

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 26 April 2016
AGENDA ITEM:	21
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:	Coulsdon West, Fairfield, Norbury, Purley and Selhurst.
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 extend the free parking bays in Chipstead Valley Road, Coulsdon West by approximately 7 parking spaces.</p> <p>1.2 Agree to the proposal to introduce an additional 5 Permit / Pay & Display bays in Chatsworth Road, Fairfield.</p> <p>1.3 Agree to the proposal to introduce an additional 3 Permit / Pay & Display bays in Edridge Road, Fairfield.</p>

- 1.4 Agree to the proposal to introduce an additional Permit / Pay & Display bay in Salem Place, Fairfield.
- 1.5 Agree to the proposal to convert a Neighbourhood Care (NC) bay to a disabled bay at Norbury Crescent, Norbury.
- 1.6 Agree to the proposal to introduce an additional 10 Permit / Pay & Display bays in Gloucester Road and Neville Road, Selhurst.
- 1.7 Delegate to the Highway Improvement Manager, Streets Directorate the authority to give notice and subject to receiving no material objections to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.1 - 1.6 above.
- 1.8 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 additional Permit / Pay & Display shared use bays in Chatsworth Road, Edridge Road, Salem Place, Pampisford Road, Gloucester Road and Neville Road and free bays in Chipstead Valley Road and the conversion of a Neighbourhood Care (NC) bay to a disabled bay at Norbury Crescent.

3. DETAIL

3.1 Chipstead Valley Road – Proposed additional free parking bays

A request has been received from a local resident for additional parking bays to be introduced where possible along Chipstead Valley Road to help alleviate the parking problems in the area. The section in question has an 11am to noon restriction with several free parking bays to allow all day parking. There is limited scope for additional parking bays as this is a busy 'B' road accommodating several bus routes. However, it is proposed to extend the free bays by approximately 7 spaces to assist residents while providing minimal disruption to moving traffic. These bays are shown on drawing PD 301a, PD301b and PD301c.

3.2 Chatsworth Road – Proposed additional Permit / Pay & Display bays

A request has been received from a resident of Chatsworth Road for additional parking bays to be introduced on Chatsworth Road as residents frequently struggle to find parking spaces. Chatsworth Road is part of the Croydon (Central Permit Area) Controlled Parking Zone. It is densely populated with several purpose built apartment blocks as well as houses subdivided into flats. There are few locations left on this road for parking bays – yellow lines are mainly near junctions and across dropped kerbs. However, it is possible to propose 5 new parking bays for the road which should provide some assistance to residents. The locations of the bays are shown on drawing no 301n and 301p.

- 3.3 Edridge Road – Proposed additional Permit / Pay & Display bays**
A request has been received from a resident of Edridge Road for additional parking bays to be introduced on the street. Edridge Road is within the Croydon (Central Permit Area) Controlled Parking Zone. There are a large number of dropped kerbs and the road is narrow, limiting the suitable positions for parking bays. It is proposed to introduce 3 new parking bays as illustrated in drawing PD 301d and PD 301e.
- 3.4 Salem Place – Proposed additional Permit / Pay & Display bays**
A request has been received from a local resident for additional parking spaces to be provided at Salem Place, close to the Town Centre. Residents regularly struggle to find spaces despite paying for permits. There is scope to introduce 1 new shared use bay on this street as illustrated on drawing no PD301f.
- 3.5 Norbury Crescent – Removal of Neighbourhood Care Bay and Introduction of Disabled Parking Bay**
A neighbourhood care bay has previously been provided for Norcrest care home on Norbury Crescent. Staff at the care home have reported that the bay is consistently being misused by other motorists causing difficulty in transporting their service users. They have requested that a disabled parking bay be provided in place of the neighbourhood care bay. The council often provides disabled bays to care facilities in the borough. While there is still the potential for the bay to be misused, 'disabled' text on the ground as well as the sign plate should act as a deterrent to other motorists. It is proposed that the new disabled bay be provided in the space currently occupied by the neighbourhood care bay as illustrated in drawing no 301g.
- 3.6 Gloucester Road / Neville Road - proposed additional Permit / Pay & Display bays**
A request has been received from a member of the public for additional parking bays to be introduced on Gloucester Road. Concerns have been raised about the increased pressure on parking spaces which are almost always full and with new housing developments in the area, likely to worsen. Locations for 6 new bays have been found on Gloucester Road and 4 new bays on the neighbouring Neville Road as illustrated on drawing PD 301i-m

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.

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 £62k un-allocated to be utilised in 2016/2017 this is taking into account £13k that was committed in 2015/2106 against the 2016/2107 financial years spend.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2016/17 £'000	M.T.F.S – 3 year Forecast		
		2017/18 £'000	20018/19 £'000	2019/20 £'000
<u>Revenue Budget available</u>				
Expenditure	100	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	2	0	0	0
Income	0	0	0	0
Remaining Budget	<u>98</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	<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 the legal process is estimated at £2,400.

5.2.2 These costs can be contained within the available revenue budget for 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 budget for 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, 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, Acting Council Solicitor and Acting 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 additional bays 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.

REPORT AUTHOR

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BACKGROUND DOCUMENTS:

None