

# 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>21</b>
<b>SUBJECT:</b>	<b>Streetscene Project - Update</b>
<b>LEAD OFFICER:</b>	<b>Executive Director – Development &amp; Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee</b> <b>Cabinet Member for Transport &amp; Environment</b>
<b>WARDS:</b>	<b>All</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> The recommendations in this report are in accordance with the Council's commitment to improving the safety of the boroughs transport system for all users and managing the risk of flooding from surface water in accordance with its duties under the Flood and Water Management Act 2010.	
<b>FINANCIAL IMPACT:</b> The cost of implementing the works associated with the recommendations in this report will be met from the 2014/2015 financial year Highways Maintenance budget.	
<b>KEY DECISION REFERENCE NO.:</b> n/a	

## 1. RECOMMENDATIONS

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

- 1.1 Agree for the Streetscene Project to continue following the success of the piloted project.
- 1.2 Note the result of the piloted Streetscene Project approved by the Cabinet Committee in December 2013.

It is recommended that the Cabinet Member for Transport and Environment:

2. Agree to Recommendations 1.1 and 1.2 above.

## **2. EXECUTIVE SUMMARY**

- 2.1 This report is for the Committee and Cabinet Member to note the result of the piloted Streetscene Project which was implemented between January and March 2014 and also to seek approval for the project to be continued in order to allow essential highways maintenance works to be carried out.

## **3. DETAIL**

- 3.1 As part of the Transforming Highways Partnership between the Council and EM Highway Services (EM), the contractor is tasked with carrying out essential highways maintenance works to the road network within the borough. These works includes cleaning roadside gullies/drains/soakaways, repairing carriageway/footway defects, street cleansing, refreshing carriageway markings etc.
- 3.2 As many of the roads in the borough are heavily congested with parked vehicles, this has made the task of carrying out these works in some roads very difficult. In some circumstances, this has led to planned works being aborted or uncompleted due to lack of access. For example, 15 – 20% of the roadside gullies/drains/soakaways in the borough remain unclean due to being obstructed by parked vehicles. This has resulted or contributed to localise flooding where defective gullies/drains have not been repaired.
- 3.3 To ensure these essential maintenance works are completed safely and effectively, EM proposed a Streetscene Project whereby roads they have previously attended and works had to be aborted due to parked vehicles were closed for a day between 7am and 4pm. The allowed multiple highways maintenance works (i.e. gully and street cleansing, minor carriageway/footway repairs, carriageway marking refresh, tree pruning etc.) to be coordinated and completed on the day.
- 3.4 On 17 December 2013 (Minutes A77/13 refer), the Traffic Management Cabinet Committee approved a report for the Streetscene Project to be piloted on selected 10 roads under the temporary Traffic Management Order which came into effect in May 2013 and prohibits a vehicle to be driven along, park or wait in any street that may be temporarily closed whilst the works are in progress.

The roads that were affected and closure dates are shown below:

<b>Road Name</b>	<b>Ward</b>	<b>Closure Date</b>
Grafton Road	Broad Green	22/01/14
Donald Road	West Thornton	29/01/14
The Retreat	Thornton Heath	05/02/14
Bute Road	Broad Green	02/04/14
Dunheved Road North	West Thornton	09/04/14
Fairholme Road	Broad Green	26/02/14
Lancing Road	West Thornton	05/03/14
Pemdevon Road	Broad Green	12/03/14
Stanley Road	West Thornton	19/03/14
Sutherland Road	Broad Green	16/04/14

EM had prior to this project been unable to carry out essential highways maintenance works due to lack of access as the roads were heavily congested with parked vehicles.

- 3.5 The project commenced on 22 January 2014 and ran for 13 weeks with a break in the programme due to the flood relief works in Kenley/Purley in February/March. However, the roads that were missed (highlighted in yellow in the table above) were subsequently re-programmed and completed immediately after the flood relief works.
- 3.6 The project was a success in that residents complied with the temporary “No Waiting” restriction signs that were put in place and moved their vehicles in order to allow the maintenance works to be carried out. However, several vehicles were issued with fixed penalty notices and impounded in Fairholme Road to allow works to be completed. In the other roads, EM was able to carry out all the planned works without any issues. Photographs of workmen carrying out some of the works are shown in Appendix A0.
- 3.7 Officers were made aware that affected residents were in support of the project as the highways maintenance works being carried out had been long overdue due to lack of access. Residents from adjacent roads were made enquiries regarding whether their road could also be considered as part of the project.
- 3.8 Following the success of the piloted project, it is being recommended that the Streetscene Project is approved to continue in order to allow essential highways maintenance works to be carried out on those roads in the borough that are heavily congested with parked vehicles (i.e. those roads where 75% of the works which planned to be carried out, have not been because of access issues).
- 3.9 10 roads would be selected for closure at any particular time and these roads would be programmed such that one road is closed each week until the programme has been completed. This is to minimise the impact of the road closure on the affected residents.

- 3.10 The following roads (but not necessarily in the order listed) have been selected to be programmed for closure in order to continue the Streetscene Project, subject to approval by the Committee and Cabinet Member. Once these roads are completed, another set of 10 roads would be compiled and programmed for closure.

<b>Road Name</b>	<b>Ward</b>	<b>Closure Date</b>
Church Road	Fairfield/Central	TBC
St Peter's Road	Fairfield/Central	TBC
Derby Road	Broad Green	TBC
Parsons Mead	Broad Green	TBC
Purley Road	Croham	TBC
Bensham Lane	Bensham Manor	TBC
Stuart Road	Thornton Heath	TBC
Hampton Road	Selhurst	TBC
Kingsdown Avenue	Purley	TBC
Sundridge Road	Addiscombe	TBC

- 3.11 The Streetscene Project is carried out under the current Traffic Management Order (Appendix A1 and A2) to allow essential highways maintenance works to be carried out or whatever temporary Traffic Management Order is in place at the time the works are being carried out.

#### **4. CONSULTATION**

- 4.1 There is no requirement to carry out a formal consultation however; EM would notify all affected residents/businesses of the road closures 2 – 3 weeks in advance via a letter drop and erect advance notices on lamp posts. EM may also make use of facilities such as the local press, Residents Associations, newsletters and Council website where these are available to publicise the road closures.
- 4.2 EM would contact potential stakeholders' i.e. emergency services, London Buses, LBC Contact Centre, Ward Councillors and relevant supply chain partners where necessary.

## **5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS**

### **1 Revenue and Capital consequences of report recommendations**

### **2 The effect of the decision**

The cost of financing the maintenance works would be met from the £6.5m Highways Maintenance budget for 2014/15. There is the potential loss of revenue to Parking Services whilst the removal vehicle is assisting with the relocation of vehicles that are obstructing access to the work areas and also, whilst its staff are being utilised to erect the required “No Waiting” restriction signs.

However, in order to minimize the financial impact, it is proposed to use the removal vehicle on a reactive basis only, according to the requirements on site and EM has also offered to supply its staff at no extra cost to the Council, to assist with erecting the “No Waiting” restriction signs.

### **3 Risks**

There is the risk of litigation payouts and claims for damages/injuries suffered due to lack of maintenance should the project not be approved.

### **4 Options**

The other options available (i.e. working at night/weekend, erecting advance warning notices etc) have been tried on roads that are heavily congested with parked vehicles but have not been effective because these are mainly residential parking. However, these options would be continued to be utilised wherever appropriate.

### **5 Future savings/efficiencies**

Future savings will be from the Council not having to payout for litigations/claims due to lack of maintenance.

### **6 (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 highway authority has a duty under section 41(1) of the Highways Act 1980 to maintain a highway, this includes to repair and keep in repair. The Council will have a defence to a claim of breach of statutory duty if it can evidence that the authority had taken such care as in all the circumstances was reasonably required to secure that part of the highway to which the action relates was not dangerous for traffic (section 58(1) Highways Act 1980).**

(Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor & Monitoring Officer)

## **7. HUMAN RESOURCES IMPACT**

7.1 There are no human resources implications arising from this report.

(Approved by: Adrian Prescod, for and on behalf of the Interim Director of Workforce, Interim Chief Executive Department)

## **8. EQUALITIES IMPACT**

8.1 There are no equalities issues arising from this report.

8.2 The recommendations in this report will benefit all residents and businesses in the borough regardless of their colour, age, religious belief or sexuality.

## **9. ENVIRONMENTAL IMPACT**

9.1 The recommendations in this report are in accordance with the Council's Sustainability Agenda of continuously improving its services, policies and practices to contribute to a better quality of life for everyone now, and for future generations.

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

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

## **11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

11.1 To enable the Council's contractor, EM to carry out essential highways maintenance works effectively and safely on those roads in the borough where parked vehicles are an issue.

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

12.1 To not continue with the project will mean some part of the highway remaining unmaintained. This may result in flooding in cases where the contractor cannot gain access in order to carry out repair works to defective highway drains, accidents (vehicular and pedestrian) in cases where carriageway/footway defects are not repaired or environmental issues in cases where streets are not cleansed.

---

**CONTACT OFFICER:** Steve Iles, Head of Highways & Parking Services – x52821

**REPORT AUTHOR:** Daisi Osibona, Senior Engineer – x64909

**BACKGROUND PAPERS -**

Appendix A0 – Photographs

Appendix A1 – Temporary traffic management order

Appendix A2 – Public notice