

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 December 2014
AGENDA ITEM:	12
SUBJECT:	OBJECTION TO PROPOSED REMOVAL OF SHARED USE PARKING BAYS – LENNARD ROAD, CROYDON
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broadgreen
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 	
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 agree to:
1.1 Consider the objection received in response to the public notice detailing the Council’s intention to remove three shared use (permit holder/pay and display) parking bays in Lennard Road, Croydon, outside Harris Invictus School in order to introduce a School Keep Clear marking.
1.2 Agree that the removal of the bays and introduction of a School Keep Clear marking should go ahead as proposed;
1.3 Introduce four additional shared use (permit holder/pay and display) bays in Lennard Road to replace those that are proposed to be removed (subject to agreement via another report to this committee titled “Parking Bay Amendments – Various Locations”);

- 1.4 Proceed to introduce the above proposal numbered 1.2 and delegate to the Enforcement and Infrastructure Manager, Highways & Parking Services the authority to give notice and make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
- 1.5 Inform the objector of the above decision.

2. EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider an objection from the public following the formal consultation process on proposals to remove three shared use (permit holder/pay and display) parking bays in Lennard Road, Croydon, outside Harris Invictus School in order to introduce a School Keep Clear marking.

3. OBJECTIONS AND RESPONSES

- 3.1 On 20 October 2014 the Committee agreed (minute A30/14 refers) a proposal to remove three shared use (permit holder/pay and display) parking bays in Lennard Road, Croydon, outside Harris Invictus School in order to introduce a School Keep Clear marking outside the school entrance.
- 3.2 This proposal was subsequently advertised as part of the statutory process and an objection was received from a local resident. The objector states that they have difficulty finding parking spaces in Lennard Road at present, due to shoppers parking there and that the proposed removal of the three bays would increase their difficulties. The objector also mentions that members of the household have various medical problems which make it more important for them to be able to park near their home.
- 3.1 **Response** – The Harris Invictus Academy opened on in September 2014 and the developer of the site 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 necessitates the removal of three shared-use (Permit / Pay & Display) bays outside the school entrance in Lennard Road. This is the minimum length for a “School Keep Clear” marking permitted by the regulations.
- 3.3 In response to the objection an officer has re-visited Lennard Road to investigate whether any additional parking bays could be introduced to replace those proposed to be removed. The officer has confirmed that there is capacity to shorten the existing single yellow line waiting restriction on the north-east side of Lennard Road and introduce four additional parking bays.

- 3.4 Whilst these bays are not as close to the objector's home as those that are proposed to be removed, it is not possible to create additional bays nearer the objector's home due to the number of driveways in the vicinity. If the medical problems of members of the objector's household are such that the removal of these bays would cause significant problems, they have the option to apply for a disabled parking bay if they are eligible to do so.
- 3.5 Therefore it is recommended that the removal of the bays and introduction of a School Keep Clear marking should go ahead as proposed.
- 3.6 It is also recommended that four additional shared use (permit holder/pay and display) bays should be introduced in Lennard Road to replace those that are to be removed (subject to agreement via another report to this committee titled "Parking Bay Amendments – Various Locations");

4. CONSULTATION

- 4.1 The purpose of this report is to consider comments and objections from the public following the formal consultation process on proposals to remove three shared use (permit holder/pay and display) parking bays in Lennard Road, outside Harris Invictus School, in order to introduce a School Keep Clear marking to protect the school entrance. 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.

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

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

Effect of Decision from

Expenditure

Remaining

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

2 The effect of the decision

- 2.1 The cost of removing three shared use (permit holder/pay and display) parking bays, introducing a School Keep Clear marking in Lennard Road is estimated at £2100.
- 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 remove the shared use bays and introduce a School Keep Clear marking in Lennard Road, which would not protect the entrance to Harris Invictus School during the times when pupils are arriving and leaving the school.

5 Savings/future efficiencies

- 5.1 The current method of removing/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: 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 & 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 Director of Human Resources, Chief Executive department.

8. EQUALITIES CONSIDERATIONS

8.1 A Full Equalities Impact Assessment (EqIA) is appended to this report.

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 removing three shared use (permit holder/pay and display) parking bays in Lennard Road in order to introduce a School Keep Clear marking outside the entrance to Harris Invictus School, and to introduce four additional shared use bays elsewhere in the road to replace those proposed to be removed (subject to agreement via another report to this committee). The School Keep Clear marking is required in order to protect the entrance to the school when pupils are arriving and leaving the school building. Additional bays (should they be agreed) would replace those removed to accommodate the new school restriction.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The other option available for Lennard Road would be to do nothing. This would be detrimental to the safety of pupils at the Harris Invictus School.

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BACKGROUND PAPERS:

None.

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