

## Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>6 October 2015</b>
<b>AGENDA ITEM:</b>	<b>10</b>
<b>SUBJECT:</b>	<b>PETITIONS:</b> <b>SOUTHWOOD AVE, COULSDON WEST</b> <b>GREEN LANE, NORBURY;</b> <b>HEREWARD AVE &amp; WYVERN RD, PURLEY;</b> <b>DUPPAS HILL LANE, WADDON;</b> <b>WENTWORTH ROAD, BROAD GREEN;</b> <b>WORTLEY ROAD AREA, BROAD GREEN / WEST THORNTON –</b> <b>REQUESTS FOR PARKING CONTROLS</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Development and Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Broad Green, Coulsdon West, Norbury, Purley, Waddon and West Thornton</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<p>This report is in accordance 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"> <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> <li>• Croydon Corporate Plan 2013 – 15</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL SUMMARY:</b>	
These proposal can be contained within available budget	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> Not a Key Decision	

## **1. RECOMMENDATIONS**

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

1.1 Consider petitions from residents requesting parking controls at:

- Southwood Avenue, Coulsdon West;
- Green Lane, Norbury;
- Hereward Avenue & Wyvern Road, Purley;
- Duppas Hill Lane, Waddon;
- Wentworth Road, Broad Green;
- Wortley Road area, Broad Green & West Thornton

Agree that proposals in response to introduce parking controls in the above locations be subject to informal consultation with residents and that the outcome of the consultations will be reported to a future Traffic Management Advisory Committee for Members' consideration.

1.2 Note that the Highways Improvement Manager, Streets Directorate, will inform the petitioners of these decisions.

## **2. EXECUTIVE SUMMARY**

2.1A petition, signed by 22 residents of Southwood Avenue has been received via the local MP. The petition is requesting parking controls in the road with free parking bays.

2.2A petition signed by 38 residents from 21 households of Green Lane has been received via Norbury Ward Councillors and the local MP. The petition is requesting parking controls to stop Norbury station rail commuters using the road.

2.3A petition signed by 28 residents of Hereward Avenue and Wyvern Road has been received requesting that the Council introduce a parking scheme to reduce the effects of commuter parking in the road.

2.4A petition signed by 20 residents of Duppas Hill Lane has been received requesting that the Council introduce residents' permits for the parking area in the road.

2.5A petition signed by 64 residents of Wentworth Road has been received requesting that that the Council consult residents on the possibility of controlled parking and a one-way system.

2.6A petition signed by 67 residents of the Wortley Road area has been received requesting residents parking in the area.

### 3. DETAIL

#### **Southwood Avenue, Coulsdon West – Request for Parking Controls**

3.1 The petition which was signed by 22 of the 28 households in the road is headed 'Petition for Controlled Zone Parking and/or free marked bays at Southwood Avenue, Coulsdon, CR5.

3.2 Southwood Avenue is on the edge of the Coulsdon CPZ outer area and residents are experiencing increasing parking in the road. The road is narrow at 6 metres wide and parking on both sides of the road is causing obstruction to larger vehicles such as refuse/re-cycling trucks and potentially fire appliances. There have been occasions when refuse and re-cycling vehicles have been unable to gain access due to parking on both sides of the road.

3.3 Last year the Coulsdon CPZ boundary was extended to include the remaining section of Woodmansterne Road due to similar concerns from residents over increased parking and obstruction to driveways. This scheme included single yellow lines operating between 11am and 12noon, Monday to Friday and free parking bays. It is proposed that similar controls with parking bays only sited on one or alternate sides of the road are considered for Southwood Avenue to improve safety and access subject to consultation with residents.

#### **Green Lane, Norbury – Request for Parking Controls**

3.4 A petition signed by 38 residents from 21 households of Green Lane has been received via Ward Councillors and the local MP. The petition is titled 'Green Lane SW16 – CPZ – Residential Parking between 11am and 1pm petition – June 2015.'

The petition states:

'We the undersigned request residential CPZ on Green Lane to Kensington Avenue during the hours of 11am to 1pm to stop Norbury Station commuter parking.

The road is predominantly (around 90%) residential and is on the 250 bus route to Croydon. The residents suffer from commuter parking preventing the free flow of the bus route causing regular traffic accidents and damage to cars. Commuter traffic regularly blocks residents' driveways. Painted white lines in front of driveways will prevent bad parking. The Council stands to gain revenue from the Norbury Station car park currently underused, by controlling on street parking.'

3.5 Green Lane is classed as a local distributor road between Norbury and Thornton Heath. Although there is a Norbury Controlled Parking Zone in Granville Gardens leading to the car park, Green Lane is not within a zone although there are some double yellow lines protecting the junctions and most of the section of the road between Briar Avenue and the Borough boundary. The road is wide at around 10 metres and parking on both sides of the road rarely hinders through

traffic, including larger vehicles such as buses and HGVs. No complaints concerning parking causing problems for bus services have been received. Virtually all residents have off-street parking, some of which is for multiple vehicles.

- 3.6 It is possible that some residents are experiencing driveway obstruction due to commuters parking too close to driveways and normally only action can be taken where at least one wheel is alongside a dropped kerb. A residents' only parking scheme is unlikely to be appropriate as there is little evidence that residents are unfairly competing for parking spaces in the road. However, a one hour off-peak scheme such as free parking bays with single yellow lines in between operating between noon and 1pm, Monday to Friday may be appropriate. Such a scheme would ensure that commuters park away from driveways and single yellow lines would be available for residents to park outside the controlled period.
- 3.7 Kensington Avenue is a considerable distance from the station and there is no evidence that commuters are parking along this section of Green Lane. It is proposed to consult residents along the section of the road between the Borough boundary and Hillcote Avenue (which is the section of the road where the petition has been signed but exclude the section with existing parking controls) on a possible free parking bay / 1 hour yellow line scheme. The results of the consultation can be reported to a future meeting.

**Hereward Avenue & Wyvern Road, Purley – Request for parking controls**

- 3.8 A petition signed by 28 residents of Hereward Avenue and Wyvern Road has been received. The petition states:

'We, the undersigned, are concerned citizens who urge our leaders to act now for allocated parking bays.'

- 3.9 Hereward Avenue and Wyvern Road form a cul-de-sac off Pampisford Road close to the Purley CPZ outer free area. These roads are classed as unadopted highway where the road is open for the public to drive along but the maintenance is the responsibility of the frontagers (residents) rather than the public (Council). There is a short footpath at the end of Hereward Avenue leading directly to Pampisford Road and a short distance to Purley town centre. Surveys have shown that there is increasing parking in Hereward Avenue especially at the cul-de-sac end of the road and double parking in Wyvern Road.
- 3.10 All residents have off-street parking and some for multiple vehicles. A residents' only parking scheme is therefore not appropriate and would simply displace the parking and problem from one area to another.
- 3.11 The section of Pampisford Road between Christchurch Road and beyond Wyvern Road is within the Purley CPZ outer area with a combination of free parking bays and mostly single yellow line 1 to 2pm, Monday to Friday waiting restrictions. It is proposed to consult residents on a possible extension of this arrangement with marked free bays only away from driveways, junctions and bends to ensure that access can be maintained and to reduce the displacement of parking to new areas. The results of the consultation will be reported to a

future meeting.

### **Duppas Hill Lane, Waddon – Request for Residents Permits**

- 3.12 A petition signed by 20 residents of Duppas Hill Lane has been received. The petition states:

‘We the undersigned would like to apply for residents parking permits, as the parking now is almost impossible and out of control.’

- 3.13 The section of Duppas Hill Lane referred to in the petition is a short cul-de-sac parallel to the Croydon Flyover close near the Croydon Fire Station in Old Town. The road has single yellow line waiting restrictions operating between 9am and 5pm, Monday to Saturday matching the CPZ operational hours. There are parking areas not on highway land on the side of the road allowing parking for up to 20 vehicles at right angles to the carriageway. There are currently no signs or controls on this parking area and although it is presumed to belong to Housing they have no controls on who parks there.
- 3.14 This road is within the West Permit Zone and residents would be entitled to permits although the nearest Shared-use Permit / Pay & Display parking bays are a distance away. Due to the close proximity to the Town Centre, which is 5 to 10 minutes walk away, and lack of control, the area is increasingly being used by non-residents and possibly commuters parking to the detriment of local residents.
- 3.15 It is proposed to create an off-street car park for this area and for this to operate similar to on-street bays with shared-use Permit / Pay & Display bays between 9am and 5pm, Monday to Saturday and a 4 hour maximum stay for Pay & Display users (matching nearby roads) subject to consultation with residents. The area is shown on **Plan No. PD – 285e**.

### **Wentworth Road – Request for parking controls**

- 3.16 A petition signed by 64 residents of Wentworth Road has been received. The petition states:

‘We, the residents of Wentworth Road are facing intolerable problem of traffic flow and parking our own cars in our street because Wentworth Road is free parking. We ask that the Council carry out a consultation exercise, which asks if residents want a one-way traffic system.’

- 3.17 Wentworth Road lies between Mitcham Road and Canterbury Road, parallel to Sutherland Road and Priory Road. There are terrace houses on both sides of the road and limited parking for residents. The road is close to the Croydon CPZ which has been extended in the last few years to nearby roads increasing the parking stress.
- 3.18 Petitions have also been received from Sutherland Road and Pemdevon Road which were reported to previous Traffic Management Advisory Committee meetings and with recommendations to consult residents in the area on a possible extension to the zone. Due to the increasing parking problem in the area it is proposed to extend the consultation area to include Wentworth Road and Priory Road. A petition (below) has also been received from residents of the

Wortley Road area and it is proposed to increase the consultation area as shown on **Plan No. PD –285a**

- 3.19 Although one-way working would ease conflict issues with double parking in the road this could result in increased traffic speeds and impact on Priory Road and Sutherland Road which may also need to be considered for one-way working. Experience has shown that if parking controls were introduced in the road the conflict problems would be significantly reduced. It is proposed to consider one-way working at a later date only if controlled parking is not introduced in the road.

#### **Wortley Road area, Broad Green and West Thornton**

- 3.20 A petition signed by 67 residents of the Wortley Road area and presented by a West Thornton Ward Councillor has been received. The petition states:

‘We, the undersigned, request the provision of controlled residents parking in the following roads – Canterbury Road / Lancing Road / Donald Road / Wortley Road / Boston Road / Stanley Road / York Road / Marden Road / Marden Crescent.’

- 3.21 These roads form a large part of the area bounded by Canterbury Road, Thornton Road and London Road. The area is predominately residential but businesses along Thornton Road, the Croydon University hospital site to the east of London Road and close proximity of the Croydon CPZ result in some parking stress. The petition may have been prompted by the proposed West Thornton Primary Academy which, assuming it obtains planning approval, will be built in Canterbury Road between Wortley Road and Priory Road.
- 3.22 It is proposed to consult residents of this area as part of a larger consultation which would include Sutherland Road and side roads and the above Wentworth Road area. The results of the consultation can be reported to a future committee meeting.

## **4 CONSULTATION**

- 4.1 The purpose of this report is to consider a number of petitions from residents requesting parking controls. It is proposed to informally consult residents and businesses in these areas on possible parking schemes to alleviate the problems that they are experiencing. The results of the informal consultation (questionnaires) in these areas will be reported to a future committee meeting and a decision will be made whether or not to introduce parking controls. If approved, this will be subject to formal consultation in the form of public notices in the London Gazette, a local paper (Croydon Guardian), on street notices and (in letter format) to occupiers who are directly affected. Any material objections are reported to a future committee meeting.

## **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 £25k un-allocated to be utilised in 2015/2016.

## 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000
<b><u>Revenue Budget available</u></b>				
Expenditure	45	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><u>Remaining Budget</u></b>	0	0	0	0

## 5.2 The effect of the decision

5.2.1 The cost of consulting residents of the 5 areas considered in this report for potential parking schemes is estimated at £3,800.

5.2.3 These costs can be contained within the available revenue budgets for 2015/16 and 2016/17.

## 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 & 2016/17.

#### **5.4 Options**

5.4.1 Not consulting residents in these areas would not appease petitioners who may feel that the Council is not taking their concerns seriously.

#### **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, on behalf of 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 There are no environmental impact considerations arising from this report.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

10.1 There are no crime and disorder reduction impacts arising from this report.

## **11. REASONS FOR RECOMMENDATIONS**

11.1 The recommendations are to consult residents in 5 separate areas to determine the level of support for parking controls.

## **12. OPTIONS CONSIDERED AND REJECTED**

12.1 The alternative options would be to include formal consultation in parallel with informal consultation. However, this would involve detailed design with no certainty that residents would be in favour of controls and experience has shown that when consulting large areas, such as the Wentworth Road / Wortley Road area, only a small proportion of residents vote in favour of parking controls.

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**REPORT AUTHOR /  
CONTACT OFFICER:**

David Wakeling, Parking Design  
Manager, Infrastructure – Parking  
Design, 020 8726 6000 (Ext. 88229)

**BACKGROUND DOCUMENTS:**

None