

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 8 February 2017
AGENDA ITEM:	5
SUBJECT:	SOUTH NORWOOD OBJECTIONS TO LOSS OF PARKING BAYS AND BUS STOP RELOCATION
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Woodside
<p>This report is in accordance with objectives set out in the following adopted policies:</p> <ul style="list-style-type: none">• Croydon Local Plan (CLP1) – Strategic Policies• Croydon’s Community Strategy 2013-18; Goal One: A Better Borough• Croydon Corporate Plan 2015 – 2018 Priority 3: LIVEABILITY Creating a welcoming place where local people want to live• The Infrastructure Delivery Plan	
<p>FINANCIAL IMPACT These proposals can be contained within the available budget.</p>	
<p>FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision</p>	

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

- 1.1 Consider the objections received in response to the public notice detailing the Council's proposal to:
 1. Relocate parking bays on Market Parade with the loss of one 30minute short stay bay (Plan 3516805A-1200-RM-MP2 Rev. D) and subsequently the affected introduction of double yellow lines resulting in the above.
 2. The loss of two Pay and Display (4 hour limit) or Permit Holder bays on Apsley Road (Plan 3516805A-1200-RM-MP2 Rev. D)
 3. The loss of two Pay and Display (4 hour limit) or Permit Holder bays on Ingatestone Road (Plan 3516805A-1200-RM-MP2 Rev. D)
- 1.2 Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement 1.1.1 and 1.1.3 above.
- 1.3 Inform the objectors of the above decision.

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 amend existing parking controls, resulting in the relocation of existing car parking bays and bus stop at Market Parade, Portland Road and the loss of five parking bays as part of the proposed public realm improvements scheme.
- 2.2 The Executive Director in consultation with the Cabinet Member is of the view that it is appropriate that the objections to relocate existing car parking bays and the bus stop and loss of five bays is considered by TMAC due to the number of objections that have been received.

3. OBJECTIONS AND RESPONSES

3.1 Car parking bays outside of 149 to 153 Portland Road

- 3.1.1 As part of the proposed public realm improvements scheme to Market Parade, Portland Road the existing bus stop is proposed to be relocated which subsequently results in the relocation of three car parking bays. The giving of public notice for the above was approved through delegated authority by Shifa Mustafa, Executive Director of Place on the 16/11/16.
- 3.1.2 Four people have objected to the proposed relocation of the bus stop and car parking bays.
 - The first objector feels that the relocation of the bus stop and loss of car parking directly outside the shops in particular the 'Pink Icing Shop'

would make it difficult to carry heavy and sizeable goods purchased to other car park bays located further away.

- The second objector feels that people need to be able to park directly outside of the 'Pink Icing Shop' and Post Office therefore the relocation of the bus stop and loss of parking outside the shops would prevent this. They also feel that relocating the stop to its proposed location on the hill would be difficult for people to access the bus and cause traffic congestion on Portland Road.
- The third objector feels that the relocation of the bus stop would affect traffic flows, cause congestion and a bottle neck along Portland Road.
- The fourth objector feels that the loss of parking directly outside the shop and introduction of a bus shelter would detrimentally affect the business trade and make it difficult for them to accept deliveries. Also that deliveries to and from the Post Office will also be affected.

3.1.2 **Response** – The points above in relation to the need for deliveries and collection by small vehicles of potentially heavy goods to parking bays directly outside of this row of shops is valid.

3.1.4 It is proposed not to proceed with the relocation of the bus stop and subsequent relocation of bays outside of 149 to 153 Portland Road.

3.2 All car parking bays on Portland Road, Apsley Road and Ingatestone Road

3.2.1 As part of the proposed public realm improvements scheme to Market Parade, Portland Road there is the proposed loss of 1 bay on Portland Road, 2 bays on Apsley Road and 2 bays on Ingatestone Road. The giving of public notice for the above was approved through delegated authority by Shifa Mustafa, Executive Director of Place on the 16/11/16.

3.2.2 One person objected to the overall loss of parking:

- The objector felt that the removal of a number of parking bays would have an adverse effect on their business and other businesses in the area.

3.2.3 **Response** - The loss of the 1 bay on Portland Road will allow a number of street trees to be planted as part of the overall public realm improvements. The loss of the 2 bays on Ingatestone road is required from a road safety viewpoint to facilitate the proposed build outs at these junctions allowing trees and an increase in footway to be introduced as part of the overall public realm improvements.

3.2.4 The current number of parking bays on Market Parade and surrounding streets in close proximity to where the proposed loss of spaces will occur allows sufficient capacity for potential customers to park if required to visit these businesses.

3.2.5 It is proposed to proceed with the loss of 1 bay on Portland Road and 2 bays on Ingatestone Road.

3.2.6 **Response** - It is proposed to not remove the 2 bays on Apsley Road. The road layout will be amended to insert the 2 existing bays in their current location in to the footway therefore allowing enough carriageway width for vehicles to safely pass each other.

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 amend existing parking controls, resulting in the relocation of existing car parking bays and bus stop at Market Parade, Portland Road and loss of five car parking spaces as part of the proposed public realm improvements scheme. 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. No objections have been received from these consultees.

5 FINANCIAL CONSIDERATIONS

5.1 Market Parade - Portland Road There is a loss of revenue to the Council due to the loss of one 30minute bay: this bay is free for the first 30min, pay and display thereafter.

5.2 Ingatestone Road. There is a loss of revenue to the Council due to the loss of 2 Pay and display (4 hour limit) or permit holder bays,

5.3 The installation of these proposals will be funded through the South Norwood Public Realm Improvements Project budget.

5.4 The effect of the decision

5.4.1 Loss of 1 30minute pay and display bays

It is proposed to set aside £2200.00 as a commuted sum to offset the financial loss in the parking revenue account for the loss of any potential future revenue generation from this bay based on Pay and Display and PCN notices.

Loss of 2 Pay and Display (4 hour limit) or permit holder bays

It is proposed to set aside £5575.00 as a commuted sum to offset the financial loss in the parking revenue account for the loss of any potential future revenue generation for a 5 year period based on Pay and Display and PCN notices

5.4.2 All costs associated with the removal of these bays will be covered by the South Norwood Public Realm Improvements Project budget.

5.5 Risks

5.5.1 There is sufficient budget within the project to implement this scheme.

5.6 Options

5.6.1 The alternative option is not remove any of the parking bays as set out in the report. This which would restrict the proposed vision for the overall public realm improvements project and adopted corporate policies.

5.7 Savings/future efficiencies

5.7.1 There are no direct financial savings or efficiencies arising from this report.

5.7.2 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.

5.7.3 Any signs that are required are sourced from the new Highways contractor where rates are competitive.

5.7.4 Approved by: Zulfiqar Darr Head of 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 (so far as is 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 for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.1 There are no human resources implications arising from this report.

Approved by: Jason Singh on behalf of the Director of Human Resources

8. EQUALITIES CONSIDERATIONS

8.1 An initial Equalities Impact Assessment (EqIA) has been carried out as part of this project. The introduction of the proposed scheme will provide improved access to services in and around South Norwood in particular the access from the train station to the High Street for all including vulnerable members of the community.

9. ENVIRONMENTAL IMPACT

9.1 There are no negative impacts arising from this report, and the planting of new trees will have a positive contribution to the environment.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no such impacts arising from this report.

11. REASONS FOR RECOMMENDATIONS

11.1 Croydon has ambitious plans for regeneration and growth: District Centres such as South Norwood have a critically important role to play in this.

11.2 This public realm improvements scheme is one of the first phases of the proposed regeneration programme for this district centre and will be a catalyst to support future sustainable success required for existing and future residents.

11.3 The proposals that are to be implemented as set out in this report will greatly facilitate the meeting of the above corporate priority.

12. OPTIONS CONSIDERED AND REJECTED

12.1 Alternative design options have been considered to retain all of the proposed changes that this report sets out. However, it has been concluded that the recommended changes set out in this order allow Market Parade to significantly improve in quality and meet the project aspiration for the benefit of the local community.

REPORT AUTHOR:

Clive Kershaw, Regeneration Manager
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BACKGROUND PAPERS:

None

APPENDICES:

Appendix 1: 3516805A-1200-TRO-MP1 Rev. B Market Parade, Portland Road Existing Road Layout

Appendix 2: 3516805A-1200-RM-MP2 Rev. D Market Parade, Portland Road Proposed Road Layout

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