

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  9 May 2017
<b>AGENDA ITEM:</b>	<b>5</b>
<b>SUBJECT:</b>	<b>OBJECTIONS TO PROPOSED PARKING RESTRICTIONS</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>South Norwood, West Thornton and Woodside</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  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"><li>• Croydon Local Plan – Nov 2015</li><li>• Local Implementation Plan 2; 2.8 Transport Objectives</li><li>• Croydon's Community Strategy 2013-18; Priority Areas 1, 2 &amp; 3</li><li>• Croydon Corporate Plan 2015 – 18</li><li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li></ul>	
<b>FINANCIAL IMPACT:</b>  The cost of the proposed parking restrictions is £9k which can be met from the Streets revenue budget for 2017/18.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	
<b>1. RECOMMENDATIONS</b>  That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:  1.1 Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in: <ul style="list-style-type: none"><li>• Fox Hill / Fox Hill Gardens, South Norwood</li><li>• Blakemore Road / Silverleigh Road, West Thornton</li><li>• Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road, West Thornton</li></ul>	

- Belfast Road junctions with Albert Road, Aylett Road, Brocklesby Road, Napier Road, Notson Road and Seymour Place, Woodside

1.2 Agree the following, for the reasons set out in this report:

- Fox Hill, South Norwood – proceed with the proposal as shown in plan no. PD-323e.
- Blakemore Road / Silverleigh Road, West Thornton – proceed with the proposal as shown in plan no. PD-323c.
- Redford Avenue junctions, West Thornton – proceed with the proposal as shown in plan no. PD-323d.
- Belfast Road junctions, Woodside – proceed with the proposal as shown in plan no. PD-323b.

1.3 Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendation 1.2 above.

1.4 Note: the officer to inform the objectors of the above decision.

## **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 'At any time' waiting restrictions in Belfast Road, Woodside; Blakemore Road, West Thornton; Fox Hill Road, Woodside and Redford Avenue, West Thornton.

## **3. OBJECTIONS AND RESPONSES**

### **3.1 Fox Hill, South Norwood**

A request has been received from a local resident via their Ward Councillor for parking restrictions to be introduced at this junction, due to parked vehicles creating limited visibility for motorists entering and leaving Fox Hill Gardens. Photographs provided by the local resident and site visits have confirmed that parking very close to the junction on both sides of Fox Hill Gardens impairs sightlines for road users entering Fox Hill.

3.2 Eight local residents have objected to the proposed restrictions in Fox Hill Gardens for the following reasons:-

- The presence of parked cars in both directions from this location, slow down traffic movements, the proposed restrictions may increase traffic speed.
- The proposed restrictions will only marginally improve visibility and will make little difference in safety.
- The said proposal has been suggested before and was rejected for the reasons of safety by local residents.

- The proposed 'At any time' waiting restrictions will reduce at least 4 available parking spaces.
- Having 'At any time' waiting restrictions will effectively widened the road and will cause traffic to speed at this location.
- There has not been any related accidents involving vehicles leaving Fox Hill Gardens. However, there have been several accidents on Fox Hill Road resulting in excessive speeding by vehicles.

3.3 **Response-** The 'At any time' waiting restrictions have been proposed to improve safety and access to and from Fox Hill Gardens. The request for 'At any time' waiting restrictions originated from a resident of the road who is finding parked cars at this location causing a visibility issue for those pulling out of the cul-de-sac. The original proposal which was proposed in 2010 which was to introduce 10 metre double yellow lines in Fox Hill either side of Fox Hill Gardens to improve road safety and access. This proposal was rejected due to concern over loss of parking space and increases in speeding.

3.4 Officers have visited the site on a number of occasions and have observed vehicles parking in Fox Hill within 5m of Fox Hill Gardens making it very difficult to enter Fox Hill without compromising road safety. With the problem still remaining, the Council has proposed to reduce the original 10 metre 'At any time waiting restrictions proposal to 7 metres which will still improve sightlines at this junction as shown in plan no.PD-323e.

3.5 **Blakemore Road junction with Silverleigh Road, West Thornton**

A request has been received from a local resident via their Ward Councillor for double yellow lines to be introduced in Blakemore Road with Silverleigh Road in Thornton Heath. A number of junctions in this area have been treated with 'At any time' waiting restrictions which has helped to improve road safety and access.

3.6 One objection was received from a local resident in Silverleigh Road to the proposed 'At any time' waiting restrictions at Blakemore Road junction with Silverleigh Road. The objector states that this is an unnecessary proposal and is not needed in this area, and feels the junction of Blakemore Road does not need to be kept clear as part of it has a no entry restriction going into Blakemore Road.

3.7 **Response** – Surveys by officers have confirmed that parking close to the junction does compromise safety and access with sightlines being compromised. Rather than the usual 10m returns (The distance quoted in the Highway Code where parking should not take place) it is proposed to introduce shorter 7m returns as it is recognised that parking in this area is at a premium. Currently vehicles have been witnessed parking within 5m of the junction which apart from potentially obstructing larger vehicles severely restricts visibility sightlines for drivers. It is worth noting that this is currently one of the only junctions in the area not protected by yellow line waiting restrictions. It is therefore proposed to proceed with the proposal as shown on the plan no.PD-323c.3.11

**3.8 Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road & Grove Road – West Thornton**

A request has been received from a local resident via their Ward Councillor for 'At any time' waiting restrictions to be placed in a number of junctions with Redford Avenue due to high volume of parked vehicles. The same request has also been received from a resident in Grove Road to have 'At any time' waiting restrictions to be placed at the junction of Redford Avenue with Grove Road due to manoeuvrability issues by refuse trucks. A number of junctions in this area have been treated with restrictions which has helped to improve road safety.

**3.9** Nine local residents have objected and a petition has been received from the Grove Estate Residents Association objecting to the proposed 'At any time' waiting restrictions in Redford Avenue for the following reasons:-

- The new proposed double yellow line restrictions placed at every junction will further reduce parking in Redford Avenue which is already limited for parking space.
- The double yellow line restrictions will not improve safety at these junctions.
- The new proposed 'At any time' waiting restrictions are unnecessary to have them placed at every junction in Redford Avenue.
- Not a lot of traffic in the area and no accidents have been reported which does not warrant double yellow lines to be placed in Redford Avenue.

**3.10 Response** – Officers have visited Redford Avenue on a number of occasions and have observed vehicles parking within 5m of the four junctions along this road compromising access and safety with visibility sightlines being severely restricted. This issue was raised around 7 years ago and at the time 10m returns were proposed but following strong objections led by the local residents association the committee agreed not to proceed but to monitor parking for future review. With the problem still remaining, the Council is recommending that the returns be reduced to 7 metres, recognising that parking is at a premium in this area. The petitioners and the further nine objectors maybe unaware that Veolia refuse trucks have trouble negotiating these junctions due to parking and the concern is that emergency access would be compromised especially by the fire appliances. For these reasons it is proposed to proceed with the proposals as shown in plan no.PD-323d.

**3.11 Belfast Road junctions with Albert Road, Aylett Road, Brocklesby Road, Napier Road, Notson Road and Seymour Place, Woodside**

The 'At any time' waiting restrictions proposal was initially requested by Veolia (Croydon's waste management company) to introduce double yellow line restrictions at the Belfast Road junctions due to problems with refuse trucks regularly being unable to gain access to the cul-de-sacs. Surveys have shown that vehicles regularly park very close to the junctions causing obstruction to larger vehicles and potentially the emergency services.

- 3.12 Three objections were received from local residents in Belfast Road and from the neighbouring side road Aylett Road, to the proposed 'At any time' waiting restrictions at the Belfast Road junctions. The three objectors have mentioned a number of reasons for objecting to the proposals which are; the proposals will have a negative effect on the local community, as introducing 'At any time' waiting restrictions will reduce the number of available parking spaces. Residents will struggle to find a parking space in close proximity to their homes. The introduction of the 'At any time' proposal will not improve safety concerns. The three objectors request that the Council withdraw the proposed 'At any time' waiting restrictions in Belfast Road.
- 3.13 **Response** – The three objectors may be unaware that Veolia are having issues gaining access to the side roads from Belfast Road as parked vehicles are causing obstruction. There is concern that if refuse vehicles are experiencing problems emergency access could also be compromised. Sightlines for drivers entering Belfast Road from the side roads are restricted due to parked vehicles. One of the objectors has stated that safety will not be improved. However, the proposed 'At any time' waiting restrictions will increase visibility at the side roads which has been proven with existing 'At any time' waiting restriction schemes. It is proposed to proceed with the proposals as shown on plan no.PD-323b.

#### 4. **FINANCIAL CONSIDERATIONS**

There is a revenue budget of £100k for various parking restrictions and bays, (Footway Parking and Disabled Bays) from which these commitments, if approved, will be funded. 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 are approved, a budget of £83k will remain to be utilised in 2017/2018 (taking into account £8k that is committed for a separate schedule of parking restrictions).

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

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<b><u>Available Revenue Budget</u></b>				
<b>Expenditure</b>	100	100	100	100
<b>Income</b>	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	9	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>91</u>	<u>100</u>	<u>100</u>	<u>100</u>
<b><u>Available Capital Budget</u></b>				
Expenditure	0	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

#### 4.2 The effect of the decision

4.2.1 The cost of introducing new waiting restrictions at all the sites originally on the public notice, including advertising the Traffic Management Orders and associated lining and signing has been estimated at £9,000.

4.2.2 These costs can be contained within the available revenue budgets for 2017/18.

#### 4.3 Risks

4.3.1 The cost per restriction is reduced by introducing a number of parking restrictions in one schedule and therefore spreading the legal costs. The marking of the restrictions and the supply and installation of signs and posts where necessary is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.

#### 4.4 Options

4.4.1 The alternative option is to not introduce the parking restrictions. This could cause traffic obstruction and have a detrimental effect on road safety.

#### **4.5 Savings/future efficiencies**

- 4.5.1 No further savings have been quantified, although new parking restrictions do make an income contribution to the revenue budget. The introduction of these proposals would increase the potential to recover income in this way.

Approved by: Luke Chiverton, Head of Finance (People & Resources)

### **5. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

- 5.1 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 (so far as is 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.
- 5.2 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.
- 5.3 Approved for and on behalf of Jacqueline Harris-Baker, Director of Law, Council Solicitor and Acting Monitoring Officer.

### **6. HUMAN RESOURCES IMPACT**

- 6.1 There are no human resources implications arising from this report.
- 6.2 Approved by: Jason Singh, Head of HR Employee Relations on behalf of the Director of HR.

### **7. EQUALITIES IMPACT**

- 7.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

### **8. ENVIRONMENTAL IMPACT**

- 8.1 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.

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

- 9.1 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. This can be varied according to the circumstances applying at different locations.

## **10. REASONS FOR RECOMMENDATIONS**

- 10.1 The recommendations are for new 'At any time' waiting 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).

## **11. OPTIONS CONSIDERED AND REJECTED**

- 11.1 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.

---

<b>REPORT AUTHOR:</b>	Paul Tarrant – Traffic Engineer, Highway Improvement, 020 8604 7363 (Ext. 47363)
<b>CONTACT OFFICER:</b>	David Wakeling, Parking Design Manager, Highways Improvement, 020 8667 8229
<b>BACKGROUND PAPERS:</b>	None
<b>APPENDICES:</b>	Appendix 1 – Proposal of 'At anytime' waiting restrictions in Fox Hill  Appendix 2 – Proposal of 'At anytime' waiting restrictions in Blakemore Road and Silverleigh Road  Appendix 3 – Proposal of 'At anytime' waiting restrictions in Redford Avenue  Appendix 4 – Proposal of 'At anytime' waiting restrictions in Belfast Road