

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 7 July 2015
AGENDA ITEM:	13
SUBJECT:	NEW PARKING BAYS – VARIOUS LOCATIONS
LEAD OFFICER:	Jo Negrini – Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broad Green, Croham, Fairfield, Norbury, South Norwood 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 To the proposal to introduce a Car Club Bay in place of Pay & Display Only bays in London Road opposite Hathaway Road, Broad Green.</p> <p>1.2 To the proposal to introduce 2 Car Club Bays in place of Pay & Display Only bays in Bedford Park by Wellesley Road, Fairfield.</p> <p>1.3 To the proposal to introduce 2 Car Club Bays in place of Pay & Display Only bays</p>

in Tavistock Road by Bedford Park, Fairfield.

- 1.4 To the proposal to introduce a Car Club Bay in Norbury Avenue by Norbury Station, Norbury.
- 1.5 To the proposal to introduce 2 new shared-use Permit / Pay & Display bays in Napier Road, Croham.
- 1.6 To the proposal to revoke the loading bay in Church Street by Reeves Corner, Fairfield.
- 1.7 To the proposal to introduce 4 Pay & Display only (2 hour maximum stay) bays in High Street, Croydon by Scarbrook Road, Fairfield.
- 1.8 To the proposal to revoke the taxi rank in the Park Lane Service Road by Katharine Street, Fairfield, and replace this and a section of single yellow line on the north side of Smith's Yard with 5 Pay & Display only (2 hour maximum stay) bays.
- 1.9 To the proposal to introduce a disabled bay in Whitworth Road by Selhurst Road, South Norwood.
- 1.10 To the proposal to convert a shared-use Permit / P&D bay in Suffolk Road, South Norwood to a Neighbourhood Care Bay.
- 1.11 To the proposal to revoke the Neighbourhood Care Bay in Cobden Road by Enmore Road, Woodside.
- 1.12 Authorise the General Manager of Operations and Infrastructure (Highways and Parking) 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).
- 1.13 Note that any material objections received following the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration and onward recommendation to the Cabinet Member.

2. EXECUTIVE SUMMARY

2.1 This report proposes the introduction of Car Club Bays in London Road opposite Hathaway Road (1 bay), Bedford Road by Wellesley Road (2 bays), Tavistock Road by Bedford Park (2 bays) and in Norbury Avenue by Norbury Station (1 bay).

2.2 Also proposed are 2 new shared-use Permit / P&D bays for Napier Road, the revocation of a loading bay in Reeves Corner, 4 new Pay & Display only bays in High Street, Croydon, 5 similar bays in Park Lane, which includes the revocation of a taxi rank, a disabled for Whitworth Road, a new Neighbourhood Care Bay in place of a Permit/Pay&Display bay in Suffolk Road and the revocation of a Neighbourhood Care Bay in Cobden Road.

3. DETAIL

3.1 **London Road opposite Hathaway Road, Bedford Park by Wellesley Road,**

Tavistock Road by Bedford Park and Norbury Avenue by Norbury Station – Proposed Car Club Bays

As part of the re-development of 185 London Road to residential premises it is proposed to provide a Car Club Bay in place of an existing Pay & Display as shown on **Plan No. PD – 277a**. There are a number of residential developments along this section of London Road the majority of which have very limited off-street parking facilities and restrictions on residents obtaining on-street residents permits. A Car Club bay would help to assist local residents and help reduce the level of car (or other vehicle) ownership in this area. Two Car Club bays are also proposed for Bedford Park by Wellesley Road as shown on **Plan No. PD – 277b** next to Saffron Square, a large new residential development which is nearing completion and 2 similar bays in Tavistock Road by Bedford Park as shown on **Plan No. PD – 277c**, which is nearby and close to many existing residential developments. A Car Club Bay is also proposed in Norbury Avenue by Norbury Station as shown on **Plan No. PD – 277d** where there is potential demand from rail users. Consideration is being given to electrical charge points for these bays which are ideal for Car Club Bays where the vast majority of journeys are of short duration and to meet Mayor for London's objectives.

3.2 Napier Road – Proposed additional shared-use Permit / Pay & Display Bays

A request has been received from a local resident for more bays in Napier Road due to the limited availability for residents. The Napier Road and Magdala Road parking scheme is a separate Controlled Parking Zone and permits for this zone are not valid in neighbouring Bynes Road. Therefore if residents cannot find an available bay in the road the alternative is to use the Pay & Display in Bynes Road or find a space in nearby unrestricted roads where space is at a premium due mainly to the South Croydon bus station workers. It is proposed to introduce 2 additional bays as shown on **Plan No PD – 277e**.

3.3 Church Street by Reeves Corner – Revocation of Loading Bay

The Reeves Corner store was burnt down during the riots of 2011 and has remained empty ever since. Shortly this area is to be redeveloped and a new entrance to the development is proposed in Church Street where there is an existing loading bay. To ensure the entrance is kept clear it is proposed to revoke the loading bay as shown on **Plan No PD – 277f** which would be replaced by a single yellow line operating 8am to midnight, Monday to Sunday matching the Central Controlled Parking Zone hours.

3.4 High Street by Scarbrook Road and Park Lane by Katharine Street – Proposed Pay & Display Only Bays including revocation of Taxi Rank in Park Lane

As part of the re-development of Taberner House it is proposed to close part of Fell Road with the resultant loss of 14 Pay & Display Only parking bays. In order to partly compensate the lost parking it is proposed to introduce 4 new bays in the High Street by Scarbrook Road as shown on **Plan No PD – 277g** and 5 new bays in the Park Lane Service Road by Katharine Street as shown on **Plan No PD – 277h**. There is currently a redundant taxi rank in the service road which operates at night time and for the night club which closed a number of years ago. It is proposed that this taxi rank is revoked in order to introduce the new Pay & Display bays.

3.5 Whitworth Road by Selhurst Road – Proposed Disabled bay

A request has been received from the Victory Club in Selhurst Road on the corner of Whitworth Road who are a Royal British Legion associated organisation of mainly elderly members. There are a number of disabled members and the club are requesting that a disabled bay be introduced in Whitworth Road. It is proposed to convert a shared-use Permit / Pay & Display bay close to the club to a disabled bay as shown on **Plan No PD – 277i**.

3.6 Cobden Road – revocation of Neighbourhood Care Bay and Suffolk Road – Proposed Neighbourhood Care Bay

A request has been received from a Ward Councillor to help with a parking issue that the South Norwood & Woodside Community Association experience when parking in Suffolk Road. Previously they had a premises in Cobden Road and a Neighbourhood Bay was provided for them. They have moved to Suffolk Road. It is therefore proposed to revoke the existing Neighbourhood Care Bay in Cobden Road as shown on **Plan No PD – 277j** and convert a Shared-use Permit / Pay & Display bay in Suffolk Road to a new Neighbourhood Care Bay as shown on **Plan No PD – 277k**.

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 Committee for a recommendation 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 £45k 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		
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
<u>Revenue Budget</u>				
available				
Expenditure	70	100	100	100
Income	0	0	0	0
	<hr/>	<hr/>	<hr/>	<hr/>
<u>Capital Budget</u>	0	0	0	0
available				
Expenditure	0	0	0	0
<u>Effect of Decision</u>				
from report				
Expenditure	0	0	0	0
	<hr/>	<hr/>	<hr/>	<hr/>
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 and provision of 2 new Pay & Display machines is estimated at £9,300.
- 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: Louise Phillips, 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, implement and revoke 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.

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 Car Club Bays in London Road, Bedford Park, Tavistock Road and Norbury Avenue is to provide alternative transport to the private vehicle for residents and businesses;
- New Permit / Pay & Display bays in Napier Road are to help provide additional space for residents;
- The revocation of the loading bay in Church Street by Reeves Corner follows the demolition of the Reeves Corner Store following the riots in 2011;
- New Pay & Display bays in the High Street and Park Lane will help to compensate the lost bays in Fell Road once the construction commences for the Taberner House site;
- A disabled bay in Whitworth Road will help provide parking for disabled visitors to the Victory Club;
- The revocation of a Neighbourhood Care Bay in Cobden Road and proposed new bay in Suffolk Road follows the relocation of the South Norwood & Woodside Community Association.

12. OPTIONS CONSIDERED AND REJECTED

12.1 There are no other viable options to help, residents, businesses, disabled blue badge holders and visitors at these locations.

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BACKGROUND DOCUMENTS:

None