

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 9 February 2016
AGENDA ITEM:	8
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:	Norbury, Purley, Selhurst, Selsdon & Ballards, Upper Norwood, West Thornton and Woodside
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:

1.1 Agree to the proposals to introduce 'At any time' waiting restrictions at the locations detailed below and in Drawing Nos. PD – 294a to 294h.

- Ryecroft Road / Jerviston Gardens – Norbury
- St James's Road by The Pines – Purley
- Tirrell Road / Windmill Grove – Selhurst
- Ashen Vale / Selsdon Park Road – Selsdon & Ballards
- Biggin Hill opposite Havisham Place – Upper Norwood
- Biggin Hill / Arkell Grove and bend – Upper Norwood

- Marden Crescent by No.9 – West Thornton
- Elmers Road / Stroud Road – Woodside

- 1.2 Delegate to the Highways Improvement Manager, Streets Directorate 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) in respect of the above proposals;
- 1.3 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 recommended that double yellow lines "At Any Time" waiting restrictions are introduced at various locations across the Borough, where parking is creating obstruction and safety concerns.

3. DETAIL

- 3.1 **Ryecroft Road / Jerviston Gardens, Norbury** – A local resident has requested yellow line waiting restrictions to reduce a parking problem that takes place on the junction of Ryecroft Road and Jerviston Gardens. Jerviston Gardens is a narrow cul-de-sac leading to residential properties. The resident states that on a regular basis vehicles are parking close to the junction creating problems for access into Jerviston Gardens and visibility sightline issues for drivers attempting to emerge into Ryecroft Road. Site surveys have confirmed there are often vehicles parking close to the junction. In order to avoid danger to road users negotiating this junction and ensure access to Jerviston Gardens is maintained for larger vehicles including refuse trucks and emergency vehicles it is recommended that double yellow line 'At any time' waiting restrictions are introduced as shown on plan no. **PD – 294a**.
- 3.2 **St James's Road by The Pines, Purley** – A request has been received for the existing double yellow line 'At any time' waiting restrictions in St James's Road which currently extend from the Godstone Road past the sharp bend. St James's Road is a very steep road between the Godstone Road and Downs Court Road and used by traffic avoiding the Godstone Road / Downs Court Road junction. At peak times traffic waiting to join Godstone Road can queue a distance up the hill. Parking on both sides of the road beyond the existing double yellow lines can create considerable congestion. In order to facilitate the movement of traffic along the road for all road users it is recommended that the existing double yellow line 'At any time' are extended on the south side of the road to the junction of The Pines as shown on plan no. **PD – 294b**.
- 3.3 **Tirrell Road / Windmill Grove, Selhurst** – At the meeting on 16 December the committee approved a report recommending double yellow line 'At any time' waiting restrictions at the Tirrell Road / Beulah Road junction (minute *** refers). Further requests have been received from local residents to reduce the parking problem along Tirrell Road where obstructive parking is causing problems for road users. Surveys have shown that the main problem is parking close to the bend where Tirrell

- Road joins Windmill Grove. The recommendation is to introduce double yellow line "At any time" waiting restrictions on this bend as shown on plan no. **PD – 294c** which will avoid danger to road users negotiating this bend and facilitate the movement of traffic.
- 3.4 **Ashen Vale / Selsdon Park Road – Selsdon & Ballards** – A request has been received via a Ward Councillor for parking restrictions to be introduced at this junction due to increasing parking causing problems for road users. Surveys have shown that on regular occasions vehicles are being parked in Ashen Vale close to the junction and within the bend leading to Selsdon Park Road. In order to avoid danger to road users negotiating this junction and facilitate the movement of traffic, it is recommended to introduce double yellow line "At any time" waiting restrictions as shown on plan no. **PD – 294d**.
- 3.5 **Biggin Hill opposite Havisham Place, Upper Norwood** – A request has been received via a Ward Councillor for the existing double yellow line 'At any time' waiting restrictions in Biggin Hill opposite Havisham Place to be extended to incorporate a short gap. Currently parked vehicles in the gap in the restrictions are creating obstruction to road users using Biggin Hill and restricting sight lines for drivers leaving White Lodge. In order to avoid danger to road users negotiating this section of Biggin Hill and facilitate the movement of traffic, it is recommended to introduce double yellow line "At any time" waiting restrictions as shown on plan no. **PD – 294e**.
- 3.6 **Biggin Hill / Arkell Grove and bend, Upper Norwood** – Officers met with residents last year to discuss concerns over parking at the Biggin Hill / Arkell Gove junction and the bend in Biggin Hill. Currently parking at these locations is causing safety and access concerns and surveys have confirmed this problem. In order to avoid danger to road users negotiating this junction and nearby bend in Biggin Hill and facilitate the movement of traffic, it is recommended to introduce double yellow line "At any time" waiting restrictions as shown on plan no. **PD – 264f**.
- 3.7 **Marden Crescent by No.9, West Thornton** – A request has been received from a local resident for yellow line waiting restrictions at a bend outside no.9 Marden Crescent where parked vehicles are often creating obstruction concerns. Surveys have shown that parking close to the inside of the bend are restricting sightlines for drivers and in order to avoid danger to road users negotiating this section of Marden Crescent and facilitate the movement of traffic, it is recommended to introduce double yellow line "At any time" waiting restrictions as shown on plan no. **PD – 264g**.
- 3.8 **Elmers Road / Stroud Road, Woodside** – A request has been received from a local resident for restrictions to be introduced at the Elmers Road / Stroud Road junction due to increasing parking issues. Surveys have shown that parking close to the junction is causing obstruction and safety concerns and in order to avoid danger to road users negotiating this junction and facilitate the movement of traffic, it is recommended to introduce double yellow line "At any time" waiting restrictions as shown on plan no. **PD – 264h**.

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 this would utilise the full budget for 2015/16 and leave £89k to be utilised for 2016/2017.

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 available</u>				
Expenditure	4	93	100	100
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	2	2	0	0
Income	0	0	0	0
Remaining Budget	2	91	100	100

<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 has been estimated at £3,800.

5.2.3 These costs can be contained within the available revenue budgets for 2015/16 and 2016/17.

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 and 2016/17.

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 Lynch, Finance Business Partner, 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 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 although none of the above sites are such 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 DOCUMENTS:

Design, 020 8726 6000 (Ext. 88229)
None