

**COUNCILLOR PHIL THOMAS
CABINET MEMBER FOR ENVIRONMENT AND
HIGHWAYS**

**CABINET MEMBER'S ITEMS CONSIDERED AT 19 NOVEMBER 2012
TRAFFIC MANAGEMENT CABINET COMMITTEE.**

1. WOODSIDE COURT ROAD, ONE WAY WORKING.

The Cabinet Committee considered a report recommending the introduction of a short section one-way working for southbound traffic in Woodside Court Road at the junction with Lower Addiscombe Road. Pedal cycles will be exempt from the one way system and this will be incorporated into the design as a cycling contraflow, the one way system will be for motorised vehicles only.

The Cabinet Committee **RESOLVED**

- a) To introduce a short section of permanent one-way working for southbound traffic in Woodside Court Road, with the exception of cyclists, at the junction with Lower Addiscombe Road at an estimated cost of £12,000. and;
- b) That the Executive Director of Planning & Environment be authorised to make the necessary Traffic Management Order under section 6 of the Road Traffic Regulation Act 1984 (as amended) in order to introduce the changes, subject to receiving no material objections on the giving of public notice. Any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration

2. WHITEHORSE ROAD – PROPOSED ZEBRA CROSSING

The Cabinet Committee considered a report seeking agreement to implement a new zebra crossing facility in Whitehorse Road, approximately 5m south of its junction with Zion Place to provide a formal crossing facility close to Whitehorse Manor School. This will help pupils, parents and other visitors to the school to cross Whitehorse Road safely.

This need for a formal crossing point near the school has been identified following a request from Whitehorse Manor Infants and Junior School.

The Cabinet Committee **RESOLVED**

1. to authorise the giving of public notice in respect of the proposal to introduce a zebra crossing facility in Whitehorse Road, approximately 5 metres south of it's junction with Zion Place, as shown on the plan numbered TH/WHM/ZEB/7;and,

2. That the Executive Director of Planning & Environment be authorised to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to introduce the crossing subject to receiving no material objections on the giving of public notice. Any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration.

3. ROCKMOUNT ROAD – PROPOSED SCHOOL KEEP CLEAR MARKING

The Cabinet Committee considered a report seeking agreement to implement a new (35m long Approx) school 'keep clear' marking in Rockmount Road, and the associated signage to keep an area on the road outside the new entrance for pupils at Rockmount Primary School clear of parked vehicles between 8am to 9.30am and 3pm to 4.30pm Monday to Friday during term times, to improve road safety for pupils, parents and other visitors.

The need for a 'keep clear' marking has been identified following a request from Rockmount Primary School following relocation of the school entrance after major works.

The Cabinet Committee **RESOLVED**

1. to authorise the giving of public notice in respect of the proposal to make a permanent traffic management order to introduce a mandatory 'School Keep Clear' marking as shown on plan number TH/ROCK/SKC8; and,
2. that the Executive Director of Planning & Environment be authorised to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to introduce the restriction subject to receiving no material objections on the giving of public notice. Any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration.

4. WEIGHT RESTRICTION ON TENNISON ROAD OVERBRIDGE

The Cabinet Committee considered a report that provided a review of the bridge assessment work undertaken for Tennison Road Overbridge by Network Rail and sought agreement for the introduction of a permanent weight restriction following the emergency temporary weight restriction of 3 tonnes resulting from this assessment.

The Cabinet Committee **RESOLVED**

- a) to authorise the making of a permanent traffic management order to implement a weight restriction of 3 tonnes to vehicular movement on the Tennison Road Overbridge with an exemption for buses.

- b) that the Executive Director of Planning & Environment be authorised to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to introduce the restriction subject to receiving no material objections on the giving of public notice. Any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration.

5. BYNES ROAD AND ROLLESTON ROAD – OBJECTIONS TO PROPOSED ONE-WAY WORKING

Having considered the objections and comments received to the proposal to introduce one-way working on Bynes Road and Rolleston Road the Cabinet Committee **RESOLVED**

1. to defer the decision to a future meeting of the Cabinet Committee to allow officers and residents to meet.

6. DAVIDSON ROAD AREA – PROPOSED EXTENSION OF THE CROYDON (EAST OUTER AREA) CPZ – RESULTS OF CONSULTATION

Having considered the results of the two-part consultation and objections received in response to the public notice on the proposal to extend the Croydon CPZ (East Outer Permit Area) into Davidson Road (part), Stretton Road, Morland Avenue, Vincent Road, Leicester Road, Morland Road (part) and Gordon Crescent, the Cabinet Committee **RESOLVED** to

1. extend the Croydon CPZ (East Outer Permit Zone) into Davidson Road (between Nos. 1-187 and 8-178) and Alexandra Place, as shown on Plan No. PD- 142a-r1; and
2. Notify consultees of the Committee's decision.

7. PETITION – FAIRHOLME ROAD & LYNSCOTT WAY – REQUEST FOR RESIDENTS PARKING

The Cabinet Committee noted the petitions in respect of Fairholme Road and Lynscott Way and **RESOLVED**

1. That the Head of Parking Services be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) to (a), extend the Croydon Controlled Parking Zone (North Permit Zone) into Fairholme Road and the surrounding area, as shown on Plan No. PD 191 and (b), extend the existing waiting restrictions on the side of Lynscott Road opposite Lambourne Close to a point just past the boundary of Nos. 1 & 3 Lynscott Way, as shown on Plan No. PD 190h; either case, subject to receiving no material objections on the giving of public notice;

2. that any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration; and
3. that officers Inform the petitioners of the Cabinet Committees decision.

8. WINDMILL ROAD – PROPOSED EXTENSION OF THE CROYDON CONTROLLED PARKING ZONE (NORTON PERMIT ZONE) – RESULTS OF FORMAL CONSULTATION

The Cabinet Committee having considered the objections received in response to the public notice agree to extend the Croydon CPZ (North Permit Area) into the presently unrestricted section of Windmill Road. **RESOLVED**

- a. not to extend the Croydon CPZ into Windmill Road but to extend the 7am to 7pm, Monday to Saturday waiting restrictions, only, on the southeast side of the road between the existing CPZ boundary (by Queens Road) and the zebra crossing (outside the Metropolitan Police Centre) as shown on plan no. PD 192.
- b. that the Head of Parking Services be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended);
- c. that officer Inform the objectors of the decision.

9. INTRODUCTION OF NEW PARKING RESTRICTIONS – VARIOUS LOCATIONS

The Cabinet Committee considered a report proposing the introduction of mainly 'At any time' waiting restrictions at various locations across the Borough, mostly at junctions where parking is presently creating obstruction and safety concerns.

The Cabinet Committee **RESOLVED**

1. that the Head of Parking Services be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) to introduce mainly 'At any time' waiting restrictions at the locations detailed below and in Drawing Nos. PD 190a to PD 190L, subject to receiving no material objections on the giving of public notice:
 - Kynaston Avenue / Kimberley Road / Attlee Close / Bert Road – Bensham Manor
 - Melfort Road / Braemar Avenue – Bensham Manor
 - Churchill Road by Brighton Road – Croham
 - Mount Park Avenue / Coningsby Road – Croham and Purley
 - Purley Road, South Croydon – Croham
 - Bench Field by Croham Road – Croham
 - Charles Street by Ryeland House and the adjacent unnamed access road leading to the multi-storey car park – Fairfield
 - High Street, Thornton Heath – Cassland Road to Grange Road – Thornton Heath

- Windsor Road / County Road – Thornton Heath
 - Howden Road – South Norwood
 - Penge Road near Kings Road – South Norwood (8am to 6.30pm, Monday to Saturday waiting restrictions)
2. that any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration.

10. PROPOSED PARKING BAYS – VARIOUS LOCATIONS

The Cabinet Committee considered a report that proposed the introduction of a new loading bay, a maximum stay bay, Neighbourhood Care Bay, Pay & Display bays and a shared-use Permit / Pay & Display bay and also considered the the reduction in free parking bays.

The Cabinet Committee **RESOLVED**.

1. to Introduce a loading bay in Mitcham Road near Ockley Road, Broad Green.
2. to Introduce an additional 30 minutes maximum stay bay in Coulsdon Road, Lacey Green, Coulsdon.
3. to Introduce a residents' only parking bay in Woodplace Lane near The Netherlands, Coulsdon.
4. to Introduce an additional Shared-use Permit / Pay & Display bay in Junction Road, Croham.
5. to Introduce additional Pay & Display bays in High Street, Croydon, South End and Selsdon Road Fairfield and Croham.
6. to reduce the length of free parking bay in Linton Glade by Brookscroft, Heathfield.
7. To reduce the length of free parking bay in Russell Hill by More Close, Purley.
8. that the Head of Parking Services be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to introduce the above measures, subject to receiving no material objections on the giving of public notice.
9. Any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration.

11. SOUTH NORWOOD LEISURE CENTRE – PROPOSED OFF-STREET CAR PARKS

The Cabinet Committee considered a report that proposed the introduction of enforceable parking controls for the existing off-street car parks at the South Norwood Leisure Centre.

The Cabinet Committee **RESOLVED**

- 1 To introduce off-street car parks at the South Norwood Leisure Centre.

- 2 That the Head of Parking Services be authorised to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended), and to introduce the car park subject to receiving no material objections on the giving of public notice. Any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Committee for Members' consideration.

12. OBJECTIONS TO PROPOSED DISABLED PARKING BAYS

The Cabinet Committee having considered the objections received to the proposals to provide Disabled Persons' parking bays at locations in Davidson Road and Exeter Road, Croydon and officers' responses to those objections

RESOLVED

1. That the Head of Parking Services be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to provide the Disabled Person's bays as originally proposed in Drawing Nos. PD -187c and PD – 187g; and
2. That officers inform the applicants and objectors of the decision.

13. BOROUGH WIDE CYCLING PROJECTS 2012-13

The Cabinet Committee considered a report that detailed schemes that would provide clearer, safer and more direct cycling links along key routes in various parts of the borough. This is achieved by selecting routes which are easy to follow, avoid heavy traffic and junctions, have practical and desirable destinations, and link up with existing well established cycle routes.

In particular, routes have been selected to:

- a) minimise potential conflict with motorised traffic;
- b) avoid hills where possible, to make the routes accessible to more cyclists and potential cyclists.
- c) utilise "shared pathways" with pedestrians where practical, taking measures to ensure no danger to pedestrians results, by careful selection and design of shared use facilities.

The total cost of the package of measures, set out in the report and on plans considered by the Cabinet Committee, is estimated to be £12,000, which will be met from the 2012/13 Local Implementation Plan (LIP) funding provided by Transport for London (TfL)

The Cabinet Committee **RESOLVED**

1. To introduce a cycle contra flow section within the one way system in Woodside Green (slip road), south of its junction with Birchanger Road and introduce a section of "at any time" waiting restriction at the junction with Woodside Green

2. To the conversion of footpath 653 between Stroud Road, Woodside and Lower Addiscombe Road (alongside Ashburton Park) to a cycle track (shared pedestrian/cycle facility) under the Cycle Tracks Act 1984.
3. *To the conversion of the footway on Lower Addiscombe Road from the junction with footpath 653 to Ashburton Park main entrance to shared use for cyclists and pedestrians, .*
4. *The introduction of regulatory and directional signage as appropriate for each individual intervention, to create a joined up network of routes facilitating easy wayfinding for cyclists around the Borough.*
5. That delegated authority be given to the Head of Parking Services to carry out the Statutory consultation, serve notices and make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended), the Highways Act 1980, and the Cycle Tracks Act 1984 in order to introduce the changes, subject to receiving no material objections on the giving of public notice. Any material objections received on the giving of public notice, where required, will be reported to a future Traffic Management Cabinet Committee for Members' consideration

Items in italics (3 and 4 above) were agreed at the Traffic Management Cabinet Committee meeting held on 24 September 2012