

# Croydon Council

For General Release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>21 July 2014</b>
<b>AGENDA ITEM:</b>	<b>14</b>
<b>SUBJECT:</b>	<b>PROPOSED WAITING RESTRICTIONS</b> <b>VARIOUS LOCATIONS</b>
<b>LEAD OFFICER:</b>	<b>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>Addiscombe, Ashburton, Broad Green, Coulsdon West, Croham, Fairfield, Fieldway, Heathfield, Norbury, Purley, Selhurst, South Norwood, Upper Norwood, Waddon, Woodside.</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  <b>This report is inline with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</b> <ul style="list-style-type: none"><li>◆ <b>The Croydon Plan; Transport Chapter.</b></li><li>◆ <b>The Local Implementation Plan; 3.6 Croydon Transport policies</b></li><li>◆ <b>Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6</b></li></ul>	
<b>FINANCIAL SUMMARY:</b>  <b>These proposals can be contained within available budget.</b>	
<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 agree to:  1.1 Delegate to the General Manager of Infrastructure, Parking Services, 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) to introduce mainly 'At any time' waiting restrictions at the locations detailed below and in Drawing Nos. PD - 238a to PD - 238t. <ul style="list-style-type: none"><li>◆ Amberley Grove - Addiscombe</li><li>◆ Sissinghurst Road / Wydehurst Road – Ashburton</li></ul>
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- ◆ Mitcham Road / Rochford Way - Broad Green
- ◆ Woodcote Valley Road opposite St David's School – Coulsdon West
- ◆ Bynes Road by Sanderstead Road – Croham
- ◆ New Gate Gyratory and Wellsley Road – Fairfield
- ◆ Castle Hill Avenue junction with Betchworth Way, Dunsfold Way, Unity Close and Westcott Close – Fieldway
- ◆ Thursley Crescent bends - Fieldway
- ◆ Farnborough Avenue / Heathfield Vale – Heathfield
- ◆ Briar Avenue by Green Lane – Norbury
- ◆ Hillcote Avenue – Norbury
- ◆ Peaks Hill / Peaks Hill Rise - Purley
- ◆ Willis Road / Union Road – Selhurst
- ◆ Southern Avenue – South Norwood
- ◆ St Dunstan's Road / Suffolk Road – South Norwood
- ◆ Court Drive / Waddon Court Road – Waddon
- ◆ Lodge Avenue - Waddon
- ◆ Pampisford Road opposite Chancellor Gardens – Waddon
- ◆ Princes Way – Waddon
- ◆ Violet Lane / Violet Gardens - Waddon
- ◆ Apsley Road junction with Albert Rd, Napier Rd and Seymour Rd – Woodside
- ◆ Barmouth Road 90 degree bend and Spring Park Road – Woodside
- ◆ Spring Lane by Estcourt Road – Woodside

1.2 It is recommended that the that Cabinet Member for Transport and Environment agree to Recommendation 1.1 above.

## 2. EXECUTIVE SUMMARY

2.1 It is proposed to introduce mainly double yellow lines “At Any Time” waiting restriction at various locations across the Borough, where parking is presently creating obstruction and safety concerns.

## 3. DETAIL

3.1 **Amberley Grove, Turn-around area, Addiscombe** – Amberley Grove is a dead-end 2-way narrow road, approximately 6.2 metres wide; with a turn-around area at the end of the road. Residents of Amberley Grove have raised concerns regarding vehicles parking on the “Keep Clear” turn-around area at end of the road, making it impossible for motorist to turn around and hence forcing vehicles

to reverse into a busy main road. Therefore, it is proposed that double yellow lines are introduced from the existing disabled bay outside 16 - 17 Amberley Grove to 10 - 12 Amberley Grove as shown on the attached drawing No. PD – 238a.

3.2 **Sissinghurst Road / Wydehurst Road, Ashburton** – Concerns have been raised by local residents, supported by a Ward Councillor, regarding the lack of visibility at the junctions of Wydehurst Road and Sissinghurst Road due to vehicles parking close to the junction. A site visit confirmed the sightlines at this junction are compromised due to parked vehicles. It is proposed that a 10m double yellow line “At Any Time” waiting restriction is introduced at the junction of Sissinghurst Road and Wydehurst Road as shown on drawing No. PD – 238b.

3.3 **Mitcham Road / Rochford Way, Broad Green** – Residents of Rochford Way have contacted the Council regarding vehicles parking too close to the junction of Rochford Way with Mitcham Road. Residents have stated that the parked vehicle block motorists sightline, making it unsafe for motorist exiting a minor road into a major road. It is proposed that 10m double yellow lines “At Any Time” waiting restrictions are introduced in Rochford Way and Mitcham Road as shown on drawing No. PD – 238c.

3.4 **Woodcote Valley Road opposite St David’s School, Coulsdon West** –

The parents of the children attending the Cumnor House School have raised concerns regarding vehicles parking too close to the school causing obstructive sightlines and unsafe areas where pedestrians cross. The parents have requested double yellow lines be introduced opposite the school to stop unsafe areas being created on a daily basis. It is proposed to replace the existing single yellow line waiting restrictions opposite the school, operational time, 1pm to 2pm to double yellow lines (No waiting “At Any Time”) restrictions as shown on drawing No. PD – 238d to resolve the parking issues raised by the parents.

3.5 **Bynes Road by Sanderstead Road, Croham** – The council received a letter from a resident of Bynes Road regarding heavy goods vehicles parking outside residential properties to deliver to the nearby school and the resident has also stated that lorries cannot manoeuvre around the bend in Bynes Road due to parked cars and would therefore like to see the existing waiting restrictions extended. The existing single yellow line (7am to 7pm, Monday to Saturday) restrictions have been extended a few years ago due to the pinch point. A site visit confirmed the existing single yellow line can be extended by a further 10m to allow heavy goods vehicles to manoeuvre safely at the bend, as shown on drawing No. PD – 238e.

3.6 **New Gate Gyratory and Wellsley Road, Fairfield** – New Gate Gyratory is a One Way system that has existing 7am to 7pm, Monday to Saturday waiting restrictions. To ensure that parking from a new residential development being constructed in the middle of the New Gate Gyratory system does not create obstruction and safety concerns outside these times it is proposed to up grade the restrictions to double yellow lines “At Any Time”. The proposed waiting restrictions will also allow residents of the new development to gain entrance/exit to their home. The proposed limits of the waiting restrictions are shown on drawing No. PD – 238f.

- 3.7 **Castle Hill Avenue Junctions with Betchworth Way, Dunsfold Way, Unity Close and Westcott Close. Fieldway** – Following complaints from local residents a request came from a Ward Cllr to investigate parking problems in Castle Hill Avenue at the four junctions near the Wolsey Junior School. It was claimed that cars park too close to the junctions during the school's pick up and drop off times, causing sightline difficulties for drivers. A site visit confirmed parents do park very close to the junctions, causing obstructive sightlines on all four junctions and therefore creating unacceptable safety risks to pedestrians and motorists. It is proposed to introduce 10m double yellow lines (No waiting "At Any Time") restrictions at the junctions of Betchworth Way, Dunsfold Way, Unity Close and Westcott Close as shown on drawing No. PD – 238g.
- 3.8 **Thursley Crescent bends, Fieldway** – A complaint has been received from several local residents regarding obstructive vehicular parking at the bends of Thursley Crescent. It was claimed that the obstruction, mainly by local cars, cause sightline difficulties for drivers travelling along this particular section of Thursley Avenue. A survey was undertaken to ascertain where obstruction was problematic. The survey confirmed residents themselves park at the bend at all times, making it difficult for motorist and emergency vehicles to pass. It is proposed to introduce double yellow lines waiting restrictions as shown on drawing No. PD – 238h.
- 3.9 **Farnborough Avenue/ Heathfield Vale, Heathfield** – A complaint has been received from London Transport for Buses regarding vehicles parking in Farnborough Avenue, directly opposite Heathfield Vale, making it very difficult for buses to turn left or right into Farnborough Avenue. A site investigation showed that vehicles park directly opposite Heathfield Vale (outside properties 30 to 32 Farnborough Avenue), make it difficult for buses to manoeuvre around the Farnborough Avenue/Heathfield Vale junction. It is recommended to introduce 10m double yellow line "At Any Time" waiting restriction, opposite Heathfield Vale (outside Nos. 30 to 32 Farnborough Avenue) to allow buses to turn safely into Farnborough Avenue as shown on drawing No. PD – 238i.
- 3.10 **Briar Avenue by Green Lane, Norbury** – A resident contacted a Ward Cllr requesting double yellow lines to be introduced in Briar Avenue near the junction of Green Lane and bollards to be installed in Briar Avenue, to protect the verge, due to lorries mounting the verge when travelling towards Green Lane. It is proposed to extend the existing double yellow lines by 10m as shown on drawing No. PD – 238j.
- 3.11 **Hillcote Avenue, Norbury** – A request has been received from a local resident to introduced waiting restrictions at the bend has been received from a local resident in Hillcote Avenue to be introduced at the bend. The resident has stated that heavy goods vehicles are having trouble manoeuvring around the bend, when there are vehicles parked there. It is proposed to introduce a 15m double yellow line waiting restriction outside No 26 Hillcote Avenue as shown on drawing No. PD – 238k.
- 3.12 **Peaks Hill / Peaks Hill Rise, Purley** - Request from residents to introduce waiting restrictions opposite Peaks Hill Rise and outside and opposite Balham Lea School due to parents parking close to the junction and the school during drop off and pick up times. The proposed double yellow lines "At Any Time" are shown on the attached drawing No. PD – 238L.

- 3.13 **Willis Road / Union Road, Selhurst** – A request has been received from local residents for waiting restrictions to be placed at Willis Road/Union Road junction. Currently parking close to the junction is creating obstruction and safety concerns, therefore it is proposed that double yellow line “At Any Time” waiting restrictions are introduced as shown on drawing No. PD – 238m.
- 3.14 **Southern Avenue, South Norwood** – A telephone call was received from a resident requesting the Council to look into the existing waiting restrictions in Southern Avenue can be extended due to vehicles parking too close to the junction of Northyrst Avenue. A site investigation has confirmed that the existing double yellow lines in Southern Avenue from Northyrst Avenue can be extended by 4m as shown on the attached drawing No. PD – 238n.
- 3.15 **St Dunstan’s Road / Suffolk Road, South Norwood** – Request has been received from the residents of St Dunstan’s and Suffolk Road via a Ward Councillor regarding heavy goods vehicles having difficulties turning into St Dunstan’s Road from Suffolk Road due to parked vehicles. The existing single yellow lines waiting restrictions in both roads are 9am to 5pm Monday to Saturday. It is proposed to upgrade the single yellow lines at the junctions of St Dunstan’s Road with Suffolk Road to double yellow lines “At Any Time” as shown on the attached drawing No. PD – 238o.
- 3.16 **Court Drive / Waddon Court Road at junctions, Waddon** – The council received an email from a resident requesting double yellow lines “At Any Time” waiting restrictions to be introduced at Court Drive and Waddon Court Road junction. It was claimed that cars park very close to the junction and the obstruction causes sightline difficulties for drivers. A site investigation confirmed that obstructive parking occurred very close to the junction. It is proposed that a 10m double yellow line “At Any Time” waiting restrictions is introduced at Court Drive /Waddon Court Road junction as shown on the attached drawing No. PD – 238p.
- 3.17 **Lodge Avenue, Waddon** - The residents of Lodge Avenue contacted the council regarding vehicles parking fully on the carriageway on the narrow section of Lodge Avenue. Lodge Avenue is One Way from Purley Way. The carriageway width varies from 6.3m, from Purley Way to 7m from Wandle Way. Some of the Motorists park fully on the carriageway on the narrow part of Lodge Avenue, causing both sides of the carriageway, although some vehicles partially park on the footway on the narrow end of the carriageway, there are some vehicles that park fully on the carriageway and therefore causing an obstruction to vehicles trying to pass the narrow section of Lodge Avenue. It is proposed that a passing point of 15m double yellow line (“At Any Time”) waiting restriction is introduced as shown on drawing No. PD – 238q.
- 3.18 **Pampisford Road opposite Chancellor Gardens, Waddon** – A request has been received from a local resident to extend the existing restrictions between Knighton Close and the bus stop opposite Chancellor Gardens. There are existing double yellow lines “At Any Time” waiting restrictions in Pampisford Road at the junctions of Hammond Close, Blackford Close, Knighton Close and

Chancellor Gardens. Parking along this section of the road is compromising visibility sightlines and it is recommended to extend the restrictions as shown on drawing No. PD – 238r.

- 3.19 **Princes Way, Waddon** – A Request has been received from the warehouse companies in Princes Way regarding additional waiting restrictions to be introduced in Princes Way. Part of Princes Way has existing waiting restrictions, while the other side is not restricted, hence a number of employees from the warehouses, park along the unrestricted side, causing congestion and access problems occur as a result of drivers attempting to occupy all the available space and parking too close to road junctions and obstructing vehicular access points, making it difficult for heavy goods vehicles to manoeuvre safely along Princes Way. Princes Way is also used as a “rat run”, from Stafford Road to the A23 Purley Way, or visa versa. It is therefore proposed double yellow lines waiting restrictions “At Any Times” to be introduced on Princes Way to meet the existing double yellow lines as shown on drawing No. PD – 238s.
- 3.20 **Violet Lane / Violet Gardens, Waddon** – The council received an email from a local resident who has concerns regarding vehicles parking too close to the junction of Violet Lane and Violet Gardens. The majority of the cars parked belong to the parents of the children attending the local Nursery. It is proposed to introduce 15m double yellow lines “At any time” waiting restriction at the junction of Violet Gardens with Violet Lane (including opposite the junction), shown on drawing No. PD – 238t.
- 3.21 **Apsley Road junctions – Albert Road, Napier Road and Seymour Road, Woodside** – Complaints have been received from residents regarding vehicles parking too close to the junctions with Apsley Road. Site investigations have confirmed vehicles park very close to the junctions, affecting driver’s sightlines. It is recommended to introduce a 5m double yellow lines “At Any Time” waiting restrictions at Albert Road, Napier Road and Seymour Road as shown on the attached drawing No. PD – 238u.
- 3.22 **Barmouth Road 90 degree bend and Spring Park Road, Woodside** – A resident of Barmouth Road has contacted an MP regarding vehicles parking at the bend of Barmouth Road and at the junction with Spring Park Road obstructing driver’s siteline. It is recommended to introduce 10m of double yellow lines “At Any Time” waiting restrictions at the bend outside the party wall of 46/48 Barmouth Road as shown on drawing No. PD – 238v where parking creates an unacceptable safety risk, due to lack of sightlines.
- 3.23 **Spring Lane By Estcourt Road, Woodside** – A complaint has been received from a resident from Cumberland Road regarding an increase in obstructive vehicular parking along Spring Lane. It was claimed that the obstruction, mainly by lorries from the Woodside Timber Company in Spring Lane, causes sightline difficulties for drivers travelling along the section of Spring Lane towards Estcourt Road, resulting in “near–miss” incidents. A survey was undertaken to ascertain where and when the obstruction was problematic. Woodside Timber Company are situated on the corner of Spring Lane and Estcourt Road. The survey showed lorries from Woodside Timber, park directly outside the Timber Company, on a regular basis, for several hours at a time. It was also noted that obstructive parking occurred across the main entrance to the Timber Company. Following

investigation, it is recommended to introduce a 15m double yellow line “At Any Time” waiting restriction from Estcourt Road junction into Spring Lane as shown on the attached drawing No. PD – 238w.

#### 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 decision 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

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

	Current Financial Year  2014/15  £'000	M.T.F.S – 3 year Forecast		
		2015/16	2016/17	2017/18
		£'000	£'000	£'000
<b>Revenue Budget available</b>				
Expenditure	50	50	50	50
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 (apart from Brighton Road, Coulsdon), including advertising the Traffic Management Orders and associated lining and signing has been estimated at £7,600.

5.2.3 These costs can be contained within the available revenue budgets for 2014/15.

## 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 2014/15.

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 Although greater savings could be made by introducing more restrictions on one Public Notice it is considered that 20 separate locations is the maximum that should be introduced at any one time to keep the number of potential objections to the schemes to a manageable level and minimise confusion for the public. In this case restrictions are being proposed at 20 locations.

5.5.2 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.

5.5.3 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.

5.5.4 Approved by: Tim Flood, on behalf of Head of Finance and Deputy S151 Officer Chief Executive's 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 Enforcement of new parking restrictions will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources. Most isolated double yellow line restrictions are largely self-enforcing and only require visits when requests are received from the public. Most of the proposed restrictions in this report are close to existing restrictions making enforcement easier. Mobile enforcement Civil Enforcement Officers using mopeds are able to increase enforcement of restrictions in isolated locations.

7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Interim 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 PAPERS – LOCAL GOVERNMENT ACT 1972:**