

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 December 2014
AGENDA ITEM:	14
SUBJECT:	PROPOSED CAR PARK – BASEMENT OF SURREY STREET MULTI-STOREY CAR PARK
LEAD OFFICER:	Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Fairfield
CORPORATE PRIORITY/POLICY CONTEXT: This report is inline 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.: Not a Key Decision	

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree:

- 1.1 To an amendment to the Off-Street Parking Places Order (2012 no.54) to designate the Surrey Street basement car park for the sole use of Surrey Street traders displaying a valid permit and for delivery vehicles loading/unloading for a maximum of 20 minutes.
- 1.2 Delegate to the Manager of Enforcement and Infrastructure, Highways and Parking Services the authority to give notice and subject to receiving no material objections, to make the necessary Traffic Management Orders under

the Road Traffic Regulation Act 1984 (as amended) in order to introduce the above proposal.

- 1.3 Note that any material objections received on the giving of public notices will be reported to a future Traffic Management Cabinet Advisory Committee for consideration.

2. EXECUTIVE SUMMARY

- 2.1 It is proposed to designate the Surrey Street basement car park for the sole use of Surrey Street traders displaying a valid permit and for delivery vehicles loading/unloading for a maximum of 20 minutes.

3. DETAIL

- 3.1 The basement of Surrey Street multi-storey car park is leased to the Council by the operators, Q-Park. The Council let the basement car park under an agreement to individual market traders for the storage of their goods and the parking of their vehicles. Each trader is charged £35 each week per parking bay/storage container.
- 3.2 Complaints have been received from traders that non-traders are increasingly making use of this free off-street parking facility and preventing them from parking there. In response, the Surrey Street Market Development Manager has requested that the basement car park should be designated for the use of Surrey Street trader permit holders only with a 20 minute maximum stay for non-permit holder vehicles whilst they are being loaded/unloaded.
- 3.3 The permits would be free of charge to Surrey Street market traders leasing spaces in the basement car park and would be issued on an annual basis, allowing traders to use specific marked and numbered bays. Non-permit holder vehicles delivering to the car park would be allowed a period of up to 20 minutes to load/unload there.
- 3.4 In order to prevent use of the Surrey Street basement car park by non-traders it is proposed to amend the Off-Street Parking Places Order (2012 no.54) to designate it for the sole use of Surrey Street traders displaying a valid permit and for delivery vehicles loading/unloading for a maximum of 20 minutes.

4 CONSULTATION

- 4.1 The legal process to amend the 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 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 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 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

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</u>				
available				
Expenditure	50	50	50	50
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>50</u>	<u>50</u>	<u>50</u>	<u>50</u>
<u>Capital Budget</u>				
available				
Expenditure	2	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	2	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

- 5.2.1 The Surrey Street Market Development Manager has made this request in order to enable Surrey Street Market traders to have sole use of the off-street parking spaces they lease from the Council.
- 5.2.2 The cost of amending the traffic order and signing in the car park is estimated at £2,400 which will be borne by Housing.

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 There are no alternative options as introducing permit holder only parking is the only way to ensure that traders have access to the parking spaces they lease.

5.5 Savings/future efficiencies

- 5.5.1 The current method of introducing parking restrictions is very efficient with the design and legal (Traffic Management Order) work being carried out within the department.
- 5.5.2 The marking of the bays will be carried out by Regulatory Services 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.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council advises that in order to amend 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). 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 matters such as the effect on the amenities of any locality affected.
- 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.
- 6.4 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 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 RECOMMENDATION

11.1 The recommendation is to designate the basement of Surrey Street multi-storey car park for the use of Surrey Street trader permit holders only and to allow non-permit holder vehicles up to a maximum of 20 minutes to load or unload there. This is recommended in order to ensure traders the use of the car park spaces they lease from the Council.

12. OPTIONS CONSIDERED AND REJECTED

12.1 There are no alternative options as introducing permit holder only parking is the only way to ensure that traders have access to the parking spaces they lease.

REPORT AUTHOR

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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972: