

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 3 March 2015
AGENDA ITEM:	17
SUBJECT:	PROPOSED WAITING RESTRICTIONS VARIOUS LOCATIONS
LEAD OFFICER:	Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Addiscombe, Ashburton, Broad Green, Croham, Heathfield, Kenley, Sanderstead, Selhurst, South Norwood, Thornton Heath, Waddon
CORPORATE PRIORITY/POLICY CONTEXT: This report is inline 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	
FINANCIAL SUMMARY: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	

1. RECOMMENDATIONS

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

- 1.1 The proposal to the consultation and the giving of public notices on the proposal 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 – 261a to PD – 261q.

- Northway Road junctions - Addiscombe

- Sissinghurst Road and Tenterden Road – Ashburton
- Woodside Court Road – Ashburton
- Miller Road – Broad Green
- Oakfield Road – Broad Green
- Brambledown Road – Croham
- St Mary's Road by Sanderstead Road – Croham
- Haling Grove – Croham
- Sorrel Bank - Heathfield
- Lower Road / Sylverdale Road – Kenely
- Stoats Nest Road – Kenley
- Beech Avenue – Sanderstead
- Selhurst New Road – Selhurst
- Sylvan Hill junctions – South Norwood
- Norbury Road – Thornton Heath
- Houlder Crescent – Waddon
- Ravenswood Road - Waddon

- 1.2 Delegate to the General Manager of Infrastructure, Parking Services, the authority to give notice and subject to receiving no material objections to make the restrictions in paragraph 1.1. above.
- 1.3 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.

2. EXECUTIVE SUMMARY

- 2.1 It is proposed to introduce mainly double yellow lines "At Any Time" waiting restrictions at various locations across the Borough, where parking is creating obstruction and safety concerns.

3. DETAIL

- 3.1 **Northway Rd various junctions – Addiscombe** – Residents of Northway Road have contacted the council regarding difficulties turning into various junctions off Northway Road. The residents have stated that none of the side roads off Northway Road have any waiting restrictions at the junctions, hence vehicles park very close to the junctions, compromising motorist's sightlines. It is proposed to introduced 10m of double yellow lines "At Any Time" waiting restrictions as shown on the attached plan no. **PD – 261a**, at the junctions of Davidson Road, Morland Road,

Alderton Road, Meadvale Avenue and Rees Gardens with Northway Road, to allow vehicles ease of access into any of the side roads at all time.

- 3.2 **Sissinghurst Rd j/w Wydehurst Rd & Tenterden Rd j/w Tenterden Gdns, Pagehurst Rd and park entrance – Ashburton** - Local residents have contacted their local Councillor regarding vehicles parking too close to the junctions of Sissinghurst Road with Wydehurst Road and Tenterden Road junctions with Tenterden Gardens/Wydehurst Road and Pagehurst Road affecting motorists sightlines. The residents have also stated that cars park too close to the entrance to Ashburton Park, even though there are “Keep Clear” markings in place, creating obstruction. A site investigation has confirmed motorists do park close to the junctions as well as the park’s entrance. It is proposed to introduce double yellow lines “At Any Time” waiting restrictions at the junctions and the entrance to Ashburton Park, as shown on the attached plan no. **PD – 261b**.
- 3.3 **Woodside Court Road – Ashburton** – A number of residents have contacted their local Councillor regarding a local Window company, operating from 295 Lower Addiscombe Road, park their vans at the junction of Woodside Court Road with Lower Addiscombe Road, to load/unload, therefore blocking the junction for motorists trying to exit Woodside Court Road. It is proposed to upgrade the existing single yellow lines to double yellow line “At Any Time” waiting restrictions at the junction as shown on the attached plan no. **PD – 261c**. It is also proposed to introduce a 10m Loading Bay in Woodside Court Road near the junction of Lower Addiscombe Road (subject covered in a separate report to this meeting).
- 3.4 **Miller Road and Factory Lane – Broad Green** – Residents have complained to the council regarding vehicles parking very close to the junctions of Factory Lane / Miller Road, Martin Crescent, Thomas Crescent and Enterprise Close. The residents have stated that cars are constantly parked at the bend and close to the Factory Lane width restriction, making it very difficult for motorists to manoeuvre safely. It is proposed to introduce 10m double yellow line ‘At Any Time’ waiting restrictions at these junctions to allow motorists to enter and exit junctions safely as shown on plan no. **PD – 261d** to resolve the residents parking issues.
- 3.5 **Oakfield Road, between Stanton Road and St Jame’s Road – Broad Green** – Cyclists have contacted the council regarding cars being parked on the contra-flow cycle lane during the evenings on expiration of controls at the existing single yellow line waiting restrictions at the one way end of Oakfield Road. After 5pm, parked vehicles force cyclists towards the middle of Oakfield Road where they are confronted with vehicles entering Oakfield Road from St James’s Road, resulting in near misses with cyclists. It is proposed to upgrade the existing single yellow line to double yellow line ‘At any time’ waiting restrictions as shown on the attached plan no. **PD – 261e**.
- 3.6 **Brambledown Road – Croham** – A resident has contacted the council regarding parking issues in Brambledown Road at the junction with Beechwood Road. The resident has stated that cars are parked too close to the junction and their driveways, making access difficult. A site inspection has confirmed people do park very close to residential driveways and at the junction with Beechwood Road. It is proposed to introduce 10m double yellow line “At Any Time” waiting restrictions at

the junction of Bramledown Road with Beechwood Road as shown on plan no. **PD – 261f**.

- 3.7 **St Mary's Road by Sanderstead Road – Croham** – Complaints have been made by residents to their local Ward Councillor regarding parking problems in St Mary's Road near the junction of Sanderstead Road. The residents main concern is that a large number of cars park at the pinch point of the road at the end of the existing single yellow lines, making it difficult for motorists to pass safely. It is proposed to extend the existing single yellow line waiting restriction by 15m as shown on plan no. **PD – 261g** to allow vehicles to pass safely.
- 3.8 **Haling Grove – Croham** – A complaint has been received from several local residents regarding obstructive parking at Haling Grove opposite the flank wall of Nos. 1 to 2 Haling Grove. It was claimed that the obstruction occurs when cars park on both sides of the road, making it near impossible for opposing traffic to pass, given that the road is only 7.5m wide at its narrowest point. A site visit confirmed people do park in the gap between the existing double yellow lines, making it difficult for larger vehicles including refuse trucks, park vehicles and emergency vehicles to pass. It is proposed to extend the existing double yellow line "At Any Time" waiting restrictions by 10 metres as shown on the attached plan no. **PD – 261h**, to allow vehicles to pass safely at all times.
- 3.9 **Sorrel Bank – Heathfield** – Request has been made by a local Ward Councillor to investigate safety issues at a narrow point in Sorrel Bank where buses find it difficult to manoeuvre around parked cars. A site investigation has confirmed that buses are finding it difficult to manoeuvre around the bend due to parked cars. It is proposed to extend the existing double yellow lines by 20 metres as shown on the attached plan no. **PD – 261i**.
- 3.10 **Lower Road / Sylverdale Road – Kenley** – A request has been received from Transport for London (TfL) to introduce waiting restrictions at the junctions of Sylverdale Road and Lower Road, where both roads meet the A22, Godstone Road. TfL is proposing a Highway Improvement scheme incorporating the whole length of the A22 within Croydon's boundary and involves a number of measures. They have received a number of complaints from motorists regarding visibility issues from side roads and obstruction of the carriageway caused by parked vehicles. A site investigation has confirmed cars are parked very close to the junctions of Lower Road and Sylverdale Road at all times. It is proposed to introduced 10 metre double yellow lines and 25m double yellow lines to the "Give Way" markings and 10m double yellow lines "At Any Time" at the junction of Lower Road with Godstone Road, to allow vehicles to manoeuvre safely around parked cars, as shown on plan no. **PD – 261j**.
- 3.11 **Stoats Nest Road – Kenley** – Complaints have been received from local residents regarding parking along Stoats Nest Road that impedes traffic flow between the bend and the A23, Brighton Road. The residents requested that waiting restrictions be extended by the bus stop close to Windermere Road to reduce obstructive parking and congestion along this busy road. A site investigation showed that motorists do park along Stoats Nest Road on both sides, making it difficult for

vehicles to manoeuvre around the “pinch” point and hence causing congestion. It is proposed to introduce 20m double yellow line “At Any Time” waiting restrictions, as shown on plan no. **PD – 261k**.

- 3.12 **Beech Avenue – Sanderstead** – Officers met with residents who were concerned about the level of commuters in the road, particularly on the bends which create obstruction for residents accessing driveways and conflict with opposing traffic during the daytime. It is proposed to introduce single yellow line 11am to 12noon Monday to Friday waiting restrictions, as shown on plan no. **PD – 261L** to stop commuters from parking on both sides of this bend in Beech Avenue.
- 3.13 **Selhurst New Road – Selhurst** – Residents of Selhurst Road have requested that double yellow lines be introduced on both sides of the bend in Selhurst New Road because of the difficulty heavy goods vehicle drivers are having negotiating the bend as a result of parking on the outside of the bend. Surveys have confirmed that larger vehicles have difficulty in manoeuvring around this bend and there have been reports of the Police attending to assist drivers of these vehicles. There is existing double yellow line ‘At any time’ waiting restrictions on the inside of the bend and it is proposed to match these on the outside as shown plan no. **PD – 261m**.
- 3.14 **Sylvan Hill junctions – South Norwood** – A request has been received from a resident from Sylvan Hill, requesting that waiting restrictions be installed at the junctions of Sylvan Hill with Tree View Close and Southholme Close. They are concerned about the increased parking demand from the new large residential development site in Sylvan Hill. The resident’s main concern is that the current parking problems will be increased with new tenants parking very close to the junctions of Sylvan Hill with Tree View Close and Southholme Close, obstructing motorists’ sightlines and making it very difficult to manoeuvre around parked cars. It is proposed to introduce 15m double yellow line “At Any Time“ waiting restrictions at the junctions of Tree View Hill and Southholme Close with Sylvan Hill, as shown on plan no. **PD – 261n**.
- 3.15 **Norbury Rd junctions with Livingstone Rd & Furze Rd – Thornton Heath** – Telephone calls were received from residents, requesting the Council to introduce waiting restrictions at the junctions of Livingstone Rd with Norbury Rd and Furze Rd with Norbury Rd to discourage parking too close to the junctions that is causing access difficulties. A site investigation has confirmed that double yellow line waiting restrictions should be introduced as shown on plan no. **PD – 261o**.
- 3.16 **Houlder Crescent – Waddon** – A request has been received from a resident via their Ward Councillor to install waiting restrictions at the corners of Houlder Crescent to stop parking close at the junctions. Following a site investigation, it is proposed to install 10m and 15m “At Any Time” double yellow lines as shown on plan no. **PD – 261p**.
- 3.17 **Ravenswood Rd junction with Warrington Rd and Harrison’s Rise – Waddon** – A request has been received from residents to introduce waiting restrictions at both of the above junctions to deter people parking too close to the junctions off Ravenswood Road. A site visit has confirmed that motorists do park close to the junctions, compromising drivers’ sightline. It is proposed to introduce 10m ‘At Any

Time' double yellow line waiting restrictions at the junctions of Warrington Road with Ravenswood Road and Harrison's Rise with Ravenswood Road, as shown on plan no. **PD – 261q**, to improve drivers' sightlines.

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. The objectors are then 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 from. 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 £35k un-allocated to be utilised.

5.1 Revenue and Capital consequences of report recommendations

		Current	M.T.F.S – 3 year Forecast					
		Financial	2015/16		2016/17		2017/18	
		Year	0	0	0	0	0	0
Capital Budget available	Expenditure	2014/15	0	0	0	0	0	0
		£'000	£'000	£'000	£'000	£'000	£'000	£'000
Effect of Decision Revenue Budget from report available	Expenditure	13	0	100	0	100	0	100
Income		0	0	0	0	0	0	0
Remaining Budget		0	0	0	0	0	0	0

5.2 The effect of the decision

- 5.2.1 The cost of introducing the above new waiting restrictions, including advertising the Traffic Management Orders and associated lining and signing has been estimated at £9,300.
- 5.2.3 These costs can be contained within the available revenue budgets for 2015/16.

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 budgets for 2015/16.
- 5.3.2 The cost per restriction is reduced by introducing a number of parking restrictions in one schedule and therefore spreading the legal costs.

5.4 Options

- 5.4.1 The alternative option is to not introduce the parking restrictions. This could cause traffic obstruction and have a detrimental effect on road safety.

5.5 Savings/future efficiencies

- 5.5.1 The current method of introducing parking restrictions is very efficient with the design and legal (Traffic Management Order) work being carried out within the department.
- 5.5.2 The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.
- 5.5.3 Approved by: Graham Oliver, Business Partner, Development and Environment Finance.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide 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 matters such as the effect on the amenities of any locality affected.
- 6.2 The Council must 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 There are no human resources implications 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 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 Double yellow line waiting restrictions do not require signage therefore these proposals are environmentally friendly. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

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 new parking restrictions at locations across the Borough where there are particular concerns over safety and access due to obstructive parking. At each location surveys have been undertaken which confirm that road safety issues exist and double yellow lines would encourage the safe movement of vehicular and other traffic (including pedestrians).

12. OPTIONS CONSIDERED AND REJECTED

12.1 Instead of double yellow line waiting restrictions the alternative would be single yellow line daytime restrictions. However, as most of the above locations are at junctions and other locations where parking could create obstruction at any time, double yellow lines are more appropriate as they reduce obstructive parking at all times.

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