

Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Jane Avis, Sara Bashford, Robert Canning, Vidhi Mohan and Pat Ryan.

Reserves:

Councillors Jamie Audsley, Simon Brew, Sherwan Chowdhury, Stephen Mann, Andrew Pelling and Andy Stranack.

A meeting of the **TRAFFIC MANAGEMENT ADVISORY COMMITTEE** which you are hereby summoned to attend, will be held on **Wednesday 8th February 2017 at 6:30 p.m.** in **F10, Town Hall, Katharine Street, Croydon. CR0 1NX**

JACQUELINE HARRIS-BAKER
Acting Council Solicitor and Action
Monitoring Officer
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

Victoria Lower
Members Services Manager
020 8726 6000 ext. 14773
victoria.lower@croydon.gov.uk
www.croydon.gov.uk/agenda
31 January 2017

Members of the public are welcome to attend this meeting. If you require any assistance, please contact Victoria Lower as detailed above.

AGENDA - PART A

1. Apologies for absence

2. Minutes of the meeting held on 19 December 2016 (Page 1)

To approve the minutes as an accurate record.

3. Disclosure of Interest

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality in excess of £50. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Business Manager at the start of the meeting. The Chairman will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

To receive notice from the Chair of any business not on the Agenda which should, in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. South Norwood objections to loss of parking bays and bus stop relocation (Page 7)

The purpose of this report is to consider objections from the public following the formal consultation process on proposals to amend existing parking controls, resulting in the relocation of existing car parking bays and bus stop at Market Parade, Portland Road and the loss of five parking bays as part of the proposed public realm improvements scheme.

6. Petition from the residents of Addiscombe Court Road and Tunstall Road: Introduction of "No Entry" traffic restrictions with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road (Page 19)

This report to the Traffic Management Advisory Committee is in response to a petition received by the Council from the residents of Addiscombe Court Road and Tunstall Road. The petition requests that the Council,

who introduced one-way working into a nearby street, Lebanon Road, now mitigate the effects of the resultant motor vehicle traffic displacement into Addiscombe Court Road and Tunstall Road.

7. Sutherland Road Area - Objections to the proposed extension of the Croydon CPZ (North Permit Zone) (Page 55)

The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (North Permit Area) to Greenside Road, Pemdevon Road, Sutherland Road, Wentworth Road, Priory Road, Canterbury Road, Wortley Road, Donald Road and Lancing Road with a combination of Shared-Use Permit/Pay & Display machines (12 hours maximum stay) and single yellow lines operating from 8am to 8pm, Monday to Sunday.

8. Parking Charges 2017/2018 (Page 83)

This report considers the permit, miscellaneous and on & off-street Pay & Display / Pay by Phone parking charges to be applied from Monday 3 April 2017.

9. [The following motion is to be moved and seconded as the “camera resolution” where it is proposed to move into part B of a meeting]

That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.

AGENDA - PART B

None

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Traffic Management Advisory Committee

**Meeting held on Monday 19 December 2016 at 6:30 p.m. in F4/F5, Town Hall,
Katharine Street, Croydon CR0 1NX**

MINUTES – PART A

Present: Councillor Stuart King (Chair)

Councillors Jane Avis, Sara Bashford, Vidhi Mohan, Andrew Pelling
and Pat Ryan

Also Present: Councillors Joy Prince and Manju Shahul-Hameed

MINUTES – PART A

A60/16 Minutes

Minutes of the meeting held on 5 October 2016 were agreed as a correct record and signed by the Chair.

A61/16 Disclosure of interest

There were no disclosures of interest.

A62/16 Urgent business (if any)

There were no items of urgent business.

A63/16 Exempt items

There were no exempt items of business.

A64/16 Petitions: Mitcham Road (between Nos. 200 to 244) – Request for 30 to 60 minutes free parking Vicarage Road – Request for increased parking restrictions

The Traffic Management Advisory Committee were advised that the consultation on the Vicarage Road request for increased parking restrictions should also include the roads to the south; Waddon Road, Benson Road and Courtney Road.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Delegate to the Highway Improvement Manager, Streets Directorate the authority to give notice and subject to receiving no material objections to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to:
2. Note a petition from businesses and customers of Mitcham Road between Nos. 200 and 244 requesting 30 to 60 minutes free parking; and
3. Introduce twelve 1 hour maximum stay bays (first 30 minutes free) on the North East side of Mitcham Road between Priory Road and Sutherland Road as shown on Plan No. PD – 326.
4. Note that any material objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.
5. Note a petition from residents of Vicarage Road requesting parking controls to increase to 8pm and the maximum stay for Pay & Display users to decrease to 6 hours maximum stay due to problems with commuter parking.
6. Consider extending the parking controls to 8am – 8pm, Monday to Saturday subject to engagement of residents in the Vicarage Road area as shown on Plan No. PD – 327 (Vicarage Road, Kemble Road and Siddons Road) and also roads to the south; Waddon Road, Benson Road and Courtney Road.

A65/16 Fairholme Road & Midhurst Avenue informal consultation on making experimental scheme permanent

The Traffic Management Advisory Committee considered the objections received during the first six months of the pilot scheme as well as the results of an informal consultation carried out in October.

RESOLVED: To recommend to the Cabinet Member for Transport and Environment to:

1. Agree the proposal to make the change of hours of operation of the Croydon Controlled Parking Zone (North Permit Zone) in Fairholme

Road and Midhurst Avenue permanent.

2. Authorise the Highway Improvement Manager, Streets Directorate to make the Traffic Management Order for the increase in the Controlled Parking Zone operational hours under the Road Traffic Regulation Act 1984 (as amended).

A66/16 North Permit Zone – Results of consultation on possible 8am to 8pm, Monday to Sunday controls

The Traffic Management Advisory Committee considered the results of the informal consultation of residents and businesses within the existing North Permit Zone, including the agreed Sutherland Road / Canterbury Road extension area on either increasing the operational period to 8am – 8pm, Monday to Sunday or to retain the existing 9am – 5pm, Monday to Saturday controls.

RESOLVED: To recommend to the Cabinet Member for Transport and Environment to:

1. Consider the responses received to the informal consultation on whether occupiers within the North Permit Zone (including the agreed extension area in the Sutherland Road / Canterbury Road area) favour increased operational hours; 8am to 8pm, Monday to Sunday or to retain the existing 9am to 5pm, Monday to Saturday controls.
2. Agree for the reasons detailed in this report only to increase the operational period of the zone to 8am to 8pm, Monday to Sunday into the Sutherland Road / Canterbury Road area which includes Pemdevon Road, Fairholme Road, Greenside Road, Midhurst Avenue, Sutherland Road, Wentworth Road, Priory Road, Canterbury Road, Lancing Road, Donald Road and Wortley Road.
3. Authorise the Highway Improvement Manager, Streets Directorate to give notice of the proposals and subject to receiving no objections on the giving of the public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
4. Note that any material objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

A67/16 Gloucester Road & The Crescent Area proposed extension of the East Outer Permit Zone results of consultation

The Traffic Management Advisory Committee considered the results of the informal consultation on a proposal to introduce controlled parking in the Gloucester Road / The Crescent Area; comprising of Beaconsfield Road, Bullrush Close, Dagnall Park, The Crescent, Gloucester Road (from Selhurst Place to Selhurst Road), Guildford Road, Tugela Road, Northcote Road (from Selhurst Road to Whitehorse Road), Selhurst Road (from the junction with Dagnall Park to the junction of Sydenham Road), Owen Close, Selhurst Road, Saracen Close, Sydenham Road (from the junction with Burdett Road to the junction of Selhurst Road) and Whitehorse Road (from the junctions with Windmill Road to The Crescent).

The Committee were informed that Table 3, at paragraph 4.6 of the report, the figure for The Crescent should read 56% and not 54%.

RESOLVED: To recommend to the Cabinet Member for Transport and Environment to:

1. Consider the responses received to the informal consultation of residents and businesses in the Gloucester Road / The Crescent area.
2. Agree to carry out a formal consultation to extend the existing Croydon Controlled Parking Zone (East Outer Permit Zone) to include Beaconsfield Road, Bullrush Close, The Crescent, Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Tugela Road, Northcote Road, Owen Close, Selhurst Road, Saracen Close and Sydenham Road with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
3. Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.2 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
4. Note that any material objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

A68/16 **Objections:**
Abingdon Road Area – Proposed extension of the Norbury CPZ
Somerset Gardens – Proposed parking controls

The Traffic Management Advisory Committee considered the objections received from the public following the formal consultation process on a proposal to extend the existing Norbury CPZ to include Bishops Park Road (from the borough boundary to the existing zone) and Upwood Road (between the junctions with Croindene Road and Lloyd Avenue) with a combination of Shared-Use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines both operating between 9am to 5pm, Monday to Saturday.

RESOLVED: To recommend to the Cabinet Member for Transport and Environment to:

1. Consider the objections received to extending the Norbury CPZ into Bishops Park Road (Borough boundary to the existing zone boundary) and Upwood Road (between the junctions with Croindene Road and Lloyd Avenue) as shown on drawing number PD - 304a.
2. Agree to extend the existing Norbury CPZ into Bishops Park Road (from the Borough boundary to the existing zone boundary) and Upwood Road (from the junctions with Croindene Road and Lloyd Avenue), as detailed in paragraph 3.4.
3. Consider an objection received to introduce parking controls in Somerset Gardens as shown on drawing No. PD - 305.
4. Agree for the reasons detailed in paragraph 3 to proceed to introduce controlled parking zone in Somerset Gardens, as detailed in paragraphs 3.7 to 3.9;
5. 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 recommendations 1.2 and 1.4 above.
6. Inform the objectors of the above decision.

A69/16 **[The following motion is to be moved and seconded as the “camera resolution” where it is proposed to move into part B of a meeting]**

The Chair informed the Committee that there was no business to be conducted in Part B of the agenda, in accordance with the Council’s openness and transparency agenda.

The meeting ended at 7.50 pm

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 8 February 2017
AGENDA ITEM:	5
SUBJECT:	SOUTH NORWOOD OBJECTIONS TO LOSS OF PARKING BAYS AND BUS STOP RELOCATION
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Woodside
<p>This report is in accordance with objectives set out in the following adopted policies:</p> <ul style="list-style-type: none"> • Croydon Local Plan (CLP1) – Strategic Policies • Croydon’s Community Strategy 2013-18; Goal One: A Better Borough • Croydon Corporate Plan 2015 – 2018 Priority 3: LIVEABILITY Creating a welcoming place where local people want to live • The Infrastructure Delivery Plan 	
<p>FINANCIAL IMPACT These proposals can be contained within the available budget.</p>	
<p>FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision</p>	

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

- 1.1 Consider the objections received in response to the public notice detailing the Council's proposal to:
 1. Relocate parking bays on Market Parade with the loss of one 30minute short stay bay (Plan 3516805A-1200-RM-MP2 Rev. D) and subsequently the affected introduction of double yellow lines resulting in the above.
 2. The loss of two Pay and Display (4 hour limit) or Permit Holder bays on Apsley Road (Plan 3516805A-1200-RM-MP2 Rev. D)
 3. The loss of two Pay and Display (4 hour limit) or Permit Holder bays on Ingatestone Road (Plan 3516805A-1200-RM-MP2 Rev. D)
- 1.2 Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement 1.1.1 and 1.1.3 above.
- 1.3 Inform the objectors of the above decision.

2. EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider objections from the public following the formal consultation process on proposals to amend existing parking controls, resulting in the relocation of existing car parking bays and bus stop at Market Parade, Portland Road and the loss of five parking bays as part of the proposed public realm improvements scheme.
- 2.2 The Executive Director in consultation with the Cabinet Member is of the view that it is appropriate that the objections to relocate existing car parking bays and the bus stop and loss of five bays is considered by TMAC due to the number of objections that have been received.

3. OBJECTIONS AND RESPONSES

3.1 Car parking bays outside of 149 to 153 Portland Road

- 3.1.1 As part of the proposed public realm improvements scheme to Market Parade, Portland Road the existing bus stop is proposed to be relocated which subsequently results in the relocation of three car parking bays. The giving of public notice for the above was approved through delegated authority by Shifa Mustafa, Executive Director of Place on the 16/11/16.
- 3.1.2 Four people have objected to the proposed relocation of the bus stop and car parking bays.
 - The first objector feels that the relocation of the bus stop and loss of car parking directly outside the shops in particular the 'Pink Icing Shop'

would make it difficult to carry heavy and sizeable goods purchased to other car park bays located further away.

- The second objector feels that people need to be able to park directly outside of the 'Pink Icing Shop' and Post Office therefore the relocation of the bus stop and loss of parking outside the shops would prevent this. They also feel that relocating the stop to its proposed location on the hill would be difficult for people to access the bus and cause traffic congestion on Portland Road.
- The third objector feels that the relocation of the bus stop would affect traffic flows, cause congestion and a bottle neck along Portland Road.
- The fourth objector feels that the loss of parking directly outside the shop and introduction of a bus shelter would detrimentally affect the business trade and make it difficult for them to accept deliveries. Also that deliveries to and from the Post Office will also be affected.

3.1.2 **Response** – The points above in relation to the need for deliveries and collection by small vehicles of potentially heavy goods to parking bays directly outside of this row of shops is valid.

3.1.4 It is proposed not to proceed with the relocation of the bus stop and subsequent relocation of bays outside of 149 to 153 Portland Road.

3.2 All car parking bays on Portland Road, Apsley Road and Ingatestone Road

3.2.1 As part of the proposed public realm improvements scheme to Market Parade, Portland Road there is the proposed loss of 1 bay on Portland Road, 2 bays on Apsley Road and 2 bays on Ingatestone Road. The giving of public notice for the above was approved through delegated authority by Shifa Mustafa, Executive Director of Place on the 16/11/16.

3.2.2 One person objected to the overall loss of parking:

- The objector felt that the removal of a number of parking bays would have an adverse effect on their business and other businesses in the area.

3.2.3 **Response** - The loss of the 1 bay on Portland Road will allow a number of street trees to be planted as part of the overall public realm improvements. The loss of the 2 bays on Ingatestone road is required from a road safety viewpoint to facilitate the proposed build outs at these junctions allowing trees and an increase in footway to be introduced as part of the overall public realm improvements.

3.2.4 The current number of parking bays on Market Parade and surrounding streets in close proximity to where the proposed loss of spaces will occur allows sufficient capacity for potential customers to park if required to visit these businesses.

3.2.5 It is proposed to proceed with the loss of 1 bay on Portland Road and 2 bays on Ingatestone Road.

3.2.6 **Response** - It is proposed to not remove the 2 bays on Apsley Road. The road layout will be amended to insert the 2 existing bays in their current location in to the footway therefore allowing enough carriageway width for vehicles to safely pass each other.

4. CONSULTATION

4.1 The purpose of this report is to consider comments and objections from the public following the formal consultation process on proposals to amend existing parking controls, resulting in the relocation of existing car parking bays and bus stop at Market Parade, Portland Road and loss of five car parking spaces as part of the proposed public realm improvements scheme. Once the notices were published, the public had up to 21 days to respond.

4.2 The legal process requires that formal consultation takes place in the form of Public Notices placed in the London Gazette and a local newspaper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices on lampposts and signposts in the vicinity of the proposed scheme to inform as many people as possible of the proposals.

4.3 Organisations such as the Police, 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 separately at the same time as the Public Notice. Other organisations are also consulted, depending on the relevance of the proposal. No objections have been received from these consultees.

5 FINANCIAL CONSIDERATIONS

5.1 Market Parade - Portland Road There is a loss of revenue to the Council due to the loss of one 30minute bay: this bay is free for the first 30min, pay and display thereafter.

5.2 Ingatestone Road. There is a loss of revenue to the Council due to the loss of 2 Pay and display (4 hour limit) or permit holder bays,

5.3 The installation of these proposals will be funded through the South Norwood Public Realm Improvements Project budget.

5.4 The effect of the decision

5.4.1 Loss of 1 30minute pay and display bays

It is proposed to set aside £2200.00 as a commuted sum to offset the financial loss in the parking revenue account for the loss of any potential future revenue generation from this bay based on Pay and Display and PCN notices.

Loss of 2 Pay and Display (4 hour limit) or permit holder bays

It is proposed to set aside £5575.00 as a commuted sum to offset the financial loss in the parking revenue account for the loss of any potential future revenue generation for a 5 year period based on Pay and Display and PCN notices

5.4.2 All costs associated with the removal of these bays will be covered by the South Norwood Public Realm Improvements Project budget.

5.5 Risks

5.5.1 There is sufficient budget within the project to implement this scheme.

5.6 Options

5.6.1 The alternative option is not remove any of the parking bays as set out in the report. This which would restrict the proposed vision for the overall public realm improvements project and adopted corporate policies.

5.7 Savings/future efficiencies

5.7.1 There are no direct financial savings or efficiencies arising from this report.

5.7.2 The current method of introducing/removing or amending parking bays is very efficient with the design and legal work being carried out within the department. The marking of the bays is carried out using maintenance rates through the new Highways contract and these are lower than if the schemes were introduced under separate contractual arrangements.

5.7.3 Any signs that are required are sourced from the new Highways contractor where rates are competitive.

5.7.4 Approved by: Zulfiqar Darr Head of Finance

6. COMMENTS OF THE COUNCIL SOLICITOR, AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides 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 such matters as the effect on the amenities of any locality affected.

6.2 The Council has complied 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 by the members before a final decision is made.

6.3 Approved for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer.

7. HUMAN RESOURCES IMPACT

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

Approved by: Jason Singh on behalf of the Director of Human Resources

8. EQUALITIES CONSIDERATIONS

8.1 An initial Equalities Impact Assessment (EqIA) has been carried out as part of this project. The introduction of the proposed scheme will provide improved access to services in and around South Norwood in particular the access from the train station to the High Street for all including vulnerable members of the community.

9. ENVIRONMENTAL IMPACT

9.1 There are no negative impacts arising from this report, and the planting of new trees will have a positive contribution to the environment.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no such impacts arising from this report.

11. REASONS FOR RECOMMENDATIONS

11.1 Croydon has ambitious plans for regeneration and growth: District Centres such as South Norwood have a critically important role to play in this.

11.2 This public realm improvements scheme is one of the first phases of the proposed regeneration programme for this district centre and will be a catalyst to support future sustainable success required for existing and future residents.

11.3 The proposals that are to be implemented as set out in this report will greatly facilitate the meeting of the above corporate priority.

12. OPTIONS CONSIDERED AND REJECTED

12.1 Alternative design options have been considered to retain all of the proposed changes that this report sets out. However, it has been concluded that the recommended changes set out in this order allow Market Parade to significantly improve in quality and meet the project aspiration for the benefit of the local community.

REPORT AUTHOR: Clive Kershaw, Regeneration Manager
020 8726 6000 (Ext. 47127)

BACKGROUND PAPERS: None

APPENDICES:

Appendix 1: 3516805A-1200-TRO-MP1 Rev. B Market Parade, Portland Road Existing Road Layout

Appendix 2: 3516805A-1200-RM-MP2 Rev. D Market Parade, Portland Road Proposed Road Layout

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VIEWPORT 1

VIEWPORT 2



Notes:

- All dimensions are in metres.
- Road markings and Loading Restriction markings are based on site survey on Monday 01 August 2016.
- Note the road markings on site may not reflect current TRO provisions. This is to be confirmed by Croydon Council.

REVISIONS	DRAWN BY	CHECKER
B. Existing parking bays on Ingatestone Road and Apsley Road added to drawing.	FD	AK

4th Floor
 Davis House
 Robert Street
 Croydon
 CR0 1QQ
 Tel: 44-(0)20-8667-2002

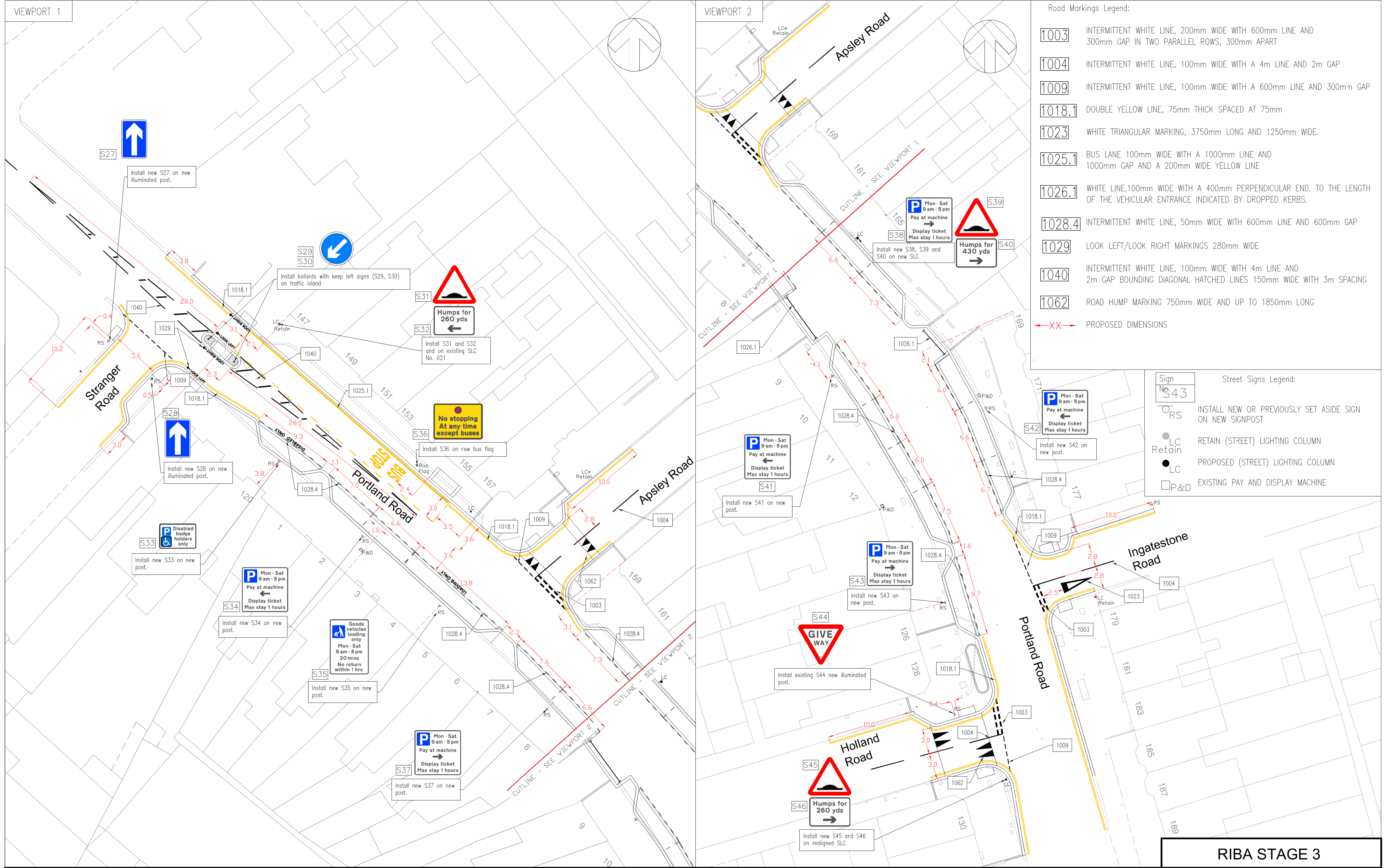
Client: Croydon Council
 Project: Public Realm Improvement Works
 South Norwood

Title: Existing Road Marking
 Market Parade
 SHEET 2

RIBA STAGE 3			
Drawn: FD	Checked: AK		
Designed: JR	Approved:		
Date: 01/11/2016	Scale: 1:200	A1	Sheet: 2 of 2
Project Number: 3516805A	Drawing Number: 3516805A-1200-TRO-MP1	Revision: B	
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UNCONTROLLED

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Road Markings Legend:

1003	INTERMITTENT WHITE LINE, 200mm WIDE WITH 600mm LINE AND 300mm GAP IN TWO PARALLEL ROWS, 300mm APART
1004	INTERMITTENT WHITE LINE, 100mm WIDE WITH A 4m LINE AND 2m GAP
1009	INTERMITTENT WHITE LINE, 100mm WIDE WITH A 600mm LINE AND 300mm GAP
1018.1	DOUBLE YELLOW LINE, 75mm THICK SPACED AT 75mm
1023	WHITE TRIANGULAR MARKING, 3750mm LONG AND 1250mm WIDE.
1025.1	BUS LANE 100mm WIDE WITH A 1000mm LINE AND 1000mm GAP AND A 200mm WIDE YELLOW LINE
1026.1	WHITE LINE, 100mm WIDE WITH A 400mm PERPENDICULAR END. TO THE LENGTH OF THE VEHICULAR ENTRANCE INDICATED BY DROPPED KERBS.
1028.4	INTERMITTENT WHITE LINE, 50mm WIDE WITH 600mm LINE AND 600mm GAP
1029	LOOK LEFT/LOOK RIGHT MARKINGS 280mm WIDE
1040	INTERMITTENT WHITE LINE, 100mm WIDE WITH 4m LINE AND 2m GAP BOUNDING DIAGONAL HATCHED LINES 150mm WIDE WITH 3m SPACING
1062	ROAD HUMP MARKING 750mm WIDE AND UP TO 1850mm LONG

—XX— PROPOSED DIMENSIONS

Street Signs Legend:

Sign No. S43	INSTALL NEW OR PREVIOUSLY SET ASIDE SIGN ON NEW SIGNPOST
RS	RETAIN (STREET) LIGHTING COLUMN
LC Retain	PROPOSED (STREET) LIGHTING COLUMN
LC	EXISTING PAY AND DISPLAY MACHINE
P&D	

Notes:

- All dimensions are in metres.
- All signs to be mounted at least 2.3 metres above ground level and 450mm from edge of the carriageway.
- Refer to Sheets 3 and 4 for Sign, Post and Foundation details.
- SLC refers to Street Lighting Column. SLC Numbers are provided where indicated on existing columns.
- The Pay and Display machines are assumed to be retained in the existing locations. Proposed changes to locations will affect parking signs to Schedule 4, Part 4, Item 7 (to Pre-2016 TSRGD Diagram 660.7).
- WSP | PB has not checked the scheme extents for any buried services as this has not been provided by the Council. The presence of statutory instruments and apparatus must be investigated by Croydon Council, contacting the applicable Statutory Undertakers prior to undertaking any civil works.

REVISIONS	DRAWN BY	APPROVER
B. Kerb alignments changes from client incorporated; and parking and loading regulations added.	JR	MB
C. Property numbers added; all loading restriction double bays and signs removed; new double bay with required sign added; North side central island hatching amended; Ingatestone Rd Giveaway Line amended; and all sign numbers reassigned.	FD	EC
D. Extents of double yellow lines change; outside property no. 187, no 143 and Stranger Rd replacing existing restrictions.	FD	MB

Second Floor
 Lansdowne House
 2 Lansdowne Road
 Croydon
 CR9 2ER
 Tel: 44-(0)20-8263-6187

Client: Croydon Council
 Project: Public Realm Improvement Works
 South Norwood

Title: Road Marking and Signs
 Market Parade
 SHEET 2

RIBA STAGE 3			
Drawn: FD	Checked: AK		
Designed: FD/JR	Approved: MB		
Date: 31/10/2016	Scale: 1:200	A1	Sheet: 2 of 4
Project Number: 3516805A	Drawing Number: 3516805A-1200-RM-MP2	Revision: D	
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REPORT TO:	Traffic Management Advisory Committee 8 February 2017
AGENDA ITEM:	6
SUBJECT:	PETITION FROM THE RESIDENTS OF ADDISCOMBE COURT ROAD AND TUNSTALL ROAD INTRODUCTION OF “NO ENTRY” TRAFFIC RESTRICTIONS WITH SHORT ONE WAY WORKING AND PEDAL CYCLE BYPASS IN ADDISCOMBE COURT ROAD AND CANNING ROAD
LEAD OFFICER:	Shifa Mustafa Executive Director Place
CABINET MEMBER:	Councillor Stuart King Cabinet Member for Transport and Environment
WARDS:	Addiscombe, Fairfield
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This project addresses the corporate policies adopted in the Corporate Plan 2015-2018 to enable Growth, Independence and Liveability. This report helps address the Growth and Liveability strategy of the Plan with particular emphasis on the Transport vision to:</p> <ul style="list-style-type: none"> • Implement the 20-year Transport Vision to improve safety and access for all road users, particularly pedestrians, cyclists and people travelling by public transport. • Creating a place where businesses and people want to be • To create a place that communities are proud of and want to look after as their neighbourhood • To build a place that is easy and safe for all to get to and move around in 	
FINANCIAL IMPACT:	
<p>The cost of implementing this proposal is estimated to be £35,000 to be met from the Accident Prevention and Congestion Relief allocation secured through the Local Implementation Plan (LIP) for 2017/2018.</p>	
FORWARD PLAN KEY DECISION REFERENCE NO:	
Not a key decision	

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

- a) Consider the proposals to make Addiscombe Court Road and Canning Road no entry at their junctions with Addiscombe Road as shown on appended drawings.
- b) Agree to the informal consultation with residents within the area shown on the appended plan.
- c) Consider the responses to the informal consultation and report back to a future meeting of the Traffic Management Advisory Committee with a recommendation taking in those responses from local residents.

2. EXECUTIVE SUMMARY

- 2.1 This report to the Traffic Management Advisory Committee (TMAC) is in response to a petition received by the Council from the residents of Addiscombe Court Road and Tunstall Road. The petition requests that the Council, who introduced one-way working into a nearby street, Lebanon Road, now mitigate the effects of the resultant motor vehicle traffic displacement into Addiscombe Court Road and Tunstall Road.
- 2.2 Separately to this, representatives in Canning Road and Clyde Road have also delivered their report on their own residents' consultation.
- 2.3 Officers and ward councillors have been working with residents of Addiscombe Court Road, Tunstall Road and Canning Road to come up with a solution to the problems faced by residents. From this work the most practicable proposal is to implement "no entry" with a short length of one way traffic restrictions at the southern ends of Addiscombe Court Road and Canning Road. In order to maintain cycling provision the Council would implement these with a bypass to allow access through the no entry and one way for pedal cycles only.
- 2.4 The Council as Highway Authority is required to undertake a Statutory Consultation and consider any representations received objecting to such a traffic restriction when taking a decision whether to implement the measures or not. An informal consultation with local residents is now recommended. The outcome of that informal consultation will be taken into consideration in the decision to proceed with a Statutory Consultation for any measures and to that end a report will be presented to a future meeting of the TMAC.

3. DETAIL

- 3.1 At the July 2015 meeting the TMAC considered and agreed to the introduction of one-way working on Lebanon Road. This was in response to the intolerable traffic conditions, with reports of regular head to head conflicts between motorists resulting in verbal abuse, horn blowing and physical violence between motorists at any time of day or night. This scheme was introduced in January 2016. Since that time, traffic has diverted to other neighbouring roads including Addiscombe Court Road, Tunstall Road and Canning Road. Residents of these roads have made complaints about problems caused by the volume of traffic

displacement.

- 3.2 This report is in response to a petition received by the Council from residents of Addiscombe Court Road and Tunstall Road. The petition requests that the Council, who introduced one-way working into a nearby street, Lebanon Road, now mitigate the effects of the resulting traffic displacement into Addiscombe Court Road and Tunstall Road.
- 3.3 Objections to the Lebanon Road one-way working were received by the Council, and these were considered at the TMAC meeting of 7 July 2015. The decision taken was to proceed with the one-way working implementation (except cycles) in Lebanon Road. As residents of Addiscombe Court Road were concerned by the possibility of traffic displacement into their road it was agreed at that TMAC that officers monitor this to see what the impact of the new one-way system would be.
- 3.4 The monitoring showed that there was an increase in traffic flows in Addiscombe Court Road (from around 50 vehicles/hour to a maximum of around 200 vehicles/hour travelling north in the morning and evening peak times). Ward councillors have been working with residents of affected roads to see what could be done to alleviate problems caused by the additional through traffic previously using Lebanon Road. Residents have consulted amongst each other and presented the Council with their own preferred options to alleviate the traffic problems. A range of options were put forward. Following on from discussions with ward councillors officers consider that the most practicable proposal put forward is to make Addiscombe Court Road and Canning Road no-entry at their southern junctions with Addiscombe Road. See attached drawings HWY/TRS/TMAC1 & TMAC2.
- 3.5 Officer comments on this proposal are
 - a) There would need to be additional road signage including large advanced direction signage and it is estimated that this would cost around £6,000. Agreement from Transport for London (TfL) would need to be sought where this signage is on their red route network.
 - b) Wider traffic impacts would be experienced on the main road network and whilst residents would experience their streets as quieter and more pleasant places to live, their own access and egress is impacted on. By stopping access to Addiscombe Court Road and Canning Road from the south some residents will face a considerably longer and time consuming journey to/from their homes. They will be required to use the main road network if access from the south is restricted as the only remaining access would then be via Lower Addiscombe Road. Please see drawing number HWY/TRS/LocPlan and drawings HWY/TRS/TMAC1 & TMAC2.
 - c) Experience is that no entry restrictions and one-way systems, especially those with only a very short length of one-way working or simply "no entry" at one end (two way for the rest of the street), can be vulnerable to non-compliance. It is therefore proposed to introduce a short section of one way working along with the no-entry to deter contraventions by motorists. Any proposal taken forward will be subject to a Road Safety Audit to ensure that no safety issues materialise.
 - d) The reduction in motor vehicle traffic in these streets resulting from introducing no-entry, one-way (part or in whole) will provide a better environment for vulnerable road users and in particular for cyclists as it

allows them to travel part of their journey on quieter back streets and provides links to and between other roads with better cycle facilities.

- e) Traffic displacement onto other neighbouring roads is likely and it is envisaged that through traffic previously using Addiscombe Court Road northbound will displace onto the next available route to Lower Addiscombe Road. Streets affected could be Elgin Road, Havelock Road, Outram Road and Ashburton Road.

4. CONSULTATION

- 4.1 Informal consultation with residents affected by the proposal will take place. This will be via letters to each household within the consultation boundary. Although resident groups have consulted amongst themselves the Council would need to ensure that there is broad support for any measures implemented.
- 4.2 It has been the practise of the Council to engage only with those directly affected in informal consultation about the implementation of one way streets to alleviate traffic problems. "Directly affected" in this context means those who have to travel along the street in question to have access/egress to their homes. Given the amount of correspondence received from neighbouring streets in the process of making Lebanon Road one way, officers will be sending questionnaires to the wider neighbourhood to obtain views on the proposal. A plan showing the distribution of consultation material is attached to this report as drawing HWY/TRS/LocPlan.
- 4.3 Once the informal consultation has concluded, officers in consultation with the ward councillors will report a summary of residents views and a recommendation back to the next available meeting of the TMAC for consideration.
- 4.4 For introducing new traffic restrictions, such as the proposed no-entry restrictions, formal (statutory) 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.
- 4.5 Official bodies such as the Fire Brigade, Cycling UK (formerly known as Cyclists' Touring Club), 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.
- 4.6 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, the Traffic Management Order is then made. Any objections received will be reported back to a future meeting of the TMAC for a decision whether to proceed or not.

5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1

1. Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000
Revenue available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital available		150		
Expenditure				
Effect of decision from report		35		
Expenditure				
Remaining budget		115		

2. The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2017/2018 Local Implementation Plan allocation (Accident Prevention and Congestion Relief). A decision to proceed will result in that allocation being spent partially.

3. Risks

There is a risk that if the proposed scheme is not agreed to proceed, the allocated £35,000 may not be fully spent. Any unspent monies will need to be reallocated to other highways projects or returned to TfL.

4. Options

Should this recommendation not be agreed then the alternative would be to either do nothing, or look to other options to solve the traffic problems.

5. Future savings/efficiencies

Although there will be no direct savings and efficiencies as a result of this scheme there may be indirect savings within the Council and with partner organisations if casualty rates are reduced as a result of implementation.

Approved by: Zulf Darr, Interim Head of Finance, Place and Resources.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary 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 such matters as the effect on the amenities of any locality affected.
- 6.2 The Council needs to 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.

Approved by Sarah Banton for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 There are no human resources implications arising from this report
Approved by Jason Singh, Head of HR Employee Relations, for and on behalf of Director of HR, Resources department.

8. EQUALITIES IMPACT

- 8.1 The proposals in this report could improve road safety through a reduction in likelihood of injury collisions, encourage walking and cycling, thus making a positive contribution to improving health and tackling obesity, improving air quality, improving accessibility, improving the local environment, improving the quality of life for all groups (including those that share a protected characteristic) and strengthening community cohesion.
- 8.2 The proposal is likely to improve conditions for all the protected groups in the streets with new no entries and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme could enable the protected groups to make more and better use of their local streets.
- 8.3 The proposal is likely to benefit in particular, certain groups that share a “protected characteristic” such as people with a disability, older people and children in providing additional road safety (as pedestrians), whilst in comparison the more able pedestrians would benefit to a lesser degree.
- 8.4 An initial equalities impact assessment has been carried out on this proposal and it is considered that a full assessment is not necessary at this stage, as the changes are likely to benefit a number of groups that share a “protected characteristic” as detailed in the initial assessment. However the scheme if implemented should be monitored as it progresses and if any negative impact on the protected groups do emerge, a full assessment will be carried out to identify any mitigating actions that may be required.

9. ENVIRONMENTAL IMPACT

- 9.1 The reduction in through traffic will benefit residents of Addiscombe Court Road, Tunstall Road and Canning Road, by improving the local environment, making these streets a more pleasant place to live. There will be a reduction in traffic and associated noise, improvement in local air quality and it will be easier for people to move around within the area.
- 9.2 By restricting traffic movements at access/egress points local residents will need to alter their motor vehicle journeys to and from their homes. This can involve additional distance and increased journey time driving along the main road network which would also become more congested as a result of these measures.
- 9.3 The main road network will become more congested, vehicle journey times will increase and it is likely that traffic will simply displace onto the nearest available north-south through route.
- 9.4 It is possible that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling which in turn will help to reduce emissions and improve air quality by reducing congestion.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are no direct implications arising from the proposals.

11. REASONS FOR RECOMMENDATIONS

- 11.1 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling, by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a result of the scheme will also assist in improving air quality and reducing carbon emissions contributing to the Council's objectives. The roads made "no entry" by deciding to implement the scheme will become quieter and more pleasant places to live.

12. OPTIONS CONSIDERED AND REJECTED

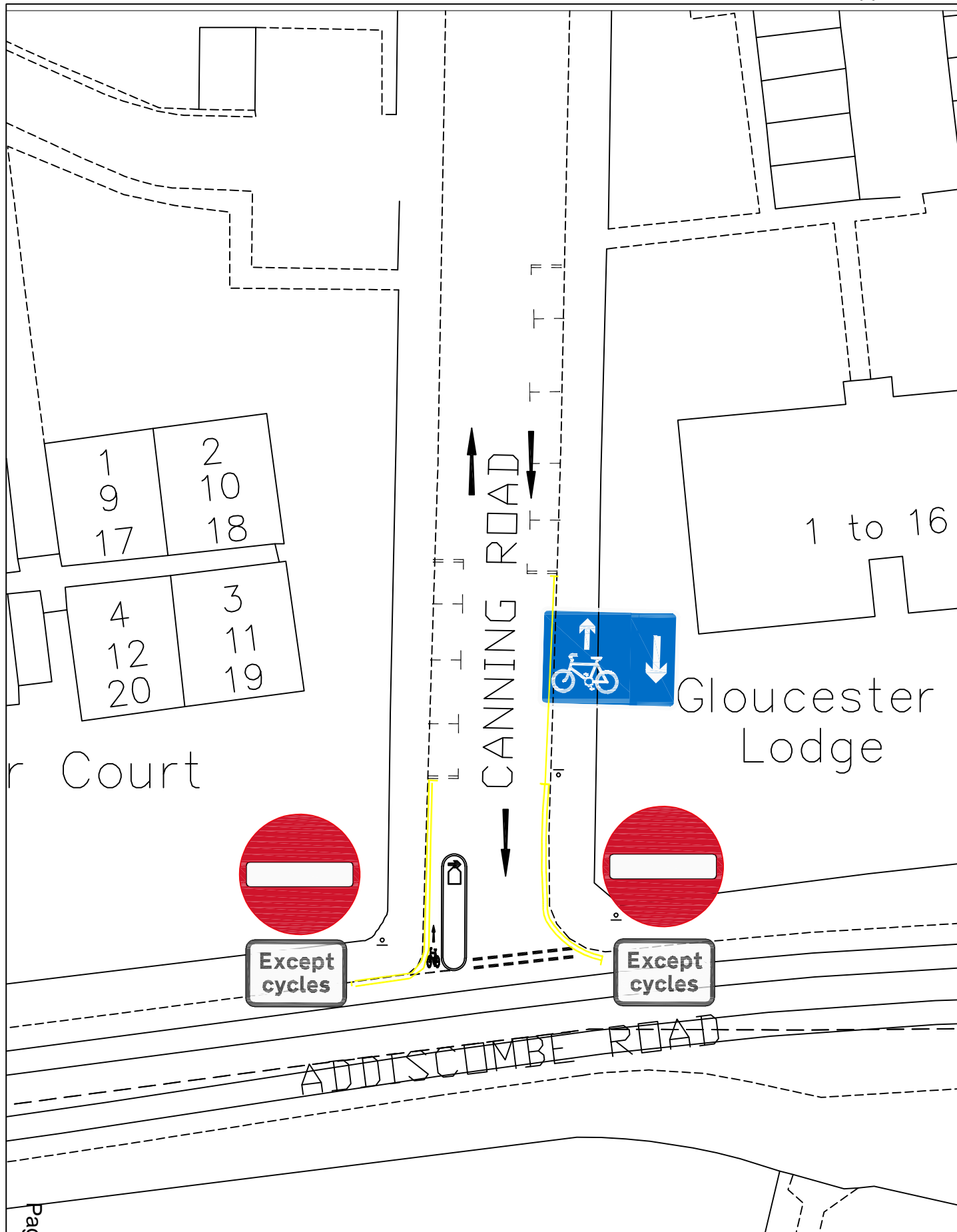
- 12.1 Other options considered and not taken up were
1. Reversing the direction of the one way system in Lebanon Road, implemented in January 2015. This would result in the traffic transferring back onto this road, thus reintroducing the same problems as are currently being experienced in Addiscombe Court Road.
 2. Removal of most or all one way or no-entry restrictions in the roads running north-south between Lower Addiscombe Road and Addiscombe Road between Cherry Orchard Road and Ashburton Road. This would not resolve the issues of high traffic flows travelling through the area. Indeed, this could lead to a further increase in such traffic if the movements are perceived to be easier.
 3. Making each of the north-south roads in paragraph 12.1 (2) above one way in alternate directions. Making these roads alternate one-way would also

lead to an acceptance of the high traffic volume using the residential roads as through routes and could lead to these roads becoming the default route for all north and south bound traffic to the east of the town centre.

CONTACT OFFICER: Mike Barton-Service Manager Highway Improvements x61977.
Sue Ritchie-Senior Engineer Highway Improvements x63823

BACKGROUND PAPERS: TMAC report and drawings, meeting minutes can be found at:
<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kab12.pl?operation=SUBMIT&meet=6&cmte=TMA&grpId=public&arc=1>

APPENDICES: Appendix 1 – Drawing HWY/TRS/TMAC1
Appendix 2 – Drawing HWY/TRS/TMAC2
Appendix 3 – Drawing HWY/TRS/LocPlan
Appendix 4 – Residents reports, surveys and correspondence

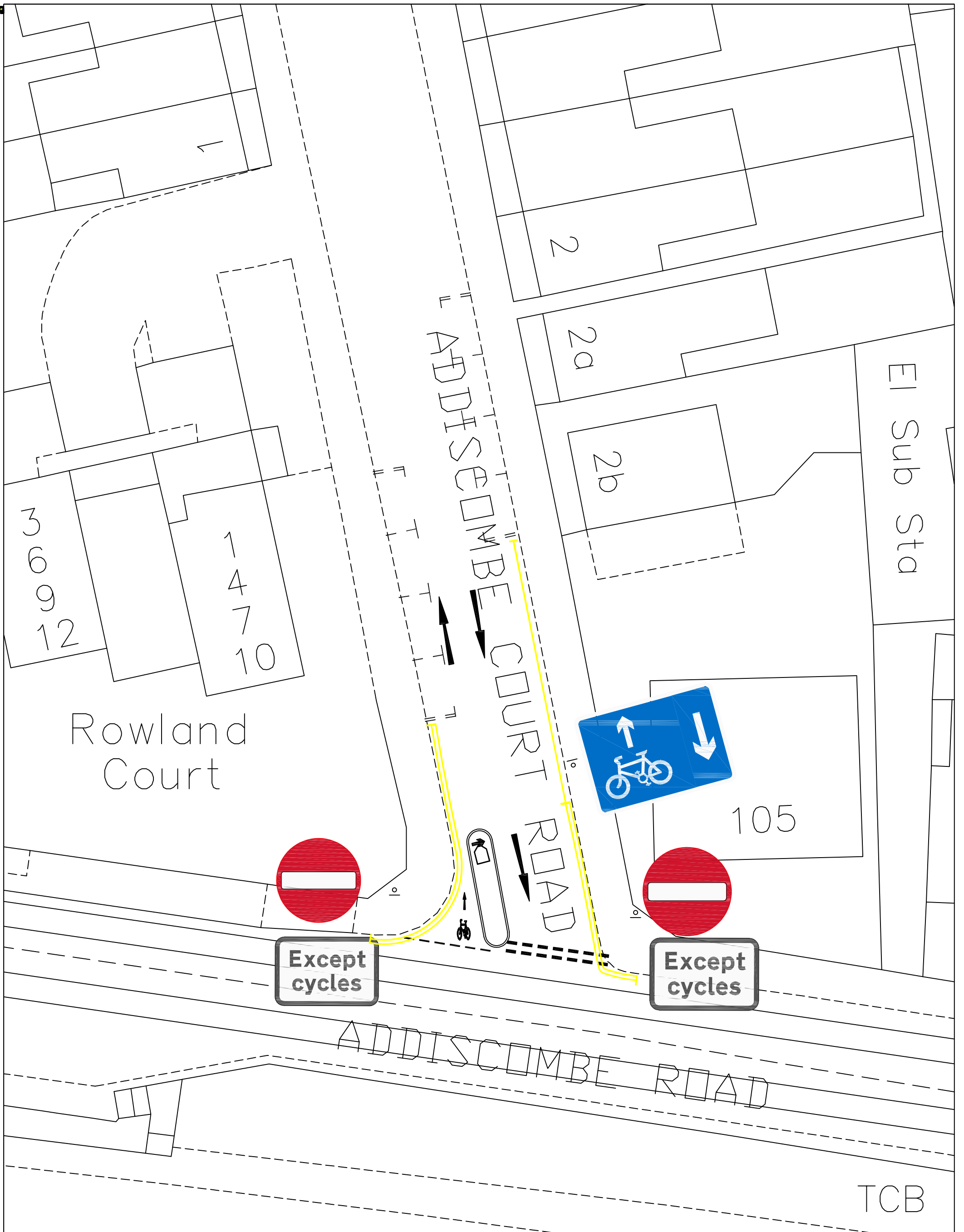


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CANNING ROAD				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/TRS/TMAC1	REVISION -
PROPOSED PLUGGED NO-ENTRY				HIGHWAY IMPROVEMENTS		STATUS -	
DESIGNER RB	VERIFIED XX	SCALE AT A4 NTS	DATE 11/01/17			CROYDON www.croydon.gov.uk	

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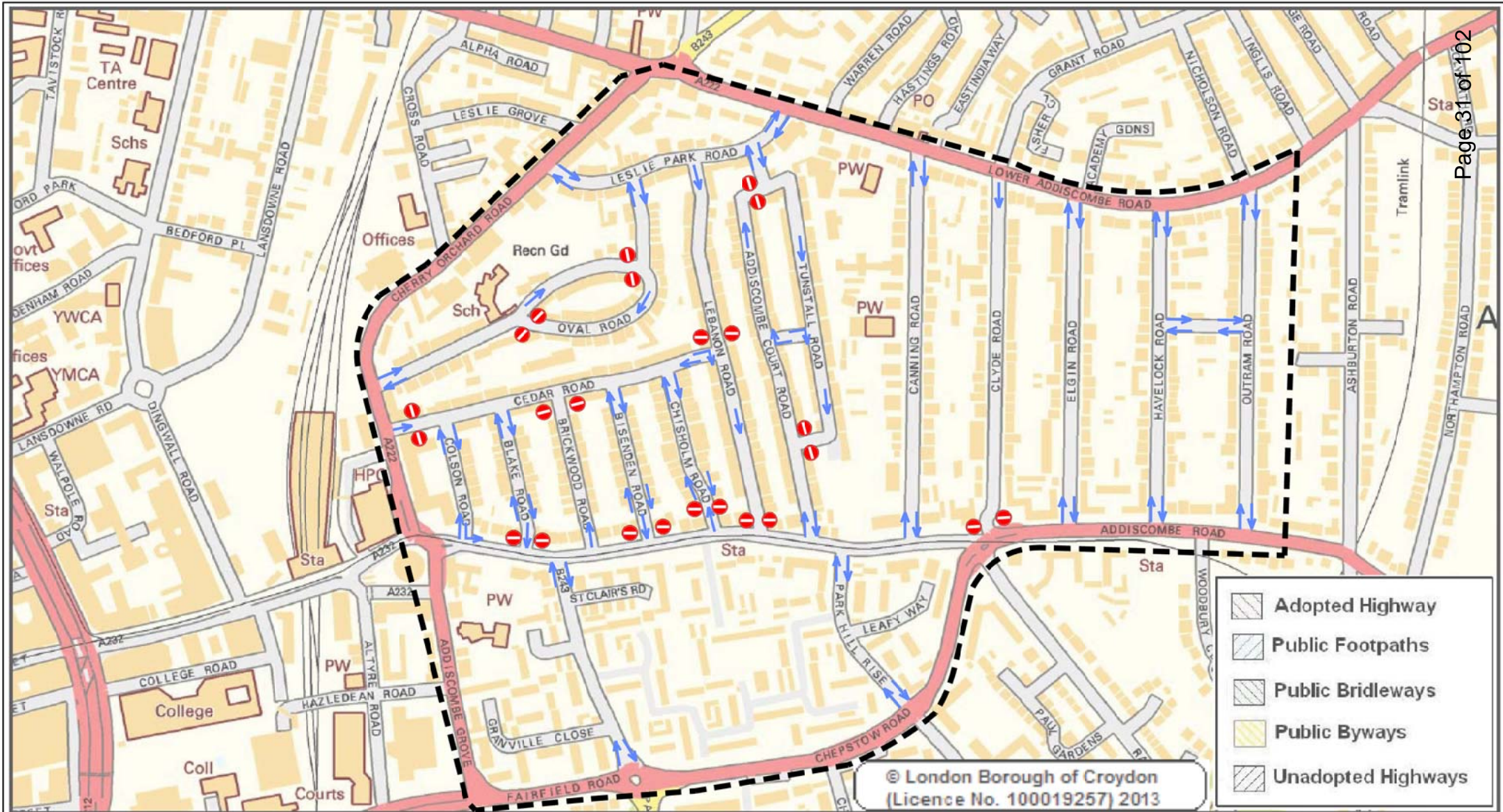


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NOTE	JOB NAME ADDISCOMBE COURT ROAD		PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/TRS/TMAC2	REVISION
	DRAWING TITLE PROPOSED PLUGGED NO-ENTRY		HIGHWAY IMPROVEMENTS		STATUS -	-
	DESIGNER RB	VERIFIED XX	SCALE AT A3 NTS	DATE 11/01/17	CROYDON Delivering for Croydon www.croydon.gov.uk	

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Traffic Displacement from Lebanon Road to Addiscombe Court & Tunstall Roads

To: Cllr Stuart King, Cllr Sean Fitzsimons, Cllr Patricia Justice-Hay, Cllr Mark Watson,

CC: Mike Barton

From: Tunstall & Addiscombe Court Residents Association (TACRA)

Date: December 2016

Summary

This report provides a synopsis of the views of residents living in Tunstall and Addiscombe Court Road on the impact of the decision taken by Croydon Council to introduce one-way traffic in Lebanon Road. This displaced over 2000 northbound cars per day into adjacent roads; creating a significant increase in traffic, vehicular conflicts, noise and air pollution, and congestion. In addition to transferring the problems experienced in Lebanon Road to Addiscombe Court Road, there is an increased risk to the safety of the public (pedestrian, cyclists and drivers) around Lebanon Road tram stop. The over-riding message from residents at the public meetings and on the door-step is that they want short-term action to mitigate the impact of the Council's decision.

1. Background

- 1.1 Lebanon Road one-way system was introduced in January 2016 following recommendations from a report submitted by officers to the Traffic Management Advisory Committee (TMAC) in July 2015. This followed a petition being received from residents in Lebanon Road that was supported by Gavin Barwell (MP), Croydon Central. Support from all Ward Councillors is indicated in the March 2015 and July 2015 reports to the Traffic Management Advisory Committee (TMAC), in which it states that *'These proposals are in response to requests from local residents and local Ward Councillors to provide one-way working'*.
- 1.2 The introduction of one-way working in Lebanon Road to address the head to head difficulties residents had experienced for over 10 years, has resulted in the displacement of over 2000 cars a day that were previously travelling northbound along Lebanon Road, of which around 1500 per day use Addiscombe Court Road. This is a 300-400% increase based on Council figures. The remaining traffic is likely to be using Canning Road, although the Council chose not to measure traffic in this road.
- 1.3 The change to Lebanon Road has resulted in a significant rise in noise and environmental pollution, damage to parked vehicles and speed humps, traffic congestion, residents not being able to pull out from a parking space into the road in their cars, vibration especially in homes adjacent to road humps, long wheel based commercial lorries using the road, and greatly worsened road safety.

- 1.4 Head to head traffic conflicts formerly associated with Lebanon Road have been displaced to Addiscombe Court Road and occur frequently. At times of congestion, often due to vehicles making deliveries or collecting waste, residents have observed offensive and threatening behavior, vehicles (including large ones) turning around where Tunstall Road exits onto Addiscombe Court Road, vehicles overtaking one another, and Tunstall Road being used to travel northbound; it is a southbound one-way road.
- 1.5 Over 70 residents attended a packed public meeting in Tunstall Road Nursery School in July 2016 that was convened to discuss the escalating traffic conflict in Addiscombe Court Road and Tunstall Road. Also in attendance (as an observer) was Cllr Sean Fitzsimons who was able to hear residents' concerns, complaints and anger at the consequences of a decision about which they had not been consulted.
- 1.6 Following that meeting in July 2016, representatives from Addiscombe Court Road met with Cllr Stuart King, Cabinet Member for Transport & Environment and the three Addiscombe Ward members, along with residents from adjacent roads to discuss possible solutions. Subsequently, a walkabout was conducted in September 2016 to observe the consequences and investigate what could be done in the short term to mitigate the significant displacement of traffic, the surge in 'head to head' incidents, and the increased risk to the general public as vehicles overtake the tram at the Lebanon Road tram stop and turn sharp left, without visibility of on-coming traffic, into Addiscombe Court Road.
- 1.7 The Tunstall and Addiscombe Court Residents Association (TACRA) was established in September 2016 following another well attended public meeting by residents. One of the core objectives of the association is to campaign against the impact of the displacement of traffic following the introduction of the Lebanon Road one-way system.
- 1.8 TACRA has instigated a petition and carried out an informal consultation to gather the views of local residents in response to the introduction of the one-way system.
- 1.9 This report has been drafted in response to the introduction of the Lebanon Road one-way system and provides details of the representations and opinions articulated by residents at the public meetings and during the informal consultation, and makes recommendations for the way forward.

2. Issues identified

- 2.1 A number of issues have been identified:
 - Officers failed to carry out adequate analysis in regards to the displaced traffic associated with the introduction of the Lebanon Road one-way system. This is in part demonstrated in the report to the Traffic Management Advisory Committee (TMAC) in July 2016, in which it is stated that *'This will encourage motorists to use*

the arterial routes and not use side roads as short-cuts.' (paragraph 2.1), an assumption that has subsequently proven to be incorrect.

- The increase in displaced traffic has resulted in risks to public safety because of the positioning of Lebanon Road tram stop. Since the introduction of the Lebanon Road one-way system there has been a substantial increase in the numbers of vehicles overtaking the tram to turn blind into ACR. Following the devastating tram accident at Sandilands, there is a real risk of a further serious traffic accident involving road vehicles, trams and pedestrians.
- It is understood that factually incorrect information was presented by officers as part of their submission to the Traffic Management Advisory Committee (TMAC); Members were advised that all surrounding roads were one-way which is not true – Addiscombe Court Road is two-way working at the top and bottom of the street. As a direct consequence, Members made decisions on the basis of erroneous information.
- Although it was recognised that households living in Addiscombe Court and Tunstall Roads would be negatively impacted by the change, as demonstrated by the traffic flow monitoring carried out in Addiscombe Court Road, and the report submitted to the Traffic Management Advisory Committee (TMAC) in July 2015 stating that an informal consultation in March 2015 had included *'residents of Lebanon Road and surrounding roads that could be affected'*, Croydon Council **failed** to notify and consult with residents on Addiscombe Court Road, Tunstall Road and Canning Road of the proposed change. This is despite a formal request by the Secretary of Canning and Clyde Roads Residents Association on the 5th July 2015 asking for officers to consult with these affected roads.
- Residents have expressed that they have felt totally excluded from the process and that responses to the complaints, which they have received from council officers and individual members, have been generic in nature and have not addressed concerns raised; a number of residents have not received a response at all.

3. Petition and Consultation

- 3.1 The purpose of the petition and informal consultation with residents carried out by members of TACRA was to elicit the extent of the demand for the problems created to be addressed, as well as explore residents' preferences for possible solutions. This was undertaken in order to inform Members and council officers of preferred options.
- 3.2 It should be noted that although TACRA undertook this consultation, it is considered to be an informal door knocking exercise, and there is an expectation for Croydon Council to carry out its own comprehensive option appraisal and formal consultation to gather the views of residents.
- 3.3 The Association carried out the exercise between mid November and early December 2016 in order to canvass the views of all residents impacted by the

change, and consult on proposals to mitigate against the increase of traffic on both roads. 118 households contributed to this snapshot of residents' views.

- 3.4 For the purpose of proper representation this report presents all views expressed during this exercise.
- 3.5 Of the 118 households that were available to provide feedback, the over-riding message was for a change to be made to reduce the flow of traffic with 85% of the total number of households wanting to return to pre-change levels of traffic. Further details are shown in the table below.

	Total		Addiscombe Court Road		Tunstall Road	
Total Responses of (number of households)	118		83		35	
In favour of change	100	85%	74	89%	26	74%
Not in favour of change	9	8%	6	7%	3	9%
Not interested	9	8%	3	4%	6	17%

All % in the above table have been rounded up/down

- 3.6 This message is reinforced by our petition, which was initiated at the inaugural meeting of TACRA and followed up during the door-to-door canvassing. The petition statement is included at Appendix A and is in line with the stated manifesto aims of Addiscombe Ward Councillors at the last election. A total of 129 residents signed the petition, which Cllr Sean Fitzsimons will present on behalf of residents at the January 2017 Council meeting and we appreciate his support in doing so.
- 3.7 There are a wide range of possible options for reducing the levels of traffic, however it was decided to keep the process simple by offering just three options, whilst also recording all other options that residents proposed. The options presented were (a) making Addiscombe Court Road no entry from Addiscombe Road (whilst allowing exit), or (b) making Addiscombe Court Road no exit into Leslie Park Road (whilst allowing entry) or (c) no change. These options were selected as they were considered straightforward and prevented northbound traffic with the least restrictions for residents in the affected roads.
- 3.8 During canvassing, around 25% (27/118) residents expressed a wish for alternative solutions; ranging from revising the decision made on the Lebanon Road one-way system to creating a cul-de-sac, all with varying impact to residents. A full list is included at Appendix B. Residents have not been asked for feedback on these alternative solutions to determine what would/would not be acceptable to the majority. We would expect Croydon Council to include these options in their comprehensive appraisal of options and their formal consultation.
- 3.9 Of the options presented on the doorstep a majority of respondents to the consultation supported the proposals to introduce traffic reducing measures with

around half of those making a choice supporting option (a) - making Addiscombe Court Road no entry from Addiscombe Road (whilst allowing exit). However as described in paragraph 3.8, a significant number of people suggested alternatives, whilst others either chose option (b), or options (a) or (b), or didn't have a preference. The choice of options presented is likely to have influenced responses to this informal consultation and therefore, it does not represent a comprehensive picture of the views of residents, something which will need to be addressed in the Council's processes.

4. Way Forward - Next Steps

- 4.1 The introduction of the one-way system may have reduced the problems experienced in Lebanon Road, it has simply displaced the traffic primarily to Addiscombe Court Road, and has greatly increased the road safety risk to residents and the general public in the area around Lebanon Road tram stop.

On behalf of the residents of Tunstall and Addiscombe Court Roads, the Residents Association requests:

- o Our ward members note the contents of this report, continue to work to address the traffic problems created, including submission of the resident's petition to the January 2017 full council meeting, and supporting this resident campaign facilitated by TACRA.
- o Officers submit a paper to the February 2017 Traffic Management Advisory Committee (as agreed by Cllr Stuart King, Chair of TMAC), with viable smart solutions which will mitigate against the traffic problems described in this report, together with a timetable to formal consultation and dates for implementation of actions to significantly reduce traffic flows.

Appendix A

Addiscombe Court Road and Tunstall Road Traffic Petition

The statement that 129 people have signed their names to is:

“We the undersigned request that Croydon Council reviews and actions changes, in the short term to reduce the high levels of non local traffic using Addiscombe Court Road and Tunstall Road as a rat run, caused by their recent changes in making Lebanon Road one way. In order to return our residential roads to pre-change levels of traffic and to remove the potential risks associated with traffic overtaking and cutting across the Trams into Addiscombe Court Road.

We also request that these issues are brought before the Traffic Management Committee at the next available meeting and that all decisions and options are discussed openly and fully with ALL residents in the surrounding area not just those requesting the change”

Appendix B

Alternative options for addressing the problem created by the decision to make Lebanon Road one-way northbound offered by residents during the public meetings and the informal consultation were:

The following are presented in no specific order or preference

Changes to other roads:

- No entry from Leslie Park Road to Lower Addiscombe Road.
- Make changes to Park Hill Rise/Park Hill Road to prevent northbound rat running (direct northbound traffic down Addiscombe Grove).
- Review and improve the junction of Addiscombe Road and Cherry Orchard Road to improve traffic flow, so it is a more desirable northbound route.

Changes to Lebanon Road:

- Reverse Lebanon Road direction of travel to northbound one-way.
- Lebanon Road split with the one-way direction changing at the Cedar Junction / Reverse Lower Section of Lebanon Roads one-way (make it Exit only onto Leslie Park).
- Reverse Lebanon Road, making lower section 2-way (leading to Leslie Park).
- Reverse the decision to make Lebanon Road one-way, return to being two-way traffic.

Changes to Addiscombe Court Road:

- Turn Addiscombe Court Road/Tunstall into a Cul-de-sac (closing one end completely).
- Make Addiscombe Court Road, one-way from junction of Tunstall Road to Addiscombe Road.
- No right turn from Addiscombe Court Road into Leslie Park Road.

Traffic Reduction Measures:

- Addition of Barriers.
- Use of AMP/CCTV cameras to monitor passing traffic and issue tickets for moving traffic violations.
- More Speed Humps.
- Higher Speed Humps within the legal maximum in accordance with the Highways (Road Humps) Regulations 1999.

Other:

- Anything that resolves the traffic issues.

Canning & Clyde - Questionnaire October 2016 - Traffic Management

Your opinion is important

In January this year, Lebanon Rd was made one-way with traffic only being allowed to travel in a southward direction (i.e. from Lower Addiscombe Rd up to Addiscombe Rd). This has led to a marked increase in rat running in Addiscombe Court and Tunstall Rds (over 1,500 cars a day largely northbound from Park Hill Rd, Lebanon Rd, some cars from Cedar Rd and some of the roads off Cedar Rd). This has had a very negative impact on the quality of life for residents living there. It has also led to an increase, albeit less severe, in Canning Rd leading to some noise issues for some residents and windows having to be shut. There will very likely be changes to Addiscombe Court Rd to reduce greatly the number of cars turning into it from Addiscombe Rd. In view of this, we would like to know your opinions.

SECTION 1 - We need to know what your preferences would be for Canning Rd. Please would you vote for **two** of the following three options stating 1st and 2nd choice.

Traffic Options – Canning Rd				
	Option	Advantages	Disadvantages	Vote
1	Make the Southern (top) end of Canning one way southbound (no entry to Canning from Addiscombe Rd). This is a Council suggestion, at the same time making the southern end of Addiscombe Court Rd one way southbound. For a one-year experimental period	Will ensure Canning Rd does not become a rat-run for northbound traffic - extra 1,500+ cars a day Residents can exit the street to both Addiscombe Rd and Lower Addiscombe Rd	Vehicles can only enter street from Lower Addiscombe Rd	
2	No change to Canning Road	Retain access in and out from both ends of the street	Canning Rd likely to become a rat-run with extra 1,500+ northbound cars a day cutting through with associated noise and pollution for residents	
3	Wait for 6 months and see what happens to traffic and living conditions in Canning Rd if more traffic comes down. On condition the Council sets aside money for any future changes, if needed, and reliably monitors traffic	Residents and car drivers can have a clearer idea of effects of any changes in traffic levels	We have to trust the Council and our Councillors to measure traffic, set aside money and make changes if need be	

SECTION 2 - Although the Council has so-far ruled out reversing the direction of the Lebanon Rd one-way (currently southbound to northbound), we would be interested to know what you think of that as an option. Please would you tick one of the following boxes to indicate whether or not you think reversing the one-way direction of Lebanon Rd would be the best option.

Agree Disagree Neither agree or disagree

SECTION 3 - Any other comments you would like to make? (Please write on back of sheet.)

Please return this form to [REDACTED]

by **Sunday 6 November**. Many thanks. Your opinion is important.

Dear

Thanks for responding so promptly, of the options presented during the door knocking exercise there was an expressed preference as described in the report, paragraph 3.9. The detail behind this description is included in the table below. As you will see from these figures, of the 100 households that expressed they wanted change a number voted for more than one option. We are not experts in traffic management and the consequences of road changes, so as stated in the report we look to the Council to review the options consulted on as well as alternatives voiced by residents without delaying action being taken, and we recognise this will be a challenge for you and the Council.

	Total	From ACR	From TR
Option A Only	61	50	11
Option B Only	10	8	2
Option A or B *	11	7	4
No Preference to any change	8	5	3
Suggested alternatives	27	15	12

Please note: some households, selected multiple options (e.g. Option A & suggested an alternative)

An additional piece of the jigsaw that we can offer with respect to the list in Appendix B, is that the majority of options beyond Addiscombe Court, Tunstall, Canning and Lebanon Roads are likely to be medium to longer term solutions, which will also need to take into account the impact of developments in central Croydon. There is a parallel process with residents from across the area working together on these, as agreed at the meeting chaired by Cllr Stuart King in July 2016. This group will meet again in January 2017 and will be in contact after that to explore working with the Council going forward.

I can assure you that there has been much cross discussion with Canning & Clyde who have undertaken a parallel consultation with their residents and they will send their report to you. Also Canning and Clyde and ourselves hosted a meeting with HOME residents' association to ensure that they were also aware early in the process so as not to behave in the same way that led to the problems created for residents in our roads.

Hope that is helpful and if you have further queries, please don't hesitate to contact us

Kind regards

.....(Chair TACRA)

On 14 Dec 2016, at 08:15, > wrote:

Dear,

Many thanks for the report. Can I just check, did the group come to any conclusions on a preferred option? The options given in appendix B are very much the ones we discussed

some time ago and I had hoped to get a better steer as to which option local residents felt would be most appropriate. As you will appreciate, it would be both difficult and time consuming to carry out an informal consultation on multiple options as this inevitably results in a varied and inconclusive response. I had therefore hoped to have a preferred option that we could consult on, in order to progress with the solution as quickly and effectively as possible. Any advice on this would be most helpful.

Can I also check as to whether there has been any cross discussions with residents in Canning Road? There doesn't seem to be any mention of Canning Road in the report and I therefore remain concerned that residents in this road are not having their input into this, which would seem very similar to the complains made about the previous discussions around the measures for Lebanon Road. We don't want to be making the same mistakes again, so we will need to know what residents of Canning Road feel on these proposals.

In summary, I don't think we are quite there yet, in terms of a full answer from residents in the area to this issue. I shall of course work towards getting a report to committee that suits everyone, but will need further advice on how to achieve this.

Kind regards,

Canning & Clyde Traffic Questionnaire

October – November 2016

Traffic Management – Short-term measures to alleviate impact of Lebanon Road one-way displacement of traffic

Summary of results and conclusion

With the Lebanon Road one-way introduction at the start of 2016, residents in Addiscombe Court Road have seen a large increase in traffic. Residents in Canning Road have seen an increase but – so far – to a lesser degree.

We have put to all our residents the Council suggestion of making the southern end of Canning Road no entry. Please see attached the Questionnaire, results and resident comments. With 17 people making Option 1 their first choice, 15 option 2 and 14 option 3 - there is no significant statistical difference in support for any one of the three options. Inevitably a number of people put Option3 (wait and see) as their second choice.

We have consulted again with our residents over the following summary of results and conclusion.

Croydon Council has created the current situation by making Lebanon Road one-way southbound. In the short term the Council has suggested making the southern end of Canning Road no entry. With opinion evenly split amongst residents living in Canning and Clyde Roads the Council has caused a situation where - whether it decides to implement the no entry or to allow extra cars to come down Canning Road - a significant number of people are likely to be very unhappy with the Council's actions. Croydon Council needs to come up with a better solution that properly alleviates the situation in Addiscombe Court and Tunstall Roads without sending all the traffic down Canning Road. It is a situation of the Council's making.

Whatever the Council decides to do, transparent monitoring with reliable data of the effect will be needed. Money will need to be set aside in case the monitoring shows that more needs to be done in the short term once there has been sufficient time to see the effect of any Council action.

In the long term - sorting out the main roads so traffic moves freely along them will make life easier for drivers, tolerable for those living in the residential side roads and increase the chances of the Westfield Hammerson development being a success. A significant number of people want or need to drive, and cannot cycle or use public transport, so no amount of cycle-provision or good public transport will change that.

We would remind Councillors that, in the paper version of their last local election manifesto, they pledged to 'Reduce traffic on residential roads'.

Traffic Questionnaire October – November 2016

Option Responses – Sections 1 and 2

Questionnaires delivered to all houses and blocks in Canning and Clyde Roads.
47 responses received, 37 from Canning and 10 from Clyde. (Yellow questionnaires were delivered to Canning and white ones to Clyde.)

Section 1

Some people ticked only one option which counted as a first choice.
Three people didn't want any of the three options.

Section 2

Not everyone expressed an opinion.

Section 1	Canning		Clyde		Totals	
	1 st choice	2 nd choice	1 st choice	2 nd choice	1 st choice	2 nd choice
1. Make southern (i.e. Addiscombe Rd) end of Canning one-way southbound	14	4	3	1	17	5
2. No change	10	4	5	0	15	4
3. Wait & see	13	17	1	6	14	23

Section 2	Canning	Clyde	Totals
Reverse direction of Lebanon Rd one-way?			
Agree	18	4	22
Disagree	0	1	1
Neither agree or disagree	14	4	18

See over for Section 3 – Any other comments

Section 3 – any other comments

Resident 1

It would be a bloody nightmare to make Canning no entry from Addiscombe Road – this is the last chance for people to turn off before going through the restricted junction with Chepstow (7-10:00 and 16-19:00). There will be loads of idiots doing three-point turns when they finally realise that they cannot proceed across the junction. This would be regardless of how many road signs are posted along Addiscombe Road.

Surely it is easier to make alternate roads twixt Addiscombe and Lower Addiscombe alternate directions by simply restricting entry at one end of each road. So the road remains two-way for residents' traffic, but one-way as a cut through. Given that all of these roads are too narrow for cars to pass without pulling in, this could be an improvement to traffic flows. This is similar to what already exists twixt Bingham and Lower Addiscombe Roads.

This scheme could easily be extended along LAR/AR to include Elgin/Outram/Havelock up to Northampton. Such a scheme would surely naturally spread the traffic loads across the various side streets.

Would it help if all the roads were renamed Lebanon Road?

Would it help if each road had a councillor living in it?

It would certainly help in Croydon Council were totally abolished – would we really notice?!

.....

Resident 2

Would it not be best to go back to two-way traffic in Lebanon Road? Personally I would prefer if entry from the south end of Canning Road was 'access only' although I don't think it would be possible to police this option.

It would be very inconvenient to have to go down to the Lower Addiscombe Road every time I return from South Croydon. However I would support this if the traffic becomes too bad.

.....

Resident 3

Last week I was returning home by tram from Croydon. Getting off the tram stop at Lebanon Road I had just crossed the top of Addiscombe Court Road on foot when I heard the oncoming tram going into Croydon honk for several seconds.

As I looked around to see why that tram was honking I saw a large Mercedes car turn quickly into Addiscombe Court Road in front of the stationary tram from which I had descended. He had been passing the stationary tram by driving over the two central white lines on Addiscombe Road and then had to escape an accident with the moving tram by quickly turning into Addiscombe Court Road. Fortunately there was no accident but this was a reminder to me of the great danger of cars passing a stationary tram to get down Addiscombe Court Road.

.....

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Resident 4

Top end of Lebanon Road Friday 4.11.16. Driving back from Croydon between 12 and 1.00 pm I was behind a tram which stopped at the Lebanon Road Tram stop. As I stopped as well, the driver of a car behind me put their foot down and accelerated past me and the tram at great speed.

I dread to think what would have happened had a car come up out of Addiscombe Court Road turning right to go towards Croydon.

.....

.
Resident 5

There is no clear cut solution. Already there is often 9 or so cars queuing to filter in to the Lower Addiscombe Road. Soon we may need a pedestrian crossing to get across Canning Road.

Whatever solution is imposed there must be serious enforcement.

Remedial action may require a widening of the area being surveyed and the availability of considerable funds.

There will be winners and losers whatever is undertaken.

.....

Resident 6

I can understand the worries about getting easily to Clyde Road, Elgin Road and so on, by car, for users of Addiscombe Road, if Canning Road is to be shut off to northbound traffic, per choice 1 above, but can we look at these things only from a 'wot's innit fer me?' position? Food for thought.

.....

Resident 7

Choice 1 ruled out because, whilst it might help Canning Road residents, Clyde Road becomes inaccessible, by car, for many residents, without them going all around the houses.

.....

Resident 8

I don't see how the flow of traffic into Canning Road from Addiscombe Road can be changed due to the prohibition of traffic through the junction of Addiscombe Road and Chepstow Road at 7 am – 10 am and 4 pm – 7 pm. If the traffic is prevented from turning left into Canning Road (i.e. northbound) it would have to find somewhere else to go.

This is not just 'rat-runners' causing the increase in traffic flow and noise but residents using their cars to leave or return home from all the streets affected by Lebanon Road being one-way.

The more roads that have restricted access the more traffic has to drive longer routes round, adding to congestion elsewhere and that includes longer routes for residents.

I strongly disagree with reversing the direction of Lebanon Road one-way as this would tempt drivers to use Tunstall Road from North-South. Tunstall Road is a narrow road with a busy Nursery School.

There is no easy answer. Probably just have to learn to live with it.

.....

Resident 9

Thanks for the opportunity to try to provide helpful suggestions to the Lebanon Road change. I am only voting for one option.

Reversing flow in my view is a non starter now that drivers know about Addiscombe Court Road. Reversing the flow would mean that Tunstall Road (where the school is) would have increased traffic up from Leslie Park Road. Restricted exit at the western end of Addiscombe Road means that drivers from Colson, Blake, Brickwood, Bisenden, Chisholm, Cedar and Lebanon Roads all now have to opt for Addiscombe Court Road or Canning Road if travelling north.

Realistically Canning Road will have to accept an increase in usage. Prohibition of access from Addiscombe Road is a non starter. TfL already prevents exit at the eastern end between 7 & 10 am and 4 & 7 pm so already these are peak times of access to Canning, so where would cars go?

Any alteration to Addiscombe Court Road will have a further adverse effect on Canning Road.

As you know we have lived in Clyde for over 30 years (and in Tunstall before that for 9 years) so are familiar with the extra mileage entailed with these restrictions so I would not like to get any change to Canning Road.

For preference going north, I use Canning Road rather than Elgin simply because after 10 am before 4 pm and after 7 pm it is easier to get on to Lower Addiscombe Road because of the pedestrian crossing (sometimes) hence my objection to any prohibition at the southern end.

.....
Resident 10

While I don't know the reasons why Lebanon Road was made a one way street, it seems that if this is where the issues began the council should consider returning it to two-way traffic.

.....
Resident 11

Main problem why cars use our roads more is due to 2 give ways at bottom of Cherry Orchard and St James's Road. Stupid! All traffic on St James's Road waits for a few cars coming out of Cherry Orchard Road.

I drive very occasionally to Mayday going from here but NEVER drive back this way due to the backlog over the bridge coming this way, all due to the give way on St James's Road. This needs to be erased ASAP. Two give ways giving way to each other, result ... no moving traffic!!!!

To come back here from Mayday I would go to Lombard roundabout up to flyover and past Fairfield Halls or up Wellesley Road to underpass and past Fairfield Halls.

I cannot be the only one using this approach, hence rat running from Addiscombe Road to Lower Addiscombe Road, all because of St James's Road which is a main road, so why have a give way junction on it?

.....
Resident 12

Whilst the process to make Lebanon Road one way smelt quite badly in my opinion reversing the decision would impact Lebanon Road badly as well so this is a neither agree or disagree from both of us.

As both of us access Canning Road from Addiscombe Road on a daily basis rather than the other way round our preferred solution would be to make Canning Road one

way with no entry from Lower Addiscombe Road the same as Clyde Road and then make Elgin Road and Havelock Road one way in the opposite direction. Is there any information on why people use the side roads at all rather than using the main roads?

.....

Resident 13

If cars are no longer allowed to travel north from Addiscombe Road through Lebanon Road, Addiscombe Court Road, or Canning Road, where will they go? Would there not be more displacement of traffic, eg to Elgin Road? I think that I would like to see a study of how best to manage traffic flows through the local area. Would it be helpful to divert vehicles to Cherry Orchard Road in order to reduce the impact on residential streets?

.....

Resident 14

I was a resident of Canning Road for almost 5 years until mid October and now I'm a resident of Clyde Road, I just recently moved there. The traffic problems always frustrated me but I didn't think I should raise my voice or tell my opinion about it. Until today.

Yesterday evening I found this Questionnaire left in my postbox. After reading it I became even more frustrated and sad.

This is the first time in my life to write this type of email so sorry for my unacceptable language.

First of all residents of Lebanon Rd, Addiscombe Court Rd, Tunstall Rd, Canning Road and Clyde Rd should also think about why drivers (actually they are humans as well just like any resident in these so called streets) want to cut down their route, cut down their time of travel resulting to go through these streets. It's easy....they don't want to spend long hours in the overcrowded traffic on A232, A222 and Cherry Orchard Road in the peak hours, because of the shitty road traffic management what Transport for London and Croydon Council is providing. You or actually any of the residents would understand it after sitting into the car and try to go 50m on A222 or A232 between 7:30-9:00. I assure you everyone would try to find the rat-route. There is nothing wrong with it. These so called drivers wants to go home to their families, they are hungry, they are tired, want to see their kids earlier, or simply they have to take a shit quickly but they prefer to do it at home...whatever the reason there is always a reason. The problem is not the extra 1500+ cars the problem lies with the bad decision made by Council regarding to traffic management. (Lebanon Rd)

Secondly, you also have to understand that there are residents WITH CARS not just residents without cars in the streets I mentioned above. Residents with cars obviously have to leave their home with car in order to go for work (not all of us

can manage to go work with bus or tram or train) and also they have to COME BACK somehow to the same home.

Well, after reading the 23/09/2016 Newsletter, seems that Council Officer who made a suggestion clearly didn't consider this. And you wonder why the Council doesn't want the "possible simple solution" (reversing Lebanon road one-way traffic) to happen? Well, if they accept that idea it clearly means that they would acknowledge their mistake when they introduced their stupid one-way system in January. They don't want to acknowledge that hence they came up with some stupid excuses to reject the proposal....well as the Meerkat says in the advert: Simple!

Thirdly, 248 household wants to decide the faith of 1500+ drivers. 248 household wants to live in an isolated island without having any car traffic in the heart of a city which has a population over 10million people. Congratulations :)

Is there any person who studied Transportation Engineering and Vehicle Engineering at the University and has gained experience in designing highways and urban traffic roads that we could raise this problem to? Is there any out there? I guess there are. Why this question has to lie on Council Officers (who clearly ignorant in this topic after reading his suggestion in the 23/09/2016 newspaper) or why even residents making a decision about the cars route??? It's like I'm telling to my doctor how to cut out my brain tumor without having any knowledge about it.

Seems noone realized so far that putting any restriction on the traffic will result in delays, congestion, frustrations, anger and finally more accidents. The smart brains at Croydon Council figured out that changing the originally two way traffic on Lebanon Rd to one-way will be great.....they must be thinking that. Changing any two way directional road to a one-way system is a restriction. As I said restriction always leads to something wrong....so the drivers had to re-route their ways to Addiscombe Court Rd and Canning Rd (absolutely logically, I agree them). Now the Council wants to apply even more restriction and suggested to make the end of Addiscombe Court Rd and Canning Rd one-way directional. Well done, another idiot decision. Why they not closing all the streets and banning all the cars from the roads, then demolish all the roads completely and we can go back to the stone age, having no traffic, no pollution and everyone will be happy....at least from Lebanon Rd upto Clyde Rd. I think it will be a brilliant idea just like what Council did with Lebanon Rd.

Now it's the time to wake up and OPEN (make the 2 directional) the roads instead of restrict them. And I'm saying this even I was a resident of Canning Rd and now resident of Clyde Rd.

The traffic is like water and the end of each street is like a tap valve. If you pour the water on A232 the water-flaw wants to go to A222 but it can't because the tap valves are closed on Lebanon Rd, will be closed on Addiscombe Court Rd, will be closed on Canning Rd and it's already closed on Clyde Rd. What will happen with the water then? It will try to find its way to A222 but everything is closed so it will start to back-flow.....causing more pain, more damage to A232.

Well done Council and residents, you are a brilliant plumber! You just fucked up thousands of drivers life in the peak hours.

You have to realise this city is not the same as it was 5 or 10 years ago. It's growing, modern sky scrapers are growing from the ground, more and more shopping centers are opening, more and more people and cars are coming. Croydon is getting more crowded and more bigger, it's a fact, can't change it. Unless you destroy all the new buildings, demolish the new East Croydon station extension, demolish the new Boxpark, demolish Whitgift centre and so on.....then you will get back your calm and relaxed lifestyle of Croydon as it was before.

To sum up: the Council Officer's suggestion; changing the end of Addiscombe Court Rd and Canning Rd to one-way directional (for experimenting...hahaha...are the drivers rats to experiment on them???) is the worst, lunatic idea I ever heard, which is against any logical, engineered solution, having no supporting evidence of resolving the problem in fact will cause more severe damage on A232 and A222.

Reversing the one-way direction in Lebanon Rd is a better idea, I agree with that.

But I even have a better idea: make two-way direction in Lebanon Rd as it was before, remove the one-way system from the end of Cedar road (at Cherry Orchard Rd) and do not close or modify any street to one-way directional ever. This way the traffic flow will evenly spread between the streets....and the noise (you must be joking) and pollution will be under an acceptable limit.

.....
Resident 15

I agree that reversing the current direction of the Lebanon Road one way would be sensible.

If the Council are adamant that they will not reverse the direction of the Lebanon Road one way, then I feel that consideration should be given to reversing the direction of the Clyde Road one way, so that it becomes northbound. I have already suggested this to Gordon Thompson.

At present, out of four adjacent roads (Lebanon, Addiscombe Court, Canning and Clyde), two are one way southbound. If restrictions are imposed regarding Addiscombe Court and Option 1 is adopted for Canning, then it will not be possible to travel northwards along any of the four roads.

The traffic has to go somewhere and in those circumstances it will all be forced onto Elgin Road and Havelock Road.

Somehow I think that HOME Residents Association will be less than ecstatic about that suggestion.

.....

Resident 16

I selected Option 2 in section 1 as it is easy to come to Canning Road from Purley Road and I do not want to enter Canning Road the long way around and getting stuck in traffic coming down Cherry Orchard Road after a long day at work and when I have already driven 50 miles.

.....

Resident 17

I believe traffic direction should be changed in Lebanon Road Southbound to Northbound – the council need to justify why they believe differently.

The tram issues meant Canning road was one way for a few days. This was one way different to the way the proposed (Addiscombe Road to Lower Addiscombe Road), but it was complete chaos and the queue at times went further back than the church.

I strongly believe that other roads should not be tampered with just because the council will not consider changing the direction of traffic on Lebanon road. The flow of traffic on Lebanon Road was always heavier coming the opposite direction, so why they chose the direction they did makes no sense. Do they have traffic information supporting the decision or is this just to keep the traffic quieter on a road where a councillor lives?

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 8 February 2017
AGENDA ITEM:	7
SUBJECT:	SUTHERLAND ROAD AREA – OBJECTIONS TO THE PROPOSED EXTENSION OF THE CROYDON CPZ (NORTH PERMIT ZONE)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Broad Green 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">• The Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6• The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43.• 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.: Not a Key Decision	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they: 1.1 Consider the objections to extending the existing Croydon Controlled Parking Zone (North Permit Area) to Greenside Road, Pemdevon Road, Sutherland Road, Wentworth Road, Priory Road, Canterbury Road, Wortley Road, Donald Road and Lancing Road with a combination of Shared-Use Permit/Pay & Display (12 hours maximum stay) and single yellow lines operating 8am to 8pm, Monday to Sunday.	

- | | |
|-----|--|
| 1.2 | Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone into the above roads as shown on drawing no. PD - 329 for the reasons as set out in this report. |
| 1.3 | Inform the objectors and supporters 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 extend the existing Croydon Controlled Parking Zone (North Permit Area) to Greenside Road, Pemdevon Road, Sutherland Road, Wentworth Road, Priory Road, Canterbury Road, Wortley Road, Donald Road and Lancing Road with a combination of Shared-Use Permit/Pay & Display machines (12 hours maximum stay) and single yellow lines operating from 8am to 8pm, Monday to Sunday.

3. BACKGROUND

- 3.1 In December 2015 an experimental scheme with increased hours of operation from 9am to 5pm, Monday to Saturday to 8am to 8pm, Monday to Sunday controls was introduced in Fairholme Road and Midhurst Avenue following a petition from residents concerned with the level of evening and Sunday parking creating problems for residents. Following a consultation in October 2016 in which the majority of residents voted in favour of the new hours of operation this scheme was made permanent.
- 3.2 Following petitions from Pemdevon Road, Wentworth Road and Wortley Road in 2015 residents were consulted on a possible extension of the North Permit Zone in a large area bounded by the existing Controlled Parking Zone, Mitcham Road, Thornton Road, Marden Crescent, Boston Road and Stanley Road in December 2015 and January 2016.
- 3.3 On 9 February 2016 the committee agreed a report (minute A5/16 refers) to extend the zone into the Sutherland Road / Canterbury Road area following a positive response from most households and businesses that responded to the questionnaire.
- 3.4 Following detailed design occupiers in this area were formally consulted (public notice stage) on a proposal with 9am to 5pm, Monday to Saturday proposal and objections included in a report to the 5 October 2016 committee meeting (minute A55/16 refers) recommending that the zone should be extended into this area.
- 3.5 At a public meeting in July 2016 residents in the Sutherland Road area indicated that 8am to 8pm, Monday to Sunday controls would be more 'fit for purpose'. A decision was made to consult all households and businesses in the North Permit Zone to determine support for these increased operational hours. The results were included in a report to the meeting of 19 December 2016 (minute A66/16 refers) and a

decision was made to only introduced 8am to 8pm, Monday to Sunday controls within the proposed extension area.

- 3.6 All occupiers were written to in early January 2017 regarding the proposed increased hours with a copy of the public notice and given the opportunity to object to the proposal.

4. OBJECTIONS AND RESPONSES

4.1 Objection Petition

A petition has been received, signed by 735 residents and businesses both within the proposed extension area, in nearby roads and other areas in and out of the Borough.

- 4.2 The petition is titled '*Parking Petition*' and states;

'Response to the statutory notice issued by Croydon Council (PD/CH/A55-A57) in respect of its proposal to increase the operational hours of the North Permit Zone to 8am to 8pm, Monday to Sunday into Pemdevon Road, Fairholme Road, Greenside Road, Midhurst Avenue, Sutherland Road, Wentworth Road, Priors Road, Canterbury road, Lancing Road, Donald Road and Wortley Road. We, the undersigned, reject the proposal and SAY NO to the proposed increased operational hours of 8am – 8pm.'

4.3 Response

An analysis of the petition gives the following facts for roads within the proposed extension area:

4.3.1 Canterbury Road

- 69 signatories
- Five of these responded to the informal consultation questionnaire.
- Two voted yes.
- Three voted no.

4.3.2 Priors Road

- 3 signatories
- None of the three responded to the informal consultation questionnaire.

4.3.3 Wentworth Road

- 6 signatories
- None of the six responded to the informal consultation questionnaire.

4.3.4 Sutherland Road

- 9 signatories
- Two of these signatories responded to the informal consultation questionnaire.
- Both voted no.

4.3.5 Greenside Road

- 4 signatories
- None of the four responded to the informal consultation questionnaire

4.3.6 Pemdevon Road

- 17 signatories
- Two of these signatories responded to the informal consultation questionnaire
- One voted yes.
- One voted no.

4.3.7 Lancing Road

- 8 signatories
- Five of these responded to the informal consultation questionnaire
- All five voted no.

4.3.8 Donald Road

- 7 signatories
- Two of these signatories responded to the informal consultation questionnaire
- One voted yes.
- One voted no.

4.3.9 Wortley Road

- 4 signatories
- One of these signatories responded to the informal consultation questionnaire.
- They voted yes.

4.4 Petitions are a useful tool to show the strength of feeling either for a proposal (such as in this case) or for a request for action and in the case where residents request parking controls the Council encourages residents to send in petitions to instigate an informal consultation process. More weight is given to completed questionnaires where the responded can make their own informed decision on whether they want a scheme to be introduced into their road. Very little time is normally given to petitioners to make a decision on the subject. Residents were consulted on the 8am to 8pm, Monday to Sunday controls in November 2016 and within the proposed extension area the results indicated the following:

4.5 TABLE 1 – Results of the consultation Response in the Sutherland Road / Canterbury Road area

Road Name	Number of addresses consulted	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Lancing Road	99	28	28	13	46
Donald Road	94	20	21	17	85
Wortley Road	59	14	24	12	86
Canterbury Road	292	26	9	10	38
Priory Road	108	22	20	20	91
Wentworth Road	133	34	26	28	82
Sutherland Road	132	44	33	30	68
Greenside Road	119	29	24	20	69
Pemdevon Road	144	39	27	28	72
<i>Midhurst Avenue*</i>	<i>68</i>	<i>21</i>	<i>31</i>	<i>17</i>	<i>81</i>
<i>Fairholme Road*</i>	<i>129</i>	<i>30</i>	<i>23</i>	<i>20</i>	<i>67</i>
Totals	1377	307	22	215	70

* *Midhurst Avenue and Fairholme Road currently have 8am to 8pm, Monday to Sunday controls and residents also voted separately on retaining these controls*

4.6 The petition has confirmed the fact that the majority of residents and businesses in Canterbury Road who responded are not in favour of parking controls whereas there is little change in the remaining area where (apart from Lancing Road) the majority of respondents continue to be in favour of parking controls.

4.7 It would not be possible to introduce parking controls in Wortley Road, Donald Road and Lancing Road without including Canterbury Road which links the existing Controlled Parking Zone and the proposed Sutherland Road extension area with these 3 roads. Currently there are double yellow line 'At any time' waiting restrictions on the south side of Canterbury Road along its entire length reducing the availability of parking for residents and businesses.

4.8 **Objection 1**

A resident of Canterbury Road has objected on the grounds that:

- The Council hasn't disclosed why this scheme is being proposed and how the decision to proceed was made.
- There is concern that the child care provider will struggle to find parking near the address and worries that friends and family may not visit due to the charges.

- Whilst not currently a car owner, there is concern that should a car be purchased in the future, this scheme will result in an additional financial burden.
- 4.9 **Response** – The consultation documents, delivered to all addresses within the consultation area contains information on the origins of this proposal. It is expected that should the scheme proceed, it should be easier for motorists to find parking spaces during the hours of operation. Visitors will have the option of using visitor permits, which for a full day’s parking, are better value than paying at a meter.
- 4.10 **Objection 2**
A resident of Canterbury Road is objecting on the grounds that:
- This proposal is extending the hours beyond those of the original proposal of 9am to 5pm Monday to Saturday.
 - This will adversely affect local residents instead of outsiders who park in the area.
 - Most of the parking problems are caused by local garages which are mainly closed by 6pm.
 - This area is a mile from West Croydon Station and Croydon town centre and residents shouldn’t be charged just to live in the area.
 - Residents should be able to use one permit for two cars.
- 4.11 **Response** – The Council was preparing to introduce the scheme with the original 9am to 5pm restrictions but was prompted to alter the proposal and extend the hours at the insistence of local residents. It was these residents who requested that Sunday be included. The permit charge will only apply to those in the area who choose to purchase a permit. Costs will not directly affect those who choose not to have cars. Permits are only allocated to individual cars. Households with more than one car are welcome to purchase additional permits.
- 4.12 **Objection 3**
A resident of Greenside Road is objecting on the grounds that:
- The minutes of the TMAC meeting of December 2016 misrepresent what was said at a meeting in July which the local M.P. arranged with residents to discuss parking and other traffic issues.
 - There was no consensus at the July meeting to introduce further parking controls in the area.
- 4.13 **Response** – The information on the July meeting with residents, organised by local M.P. was relayed back by a senior council officer. A majority of residents on Greenside Road, as well as other roads in the area have voted to proceed with the updated proposal.
- 4.14 **Objection 4**
An objection has been received from a resident of an undisclosed road on the grounds that:
- The original proposal of 9am to 5pm Monday to Saturday was suitable.

- The reason that residents wanted controlled parking was to deal with the no. of car repair garages in the area. Their business hours are 9am to 5pm.
- 4.15 **Response** – Council officers were prepared to introduce the original scheme which would only have operation between 9am and 5pm Monday to Saturday. It was due to the demands of local residents that the proposed hours were changed.
- 4.16 **Objection 5**
An objection has been received from a resident of Pemdevon Road on the grounds that:
- They think it will cost £100 for a visitor staying for one week to park on their road.
 - They think that visitors will be unhappy to pay and may visit less often as a result.
- 4.17 **Response** – The figure of £100 is incorrect. If this scheme were to go ahead, it would cost £28 for a visitor to park in the zone for 7 days. If visitors choose not to purchase visitors' permits they have the option of parking outside the controlled parking zone for free or of using public transport.
- 4.18 **Objection 6**
An objection has been received from a resident of Priory Road on the grounds that:
- They cannot expect visitors to pay for parking when visiting.
 - They do not believe that the proposed scheme will help the parking situation in the area
- 4.19 **Response**
Visitors' permits currently cost £4 for a full day. This is significantly cheaper than the pay and display cost of £9.60 for 12 hours. Visitors may also park outside the controlled parking zone for free or use public transport. Priory Road is close to both London Road and Mitcham Road, both of which are well served by public transport. Controlled parking with similar hours of operation has recently been introduced on Midhurst Avenue and Fairholme Road. Evidence from these streets suggests that the scheme has been effective in improving the parking situation and a similar result would be expected in Priory Road, should this scheme proceed.
- 4.20 **Objection 7**
An objection has been received on the grounds that:
- The proposals would cause some residents to be priced out of the area
- 4.21 **Response**
Currently the first resident's permit purchased by a household costs £80 per annum. This is merely a fraction of the overall cost of running a car and the associated expenses. It works out at less than £1.60 per week.
- 4.22 **Objection 8, 9, 10, 11, 12 & 13**
Six objections have been received to the scheme with no details as to the nature of the objections.

4.23 **Objection 14**

An objection has been received on the grounds that:

- The objector's parent lives within the consultation area and requires regular visits from family.
- The proposal is unworkable for residents.
- Residents already pay motor and council tax.
- The proposal is a money making scheme.
- Family members need to be able to park without fear of getting a ticket.
- The scheme will put a strain on resources.
- They have a right to park on the street without being forced into another area.
- The proposal will 'lead to contention and a disregard for the Council'.
- They particularly object to the scheme operating on Sundays from 8am to 8pm.

4.24 **Response**

Visitors will not be prevented from parking on the street in the event that this scheme is implemented. They will have the option of purchasing either visitors permits or pay and display vouchers. Visitors permits being the cheaper option. They also may park for free outside the hours of operation. This proposal is a direct result of requests from residents for controlled parking in the area. Schemes such as this are expected to be self-financing. The original proposal was to introduce the controls only on Monday to Saturday, and only from 9am to 5pm. This was approved. However, at the request of residents the proposal was altered to include Sundays and the longer daily hours of operation.

4.25 **Objection 15**

An objection has been received from someone with a parent within the consultation area on the grounds that:

- They believe that the proposed scheme will not help the parking situation.
- They believe that local businesses will continue to park many cars on the streets.
- The majority of houses have at least two cars and spaces are limited.
- They visit their parent for at least two days every week and they would have to pay to park.
- They believe that the scheme would cause more problems than it would solve.
- Although parking is difficult they can usually find a space within five or ten minutes.
- The roads should be made one-way to deal with road rage.

4.26 **Response**

In the event that this scheme goes ahead and residents feel that it is not effective in solving the parking problems on the street, residents are entitled to petition the council to remove or alter the scheme. Businesses are allowed to purchase up to two business permits and may purchase pay and display vouchers for other vehicles. Spaces are indeed limited, both currently and under the proposed scheme. Residents may use their residential permit to park in neighbouring roads within the North Zone in the appropriate bays. If residents want one-way systems introduced they need to request that their ward councillor's contact the relevant team within the Council.

4.27 **Objection 16**

An objection has been received from a resident of Canterbury Road on the grounds that:

- When they purchased their home in 2014 they were advised that the Council was not intending to introduce any additional parking controls in this area of Croydon.
- They believe that the scheme is not convenient for residents.
- If a resident returns after 8pm when the controls are not in force there will be no parking spaces and it may take some time to find somewhere to park. It could be a safety issue for women.
- Introduction of the scheme does not guarantee residents a parking space on their street or any adjacent street.

4.28 **Response**

This scheme was not planned until residents petitioned the Council in 2015. Council officers could not have predicted that a petition was imminent. The proposal was prompted by petitions by residents of the area. Those who signed the petition and voted in favour of the scheme at the informal consultation scheme appear to believe that the scheme will be convenient for them. The parking situation outside of the hours of operation would be similar to how things stand at the moment. It is not possible for the Council to guarantee a parking space for any resident. They are allocated on a first come first served basis.

4.29 **Objection 17**

An objection has been received on the grounds that:

- The cost of the residential parking permits are too high.
- The cost of the first and second permits (£80 and £126 respectively) are roughly in line with other London boroughs.
- The cost of the third permit (£305) is too high at almost twice the cost of the second highest charging borough.
- The permit costs should be lowered and should be in line with the surrounding London boroughs.

4.30 **Response**

Residents were aware of the cost of permits at the time of petitioning the council and the initial consultation taking place. There is only a finite amount of on street parking space. Higher charges for second and third permits help deal with the issue of supply and demand by encouraging motorists to explore other modes of transport. The area is well served by public transport.

4.31 **Objection 18**

An objection has been received from a resident of the consultation area on the ground that:

- It is insulting that visitors will need to pay to park.
- They have a regular visitor for three days each week who cannot afford the charges.

- Their visitor never has trouble finding a parking space.

4.32 **Response**

Visitors' permits will be available in the area, costing less than pay and display vouchers. Visitors who do not want to or cannot afford to pay can park in uncontrolled neighbouring roads. While the visitor may not have experienced problems parking in the area, there are many residents who have requested and are supporting this scheme who have experienced problems.

4.33 **Objection 19**

An objection has been received from a resident of Canterbury Road on the grounds that:

- The scheme will serve no purpose but to increase the financial burden on local residents.
- Many residents of the street are in low income jobs.
- They would be forced to get rid of their car or would have to work two jobs.
- The scheme would increase parking issues.
- The scheme will not increase road safety.
- A 20 mph speed limit should be introduced.

4.34 **Response**

The cost of the first permit per household is £80, this is insignificant compared to the overall cost of running a car. There is currently a public consultation to introduce 20mph speed limits at various streets around the borough, including Canterbury Road.

4.35 **Objection 20**

An objection has been received on the grounds that:

- Residents pay enough for council and road tax.
- The scheme should be introduced on the main roads but not on back streets.

4.36 **Response**

Residents are charged for permits as the scheme needs to be self-financing. Requests were received from residents on minor roads, this consultation is taking those views into account.

4.37 **Objection 21**

An objection has been received from a resident of Priory Road on the grounds that:

- The controls should end at 4pm on Saturdays and Sundays and bank holidays should be uncontrolled.
- A one way street should be introduced.
- The cost of the second permit is too high.

4.38 **Response**

The longer days and hours of operation have been chosen at the request of local residents. If there is demand for a one way street, the appropriate Council team should be contacted. Information about the cost of the resident's permits has always been available. The scheme has support on Priory Road despite the associated costs.

4.39 **Objection 22**

An objection has been received on the grounds that:

- Their mother lives within the consultation area and is registered disabled.
- The scheme would severely restrict visitors. Their mother is regularly visited by care assistants, relatives and friends.
- As a result of the scheme many of these people may no longer visit due to the charges levied.
- They would prefer 9am to 5pm Monday to Saturday restrictions.

4.40 **Response**

Visitors may purchase visitors permits or park outside the controlled zone. Longer restrictions have been proposed at the request of residents.

4.41 **Support 1**

A letter of support has been received from a resident of Lancing Road. They support the scheme due to the continuous parking problems which they face on their street. There are two garages on Lancing Road are approximately 20-25 parking spaces are always occupied by the vehicles under repair. Some vehicles do not move for up to six months and vehicles are regularly repaired on the street. He regularly has to park three or four streets away and carry his children back to the house.

4.42 **Response**

If the proposed scheme were to proceed, garages would be required to place pay and display tickets on all cars on the highway. It is likely that most would be moved off street to avoid paying the charge, freeing up spaces for residents.

4.43 **Support 2**

A letter of support has been received. It did not contain any additional details.

5 **CONSULTATION**

5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.

5.2 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 notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.

5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

6. FINANCIAL CONSIDERATIONS

6.1 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	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Capital Budget available</u>				
Expenditure	110	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	110	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

6.2 The effect of the decision

6.2.1 The cost of extending controlled parking into the Sutherland Road / Canterbury Road area is estimated at £110,000. This includes the provision of 22 Pay & Display machines, signs and lines and a contribution towards the legal costs.

6.2.2 £30k of the funding required for this scheme is from the £30k budget for Controlled Parking Scheme under the Local Implementation Plan (LIP) projects for 2016/17. The remaining £80k will be funded through re-allocation of underspends identified in other LIP schemes to this scheme. This is allowable through the LIP guidance and policies and will be approved at the LIP Steering Group to be held in February. This will ensure that we maximise funding of projects through non council borrowing and fully utilise the LIP funding available to the council.

6.3 Risks

6.3.1 There is a risk that the final cost will exceed the estimate. However, this work is allowed for within the described provision in section 2.2. Should the LIP Steering group not approve the reallocation the implementation will be delayed until the 2017/2018 financial year to utilise next year's LIP funding.

6.3.2 If controlled parking is introduced future income will be generated from Pay & Display takings and permit sales, together with enforcement of these controls through vehicle removals and Penalty Charge Notices. CPZ schemes have proven to be self-financing usually within 4 years of introduction.

6.4 Options

6.4.1 The alternative option is not to introduce the parking controls. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction, road safety and traffic flow problems.

6.5 Savings/ future efficiencies

6.5.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. 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.

6.5.2 Approved by: Zulf Darr, Interim Head of Finance, Place and Resources.

7. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

7.1 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.

7.2 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 have been considered and responded to in this report.

7.3 Approved for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer.

8. HUMAN RESOURCES IMPACT

8.1 Extending North Permit Zone into the Sutherland Road / Canterbury Road area and with increased hours of operation will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

8.2 Approved by: Jason Singh, Head of HR Employee Relations on behalf of the Director of HR.

9. EQUALITIES IMPACT

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

10. ENVIRONMENTAL IMPACT

- 10.1 Evidence from nearby roads where controls have recently been introduced has shown that reducing the density of parking, especially during the daytime, has resulted in far easier street cleaning and therefore a general improvement in the environment.

11. CRIME AND DISORDER REDUCTION IMPACT

- 11.1 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.

12. REASONS FOR RECOMMENDATIONS

- 12.1 The recommendation is to extend the existing Controlled Parking Zone into Greenside Road, Pemdevon Road, Sutherland Road, Wentworth Road, Priory Road, Canterbury Road, Wortley Road, Donald Road and Lancing Road, since the majority of residents in this area voted in favour of parking controls and a parking scheme should ensure adequate parking facilities for residents, visitors and for local businesses.
- 12.2 Also the introduction of marked bays away from driveways, junctions and other locations where parking causes problems, with yellow line waiting restrictions in between, will ensure the expeditious, convenient and safe movement of all road users.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 An alternative option is not to introduce the parking controls. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction, road safety and traffic flow problems.
- 13.2 Consideration was given to not introducing parking controls in these roads due to the petition received. However, experience has shown that some residents can feel pressurised when confronted with a petitioner and that the informal questionnaire should be used as a better indication on whether there is support for parking controls.

REPORT AUTHORS:

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Highway Improvements, Parking Design
020 8762 6000 (Ext. 88260)

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BACKGROUND PAPERS

– LOCAL GOVERNMENT ACT 1972:

None.

APPENDICES:

Appendix 1 – North Permit Zone map

Appendix 2 – Sutherland Road area map
PD312a

Appendix 3 – Sutherland Road area map
PD312b

Appendix 4 – Sutherland Road area map
PD312c

Appendix 5 – Sutherland Road area map
PD312d

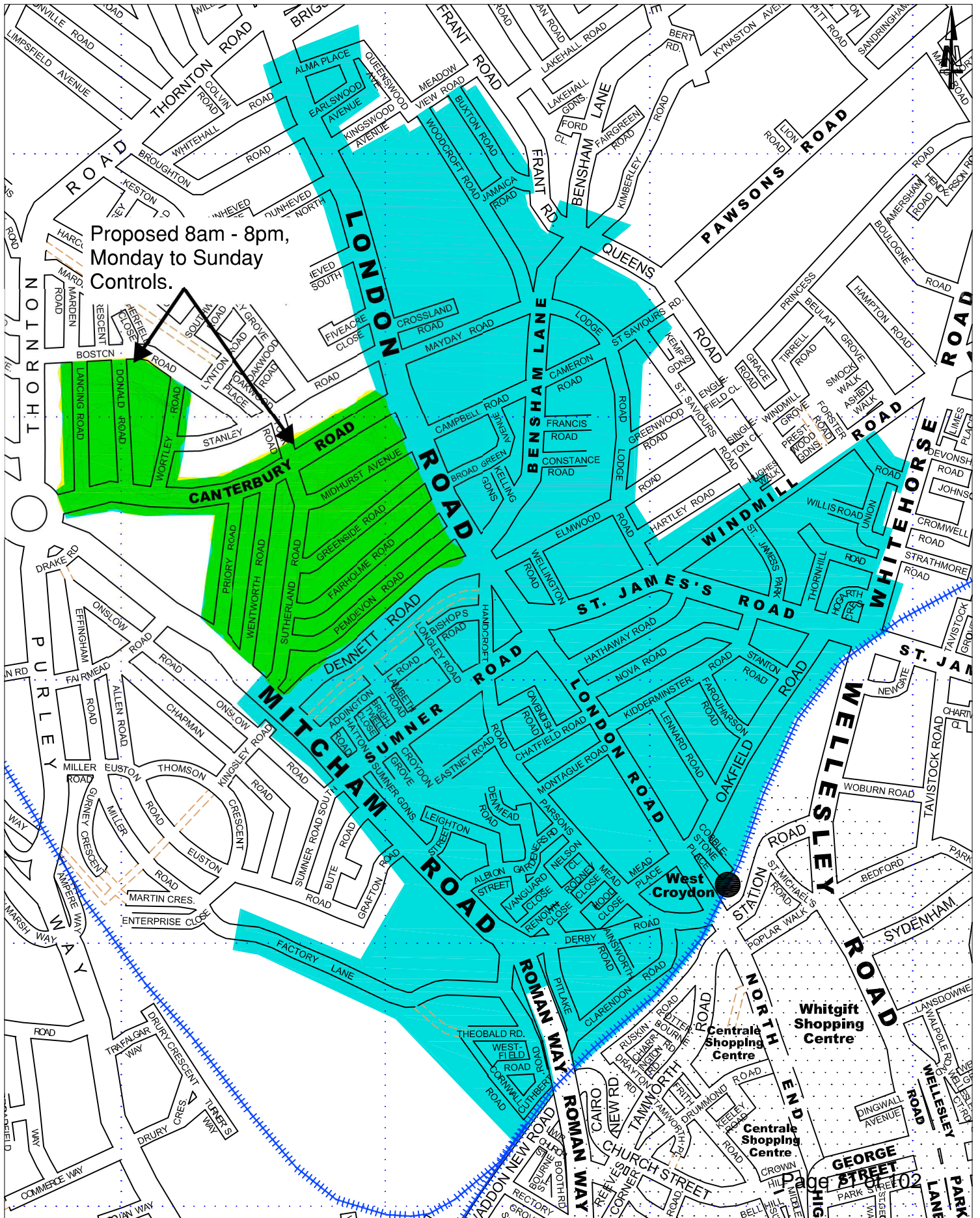
Appendix 6 – Sutherland Road area map
PD312e

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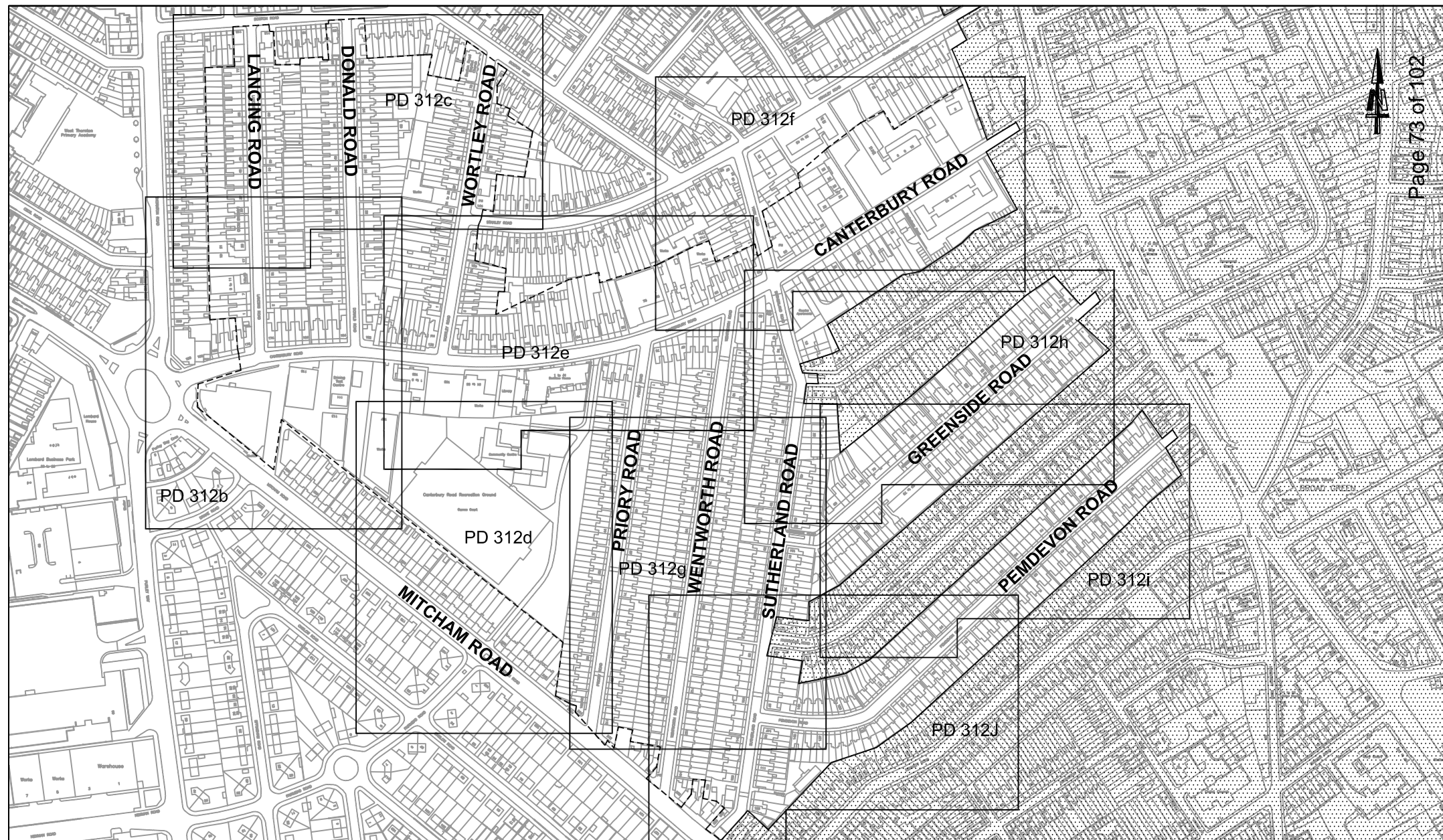
LONDON BOROUGH OF CROYDON

North Permit Zone

The boundary of the Permit Zone is shown shaded below. Note that parking bays are not available in all roads within the Zone. Also note that a Permit is not valid in "Pay & Display Only" parking bays.



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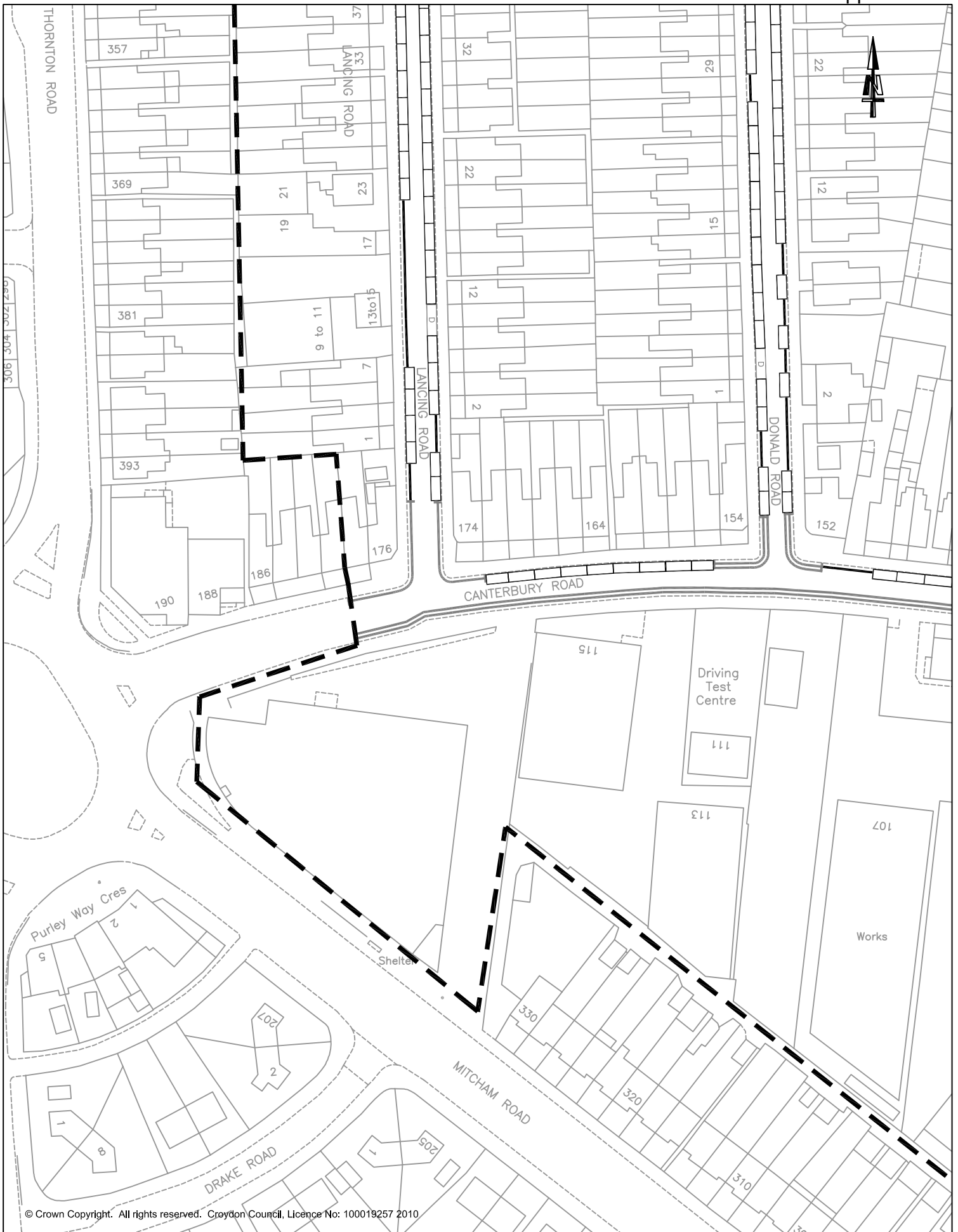
CROYDON COUNCIL

SUTHERLAND ROAD AREA
Proposed Extension of Croydon (North Permit Area) CPZ

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
BERNARD WEATHERILL HOUSE
CROYDON
CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN			
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	Existing Controlled Parking Zone Boundary		Proposed Parking Bays
	Consultation Boundary		Proposed Parking Restrictions
	Existing Disabled Parking Bay		Existing Parking Restrictions
	Existing Loading Bay		

CROYDON COUNCIL








SUTHERLAND ROAD AREA

Proposed Extension of Croydon (North Permit Area) CPZ

PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR BERNARD WEATHERILL HOUSE CROYDON CR0 1EA	HIGHWAY IMPROVEMENTS - PARKING DESIGN Scale: 1:1000 Date: AUGUST 2016 Drawing Ref. PD 312b
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	Existing Controlled Parking Zone Boundary		Proposed Parking Bays
	Consultation Boundary		Proposed Parking Restrictions
	Existing Disabled Parking Bay		Existing Parking Restrictions
	Existing Loading Bay		

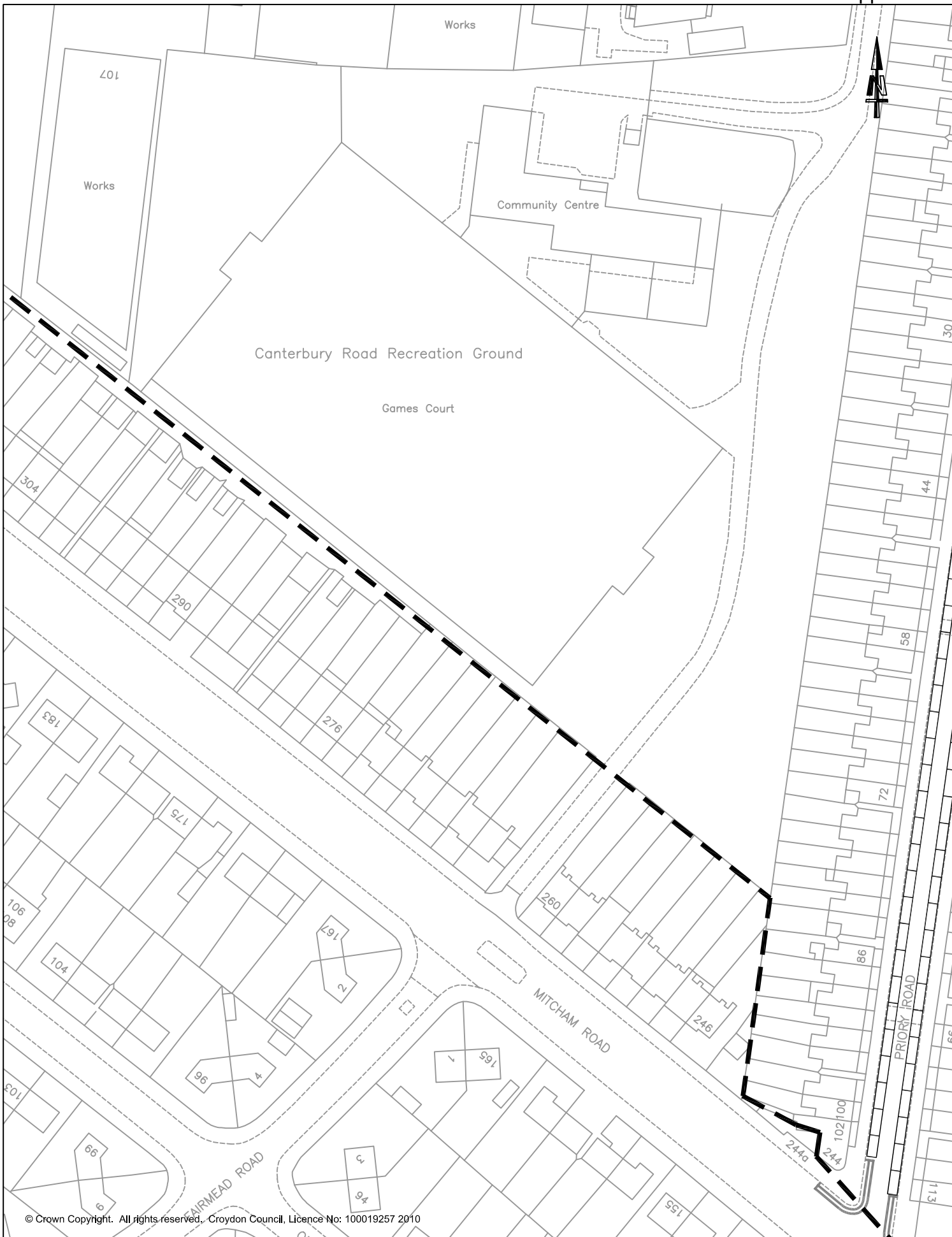
CROYDON COUNCIL

SUTHERLAND ROAD AREA








Proposed Extension of Croydon (North Permit Area) CPZ

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-  Existing Controlled Parking Zone Boundary
-  Consultation Boundary
-  Existing Disabled Parking Bay
-  Existing Loading Bay
-  Proposed Parking Bays
-  Proposed Parking Restrictions
-  Existing Parking Restrictions

CROYDON COUNCIL

SUTHERLAND ROAD AREA

Proposed Extension of Croydon (North Permit Area) CPZ

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 BERNARD WEATHERILL HOUSE
 CROYDON
 CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN
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Existing Controlled Parking Zone Boundary	Proposed Parking Bays
Consultation Boundary	Proposed Parking Restrictions
Existing Disabled Parking Bay	Existing Parking Restrictions
Existing Loading Bay	

CROYDON COUNCIL

SUTHERLAND ROAD AREA
Proposed Extension of Croydon (North Permit Area) CPZ

PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR BERNARD WEATHERILL HOUSE CROYDON CR0 1EA			
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Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 8 February 2017
AGENDA ITEM:	8
SUBJECT:	PARKING CHARGES 2017 / 2018
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	ALL
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>This report is in line with agreed objectives for parking charges as detailed in:</p> <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/ 	
<p>FINANCIAL SUMMARY:</p> <p>The proposals including the introduction of 1 hour free parking in district centres will be contained within existing budgets.</p>	
<p>FORWARD PLAN KEY DECISION REFERENCE NO.: 03.17.TE</p>	

For general release: This is a Key Decision as defined in the Council’s Constitution. The decision may be implemented from 1300 hours on the 5th working day after it is made, unless the decision is referred to the Scrutiny & Overview Committee by the requisite number of Councillors.

<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree:</p> <p>1.1 Introduce a new 1 hour free parking to replace the existing 30 minute free parking policy for district and local centres.</p> <p>1.2 To retain the existing rates for all other parking charges including permits identified in Appendix 1, temporary, permanent and special event Traffic Management Orders identified in Appendix 2 and on and off-street parking charges identified in Appendix 3 & 4.</p>
--

- 1.3 Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.1 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
- 1.4 Note that any relevant objections received to the proposed introduction of free one hour parking in district and local centres will be included in a report to be considered by the Executive Director of Place.
- 1.5 That depending on whether any objections are received that the proposed free 1 hour parking for district and local centres are implemented from Monday 3 April 2017.

2. EXECUTIVE SUMMARY

- 2.1 This report considers the parking charges for the coming year and is recommending that, apart from 1 hour maximum stay bays cited in paragraph 2.2 below, that all charges, including on and off-street Pay & Display, permit and miscellaneous charges remain at their present level.
- 2.2 To maximum opportunities for businesses, it is proposed to increase the current 30 minute free parking arrangements to 1 hour in the district centres and local centres. These include Thornton Heath, London Rd (West Croydon), South Norwood, Addiscombe, Cherry Orchard Rd (East Croydon), South End & Selsdon Rd (South Croydon), Selsdon, New Addington, Purley and Coulsdon.

3. DETAIL

- 3.1 In considering the parking charges for the forthcoming financial year, ensuring the expeditious, convenient and safe movement of vehicle and other traffic has been taken into account. The majority of charged parking in the Borough is in on-street parking bays which are shared between permit holders and Pay & Display / Pay by Phone users. This maximises flexibility for drivers ensuring that there are opportunities for visitors and customers to local businesses whilst giving priority to resident permit holders. Charges are a necessity in meeting supply and demand so that in general roads and car parks where parking demand is high have higher Pay & Display / Pay by Phone charges than lower demand areas.

Parking Permits – Appendix 1 details Resident and Visitor Permits

- 3.2 Permit charges have largely remained unchanged since 2013 and it is proposed that due to the current economic uncertainty and fact that most residents have not had an increase in their salary that the current charges for residents' permits (£80, £126 and £305 for the 1st, 2nd and 3rd and final permit at a household) and visitor permits (£4 and £2.60 for the Croydon CPZ and District CPZs respectively) are retained.
- 3.3 The current administration charge for the issue of new permits (not renewals) is proposed to be unchanged. If a permit is no longer required then a refund is payable based on a proportion of the permit remaining before expiry. It is proposed to that the current administration charge for re-funds is also unchanged.

- 3.4 There is currently a monthly charge for temporary permits in the case where a resident that has just moved to a new address and has not yet been able to provide the relevant documentation that they are living at or the car is registered at the new address. It is proposed that this charge which is close to 1/12 of the annual charge for a permit remains the same.

Housing Estate Permits

- 3.5 It is proposed that the annual charge for Housing Permits is unchanged, although this is under review.

Business Permits

- 3.6 It is proposed that the annual Business Permit charges - £382/permit for up to 2 permits per business in the Croydon CPZ and £560 and £910 for the 3rd and 4th permit in District CPZs – remain unchanged.

Alternative Fuel Vehicles

- 3.7 It is proposed that the cost of permits for businesses that have Alternative fuel vehicles will remain the same. Businesses can obtain up to 4 permits. Alternative fuel vehicles include:
- A vehicle that is only propelled by electricity
 - A vehicle that is fueled only by Liquid Petroleum Gas (LPG)
 - A vehicle that is fueled only by Liquid Hydrogen Gas (LHG)

The following types of vehicle are not considered to be alternative fuel vehicles for the purposes of issuing a permit:

- Petrol / electric hybrid vehicles
 - Diesel / electric hybrid vehicles
 - Plug in petrol or diesel / electric hybrid vehicles
 - Vehicles converted to run on biodiesel or waste cooking oil (or similar)
- Any vehicle which uses a petrol or diesel powered motor to charge a battery used for propulsion or is capable of being switched over to propulsion by a petrol or diesel motor.

Doctors' and Neighbourhood Care Permits

- 3.8 No changes to Doctors' and Neighbourhood Care Permits are proposed.

Charity Permits

- 3.9 It is proposed that the current charge for Charity, remain in line with Resident Permits, with no increases. The definition of a charity is that it must be registered and the permit is to enable the charity to carryout its day to day work rather than to provide convenient low cost parking for commuters working at the charity.

Drivers with Disabilities

- 3.10 It is proposed to continue the arrangements for providing free parking for drivers with disabilities at Croydon Council controlled car parks and on the highway.
- 3.11 Companion Badges are available for disabled Blue Badge holders who prefer not to risk leaving their blue badge in their vehicle especially when parking for long periods such as within a disabled bay outside their home. It is proposed that the current charge for issuing companion badges is unchanged.

Miscellaneous Parking Charges – Appendix 2

- 3.12 There are various charges which Croydon impose for parking bay suspensions and the creation of Traffic Management Orders for Special Events.
- 3.13 It is proposed to freeze the charges for residential and commercial suspensions and dispensations.
- 3.14 Parking Services charge for Temporary Traffic Management Orders (TMOs) mainly for statutory undertakers who may have to close a road in order to inspect or divert an underground utility. The charge covers the costs for Highways staff who meet with the contractors and Police to determine the necessary measures for the temporary TMO and Parking Services who draft the TMO and publish the notices. It is proposed not to increase this charge.
- 3.15 It is proposed that the charges for the Shopmobility Scooter Rental operation from the Whitgift Centre Car Park are unchanged. This operation provides customers with restricted mobility opportunity to use the shopping facilities in Central Croydon. Currently the scheme operates between 9am and 5pm, Monday to Saturday and between 11am to 3pm on Sundays. It is proposed to amend the opening days to Tuesday to Saturday.

On and off-street Parking Charges – Appendices 3 & 4

- 3.16 A comprehensive review of on and off-street parking charges was carried out last year with a simpler linear tariff being introduced with set rates per 30 minutes for on-street Pay & Display / Pay by Phone charges and per 1 hour period for off-street car parks. This was carried out as part of a fair parking policy to provide a consistent and fair approach across the borough, in a cost-effective way, while complying with the legal duties placed upon it to protect people's rights to use and enjoy the highway.
- 3.17 In September 2014 cashless parking in the form of 'Pay by Phone' method was rolled out for both on and off street parking as an alternative method to Pay & Display. Labels on the machines display the number to call to register for payment via credit card. Currently the Council absorbs the fee imposed by the Pay by Phone company. In the long term it is hoped that more drivers will use this method of payment to reduce the need for so many Pay & Display machines and the costs involved in collecting cash as well as the high rates of theft and vandalism.
- 3.18 With increases in the method of paying for parking by using mobile phones the number of Pay & Display machines are being reduced by approximately one third. New machines are also being introduced to replace the older metric machines and existing Parkeon machines are being upgraded to enable payment to be made by debit and credit cards and new coin validators to enable the new £1 coin to be used. Some existing machines which receive negligible amounts of payment and are being removed as part of this project and converted to Pay by Phone / Permit bays.
- 3.19 In October 2011 parking charges were amended in the section of the London Road between West Croydon Station and Sumner Road to assist the businesses who were affected by the disorder in August 2011. It is proposed to retain the existing free parking for the first 30 minutes parking (with a ticket) for these 2 hour maximum stay Pay & Display only bays to encourage customers to shop locally in order to help businesses. For consistency and to avoid driver confusion two sets of one hour maximum stay bays in London Road between Sumner Road and Midhurst Avenue

were amended in 2016 to 2 hours maximum stay matching the existing bays towards West Croydon.

- 3.20 On 7 January 2014 parking charges were amended in South End and Selsdon Road to help support local businesses by encouraging short term parking. It is proposed to retain the current free for the first 30 minutes rate to support the local businesses.
- 3.21 On 10 December 2015 parking controls in Fairholme Road and Midhurst Avenue within the North Permit Zone of the Croydon CPZ were increased from 9am to 5pm, Monday to Saturday to 8am to 8pm, Monday to Sunday. This followed a petition from residents who requested evening and Sunday controls due to the difficulty in finding space mainly due to the number of new residential developments along the London Road where residents in the majority of addresses are unable to obtain permits due to planning restrictions. Following a meeting with residents in July 2016 the proposed extension area in the nearby Sutherland Road / Canterbury Road area and after consulting residents it was agreed to amend the proposals to include the same 8am to 8pm, Monday to Sunday controls.
- 3.22 There are a number of one hour maximum stay bays in local and district centres designed specifically to increase the turn over of parking spaces and therefore improve parking availability for local businesses. In the current economic climate and in order to encourage customers to these areas it is proposed the maximum stay period should be increased to 1 hour in all of these bays. District centres with these bays include South Norwood, Thornton Heath, Purley and Coulsdon. Local Centres include Beulah Hill, Cherry Orchard Road, Lower Addiscombe Road, Addiscombe, Brighton Road (South Croydon), Selsdon and Old Lodge Lane (Purley).

4 CONSULTATION

- 4.1 The legal process for amending the current 30 minutes free parking in district and local centres to 1 hour free parking (which is the maximum stay for these areas) 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 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 to the Traffic Management Advisory Committee for a decision as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then informed of the decision.
- 4.3 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 also consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In addition there may be further consultation to other bodies depending on the relevance of the proposals.

5 FINANCIAL CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000
Revenue available				
Income	(4,759)	(4,759)	0	0
Effect of Decision from Report				
Income	0	0	0	0
Remaining Budget	<u>(4,759)</u>	<u>(4,759)</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

5.2.1 The cost of advertising the Traffic Management Order for the 1 hour free parking period and associated signage changes has been estimated at £7.5k. This cost can be contained within the existing revenue budget for tariff changes. The cost of providing free parking will be absorbed within the current revenue budgets through realignments to take into account current income levels.

There is a potential capital cost of approx. £135k to convert the Pay & Display machines for free parking although this cannot be confirmed at this stage until an evaluation takes place on the most effective way of enforcing the scheme. Every effort will be made to mitigate this cost and ensure it is kept as low as possible.

5.3 Risks

5.3.1 Risks that need to be considered include the following:

- Present economic climate leading to fewer vehicles visiting the Borough and therefore a reduction in income.
- Customers using competitors privately operated car parks, the retailers and activities in other adjoining Boroughs and therefore reducing revenue.
- The methodology used for financial forecasting not being suitable and therefore income levels being less than expected.

5.3.2 These risks are not controllable by this Council and as such can only be monitored for impact.

5.4 Options

5.4.1 There are many combinations of tariff changes possible, all of which carry different levels of risk.

5.4.2 The option that has been chosen is that which officers believe will minimise risk to income, reflect inflationary changes, and changes in the Borough such as new developments and closure of main businesses.

5.5 Savings/ future efficiencies

- 5.5.1 The linear tariff structure which was introduced in February 2016 will enable a simpler revision for future years.
- 5.5.2 That any additional surplus generated by the efficiencies in simplify the tariff will be allocated to transport related cost.
- 5.5.3 Approved by: Lisa Taylor – Director of Finance, Investment and Risk (Deputy s151 Officer)

6. COMMENTS OF THE COUNCIL SOLICITOR, AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that the notice of variation of off-street and on-street parking charges are given under Section 35C and Section 46A respectively of the Road Traffic Regulation Act 1984 (as amended). No changes to the charges are proposed.
- 6.2 The Solicitor to the Council further comments that to amend the 1 hour maximum stay Pay & Display bays so that instead of free 30 minute parking there is 1 hour free parking, it is necessary to amend the relevant Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended). This involves the giving of public notice and the consideration of any material objections that may be received. This statutory procedure must be followed before the TMOs are amended.
- 6.3 The Local Authority has power to determine the amount charged for parking and parking permits. Charges can be made for securing 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' having regard to:-
- the desirability of securing and maintaining reasonable access to premises;
 - the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - 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; and
 - any other matters appearing to the local authority to be relevant.
- 6.4 Approved for and on behalf of Jacqueline Harris-Baker, Acting Council Solicitor and Acting Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 The amendment of the 1 hour maximum stay Pay & Display bays to allow 1 hour free parking should not affect staffing levels within Parking Services.
- 7.2 Approved by: Jason Singh, Head of HR Employee Relations on behalf of the Director of HR.

8. EQUALITIES IMPACT

- 8.1 Purley MSCP is covered by CCTV security cameras and other surface car parks are regularly patrolled by security and parking staff aiming to meet requirements for improved security particularly relevant for vulnerable people in the community.
- 8.2 Registered disabled drivers will be able to continue to benefit from free parking in all the Council's on and off-street pay and display parking places and on yellow line waiting restrictions both in Croydon Town Centre and District Centres for up to 3 hours.
- 8.3 Parking Services operate a Shopmobility Centre for people with disabilities based at the Whitgift Car Park.
- 8.4 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required. Disabled blue badge holders will continue to be able to park free of charge and for unlimited time on the on-street Pay & Display bays and the Council's public car parks.

9. ENVIRONMENTAL IMPACT

- 9.1 The Mayor for London's Transport Strategy and the Council's interim Transport Plan/Local Implementation Plan are aimed at encouraging more use of public transport and other more sustainable travel modes as alternatives to progressive increases in car use. The excessive use of cars is considered to be detrimental to the environment by producing undue traffic congestion and pollution with disadvantages to all, including motorists and the local economy.
- 9.2 The linear parking charging structure introduced in February 2016 and proposed 1 hour free parking for 1 hour maximum stay Pay & Display bays is aimed at continuing to work towards the above sustainable objectives and also balancing the measures implemented with the needs of the local economy.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are no crime and disorder reduction impacts arising from this report.

11. REASONS FOR RECOMMENDATIONS

- 11.1 The recommendations are to retain the existing parking charges and include a 1 hour free parking period for 1 hour maximum stay Pay & Display bays to help district and local businesses.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 Emission based permits in line with the DVLA data were considered but rejected.

**REPORT AUTHORS /
CONTACT OFFICERS:**

David Wakeling, Parking Design Manager,
Infrastructure, Parking Design

Darrell Jones, Senior Management Accountant,
Resources and Customer Services

BACKGROUND DOCUMENTS:

None.

APPENDICES:

Appendix 1 – Parking permits
Appendix 2 – Miscellaneous parking charges
Appendix 3 – On-street parking charges
Appendix 4 – Off-street parking charges

PARKING CHARGES 2016/17

APPENDIX 1 - Parking Permits

	Existing	Proposed
Residents Permit (per annum)	£80	£80
	£126	£126
	£305	£305
Visitors Permits (each per day)	Inner Zones £4.00	£4.00
	Outer Zones £2.60	£2.60
Croydon Centre Evening (from 6pm) / Sunday Visitor Permit max one per hh (each per annum)	£15	£15
Bourne St Area Residents – Evening / overnight 6pm to 9am Permit for Jubilee Bridge CP	£15	£15
Business Permit		
Croydon (Max, 2 permits) Quarterly (3 months)	£123	£123
Annual (12 months)	£382	£382
Other Zones (Max, 4 permit) Quarterly (3 months)	£123	£123
Annual (12 months) 1 st	£382	£382
2 nd	£382	£382
3 rd	£560	£560
4 th	£910	£910
Alternative fuel vehicles (max 4 permits) in all zones	£190	£190
All Zones annual Permit (shared-use bays)	£818	£818
All Zones 6 months Permit (shared-use bays)	£419	£419
All Zones annual Permit (includes Council car parks)	£980	£980
All Zones 6 months Permit (includes Council car parks)	£500	£500
Council Parking Permits	£480	£480
Doctors Permits – cost per bay + 1 permit	£400	£400
Subsequent Doctors Permits (each one)	£40	£40
Charity Permits	£80	£80
Neighbourhood Care Permit	£365	£365
Housing Permits – First Permit at a Household	£27	£27
Second Permit at a Household	£42	£42
Housing Annual Visitor Permit – one per household	£50	£50
Housing Daily Visitor Permits (scratch cards)	£2.40 (per day)	£2.40 (per day)
Housing Visitor Concessionary Permits	£27	£27
Companion Badges	£30	£30
Administration fee for the issue of all new permits	£30	£30
Administration fee for permit refunds	£30	£30
Temporary Residents Permits – charge per month	£7	£7

APPENDIX 2 Miscellaneous Parking Charges

Charge	Existing	Proposed
Suspensions and Dispensations		
<i>Residential</i>		
Suspensions & Dispensations: admin. charge	£40	£40
Suspensions (parking Bays); charge per day	£30	£30
Suspensions Central CPZ bays charge per day	£40	£40
Dispensations (yellow lines); charge per day	£30	£30
Administration Charge	£40	£40
<i>Commercial</i>		
Suspensions & Dispensations: admin. charge	£50	£50
Suspensions (parking Bays); charge per day	£40	£40
Suspensions Central CPZ bays charge per day	£50	£50
Dispensations (yellow lines); charge per day	£40	£40
Administration Charge	£50	£50
Event Suspensions	£930	£930
Traffic Management Orders		
Temporary TMOs (Section 14 RTRA)	£2020 + VAT	£2020 + VAT
Special Events (Sect.16A RTRA) single	£1010 + VAT	£1010 + VAT
multiple	£676+ VAT	£676+ VAT
Special Events (W&L Sect.9 LLAA)	£156 + VAT	£156 + VAT
Special Events Registered Charities	£156 + VAT	£156 + VAT
Emergency Temporary TMOs (Sect 14/2)	£765 + VAT	£765 + VAT
Shop mobility Charges		
Shop mobility (Registration Charge per annum)	£33	£33
Shop mobility scooter rental fee (members)	£5.00	£5.00
Shop mobility scooter rental fee (non-members)	£10	£10

APPENDIX 3 On-Street Parking Charges

Croydon CPZ

CPZ	Croydon: East Inner, East Outer, North, South & West Permit Zones		Central Zone			
Tariff	Time slot	Existing	Tariff	Time slot	Existing	Proposed
2-Hour Mon to Sat, 9am – 5pm	30 mins	£1.20	2-Hour Mon to Sun 8am to Midnight	30 mins	£1.20	£1.20
	1 hr 00 mins	£2.40		1 hr 00 mins	£2.40	£2.40
	1 hr 30 mins	£3.60		1 hr 30 mins	£3.60	£3.60
	2 hrs 00 mins	£4.80		2 hrs 00 mins	£4.80	£4.80
	Sunday	£0.00		Sunday (Central) 1 hr	£1.20	£1.20
			All day	£3.00	£3.00	
4-Hour Mon to Sat, 9am – 5pm	30 mins	£0.80	4-Hour Mon to Sun 8am to Midnight	30mins	£0.80	£0.80
	1 hr 00 mins	£1.60		1 hr 00 mins	£1.60	£1.60
	1 hr 30 mins	£2.40		1 hr 30 mins	£2.40	£2.40
	2 hrs 00 mins	£3.20		2 hrs 00 mins	£3.20	£3.20
	2 hrs 30 mins	£4.00		2 hrs 30 mins	£4.00	£4.00
	3 hrs 00 mins	£4.80		3 hrs 00 mins	£4.80	£4.80
	3 hrs 30 mins	£5.60		3 hrs 30 mins	£5.60	£5.60
	4 hrs 00 mins	£6.40		4 hrs 00 mins	£6.40	£6.40
	Sunday	£0.00		Sunday (Central) 1 hr	£1.20	£1.20
			All day	£3.00	£3.00	

Evening Tariff (Central Zone)		Existing	Proposed
6pm to m'ght Mon to Sun. (for 2 and 4 bays)	Up to 1 hour	£1.20	£1.20
	Over 1 hour	£3.00	£3.00

Lower Addiscombe Rd, Cherry Orchard Road & London Road – Sumner Road to Broad Green Ave					
1 hour 9am – 5pm Sunday Free	Time slot	Existing	1 hour 9am – 5pm	Existing	Proposed
	30 mins	£0.00		£0.00	£0.00
	1 hr	£1.00		£1.00	£0.00

London Road – West Croydon Station to Sumner Rd			
2 hour 9am – 5pm		Existing	Proposed
	30 mins	£0.00	£0.00
	1 hr 00 mins	£2.40	£2.40
Sunday Free	1 hr 30 mins	£3.60	£3.60
	2 hrs 00 mins	£4.80	£4.80

South End and Selsdon Road, South Croydon			
2 hour 9am – 5pm		Existing	Proposed
	30 mins	£0.00	£0.00
	1 hr 00 mins	£2.40	£2.40
Sunday Free	1 hr 30 mins	£3.60	£3.60
	2 hrs 00 mins	£4.80	£4.80

8 hour Roads:

Premium Tariff applies in all 8 hour maximum stay roads in the **Croydon CPZ** except the following:

Standard Tariff applies in; Brownlow Rd, Chepstow Rise, Chichester Rd, Deepdene Ave, Langton Way, Park Hill Rise, Radcliffe Rd, Ranmore Ave, Paul Gdns, Selbourne Rd, Stanhope Rd (Park Hill to Chichester Rd) Thanescroft Gdns, Campden Rd, Spencer Rd, Epsom Rd, Duppas Rd, Vicarage Rd, Siddons Rd, Kemble Rd, Benson Rd, Courtney Rd & Factory Lane.

		Existing		Proposed	
		Standard	Premium	Standard	Premium
8-Hour	30 mins	£0.20	£0.40	£0.20	£0.40
	1 hr	£0.40	£0.80	£0.40	£0.80
Mon to Sat,	1 hr 30 mins	£0.60	£1.20	£0.60	£1.20
	2 hrs	£0.80	£1.60	£0.80	£1.60
9am – 5pm	2 hrs 30 mins	£1.00	£2.00	£1.00	£2.00
	3 hrs	£1.20	£2.40	£1.20	£2.40
Sun - Free	3 hrs 30 mins	£1.40	£2.80	£1.40	£2.80
	4 hrs	£1.60	£3.20	£1.60	£3.20
	4 hrs 30 mins	£1.80	£3.60	£1.80	£3.60
	5 hrs	£2.00	£4.00	£2.00	£4.00
	5 hrs 30 mins	£2.20	£4.40	£2.20	£4.40
	6 hrs	£2.40	£4.80	£2.40	£4.80
	6 hrs 30 mins	£2.60	£5.20	£2.60	£5.20
	7 hrs	£2.80	£5.60	£2.80	£5.60
	7 hrs 30 mins	£3.00	£6.00	£3.00	£6.00
	8hrs	£3.20	£6.40	£3.20	£6.40

Fairholme Rd & Midhurst Ave – North Permit Zone. Also Greenside Rd, Pemdevon Rd, Sutherland Rd, Wentworth Rd, Priory Rd, Canterbury Rd, Wortley Rd, Lancing Rd & Donald Rd – North Permit Zone extension area to be introduced in March 2017

12-Hours	30 mins	£0.40	£0.40
	1 hr 00 mins	£0.80	£0.80
Mon to Sun,	1 hr 30 mins	£1.20	£1.20
	2 hrs 00 mins	£1.60	£1.60
8am – 8pm	2 hrs 30 mins	£2.00	£2.00
	3 hrs 00 mins	£2.40	£2.40
	3 hrs 30 mins	£2.80	£2.80
	4 hrs 00 mins	£3.20	£3.20
	4 hrs 30 mins	£3.60	£3.60
	5 hrs	£4.00	£4.00
	5 hrs 30 mins	£4.40	£4.40
	6 hrs	£4.80	£4.80
	6 hrs 30 mins	£5.20	£5.20
	7 hrs	£5.60	£5.60
	7 hrs 30 mins	£6.00	£6.00
	8hrs	£6.40	£6.40
	8 hrs 30 mins	£6.80	£6.80
	9 hrs	£7.20	£7.20
	9 hrs 30 mins	£7.60	£7.60
	10 hrs	£8.00	£8.00
	10 hrs 30 mins	£8.40	£8.40
	11 hrs	£8.80	£8.80
	11 hrs 30 mins	£9.20	£9.20
	12 hrs	£9.60	£9.60
	Sunday 1hr	£1.20	£1.20
	All Day	£3.00	£3.00

District CPZs

		South Norwood	Thornton Heath	Norbury	Napier Road / Bynes Road	Purley	Coulsdon	Sanderstead (Mon – Fri)	
Tariff	Time slot	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Proposed
2-Hour Mon to Sat, 9am – 5pm Sun Free	30 mins	£0.60	£0.60			£0.60	£0.60		£0.60
	1 hr 00 mins	£1.20	£1.20			£1.20	£1.20		£1.20
	1 hr 30 mins	£1.80	£1.80			£1.80	£1.80		£1.80
	2 hrs 00 mins	£2.40	£2.40			£2.40	£2.40		£2.40

4-Hour Mon to Sat, 9am – 5pm Sun Free	30 mins	£0.40		£0.40	£0.40	£0.40	£0.40	£0.40	£0.40
	1 hr 00 mins	£0.80		£0.80	£0.80	£0.80	£0.80	£0.80	£0.80
	1 hr 30 mins	£1.20		£1.20	£1.20	£1.20	£1.20	£1.20	£1.20
	2 hrs 00 mins	£1.60		£1.60	£1.60	£1.60	£1.60	£1.60	£1.60
	2 hrs 30 mins	£2.00		£2.00	£2.00	£2.00	£2.00	£2.00	£2.00
	3 hrs 00 mins	£2.40		£2.40	£2.40	£2.40	£2.40	£2.40	£2.40
	3 hrs 30 mins	£2.80		£2.80	£2.80	£2.80	£2.80	£2.80	£2.80
	4 hrs 00 mins	£3.20		£3.20	£3.20	£3.20	£3.20	£3.20	£3.20

8-Hour Standard Mon to Sat, 9am – 5pm	30 mins	£0.20	£0.20			£0.20			£0.20
	1 hr	£0.40	£0.40			£0.40			£0.40
	1 hr 30 mins	£0.60	£0.60			£0.60			£0.60
	2 hrs	£0.80	£0.80			£0.80			£0.80
	2 hrs 30 mins	£1.00	£1.00			£1.00			£1.00
	3 hrs	£1.20	£1.20			£1.20			£1.20
	3 hrs 30 mins	£1.40	£1.40			£1.40			£1.40
	4 hrs	£1.60	£1.60			£1.60			£1.60
	4 hrs 30 mins	£1.80	£1.80			£1.80			£1.80
	5 hrs	£2.00	£2.00			£2.00			£2.00
	5 hrs 30 mins	£2.20	£2.20			£2.20			£2.20
	6 hrs	£2.40	£2.40			£2.40			£2.40
	6 hrs 30 mins	£2.60	£2.60			£2.60			£2.60
	7 hrs	£2.80	£2.80			£2.80			£2.80
	7 hrs 30 mins	£3.00	£3.00			£3.00			£3.00
8hrs	£3.20	£3.20			£3.20			£3.20	

1 Hour maximum stay bays within District CPZs

Thornton Heath & Purley High Streets, Portland Road, Chipstead Valley Road, Windermere Rd, The Avenue, Station Approach & Malcolm Rd, Coulsdon			
Tariff	Time slot	Existing	Proposed
Mon to Sat, 9am – 5pm	30 mins	£0.00	£0.00
	1 hr	£1.00	£0.00
	Sunday	£0.00	£0.00

Brighton Road, Coulsdon			
1 hour Mon to Sat,		Existing	Proposed
	30 mins	£0.00	£0.00
	1 hr	£1.00	£0.00
	Sunday	£0.00	£0.00

Central Parade, Service Road, New Addington			
1 hour Mon to Sat 8am to 6.30pm	Time slot	Existing	Proposed
	30 mins	£0.00	£0.00
	1 hr	£1.00	£0.00

District Centres and Pay and Display bays not within CPZs

Addington Road, Selsdon			Brighton Road, Kingsdown Avenue & Mansfield Rd, Sth Croydon		Lwr Addiscombe Rd, Addiscombe		
1 hour Mon to Sat	Time slot	Existing	1 hour, Mon to Sat 8am – 6.30pm (Kingsdown Ave & Brighton Rd slip road)	Existing	1 hour Mon to Sat 8am to 6.30pm	Existing	Proposed
8am to 6.30pm	30 mins	£0.00	&1 hour, Mon to Sat 9am – 5pm (Brighton Rd by Wyche Grove & Mansfield Rd)	£0.00		£0.00	£0.00
	1 hr	£1.00		£1.00		£1.00	£0.00
	Sunday	£0.00		£0.00		£0.00	£0.00

Beulah Hill, U. Norwood & Beulah Rd, Thornton Heath			Old Lodge Lane, Purley		
	Time slot	Existing		Existing	Proposed
Mon to Sat, 9am – 5pm	30 mins	£0.00	Mon to Sat 8am to 6.30pm	£0.00	£0.00
	1 hr	£1.00		£1.00	£0.00
	Sunday	£0.00		£0.00	£0.00

APPENDIX 4 Off-street Parking Charges

OFF-STREET CAR PARKS – Central Croydon

SPICES YARD - 130

Surface CP	Existing	Proposed
0 – 1 hrs	£1.20	£1.20
1 - 2 hrs	£2.40	£2.40
2 – 3 hrs	£3.60	£3.60
3 – 4 hrs	£4.80	£4.80
4 – 5 hrs	£6.00	£6.00
5 – 6 hrs	£7.20	£7.20
6 – 7 hrs	£8.40	£8.40
7 - 24 hrs	£9.60	£9.60
Evening 6pm to 9am	£3.00	£3.00
1 hour	£1.20	£1.20
Sun All Day	£3.00	£3.00
1 hour	£1.20	£1.20
Season Tickets 10 max	£900	£900

ANN'S PLACE - 70

Surface CP	Existing	Proposed
0 – 1 hrs	£1.60	£1.60
1 – 2 hrs	£3.20	£3.20
2 – 3 hrs	£4.80	£4.80
3 – 4 hrs	£6.40	£6.40
4 – 5 hrs	£8	£8
5 – 6 hrs	£9.60	£9.60
6 – 7 hrs	£11.20	£11.20
7 - 24 hrs	£12.80	£12.80
Evening 6pm to 6am		
Sun - Wed	£3.00	£3.00
Thu – Sat	£3.00	£3.00
1 hour		£1.20

WANDLE SURFACE CP - 255

	Existing	Proposed
Evening 4pm – 7am 1 hour		
Sat 7am to Mon 7am + BH		
0 – 1 hr	£1.20	£1.20
1 – 2 hrs	£2.40	£2.40
2 – 3 hrs	£3.60	£3.60
3 – 4 hrs	£4.80	£4.80
4 – 5 hrs	£6.00	£6.00
5 – 6 hrs	£7.20	£7.20
6 – 7 hrs	£8.40	£8.40
7 – 24 hrs	£9.60	£9.60
EAST CROYDON – 8		
24 hours Surface Car Park	Existing	Proposed
15 minutes	£0.40	£0.40
30 minutes	£0.60	£0.80

WEST CROYDON - 57

Surface CP	Existing	Proposed
0 – 1 hrs	£1.60	£1.60
1 - 2 hrs	£3.20	£3.20
2 – 3 hrs	£4.80	£4.80
3 – 4 hrs	£6.40	£6.40
4 – 5 hrs	£8.00	£8.00
5 – 6 hrs	£9.60	£9.60
6 – 7 hrs	£11.20	£11.20
7 - 24 hrs	£12.80	£12.80
Evening 6pm to 7am		
	£3.00	£3.00
1 hour	£1.20	£1.20
Contract Space	£825	£825

JUBILEE BRIDGE - 101

Surface CP	Existing	Proposed
0 – 1 hrs	£1.20	£1.20
1 - 2 hrs	£2.40	£2.40
2 – 3 hrs	£3.60	£3.60
3 – 4 hrs	£4.80	£4.80
4 – 5 hrs	£6.00	£6.00
5 – 6 hrs	£7.20	£7.20
6 – 7 hrs	£8.40	£8.40
7 - 24 hrs	£9.60	£9.60
Evening 6pm to 7am		
	£3.00	£3.00
1 hour	£1.20	£1.20
Season Tickets	£670	£670

FACTORY LANE - 18

Surface CP	Existing	Proposed
0 – 1 hrs	£1.20	£1.20
1 - 2 hrs	£2.40	£2.40
2 – 3 hrs	£3.60	£3.60
3 – 4 hrs	£4.80	£4.80
4 – 5 hrs	£6.00	£6.00
5 – 6 hrs	£7.20	£7.20
6 – 7 hrs	£8.40	£8.40
7 – 24 hrs	£9.60	£9.60
Evening 6pm to 7am		£3.00
1 hour	£1.20	£1.20
Annual Ticket	£360	£360

District Centre Car Parks

South Norwood

Belgrave Road – 15

Mon to Sat 7am - 6pm	Existing	Proposed
0-1 hr	£0.80	£0.80
1-2 hrs	£1.60	£1.60
2-3 hrs	£2.40	£2.40
3-4 hrs	£3.20	£3.20
4-5 hrs	£4.00	£4.00
5-6 hrs	£4.80	£4.80
6-11 hrs	£5.60	£5.60
Sunday	£0.00	£0.00
Motorcycles	£0.00	£0.00

South Norwood

Clifford Road – 25

Mon to Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-11 hrs	£4.20	£4.20
Sunday	£0.00	£0.00
Motorcycles	£0.00	£0.00
Annual Permit	£280	£280
Annual Residents of Poets Court Evening Permit - 7 max, 5pm to 9am, Monday to Sunday	£50	£50

Norbury

Granville Gardens – 135

Mon – Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-11 hrs	£4.20	£4.20
Sunday	£0.00	£0.00
Motorcycles	£0.00	£0.00
Annual Ticket	£400	£400

Thornton Heath

Garnet Road – 32

	Existing	Proposed
Mon to Sat 7am - 6pm		
0 – 1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-11 hrs	£4.20	£4.20
Sunday	£0.00	£0.00
Motorcycles	£0.00	£0.00
Annual Ticket	£400	£400

New Addington

Central Parade – 108

	Existing	Proposed
Mon to Sat 7am – 6pm		
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-11 hrs	£4.20	£4.20
Annual Permit	£480	£480
Traders' Permit	£70	£70

New Addington

Swimming Pool – 49

	Existing	Proposed
Mon to Sat 9am – 5pm		
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-8 hrs	£4.20	£4.20
Motorcycles	£0.00	£0.00

New Addington – Community Association - 33

	Existing	Proposed
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-11 hrs	£4.20	£4.20
Special Permit Holders	£70	£70

Mon, Wed, Thu & Sat
7am – 6pm

Waddon Leisure Centre - 32 P&D bays

3 P&D Mini-bus bays
5 Disabled bays

	Existing	Proposed
0-1 hrs	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-7 hrs	£4.20	£4.20
7-15 hrs	£4.80	£4.80
Motorcycles	£0.00	£0.00

Mon to Sun 7am – 10pm

Purley MSCP - 436

Mon – Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs floor3+	£1.80	£1.80
3-4 hrs floor3+	£2.40	£2.40
4-5 hrs floor3+	£3.00	£3.00
5-6 hrs floor 3+	£3.60	£3.60
6-11hrs floor3+	£4.20	£4.20
Monthly	£55	£55
Quarterly Ticket	£155	£155
Annual	£520	£520

Russell Hill Place – 60

Mon to Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-11 hrs	£4.20	£4.20

Reedham Station – 54

24 Hours	Existing	Proposed
0-24 hrs	£2.20	£2.20
Motorcycles	£0.00	£0.00
Annual Ticket	n/a	n/a

Sanderstead Road – 38

Mon to Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-11 hrs	£4.20	£4.20
Vantage Point Residents Annual Ticket		£250
Permits 10 Max	£250	

Coulsdon Centre – 35

Mon to Sat, 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40

Lion Green Rd - 120

Mon to Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.60
1-2 hrs	£1.20	£1.20
2-3 hrs	£1.80	£1.80
3-4 hrs	£2.40	£2.40
4-5 hrs	£3.00	£3.00
5-6 hrs	£3.60	£3.60
6-11 hrs	£4.20	£4.20

Temporary CP