

**For General Release**

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>29 April 2015</b>
<b>AGENDA ITEM:</b>	<b>14</b>
<b>SUBJECT:</b>	<b>Results of Consultation: New Addington Central Parade Public Realm Improvements Phase 2</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>New Addington</b>

**CORPORATE PRIORITY/POLICY CONTEXT:**

The New Addington project provides infrastructure to improve the quality of Central Parade and make it a safer, more accessible and thriving district centre. As such it aligns with the following policies adopted in the Corporate Plan 2013-15 and Community Strategy 2013-18:

**Corporate Plan 2013-2015 Priority A3: A place that meets physical and social Infrastructure needs**

A3.4 - To improve the borough's transport infrastructure with access to more sustainable modes of transport and a reduction of road casualties through delivery of the Local Implementation Plan

A3.5 - To lead the Connected Croydon programme as an exemplar of public realm investment to unlock private sector development, enhance the built environment and improve connectivity across and beyond the OAPF area

**FINANCIAL IMPACT** The finance for the delivery of this project has been confirmed in the following documents:

- October 2012 Stage 2 Investment Decision from Greater London Authority awarded £800k of capital funding from the Mayor's Regeneration Fund for this project
- Cabinet 9 July 2012 (Minute Reference A76/12 ) Connected Croydon Programme approved the capital drawdown of £64,000 from the 2012-2017 Capital Funding Strategy as contingency fund for this project
- These proposals can be contained within the available budget.

**KEY DECISION REFERENCE NO.:** This is not a Key Decision as defined in the Council's Constitution. The funding has already been committed.

## **1. RECOMMENDATIONS**

To enable the delivery by March 2016 of the Central Parade Public Realm Improvements, the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment to :

- 1.1 Consider the comments and objections received in response to the statutory notices published in respect of the proposed Traffic Management Orders for the Scheme and the officer's response to those objections as detailed in Section 3 of this report.
- 1.2 Agree not to proceed with the following:-
  - PROPOSED INTRODUCTION OF LIMITED TIME LOADING BAYS
- 1.3 Authorise the General Manager of Enforcement and Infrastructure, Parking Services to make the necessary Traffic Management Orders as detailed in Section 3 under the Road Traffic Regulation Act 1984 (as amended) to confirm the following:
  - PROPOSED INSTALLATION OF SPEED TABLES
  - PROPOSED INTRODUCTION OF PAY AND DISPLAY PARKING BAYS,
  - PROPOSED INTRODUCTION OF LIMITED TIME DISABLED BAYS
- 1.4 Inform the consultees and objectors of the decisions.
- 1.5 Agree that the General Manager of Enforcement and Infrastructure be authorised to take the steps necessary to implement the following:
  - PROPOSED INTRODUCTION OF TWO ADDITIONAL PAY AND DISPLAY PARKING BAYS, CENTRAL PARADE NEW ADDINGTONincluding issuing any necessary notices under Section 23 of the Road Traffic Regulation Act 1984 (as amended), subject to no material objections being received in response to the giving of public notice;
- 1.6 Note that any material objections received on the giving of public notice for the two pay and display parking bays will be reported to a future Traffic Management Advisory Committee for Members' consideration.

## **2. EXECUTIVE SUMMARY**

2.1 Traffic Management Cabinet Committee 20 October 2014 (Minute Ref A36/14) agreed that: The consultation Central Parade Public Realm Improvements Scheme (The Scheme) be commenced; that the General Manager of Infrastructure be authorised to take the steps necessary to implement the Scheme, including issuing any necessary notices under Section 23 of the Road Traffic Regulation Act 1984 (as amended), subject to no material objections being received in response to the public notice; and to note that any material objections received on the giving of public notice would be reported to a future Traffic Management Cabinet Committee for Members' consideration.

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2.2 Consultation on the Scheme started on 25 February 2015 and finished on 18 March 2015. During this time public notices for the traffic orders were issued (detail provided in section 3 below).

2.3 The purpose of this report is to consider comments and objections from the public following the consultation process on the proposed Traffic Management Orders for the Scheme. The full record of consultation responses and proposed actions is contained in Appendix A.

### **3. DETAIL: OBJECTIONS AND RESPONSES TO TRAFFIC MANAGEMENT ORDERS**

#### PROPOSED INSTALLATION OF SPEED TABLES

3.1 New raised tables require the Highway Authority to serve a public notice in accordance with Section 90C of the Highways Act 1980 giving notice of the proposed changes. The Act makes no provision for submission of formal objections to any proposed raised tables.

3.2 Comments on the proposed installation of speed tables support the proposals to promote ease of pedestrian access and lower traffic speeds. However, concerns were raised that the proposed speed tables could facilitate vehicles driving on and parking on the footway.

3.3 It is therefore recommended that the proposed speed tables be implemented and the detailed design of the Scheme considers methods to prevent vehicles accessing the footway using the tables. This can be done by installing bollards or well-placed seats, planters and trees.

#### PROPOSED INTRODUCTION OF LIMITED TIME LOADING BAYS

3.4 The introduction of a dedicated loading bay requires the Highway Authority to serve a public notice in accordance with Section 6 of the Road Traffic Regulation Act 1984 giving notice of the proposed changes. The Act makes provision for anyone to submit a formal objection to the proposed bays.

3.5 Comments on the proposed introduction of limited time loading bays raised the following concerns:

- They will deprive shoppers of parking spaces close to the shops.
- They are unnecessary and as there is a service road at the back of the shops which is designed for deliveries and any member of the public wishing to load their vehicle from the shops can utilise the proposed parking bays.
- The Council need to encourage traders to make deliveries to the rear of the shops.
- The bays will not be large enough to accommodate the delivery vehicles currently used
- The proposed loading bay outside 6 and 7 to 10 Central Parade is

dangerous especially for the size of delivery trucks currently used. This proposed bay is by a bend with a crossing point which has a high footfall as it is a direct route to and from Central Parade to the tram stop.

- 3.6 It is therefore recommended that the Council not proceed with the proposed introduction of limited time loading bays and the Council explores methods to encourage delivery vehicles to make deliveries to the rear of the shops.
- 3.7 The omission of the Loading Bays will create the opportunity to provide two additional parking bays on Central Parade (the rest of the Loading Bays reverting to footway). As these proposed parking bays were not part of the original consultation there will need to be consulted on separately using the procedure set out paragraph 3.8.

#### PROPOSED INTRODUCTION OF PAY AND DISPLAY PARKING BAYS,

- 3.8 Changes to the Parking Regime under section 46A Road Traffic Regulation Act 1984 (for on-street bays) requires the Highway Authority to serve a public notice of variation in accordance with this section of the 1984 Act giving notice of the proposed changes. The Act makes no provision for submission of formal objections to the proposed Parking Charging Regime.
- 3.9 Comments on the proposed introduction of pay and display parking bays, raised concern that the consultation states that there will be 30 minutes free parking whilst there is currently 1 hour free parking on Central Parade. A separate trial of 1hr free parking took place in Central Parade between 01/12/14 and 28/02/15 which required a notice of variation which was advertised in November 2014. The assessment of this separate trial is being undertaken to decide whether it will become permanent and any permanent change to this traffic order will be considered in a future report to this committee and is outside the scope of the scheme being presented in this paper.
- 3.10 It is recommended that the proposed pay and display parking bays are implemented with the standard 30 minutes free parking.

#### PROPOSED INTRODUCTION OF LIMITED TIME DISABLED BAYS

- 3.11 Changes to the Parking Regime under section 46A Road Traffic Regulation Act 1984 requires the Highway Authority to serve a public notice in accordance with this section of the 1984 Act giving notice of the proposed changes. The Act makes no provision for submission of formal objections to the notice.
- 3.12 Comments on the proposed introduction of disabled parking bays were supported their introduction but requested that the bays were for a maximum stay of 1 hour, rather than the proposed maximum stay of 3 hours. This is because it is anticipated that the bays adjacent to the shops to cope with the demand for frequent short trips. It has also been suggested that disabled users will move between these bays to access different shops along the Parade due to the distances involved.

3.13 A one hour stay has been considered by officers who are concerned that this will be different from other disabled bays in the car parks in Central Parade and in other locations in Croydon and may therefore be confusing for users. It is therefore recommended that the proposed limited time disabled bays are introduced with the maximum waiting time of 3 hours and the use of these bays be monitored to see if there is a case for amending to a maximum 1 hour stay in future.

#### **4. CONSULTATION**

4.1 Informal consultation was held between 27 January 2014 and 25 February 2014. Questionnaires and online surveys were filled out by local business, residents and other stakeholders and 66 people submitted their detailed opinions on initial designs for the project. This information has shaped the emerging proposals prior to their submission to the Traffic Management Advisory Committee.

4.2 Formal consultation through the Traffic Management Order and Public Notice process included:

- Public Notices published in the Croydon Guardian and London Gazette. Although it is not a legal requirement street notices were fixed to lamp columns in the vicinity of the proposed scheme and letters were written to occupiers who are directly affected along Central Parade.
- The Police as an official body relevant to the proposals were consulted
- Key community groups such as the New Addington Pathfinders Group and the New Addington Business Improvement District were approached during the formal consultation.

4.3 Once the notices have been published the public had 21 days to comment or object to the proposals. Any relevant objections received will be reported back to this Traffic Management Advisory 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 AND RISK ASSESSMENT CONSIDERATIONS**

##### **5.1 Revenue and Capital consequences of report recommendations**

5.1.1 In October 2012 the Greater London Authority awarded £800,000 of capital funding for this project by way of a Stage 2 Investment Decision from the Mayor's Regeneration Fund. This funding currently has a condition that all expenditure must be made by 31 March 2015.

5.1.2 Cabinet 9 July 2012 (Minute Reference A76/12 ) Connected Croydon Programme approved the capital drawdown of £64,000 from the 2012-2017 Capital Funding Strategy as contingency fund for this project.

	Previous Year	Medium Term Financial Strategy – 3 year forecast		
	2014/15	2015/16	2016/17	2017/18
	£'000	£'000	£'000	£'000
<b>Capital Budget available</b>	<b>72</b>	<b>645</b>	<b>64</b>	
Expenditure	72	0		
<b>Effect of decision from report</b>				
Total Expenditure		645	64	
<b>Remaining budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u></u>

## 5.2 The effect of the decision

- 5.2.1 The decision to proceed will allow for the design works to continue, consultation to be undertaken and public notices issued on the proposals. Subject to the receipt of objections, Traffic Orders can then be prepared which will facilitate implementation of the scheme with completion date planned for March 2016. The above remaining expenditure of £708,000 is an estimate of implementing the remainder of the project. This estimate includes items such as landscaping, repaving, and resurfacing works. The cost of implementing the Traffic Management Orders are a small amount of the overall scheme cost.
- 5.2.1 The Central Parade Public Realm Improvements scheme has been designed in accordance with Croydon's Public Realm Design Guide and will renew areas of footway and carriageway which are in need of repair. This capital investment will not cover revenue maintenance issues. The future revenue impact of the Connected Croydon Programme is being assessed by identifying the whole life costs of each scheme and a growth bid will be submitted to cover any increases in cost.

## 5.3 Risks

- 5.3.1 Grant funding may be lost as a result of the project not being completed in 2014/15. This risk is being mitigated through early engagement with the GLA and approval in principle has been given by the GLA that the deadline for expenditure has been extended to 31 March 2016.
- 5.3.2 The project team has implemented a risk mitigation strategy in order to minimise risk and prevent timetable overrun e.g. preparing the delivery of the most contingent sections under the Connected Croydon Capital Programme. This strategy includes close monitoring of the programme by the Project Board; ensuring stakeholders are consulted and engaged as soon as possible within

the design development process; and ensuring potential contractors are notified of the project as soon as possible to allow for appropriate resourcing and forward planning.

- 5.3.3 The cost of the scheme may increase beyond its budget due to technical constraints. The Central Parade proposals are an extensive and complex mix of alterations to the local infrastructure. Whilst every attempt has been made to avoid such an occurrence as part of the design process and the building in of contingency sums into the contracts, it may prove necessary to reconsider available options in the light of the site conditions received due to their financial implications. The costs forecast in 5.1 include a £60,000 construction contingency.

#### **5.4 Options**

- 5.4.1 The alternative would be the “do nothing” option and not provide the improved facilities. External funding will be lost as will the opportunity to regenerate this part of the borough, and attracting further investment to the borough.
- 5.4.2 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project. These plans will be reviewed as part of the consultation process.

#### **5.5 Future savings/efficiencies**

- 5.5.1 There are no financial savings or efficiencies arising from this report.
- 5.5.2 Although there may not be a direct saving for Croydon Council, recent research shows that improved public realm and access to local facilities has a tangible impact on the local community’s health due to the increased wellbeing that these changes engender.

Approved by: Dianne Ellender, Head of Finance and Deputy Section 151 Officer

#### **6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

- 6.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide 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 matters such as the effect on the amenities of any locality affected.
- 6.1.1 The Council must 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.

6.2 Subject to compliance with the statutory requirements detailed above there are no other direct legal implications arising from this report.

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.

Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

## **8. EQUALITIES IMPACT**

8.1 An initial Equality Impact Assessment has been carried out as a part of the project and this is being taken forward to a full EqIA which will be produced during the detail design process. Introduction of the proposed scheme will provide improved facilities and should lead to a reduction in pedestrian casualties in the area and provide equality of access to services for all including vulnerable members of the community.

## **9. ENVIRONMENTAL IMPACT**

9.1 The proposals for Central Parade will be carefully developed to ensure a positive environmental and design impact. The main environmental impacts / benefits of the wider project will include:

- Improved facilities for all people
- Increased public transport use by improving access to the bus and tram stops.
- Enhanced biodiversity through additional planting.
- Minimization of carbon footprint in terms of new construction and ongoing maintenance activities.
- An improvement in the road safety aspects of the general highways environment by reducing the level of conflict between pedestrians and drivers.

9.3 On the proposed construction contract we will promote the following to minimize the environmental impact of the scheme:

- The sustainable management of construction waste re-use of materials on site.
- Promote use of sustainable / recycled material.
- Reduction of waste generated and reuse of materials.
- Planting will be low water demand to minimise irrigation costs.



**10. CRIME AND DISORDER REDUCTION IMPACT**

10.1 There are positive crime and disorder reduction resulting from the improvement of Central Parade. The project will help to reduce crime and disorder by providing new lighting, increasing pedestrian footfall and ensuring that routes are well lit.

**11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

11.1 There are no specific Data Protection considerations arising from this report. The Council's Procurement Strategy and Tenders and Contracts Regulations are accessible under the Freedom of Information Act 2000 as part of the Council's Publication Scheme. Information requested under that Act about the specific procurement exercise and contract which are the subject of this report, held internally or supplied by external organisations, will be accessible subject to legal advice as to its commercial confidentiality, or other applicable exemption, and whether or not it is in the public interest to do so.

**12. OPTIONS CONSIDERED AND REJECTED**

12.1 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project.

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**BACKGROUND PAPERS**

Appendix A: Consultation Response Log

Appendix B: Figure 1: Existing Layout

Appendix C: Figure 2: Central Parade Public Realm Improvements