

**For General Release**

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>7 July 2015</b>
<b>AGENDA ITEM:</b>	<b>14</b>
<b>SUBJECT:</b>	<b>OBJECTIONS TO PROPOSED PARKING BAYS</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>Coulsdon East and Woodside</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> 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"><li>• The Croydon Plan; Transport Chapter.</li><li>• The Local Implementation Plan; 3.6 Croydon Transport policies</li><li>• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6</li></ul>	
<b>FINANCIAL IMPACT</b> These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	

<b>1. RECOMMENDATIONS</b> That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they: <ol style="list-style-type: none"><li>1.1 Consider the objections received in response to the public notice detailing the Council's proposal to introduce an additional free parking bay in Marlpit Avenue, adjacent to the junction with Coulsdon Rise, and an additional shared use bay (permit/pay and display) outside No. 51 Stanger Road.</li><li>1.2 Agree that the proposed introduction of the parking bays in paragraph 1.1 above should go ahead as proposed;</li><li>1.3 Proceed to introduce the above proposal numbered 1.2 and delegate to the Enforcement and Infrastructure Manager, Highways &amp; Parking Services the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).</li><li>1.4 Inform the objectors of the above decision.</li></ol>
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## **2. EXECUTIVE SUMMARY**

- 2.1 The purpose of this report is to consider objections from the public following the formal consultation process on proposals to introduce an additional free parking bay in Marlpit Avenue, adjacent to the junction with Coulsdon Rise, and an additional shared use bay (permit/pay and display) outside No. 51 Stanger Road.

## **3. OBJECTIONS AND RESPONSES**

### **3.1 Marlpit Avenue, Coulsdon East**

- 3.2 In 2012, the residents' representative of Nineacres Way requested help to ease commuter parking in the road. Residents feared that the problems would be exacerbated due to the building of 55 flats at the nearby Hadley Garage site on the corner of Reddown Road and Marlpit Lane. Residents were not in favour of extending the 11am to noon, Monday to Friday yellow line waiting restrictions in the road as this would reduce the availability of parking for residents. Officers felt that there was scope for additional parking in the area, and it was proposed to introduce three free parking bays in Marlpit Avenue between Nineacres Way and Marlpit Lane.
- 3.3 The proposals were originally approved in September 2012 but following a large number of objections from residents to the formal consultation (by public notice) the Traffic Management Cabinet Committee (as it was called then) agreed on 12 February 2013 that the original proposal should not be implemented.
- 3.4 The bays were subsequently re-proposed as part of a scheme to improve parking facilities in Coulsdon and reported to this committee on 18 March 2014. However, due to objections presented to this committee on 21 July 2014, it was agreed that only two of the three free parking bays originally proposed would be implemented. The third bay (adjacent to Coulsdon Rise) was re-proposed in response to a request from a local resident in October 2014, and its introduction was agreed by this committee in March 2015.
- 3.5 Four local residents and a Ward Councillor have objected to the proposed introduction of the free parking bay for the following reasons:-
- The bay would obstruct sight lines for vehicles coming out of Coulsdon Rise onto Marlpit Avenue.
  - Cars speed around the blind corner from Rutherwick Rise and a number of residents' cars have been damaged as a result.
  - The bay will cause vehicular access and egress problems for the resident living on the corner of Coulsdon Rise and Marlpit Avenue, who has a garage.
  - The road is narrower at this location and parked vehicles both in the bay and on the opposite side of the road could prevent the 404 bus getting through.

- The committee has agreed that siting a parking bay at this site was unsafe on at least two previous occasions.
- If the intention is for extra parking for commuters or residents of Nineacres Way the little used car park in Nineacres Way could be made available for this purpose.
- The other new bays are of no benefit but to encourage residents with driveways to park in them and to cause a hazard to traffic in both directions. Extending parking at the narrowest point in the road would worsen the hazard.
- There was a problem with commuter parking prior to the introduction of the existing yellow line restrictions. The introduction of more bays would reintroduce this problem.

3.6 **Response** – The bay is proposed to be sited on a hill, 10 metres from the junction with Coulsdon Rise and will accommodate approximately four vehicles. The distance of the bay from the junction, its relatively short length and the fact that emerging motorists will be looking uphill to check for oncoming traffic should all ensure that visibility is adequate.

3.7 The Council is currently planning a programme of 20MPH zones across the borough, which could eventually include Marlpit Avenue/Rutherford Rise. In the meantime, although it is not intended as a traffic calming feature, the introduction of this bay should assist in reducing traffic speeds, as vehicles will inevitably slow down as they round the bend from Rutherford Rise once drivers are aware that vehicles are likely to be parked there.

3.8 The proposed bay will be sited 10 metres from the dropped kerb that gives access to the garage at No. 1 Coulsdon Rise, which should allow a driver entering or exiting the garage sufficient visibility. The driver's view of oncoming traffic from Rutherford Rise would remain unobstructed and the bay could offer an emerging vehicle some protection whilst the driver checked for vehicles coming from the opposite direction.

- 3.9 Marlpit Avenue is 7.5 metres wide at the point where the bay would be sited, an average width for a road. The width of the bay would be approximately two metres and if this allowance is also made for cars parking on the opposite side of the road there should still be 3.5 metres of carriageway free for vehicles to pass.
- 3.10 The introduction of this parking bay has been abandoned on previous occasions in response to objections. However, with the imminent closure of Lion Green car park, the pressure on on-street parking in this area is likely to increase and makes the implementation of additional spaces more vital.
- 3.11 The car park in Nineacres Way is provided for users of the memorial ground and is therefore not appropriate for other users.
- 3.12 The existing bays have been introduced in a road where a one hour waiting restriction already applies from 11am to 12 noon. The combination of the bays with the waiting restriction should ensure that parking by commuters is limited to those areas where the Council feels it is safe and appropriate to park. In view of this and the other factors detailed above it is proposed to implement the parking bay as shown in the plan no. **PD-262c**.

### **3.13 Stanger Road, Woodside**

- 3.14 A Ward Councillor 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.
- 3.15 An engineer reviewed the parking arrangements in Stanger Road and identified 10 additional locations where parking bays can safely be provided. Therefore it was proposed to introduce 10 additional shared use (permit holder/pay and display) parking bays in Stanger Road operating from 9am to 5pm, Monday to Saturday and allowing a 4 hour maximum stay for pay and display users.
- 3.16 A resident has objected to the proposed bay outside No. 51 Stanger Road for the following reasons:-
- The bay will be located on a bend. Parked cars at this location will impair visibility and make it dangerous for pedestrians crossing.
  - If the bay were on the other side of the road at the end of the existing set of bays on that side this would make it easier for pedestrians to see approaching cars.
  - If the bay is located outside No. 51 it will be outside the window of the property but if it is sited opposite it will be outside a blind wall.

- 3.14 **Response** – Stanger Road is one-way (north-east to south-west). If an additional bay were to be added to the existing set of bays opposite No. 51, as the objector suggests, they would be too close to the junction of Alfred Road and obstruct visibility of oncoming traffic from the north-east for vehicles emerging from that junction.
- 3.15 There are sufficient gaps between the bays to allow pedestrians to cross safely without their sightlines being obstructed. Pedestrians are also assisted by the fact that traffic is one way, so they only need to check for oncoming vehicles from one direction. Whilst it is not possible to avoid siting parking bays outside the windows of properties, every effort is made to limit signage clutter and to place signs at party walls rather than directly outside properties, wherever possible.
- 3.16 For the reasons above it is proposed to proceed with the parking bay outside No. 51 Stanger Road and shown in plan no. **PD-262f**.

#### **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 introduce an additional free parking bay in Marlpit Avenue, adjacent to the junction with Coulsdon Rise, and an additional shared use bay (permit/pay and display) outside No. 51 Stanger Road. 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 £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
<b><u>Revenue Budget</u></b> <b><u>available</u></b>				
Expenditure	70	100	100	100
Income	0	0	0	0
<b><u>Effect of Decision</u></b> <b><u>from Report</u></b>				
Expenditure	5	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>65</u>	<u>100</u>	<u>100</u>	<u>100</u>
<b><u>Capital Budget</u></b> <b><u>available</u></b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Expenditure	0	0	0	0
<b><u>Effect of Decision</u></b> <b><u>from report</u></b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

## 5.2 The effect of the decision

5.2.1 The cost of the above proposals including other schemes advertised on the same public notice and as agreed at 3 March Committee meeting 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: 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 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 has complied 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 by the members 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 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 to introduce an additional free parking bay in Marlpit Avenue, adjacent to the junction with Coulsdon Rise, and an additional shared use bay (permit/pay and display) outside No. 51 Stanger Road. The bays are required to provide additional on-street spaces in these locations.

## **12. OPTIONS CONSIDERED AND REJECTED**

12.1 The other option available would be to do nothing. This would not provide the additional parking spaces required.

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<b>BACKGROUND PAPERS:</b>	None.