

Petition presented by **Councillor Yvonne Hopley** on behalf of residents at the Council meeting on 5 December 2016

“We the undersigned residents of the seventeen (17) residential properties located in Hill Barn, Sanderstead, South Croydon, Surrey CR2 0RU make a formal request of Croydon Council that:

- (a) the footway and carriageway of Hill Barn be cleared of dangerous loose grit, repaired and resurfaced.*
- (b) the carriageway junction at the entry/exit corners to Hill Barn and Purley Downs Road be marked with double yellow line parking restrictions to introduce and improve the safety of motorists, pedestrians and cyclists entering from Hill Barn or egressing onto Purley Downs road, Sanderstead, South Croydon, Surrey by preventing the parking of vehicles at this point, impairing vision and carriageway positioning of moving vehicles.*

These requests are made to urgently rectify and address existing unsafe conditions that have been allowed to develop by Croydon Council and to make safe movement by vehicles, pedestrians and cyclists entering or exiting this cul de sac road.”

Response from Councillor Stuart King, Cabinet Member for Transport and Environment

The introduction of waiting restrictions around the junction corner of Hill Barn and Purley Downs Road is not considered to be necessary at this time, given the low occurrence of any vehicles obstructing sightlines at this location. It is also noted that there is no history of personal injury collisions at this junction in the past ten years, which further suggests that this is not a particular issue. The Council will however, continue to monitor this situation and re-evaluate if the situation changes.

Our highway inspectors carry out timely inspections of all carriageway and footways in Croydon twice a year and raise orders to repair sections of the carriageway and footway which meet or will meet our intervention levels. This process allows our highway inspectors to prioritise repairs to ensure that we target our budgets to sites with the greatest need. However, given this petition, I have asked that our highway inspectors visit Hill Barn and arrange any localised repairs as necessary.

Petition presented by **Councillor Andrew Rendle** on behalf of residents at the Council meeting on 5 December 2016

“We the undersigned would like the Council to make Mardell Road in Ashburton a one way street. We believe that it would be safer if vehicles can only travel in the direction of the Long Lane junction to the junction with The Glade.”

Response from Councillor Stuart King, Cabinet Member for Transport and Environment

Officers have been asked to add the proposal to introduce one-way working on Mardell Road to the list of future schemes to be included in a bid to Transport for London for funding within a future work programme. As you will appreciate, with the limited funding received for such measures, and the large number of requests across the borough for action to be taken, it is not always possible to provide solutions to every issue as quickly as wanted. However every effort will be given to include this proposal within the 2017/18 work programme, if resources and funding allows.

Petition presented by **Councillor Sara Bashford** on behalf of residents at the Council meeting on 5 December 2016

"We the residents of Ravenshead Close and surrounding areas request the introduction of double yellow lines at the junction of Ravenshead Close and Old Farleigh Road to prevent accidents and allow safe access"

Response from Councillor Stuart King, Cabinet Member for Transport and Environment

Officers will ensure the location is added to the next list of sites where consideration will be given to yellow line waiting restrictions. Normally we would recommend 10 metre (2 car length returns) into each arm of a junction which is the distance from a junction quoted in the Highway Code that drivers should not park.

If surveys show that restrictions are needed then once we have 10 to 15 sites these will be included in a short report and covering form to obtain delegated authorisation by the Executive Director of Place. There is then a requirement to formally consult (public notice) on the proposals (street notices and residents directly affected are contacted) and consider any objections either through the delegated process or through the Traffic Management Advisory Committee process where a final decision is made.