

# Croydon Council

For General Release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>16 DECEMBER 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 &amp; Purley</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 agree to the proposal to:</p> <p>1.1 Introduce 4 additional Shared Use (permit holder/Pay &amp; Display) parking bays in Lennard Road, Broad Green to replace the proposed revocation of the 3 Shared Use bays outside The Harris Invictus Academy School for the proposed introduction of a "School Keep Clear" zig-zag marking.</p>
--

- 1.2 Amend the existing Taxi rank bay outside 27 to 37 High Street, Fairfield with a no waiting “At Any Time” rank to introduce loading restrictions between midnight to 6am and 9am to midnight in the High Street, Croydon.
- 1.3 The introduction of an additional 5 Pay & Display parking bays in Purley High Street.
- 1.4 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.
- 1.5 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 4 additional Shared Use parking bays in Lennard Road, amendment to an existing Taxi rank with proposed loading restrictions in the High Street, Croydon. 5 Additional Pay & Display parking bays in the High Street, Purley.

## **3. DETAIL**

### **3.1 Lennard Road, Broad Green – Proposed Additional 4 Shared Use Bays**

- 3.1.1 The Harris Invictus Academy School which opened in September 2014, requested a “School Keep Clear” marking be installed outside the school entrance in Lennard Road to protect sightlines and ensure the safety of pupils to and from school.
- 3.1.2 The proposed introduction of a “School Keep Clear” zig-zag marking will require the removal of 3 Shared-Use bays outside the school entrance in Lennard Road. This is the minimum length required for a “School Keep Clear” marking permitted by the regulations, and will ensure that the school entrance is protected.
- 3.1.3 An objection has been received from a local resident regarding the proposed revocation of the 3 Shared-Use bays outside the school to accommodate the proposed “School Keep Clear” markings. The resident has stated that the 3 bays should not be removed as parking is at a premium in Lennard Road.
- 3.2.4 Following a review of the proposal and an additional site inspection, has resulted in a proposal of an additional 4 Shared-Used parking bays, due to an existing redundant crossover outside 10 Lennard Road. The residents of Lennard Road will gain an additional parking bay, since the initial proposal was to remove 3 existing bays and the new proposal is to introduce 4 additional bays. The

proposed location of the additional bays is shown on Plan No. **PD-254a**.

### **3.2 The High Street, Fairfield – Proposed Introduction of Loading Restrictions in Taxi Rank**

- 3.2.1 The High Street is a one-way road with an average carriageway width of 11m. Vehicles delivering to businesses are forced to park on double yellow lines and in the two Taxi ranks outside 17 to 19 and 27 to 37, in order to prevent obstruction to the flow of traffic.
- 3.2.2 This causes friction between the taxi drivers and delivery drivers. In addition, shop owners/keepers are also concerned that the council is using CCTV cameras on the High Street to issue them and their suppliers with Penalty Charge Notices for loading/unloading, with some businesses commenting that suppliers had ceased doing business with them because of this. Businesses have therefore requested that a loading bay be provided in the High Street. The existing Taxi rank outside 27 to 37 High Street is designated as a No stopping “At Any Time” rank.
- 3.2.3 It is proposed to amend the existing Taxi rank to a no waiting “At Any Time” Taxi rank with loading restrictions between midnight to 6am and 9am to midnight. This amendment to the bay will allow loading to take place in the morning for the local businesses and before the Taxi rank becomes busy, which is normally from 10am.
- 3.2.4 In view of this, the best recommendation would be to allow businesses to use the existing Taxi rank outside 27 to 37 High Street, as a loading bay between the hours of 6am and 9am and thereby introducing a “No Loading” restrictions between the hours of 6am to midnight and 9am to midnight plate; and retain the existing arrangements for the ‘No Stopping’ Taxi rank which operates “At Any Time”. Any changes to existing Taxi ranks require negotiation with Transport for London (TfL).
- 3.2.5 It is proposed to consult stakeholders, residents and businesses in the High Street on the introduction of loading restrictions to be placed on the existing Taxi rank outside 27 to 37. The proposals aim is to assist the local businesses to load/unload directly or close to their businesses as possible. The location of the Taxi rank and the proposed loading restrictions are shown on Plan **PD-254b**.

### **3.3 The High Street, Purley – Proposed Additional Pay & Display Parking Bays**

- 3.3.1 A request has been received from businesses on the High Street, Purley (between its junctions with Purley Road and Whytecliffe Road South). The businesses call on the council to address the possibility to introduce more Pay & Display bays along the High Street for their customers to encourage more visitors. The businesses have observed that there is a decrease in footfall after the Purley Public Realm scheme of the High Street. The businesses along the

High Street are mainly independent traders who rely on short term parking for their customers.

- 3.3.2 The existing 34 Pay & Display parking bays along the High Street operate from 9am to 5pm, Monday to Saturday, with a maximum One Hour Stay (the first 30mins free). The purpose of the maximum stay is to encourage a turnover of vehicles to ensure that spaces are regularly available throughout the day.
- 3.3.3 Occupancy surveys carried out in the High Street indicate that the Pay & Display parking bays are well used, throughout the day. The surveys also showed that there is some capacity to add more Pay & Display bays on the High Street.
- 3.3.4 It is therefore proposed that an existing 10m (carriageway) Loading Bay at the side of 15 to 17 High Street be converted to 2 Pay & Display bays with a proposed single yellow waiting restriction across the bays, operational from 7am to 9am and 5pm to 7pm, Monday to Sunday, to allow the shops to load/unload outside the hours of controls. An additional 3 carriageway Pay & Display bays are also proposed by Worburn Avenue outside 1 to 5 High Street (shown on Plan **PD-254c**). This will make a total of 5 additional Pay & Display bays to be added to the existing High Street bays and hence provide more customer parking.

## **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	2015/16	2016/17
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	35	100	100	100
Income	0	0	0	0
	<hr/>	<hr/>	<hr/>	<hr/>
<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
	<hr/>	<hr/>	<hr/>	<hr/>
<b><u>Remaining Budget</u></b>				
	0	0	0	0

## 5.2 The effect of the decision

5.2.1 The cost of the above proposals including legal work is estimated at £7,300.

5.2.2 These costs can be contained within the available revenue budgets for 2014/15 & 2015/16.

## 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 & 2015/16.

## **5.4 Options**

5.4.1 The alternative option is not to introduce parking bays or amend the taxi rank as set out in the report which would not benefit residents, customers and businesses.

## **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, Business Partner, Development and Environment.

## **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 on behalf of the Council Solicitor and Monitoring Officer

## **7. HUMAN RESOURCES IMPACT**

7.1 There are no human resources implications arising from this report.

7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Interim Director of Workforce, Chief executive's 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 4 additional Shared Use parking bays in Lennard Road, 5 additional Pay & Display parking bays in Purley High Street and introduce loading restrictions on an existing Taxi rank in the High Street, Croydon.

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

12.1 There are no viable options that would assist those with impaired mobility at these locations.

---

<b>REPORT AUTHOR:</b>	Huda Abdelrahim, Traffic Engineer, Infrastructure Parking Design, 020 8726 6000 (Ext. 88258)
<b>CONTACT OFFICER:</b>	David Wakeling, Traffic Design Manager Infrastructure, Traffic Design, 020 8726 6000 (Ext. 88229)
<b>BACKGROUND PAPERS:</b>	None.