

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 December 2014
AGENDA ITEM:	9
SUBJECT:	PROPOSED NEW WAITING RESTRICTIONS AND REVOCAION OF EXISTING RESTRICTIONS VARIOUS LOCATIONS
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broad Green, Fieldway, Heathfield, Norbury, Selhurst, Selsdon & Ballards, Shirley, Thornton Heath, Upper Norwood, Waddon, West Thornton.
CORPORATE PRIORITY/POLICY CONTEXT: 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">• The Croydon Plan; Transport Chapter.• The Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6• Croydon Corporate Plan 2013 – 15• www.croydonobservatory.org/strategies/	
FINANCIAL SUMMARY: 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 she 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:

1.1.1 Introduce 'At any time' waiting restrictions at the locations detailed below and in Drawing Nos. 258a to j and 258m.

- Peterwood Way – Broad Green
- Montacute Road by Worsley Crescent – Fieldway
- Beulah Grove – Selhurst
- Boulogne Road – Selhurst
- Foxearth Road – Selsdon & Ballards
- Beaumont Road junctions with Bradley Road & Convent Hill – Upper Norwood
- Woodend / Bradley Road – Upper Norwood
- Florida Road / Green Lane – Upper Norwood
- Cold harbour Road – Waddon
- Denning Avenue – Waddon
- Wingate Crescent – West Thornton Heath

1.1.2 Revoke 'At Any Time' waiting restrictions as shown on drawing Nos. 258k & L in:

- Norbury Court Road by Ena Road – Norbury
- Egerton Road / Parry Road – Thornton Heath

2. EXECUTIVE SUMMARY

2.1 It is proposed to introduce double yellow line "At Any Time" waiting restrictions at various locations across the Borough, where parking is creating obstruction and safety concerns and to reduce the existing waiting restrictions in length at two locations.

3. DETAIL

3.1 Proposed New Parking Restrictions

3.1.1 **Peterwood Way/Beddington Farm Road – Broad Green** – A request has been received on behalf of a local business, for double yellow lines to be marked on Peterwood Way due to a new entrance which has been granted planning permission and also to help visibility at the existing entrance to the Day Lewis site, where 24 hour access is required for vehicular traffic. Currently cars park along the western-side of Peterwood Way, obstructing the site lines for turning traffic and narrowing Peterwood Way itself preventing two-way movement of large vehicles. Croydon Council has been made aware that the majority of vehicles parking along

Peterwood Way belong to employees of local businesses, in an attempt to deter illegal camping. Introducing double yellow lines will improve visibility and access for vehicles at the various premises along Peterwood Way as well as removing opportunities for illegal camping. It is proposed to introduce “at any time” waiting restrictions along the entire length of Peterwood Way and at the junction with Beddington Farm Road as shown on drawing number PD 258a.

- 3.1.2 **Montacute Road – Fieldway** – A request has been made by a local resident for the existing double yellow lines at the junction of Montacute Road and Wolsey Crescent to be extended further into Montacute Road (towards King Henry’s Drive) where parked cars continue to block visibility for those turning right out of Wolsey Crescent. Site surveys have confirmed this. Extending the yellow lines by a distance of 5m should improve visibility while still retaining parking for several cars between King Henry’s Drive and Wolsey Crescent. It is proposed to introduce “at any time” waiting restrictions on Montacute Road as shown on drawing no. PD 258b.
- 3.1.3 **Beulah Grove – Selhurst** – A local Ward Councillor has raised concerns with the parking design team about the access way to the Ashby Walk car park off Beulah Grove. Recently there was a road traffic collision due to obstruction of the exit from the car park. Double yellow lines across the entrance as far as the footway parking bays to the south-east will improve visibility and safety for motorists. While this section of Beulah Grove is one-way, extending the lines along the adjacent section of footway to the north-west will allow more room to manoeuvre in to the road. The proposed “at any time” waiting restrictions are shown on drawing number PD 258c.
- 3.1.4 **Boulogne Road – Selhurst** – A request has been received from Croydon Care Solutions Ltd, which is a company owned by Croydon Council specialising in equipment for the disabled, for the existing double yellow lines across the entrance to their premises be extended. Delivery drives are having difficulty accessing the site due to parking just beyond the restrictions. It is proposed to extend the lines by just 5m which should provide more scope for delivery vehicles to manoeuvre (and if necessary park on them for unloading) while minimizing the loss of parking spaces. The suggested extension of the “at any time” waiting restrictions is shown on drawing number PD 258d.
- 3.1.5 **Foxearth Road – Heathfield** – A request has been received via a local Ward Councillor for parking restrictions to be introduced at the corners of the footpath leading to Littleheath Woods where vehicles are parking right up to and overhanging the access way making it difficult for pedestrians to safely cross the road from the footpath. It is proposed to introduce short sections of double yellow lines on the corners to prevent obstructive parking as shown on drawing number PD 258e.
- 3.1.6 **Beaumont Road Junctions with Bradley Road & Convent Hill – Upper Norwood** – A request has been received from Ward Councillors (following a meeting with Officers) for parking restrictions to be introduced at the junctions of Beaumont Road with Bradley Road and Convent Hill where parked cars are causing obstructions at the junctions. Introducing “at any time” waiting restrictions at the junctions would alleviate this problem. The proposed restrictions are shown on drawing number PD 258f

- 3.1.7 **Bradley Road / Woodend and bend** – A request has been received from Ward Councillors (following a meeting with Officers) for parking restrictions to be introduced at the Bradley Road / Woodend junction where parked cars are causing obstruction issues especially at the busy St Joseph’s Primary School setting down and picking up periods. Introducing double yellow line “at any time” waiting restriction at the junction and inside of the right angled bend would alleviate this problem. The proposed restrictions are shown on drawing number PD 258m.
- 3.1.8 **Florida Road/Green Lane – Upper Norwood** – A local resident has requested that waiting restrictions be introduced at the junction of Florida Road and Green Lane where parked cars are restricting the movements of vehicles into and out of Florida Road. This section of Florida Road is usually heavily parked and there is no space for vehicles to pass each other. It is proposed to introduce “at any time” waiting restrictions as shown on drawing number PD 258g
- 3.1.9 **Coldharbour Road – Waddon** – A complaint has been received from a local resident about obstructive parking on the Coldharbour Road bend. This is a 90 degree bend with the Coldharbour Way junction off the concave side. Vehicles park right around the bend almost completely blocking the view of oncoming traffic particularly for motorist coming from the Purley Way direction. Introducing double yellow lines around the apex of the bend will improve visibility and safety. The proposed restrictions are shown on drawing number PD 258h
- 3.1.10 **Denning Avenue – Waddon** – A request has been received from a local resident for the existing parking restrictions to be extended on Denning Avenue near the junction with Violet Lane. Vehicles tend to park on both sides here, creating a pinchpoint. It is proposed to extend the double yellow lines at the south-side of the road only which will allow more space for moving traffic while still allowing cars to park on the opposite side, should they want to. The proposed restrictions are shown on drawing number PD 258i
- 3.1.11 **Wingate Crescent – West Thornton** – A new footway parking scheme is to be introduced in the new year in Wingate Crescent. The footway bay nearest to Mitcham Road is to be located 5.5m from the existing yellow lines. To avoid the situation where motorist choose to park entirely on the carriageway at this location and hence cause an obstruction to an already narrow junction; it is proposed to extend the existing double yellow lines as shown on drawing number PD 258J

3.2 **Proposed revocation of Existing Parking Restrictions**

- 3.2.1 **Parry Road/Egerton Road – Thornton Heath** – Double yellow lines were recently marked at the junction of Parry Road and Egerton Road, for 10m in each direction. Since implementation concerns have been raised by local residents about the amount of parking spaces lost due to the scheme. Few houses in this area have off street parking and the demand for spaces on street is high. It is proposed to shorten the restrictions slightly in each direction to provide additional parking spaces while still protecting the junction from obstructions. The new extents of the “at any time” waiting restrictions are on drawing number PD 258k.

3.2.2 **Norbury Court Road - Norbury** – Double yellow lines were recently marked at the junction of Norbury Court Road and Ena Road, for 10m in each direction. Concerns have since been raised by local residents about the loss of parking spaces in an area with little off street parking and therefore a high demand for on street spaces. It is proposed to reduce the length of the lines on Norbury Court Road, to the south-west of Ena Road by 3m which should provide an additional parking space while still keeping the junction free of obstructions. The proposed reduction is shown on drawing number PD 258L

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

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 £35k un-allocated to be utilised.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
		2014/15	2015/16	2016/17
	£'000	£'000	£'000	£'000
Revenue Budget available				
Expenditure	35	100	100	100
Income	0	- 5 -0	0	0

<u>Capital Budget available</u>	0	0	0	0
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	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 and signing has been estimated at £9,200.

5.2.3 These costs can be contained within the available revenue budgets for 2014/15 & 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 2014/15 & 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: Graham Oliver, Business Partner, Development and Environment.

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.

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.

REPORT AUTHOR:

Teresa O'Regan, Traffic Engineer,
Infrastructure – Parking Design

CONTACT OFFICER:

David Wakeling, Parking Design Manager,
Infrastructure Parking Design, 020 8726
6000 (Ext. 88229)

BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972: