

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 3 March 2015
AGENDA ITEM:	18
SUBJECT:	NEW PARKING BAYS – VARIOUS LOCATIONS
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Ashburton, Broad Green, Coulsdon East, Coulsdon West, Fairfield and Woodside.
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 SUMMARY: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	

<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree:</p> <p>1.1 The proposal to introduce a loading bay in Woodside Court Road, Croydon, near its junction with Lower Addiscombe Road.</p> <p>1.2 The proposal to relocate the existing Neighbourhood Care bay in Dennett Road, Croydon from its current position 13.60 metres from the junction with Handcroft</p>
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Road to a point 6.60 metres from the junction with Handcroft Road.

- 1.3 The proposal to introduce an additional free parking bay in Marlpit Avenue, Coulsdon.
- 1.4 The proposal to introduce a limited stay disabled bay for general use in Ledbury Road Croydon near its junction with South End.
- 1.5 The proposal to introduce 10 additional shared use (permit holder/pay and display) parking spaces in Stanger Road, South Norwood.
- 1.6 Note the required amendment of the Traffic Management Orders governing parking restrictions in the north-western arm of Windermere Road (between its junction with Brighton Road and its south-eastern extremity) due to a change in the road name from Windermere Road to Dobles Close.
- 1.7 Authorise the Enforcement and Infrastructure Manager (Highways and Parking Services) to give notice of the proposals and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
- 1.8 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 the introduction of a loading bay in Woodside Court Road, Croydon, to provide a loading facility for businesses in Lower Addiscombe Road.
- 2.2 This report also proposes the relocation of a Neighbourhood Care bay in Dennett Road, Croydon, to ensure the safe egress of vehicles from the Half Moon development at the junction of Dennett Road and London Road.
- 2.3 Also proposed is an additional free parking bay in Marlpit Avenue, Coulsdon, to provide extra spaces for residents and visitors to the area.
- 2.4 This report further proposes the introduction of a limited stay disabled bay for general use in Ledbury Road, Croydon, to assist disabled visitors to shops and restaurants in South End.
- 2.5 In addition, it is proposed to amend the Traffic Management Orders relating to parking restrictions in part of Windermere Road (between its junction with Brighton Road and its south-eastern extremity) due to a change in the road name.
- 2.6 Finally, this report proposes the introduction of 10 additional shared use (permit/pay and display) bays in Stanger Road, South Norwood, to provide more spaces for residents and visitors.

3. DETAIL

Woodside Court Road – Proposed introduction of a loading bay

- 3.1 A local Ward Councillor has contacted the Parking Design team about problems with obstructive parking at the junction of Woodside Court Road and Lower Addiscombe Road. The parked vehicles belong to a local business and wait for significant periods at the junction whilst being loaded or unloaded.
- 3.2 In response, it is proposed to introduce 10-metre lengths of “at any time” waiting restrictions on both sides at the junction of Woodside Court Road and Lower Addiscombe Road, to remove the obstructive parking (as detailed in a separate report to this Committee). In order to provide a loading facility for the adjacent businesses, it is also proposed to introduce a 10 metre loading bay in Woodside Court Road, 10 metres from its junction with Lower Addiscombe Road, operating from 7am to 7pm, Monday to Saturday, with a maximum stay of 30 minutes for vehicles whilst engaged in loading/unloading activity (as shown in **Plan No. PD 262a**). This should ensure that local businesses can continue to load and unload in the vicinity without obstructing sightlines at the junction.

Dennett Road – Proposed relocation of a Neighbourhood Care bay

- 3.3 A Neighbourhood Care bay was provided in Dennett Road in April 1998 for the Mercedes Amos Senior Citizens’ Day Care Centre, a neighbourhood care group based at Byers Memorial Hall in Handcroft Road. The bay is positioned 13.60 metres from the junction with Handcroft Road.
- 3.4 A new development, which is currently being built at the former site of the Half Moon Pub at 303 London Road at the junction with Dennett Road, means that large vehicles connected with the works are regularly entering and exiting the site. One-way working (in a direction from south-west to north-east) became operational in Dennett Road on 16 February 2015. This requires vehicles (which enter the development site in London Road and leave via Dennett Road) to turn left as they exit the site towards the junction with London Road/Handcroft Road, bringing them into conflict with any vehicles parked in the Neighbourhood Care bay in its current position.
- 3.5 Consequently, it is proposed to move the existing Neighbourhood Care bay to a position 6.60 metres from the junction with London Road/Handcroft Road, which should ensure that large vehicles can more easily make the turn from the Half Moon development site towards the junction. The existing and proposed positions of the Neighbourhood Care bays are shown on **Plan No PD 262b**.

Marlpit Avenue – Proposed additional free parking bay

- 3.6 On 14 March 2014 this Committee agreed a proposal to introduce 3 free parking bays in Marlpit Avenue, Coulsdon. Following public notice of the proposals three objections were received from local residents.
- 3.7 The objectors stated that Marlpit Avenue is a narrow road and bus route and parked vehicles would cause an obstruction for residents exiting their driveways, they would not have clear visibility and this would jeopardise road safety having to manoeuvre around parked vehicles. The objectors also felt they should not be

penalized due to the decision to redevelop the Lion Green Car Park site which would increase parking in the area.

- 3.8 The objections were presented to this committee on 21 July 2014, when it was agreed, that two of the 3 free parking bays originally proposed would be implemented.
- 3.9 Since the introduction of the two new bays in October 2014 a local resident has contacted the council to comment on the success of their introduction and to suggest that the third bay that was originally proposed should be introduced. The resident has indicated that the bays are well used, but even when fully occupied, they do not pose any problems for passing traffic.
- 3.10 Marlpit Avenue is the route for the 404 bus and is not a narrow road; the carriageway is of an average width. The proposed parking bay is on the opposite side of the road to most driveways and should not impact on sight visibility for vehicles accessing the highway. The introduction of the additional free parking bay should help to slow vehicle speeds whilst keeping parking contained within areas away from driveways.
- 3.11 In view of this and in response to the resident's suggestion, it is proposed to introduce a third free parking bay in Marlpit Avenue between its junctions with Couldson Rise and Rutherford Rise as shown on **Plan No. PD 262c**.

**Windermere Road (between Brighton Road and its south-eastern extremity)
– Amendment of Traffic Management Orders due to change of road name**

- 3.12 In response to requests from local businesses and Ward Councillors, Croydon Council's Address Management Section changed the name of part of Windermere Road (between its junction with Brighton Road and its south-eastern extremity) to Dobles Close in July 2014.
- 3.13 In order to maintain accurate and enforceable parking restrictions on this section of the street, it is necessary to amend the relevant Traffic Management Orders to reflect the new road name. The relevant section of road is shown in **Plan No. PD 262d**.

Ledbury Road – Introduction of a Three-Hour Maximum Stay Disabled Bay

- 3.14 A disabled parking bay was originally introduced in Ledbury Road in March 2006 adjacent to the flank wall of Nos. 111 to 113 South End, for the use of a disabled employee of a local business. In April 2014 the bay was scheduled for removal following reports that it was no longer used and it was eventually revoked in November 2014.
- 3.15 However, since the revocation of the bay a number of disabled drivers have expressed concern at its removal and suggested that its location was ideal for a general use disabled bay, to assist disabled visitors to the shops and businesses in South End and the vicinity.

- 3.16** In view of the above it is proposed to re-introduce a disabled bay for general use in Ledbury Road, adjacent to the flank wall of Nos. 111 to 113 South End. A three-hour maximum stay would be applied to the disabled bay to ensure a turnover of vehicles so that spaces are regularly available throughout the day. The proposed bay is shown in **Plan No. PD 262e**.

Stanger Road – Introduction of additional shared use parking bays

- 3.17** A Ward Councillor has highlighted residents' concerns about the lack of parking bays in Stanger Road. The Councillor suggested that there was spare capacity to introduce additional parking spaces in the road and requested that the parking bay layout in the street should be reviewed.
- 3.18** An engineer has reviewed the parking arrangements in Stanger Road and identified 10 additional locations where parking bays can safely be provided. Therefore it is proposed to introduce 10 additional shared use (permit holder/pay and display) parking bays in Stanger Road as shown in **Plan No. PD 262f**. The bays would operate from 9am to 5pm, Monday to Saturday and allow a 4 hour maximum stay for pay and display users.

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 £11k un-allocated to be utilised in 2014/2015. If all applications were approved there would remain £65k un-allocated to be utilised in 2015/2016.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2014/15 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000
Revenue Budget available				
Expenditure	13	100	100	100
Income	0	0	0	0
Capital Budget available				
Expenditure	0	0	0	0
Effect of Decision from report				
Expenditure	0	0	0	0
Remaining Budget				
	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 £5,300.

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

5.4 Options

5.4.1 The alternative option is not to introduce the parking bays as set out in the report which would not benefit residents, customers (including disabled) 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 Finance.

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 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 RECOMMENDATIONS

- 11.1 The recommendations are for the introduction of a loading bay in Woodside Court Road, Croydon, to provide a loading facility for businesses in Lower Addiscombe Road; the relocation of a Neighbourhood Care bay in Dennett Road, Croydon, to ensure the safe egress of vehicles from the Half Moon development at the junction of Dennett Road and London Road; the introduction of an additional free parking bay in Marlpit Avenue, Couldson, to provide extra spaces for residents and visitors to the area; the introduction of a limited stay disabled bay for general use in Ledbury Road, Croydon, to assist disabled visitors to shops and restaurants in South End; and the introduction of 10 additional shared use (permit/pay and display) bays in Stanger Road, South Norwood, to provide more spaces for residents and visitors. The report also proposes the amendment of Traffic Management Orders relating to parking restrictions in part of Windermere Road (between its junction with Brighton Road and its south-eastern extremity) due to a change in the road name.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 There are no other viable options to help Blue Badge holders, residents, businesses and visitors at these locations.

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BACKGROUND PAPERS:	None.