

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 9 February 2016
AGENDA ITEM:	4
SUBJECT:	LION GREEN ROAD CAR PARK – PROPOSED OFF-STREET CAR PARK TRAFFIC MANAGEMENT ORDER
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Coulsdon West
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is inline with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • Corporate Plan; Creating growth for the economy • 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:	
<p>These proposals can be contained within available budget.</p>	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	

<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 partial reinstatement of the Lion Green Road pay and display Car Park on a temporary basis.</p> <p>1.2 Authorise the General Manager of Operations and Infrastructure (Highways and Parking) to give notice of the above 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).</p>
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- 1.3 Note that the Cabinet Member will exercise her delegation from the Leader (ref.25/15/LR) to consider any material objections received in response to the giving of public notice to determine whether the Traffic Management Order should still be made and will advise the next ordinary meeting of the Traffic Management Advisory Committee of the decision taken.

Cases of general urgency and special urgency: The reason that this report should be considered as an urgent item at this meeting is that there has been a recent decision to delay the redevelopment of the Lion Green Road Car Park site and it will be left empty until a new proposal has been agreed. Businesses and customers of Coulsdon are requesting that part of the site be available for parking as soon as possible in order to support the town centre.

2. EXECUTIVE SUMMARY

- 2.1 This report considers a proposal to reinstate part of the Lion Green Road Car Park on a temporary basis.

3. DETAIL

- 3.1 On 7 July 2015 the Cabinet Member agreed a report (minute A38/15 refers) to revoke the Lion Green Road Pay & Display car park due to redevelopment. The proposal was progressed by the Council's joint venture vehicle, CCURV, to provide a new food store, community space and a replacement town centre car park.
- 3.2 The car park subsequently closed to the public and as part of the contractual arrangements between the Council and CCURV, under a licence to occupy, CCURV carried out an extensive programme of activity including surveys, tree felling, an archaeological and ground investigations. Infrastructure including lighting and Pay & Display machines were removed from the site.
- 3.3 In January 2016, the decision was made following agreement with CCURV that the current project was no longer a viable option. The Council is still committed to developing the site and is currently exploring alternative development options. In order to make good use of the site ahead of a future redevelopment, it is proposed that part of the car park should re-open to the public.
- 3.4 Officially there were 188 spaces in surfaced part of the car park. Much of the half of the car park away from Lion Green Road has been excavated but the majority of the front area has been undisturbed with relatively smaller areas where there are excavations.
- 3.5 It is proposed to open the front area of the car park on a temporary basis where relatively minor filling and re-surfacing can take place and up to 112 bays can be provided, including 4 disabled bays and a free motorcycle parking area. The car park will remain open until such a time that the site is redeveloped.
- 3.6 Two Pay & Display machines are proposed to be sited in the same positions as previously. It is proposed that the parking charges will match other district centre car parks with the operational times of 7am to 6pm, Monday to Saturday:

Duration	Tariff
1 hr	£0.60
1-2 hrs	£1.20
2-3 hrs	£1.80
3-4 hrs	£2.40
4-5 hrs	£3.00
5-6 hrs	£3.60
6-11 hrs	£4.20

- 3.7 Previously there was a short term parking area closer to the Lion Green Road / Chipstead Valley Road junction with the remaining area left for long term parking. This did cause confusion with some drivers parking in the wrong areas and receiving Penalty Charge Notices. It is proposed that the car park should have one tariff to avoid confusion and that the capacity should be monitored. If it is determined that there is insufficient spaces for short term visitors to the town centre then consideration can be given to splitting the car park between short and long term.

4 CONSULTATION

- 4.1 The legal process to introduce new car parks 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 recommendation 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

The resurfacing, lighting and re-installation of a pay and display machine will be met through Lion Green project budget. This project has a budget of £495k with the spend in relation to this report being £40k

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
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	0	0	0	0
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>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Capital Budget available</u>				
Expenditure	495	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	40	0	0	0
Remaining Budget	<u>450</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

5.2.1 The cost of resurfacing the trail holes in the front area of the car park, re-marking and the provision of 2 new Pay & Display machines including associated signing and tariff boards has been estimated at £40k. This can be met from Capital funding from the Lion Green Road project budget.

5.3 Risks

5.3.1 Whilst there is a risk that the final cost for the car park will exceed the estimate, this could be accommodated within the Lion Green Road project.

5.4 Options

5.4.1 The alternative option would be to 'do nothing' but this is likely to be seen as a detrimental move by the Council on a site which may not be redeveloped for a few years.

5.5 Savings/future efficiencies

- 5.5.1 The current method of introducing parking schemes 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 and the supply and installation of signs and posts is carried out using the Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.
- 5.6 Approved by: Louise Lynch, Business Partner, Place Department

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.
- 6.3 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 HR, Resources 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

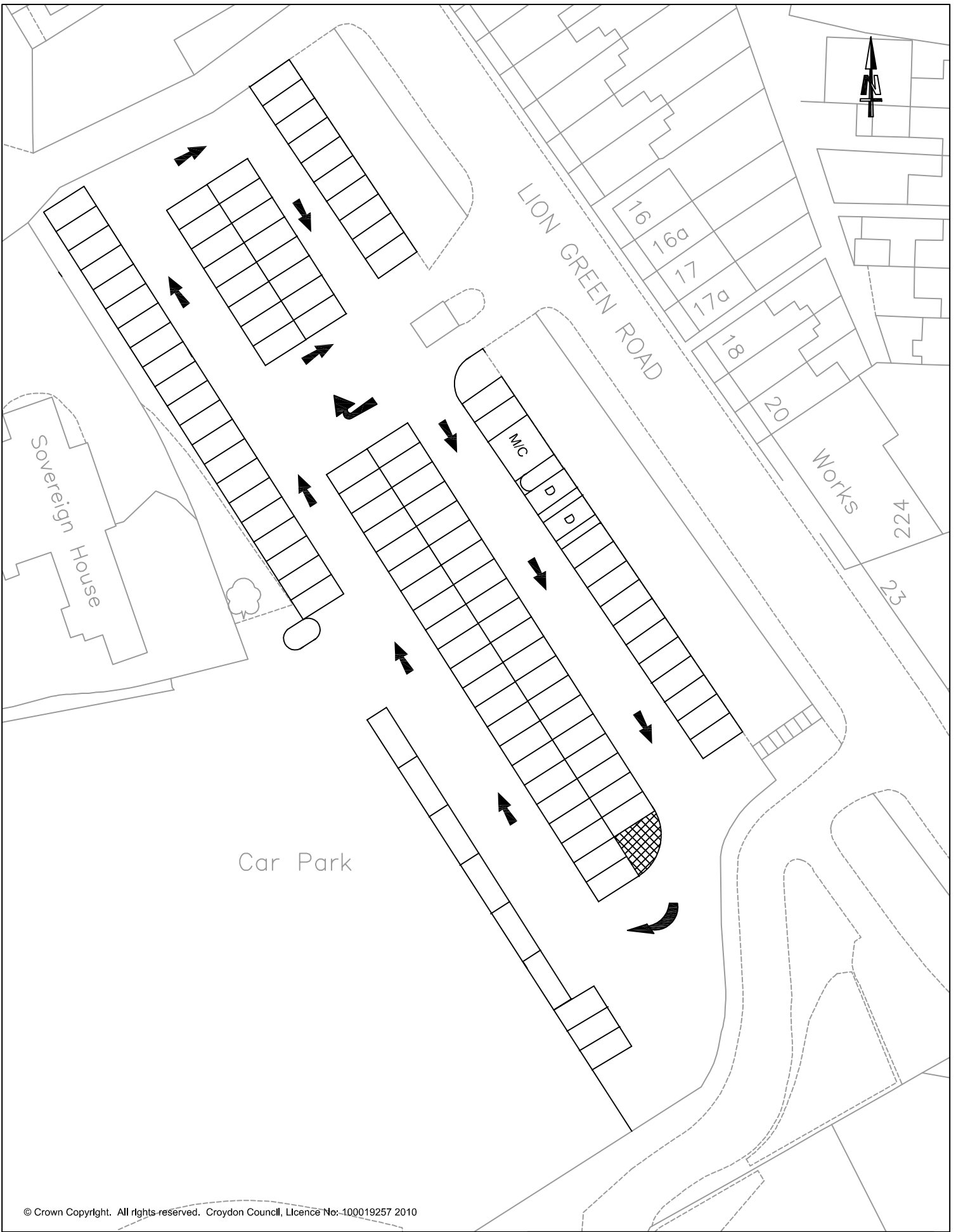
- 11.1 The provision of a public car park close to the centre of Coulsdon will help to provide parking for this district centre on a temporary basis until the site is due to be redevelopment.

12. OPTIONS CONSIDERED AND REJECTED


- 12.1 There are no alternative options as introducing enforceable car parks is the only way to ensure that residents can have access to these parking areas and to provide parking for Coulsdon town centre.

REPORT AUTHOR/ CONTACT OFFICER: David Wakeling, Parking Design Manager
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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:



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 Proposed Parking Bays

CROYDON COUNCIL

Lion Green Road Car Park, Coulsdon

Place Department
Bernard Weatherill House
Parking Design
6th Floor Zone C

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: 1:500 | Drawn PT | Checked DJW | Rev. 00

Date: | Drawing Ref.

February 2016