

Croydon Council

For general release

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| REPORT TO: | TRAFFIC MANAGEMENT ADVISORY COMMITTEE 17 October 2018 |
| AGENDA ITEM: | 7 |
| SUBJECT: | OBJECTIONS TO PROPOSED PARKING RESTRICTIONS |
| LEAD OFFICER: | Shifa Mustafa, Executive Director of Place |
| CABINET MEMBER: | Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share) |
| WARDS: | Purley and Woodcote, Selsdon Vale and Forestdale, Shirley South Croydon and West Thornton |
| CORPORATE PRIORITY/POLICY CONTEXT: This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none">• Croydon Local Plan – Nov 2015• Local Implementation Plan 2; 2.8 Transport Objectives• Croydon's Community Strategy 2013-18; Priority Areas 1, 2 & 3• Croydon Corporate Plan 2015 – 18• www.croydonobservatory.org/strategies/ | |
| FINANCIAL IMPACT: 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 Environment, Transport and Regeneration (job share) that they: 1.1 Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in: <ul style="list-style-type: none">• Aveling Close, Purley and Woodcote• Carlton Road / Rocklands Drive, South Croydon• Courtwood Lane / Markfield / Oswald, Selsdon Vale and Forestdale• Namton Drive, West Thornton | |

1.2 Agree the following, for the reasons set out in this report:

- Aveling Close, Purley – not to proceed with the proposal as shown in plan no. PD - 361L.
- Carlton Road / Rocklands Drive – proceed with the proposal as shown in drawing no. PD – 361c but monitor parking for further review on the potential extension of restrictions.
- Courtwood Lane / Markfield / Oswald – proceed with the proposal as shown in plan nos. PD – 361k A – C.
- Namton Drive – proceed with the amended proposal as shown in drawing no. PD – 361a Rev 1.

1.3 Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendation 1.2 above.

1.4 Note: the officer to inform the objectors of the above decision.

2. EXECUTIVE SUMMARY

2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions in Aveling Close, Carlton Road, Courtwood Lane / Markfield / Oswald and Namton Drive.

3. OBJECTIONS AND RESPONSES

3.1 Aveling Close – Purley and Woodcote

A resident contacted the Council to raise concerns about obstructive parking in the turning head of area of Aveling Close. Site visits confirmed that vehicles parked at this location seriously restrict the ability of large vehicles such as waste collection lorries, delivery and emergency services vehicles to turn around. As a result it is proposed to introduce 'At any time' waiting restrictions around the turning head area.

3.2 Two objections have been received, the first from a local resident and the second from the Chairman of the Reedham Residents' Association (No. 3) Limited. In addition, a petition was also submitted by the local resident containing 27 signatures representing 24 properties in Aveling Close.

1. The local resident and petitioners object to the proposed restrictions which will remove 9 parking spaces from the road and cause parking to be reduced further down the road as more cars will be in need of parking. They request that the Council should stop the parking restrictions as the idea is not favourable for the residents of Aveling Close.

2. The Chairman of the Residents' Association, representing 142 properties objects and questions the reasons behind the proposals. He refers back to a meeting with a member of the local residents association following regular problems with refuse trucks being unable to access the road and suspension of enforcement of the footway parking ban due to the narrowness of the carriageway.
 - He advises that when the Council approved the estate the 4 bed houses had a garage and a space, the 3 bed houses had a garage or a space leaving the 2 bed houses mostly with neither. The proposed order affects these properties which due to high demand for parking and lack of supply, park in the turning circle.
 - He also questions the hours of the proposed restrictions given that the refuse and recycling lorries only visits twice a week. He adds that with building work at St Nicholas' School, school staff park in Aveling Close compounding the problem. He is of the opinion that as a cul-de-sac, with no through traffic Aveling Close needs more space to be made available rather than less.
- 3.3 **Response-** The 'At any time' waiting restrictions have been proposed to remove obstructive parking in the turning head at the cul-de-sac end of Aveling Close. The use of tracking software has shown that with cars parked in the turning head there is insufficient space to enable a large vehicle to turn round. The restrictions will not only assist refuse collection but also allow delivery vehicle access and to limit the restrictions to only one or two days a week would not be suitable. In this case the need to secure convenient and safe movement of traffic needs to be balanced with the requirement to provide suitable and adequate parking. Therefore, in light of the objections received, it is proposed not to proceed with the proposals shown in drawing no. PD - 361L. However, should further complaints be received it may be necessary to revisit this issue in the future.
- 3.4 **Carlton Road / Rockland Drive – South Croydon**

Observations have been received concerning cars parking on the western side of Carlton Road opposite Rocklands Drive which make it difficult to see oncoming traffic travelling southwards from Selsdon Road. In addition, when a bus is stopped to pick-up or drop-off passengers in the bus stop outside No. 2 Carlton Road, the road is effectively blocked in both directions. To prevent obstructive parking it is proposed to extend the existing 'at any time' waiting restrictions southwards along Carlton Road.
- 3.5 Two objections have been received from local residents. The first objector has requested that the proposed restrictions should be extended further along Carlton Road to assist with access into and out of his property. The second objector supports the introduction of restrictions but feels that the 'at any time' restrictions are unnecessary. He has suggested that single yellow line would suffice in line with those already in operation in Mayfield Road (8am – 6.30pm Monday to Friday).
- 3.6 **Response –** It was initially believed that vehicles parking at this location may have belonged to tradesmen working on the erection of new houses in Rocklands Drive, which could not be accommodated within the confines of the site. However,

despite completion of these building works and the houses now being occupied vehicles continue to park at this location. As all of the adjacent residential properties in Carlton Road have access to their own private off-street parking areas it is assumed that these vehicles must now belong to non-residents.

3.7 Carlton Road is a busy road and bus route. Route 403 operating between Croydon and Warlingham runs 7 days a week, the first bus at 05.39 and the last at 00.45 approximately every 12 minutes between 7am and 9pm. Although it is accepted that evening and overnight traffic flows may be lighter, introduction of daytime single yellow line restrictions would not offer sufficient protection to prevent access issues due to this obstructive parking.

3.8 In the circumstances, it is proposed to proceed with the proposal as shown in drawing no. PD – 361c and monitor parking for further review on the potential extension of restrictions.

3.9 **Courtwood Lane / Markfield / Oswald – Selsdon Vale and Forestdale**

The Council has received a request from a resident concerning random parking at the entrance to the garages beneath Nos. 252 – 261 Markfield. Due to a lack of parking space in the area vehicles' park and obscure sightlines. Site visits confirmed that obstructive parking does indeed take place at this location and several other junctions along Courtwood Lane. As a result, to maintain sightlines and improve safety it is proposed to introduce "at any time" waiting restrictions.

3.9 Two local residents have objected for the following reasons:-

- Parking is already restricted due to the number of properties without driveways and lack of car parks. Where will residents park?
- Large green areas should be used to allow kerb parking and move the pedestrian paths further back
- Residents were not fully advised of the restrictions as addresses directly affected by the proposed restrictions have not been notified in writing and that the street notices were only affixed on either the 22/23 August 2018 with a closing date of 29 August 2018.
- Claims that buses and certain council vehicles exceed the 20 mph speed limit.

3.10 **Response** – Officers have visited the Courtwood Lane /Markfield / Oswald area on a number of occasions and observed vehicles parking within 5 -10m of entrances to garage blocks and at junctions. The objectors concerns about lack of parking space are noted and it is recognised that in areas of high demand parking space is at a premium.

- 3.11 However, the creation of additional parking areas through the removal of grass verge would not be cost effective and it is not the responsibility of the Council to provide parking for residents, be it off or on-street. The Council's policy for notification of proposed waiting restrictions is to write directly to the affected frontages (i.e. the houses outside which the waiting restrictions would be placed). Neither of the objectors reside at properties which would have been considered under the above definition to be 'directly affected'.
- 3.12 The street notices were erected at the beginning of the statutory consultation period on or around the 8th August 2018. The statutory time limit was observed. However, given the objection and as a gesture of "good will" the objection period was extended for a further week ending 5th September 2018.
- 3.13 The proposed restrictions will ensure that sightlines are not obscured and improve road safety for all road users including vulnerable users such as cyclists and pedestrians. They will also safeguard access for the buses. Consequently, it is proposed to proceed with the proposals as shown in plan nos. PD – 361k A – C.
- 3.14 **Namton Drive – West Thornton**
A request has been received from a local resident asking for existing parking restrictions to be extended around the island site in Namton Drive which compromise sightlines for him and his neighbours when accessing into and out of their private off-street parking areas.
- 3.14 Two objections have been received from local residents. The first objector agrees with the introduction of restrictions outside Nos. 3 to 4 and 16 – 17 Namton Drive but does not want the lines to extend across his or his neighbours driveways. He advises that when guests visit they park on or across the dropped kerbs, which they would no longer be able to do if the restrictions were introduced.
- 3.15 The second objector considers that there is no need for restrictions as Namton Drive is a totally residential area with no congestion and normal traffic flows. They say that the road is used for parking by guests to the neighbourhood including handicapped people and the restrictions are a waste of time and money.
- 3.16 **Response** – Namton Drive is a narrow cul-de-sac leading north off Galpin's Road. All properties have access to off-street parking, the majority of which are of a sufficient size to accommodate several vehicles. The carriageway surrounding the island site varies from a minimum width of only 4.4 – 4.5m outside property numbers 3, 4, 7 and 8 widening to 5.8 metres outside Nos. 16 and 17.
- 3.17 Cars parked at the narrowest points restrict the road width and force passing vehicles to mount the kerb of the island site resulting in rutting to the grass verge and ponding in wet weather. Vehicles have also been observed parked part on the footway within the wider section where there should be sufficient width to park fully on the carriageway.
- 3.18 In light of the objections received it is proposed to amend the proposals and terminate the proposed 'at any time' waiting restrictions at the common boundary of Nos. 4 and 7 Namton Drive as shown on plan no. PD – 361a Rev 1.

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 £55 un-allocated to be utilised in 2018/2019 this is taking into account £24k that was committed in 2017/2018 against the 2018/2019 financial years spend.

4.1 Revenue and Capital consequences of report recommendations

| | Current Financial Year | M.T.F.S – 3 year Forecast | | |
|--|------------------------------|---------------------------|------------|------------|
| | 2018/19 | 2019/20 | 2020/21 | 2021/22 |
| | £'000 | £'000 | £'000 | £'000 |
| <u>Available Revenue Budget</u> | | | | |
| Expenditure | 61 | 100 | 100 | 100 |
| Income | 0 | 0 | 0 | 0 |
| <u>Effect of Decision from Report</u> | | | | |
| Expenditure | 6 | 0 | 0 | 0 |
| Income | 0 | 0 | 0 | 0 |
| Remaining Budget | <u>55</u> | <u>100</u> | <u>100</u> | <u>100</u> |
| <u>Available Capital Budget</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> |

4.2 The effect of the decision

4.2.1 The cost of introducing new waiting restrictions at all the sites originally on the public notice, including advertising the Traffic Management Orders and associated lining and signing has been estimated at £6,000.

4.2.2 These costs can be contained within the available revenue budgets for 2018/19.

4.3 **Risks**

- 4.3.1 The cost per restriction is reduced by introducing a number of parking restrictions in one schedule and therefore spreading the legal costs. The marking of the restrictions and the supply and installation of signs and posts where necessary is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.

4.4 **Options**

- 4.4.1 The alternative option is to not introduce the parking restrictions. This could cause traffic obstruction and have a detrimental effect on road safety.

4.5 **Savings/future efficiencies**

- 4.5.1 No further savings have been quantified, although new parking restrictions do make an income contribution to the revenue budget. The introduction of these proposals would increase the potential to recover income in this way.

- 4.5.2 Approved by: Flora Osiyemi – Head of Finance, Place.

5. **COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

- 5.1 Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.

- 5.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.

- 5.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as 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. These powers must be exercised so far as practicable having regard to the following matters:-

- the desirability of securing and maintaining reasonable access to premises.
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.

- the national air quality strategy.
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- any other matters appearing to the Council to be relevant.

5.4 Recent High Court judgment confirms that the Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

5.3 Approved by Sandra Herbert Head of Litigation and Corporate for and on behalf of Jacqueline Harris-Baker Director of Law, Monitoring Officer and Council Solicitor.

6. HUMAN RESOURCES IMPACT

6.1 There are no human resources implications arising from this report.

6.2 Approved by: Sue Moorman, Director of Human Resources.

7. EQUALITIES IMPACT

7.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

8. ENVIRONMENTAL IMPACT

8.1 Double yellow line waiting restrictions do not require signage therefore these proposals are environmentally friendly. Where signage is required narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

9. CRIME AND DISORDER REDUCTION IMPACT

9.1 Waiting restrictions at junctions are normally placed at a minimum of 10 metres from the 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. This can be varied according to the circumstances applying at different locations.

10. REASONS FOR RECOMMENDATIONS

10.1 The recommendations are for new 'At any time' waiting 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).

11. OPTIONS CONSIDERED AND REJECTED

- 11.1 Instead of double yellow line waiting restrictions the alternative would be to introduce 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 PAPERS – LOCAL GOVERNMENT ACT 1972