metre of the bay extends across the adjacent frontage

Therefore, it is proposed to proceed with the disabled parking bay as shown on drawing number PD-235a.

### 3.4 **Objections – Charlton Gardens, Croydon East**

Four objections have been received as a result of the proposed disabled bay in Charlton Gardens.

#### Objection 1

This resident is objecting on the grounds that:

- The applicant's car is garaged so there is no need for an on-street parking bay.

#### Objection 2

This resident is objecting on the grounds that:

- All residents have their own garages nearby.
- The road is a cul-de-sac and anyone wishing to collect a disabled person could do so by stopping in the road temporarily.
- Parking in the road is limited, possibly due to commuters.
- The objector has an elderly relative who visits but does not have a disabled badge and often experiences difficulty in walking if they can't find a space nearby.
- The objector suspects that the applicant will use the space as a drop-off and collection point only as their garage is no more than 15 metres from the proposed bay.

#### Objection 3

This resident is objecting on the grounds that:

- Every house in the estate has an off-street parking facility.
- The road is a cul-de-sac that does not have sufficient traffic to make picking up or dropping off difficult.
- There is sufficient space for picking up and dropping off on the private road adjacent to the garages.
- There is very limited street parking space for other residents, visitors, tradespeople and commuters.

#### Objection 4

This resident is objecting on the grounds that:

- Parking is already overstretched and the allocation of the disabled bay will put a strain on residents in the road.
- Garages are already provided for residents and this is where the applicant's husband parks their car daily after dropping the applicant. Therefore there is no need for the parking bay.
- The disabled bay will prevent other residents parking near their houses to load.
- The disabled bay will prevent the safe movement of vulnerable residents including children having to travel between cars and cross the road to get to their property from parking further away.
- There has been no notice publicly displayed regarding the application and the objector was only aware of it through talking to a neighbour. The objector requests details of the consultation procedure for this type of consultation.

### 3.5 **Officer's Response**

- Although the applicant has a garage, it is sited some distance from her property and up a steep slope. The applicant has stated that her deteriorating condition means that she is unable to walk to and from the garage unassisted and a parking bay on the street would enable her to be more independent and less reliant on help to get to and from the car.
- The applicant has previously been dropped off outside her home and helped into the house by her husband, who has subsequently parked the car in their garage. However, this is not the most convenient arrangement for the applicant (see above).
- The need for a disabled person to park near their home is considered greater than that of an able bodied person. The objectors are not currently guaranteed a parking space near their homes.
- Elderly and disabled visitors who are Blue Badge holders will be able to use the disabled bay in Charlton Gardens when it is unoccupied.
- The disabled bay could be used whilst vehicles are being loaded/unloaded or in the process of dropping off or picking up a passenger when it is unoccupied.
- A public notice advertising the disabled bay was displayed on a lamp column in the vicinity and published in the local press and London Gazette (as detailed in paragraphs 4.1 and 4.2 of this report).

It is therefore proposed to proceed with the disabled parking bay as shown on drawing number PD 235-1.

### 3.6 **Objection – Holmewood Road, South Norwood**

An objection has been received from a local resident to a proposed disabled bay in Holmewood Road. The objection is on the grounds that there is an existing disabled bay in the road and this should be sufficient. The objector also suggests that if more disabled bays are to be introduced, they should be sited in Whitehorse Lane, where ease of parking is greater and no complex manoeuvres/parking is required.

### 3.7 **Officer's Response**

The disabled bay has been proposed following an application from a disabled resident. One disabled bay is provided per applicant, so the existence of a disabled bay in the street is not relevant when considering a new application.

The proposed position of the disabled bay is considered the best location for proximity to the applicant's home. To position the bay further away, where ease of parking is greater, would not assist the applicant to park near their home.

It is therefore proposed to introduce the disabled parking bay as shown on drawing number PD 235-2.

### 3.8 **Objection – Totton Road, Bensham Manor**

An objection has been received to the proposed disabled bay in Totton Road from a local resident. They are objecting on the grounds that there are three existing disabled parking bays in the road and also because the objector's wife is pregnant and he needs to park close to his home to take her to appointments.

### **3.9 Officer's Response**

The location for this disabled bay was chosen as it is the closest possible to the applicant's house. One disabled bay is provided per applicant, so the fact that other disabled bays already exist in the street is not relevant when considering an application from another resident.

The disabled bay could be used by other vehicles whilst they are in the process of dropping off or picking up a passenger when it is unoccupied.

The need for a disabled person to park near their home is considered to be greater than that of an able bodied person. As it is, the objector is not guaranteed a parking space near their home.

It is therefore recommended to proceed with the disabled parking bay as shown on drawing number PD 235j.

## **4 CONSULTATION**

4.1 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.

4.2 The above notices allowed members of the public 21 days from the date of publication to respond in writing.

4.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Freight Transport Association and bus operators are consulted separately at the same time as the public notice. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.

4.4 No comments or objections were received from any of these organisations in response to the consultation.

## **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.

## 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
<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	6	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>66</u>	<u>100</u>	<u>100</u>	<u>100</u>
 <b><u>Capital Budget available</u></b>				
Expenditure	0	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

## 5.2 The effect of the decision

5.2.1 The total cost of implementing the disabled bays in conjunction with the remaining bays is approximately £6000 which will be met from the revenue budget for 2014/15.

## 5.3 Risks

5.3.1 There are no risks arising from this recommendation.

## 5.4 Options

5.4.1 The alternative option in respect of the proposed disabled bays is to not introduce them.

## 5.5 Savings/ future efficiencies

5.5.1 The current method of marking parking bays is very efficient with the design and legal work undertaken within the department. The work is carried out using maintenance rates of the Highway Division's annual contractor, which are lower than if the bays were marked under separate contractual arrangements.

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

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 comments that Sections 6, 45, 46, 49 and 124 of Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce and implement Disabled Parking Places using 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 desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.
- 6.2 The Council have complied 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 It is anticipated that the additional enforcement of the new disabled bay can be undertaken using existing resources.
- 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 IMPACT**

- 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 AND CRIME & DISORDER REDUCTION IMPACTS**

- 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**

- 11.1 This report has carefully considered the objections received in respect of the proposal to introduce disabled persons' parking bays in various locations. The recommendations have been based on weighing the benefits of the proposed bays to the applicants against the inconvenience that the objectors and others might experience as a result of them.

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

- 12.1 The only other options available in respect of the disabled persons' parking bays would be either to do nothing or to site the bays further away from the applicants' homes. These options are rejected because they would result in the applicants with mobility issues continuing to experience difficulty in finding a place to park on the street close to their homes.
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### **REPORT AUTHOR**

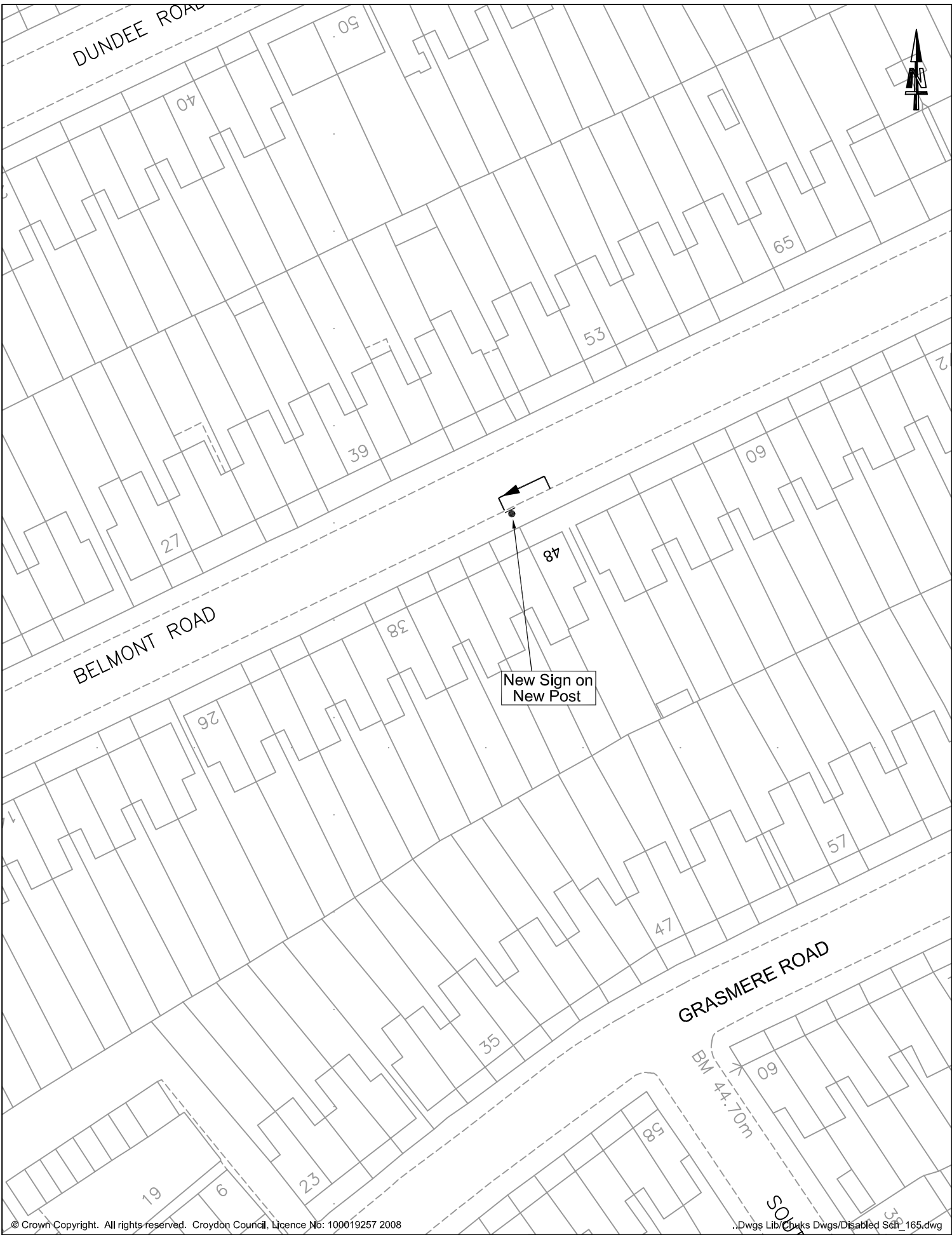
Clare Harris, Senior Traffic Order Engineer  
Infrastructure – Parking Design, 020 8726 6000

### **CONTACT OFFICER:**

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

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



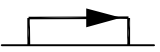


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**CROYDON COUNCIL**

**Belmont Road, South Norwood**



**PROPOSED DISABLED BAY**

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

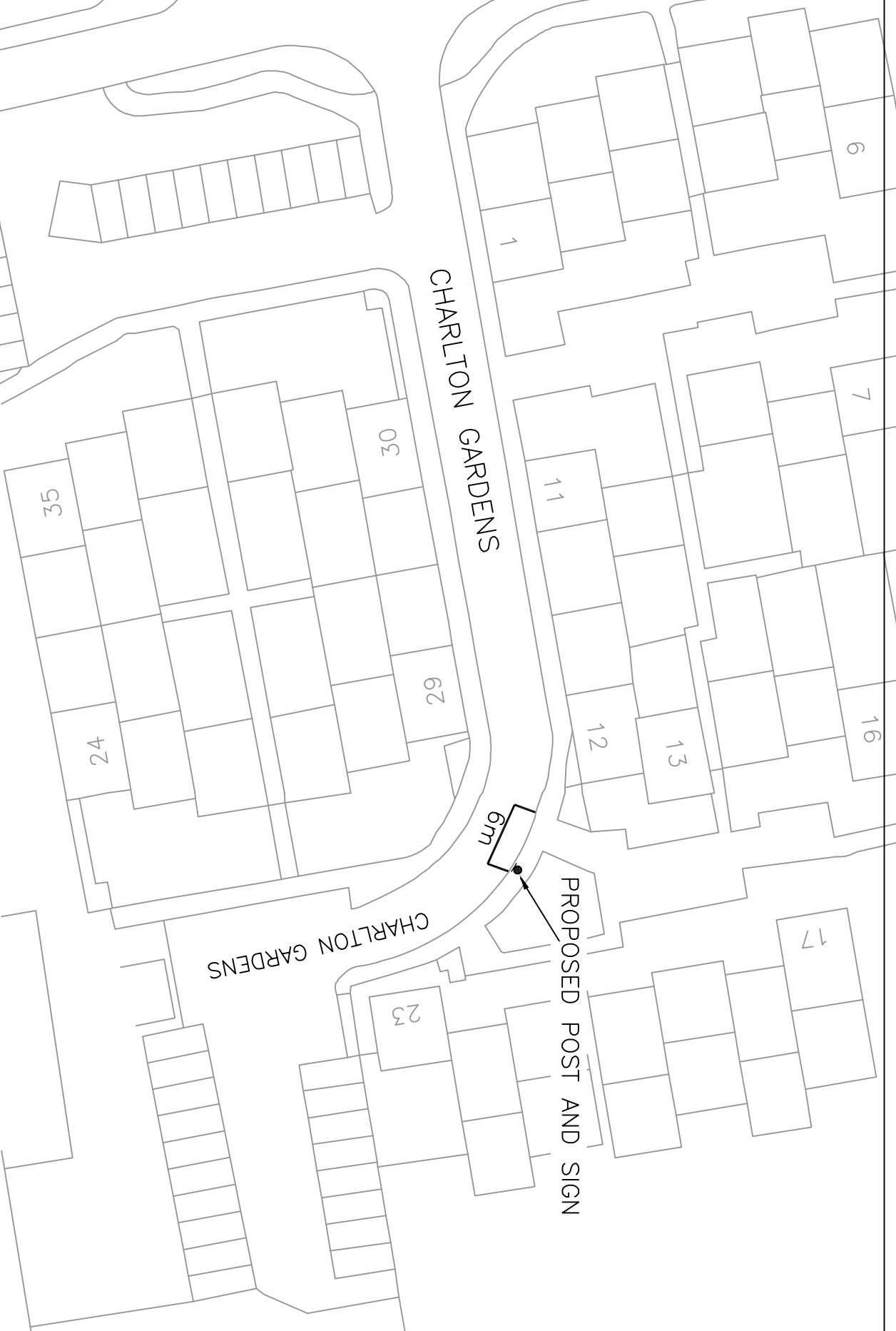
INFRASTRUCTURE - PARKING DESIGN			
Scale: NTS	Drawn: CAN	Checked: DJW	Rev: 00
Date:	JUNE 2014		Drawing Ref. <b>PD-235a</b>



ASHBOURNE CLOSE

CHARLTON GARDENS

CHARLTON GARDENS



PROPOSED POST AND SIGN

6m

**PROPOSED LOCATION OF DISABLED BAY**

**FOR CHARLTON GARDENS**

**CROYDON COUNCIL**

**DISABLED BAYS SCHEDULE 166**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT  
JO NEGRINI - EXECUTIVE DIRECTOR  
PO BOX No. 1482  
CROYDON  
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN  
Scale: 1:500  
Date: AUGUST 2014  
Drawn: HA  
Checked: DJW  
Rev: 00  
Drawing Ref: PD - 235-1



6m  
 PROPOSED POST AND SIGN

**PROPOSED LOCATION OF DISABLED BAY**  
**HOLMEWOOD ROAD**

<b>CROYDON COUNCIL</b>	
<b>DISABLED BAYS</b>	
DEVELOPMENT AND ENVIRONMENT DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR PO BOX No. 1482 CROYDON CR9 1WX	INFRASTRUCTURE - TRAFFIC DESIGN Scale: 1:500 Date: AUGUST 2014 Drawn: HA Checked: DJW Rev: 00 Drawing Ref: <b>PD - 235-2</b>



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**PROPOSED DISABLED BAY**

**CROYDON COUNCIL**

**Totton Road, Thornton Heath**

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

INFRASTRUCTURE - PARKING DESIGN			
Scale: 1:1000	Drawn CAN	Checked DJW	Rev. 00
Date:	JUNE 2014		Drawing Ref. <b>PD-235J</b>