

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 11 October 2017
SUBJECT:	OBJECTIONS TO PROPOSED PARKING RESTRICTIONS REDFORD AVENUE JUNCTIONS
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	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: The cost of the proposed parking restrictions is £1k which can be met from the Streets revenue budget for 2017/18.	
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 : <ol style="list-style-type: none">1.1 Consider the objections received to the proposed parking restrictions at the Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road.1.2 Agree, for the reasons set out in this report to proceed with the introduction of double yellow line 'At any time' waiting restrictions the above junctions as shown on plan no. PD-323d.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 reconsider objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions at the Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road, West Thornton.

3. OBJECTIONS AND RESPONSES

3.1 Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road & Grove Road – West Thornton

A request has been received from a local resident via their Ward Councillor for 'At any time' waiting restrictions to be placed at the Redford Avenue junctions due to regular parking close to the junctions and the subsequent safety and access problems this causes. The same request has also been received from a resident in Grove Road for similar restrictions to be placed at the junction of Redford Avenue with Grove Road due to manoeuvrability issues by refuse trucks. A number of junctions in this area have been treated with restrictions which has helped to improve access and road safety.

3.2 Nine local residents have objected and a petition has been received from the Grove Estate Residents Association objecting to the proposed 'At any time' waiting restrictions in Redford Avenue for the following reasons:-

- The new proposed double yellow line restrictions placed at every junction will further reduce parking in Redford Avenue which is already limited for parking space.
- The double yellow line restrictions will not improve safety at these junctions.
- The new proposed 'At any time' waiting restrictions are unnecessary to have them placed at every junction in Redford Avenue.
- Not a lot of traffic in the area and no accidents have been reported which does not warrant double yellow lines to be placed in Redford Avenue.

3.3 **Response** – Officers have visited Redford Avenue on a number of occasions and have observed vehicles parking within 5m of the four junctions along this road, compromising access and safety with visibility sightlines being severely restricted. This issue was raised around 7 years ago and at the time 10m returns were proposed but following strong objections led by the local residents association the committee agreed not to proceed but to monitor parking for future review. With the problem still remaining, the Council is recommending that the returns be reduced to 7 metres, recognising that parking is at a premium in this area. The petitioners and the further nine objectors maybe unaware that Veolia refuse trucks have trouble negotiating these junctions due to parking and the concern is that emergency access would be compromised especially by the fire appliances. For these reasons it is proposed to proceed with the proposals as shown in plan no.PD-323d.

4. FINANCIAL CONSIDERATIONS

There is a revenue budget of £100k for various parking restrictions and bays, (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 are approved, a budget of £83k will remain to be utilised in 2017/2018 (taking into account £8k that is committed for a separate schedule of parking restrictions).

4.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast			
		2017/18	2018/19	2019/20	2020/21
		£'000	£'000	£'000	£'000
<u>Available Revenue Budget</u>					
Expenditure	100	100	100	100	
Income	0	0	0	0	
<u>Effect of Decision from Report</u>					
Expenditure	9	0	0	0	
Income	0	0	0	0	
Remaining Budget	<u>91</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	0	0	0	0

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 £9,000.

4.2.2 These costs can be contained within the available revenue budgets for 2017/18.

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.

Approved by: Luke Chiverton, Head of Finance (Place & Resources).

5. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

5.1 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 (so far as is 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.

5.2 The Council must comply with the necessary requirements of the Local Authorities

Traffic Orders (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.

- 5.3 Approved for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

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. 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 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 PAPERS:

None

APPENDICES:

Appendix 1 – Proposed ‘At Anytime’ waiting restrictions