

Croydon Council

For General Release

REPORT TO:	COUNCIL 14 OCTOBER 2013
AGENDA ITEM NO:	8
SUBJECT:	RESPONSES TO PETITIONS PRESENTED TO COUNCIL ON 1 JULY 2013
LEAD OFFICER:	Julie Belvir, Director of Democratic and Legal Services
WARDS:	ALL
CORPORATE PRIORITY/POLICY CONTEXT: This report is prepared in keeping with paragraph 3.22 of the Council Procedure Rules at Part 4A of the Constitution.	

1. RECOMMENDATIONS

- 1.1 The Council is asked to note the response to the petition presented by Councillors at its last ordinary meeting as detailed in paragraph 4 of the report.

2. EXECUTIVE SUMMARY

- 2.1 This report details Cabinet Member response to the petition presented to Council on 1 July 2013. All Members have the opportunity to ask questions on the responses to any of the petitions.

3. BACKGROUND

- 3.1 Part 4A of the Constitution allows Councillors to present petitions to meetings of the Full Council.
- 3.2 The Constitution requires a response to that petition to be presented at this meeting.
- 3.3 A period of up to ten minutes is permitted for questions on the response to the petition.

4. RESPONSES TO PETITIONS

- 4.1 Petitions presented to the Council meeting on 1 July 2013, and the relevant Cabinet Member response, as follows:

4.2 A petition presented by **Councillor Maria Gatland** on behalf of residents: 'Junction Road, South Croydon CR2 is a mainly residential road, which also has two pubs, a tyre distributor and some offices. Over recent years traffic using Junction Road (which is one way) to gain access to the Brighton Road from the Selsdon Road has increased significantly. Due to the width of the road a number of vehicles travel at excessive speeds day and night. A large number of overweight vehicles (over 7.5t) use the road including buses returning to South Croydon Bus Garage, articulated lorries and large commercial vehicles. As a resident I feel strongly that it is now necessary to introduce traffic calming to Junction Road to not only improve our environment but to also avert a potential incident. Therefore I would like Croydon Council to consider the following proposals to calm the Junction Road traffic;

1. The extension of the kerbs at both the entrance and exit of the street to a single lane. This will slow the traffic entering and exiting the road.
2. To change the angle of the parking bays so that instead of them being situated alongside the kerb they will be at an angle of 45°. This will have the dual benefits of increasing the number of parking bays by a calculated increase of 3 and will create a chicane slowing down the traffic naturally
3. Better signage at both ends of the street. At the Selsdon Road end to re-enforce the weight limit of 7.5t and at the Brighton Road end to make it clear that Junction Road is one way. We usually experience 3-5 vehicles travelling along the road in the wrong direction every day!

I understand that traffic needs to use our road and that the businesses in the road need to continue to thrive but most important of all our environment needs to be improved and traffic calmed'

4.3 **Response from Councillor Phil Thomas, Cabinet Member for Highways and Environmental Services**

The petition is split into 3 main issues which are responded to as follows:

1. **Kerb Extensions** – It is not felt that any build-outs to narrow the carriageway at the entrance or exit of Junction Road would affect the speed of traffic along the length of this road. Any narrowing at the junction with Brighton Road would only serve to increase queue lengths outside private properties. These build-outs / narrowings would need to allow for the turning movement of larger vehicles that have legitimate business in Junction Road, such as delivery vehicles, emergency service vehicles and the Council's refuse vehicles. As such the build-outs would not be sufficient to significantly affect the speed or movement of smaller vehicles such as cars and vans. For all the reasons above the introduction of build-outs / narrowings is not considered to be a practicable solution to traffic speeds along Junction Road.
2. **Parking Bays** – On a more positive note consideration will be given to changing some of the parking bays to angled bays although the scope for additional bays may be limited depending on the siting and need to ensure that parked vehicles are not vulnerable to being damaged by through traffic.

Any changes would require approval by the Traffic Management Cabinet Committee and a legal process giving members of the public the opportunity to comment or object to the proposals. Depending on the results of the surveys a proposal may be considered at the 7 October committee meeting and we would normally allow 6 months from this date to implementation allowing for the legal process.

- 3. Lorry Ban Signs** – I can confirm that the Council has investigated the missing weight limit signs and has made arrangements for their replacement.

4.4 A petition presented by **Councillor Maggie Mansell** on behalf of residents: "Residents near in Tylecroft Road and above the London Road shops are asking Croydon council to arrange proper storage and collection of household rubbish from Tylecroft Mews behind the London Road Shops. They would like the road gated to prevent anti-social behaviour and burglaries."

4.5 **Response from Councillor Simon Hoar, Cabinet Member for Community Safety and Public Protection.**

With regard to the issue of fly tipping, Tylecroft Road is regularly monitored by the Council and there has been a great deal of activity to try and address the problems being experienced at this location.

There are currently 2 large bins at the location for the flats above the shops. After discussions with Veolia, our waste disposal contractor, it has been agreed that these will now be emptied every week rather every two weeks which is the current contractual arrangement. We have also requested that the bins are returned to the correct location after being emptied. This should significantly improve the arrangements for residents.

Tylecroft Road and Tylecroft Mews are swept every Monday and Thursday however there is a section of Tylecroft Mews running along the side of 4 Tylecroft Road that is Private and not cleansed by our contractors. Any fly tips and cleansing issues identified as part of the regular monitoring schedule are reported immediately to ensure the area is maintained to an acceptable standard.

Issues on the private land are picked up with the land owners directly to ensure they keep the land acceptable.

There have been a number of fly tips along Tylecroft Road, all of which have been inspected by the enforcement team with the intention of prosecuting offenders identified. Enforcement action has already been taken against certain addresses at this location. The Enforcement team also put in place arrangements for the removal of the waste.

With regards to putting up gates to stop and curb the Anti Social Behaviour and other crime issues; this is not feasible given the number of businesses and residents that require access.

Tylecroft Mews services 7 business premises and all need constant rear access for use of fire exits and deliveries. There are a large number of flats above the shops with their main access point to their homes being Tylecroft Mews. There is rear access required for Tylecroft Road houses 4 -14.

There is also currently a construction underway of a new housing development comprising of 8 new homes in a gated area at the rear of the Tylecroft Mews and would therefore need constant access.

Residents will be leafleted to encourage them to engage in a neighbourhood watch, which is useful for combatting burglary and other crimes.

The inspection of trade waste agreements has been undertaken with all the businesses on London Road that use Tylecroft Mews. One business was found to be in breach although I understand that this has now been rectified so there should be no issues with the businesses depositing their waste illegally.

The Area Enforcement Team will continue to monitor the location and engage with businesses, residents, Veolia and other colleagues as necessary to ensure that the measures that have been put in place are effective.

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BACKGROUND DOCUMENTS: None.