

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 26 th April 2016
AGENDA ITEM:	22
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:	Broad Green, Coulsdon East, Heathfield, Purley, Selhurst, Shirley, South Norwood, 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 mainly 'At any time' waiting restrictions at the locations detailed below and in drawing Nos. PD – 297a to 297k.

- Beddington Farm Road – Broad Green ('At any time' & 7am to 7pm, Monday to Saturday waiting restrictions)
- Stoats Nest Village – Coulsdon East
- Tedder Road – Heathfield
- Farnborough Avenue – Heathfield

- Cliff End – Purley
- London Road – Selhurst
- Oak Gardens - Shirley
- Braybrooke Gardens – South Norwood
- Albert Yard – Upper Norwood
- Namton Drive – West Thornton
- Albert 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 proposed to introduce mainly double yellow lines 'At Any Time' waiting restrictions at various locations across the Borough, where parking is creating obstruction and safety concerns.

3. DETAILS:

- 3.1 **Beddington Farm Road, Broad Green** – A request has been received from a local commuter to introduce waiting restrictions along Beddington Farm Road due to HGVs parking and creating considerable congestion in the road especially at peak periods. Beddington Farm Road is a popular route between the boroughs of Croydon and Sutton and regularly used by HGVs accessing the various businesses in the local area. There are 3 traffic lanes in Beddington Farm Road, two traffic lanes towards Purley Way junction and a single lane going into Beddington Farm Road from Purley Way junction. Surveys have shown that parked vehicles along Beddington Farm Road restrict the flow of traffic on both sides, causing obstruction and safety concerns for road users due the narrow width of the single lane in Beddington Farm Road. It is proposed to introduce double yellow line "At Any Time" and single yellow line 7am to 7pm, Monday to Saturday waiting restrictions matching the existing red route controls on the south side of Beddington Farm Road as shown on the attached plan No. **PD-297a**.
- 3.2 **Stoats Nest Village / Stoats Nest Road, Coulsdon East** – A local resident has requested that double yellow lines should be introduced in at the junction of Stoats Nest Village with Stoats Nest Road due to vehicles parking too close to the junction, obstructing sight lines for drivers exiting Stoats Nest Village. Surveys have shown that parking close to the junction does create potential danger and obstruction to road users and it is therefore proposed to introduce double yellow line "At Any Time" waiting restrictions as shown on plan No. **PD-297b**.

- 3.3 **Farnborough Avenue / Copse View, Heathfield** – A request has been received from a local resident to introduce waiting restrictions at the Farnborough Avenue / Copse View junction (northern junctions) due to increasing parking in the road especially during the busy school setting down and picking up periods. The resident has stated that there is also a blue mini bus that parks right at the end of the road on a regular basis, blocking sightlines for motorists. Surveys have confirmed that parking is creating obstruction and potential danger to road users and it is proposed to introduce double yellow line 'At any time' waiting restrictions as shown on plan no. **PD-297c** to resolve these issues.
- 3.4 **Tedder Road / Broadcoombe, Heathfield** – A request has been received from London buses (TfL) for restrictions to be introduced at the Tedder Road / Broadcoombe junction when buses (route 359) have difficulties with vehicles parked close to the junction. Surveys have shown that parking does occasionally cause problems for buses on the approach to the junction of Broadcoombe and Tedder Road. Waiting restrictions will ensure that buses can negotiate the junction without delay. The proposed double yellow line 'At Any Time' waiting restrictions are shown on plan no. **PD-297d**.
- 3.5 **Cliff End, Purley** – A Ward Councillor has been contacted by a resident of Cliff End who has stated that if cars are parked on the downhill side (West) of Cliff End near the junction with Downs Court Road, it is difficult to enter Cliff End when vehicles exit Cliff End at the same time. Surveys have shown that parking close to the existing double yellow lines does cause potential problems and it is therefore proposed to extend these 'At any time' waiting restrictions by 10m on the northern side of Cliff End to resolve this issue, as shown on plan no. **PD-297e**.
- 3.6 **London Road near Bensham Lane, Selhurst** – There are on-going issues outside 386 London Road where there is an access road parallel to the London Road. Following the development of Bedford House on the corner of London Road and Bensham Lane the service road has been shortened and area landscaped. Parking alongside the closed section of the service road is causing obstruction concerns and it is proposed to extend the existing double yellow line 'At any time' waiting restrictions to include this section of the road as shown on plan No. **PD-297f**. It is also proposed to remove 2 old Pay & Display bays and convert these to 'At any time' waiting restrictions.
- 3.7 **Oak Gardens / Oak Avenue, Shirley** – Requests have been received from residents of Oak Gardens for restrictions to be placed at the junction of Oak Gardens and Oak Avenue, to stop vehicles parking too close to the junction and also mounting the kerbs. Surveys have shown that parking close to this junction restricts sightlines and the concern is that emergency vehicles would be unable to access the road in the event of an emergency. It is therefore proposed to introduce double yellow line "At Any Time" waiting restrictions as shown on plan No. **PD-297g**.
- 3.8 **Braybrooke Gardens, South Norwood** – A local resident has emailed the council regarding parking problem in Braybrooke Gardens at the side of numbers 24 & 25. Braybrooke Gardens is a narrow residential road and when there is parking on both sides of the road, motorists cannot access the road safely. There is an existing single yellow line on the north-west side of the road (numbers 1 to 6 Braybrooke Gardens) operating 8am to 6.30pm, Monday to Friday. Although this is sufficient

during operational times, unfortunately residents park on the single yellow line outside the hours of control, making it unsafe. It is therefore proposed to upgrade the existing single yellow line to double yellow line 'At any time' as shown on plan number **PD-297h** should help to alleviate many of the problems experienced by residents.

- 3.9 **Albert Yard, Upper Norwood** – A request has been received via a Ward Councillor for restrictions to be placed in Albert Yard which is a cobbled street off Westow Hill, Upper Norwood. This highway is currently uncontrolled and observations have shown that there are regular occasions when parking obstructs access to both vehicles and pedestrians using the highway to reach the public footpath leading to roads within the Upper Norwood triangle. It is proposed to introduce double yellow line 'At Any Time' waiting restrictions as shown on plan No. **PD-297i**, to resolve this problem.
- 3.10 **Namton Drive, West Thornton** – A resident of Namton Drive has contacted the Council concerned that vehicles parking within the turnaround circle towards the end of the road are causing obstruction and damaging the verge on the central island. Surveys have shown that parking in the turning circle does cause restrictions for larger vehicles including refuse trucks and it is proposed to extend the existing double yellow line 'At Any Time' waiting restrictions as shown on plan No. **PD-297j**, to reduce this problem.
- 3.11 **Albert Road outside the Oasis Academy Arena School, Woodside** – The Oasis Academy Arena Secondary School is currently being constructed on the old Ryelands Primary School site in Albert Road by the Croydon Arena and is due to open in September 2016. As part of the development new pedestrian and vehicular entrances to the school are proposed and a new pedestrian crossing point where there are proposed to be kerb build-outs and a raised carriageway. There have been on-going discussions with Officers and a Ward Councillor to ensure that the traffic and parking arrangements for the development are effective for the safety of pupils, visitors and road users. It is proposed to alter the existing School Keep Clear Markings and amend and introduce new 'At any time' waiting restrictions as shown on plan No. **PD-276k** to ensure that there is a balance between maintaining parking for local residents and ensuring that the safety of pupils and other road users are prioritised.

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 Cyclists' Touring Club (CTC), 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.

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 £62k un-allocated to be utilised in 2016/2017 this is taking into account £13k that was committed in 2015/2106 against the 2016/2107 financial years spend.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast			
		2016/17	2017/18	2018/19	2019/20
		£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>					
Expenditure	100	100	100	100	
Income	0	0	0	0	
<u>Effect of Decision from Report</u>					
Expenditure	4	0	0	0	
Income	0	0	0	0	
Remaining Budget	<u>96</u>	<u>100</u>	<u>100</u>	<u>100</u>	
<u>Capital Budget available</u>					
Expenditure	0	0	0	0	
<u>Effect of Decision from report</u>					
Expenditure	0	0	0	0	
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	

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 £4,300.

5.2.3 These costs can be contained within the available revenue budgets for 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 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, 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, Acting Council Solicitor and Acting 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.

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BACKGROUND DOCUMENTS

None