

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 9 February 2016
AGENDA ITEM:	9
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:	Addiscombe, Broad Green, Fairfield and South Norwood.
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.: 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:-</p> <p>1.1 Agree to the proposal to introduce one disabled bay (3 hour maximum stay) and three 1 hour maximum stay free bays in Morland Road by Beckford Road, Addiscombe.</p> <p>1.2 Agree to the proposal to introduce an additional two Permit / Pay & Display bays in Oval Road, Addiscombe.</p> <p>1.3 Agree to the proposed amendments to the School Keep Clear markings and Permit / Pay & Display bays in Lennard Road, Broad Green.</p>

- 1.4 Agree to the proposal to introduce three disabled bays (3 hour maximum stay) in College Road by George Street East outside the Boxpark development, Fairfield.
- 1.5 Agree to the proposal to introduce five Permit / Pay & Display bays in Cumberlow Avenue, South Norwood.
- 1.6 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).
- 1.7 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.

2. EXECUTIVE SUMMARY

- 2.1 This report proposes the introduction of disabled bays in Morland Road and College Road, 1 hour maximum stay bays in Morland Road and shared-use Permit / Pay & Display bays in Oval Road and Cumberlow Avenue. Also proposed are the removal and replacement to an existing School Keep Clear marking and to Permit / Pay & Display bays and the in Lennard Road.

3. DETAIL

3.1 **Morland Road by Beckford Rd – Proposed Disabled Bay (3 hour maximum stay) and 1 hour max stay bays**

A request has been received from a business in Morland Road by Beckford Road requesting a disabled bay and maximum stay parking bays to help improve parking for customers. Currently there is a loading bay to help with deliveries for the few businesses but otherwise unrestricted parking. Unfortunately parking demand is high along this section of the road and few opportunities for customers including disabled drivers (who cannot use the loading bay). In order to help the businesses by improving access to the amenities of the area it is proposed to introduce 1 disabled bay with a 3 hour maximum stay and 3 one hour maximum stay bays (no return within one hour both to operate between 9am and 5pm, Monday to Saturday. These bays are shown on **Plan No. PD – 292a**.

3.2 **Oval Road – Proposed additional two Permit / Pay & Display bays**

A request has been received from a resident of Oval Road for more parking bays due to increased parking demand and new developments in the area which have resulted in a redundant vehicular cross-over. Oval Road is a residential road of terrace houses, very few with off-street parking. The road is within the East Inner Permit Zone close to East Croydon Station with shared-use Permit / Pay & Display bays with a maximum stay of 4 hours for P&D users. In order to improve access to residential premises and the amenities of the area it is proposed to introduce 2 additional bays as shown on **Plan No. PD – 292b**.

3.3 **Lennard Road – Proposed alterations to the School Keep Clear markings and Permit / Pay & Display bays**

A new school in Lennard Road is currently being constructed to replace a temporary school in the same road. This has resulted in the proposal to remove 4 Permit / Pay & Display bays and replace with a new School Keep Clear Marking. The existing temporary entrance will be retained for staff parking but the School Keep Clear marking here can be removed and an additional 2 Permit / Pay & Display bays can be introduced to partly compensate the loss of four bays. This proposal, as shown on **Plan No. PD – 292c**, will improve access to the school and ensure safety of pupils.

3.4 **College Road – Proposed three Disabled Bays with a 3 hour maximum stay**

A request has been received from officers working on the Boxpark development on the corner of Dingwall Road and George Street East for some disabled bays in College Road to help with access for disabled customers. Boxpark is a new commercial development based on shipping containers with small businesses working together to provide an attractive retail centre in strategic locations. This development is due to open in the summer and in order to improve access to the amenities in the area for those with mobility issues it is proposed to introduce 3 disabled bays (3 hour maximum stay) in College Road by George Street West as shown on **Plan No PD – 292d**, which is the closest feasible location for parking.

3.5 **Cumberlow Avenue – Proposed Permit / Pay & Display bays**

Cumberlow Avenue is within the South Norwood Controlled Parking Zone but currently there are only yellow line waiting restrictions and a disabled bay in this cul-de-sac which leads to the Harris Academy, South Norwood. There is space for 5 shared-use Permit / Pay & Display bays which will improve access to residential premises and the amenities of the area as the supermarket on South Norwood Hill opposite the Cumberlow Avenue. Bays in Suffolk Road opposite this road have a maximum stay for Pay & Display users of 2 hours and it is proposed that the new bays should have the same arrangements – a Pay & Display machine will be required. The proposed bays are shown on **Plan No PD – 292e**.

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 this would utilise the full budget for 2015/16 and leave £89k to be utilised for 2016/2017.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000
<u>Revenue Budget available</u>				
Expenditure	4	93	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	2	4	0	0
Income	0	0	0	0
Remaining Budget	2	89	100	100
<u>Capital Budget available</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
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 the provision of a new Pay & Display machine in Cumberlow Avenue and legal work is estimated at £6,200.

5.2.2 These costs can be contained within the available revenue budgets for 2015/16 and 2016/17.

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 and 2016/17.

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 Lynch, Finance Business Partner, Place Department.

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 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 disabled bay (3 hour maximum stay) and three 1 hour maximum stay free bays Morland Road to provide parking for local businesses;
- The introduction of two shared-use Permit / Pay & display bays in Oval Road to improve access for residents;
- The removal and replacement of an existing School Keep Clear markings and Permit / Pay & Display bays in Lennard Road due to the construction of a new Primary School to replace the existing temporary school buildings;
- The introduction of 3 disabled bays (3 hour maximum stay) in College Road to help access to the nearby new Boxpark commercial development;
- The introduction of two shared-use Permit / Pay & display bays in Cumberlow Avenue to improve access for residents and customers to local businesses;

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