

# Croydon Council

For General Release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>16<sup>th</sup> December 2015</b>
<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>Ashburton, Bensham Manor, Fieldway, New Addington, Norbury, Purley, Selhurst, Selsdon &amp; Ballards, South Norwood, Thornton Heath, Upper Norwood, West Thornton and Woodside</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 Agree to the proposals to introduce mainly 'At any time' waiting restrictions at the locations detailed below and in Drawing Nos. PD – 289a to 289n.

- The Glade by Long Lane – Ashburton
- Langdale Road junctions with Heathview Road and Richmond Road –

## Bensham Manor

- Fieldway / Applegarth – Fieldway
  - Overbury Crescent – Arnhem Drive to Homestead Way ('At any time' and 8am to 6.30pm, Mon to Sat) – New Addington
  - King Henry's Drive by Vulcan Way – New Addington
  - Purley Vale by Stevens Place and Roke Lodge Road – Purley
  - Beulah Grove by Windmill Road and Tirrell Road – Selhurst
  - Ingham Road by Ingham Close – Selsdon & Ballards
  - Claret Gardens – South Norwood
  - Heath Road junctions with Furze Road and Manchester Road – Thornton Heath
  - Beauchamp Road / Templeton Close – Upper Norwood
  - Peall Road by Thornton Road – West Thornton
  - Spring Lane / Portland Road / Woodside Green – Woodside
- 1.2 Agree to reduce the "At any time" waiting restrictions in Norbury Crescent near London Road and Beulah Crescent, Thornton Heath and as shown in drawing nos. PD – 289r and PD – 289q.
- 1.3 Delegate to the Highways Improvement Manager, Streets Directorate 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;
- 1.4 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 recommended that double yellow lines "At Any Time" waiting restrictions are introduced at various locations across the Borough, where parking is creating obstruction and safety concerns.

## 3. DETAIL

- 3.1 **The Glade by Long Lane, Ashburton** – There are existing double yellow line 'At any time' waiting restrictions at The Glade / Long Lane junction returning 10 metres on the north side of the road and approximately 35 metres on the south side of the road to include a bend. There is some verge parking along this section of the road where grasscrete has been installed to protect the grass. Parking on the north side of the road fully on the carriageway between Long Lane

and the verge parking is causing obstruction issues particularly at peak times when vehicles queue towards Long Lane. To avoid creating obstruction some vehicles are parking on the verge and receiving Penalty Charge Notices as this is before the official exempted grasscrete areas. An extension to the double yellow line 'At any time' waiting restrictions as shown on plan no. **PD – 289a** avoid this issue and reduce the current obstruction problems.

- 3.2 **Langdale Road junctions with Heathview Road and Richmond Road, Bensham Manor** – A request has been received via a Ward Councillor to introduce parking controls in Langdale Road due to increasing congestion causing access and road safety concerns. Surveys have indicated that there are parking problems and particularly along the section leading to London Road. Although most of the junctions have been treated with double yellow line waiting restrictions (due to the previous policy of introducing restrictions in a piecemeal fashion) the Heathview Road and Richmond Road junctions have not been and it is recommended that restrictions are introduced as shown on plan no. **PD – 289b & c**.
- 3.3 **Fieldway / Applegarth, Fieldway** – A request has been received via a Ward Councillor for the introduction of restrictions to reduce obstructive parking at the Fieldway / Applegarth junction causing safety and access concerns. Also there are existing pram crossings which are used by wheel chair users and occasions when these are obstructed. The recommendation is to introduce double yellow line "At any time" waiting restrictions at the junction as shown on plan no. **PD – 289d** which will match restrictions at the Brierley junction opposite.
- 3.4 **Overbury Crescent – Arnhem Drive to Homestead Way, New Addington** – A new bus route is being introduced in New Addington and will use Overbury Crescent (between Arnhem Drive and Homestead Way). Parking on both sides of this road is creating obstruction for buses and it is recommended to introduce single yellow line 8am to 6.30pm, Monday to Saturday and double yellow line "At any time" waiting restrictions as shown on plan no. **PD – 289e** to resolve these issues.
- 3.5 **King Henry's Drive by Vulcan Way, New Addington** – A new bus stand and stop have been introduced in the King Henry's Drive service road by Vulcan Way. Parking by the stand and stop is creating obstruction for buses attempting to reach the bus stops and for general traffic including commercial vehicles. It is recommended that double yellow line 'At any time' waiting restrictions are introduced as shown on plan no. **PD – 289f & g**.
- 3.6 **Purley Vale by Stevens Place and Roke Lodge Road, Purley** – The Police Neighbourhood team have requested yellow line waiting restrictions in Purley Vale on a right angled bend in the vicinity of Stevens Place and Roke Lodge Road. Currently parking close to the bend is creating potential obstruction to larger vehicles and compromising safety at this bend. It is recommended that double yellow line 'At any time' waiting restrictions are introduced as shown on plan no. **PD-289h**.

- 3.7 **Beulah Grove by Windmill Road and Tirrell Road, Selhurst** – There is currently an obstruction issue in Beulah Grove by Windmill Road where vehicles parking fully on the carriageway between double yellow lines and official footway parking are causing obstruction to through traffic. It is recommended that the existing double yellow line ‘At any time’ waiting restrictions are extended as shown on plan no. **PD – 289i**. Complaints have been received from local residents as parking at the nearby Tirrell Road junction is also causing obstruction concerns and it is recommended that double yellow line ‘At any time’ waiting restrictions are introduced as shown on plan no. **PD – 289j**.
- 3.8 **Ingham Road by Ingham Close, Selsdon & Ballards** – A request has been received via a Ward Councillor for restrictions to be introduced at the Ingham Road / Ingham Close junction due to ongoing parking issues. Currently parking close to the junction is causing obstruction and safety concerns and this is compounded at the busy setting down and picking up periods for the nearby Selsdon Primary School. There are existing double yellow line “At Any Time” waiting restrictions at the Ingham Road / Addington Road junction and it is recommended that similar restrictions at Ingham Close are introduced as shown on plan no. **PD – 289k**.
- 3.9 **Claret Gardens, South Norwood** – Claret Gardens residents have contacted the Parking Design Team concerned with parking that takes place in a small gap in the double yellow lines (approximately 10 metres) outside block 29 – 34. Surveys have shown that parking here can prevent vehicles exiting from a right angled parking area opposite and prevent access to further blocks by emergency vehicles. It is recommended that double yellow line ‘At any time’ waiting restrictions are extended as shown on plan no. **PD – 289l**.
- 3.10 **Heath Road junctions with Furze Road and Manchester Road, Thornton Heath** – Complaints have been received from local residents concerned with the increasing parking in Heath Road at junctions that have not been treated with yellow line waiting restrictions. Surveys have shown that obstructive parking is adversely affecting safety and access. It is recommended that double yellow line “At any time” waiting restrictions at the above junctions are introduced as shown on plan no. **PD – 289m**.
- 3.11 **Beauchamp Road / Templeton Close, Upper Norwood** – A resident of Templeton Close have contacted the Council concerned with the increasing parking by the entrance to the road (Beauchamp Road) which could prevent access by the emergency vehicles. Surveys have shown that there are regular parked vehicles causing obstruction and it is recommended that double yellow line “At Any Time” waiting restrictions are introduced as shown on plan no. **PD – 289n**.
- 3.12 **Peall Road by Thornton Road, West Thornton** – A request has been received from the Croydon Business Centre who operate businesses in the Thornton Road business area for upgraded restrictions in Peall Road near the junction with Thornton Road. Currently there are 8am to 6.30pm, Monday to Saturday waiting restrictions and regular parking outside this period is causing obstruction to

commercial vehicles. It is recommended that 'At any time' waiting restrictions are introduced as shown on plan no. **PD – 289o**.

- 3.13 **Spring Lane / Portland Road / Woodside Green** – The traffic controlled Spring Lane / Portland Road / Woodside Green junction is currently being upgraded with improved phasing including new pedestrian crossing facilities. There are no waiting restrictions at this junction and there are occasions when vehicles are parking close to the junction compromising the traffic lanes creating congestion and potential hazard to road users. To complement the new signalled junction it is recommended that 'At any time' waiting restrictions are introduced as shown on plan no. **PD – 289p**.
- 3.14 **Norbury Crescent by London Road, Norbury** – Double yellow line 'At any time' waiting restrictions were recently extended by 5 metres outside Crescent House, 2a Norbury Crescent following a request from a business in London Road which has a parking area accessed onto Norbury Crescent. Unfortunately at the planning stage the business at Crescent House was not made aware of the proposal and has subsequently made a complaint. They have off-street parking for 2 vehicles and also park 2 vehicles in front of the dropped kerb. The 2 carriageway spaces are effectively reserved as other drivers parking here are at risk of receiving a Penalty Charge Notice for parking alongside a dropped kerb. In order to come to a compromise between these businesses it is recommended to reduce the 5 metre extension to 2 metres which will provide more space for parking whilst ensuring access to the London Road parking area can still be maintained. Plan no. **PD 289r** shows the reduced restrictions.
- 3.15 **Beulah Crescent, Thornton Heath** – Double yellow lines 'At any time' waiting restrictions were introduced in early 2014 at junctions surrounding Beulah Crescent. Although these restrictions have been successful at improving safety requests have been received to reduce the impact of the restrictions which have reduced parking for residents and visitors including members of the church by Osborne Road. Surveys have shown that the restrictions can be reduced slightly without impacting on the safety around the gyratory and it is recommended to remove two short sections of double yellow line as shown on plan no. **PD – 289q**

## **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 £4k 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
<b>Revenue Budget available</b>				
Expenditure	25	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 has been estimated at £5,200.

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 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 although none of the above sites are such 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