

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 JULY 2014
AGENDA ITEM:	13
SUBJECT:	PETITIONS: DENNETT ROAD – REQUEST FOR RESIDENTS’ PARKING CROHAM VALLEY ROAD – REQUEST FOR CHANGES INCLUDING POSSIBLE WAITING RESTRICTIONS QUEENSWOOD AVENUE – REQUEST FOR RESIDENTS’ PARKING
LEAD OFFICER:	Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broad Green, Selsdon & Ballards and West Thornton
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is inline with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <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 	
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 agree:</p> <p>1.1 To extend the Croydon Controlled Parking Zone into Dennett Road with shared-use Permit / Pay & Display bays operating between 9am and 5pm, Monday to Saturday, subject to consultation with residents and businesses.</p> <p>1.2 That traffic and parking conditions in Croham Valley Road between The Ruffetts and Chestnut Grove be monitored for future review.</p> <p>1.3 To extend the Croydon Controlled Parking Zone into Queenswood Avenue,</p>
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Kingswood Avenue, Meadow View Road and Frant Road (between the CPZ boundary and Meadow View Road) with shared-use Permit / Pay & Display bays operating between 9am and 5pm, Monday to Saturday, subject to consultation with residents and businesses.

- 1.4 Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services 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).
- 1.5 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Advisory Committee for Members' consideration.
- 1.6 Inform the petitioners of these decisions.
- 1.7 It is recommended that the that Cabinet Member for Transport and Environment agree to Recommendations 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 above.

2. EXECUTIVE SUMMARY

- 2.1 A petition, presented by a Broad Green Ward Councillor, has been received signed by 106 residents of Dennett Road requesting that the Controlled Parking Zone with shared-use Permit / Pay & Display Bays be extended into the road and also consideration be given to one-way working.
- 2.2 A petition, signed by 44 residents, has been received from a resident of Chestnut Grove who is concerned regarding the level of parking in Croham Valley Road on the approaches to the brow of the hill between Chestnut Grove and The Ruffetts.
- 2.3 A petition, signed by 23 residents, has also been received from a resident of Queenswood Avenue requesting that controlled parking be introduced into the road.

3. DETAIL

Dennett Road – Request for Residents Permits and One-way Working

- 3.1 A petition signed by 106 residents of Dennett Road has been received. The petition states:

“We, the residents of Dennett Road are facing intolerable problems of traffic flows and parking our own cars in our street because part of Dennett Road is free parking. We ask that the Council carries out a consultation exercise, which asks if residents want parking bays with permits and if residents want a one-way system.”
- 3.2 Dennett Road is located on the edge of the Croydon Controlled Parking Zone (North Permit Zone) with a short section of the road by Handcroft Road within the zone. In February 2014 the zone was extended into nearby Fairholme Road following a positive response from residents last year. Residents in surrounding roads were also consulted but the majority were not in favour apart from Dennett Road where the response was 50/50. Although the recommendations in the

report were to proceed with controls in this road, the committee agreed for a scheme not to be introduced.

- 3.3 Due to the petition which has been signed by 63% of households requesting parking controls it is proposed to concurrently informally (questionnaires) and formally (public notice) consult residents on the shared-use Permit / Pay & Display scheme. Other neighbouring roads have 8 hour maximum stay for Pay & Display users and 9am to 5pm, Monday to Saturday parking controls.
- 3.4 Consideration will be given to one-way working in Dennett Road and it is proposed to consult residents on the possibility of one-way working from Mitcham Road towards Handcroft Road – please see separate report (item 16) to this meeting.
- 3.5 Due to the strong support for parking controls and known parking problem due to the close proximity of the existing zone and nearby Croydon University Hospital it is proposed to consult residents over parking controls. It is likely that there will be a combined parking / one-way working consultation with residents.

Croham Valley Road – Petition for parking restrictions and other action

- 3.6 A petition has been received signed by 44 local residents in the Ballards Farm Estate. A letter with the petition states:

‘I am a resident of Chestnut Grove for nearly 25 years and have been driving along the Croham Valley Road regularly. I am experiencing problems while driving along this road in particularly over the hump between house numbers 133/174 and 169/208, because several vehicles have been parked on both sides of this patch of the road. This part of the road is situated over a high hump.

Presently SLOW signs have been marked on both sides of the hump. However, as far as I remember, in the olden days there used to be a white line marked in the middle of the road over the hump whereby parking on both sides of the road was restricted. It appears that while resurfacing the road, this line has not been restored. I have reported this matter many times over the phone, but no action has been taken.

Under the circumstances, I would like to request you to look into this matter urgently and take appropriate action in due course.’

A suggestions sheet was included in the petition states that:

- ◆ The verges should not be totally removed, but could be narrowed, perhaps by erecting the new lamp posts in line with the existing trees.
- ◆ Double white lines in the middle of this patch of the road are reinstated.
- ◆ Speed limit/ flashing warning on the sides of the road are implemented.
- ◆ Police check on speed could be reinforced.
- ◆ Possible parking restrictions of vans over the patch of the road.

- 3.7 This section of Croham Valley Road is currently unrestricted and over the years, like many roads in the Borough, there has been an increase in on-street parking as car ownership levels have grown. The brow of a hill between The Ruffetts and

Chestnut Grove in combination with parking restricts visibility sight lines and care is needed when negotiating this section of the road. SLOW markings on the approaches to the brow remind drivers to take caution.

- 3.8 There is no evidence that there used to be centre road markings along this section of the road and it is arguable whether such markings would help reduce potential conflict. Double white centre lines are not normally used in built up areas as they prevent stopping and, therefore, would be unduly restrictive at this location. Widening the road may encourage drivers to negotiate this section of the road at a higher speed and increase the probability of personal injury collisions. Reducing the verges would also change the nature of the road and wide verges and plenty of green areas are features of the Ballards estate that should be preserved.
- 3.9 Likewise introducing yellow line waiting restrictions could have a negative affect by making it easier for drivers to negotiate this section of the road and therefore increase the speed of traffic.
- 3.10 Consideration will be given to introducing a mobile speed visor which would be in place for a few weeks – this is likely to be later this year. Vehicle speed data can then be passed to the Metropolitan Police for enforcement action as necessary.
- 3.11 It is proposed to monitor traffic and parking conditions along this section of the road for future review.

Queenswood Road - Request for Residents' Permits

- 3.12 A petition signed by 23 residents of Queenswood Avenue has been received. The petition states:

'Petition for controlled parking at Queenswood Avenue, Thornton Heath, Surrey – Current cost £80 per year. If you are struggling with parking and are in favour of controlled parking please enter your name and signature beside your house number as listed below'.
- 3.13 Queenswood Avenue lies on the edge of the Croydon Controlled Parking Zone (North Permit Zone). The zone was extended into nearby Alma Place, Earlswood Avenue and Buxton Road in April 2010 following a similar petition from Buxton Road residents. At the time residents of Kingswood Avenue, Meadow View Avenue, Frant Road and Queenswood Avenue were not in favour of parking controls. However, it is recognised that parking is at a premium due to the close proximity of the Croydon Controlled Parking Zone and Croydon University Hospital where staff use the surrounding roads for parking.
- 3.14 It is proposed to extend the Croydon Controlled Parking Zone into Queenswood Avenue, Kingswood Avenue, Meadow View Road and Frant Road (between the CPZ boundary and Meadow View Road) with shared-use Permit / Pay & Display bays operating between 9am and 5pm, Monday to Saturday, subject to consultation with residents and businesses.

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 decision as to whether the scheme should be introduced as originally proposed, amended or abandoned and objectors informed of the decision.

5. FINANCIAL CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
		2014/15	2015/16	2016/17
	£'000	£'000	£'000	£'000
<u>Revenue Budget</u>				
<u>available</u>				
Expenditure	50	50	50	50
Income	0	0	0	0
	<hr/>	<hr/>	<hr/>	<hr/>
<u>Capital Budget</u>	0	0	0	0
<u>available</u>				
Expenditure	120	0	0	0
<u>Effect of Decision</u>				
<u>from report</u>				
Expenditure	60	0	0	0
	<hr/>	<hr/>	<hr/>	<hr/>
Remaining Budget	60	120	0	0
	<hr/>	<hr/>	<hr/>	<hr/>

5.2 The effect of the decision

- 5.2.1 The cost of introducing controlled parking into Dennett Road and the Queenswood Avenue area is estimated at £59,800.
- 5.2.2 These costs can be funded from the Council's 2014/15 Local Implementation Plan allocation for local schemes.

5.3 Risks

- 5.3.1 Whilst there is a risk that the final cost will exceed the estimates, this work is allowed for in the current budgets for 2014/15.

5.4 Options

- 5.4.1 The alternative options are not to introduce controlled parking which would not benefit the residents in these areas.

5.5 Savings/future efficiencies

- 5.5.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the bays and yellow lines 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.
- 5.6 Approved by: Tim Flood, on behalf of Head of Finance and Deputy S151 Officer Chief Executive's 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 and implement 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 Enforcement of new parking controls will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources. Mobile enforcement Civil Enforcement Officers using mopeds are able to increase enforcement of parking controls in more isolated locations.

7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Interim Director of Human Resources, Chief Executive Department.

8. EQUALITIES IMPACT

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 Controlled Parking Zones require minimal signage as repeater signs are not required. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas. It is recommended that narrow markings are applied in Mill View Gardens to reduce the impact of parking controls in this small residential road.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 Waiting restrictions at junctions are normally placed at a minimum of 10 metres from a junction, which is the distance up to which the Police can place Fixed Penalty Charge Notices to offending vehicles regardless of any restrictions on the ground.

11. REASONS FOR RECOMMENDATIONS

11.1 The recommendations are for parking controls in Dennett Road and the Queenswood Avenue area where commuter parking is currently creating problems for residents.

12. OPTIONS CONSIDERED AND REJECTED

12.1 The alternatives to the above measures would include not introducing parking controls for the Dennett Road and Queenswood Avenue area. This would be detrimental for residents who currently suffer from commuter parking. Parking controls will ensure that residents have an advantage over commuters as the cost of an annual permit at £80 per annum is considerable lower than the daily fee of £5 for all day parking equating to £1,100 per annum based on working 220 days.

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BACKGROUND DOCUMENTS: None