

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6 th October 2015
AGENDA ITEM:	14
SUBJECT:	PROPOSED WAITING RESTRICTIONS VARIOUS LOCATIONS
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Addiscombe, Ashburton, Bensham Manor, Coulsdon East, Croham, Fairfield, Heathfield, Purley, Sanderstead, Thornton Heath, Shirley and Upper Norwood
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	
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 they agree to:-

1.1 Consider the officer's proposals to introduce 'At any time' waiting restrictions at the locations detailed below.

- Long Lane / Longheath Gardens – Ashburton, Drawing no. PD – 283b.
- Caterham Drive / Shirley Avenue – Coulsdon East, Drawing no. PD – 283c.
- Tollers Lane / Curling Close – Coulsdon East, Drawing no. PD – 283d.

- Selsdon Road by Bartlett Street – Croham, Drawing no. PD – 283n
 - Sorrel Bank – Heathfield, Drawing no. PD – 283f.
 - Edge Hill / Kingsdown Avenue – Purley, Drawing no. PD – 283g.
 - Sunnysdene Road / Purley Vale – Purley, Drawing no. PD – 283h.
 - Borrowdale Drive – Sanderstead, Drawing no. PD – 283i.
 - Mitchley Avenue (by parade of shops) – Sanderstead, Drawing no. PD – 283j.
 - Heath Road / Norfolk Road – Thornton Heath, Drawing no. PD – 283k.
 - Grange Road / Grange Hill / Grangecliffe Gardens – Thornton Heath/Upper Norwood, Drawing no. PD – 283L.
 - Priory Crescent – Upper Norwood, Drawing no. PD – 283m.
- 1.2 Consider the officer’s proposal to reduce the “At any time” waiting restrictions at the junction of Northway Road and Alderton Road as shown in drawing no. PD - 283a.
- 1.3 Consider the proposal to change the loading restriction at a section of Wellesley Road near Bedford Park as shown in drawing no. PD – 283e.
- 1.4 Authorise the Highways Improvement Manager, Streets Directorate 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) in respect of the above proposals;
- 1.5 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members’ consideration.

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.
- 2.2 It is proposed to change the loading restrictions at a section of Wellesley Road to accommodate the manoeuvring of large vehicles expected during the construction of the Westfield development.
- 2.3 It is proposed to revoke sections of double yellow line “At any time” waiting restrictions near the junction of Northway Road and Alderton Road to make extra provision for residents parking.

3. DETAIL

- 3.1 **Northway Road/ Alderton Road, Addiscombe** – Local residents have requested that the recently implemented double yellow lines at the junction of Northway Road and Alderton Road be reduced. Concerns were raised that the lines were longer than necessary and removed much needed parking spaces. Following a site meeting with residents officers have agreed to propose reducing the restrictions slightly at this location as shown on drawing no PD - 283a.
- 3.2 **Long Lane / Longheath Gardens, Ashburton** – A request was received from a local resident for parking restrictions to be introduced along the Long Lane access road, across from the junction with Longheath Gardens, where parked cars can cause an obstruction for passing or manoeuvring vehicles. There are not currently any parking restrictions near this junction. Although vehicles parking across from a junction is not ideal, it is more appropriate to place restrictions directly on the corners (where vehicles currently park, contributing to obstruction problems) and continue to monitor the situation in the future. Therefore, it is proposed to introduce “At any time” waiting restrictions as shown on drawing no PD – 283b.
- 3.3 **Caterham Drive / Shirley Avenue, Coulsdon East** – A request has been received from a local resident for parking restrictions to be introduced at the junction of Shirley Avenue and Caterham Drive in Old Coulsdon where large vehicles are parking right on the junction, completely blocking the visibility of drivers turning out of Shirley Avenue. Introducing new restrictions at the junction should improve visibility, though motorists should still exercise caution when manoeuvring at this junction. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283c.
- 3.4 **Curling Close / Tollers Lane, Coulsdon East** – A local resident has requested parking restrictions to be placed at the junction of Curling Close and Tollers Lane where obstructive parking is making it increasingly dangerous for motorists exiting Curling Close. It is proposed to introduce “at any time” waiting restrictions at the junction as shown on drawing no PD – 283d.
- 3.5 **Selsdon Road by Bartlett Street, Croham** – A complaint has been received from businesses that use the rear access between No.18c and 20 Selsdon Road due to regular obstruction problems especially in the evening when the current 7am to 7pm, Monday to Saturday waiting and 7 to 10am and 4 to 7pm, Monday to Friday loading restrictions finish. This section of Selsdon Road has recently been improved under regeneration works with new paving and slight alterations in the bay positions which may have inadvertently resulted in drivers parking in between the bays by this entrance causing obstruction. Enforcement levels do reduce during the evening and in order to lessen obstruction problems it is proposed to upgrade the single yellow lines to double yellow ‘At any time’ waiting restrictions as shown on drawing no PD – 283n.
- 3.6 **Wellesley Road, between Station Road and Bedford Park, Fairfield** – A request has been received from the council’s pollution enforcement team for the loading restrictions to be altered along a stretch of Wellesley Road. The proposal is to accommodate the extra construction traffic expected in the town centre once work begins on the Westfield development, and will change the loading

restrictions from 7am-10am & 4pm-10pm Monday to Friday to 7am – 7pm Monday to Saturday. The extent of the restrictions is shown on drawing no PD – 283e.

- 3.7 **Sorrel Bank, Heathfield** – A councillor and a local resident have requested that the existing double yellow lines be extended in Sorrel Bank to join the bus stop outside no's 11-18. Vehicles parking in what at the moment is effectively a gap between yellow lines and a bus stop cause a sudden obstruction for moving traffic coming down the hill from the direction of Peacock Gardens. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283f.
- 3.8 **Edgehill Road / Kingsdown Avenue, Purley** – A local resident has requested that parking restrictions be placed at the corner where Edgehill Road meets Kingsdown Avenue. There are some existing double yellow lines on the apex of the bend. However, when cars park by the entrance to Willowbank Close, traffic approaching from Edgehill Road has to cross the centreline which is particularly dangerous due to the 90 degree bend. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283g.
- 3.9 **Sunnydene Road / Purley Vale, Purley** – The Parking Design team has been contacted by a local resident who had a minor traffic accident while trying to turn into Sunnydene Road from Purley Vale. Vehicles park right up to the bend causing a physical obstruction as well as obstructing sight lines. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283h.
- 3.10 **Borrowdale Drive, Sanderstead** – A request has been received from a local resident for parking restrictions to be placed in the turning circle at the end of Borrowdale Drive. At weekends motorists attending events at Sanderstead Recreation Ground park in this cul-de-sac including in the turning circle. A turning circle such as this needs to be kept free to prevent vehicles reversing the length of the road, and avoiding likely collisions with parked cars or pedestrians. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283i.
- 3.11 **Mitchley Avenue (near Copthorne Rise), Sanderstead** – The council's highway section have encountered problems at the parade of shops on Mitchley Avenue. There are six free parking bays on the service road by the businesses, separated from the main carriageway by an island. Occasionally vehicles park behind the last bay (by 79/85 Mitchley Avenue), which causes a physical obstruction for drivers exiting the service road, causing vehicles to mount the kerb onto the island and damage the verge. Introducing parking restrictions directly behind the last parking bay will effectively remove this pinch point and hence prevent further damage to the grass verge. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283j.
- 3.12 **Heath Road / Norfolk Road, Thornton Heath** – A local resident has requested that parking restrictions be placed at the junction of Heath Road and Norfolk Road where motorists tend to park right up to the junction causing obstructions to turning vehicles. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283k.

- 3.13 **Grange Road / Grange Hill / Grangecliffe Gardens, Thornton Heath/Upper Norwood** – A request has been received from the highway improvements section for new parking restrictions to be implemented at the junctions of Grange Road, Grange Hill and Grangecliffe Gardens. Parked cars frequently cause obstructions near these two junctions. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283L.
- 3.14 **Priory Crescent, Upper Norwood** – Council officers recently had a site meeting with a member of the maintenance staff from the flats on Priory Crescent to investigate obstructive parking on the two bends in that road. The council’s refuse collection lorry has been experiencing problems negotiating these bends due to parked cars. Short sections of yellow line at these two locations is expected to alleviate the problem. It is proposed to introduce “at any time” waiting restrictions as shown on drawing no PD – 283m.

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 recommendation 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 £25k un-allocated to be utilised in 2015/16.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
<u>Revenue Budget</u> available				
Expenditure	45	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, new loading restrictions and removal of waiting restrictions including advertising the Traffic Management Orders and associated lining and signing has been estimated at £6,200.

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: Louise Phillips Business Partner, on behalf of Head of Finance, and

Deputy Section 151 Officer, Place 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 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 HR, Resources 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

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BACKGROUND DOCUMENTS:

None