

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6th October 2015
AGENDA ITEM:	16
SUBJECT:	OBJECTIONS TO PROPOSED PARKING RESTRICTIONS CHIPSTEAD VALLEY ROAD, DOWNS ROAD, WESTWOOD ROAD AND MAYFIELD ROAD
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Coulsdon East, Coulsdon West and Croham
CORPORATE PRIORITY/POLICY CONTEXT: This report is in line 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 Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6• The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43.• Croydon Corporate Plan 2013 – 15• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: 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 Consider the objections received to the proposed parking restrictions in Chipstead Valley Road, Downs Road, Westwood Road and Mayfield Road the officer's recommendations in response to these; 1.2 Proceed with the original proposed restrictions in Chipstead Valley Road, Downs Road and Westwood Road but not the proposed restrictions in Mayfield	

	Road at the current time;
1.3	Delegate to the Highway Improvement Manager, Streets Directorate the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement proposed restrictions in 1.2 above.
1.4	The amended proposal for Mayfield Road as shown on Plan no.
1.5	Note the officer to inform the objectors of the above decisions.

2. EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce parking restrictions in Chipstead Valley Road, Downs Road, Westwood Road, Coulsdon and Mayfield Road, Croham.

3. OBJECTIONS AND RESPONSES

- 3.1 **Chipstead Valley Road by Chinthurst Mews and Reid Close, Coulsdon West**
 Double yellow line 'At any time' waiting restrictions were proposed in Chipstead Valley Road following complaints 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 'At any time' waiting restrictions either side of Chinthurst Mews. Due to increased parking along this section of Chipstead Valley Road (also creating congestion for through traffic) it is proposed to extend the restrictions to protect parking at the entrance to Hyton Court, Reid Close and Eyhurst Place.

- 3.1.2 Three residents have objected to the proposed introduction of double yellow lines at this location for the following reasons:-

- The proposed restrictions will prevent on-street parking at this location and make parking more limited along this section of road for residents.
- New housing developments on the road have made on-street parking more limited where there was previous existing on-street parking.
- Parking further from the house/out of view of the house is an issue for one of the residents who leaves his tools in his vehicle and is concerned about security.

- 3.1.3 **Response** – The purpose of the proposed waiting restrictions as shown on plan no. **PD – 276b** is to reduce conflict along this busy road and improve safety especially at the junctions. Complaints regarding increasing parking along this section of Chipstead Valley Road have been received over the last few years and surveys have shown that parking is causing conflict and congestion problems for through traffic especially at the busy peak periods including school setting down and picking up times.

3.1.4 The proposed restrictions are mainly confined to the junctions with Chinthurst Mews (where the existing restrictions are proposed to be extended), Reid Close and Eyhurst Place where residents have experienced problems entering Chipstead Valley Road due to obstructive parking. Double yellow line 'At any time' waiting restrictions at the junctions will provide increased visibility for these residents.

3.2 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

3.2.1 Two Farthing Downs users have objected to the proposed introduction of double yellow lines at this location for the following reasons:-

- Visitors and dog walkers use the entrance of Farthing Downs.
- A visitor has stated there are no house frontages on the east side of Downs Road and cannot see the reason for proposed parking restrictions.
- Parking restrictions at this location will cause Farthing Downs users parking to be more disruptive on busy neighbouring roads.

3.2.2 **Response** – Surveys have shown that there are regular vehicles parked within 10 metres of the junction which is the distance shown in the Highway Code where parking should not take place where it is causing access and safety concerns. There is plenty of space along the remaining section of Westwood Road for Farthing Downs visitors.

3.2.3 For the reasons it is recommended to introduce the proposed restrictions in Westwood Road and Downs Road, as shown in plan no. **PD-276a**.

3.3 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.

3.3.1 Five local residents have objected to the proposed extension of the double yellow line in Mayfield Road for the following reasons:-

- Extending the existing double yellow line will not decrease traffic flow or improve safety.
- On street parking will increase on the east side of the road where parking will cause more issues to traffic flow in Mayfield Road.

- The issue of obstruction when exiting Essenden Road is more than adequately dealt with by the existing double yellow line.
- The extension of the double yellow line in Mayfield Road will reduce the number of free parking spaces.
- The extension of the double yellow line will not help with driveway obstruction issues in Mayfield Road.
- The existing vehicles being parked at this location slows traffic flow in Mayfield Road improving safety.
- The proposed extension of the double yellow line may exacerbate the speed of the traffic flow.
- The publication of the proposed amendment has taken place at the peak of the summer months with local residents away on holiday etc.

3.4.2 **Response** – In view of the number of objections and the strength of feeling with which has been expressed, it is proposed to extend the restrictions by only 2 metres which should help access to the driveway but will not reduce on-street parking availability as shown on **PD-276f**.

4 CONSULTATION

- 4.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.
- 4.2 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 notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 4.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

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 2015/16.

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	2018/19
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	45	100	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	6	0	0	0
Income	0	0	0	0
Remaining Budget	<u>39</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Capital Budget available</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

5.2.1 The cost of introducing the above new waiting restrictions (in conjunction with the restrictions on the same public notice), 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, on behalf of Head of Finance, and Deputy Section 151 Officer, Place Department.

6. COMMENTS OF 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 Orders (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 the 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 recommendation is to introduce the originally proposed double yellow lines in Chipstead Valley Road, Downs Road and Westwood Road except for Mayfield Road which is to be reduced to 2 metres. These proposals will improve visibility and safety at locations where there are particular concerns over safety and access due to obstructive parking. Surveys have been undertaken which confirm the parking problems and justification to introduce new restrictions. It is proposed to monitor the parking situation in Mayfield Road for future review and a further report as necessary.

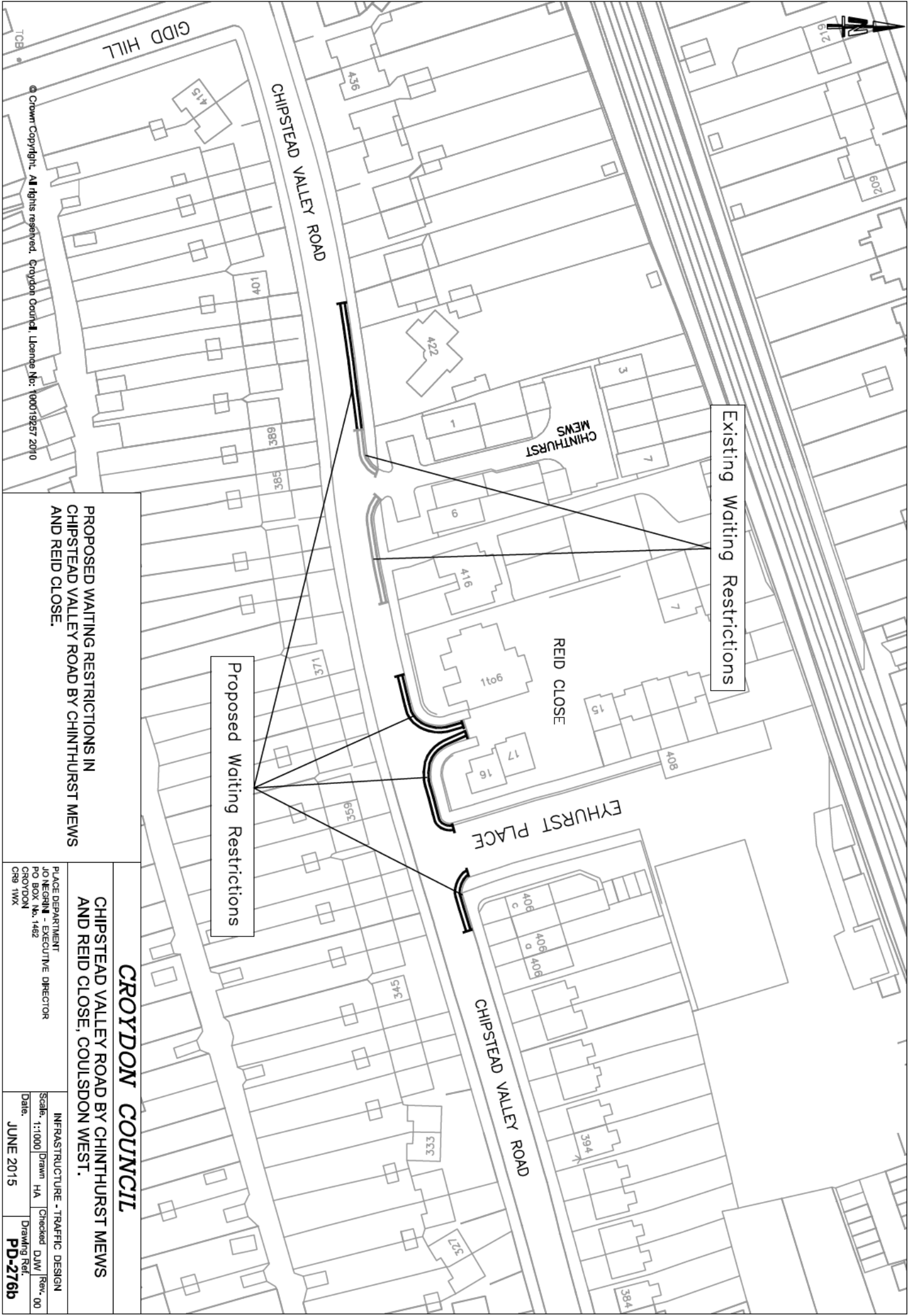
12. OPTIONS CONSIDERED AND REJECTED

- 12.1 The alternative to new double yellow line waiting restrictions would be additional single yellow line daytime restrictions. However, as these locations are ones where obstructive parking causes traffic flow or road safety concerns, 'At any time' waiting restrictions are more appropriate to prevent obstructive parking at all times.

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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972



Existing Waiting Restrictions

Proposed Waiting Restrictions

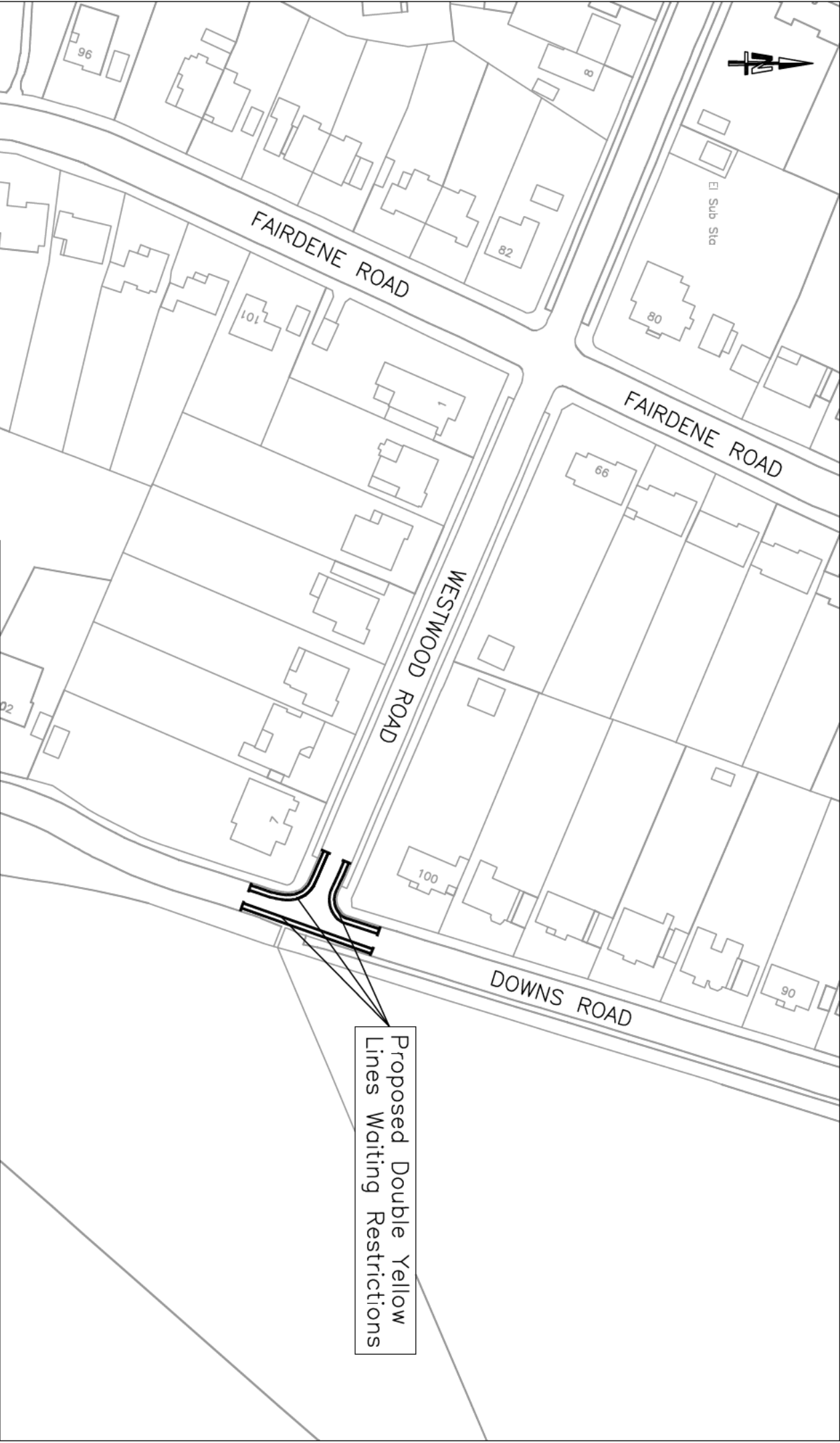
PROPOSED WAITING RESTRICTIONS IN
CHIPSTEAD VALLEY ROAD BY CHINTHURST MEWS
AND REID CLOSE.

CROYDON COUNCIL

CHIPSTEAD VALLEY ROAD BY CHINTHURST MEWS
AND REID CLOSE, COULSDON WEST.

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
Scale: 1:1000 Drawn: HA Checked: DJW Rev: 00
Date: JUNE 2015 Drawing Ref: PD-276b



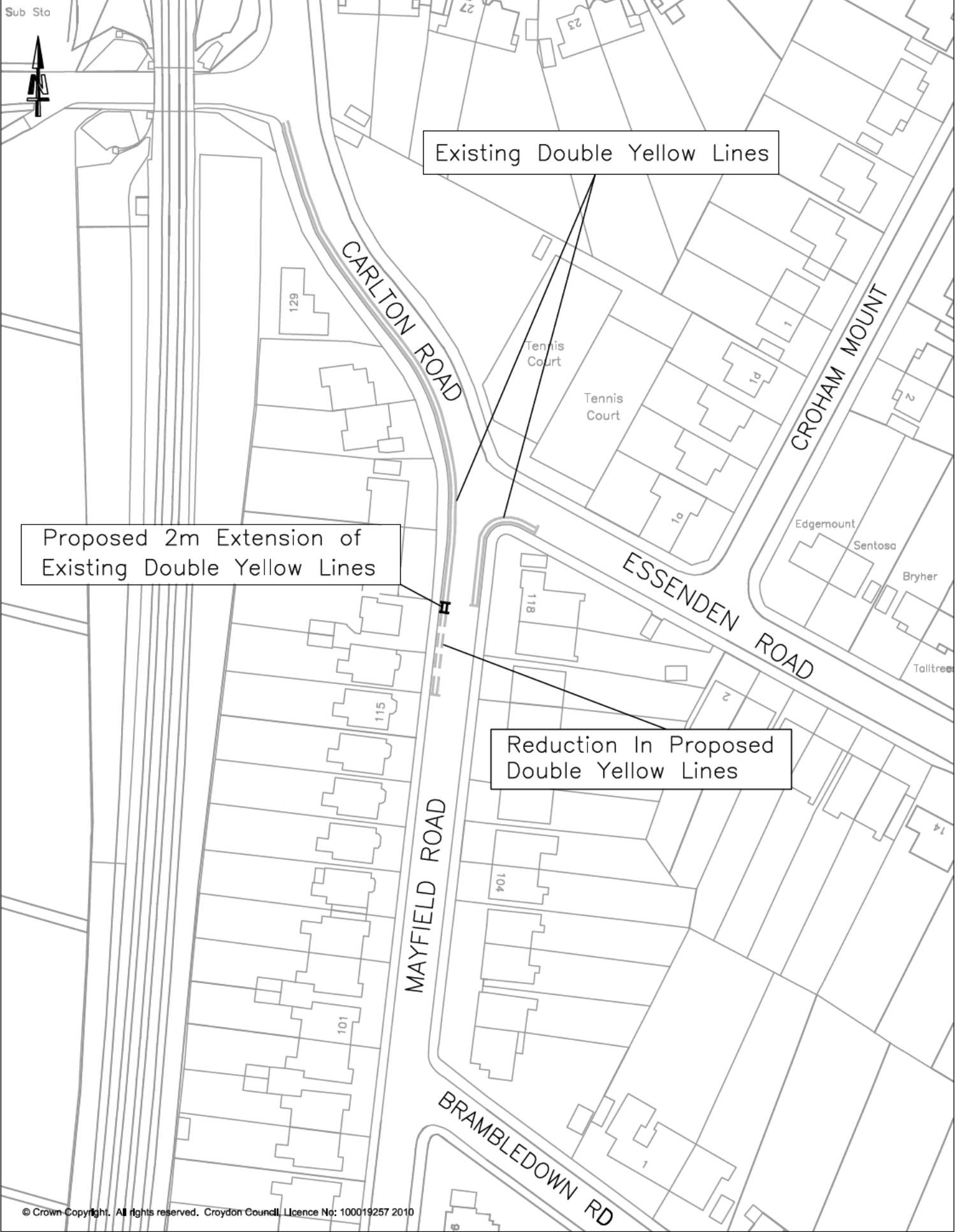
PROPOSED WAITING RESTRICTIONS AT THE
 JUNCTION OF DOWNS RD WITH WESTWOOD RD
 AND OPPOSITE WESTWOOD ROAD

Proposed Double Yellow
 Lines Waiting Restrictions

CROYDON COUNCIL

**DOWNS ROAD / WESTWOOD ROAD,
 COULSDON EAST**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT		INFRASTRUCTURE - TRAFFIC DESIGN	
JO NEGRINI - EXECUTIVE DIRECTOR		Scale: 1:1000	Drawn: HA
PO BOX No. 1482		Date: JUNE 2015	Checked: DJW
CROYDON			Rev: 00
CR9 1WX			Drawing Ref. PD - 276a



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<p>PROPOSED WAITING RESTRICTIONS IN MAYFIELD ROAD NEAR ESSENDEN ROAD</p>		<p>CROYDON COUNCIL</p>									
		<p>MAYFIELD ROAD NEAR ESSENDEN ROAD, CROHAM.</p>									
<p>Revision 1: The initial 20m proposed double yellow lines have been reduced to 2m.</p>	<p>Date: September 2015</p>	<p>PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR PO BOX No. 1462 CROYDON CR9 1WX</p>	<p>INFRASTRUCTURE - TRAFFIC DESIGN</p> <table border="1"> <tr> <td>Scale: 1:1000</td> <td>Drawn HA</td> <td>Checked DJW</td> <td>Rev. 01</td> </tr> <tr> <td>Date: SEPTEMBER 2015</td> <td colspan="3">Drawing Ref. PD-276f</td> </tr> </table>	Scale: 1:1000	Drawn HA	Checked DJW	Rev. 01	Date: SEPTEMBER 2015	Drawing Ref. PD-276f		
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