

# Croydon Council

For General Release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> 29 April 2015
<b>AGENDA ITEM:</b>	7
<b>SUBJECT:</b>	<b>PROPOSED WAITING RESTRICTIONS</b> <b>VARIOUS LOCATIONS</b>
<b>LEAD OFFICER:</b>	Jo Negrini, Executive Director of Place
<b>CABINET MEMBER:</b>	Councillor Kathy Bee, Cabinet Member for Transport and Environment
<b>WARDS:</b>	Ashburton, Bensham Manor, Coulsdon West, Croham, Fieldway, Heathfield, Norbury, Sanderstead, Selhurst, South Norwood, Thornton Heath, Upper Norwood and West Thornton
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  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"><li>• The Croydon Plan; Transport Chapter.</li><li>• The Local Implementation Plan; 3.6 Croydon Transport policies</li><li>• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6</li></ul>	
<b>FINANCIAL SUMMARY:</b>  These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> 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 introduce mainly 'At any time' waiting restrictions at the locations detailed below and in Drawing Nos. PD –.

- Craigen Avenue / Selwood Road – Ashburton
- Bensham Lane by Torridge Road (south) – Bensham Manor

- Ullswater Crescent, Breakfield to cul-de-sac end 7 to 8.30am, Mon to Fri and 'At any time' – Coulsdon East
- Rickman Hill / Westleigh Avenue – Coulsdon West
- Mayfield Road (Essenden Road to Brambledown Road) – Croham
- Headley Drive / Dunley Drive – Fieldway
- Farnborough Avenue opposite Heathfield Vale – Heathfield
- Holmbury Grove (section leading to Selsdon Park Road) – Heathfield
- Pollards Hill East / Pollards Hill North – Norbury
- White Hill / Timberling Gdns / Theresa's Walk – Sanderstead
- Greenwood Rd o/s No.2 reduce to 9am to 5pm, Mon to Sat – Selhurst
- Limes Place – Selhurst
- Sylvan Hill junctions with Church Road and 3-5 Sylvan Hill – South Norwood
- South Norwood Hill by Howden Road – South Norwood
- Grange Road / Wharncliffe Road – Thornton Heath
- Wharncliffe Gardens on bends – Thornton Heath
- Biggin Hill section from bend towards Beulah Hill – Upper Norwood
- Silverleigh Road by Thornton Road & Trafford Rd including junction with Mayfield Road – West Thornton

1.2 Delegate to the General Manager of Operations and Infrastructure (Highways and Parking) the authority to give notice and subject to receiving no material objections make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).

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 **Craigen Avenue / Selwood Road, Ashburton** – A complaint has been received regarding the on-going problem with vehicles parking close to this junction which results in restricted sight lines and hinders large vehicles accessing the junction. Other junctions in this area have been treated with restrictions and surveys have confirmed that parking close to the junction causes obstruction problems. It is

proposed to introduce double yellow line 'At any time' waiting restrictions returning 7 metres to reduce this problem as shown on the attached plan no. **PD - 270a**.

- 3.2 **Bensham Lane by Torridge Road (south), Bensham Manor** – Officers met a resident of Bensham Lane by Torridge Road (southern arm) to discuss an ongoing parking problem. Parking on the carriageway between a double yellow line and a footway parking bay is causing congestion along this busy road. There are footway parking bays along this section of the road due to the narrowness and the use of the as a bus route. It is proposed to extend the restrictions by 5metres shown on plan no. **PD – 270b**.
- 3.3 **Ullswater Crescent, Breakfield to cul-de-sac end – Coulsdon East**  
The section of Ullswater Crescent between Breakfield and the cu-de-sac end of the road was closed for around a year to enable the completion of the large Waitrose Distribution Centre. The works are now complete and the distribution centre has opened. There is currently a section of the road where there are no waiting restrictions and rail commuters are largely dominating spaces at the expense of local workers. Parking close to the Waitrose entrances and turning area at the end of the road are also creating potential obstruction concerns. It is proposed to convert some of the existing areas to 7 to 8.30am, Monday to Friday waiting restrictions (allowing local workers more space) and ‘At any time’ to protect parking on one side of the road, entrances and the turning areas as shown on plan no. **PD – 270c**.
- 3.4 **Rickman Hill / Westleigh Avenue, Coulsdon West** – A resident has requested that restrictions should be placed at this junction due to increasing parking close to the junction creating obstruction and safety concerns. Surveys have confirmed that some vehicles are parking within 10m of the junction and that the other Rickman Hill junctions have restrictions. It is proposed to introduce double yellow line “At any time” waiting restrictions as shown on plan no. **PD – 270d**.
- 3.5 **Mayfield Road (Essenden Road to Brambledown Road), Croham** – Two local residents have requested that action be taken to prevent daytime parking in the above section of Mayfield Road due to increasing parking from the nearby Carlton Road business park. This road is a bus stop and busy access road between Croydon and Sanderstead avoiding the Brighton Road. Existing 8am to 6.30pm, Monday to Friday waiting restrictions are in place on the east side of the road between the Sanderstead Station entrance and Brambledown Road. Surveys have confirmed that double parking along the section leading to Essenden Road is causing congestion, conflict with opposing vehicles and delays to bus services and it is proposed to extend the restrictions as shown on plan no. **PD – 270e** to resolve these issues.
- 3.6 **Headley Drive / Dunley Drive, Fieldway** – A request has been received from a local resident for yellow lines at this junction due to the growing parking problems especially at the busy school setting down and picking up periods. Other nearby junctions have been treated with yellow line waiting restrictions and surveys have confirmed that parking often takes place dangerously close to the junction. It is proposed to introduce double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD –270f**.

- 3.7 **Farnborough Avenue opposite Heathfield Vale, Heathfield** – Double yellow lines were introduced at the Farnborough Avenue junctions with Lomond Gardens and Heathfield Vale last year to improve safety, access and assist the buses using these roads. A local resident has witnessed difficulty for bus drivers emerging from Heathfield Vale due to parking in Farnborough Avenue opposite the junction and surveys and contact with the bus company have confirmed this. It is proposed to extend the existing double yellow lines as shown on plan no. **PD –270g**.
- 3.8 **Holmbury Grove (section leading to Selsdon Park Road, Heathfield** – Local residents have contacted their Ward Councillor requesting that yellow line waiting restrictions are extended along Holmbury Grove due to the increasing problem with large vehicles parking close to the bend creating safety and obstruction problems. Surveys have confirmed that parking does take place in this service road despite a large free car park close by and it is proposed to introduce double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD – 270h**.
- 3.9 **Pollards Hill East / Pollards Hill North, Norbury** – The Pollards Hill Residents Association has requested via Councillors that consideration be given to yellow line waiting restrictions at the above junction due to a growing parking problem causing safety and obstruction concerns. Site surveys have confirmed this and the fact that restrictions were recently introduced at the Pollards Hill East / Pollards Hill South junction due to similar problems. It is proposed to introduce double yellow line “At Any Time” waiting restrictions as shown on plan no. **PD – 270i**.
- 3.10 **White Hill / Timberling Gdns / Theresa’s Walk, Sanderstead** – A request has been received from a local resident concerned that commuter parking (mainly using nearby Sanderstead Station) is now taking place on junctions and bends on this small estate, creating safety and obstruction concerns. Surveys have confirmed this issues and it is proposed to introduce double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD – 270j**.
- 3.11 **Greenwood Rd o/s No.2 reduce to 9am to 5pm, Mon to Sat, Selhurst** – A local resident has requested that the double yellow line outside their address is relaxed to a single yellow line 9am to 5pm, Monday to Saturday as previously in place. The old single yellow lines were upgraded in Greenwood Road as part of a Lodge Road scheme to improve safety for the nearby Elmwood Primary School and access for this emergency route to Croydon University Hospital A&E department. Lodge Road and part of Greenwood Road are within the Croydon Controlled Parking Zone. Surveys have shown that a reduction in the time of the restrictions will have very little effect on the parking problems and it is proposed to amend a short section of the double yellow line to 9am to 5pm, Monday to Saturday as shown on plan no. **PD – 270k**.
- 3.12 **Limes Place, Selhurst** – The National Autism Society on the corner of Whitehorse Road and Limes Road have requested that yellow lines be introduced in Limes Place due to an increasing problem with vehicles obstructing their rear access. Limes Place is a narrow cul-de-sac within the Croydon Controlled Parking Zone (East Outer Zone) and due to this should have

restrictions along its length. It is proposed to introduce 9am to 5pm, Monday to Saturday waiting restrictions matching the zone hours as shown on plan no. **PD – 270L**.

- 3.13 **Sylvan Hill junctions with Church Road and 3-5 Sylvan Hill, South Norwood** – A request has been received via a Ward Councillor for yellow line waiting restrictions due to an increasing parking problem close to the entrance to these apartments and the junction with Church Road causing obstruction and safety concerns. Surveys have confirmed this and it is proposed to introduce ‘At any time’ waiting restrictions as shown on plan no. **PD – 270m**.
- 3.14 **South Norwood Hill by Howden Road, South Norwood** – A local resident of Howden Road has requested that consideration be given to extend the existing double yellow lines in South Norwood Hill due to increasing parking restricting sight lines for drivers exiting from Howden Road. Surveys have confirmed this and it is proposed to extend the ‘At any time’ waiting restrictions as shown on plan no. **PD – 270n**.
- 3.15 **Grange Road / Wharncliffe Road, Thornton Heath** – A complaint has been received from a resident via their Ward Councillor regarding the increased parking in Grange Road especially in the vicinity of Wharncliffe Road and on Selhurst Park match days. Parking is causing obstruction and safety concerns along this road. It is noticeable that there are no waiting restrictions at the Wharncliffe Road junction where parking creates a greater hazard and it is proposed to install “At Any Time” double yellow lines at this location as shown on plan no. **PD – 270o**.
- 3.16 **Wharncliffe Gardens on bends, Thornton Heath** – A local resident of this cul-de-sac has requested help to reduce a conflict problem in the road where parking on two bends restricts sight lines. Surveys have shown that parking does increase conflict problems and it is proposed to introduce double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD – 270p**, matching nearby restrictions at its junction with South Norwood Hill.
- 3.17 **Biggin Hill section from bend towards Beulah Hill, Upper Norwood** – A Ward Councillor has requested additional restrictions in Biggin Hill due to increasing parking causing safety and obstruction concerns. Parking close to traffic islands south of White Lodge and by a bend in the road results on occasions in traffic having to go on the wrong side of the road to pass the islands. Over the years double yellow lines have been placed on the inside of the bend and on the section of the road leading to Beulah Hill. Due to the narrowness of the road and presence of junctions it is proposed to introduce double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD – 270q** leaving space only for vehicles to park in positions that do not create obstruction.
- 3.18 **Silverleigh Road by Thornton Road & Trafford Rd including junction with Mayfield Road, West Thornton** – Officers attended a meeting with a Ward Councillor and representatives of the Residents Association to discuss on-going issues in the Mayfield Road area of West Thornton. There is concern over the increased parking in the area creating obstruction and safety concerns. The main areas where there are problems include Silverleigh Road by Thornton

Road, the Silverleigh Road / Trafford Road and Mayfield Road / Trafford Road junctions and Trafford Road where parking on both sides of the road results in no passing places for opposing traffic and regular confrontations when drivers meet. It is proposed to introduce double yellow line 'At any time' waiting restrictions at the above junctions and also two small sections of Trafford Road to provide passing places as shown on plan no. **PD – 270r & s**.

#### 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 £71k un-allocated to be utilised.

##### 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year  2015/16  £'000	M.T.F.S – 3 year Forecast		
		2016/17	2017/18	2018/19
		£'000	£'000	£'000
<b>Revenue Budget available</b>				
Expenditure	100	100	100	100
Income	0	0	0	0

<b><u>Capital Budget available</u></b>	0	0	0	0
Expenditure	0	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	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 £8,800.

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: Dianne Ellender, Head of Finance and Deputy Section 151 Officer, Place Department.

## 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 HR, Resources 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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**BACKGROUND DOCUMENTS:**

None