

# Croydon Council

For General Release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> 7 <sup>th</sup> July 2015
<b>AGENDA ITEM:</b>	<b>11</b>
<b>SUBJECT:</b>	<b>PROPOSED WAITING RESTRICTIONS</b> <b>VARIOUS LOCATIONS</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Coulsdon East, Coulsdon West, Croham, Fieldway, Heathfield, Kenley, Norbury, Purley, Sanderstead, Shirley, South Norwood and Waddon</b>
<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:

1.1 Consider the proposals to introduce 'At any time' waiting restrictions at the locations detailed below and in Drawing Nos. PD – 276a to 276r.

- Downs Road / Westwood Road – Coulsdon East
- Chipstead Valley Road by Chinthurst Mews and Reid Close – Coulsdon West

- Meadow Hill junctions with Smitham Bottom Lane, Windy Croft Close and Meadow Hill – Coulsdon West
- Drovers Road by Selsdon Road – Croham
- West Hill by Sanderstead Road – Croham
- Mayfield Road near Essenden Road – Croham
- Wayside by Fieldway – Fieldway
- Pixton Way between Fernhurst and Bardolph Avenue – Heathfield
- Valley Road junctions with Glenside Close and Ashurst Close – Kenley
- Norbury Crescent near London Road – Norbury
- Kingsdown Avenue opposite Montpellier Road – Purley
- Field Close by Cherry Tree Green – Sanderstead
- Hill Close / Coombe Wood Hill – Sanderstead
- Overston Gardens / Orchard Way – Shirley
- Southern Avenue and Woodvale Avenue by South Norwood Hill – South Norwood
- Cargreen Place – South Norwood
- Kendra Hall Road – Waddon

- 1.2 Agree to 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) in respect of the above proposals;
- 1.3 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

## **2. EXECUTIVE SUMMARY**

- 2.1 It is proposed to introduce 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 **Downs Road / Westwood Road, Coulsdon East** – A request has been received from a representative of local residents for increased restrictions by the Downs Road entrance to Farthing Downs. Currently visitors to the open space are parking in Westwood Road close to Downs Road and in Downs Road creating

obstruction and safety concerns. It is proposed to upgrade the existing single yellow line 11am to noon, Monday to Friday to double yellow line 'At any time' waiting restrictions to reduce this problem as shown on the attached plan no. **PD – 276a**.

- 3.2 **Chipstead Valley Road by Chinthurst Mews and Reid Close, Coulsdon West** – Complaints have been received from residents of Chinthurst Mews and Reid Close due to parking on the north side of Chipstead Valley Road obstructing sight lines for drivers entering the road. There are a total of 4 entrances along this short section of Chipstead Valley Road with existing double yellow line 'At any time' waiting restrictions either side of Chinthurst Mews. Due to increased parking along this section of Chipstead Valley Road it is proposed to extend the restrictions to protect parking at the entrance to Hyton Court, Reid Close and Eyhurst Place as shown on plan no. **PD – 276b**.
- 3.3 **Meadow Hill junctions with Smitham Bottom Lane, Windy Croft Close and Meadow Hill, Coulsdon West** – A resident of Windy Croft has requested help to alleviate an increasing parking problem in Meadow Hill close to the entrance to the road. Parking mainly for the nearby Woodcote High School (where there is a side entrance in Meadow Hill) has increased and surveys have shown that parking is often within 10 metres of the junctions. It is therefore proposed to introduce double yellow line 'At any time' waiting restrictions at the entrances as shown on plan no. **PD – 276c**.
- 3.4 **Drovers Road by Selsdon Road, Croham** – A request has been received via a Ward Councillor for the existing single yellow line 7am to 7pm, Monday to Saturday restrictions in Drovers Road by Selsdon Road to be upgraded to double yellow line "At any time" waiting restrictions. Currently evening / overnight parking in Drovers Road by Selsdon Road causes obstruction to vehicles manoeuvring at the junction causing safety concerns and it is proposed to upgrade the restrictions as shown on plan no. **PD – 276d**.
- 3.5 **West Hill by Sanderstead Road, Croham** – A request has been received via a Ward Councillor for parking restrictions in West Hill by Sanderstead Road due to the increasing parking in the road associated with a new development and commuters to Sanderstead railway station. Surveys have confirmed the increased parking and it is proposed to introduce double yellow line 'At any time' waiting restrictions (similar to restrictions placed in Beechwood Road a few years ago) and as shown on plan no. **PD – 276e** to resolve these issues.
- 3.6 **Mayfield Road near Essenden Road, Croham** – A request has been received from a disabled resident who experiences problems with parking close to their driveway for the extension of the existing double yellow lines. Surveys have shown that parking in the section of the road close to Essenden Road does cause problems for through traffic on the approach to a double bend where Mayfield Road meets Carlton Road. Further restrictions will ensure that northbound traffic keeps to the left side of the road and reduce potential conflict with traffic exiting Essenden Road and help with driveway obstruction issues. The proposed double yellow line 'At any time' waiting restrictions are shown on plan no. **PD –276f**.

- 3.7 **Wayside by Fieldway, Fieldway** – A Ward Councillor has approached officers with respect to a partially sighted resident who experiences regular problems with vehicles obstructing the ramp to the shops at Wayside. There have also been complaints regarding loading / unloading in the access road leading to the rear of the shops. It is proposed to introduce double yellow line ‘At any time’ waiting restrictions in the access road as shown on plan no. **PD –276g**.
- 3.8 **Pixton Way between Fernhurst and Bardolph Avenue, Heathfield** – A Ward Councillor has requested help to reduce obstructive parking in the vicinity of a new informal pedestrian crossing point in Pixton Way near Fernwood Road (leading to Friars Wood). There are existing double yellow lines and bus stops preventing some parking along this section of the road but a parked vehicles (especially vans) are causing obstruction to the pedestrian crossing points it is proposed to introduce double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD – 276h**.
- 3.9 **Valley Road junctions with Glenside Close and Ashurst Close, Kenley** – A petition has been received signed by residents of Glenside Close and Valley Road requesting for restrictions to help reduce obstructive parking. Parking close to this junction restricts sightlines and the concern is that a fire appliance would be unable to access the road in the event of an emergency. There is concern that if restrictions were placed at this junction then the parking at Ashurst Close would get worse and it is therefore proposed to introduce double yellow line “At Any Time” waiting restrictions at both junctions as shown on plan no. **PD – 276i**.
- 3.10 **Norbury Crescent near London Road, Norbury** – There is an ongoing parking problem in Norbury Crescent by the rear access to nos.1414 to 1430 London Road where parking by an existing double yellow line creates obstruction to vehicles that need to access this service road. A short 5 metre extension to the existing double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD – 276j** should help to alleviate many of the problems experienced by the businesses and residents.
- 3.11 **Kingsdown Avenue opposite Montpellier Road, Purley** – The Waste Management division have requested the introduction of parking restrictions to enforce the existing ‘Keep Clear’ markings in Kingsdown Avenue opposite Montpellier Road due to continual obstruction problems and concern over manoeuvring refuse trucks attempting to make the acute left turn from Montpellier Road. It is proposed to introduce double yellow line “At Any Time” waiting restrictions as shown on plan no. **PD – 276k**.
- 3.12 **Field Close by Cherry Tree Green, Sanderstead** – The Waste Management division have requested help to access Field Close due to regular parking close to its junction with Cherry Tree Green. Surveys have shown that parking in this narrow road is restricting access for larger vehicles including fire appliances and it is proposed to introduce double yellow line “At Any Time” waiting restrictions as shown on plan no. **PD – 276L**.

- 3.13 **Hill Close / Coombe Wood Hill, Sanderstead** – A request has been received from a local resident for restrictions to help alleviate obstructive parking at the Hill Close / Coombe Hill junction due to increased commuter parking for Riddlesdown Station in this area. Surveys have confirmed that commuters are increasingly parking close to the junction and it is proposed to introduce ‘At any time’ waiting restrictions as shown on plan no. **PD – 276m**.
- 3.14 **Overston Gardens corners within the road and junction with Orchard Way, Shirley** – The Highways Division have requested restrictions to reduce the current damage on the corners in Overston Gardens caused by larger vehicles including refuse trucks. Surveys have confirmed the damage and that parked vehicles are parking close to the corners and it is proposed to introduce ‘At any time’ waiting restrictions as shown on plan no. **PD – 276n** which includes the junction with Orchard Way to ensure that the entrance to the road is also protected.
- 3.15 **Southern Avenue and Woodvale Avenue by South Norwood Hill, South Norwood** – The Norhyrst Householders Association has requested that the existing double yellow lines at these junctions be extended to help alleviate obstruction problems causing problems for buses entering Southern Avenue and general congestion due mainly to parking for the nearby South Norwood Medical Centre. Surveys have confirmed this parking problem and it is proposed to extend the existing “At Any Time” double yellow lines at this location as shown on plan no. **PD – 276o and 276p**.
- 3.16 **Cargreen Place, South Norwood** – There is an existing problem in Cargreen Place where a barrier has been placed across this small unadopted highway leading to a Nursery and rear access to businesses. The Nursery are concerned that the previous problem with parking across their fire exit will occur and have requested the introduction of parking restrictions to counter this. It is therefore proposed to introduce double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD – 276q**.
- 3.17 **Kendra Hall Road, Waddon** – A request from a Residents Association has been received via a Ward Councillor for the introduction of yellow line waiting restrictions to reduce obstruction problems currently taking place mainly at the school opening and closing times. Kendra Hall Road is the main entrance to the Harris Academy, Purley and is also used by parents and guardians setting down and picking up for the Regina Coeli primary School. Considerable parking takes place in the road and this causes problems for the residents mainly on the south side of the road and it is proposed to introduce double yellow line ‘At any time’ waiting restrictions as shown on plan no. **PD – 276r**.

## 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 recommendation 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 £45k un-allocated to be utilised in 2015/16.

### 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
		2015/16	2016/17	2017/18
	£'000	£'000	£'000	£'000
<b>Revenue Budget available</b>				
Expenditure	70	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 £6,200.

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: Louise Phillips, Business Partner, 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.

## **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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**BACKGROUND DOCUMENTS:**

None