

Croydon Council

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| REPORT TO: | TRAFFIC MANAGEMENT ADVISORY COMMITTEE 3 March 2015 |
| AGENDA ITEM: | 15 |
| SUBJECT: | PETITIONS: SPURGEON ROAD – TRAFFIC & PARKING ISSUES ORCHARD WAY – TRAFFIC & PARKING ISSUES |
| LEAD OFFICER: | Jo Negrini, Executive Director of Development and Environment |
| CABINET MEMBER: | Councillor Kathy Bee, Cabinet Member for Transport and Environment |
| WARDS: | Shirley and Upper Norwood |
| CORPORATE PRIORITY/POLICY CONTEXT: | |
| <p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <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 proposal can be contained within available budget | |
| FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision | |

For general release

1. RECOMMENDATIONS

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

- 1.1 The proposal to the consultation and the giving of public notices on the proposal to introduce double yellow line ‘At any time’ waiting restrictions in Spurgeon Road at its junctions with Beulah Hill and Waddington Avenue and single yellow line 8 to 9.30am and 2.30 to 4pm, Monday to Friday waiting restrictions in

Orchard Way at the pedestrian crossing point opposite Orchard Way Primary School.

- 1.2 Authorise the Enforcement and Infrastructure Manager, Highways & Parking Services, 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 the restrictions in paragraph 1.1 above.
- 1.3 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Cabinet Advisory Committee for Members' consideration.
- 1.4 Note that the Enforcement and Infrastructure Manager, Highways & Parking Services will inform the petitioners of these decisions.

2. EXECUTIVE SUMMARY

- 2.1A petition, signed by 20 residents of Spurgeon Avenue and Spurgeon Road has been received. The petition is requesting help to reduce the traffic and parking problems in the road caused by the Harris Academy School.
- 2.2A petition signed by 37 residents of Orchard Way has been received by the Council. The petition is requesting help to reduce the traffic and parking problems in the road associated with Orchard Way Primary and Edenham High Secondary Schools.

3. DETAIL

Spurgeon Road – Parking Problems and Road Safety

- 3.1 A pro forma petition signed by 20 residents of Spurgeon Avenue and Spurgeon Road has been received. The petition states:

“We call on Croydon Council to make adequate provision for teacher car parking within Harris Academy Upper Norwood, and to reduce parking and the risk it poses motorists and pedestrians and to improve the flow of traffic in Spurgeon Road.

Harris Academy increased pupil numbers by 250 over the last year following the addition of a 6th Form. The 6th form students attend lessons at various campuses and are transported using a shuttle bus service that has further impacted already dire traffic in Spurgeon Road.

Harris Academy (was Westwood Language College) has doubled its building footprint over the last 20 years and built on the small parking provision that it had in the past. This has displaced all of the parking onto the road and particularly Spurgeon Road, with the following serious consequences:

- Double parked cars, narrowing the road with no passing places
- If you meet a car, one car has to reverse for long stretches of road down a narrow gap. Increasing the risk of collision.

- Often reversing manoeuvres are performed at the top of Spurgeon Road and impact Beulah Hill, where vehicles run the risk of traffic overtaking buses stopped at the bus stop.
- Cars often speed down Spurgeon Road for fear of meeting another car.
- Double parking and speeds increase risk of accident and threaten safety of public and students
- There are no parking spaces for residents.
- Harris Academy buses running a shuttle service have worsened traffic
- Harris Academy deliveries routinely park on double yellow lines at the end of Spurgeon Avenue, restricting safe passage and increasing risk of accidents.

We want Croydon Council to improve traffic and parking in Spurgeon Road and to consider incentivising teachers to use public transport (that deems adequate for its pupils). We want Croydon Council to build parking spaces on the enormous school grounds as it should have done when a) the building footprint was increased and b) when Harris Academy added a 6th form.

We also want safer traffic in Spurgeon Road. This we believe should include only parking on one side of the road, dedicated parking bays for residents and a safer dedicated loading bay for both pupils on shuttle buses and for goods in and out of the school premises.”

- 3.2 A letter with the petition explains that the petition demonstrates the strong feelings about the parking and traffic in the road that the school should provide teacher parking on their grounds and that residents often cannot find parking spaces. The school have apparently tried on a number of occasions to ask parents to drop their children off a short distance away from the entrance but many still park by the entrance. Spurgeon Avenue is unadopted highway and the tarmac end of the road has eroded with the constant turning traffic. Safety is a prime concern with vehicles travelling too fast and parked mini-buses causing blind spots.
- 3.3 The main pupil entrance to the school is in Spurgeon Road directly opposite Spurgeon Avenue. This entrance is also used for a small parking area for teachers. There is also an entrance in Westwood Avenue off Waddington Way used for additional parking and goods. Double yellow lines were introduced at the Spurgeon Avenue / Spurgeon Road junction a number of years ago following concern about congestion at this junction. There are notably no restrictions at the Spurgeon Road junctions with Beulah Hill and Waddington Way.
- 3.4 There is no current School Travel Plan for Harris Academy, Upper Norwood but a dialogue has been opened between the Council and the School and issues such as pupils travelling to and from school and parking for teachers will be discussed. Currently mini-buses are used to transfer pupils between sites. However, these should not be parked on double yellow line waiting restrictions except for the time needed to pick up and set down passengers or for loading and unloading goods. The markings are faded and a request to refresh these has been placed with Highways and for increased enforcement.

- 3.5 A possible option for the road would be to introduce waiting restrictions on one side of the road to improve access through the road and reduce parking problems for residents. However, there is concern that by clearing one side of the road the speed of traffic will increase which is one of the issues mentioned in the petition. There is also likely to be a displacement of parking in the area including Waddington Way and possibly Spurgeon Avenue.
- 3.6 Spurgeon Avenue is designated as unadopted highway and despite signs by the entrance stating 'Private Road, Residents parking only' it is a private street where members of the public do have a right of access as with any highway. There is no right of parking in the road but this is also the case for any highway so no action can be taken by the Council if non-residents park in the road.
- 3.7 There is concern that parking close to the Beulah Hill and Waddington Way junctions could create safety concerns for road users and it is proposed that double yellow line 'At any time' waiting restrictions should be introduced as shown on **Plan No. PD – 261r**. These proposals should help improve safety at both junctions and providing an area for drivers to wait to allow opposing traffic to pass.

Orchard Way – Parking Problems and Road Safety

- 3.8 A petition signed by 37 of 21 households mainly of Orchard Way has been received. The petition states:

"Road Safety for residents & others at Orchard Way, Shirley.

We, the residents of above area, would like to bring to your notice an issue facing us every day – the volume of traffic passing through Orchard Way.

Having two schools (primary & secondary) in this locality, there are hundreds of students being dropped off and picked-up in the morning and evening. Vehicles are kept parked on both sides of the road. Adding to the congestion generated by usual volume of traffic (including long vehicles) passing through this road.

This crowded road is unsafe for children, students, pedestrians as well as residents. At times, it takes considerable period of time for residents to leave and enter their properties. Additionally, the congestion presents potential issues for emergency services attempting to gain access to properties.

We, the residents of this area would highly appreciate your help in reducing the traffic congestion and making the road safer for us and other road users."

- 3.9 Orchard Way is a local distributor road between Elmers End and Shirley. Traffic calming measures were introduced a number of years ago along this section of the road in conjunction with a 20mph zone.
- 3.10 Double yellow line 'At any time' waiting restrictions were introduced a few years ago in Orchard Grove including the junction with Orchard Way due to obstructive parking causing safety and access concerns. As with the majority of schools in the Borough there is considerable parking at the busy setting down and picking

up periods with some access issues for local residents. This parking does create congestion in the road although this does have the effect of reducing the speed of traffic and therefore the severity of any collisions. Generally there are no parking issues in the road outside these periods.

- 3.11 Close to the entrance to the Primary School there is an informal pedestrian crossing point on a raised table area which is used for the School Crossing Patrol. On one side of the road there is a School Keep Clear zig-zag area preventing stopping during the busy setting down and picking up periods – 8 to 9.30am and 2.30 to 4pm, Monday to Friday. There are no restrictions on the opposite side of the road and parking close to the crossing can compromise safety. It is therefore proposed to introduce single yellow line restrictions operating during the same periods as shown on **Plan No. PD – 261s**. This proposal should help improve safety at the location.

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 £11k un-allocated to be utilised in 2014/2015. If all applications were approved there would remain £65k un-allocated to be utilised in 2015/2016.

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 | 2017/18 |
| | £'000 | £'000 | £'000 | £'000 |
| <u>Revenue Budget</u> available | | | | |
| Expenditure | 13 | 100 | 100 | 100 |
| Income | 0 | 0 | 0 | 0 |
| | <hr/> | <hr/> | <hr/> | <hr/> |
| <u>Capital Budget</u> available | 0 | 0 | 0 | 0 |
| Expenditure | 0 | 0 | 0 | 0 |
| <u>Effect of Decision</u> from report | | | | |
| Expenditure | 0 | 0 | 0 | 0 |
| | <hr/> | <hr/> | <hr/> | <hr/> |
| 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 in conjunction with other sites included in the 'Proposed Parking Restrictions – Various Locations' report to the same meeting has been estimated at £7,300.

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: Graham Oliver, Business Partner, Development and Environment

Finance.

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 junctions at both ends of Spurgeon Road and by the pedestrian crossing point in Orchard Way. These proposals should improve road safety and access close to the Harris Academy, Upper Norwood in Spurgeon Road and the Orchard Primary and Edenham High Schools in Orchard Way.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 In Spurgeon Road at the two end junctions Instead of double yellow line waiting restrictions the alternative would be single yellow line daytime restrictions. However, although most of the parking issues only occur at the busy school setting down periods 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