

Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Muhammad Ali, Jeet Bains, Chris Clark, Simon Hoar and
Karen Jewitt

Reserve Members: Robert Canning, Luke Clancy, Mary Croos,
Felicity Flynn, Vidhi Mohan and David Wood

A meeting of the **Traffic Management Advisory Committee** which you are hereby
summoned to attend, will be held on **Wednesday, 17 October 2018** at **6.30 pm** in
F10, Town Hall, Katharine Street, Croydon CR0 1NX

JACQUELINE HARRIS BAKER
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www.croydon.gov.uk/meetings
Tuesday, 9 October 2018

Members of the public are welcome to attend this meeting.
If you require any assistance, please contact the person detailed above, on the
righthand side.

N.B This meeting will be paperless. The agenda can be accessed online at
www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for Absence

To receive any apologies for absence from any members of the Committee.

2. Minutes of the Previous Meeting (Pages 5 - 20)

To approve the minutes of the meeting held on 12 July 2018 as an accurate record.

3. Disclosure of Interests

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 to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. 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 Democratic Services representative at the start of the meeting. The Chair 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 of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. Boston Road / Keston Road / Broughton Road Area - Results of Informal Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ) (Pages 21 - 40)

The purpose of the report is to consider the results of the informal consultation on the proposed introduction of a CPZ into the Boston Road / Keston Road / Broughton Road Area which includes unrestricted roads bounded by London Road, Thornton Road and the existing Northern CPZ in the Wards of Bensham Manor, Selhurst and West Thornton.

(Copy attached)

6. Croydon Council Estates - Proposal for Estate Car Park Permit Schemes (Pages 41 - 128)

The purpose of the report is to recommended to introduce an enforceable car parking permit scheme at various Croydon Council Estates across the borough to restrict parking to residents and their visitors only, and that vehicles park within marked bays only and not on the restricted areas of the car park currently marked with double yellow lines. Also that only valid disabled blue badge holders use the designated disabled bays (where specified bays are available) on the Estate.

(Copy attached)

7. Objections to Proposed Parking Restrictions (Pages 129 - 150)

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

(Copy attached)

8. Exclusion of the Press and Public

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder 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 items 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.”

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Traffic Management Advisory Committee

Meeting of held on Thursday, 12 July 2018 at 6.30 pm in Council Chamber - Town Hall

MINUTES

Present: Councillor Stuart King (Chair);

Councillors Muhammad Ali, Jeet Bains, Simon Hoar and Karen Jewitt and Robert Canning

Apologies: Councillor Chris Clark

PART A

1/18 **Minutes of the Previous Meeting**

The minutes of the meeting held on 6 February 2018 were agreed as an accurate record.

2/18 **Disclosure of Interests**

There were none.

3/18 **Urgent Business (if any)**

There were no items of urgent business.

4/18 **The Croydon Pedestrianised School Zone - Considerations and Proposed Extension**

The Traffic Management Advisory Committee considered the report in accordance with objectives to improve the safety of and reduce obstructive parking on the Borough's roads as detailed in: the Croydon Local Plan, November 2015; the Local Implementation Plan 2; the Transport Objectives; the Croydon's Community Strategy 2013-18, Priority Areas 1, 2 and 3; and the Croydon Corporate Plan 2015 – 18.

The report considered the proposed response to the challenges set out by the administration, which included the introduction of Pedestrianised Zones outside schools affected by illegal, dangerous and inconsiderate parking; to improve safety for children, parents, guardians and residents during school term time; and to ensure that these policy initiatives are embedded within the developing Transport Vision.

The Head of Parking Services explained that additional feedback had been received since the publication of the report; however, this did not raise any further concerns that were not highlighted in the report already.

Mr Graham Garbis addressed the Committee in his capacity as a local resident and explained that the introduction of the pilot scheme had increased pollution within the area. The scheme had not promoted parents and children to walk to school but instead were driving and parking outside the school zone causing congestion, increased illegal parking and increased pollution, noise and litter in the residential area. Mr Garbis explained that not only the main roads were severely affected by tailbacks and dangerous parking but the residential cul-de-sacs and back roads in the local area were congested too. He added that there were inaccuracies in the report and submitted objections and a local petition had not been noted.

Mr Peter Morgan addressed the Committee in his capacity as a local resident and explained that the report was incorrect and had not correctly recorded the amount of objections received by local residents. He noted that the Committee could not make an informed decision without visiting the affected areas. The residents who lived in the immediate area of the schemes were not in support and the permit system was burdensome.

Councillor Ian Parker addressed the Committee in his capacity as a Ward Councillor for the Coulsdon Town Ward and explained that significant concerns had been raised by local residents. There were existing problems in the area which needed to be addressed; however, the introduced pilot scheme had caused a high number of concerns, including: increased traffic and congestion in the surrounding areas; a danger concern for the children attending the schools; and restricted access to the schools. Councillor Parker suggested that the three proposed school zones be voted on separately by the Committee as there were unique concerns within each Ward and these needed to be mitigated suitably.

Councillor Luke Clancy addressed the Committee in his capacity as a Ward Councillor for the Coulsdon Town Ward and explained that he had been receptive to the scheme; however, it had caused further challenges in the area. There had been reports from local residents that their driveways were regularly being blocked and there was an increase in dangerous parking and driving. He added that at least two petitions from local residents had been circulated. Councillor Clancy seconded Councillor Parker's suggestion of voting on the three proposed school zones separately. He added that the pilot scheme should be extended to ensure a full study of the affected areas could be considered.

In response to the queries raised by the speakers the Head of Parking Services explained that the catchment areas had been reduced dramatically for the affected schools and, for example, the new cohort of children starting school in September 2018 lived within a 23 minute walk of Woodcoate Primary School.

It was noted that the lateness of the pupils at the three affected schools had improved significantly.

Parents and carers were able to park on site of the schools if they were blue badge holders or had short term medical illnesses. Croydon Council had worked with the schools regarding this and all the requests submitted had been resolved.

In response to the queries raised by speakers whether the scheme was legal or not the Head of Parking Services noted that there had been two legal challenges against Croydon Council, which had both unsuccessful and the report had been reviewed and agreed by legal services. The Traffic Management Order (TMO) had been advertised in advance and extensive consultation had taken place.

Councillor Hoar formally proposed to reword the recommendations and vote on the three proposed school zones separately as the areas faced significantly different challenges. He noted that he was not concerned with the South Norwood proposals as there had not been a high number of objections received from the effected local residents. Councillor Hoar explained that he was concerned that the safety of the children had not been improved as the traffic had been distributed elsewhere and they were more likely to be dropped off on the main road. Consequently, the pollution was being displaced and would negatively impact the neighbouring backroads.

In response to the concerns raised by Councillor Hoar the Head of Parking Services noted that a pedestrian crossing and lollypop-person had been introduced on the main road and all other safety issues had been mitigated. It was added that the pollution had increased in the surrounding roads; however, this could be seen as a positive as thus the pollution around the schools had reduced.

Councillor Canning noted that he had visited the two affected schools in the South Norwood ward but understood from the concerns raised, both by the present speakers and the objections recorded in the report, that the Woodcoate area had different issues and the school zone may not mitigate these. He noted that it would be interesting to see if the scheme was rolled out to other areas of the Borough if this was successful and he suggested a guidance should be created.

In response to Councillor Canning it was explained that the feedback received from the three schools had been very positive and supportive of the scheme, including Woodcoate Primary School. Croydon Council had introduced the scheme to these the selected three schools because the schools had approached the Council for help with their issues with inappropriate parking. It was explained that guidance had been provided to local authorities and this could be supplied to other local schools if requested.

Councillor Bains explained that there were existing problems in the Woodcoate area with the volume of traffic and dangerous parking; however, the pilot scheme had caused further problems with illegal parking, pollution and congestion. He noted that these problems needed to be resolved before the scheme was granted; therefore, he formally seconded Councillor Hoar's motion to vote on the three schools separately.

Councillor Jewitt noted that it was a positive scheme and would should resolve the high level of dangerous parking in the areas. She noted concern for children walking to school through the high levels of pollution from the Purley Way but car use should not be promoted in the Borough. The schools needed to work with parents to encourage walking to school and to also promote the scheme.

Councillor Ali noted that currently 75% of children lived within a 9-20 minute walking distance from the schools and it was essential to ensure the walk to school was made safe for children and parents. It was suggested that this could be achieved through wider dispersal of traffic in the area. He noted that once parents are aware of the benefits from the scheme then the car use level should reduce and ease the problems with congestion. The scheme would promote a healthy lifestyle and he was pleased that the air quality near the school would be improved. He added that he hoped the scheme would be rolled out to other local schools within the Borough.

The Head of Parking Services noted that additional enforcement had been located in the areas and a hotline had been set up for local residents to report any queries, such as their driveway being blocked by a vehicle. It was further clarified that they could not enforce charges on vehicles parked across the entrance to a driveway unless it was reported by the owner of the property.

The Chair explained that he was satisfied with the scheme and was pleased that a safer, healthier environment was being promoted. He explained that it was a well written, detailed report which was evidence based.

Following the motion proposed by Councillor Hoar and seconded by Councillor Bains regarding the separate vote, the Chair explained that the recommendations would be voted on individually.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider carefully the objections received in response to the Coulsdon, Woodcote Primary School and South Norwood, Heavers Farm Primary School and St Chad's Catholic Primary School Pedestrian Zone Pilot Schemes consultation exercise and the officer comments in response to the objections within this report.

- 1.2 Agree that the Director of Safety be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) as to:
- 1.3 Implement the permanent introduction of the Croydon Pedestrianised Zone at the Coulsdon, Woodcote Primary School, encompassing the following roads as shown in appendix C:
 - Dunsfold Rise
 - Meadow Rise
 - Fairfield Way
- 1.4 Implement the permanent introduction of the Croydon Pedestrianised Zone at Heavers Farm Primary School and St Chad's Catholic Primary School, South Norwood, encompassing roads as shown in appendix C
 - Dinsdale Gardens
 - Alverston Gardens
- 1.5 Officers to inform the objectors and those who responded in support of the decision.

5/18

Bourne Street and Vicarage Road Areas - Results of Informal Consultation on Possible Amendments to the Parking Controls

The Traffic Management Advisory Committee considered the report on the results of the informal consultation on the proposal to include the Bourne Street area (which is currently in the West Permit Zone) in the Central Permit Zone and extend the operational hours of the Vicarage Road area from a 0900 – 1700 hours operation to an 0800 – 2000 hours operation.

David Wakeling, Parking Design Manager, introduced the report and explained that the consultation regarding the proposal received a negative response; therefore, the officers were not proposing to make any changes currently.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

1. Consider the responses received to the informal consultation on including the Bourne Street area within the Central Permit Zone and extending the hours of the controls of Vicarage Road area from a 9am – 5pm to an 8am to 8pm operation.
2. Agree not to make amendments to the West Permit Zone to include the Bourne Street area into the Central Permit Zone and not to increase the hours of operation of the Vicarage Road area.

Proposed Introduction of Charging Points for Electric Vehicles (EVCP)

The Traffic Management Advisory Committee considered a report which recommended that Electric Vehicle Charging Points (EVCP) were introduced at various locations across the Borough to improve the availability of public charging points

In response to Councillor Ali the Parking Design Manager noted that the EVCPs would be fast charging but not the rapid chargers.

In response to Councillor Hoar it was explained that the EVCPs would be used by car clubs and ones for use of the public would be installed around the Borough in the near future.

The Chair noted that the report did not need to be brought to Committee; however, he had used his discretion to ensure it could be discussed. He welcomed comments from the Committee as to whether they would like to receive reports at the Traffic Management Advisory Committee when more EVCPs were introduced across the Borough.

Councillor Hoar noted that the installation of EVCPs should be made under delegated power by the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share); however, it would be positive to receive six monthly update reports to the Traffic Management Advisory Committee.

The Chair noted that he would like to introduce an annual parking report and this could include the installation of EVCPs. He added that future installations would be publicised in his bulletin.

Councillor Canning explained that he welcomed the report and the recommendations. He added that electric and hybrid vehicles should be promoted, however, it was crucial to not lose a lot of parking bays. Councillor Canning suggested that officers consult with Ward Councillors before installing EVCPs as they could provide knowledge to where they would be best located.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Agree to the proposals to introduce Electric Vehicle Charging Points (EVCP) at the locations detailed below and in Drawing Nos. PD 363 a – f.

On-street

- a. Colson Road – Addiscombe West
- b. Edridge Road – Fairfield
- c. St Aubyn's Road – Upper Norwood
- d. Tavistock Road – Fairfield

e. Woodcote Valley Road – Purley & Woodcote

Off Street

f. Purley (multi-story car park) – Whytecliffe Road South, Purley & Woodcote

- 1.2 Delegate to the Highways Improvement Manager, Streets Directorate the authority to give notice and subject to receiving no material objections make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in respect of the above proposals 1.1 a - e ;
- 1.3 Note that any material objections received on the giving of public notice will be reported to Executive Director, Place.

7/18

Princess Road Area - Objections to Proposed Extension of the Croydon CPZ (North Permit Area)

The Traffic Management Advisory Committee considered a report on objections received from the public following the formal consultation process on a proposal to introduce a new Controlled Parking Zone in the Princess Road Area with a combination of Shared-Use Permit/Pay & Display machines (eight hour maximum stay) and single yellow lines operating from 0900 – 1700 hours, Monday to Saturday.

Ms Maureen Thomas addressed the Committee in her capacity as a local resident and explained that signs had already been mounted in the Princess Road area stating that the parking bays were to be terminated. She explained that the proposals would not benefit the local residents as it would reduce the parking access and limit the residents' use of their drop curbs. Ms Thomas noted that there had been a lack of consultation between the local residents and Croydon Council and noted that an online petition had been organised and gained 86 signatures against the proposals.

Ms Joan Dillon addressed the Committee in her capacity as a local resident and representative for the local businesses in the area and explained that the report did not include all the objections that had been submitted by local residents; therefore, the Committee could not make an informed decision. She noted that the business trade would be impacted and customers would reduce at the result of the CPZ. Ms Dillon added that there needed to be a more meaningful dialogue between the local residents, businesses and Croydon Council.

Councillor David Wood addresses the Committee in his capacity as a Local Councillor for the Selhurst Ward and explained that he had received correspondence from local residents and businesses but was in favour of the extension of the Croydon CPZ. He noted concern for the cost impact it may have on local businesses and residents; however, he was mainly supportive

of the scheme as he received regular complaints from residents in his capacity as Ward Councillor due to the lack of parking restrictions in the area. If the proposal was agreed then it would be the third extension of the CPZ introduced in the Selhurst Ward since Councillor Wood had become a Councillor and he noted that they had improved the life of the local residents. He explained that Croydon Council had consulted with local residents and businesses and those who did not engage could not be considered to be opposed to the scheme.

In response to the queries raised by the speakers the Parking Design Manager explained that he was unaware of the suspension signs that had been installed but these could be easily removed pending the decision made by Committee. He noted that he had received a considerable amount of complaints from local residents regarding the parking problems in the area and had also received a positive response to the proposed extension to the CPZ. It was added that daily commuters were using the area to park in and this was impacting negatively on the residents and the extension of the Croydon CPZ should improve this.

In response to Councillor Canning it was explained that there was a low response rate from Whitehorse Road estate as residents had their own parking scheme and car park and were, therefore, not affected by on street parking. It was added that only extending the CPZ to the supportive roads would have a severe negative effect as they would be surrounded by CPZ and would increase parking problems.

Councillor Hoar agreed with the concerns raised by Councillor Canning and explained that the majority of residents in the south east of the proposal did not want the extension of the CPZ. The Parking Design Manager clarified that the majority of the residents collectively were in support of the scheme.

Councillor Jewitt noted that she was a resident close to Selhurst Park and the extension of a CPZ was currently being considered in the immediate area; therefore, the traffic would disperse to different areas and could affect the current area being discussed. She explained that the Princess Road area would currently not be able to cope with high volume of traffic and parking on match days. The Parking Design Manager confirmed to Councillor Jewitt that the hours of the CPZ could be extended if residents felt it was necessary when Selhurst Park was extended.

The Chair noted the low response rate and explained the challenges the officers had with engaging the residents. He noted that it was regrettable that signs had been mounted but ensured the residents present that a decision had not been pre-determined.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

1.1 Consider the responses to the objections received to the proposed

controlled parking zone in the Princess Road Area from Hartley Road, Devonshire Road, Pawson's Road and St. Saviours Road,

- 1.2 Agree to introduce a new Controlled Parking Zone into the above roads as shown on plan PD-345/01 for the reasons as set out in this report.
- 1.3 Authorise officers to inform the objectors and supporters of the above decision.

8/18

Exeter Road Area - Objections to the Proposed Extension of the Croydon CPZ (East Outer Permit Area)

The Traffic Management Advisory Committee considered a report on the objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road, with a combination of Shared-Use Permit/Pay & Display machines (eight hours maximum stay) and single yellow lines operating from 0900 – 1700 hours, Monday to Saturday

Mr Greg Bird addressed the Committee in his capacity as a local resident of Edward Road and explained that the written objections had been edited in the officers published report. He noted that the outcome from the questionnaire, distributed by Croydon Council, showed that residents in four roads voted against the proposal and residents in three roads voted in favour. Mr Bird further added that one could not assume that the residents who voted in favour of 0800 – 2000 hours CPZ would be in favour of 0900 – 1700 hours CPZ.

Ms Faith Batt addressed the Committee in her capacity as a local resident and explained that Croydon Council had initially canvassed 19 roads and 70% of residents were against the proposed extension of the CPZ; therefore, the proposal was reduced to seven roads but the positive rates were still low. She explained her main concern was that residents could pay for a permit but were not guaranteed a parking space and there was to be a loss of 13% of the parking spaces in the area. Ms Batt also explained that she had discussed the proposal with local residents and they had reported that they did not respond to the consultation as they believed Croydon Council had already determined that the CPZ was to be extended and those who were in favour of the proposal were under the impression they were to receive their own parking space. She further questioned why there was a £30 administration fee when applying for a permit.

Councillor Fitzsimons addressed the Committee in his capacity as Local Councillor for the Addiscombe West Ward and noted that he was pleased officers had immediately discounted the roads that had raised significant objections to the proposal. He explained that he was in support of the four roads that voted in favour of the CPZ but it should not be implemented on the

three roads that voted against. Councillor Fitzsimons also suggested to the officers that a review was completed as to how the spaces could be formed as a lot of the residents in the area owned small cars; therefore, instead of having individually marked spots, a strip of parking bays could accommodate more vehicles.

The Parking Design Manager responded to the queries raised by speakers and explained that there was marginal support overall for the proposed extension and it had been found that a more negative response was received initially but residents were more positive about it after the extensions were implemented. The area was very close to East Croydon station and it had been recognised that there was a problem with commuter parking. It was noted that it was possible to implement the extension of the CPZ on some of the roads but would cause issues for the roads who do not have a CPZ as it would disperse the commuter parking. The money to extend the Croydon CPZ was granted by TfL and if the proposal was not agreed then the money would be returned to TfL so Croydon Council would not be at a loss. The Parking Design Manager further explained that the £30 administration fee was a one-off cost and covered permit renewals, car changes and postage. It was explained to Councillor Fitzsimons that strip parking bays had been considered; however, the minimum size for an individual car parking space was 5.5 metres so would not increase the amount of spaces.

Councillor Bains noted it was unfair for residents to pay for a permit but not be guaranteed a parking space and inquired if there was anything that could be done to resolve this. He also suggested that diagonal parking bays could accommodate more parking spaces. In response to Councillor Bains the Parking Design Manager explained that diagonal bays would not be feasible due to the width of the roads but would not provide additional space anyway as space would be lost either end of the bays. The officer noted that spaces could not be guaranteed for residents; however, when observing roads neighbouring roads with the CPZ there were no problems with parking and residents could always get a space outside or close to their property.

Councillors Canning and Hoar agreed with Councillor Fitzsimons and noted that he was not in favour of the CPZ to be extended to Stretton Road, Rymer Road or Vincent Road as the residents were not in favour.

In response to the Chair the Parking Design Manager confirmed that open strip parking bays could be trialled and it would be relatively easy to change to individually marked spaces if it was not successful.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider the objections to extending the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road with a combination of Shared-Use Permit/Pay & Display

(8 hours maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

- 1.2 Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone into the above roads as shown on drawings no. PD 348 a-f.
- 1.3 Inform the objectors and supporters of the above decision.

9/18 **Parking Charges 2018 / 2019**

The Traffic Management Advisory Committee considered a report on the parking charges for the coming year and was requesting comments on proposals that all permit charges remain at 2013/14 levels. It was proposed that residential parking bay suspension and dispensation charges and shop mobility charges also remained the same but the on and off-street parking charges were increased by a minimum of 10p for each 30 minute and 1 hour duration for on and offstreet parking respectively.

Mr Morgan addressed the Committee in his capacity as a local resident and noted that the officer's report was unclear as to what the charges would be and did not identify why the parking charges increases were needed. He also explained that the increase in parking charges would impact the local businesses and that the highstreets were already suffering within the Borough.

In response to the queries raised by Mr Morgan the Parking Design Manager explained that the standard rate for a 30 minute stay was being increased from 20p to 30p. He also noted that it was not being proposed that the one hour free parking in District Centres was to be removed and would therefore have an insignificant impact on small businesses.

In response to Councillor Hoar it was explained that there were increased complaints received regarding the number of permits granted to properties; therefore, the introduction of restriction to two permits per household was in response to this. It was added that currently only 26 households within the Borough had three or more permits and these would not be taken away if the charges were agreed by the Committee. The Chair added that Croydon Council should not allow one household to purchase three permits as there was limited spaces within the Borough and spaces could not be guaranteed.

Councillor Canning stated that it was positive to retain the one hour free parking in District Centres and inquired whether this was being the practise in neighbouring Boroughs. The Parking Design Manager confirmed that the parking charges were very similar to those in Kingston and Sutton.

That the Traffic Management Advisory Committee **RESOLVED** to provide comments to the Acting Cabinet Member for Environment, Transport and

Regeneration (job share) regarding proposals as detailed within the report, namely:

- 1.1 That charges for Parking Permits identified in Appendix A remain at 2013/14 levels.
- 1.2 To remove the option of a 3rd residents' permit at a household except in cases of permit renewals.
- 1.3 To continue the 1 hour free parking arrangement for district and local centre Pay & Display only parking bays.
- 1.4 Increase charges for commercial parking bay suspensions and parking dispensations detailed in paragraph 3.14 and identified in Appendix B.
- 1.5 Increase charges for Temporary Traffic Management Orders and Special Event Traffic Management Orders detailed in paragraph 3.15 and identified in Appendix B.
- 1.6 Increase Pay & Display / Pay by Phone charges in on-street bays by the minimum coinage of 10p for each 30 minute period and off-street car parks by 10p for each 60 minute period.
- 1.7 Increase Housing Residents' and Visitor Permits as outlined in paragraphs 3.6 to 3.8.

10/18

Lansdowne Road Area - Results of Informal Consultation on the Possible Extension of the Purley CPZ

The Traffic Management Advisory Committee considered a report on the results of the informal consultation on the proposal to extend the Purley Controlled Parking Zone into the Lansdowne Road Area which included the currently unrestricted roads Lansdowne Road and Sydney Avenue.

David Wakeling, Parking Design Manager, introduced the report and explained that the consultation regarding the proposal received a negative response; therefore, the officers were not proposing to make any changes currently.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider the responses received to the informal consultation on the proposal to extend the Purley Controlled Parking Zone into the Lansdowne Road area.
- 1.2 Agree not to proceed to the formal consultation stage regarding the proposal to extend the Purley Controlled Parking Zone into Lansdowne Road and Sydney Avenue as illustrated on Drawing No. PD 368.
- 1.3 Inform the organisers of the petitions of these decisions.

Objections to Proposed Parking Restrictions

The Traffic Management Advisory Committee considered a report on objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions in Cross Road, Addiscombe West, Stambourne Way/Shelford Rise, Crystal Palace & Upper Norwood; Southbridge Road/Tanfield Road/Brafferton Road/St. Andrew's Road/Keen's Road/Bramley Hill/Dering Road and Wellesley Road, Fairfield; Lower Barn Road, Purley Oaks & Riddlesdown, Upper Shirley Road, Shirley South, Bevan Court/Fleming Court/Coldharbour Road and Stapleton Gardens, Waddon and Davidson Road, Woodside.

Ms Zoe Henry addressed the Committee in her capacity as a local resident of Southbridge Road and explained that the introduction of "At any time" waiting restrictions was not suitable for the area as the single loading was required by residents to receive deliveries and drop off children, elderly and disabled residents.

Mr Michael Foster addressed the Committee in his capacity as a local resident of Southbridge Road and explained that the single yellow lines on Southbridge Road provided much needed parking spaces during the evening. The parking bays were often full and residents were paying for permits to park close to their property. Mr Foster added that the parking restrictions would cause problems for visitors in the area who would typically use the single yellow lines.

Mr Bharat Patel addressed the Committee in his capacity as a business owner in Southbridge Road and explained that there were only 10 small, individual businesses in the parade and there had recently been a dramatic reduce in custom since the introduction of single yellow lines. He noted that the business owners were relying on passing trade and this would reduce significantly if the proposed parking restrictions were agreed.

In response to the queries raised by the speakers representing Southbridge Road the Parking Design Manager explained that officers were proposing to dilute the scheme for Southbridge Road. The double yellow lines would only be introduced up to northern junction section of the road due to the negative response received to the consultation and because the main parking problems in the area were in the evening and on Sundays. It was clarified that single yellow lines would remain on majority of road.

Mr Edmunds and Mr Adgar addressed the Committee in their capacity as local residents of Lower Barn Road and explained that the officers were no longer recommending to introduce the previously proposed parking restrictions to Lower Barn Road. They outlined the objections that had been submitted that were noted in the officer's report.

Mr Jacob Cole addressed the Committee in his capacity as a local resident of Bevan Court and requested on behalf of the residents that the parking

restrictions were reduced by 42 inches on the left side of the road to improve the access to the resident footway. He noted that the proposed parking restrictions on the majority of the road would greatly reduce parking and traffic problems in the area.

Councillor Canning noted that he supported the suggestion made by Mr Cole and explained that the south east of the road widened and there was consequently no need for double yellow lines to continue the full length of the road. He explained that when visiting the site he had noted that the bins were only placed out in the first half of the road so it would not be a problem for refuse collection.

The Parking Design Manager explained that the first half of the road was a major concern due to the access for emergency vehicles; however, it would be possible to compromise and not propose parking restrictions on the south east side of the road.

The Chair proposed to amend the officer's recommendation for Lower Barn Road listed under 1.2. Councillor Jewitt seconded the Chair's proposal.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in:
 - Cross Road, Addiscombe West
 - Stambourne Way, Crystal Palace & Upper Norwood
 - Wellesley Road, Fairfield
 - Southbridge Road, Fairfield/Waddon
 - Lower Barn Road, Purley Oaks & Riddlesdown
 - Upper Shirley Road, Shirley South
 - Bevan Court/Fleming Court and Stapleton Gardens, Waddon
 - Davidson Road, Woodside

- 1.2 Agree the following, for the reasons set out in this report:
 1. Cross Road, Addiscombe West - proceed with the proposal as shown in drawing no. PD 353a.
 2. Stambourne Way, Crystal Palace & Upper Norwood – proceed with the proposal as shown in drawing no. PD 365g.
 3. Wellesley Road, Fairfield - proceed with the proposal as shown in drawing no. PD 353f.

4. Southbridge Road/Tanfield Road/Brafferton Road/St. Andrew's Road/Keen's Road/Bramley Hill/Dering Road/, Fairfield/Waddon – proceed with the proposal but only to the northern junction with Dering road as shown in drawing no. PD 359d
 5. Lower Barn Road, Purley Oaks & Riddlesdown – not to proceed with the proposal as shown in drawing no. PD 353l at the current time but monitor parking and damage to the verge for future review.
 6. Upper Shirley Road, Shirley South – proceed with the proposal as shown in drawing no. PD 353g.
 8. Davidson Road, Woodside – extend the proposed restrictions as shown in amended drawing no. PD 353q.
- 1.3 Agree the following amended recommendation, as discussed at the Traffic Management Advisory Committee:
7. Bevan Court/Fleming Court/Coldharbour Road and Stapleton Gardens, Waddon – proceed with the proposals as shown in drawing no. PD 359k and PD 353n but only up to points 4 metres south east of the south eastern boundaries of nos.96 and 100 Coldharbour Road for Bevan Court and 4 metres south east of the south eastern boundaries of nos.114 and 118 Coldharbour Road for Fleming Court.
- 1.4 Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendation 1.2 above.

12/18 **Exclusion of the Press and Public**

This item was not required.

The meeting ended at 21:43

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Croydon Council
For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 17 OCTOBER 2018
AGENDA ITEM:	5
SUBJECT:	BOSTON ROAD / KESTON ROAD / BROUGHTON ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED INTRODUCTION OF A CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	West Thornton
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • The Croydon Plan; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2013 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they:	
1.1	Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Boston Road / Keston Road / Broughton Road Area.
1.2	Agree to proceed to the formal consultation stage for a proposal to introduce a new CPZ operational 8am – 8pm Monday to Sunday into Boston Road, Broughton Road, Colvin Road, Curzon Road, Dunheved Close, Dunheved Road

North, Dunheved Road South, Dunheved Road West, Furtherfield Close, Harcourt Road, Kenmare Road, Keston Road, Lynton Road, Marden Crescent, Marden Road, Oakwood Place, Oakwood Road, Ramsey Road, Sharland Close, Southwell Road, Stanley Grove, Stanley Road, Whitehall Road and York Road as shown on Drawing No. PD – PD / 369a.

- 1.3 Agree to the extension of permit eligibility for this new CPZ to include property Nos. 39 - 353 Thornton Road odd numbers only (the east and south-eastern side).
- 1.4 If formal consultation is agreed, delegate to the Highway Improvement Manager, Streets Directorate the authority to give the notice.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the proposed introduction of a CPZ into the Boston Road / Keston Road / Broughton Road Area which includes unrestricted roads bounded by London Road, Thornton Road and the existing Northern CPZ in the Wards of Bensham Manor, Selhurst and West Thornton.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage with a proposal to introduce controlled parking into Boston Road, Broughton Road Colvin Road, Curzon Road, Dunheved Close, Dunheved Road North, Dunheved Road South, Dunheved Road West, Furtherfield Close, Harcourt Road, Kenmare Road, Keston Road, Lynton Road, Marden Crescent, Marden Road, Oakwood Place, Oakwood Road, Ramsey Road, Sharland Close, Southwell Road, Stanley Grove, Stanley Road, Whitehall Road and York Road as shown on Drawing No. PD – PD / 369a and also extend permit eligibility to include property Nos. 39 – 353 Thornton Road.

3 DETAIL

- 3.1 Four petitions have been received from residents of Boston Road (in May 2018), Broughton Road area (May 2018), Keston Road (February 2018) and Southwell Road (September 2017) requesting that a residents' permit scheme be introduced to help improve parking conditions.
- 3.2 There is currently a lack of available parking due to parking associated with staff of and visitors to the nearby Croydon University Hospital (formerly known as the Mayday Hospital), Town centre office and shop workers and residents of the adjacent Northern CPZ who are not prepared to purchase a permit to park in their own roads. This is causing problems in the area and residents are finding that they frequently are unable to park close to their home due to space being occupied by non-resident vehicles.
- 3.3 The informal consultation commenced on Monday 9 July 2018 and continued until Friday 24 August 2018. The consultation was specifically extended to take into account the Summer Holiday period and enable respondents to fully participate in the consultation even if they might be away.

- 3.4 A total of 1,576 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a Frequently Asked Questions factsheet and a questionnaire (appended to this report) were sent to addresses within the proposed CPZ area. Included in each pack was a pre-paid envelope for the return of the questionnaire.
- 3.5 Consultees were requested to register their “Yes/No” preference votes, as well as their choice of operational hours, either 9am to 5pm Monday to Saturday or 8am to 8pm every day, for a possible controlled parking scheme.
- 3.6 Those who voted ‘No’ to the introduction of parking controls, were also asked to indicate if they would change their mind if a CPZ were proposed in neighbouring roads. Questionnaires were to be returned via the pre-paid envelope provided.

4 INFORMAL CONSULTATION

- 4.1 Over the course of the informal consultation a total of 410 questionnaires were returned, representing a 26% response rate which is similar to that normally expected for an informal consultation exercise of this type. Table 1 overleaf shows the number of properties and returns for all of the individual roads within the consultation area.

Table 1 – Response rates by street

Street name	No. of Properties	No. of responses	Response rate
Boston Rd	140	58	41%
Broughton Rd	111	31	28%
Colvin Rd	24	12	50%
Curzon Rd	23	6	26%
Dunheved Close	21	8	38%
Dunheved Rd Nth	83	6	7%
Dunheved Rd Sth	76	5	7%
Dunheved Rd West	48	6	13%
Furtherfield Close	35	3	9%
Harcourt Rd	107	31	29%
Kenmare Rd	17	10	59%
Keston Rd	98	42	43%
Lynton Rd	41	20	49%
Marden Crescent	48	11	23%
Marden Rd	37	10	27%
Oakwood Place	17	3	18%
Oakwood Rd	25	5	20%
Ramsey Rd	23	7	30%
Sharland Close	45	3	7%

Southwell Rd	46	23	50%
Stanley Grove	101	25	25%
Stanley Rd	157	33	21%
Thornton Rd	146	21	14%
Whitehall Rd	84	24	29%
York Rd	23	7	30%
TOTAL	1576	410	26%

4.2 Response rates varied from a high of 59% from Kenmare Road and 50% from both Colvin Road and Southwell Road to lows of 7% from Dunheved Road North, Dunheved Road South and Sharland Close.

4.3 Low response rates are often received from roads where there are a large of multi-occupancy properties and flats such as Dunheved Road North and Dunheved Road West or in Sharland Close where dedicated off-street parking areas have been provided and all of the existing kerb space is already protected by yellow line waiting restriction.

4.4 The table 2 below shows in detail the road by road responses to both Questions 1 and 2. Please note that the 5 responses which stated 'don't know' and 2 responses with no preference to their preferred hours have been removed from the table – hence totals do not quite add to 100%.

Street Name	No. of responses	Are you in favour of a CPZ?				What are your preferred hours?			
		Yes		No		Mon-Sat 9am - 5pm		Mon-Sun 8am-8pm	
Boston Rd	58	48	83%	10	17%	10	21%	37	77%
Broughton Rd	31	12	39%	19	61%	6	50%	6	50%
Colvin Rd	12	7	58%	5	42%	2	29%	5	71%
Curzon Rd	6	1	16.5%	4	67%			1	100%
Dunheved Close	8	3	38%	5	63%	1	33%	2	67%
Dunheved Rd Nth	6	5	83%	1	17%	3	60%	2	40%
Dunheved Rd Sth	5	2	40%	3	60%			2	100%
Dunheved Rd West	6	3	50%	3	50%	2	67%	1	33%
Furtherfield Close	3	3	100%	0				3	100%
Harcourt Rd	31	9	29%	21	68%	1	11%	8	89%
Kenmare Rd	10	8	80%	2	20%	2	25%	6	75%
Keston Rd	42	20	48%	21	50%	7	35%	13	65%
Lynton Rd	20	17	85%	3	15%	4	24%	13	76%
Marden Crescent	11	9	82%	2	18%	2	22%	6	67%
Marden Rd	10	6	60%	4	40%	2	33%	4	67%
Oakwood Place	3	2	67%	1	33%	1	50%	1	50%
Oakwood Rd	5	0		5	100%				
Ramsey Rd	7	2	29%	5	71%	1	50%	1	50%

Sharland Close	3	1	33%	2	67%	1	100%		
Southwell Rd	23	15	65%	8	35%	1	7%	14	93%
Stanley Grove	25	14	56%	9	36%	4	29%	10	71%
Stanley Rd	33	24	73%	9	27%	5	21%	19	79%
Thornton Rd	21	3	14%	18	86%	1	33%	2	67%
Whitehall Rd	24	14	58%	10	42%	5	36%	9	64%
York Rd	7	6	86%	1	14%	0		6	100%
TOTAL	410	234	57%	171	42%	61	26%	171	73%

- 4.5 Overall, the majority of respondents 234 (57%) indicated that they were in favour of the introduction of a CPZ in their road. 171 (42%) did not support the introduction of parking controls and 5 (1%) did not know.
- 4.6 On a road by road basis, of the 25 roads consulted:-
- Fourteen roads (56%) supported the introduction of parking controls; Boston Road, Colvin Road, Dunheved Road North, Furtherfield Close, Kenmare Road, Lynton Road, Marden Crescent, Marden Road, Oakwood Place, Southwell Road, Stanley Grove, Stanley Road, Whitehall Road and York Road.
 - Ten roads (40%) did not support the introduction of parking controls; Broughton Road, Curzon Road, Dunheved Close, Dunheved Road South, Harcourt Road, Keston Road, Oakwood Road, Ramsey Road Sharland Close and Thornton Road.
 - One road (4%) Dunheved Road West, was split 50:50.
- 4.7 A heat map showing the level of support for a CPZ in an easy to read pictorial format is attached as appendix A.
- 4.8 Of the 171 respondents, who were not in favour of the introduction of a CPZ in their road, 156 (91%) also indicated that they would not change their mind if a CPZ were proposed in neighbouring roads.
- 4.9 With regards to operational hours, overall the majority of respondents 171 (74%) expressed a preference for 8am to 8pm, Monday to Sunday controls rather than 9am to 5pm Monday to Saturday.
- 4.10 Of the 14 roads where the majority of residents supported the introduction of a CPZ all but Dunheved Road North and Dunheved Road West expressed a preference for 8am to 8pm, Monday to Sunday controls with Broughton Road, Oakwood Place and Ramsey Road split 50:50.
- 4.11 In addition to the 410 questionnaires responses, 2 petitions have been received from residents of Stanley Road and Stanley Grove both supporting the introduction of parking controls. The first petition signed by 65 residents of Stanley Road representing 51 properties (32% of properties in the road), thanked the Council for undertaking the consultation and requested that due to parking congestion the Council should urgently introduce a CPZ in their road.

- 4.12 The second petition signed by 27 residents/properties of Stanley Grove (27% of properties in the road) asked that the extension of the proposed CPZ should be extended from Keston Road to Stanley Grove CR0 3QU.
- 4.13 The final section of the questionnaire also offered respondents the opportunity, should they wish, to make any other comments they might have relating to parking. Although the majority of respondents chose not to do so.
- 4.14 The consultation, despite being titled 'Boston Road, Keston Road and Broughton Road' to reflect streets from where resident petitions had been received, has been designed to ask residents and businesses within the entire consultation area whether or not they would like to see a CPZ introduced in their particular road.
- 4.15 It is possible however, from comments received, that a small proportion of residents may have misunderstood this and thought that the questionnaire only referred to the introduction of controls in those streets named in the consultation title i.e. Boston Road, Broughton Road and Keston Road.
- 4.16 This potential misunderstanding would appear to apply to both respondents who supported a CPZ and those that did not and only consisted a relatively small number of respondents. Consequently, it is the opinion of officers that it is unlikely that this should have any significant impact on the credibility of the consultation results.
- 4.17 Given the consultation road layout it would be possible to introduce parking controls only into roads where consultees supported a CPZ. However, experience has shown that this is likely to lead to unwanted displacement parking in roads that remain uncontrolled and subsequent requests shortly after introduction for inclusion in the Zone.
- 4.18 Consequently, it is recommended that Broughton Road, Curzon Road, Dunheved Close, Dunheved Road South, Dunheved Road West, Harcourt Road, Keston Road, Oakwood Road and Ramsey Road should also be included in any proposed new CPZ.
- 4.19 As part of the consultation, although a Red Route and part of the Transport for London priority road network, residents of properties on the eastern side of Thornton Road were also asked whether or not they would support the introduction of a CPZ.
- 4.20 The majority of respondents from Thornton Road 18 (86%) indicated that they would not support the introduction of a CPZ and raised concerns as to whether or not they would continue to be able to park in roads such as Boston Road if a CPZ were introduced.
- 4.21 No Stopping single and double red line restrictions operate on the Red Route which either prohibit parking 7am – 7pm Monday to Saturday or At Any Time. Although some designated parking bays have been provided, parking in these bays is either limited to a short maximum stay period, for loading and unloading or disabled badge holders.

- 4.22 Consequently, residents of Thornton Road who do not have access to off-street parking facilities have no option but to find alternative daytime parking in adjacent unrestricted streets.
- 4.23 Earlier this year, in response to resident complaints concerning lack of available parking space on the A23 Red Route, it was informally agreed that property numbers Nos. 355 – 393 Thornton Road would be eligible to apply for a permit to park in the adjacent North permit Zone.
- 4.24 In the circumstances, it would be reasonable to consider that if approval is given by this Committee to proceed to statutory consultation on a CPZ for this consultation area, permit eligibility for the new zone could be extended to also include property numbers Nos. 39 – 353 Thornton Road.
- 4.25 The introduction of a new CPZ requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (Croydon Guardian). Although 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.
- 4.26 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 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.
- 4.27 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 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 FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2018/19. Total funding of £90k (including electric charging points funding) is included for controlled parking schemes for 2018/19 and £75k for 2019/20. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would be funding of £16k remaining in 2018/19 and £45k remaining in 2019/2020.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
<u>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	18	75	0	0
<u>Effect of Decision from report</u>				
Expenditure	2	30	0	0
Remaining Budget	<u>16</u>	<u>45</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

- 5.2.1 The cost of introducing controlled parking into the Keston Road area has been estimated at £32,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs. The supply and installation of Pay & Display machines is funded from existing stock.
- 5.2.2 These costs can be contained within the available capital budgets for 2018/19 and 2019/20.

5.3 Risks

- 5.3.1 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

5.4 Options

- 5.4.1 An alternative option is to introduce a Residents Only parking scheme. Virtually all permit schemes in the Borough are shared-use with Pay & Display users and this offers the greatest flexibility for drivers who may be visitors to residents and businesses in the area or the minority of commuters who are willing to pay for all day parking.

5.5 Savings/ future efficiencies

5.5.1 If controlled parking is introduced future income will be generated from paid for parking, be it from Pay & Display machines or Ringo, together with enforcement of these controls through the issue of Penalty Charge Notices. CPZ schemes have typically been proven to be self-financing usually within 4 years of introduction.

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

6. COMMENTS OF 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, implement and revoke 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.

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

7. HUMAN RESOURCES IMPACT

7.1 Enforcement of new parking schemes will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

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

8. CUSTOMER IMPACT

8.1 The introduction of a new CPZ into Boston Road, Broughton Road, Colvin Road, Curzon Road, Dunheved Close, Dunheved Road North, Dunheved Road South, Dunheved Road West, Furtherfield Close, Harcourt Road, Kenmare Road, Keston Road, Lynton Road, Marden Crescent, Marden Road, Oakland Road, Oakland Place, Ramsey Road, Sharland Close, Stanley Grove, Southwell Road, Stanley Road, Whitehall Road and York Road is proposed in response to support from local residents for controlled parking.

8.2 Occupiers of all residential and business premises in the area were consulted to ensure that all those potentially affected by the proposals were given the opportunity to give their views. Parking controls are only introduced in the area where the majority of residents are in favour of a scheme. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' and businesses' views of the work carried out by the Borough.

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 Parking schemes are designed so that the signing is kept to a minimum to reduce the environmental impact. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

11. CRIME AND DISORDER REDUCTION IMPACT

11.1 There are no such considerations arising from this report.

12. REASONS FOR RECOMMENDATIONS

12.1 The recommendations are to give notice of the proposal to introduce a new CPZ into the roads listed in paragraph 1.2 and subject to receiving no objections on the giving of the public notice to make the necessary Traffic Management Order. It is considered that parking controls would improve parking conditions for residents and visitors whilst improving safety and access.

13. OPTIONS CONSIDERED AND REJECTED

13.1 The alternative option would be not to proceed with publication of the public notice and formal consultation but this would not accord with the expressed preference of the majority of those who responded to this informal consultation.

REPORT AUTHOR

Caroline Stanyon, Traffic Engineer,
Parking Design, Highway Improvements,
Streets, 020 8726 6000 (Ext. 64915)

CONTACT OFFICER:

David Wakeling, Parking Design Manager
Parking Design, Highway Improvements,
Streets, 020 8667 8229

BACKGROUND DOCUMENTS

None

Place Department
Highway Improvements
Parking Design
6th Floor, Zone C
Bernard Weatherill House
Croydon
CR0 1EA

Address:

Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/CS/7TC
Date: **29 June 2018**

Important Parking Information
Residents Parking Proposal - Questionnaire

Dear Occupier,

Proposed Introduction of a Controlled Parking Zone in the Boston Road / Keston Road / Broughton Road Area

I am writing to ask for your views on the proposal to introduce a Controlled Parking Zone (CPZ) into the area shown on the enclosed map. This proposal is in direct response to four separate petitions received from residents of Keston Road, Southwell Road, Boston Road and the Broughton Road area, requesting that the Council consider introducing parking controls in these streets.

The CPZ in the Canterbury Road / Sutherland Road area operates between 8am to 8pm, Monday to Sunday and in roads to the east of London Road 9am to 5pm, Monday to Saturday. During the hours of operation within a CPZ, parking is only permitted within parking bays with a valid permit or ticket displayed on the vehicle windscreen, or by paying via the Ringo cashless system. Residents and businesses within the zone boundary are eligible to purchase parking permits.

It has been agreed that occupiers in this area should be given the choice on which hours of operation they would prefer – the longer operational hours may provide more protection for residents but shorter hours more flexibility for visitors etc. The feedback received in response to this informal consultation will assist the TMAC in reaching a decision whether to proceed with a CPZ scheme and which hours of operation are likely to be the most appropriate for the local area.

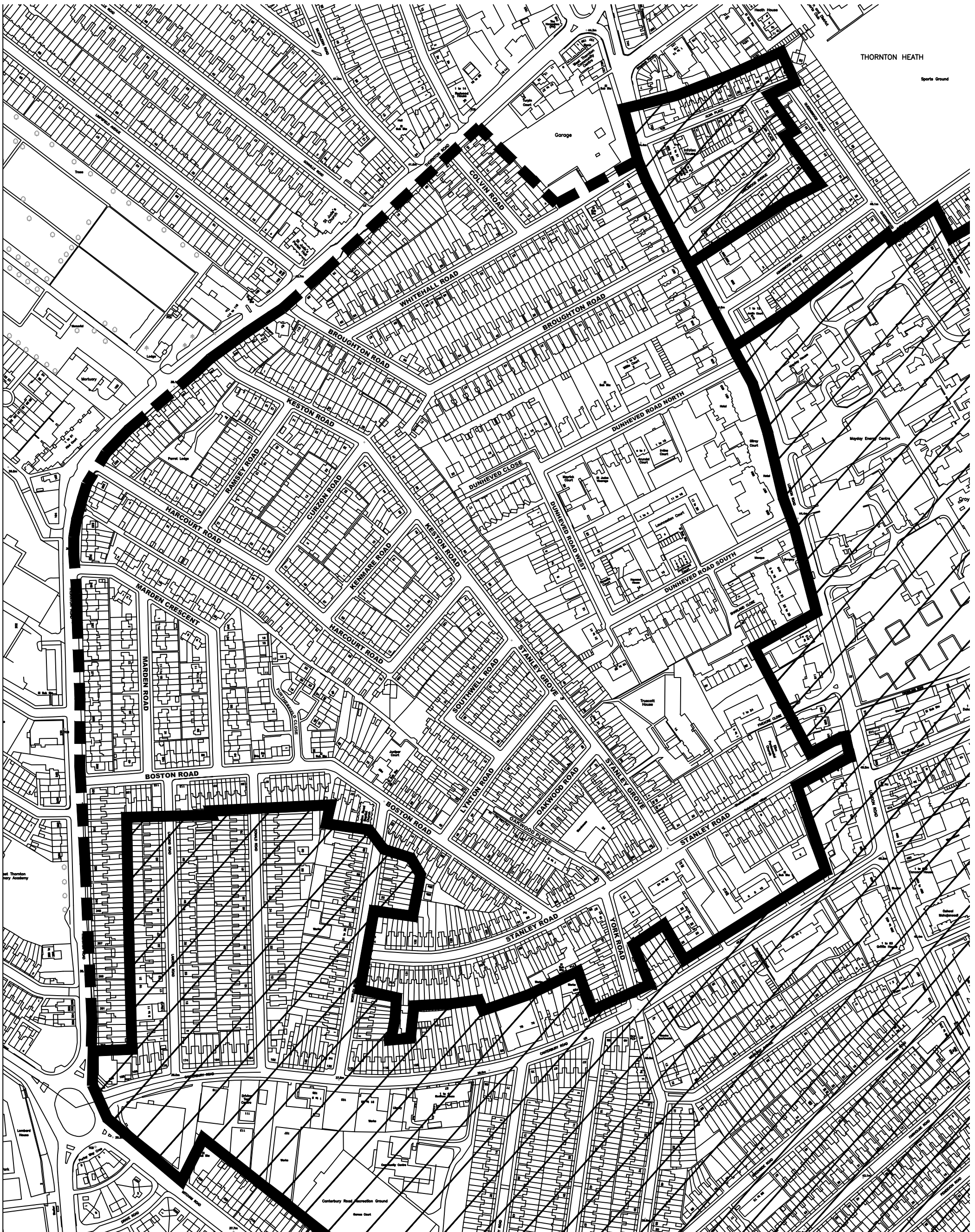
It is Council policy to engage with local residents before making decisions that affect them. This is why your views are important to us and we would be grateful if you could complete the attached questionnaire. Once completed, please return the questionnaire in the enclosed pre-paid envelope by **Friday 17 August 2018**.

It is suggested that before completing the questionnaire you may wish to look at the enclosed Frequently Asked Questions (FAQ) sheet. Further information on parking and CPZs can also be found on the Council's website pages <https://www.croydon.gov.uk/transportandstreets/parking>.


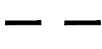

All questionnaire responses and representations received by 17 August 2018 will be presented in a report to the 17 October 2018 Traffic Management Advisory Committee (TMAC) for its consideration. The report will be available to view from a week before the TMAC meeting via the following link: <https://www.croydon.gov.uk/democracy/dande/minutes>.

Please do not hesitate to contact **Caroline Stanyon** on **020 8726 7100** or by email **caroline.stanyon@croydon.gov.uk** if you require further information or clarification on this proposal.

Yours faithfully,
David Wakeling



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NOTES  Boundary of Existing Northern CPZ  Proposed CPZ Consultation Boundary	JOB NAME KESTON ROAD AREA		PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD/369a Informal	REVISION -
	DRAWING TITLE PROPOSED INFORMAL CPZ CONSULTATION BOUNDARY		HIGHWAY IMPROVEMENTS		STATUS -	
	DESIGNER CS	VERIFIED XX	SCALE AT A3 NTS	DATE JUNE 2018	www.croydon.gov.uk Delivering for Croydon	

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Boston Rd / Keston Rd / Broughton Rd Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by **Friday 17 August 2018**.

Name*:.....

Address*:

** Without this information your vote will not be counted. This information will be used only for the purpose of this consultation. We will only use responses from occupiers within the proposed area shown on the attached drawing – one response per household and returned using the official pre-paid envelope provided.*

1. Are you in favour of the introduction of a CPZ in your road?
(Please choose **one** option only by putting an 'X' in the appropriate box).

- Yes, a CPZ should be introduced (go to question 2)
- No, controlled parking is not needed (go to question 3)
- Don't know

2. If you answered YES to the above question, which of the following options for the days and hours of operation, would you prefer?
(Please choose **one** option only by putting an 'X' in the appropriate box).

- Monday to Saturday
9.00am – 5.00pm
- Monday to Sunday
8.00am – 8.00pm

3. If you answered NO to question 1, would you change your mind if a CPZ were proposed in neighbouring roads?
(Please choose **one** option only by putting an 'X' in the appropriate box).

- Yes, I would change my mind.
- No, I would not change my mind

4. If you have any other comments on parking please use the space overleaf

The results of the consultation will be presented in a report to the Traffic Management Advisory Committee for consideration at its 17 October 2018 meeting in the Town Hall, Katharine Street, Croydon. The report will be available to view using the following link: <https://www.croydon.gov.uk/democracy/dande/minutes>

Please return using the pre-paid envelope provided

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Controlled Parking Zone (CPZ) – Frequently Asked Questions

1. What is a Controlled Parking Zone?

This is an area where parking activities are controlled by waiting restrictions (yellow lines) and parking bays.

2. At what times will the restrictions apply?

The days and hours of proposed scheme will depend on the outcome of this consultation. However, existing CPZ's in the borough operate either 9am – 5pm or 8am – 8pm Monday to Sunday and these are the two options you are being offered.

3. How long will I be able to park for during operational hours?

Permit holders and Blue Badge holders will be able to park for an unlimited period within parking bays, providing a valid permit/Blue Badge is displayed. Pay and display users will only be able to park for up to the maximum stay shown on the parking sign at the bay and on the parking machine.

4. Who is eligible for parking permits?

Any resident with a vehicle registered at an address within the zone (if planning conditions do not forbid the issuing of parking permits) and any business with a business address within the zone would be eligible for a parking permit. Information on how to apply for a permit will be sent to all consultees in due course if it is decided to proceed with the scheme.

5. What about our visitors?

Visitors would only need to pay for parking during the hours of operation of the zone. Residents can purchase Resident Visitor Permits for their visitors at a cheaper rate than the normal daily tariff. During operational hours, visitors must display either a Pay & Display ticket obtained from a nearby parking machine or purchase a cashless Resident Visitor Permit (obtained via the resident they are visiting).

6. Why can't we have "resident only" parking?

The shared-use Permit / Pay & Display / Pay by phone scheme proposed is more flexible, allowing visitors, including customers of local businesses and tradespeople, to park. The permit cost is subsidised by Pay & Display / Pay by phone users. Existing shared-use schemes provide residents more opportunity to park during the hours of operation than unregulated parking as the majority of commuters are reluctant to pay for parking.

7. Is this not just a money making scheme?

It is a legal requirement that parking schemes are self-financed as no funding is available from the Council Tax for these types of proposals. In outer areas, such as this proposed area, income levels are lower than town centre locations where parking demand is higher. Charges ensure that implementation costs can be covered within 5 to 10 years.

8. How much will permits cost?

Permit costs will match those of existing CPZs in the borough, which are currently:

Residents

- £80 per year for first vehicle
- £126 per year for second vehicle

Please note that all new permit applications are subject to a one-off £30 administration charge.

Visitors

- £4 per day for a Residents' Visitor Permit (**maximum of 60 half day / 4 hour permits per year per household**)

Controlled Parking Zone (CPZ) – Frequently Asked Questions (contd.)

8. cont.

Businesses

- £123 for three months per vehicle
- £382 per year per vehicle (**maximum of 2 vehicles per business**)

9. How much will pay & display tickets / pay by phone tickets cost?

Subject to approval by the July 2018 Traffic Management Advisory Committee charges in outer area CPZs such as your proposed area will be from September 2018:

8 hour max stay roads

30 mins	£0.30	
1 hr	£0.60	
2 hrs	£1.20	
3 hrs	£1.80	
4 hrs	£2.40	
5 hrs	£3.00	
6 hrs	£3.60	
7 hrs	£4.20	
8 hrs	£4.80	Sundays free

10. Where will parking bays and pay & display machines be provided?

Parking bays will be marked on the carriageway in safe locations and away from junctions and dropped crossings. Yellow line waiting restrictions will be installed at locations where parking would be hazardous or cause obstruction. Pay and display machines will be provided on the footway where they would cause the least visual intrusion to residents.

11. Can you guarantee me a parking space outside my house?

It is not possible to guarantee anyone a particular space on the public highway.

12. How can it be ensured that motorists parking in the zone park legitimately?

Civil Enforcement Officers (CEOs) will patrol the roads within the zone during the controlled hours. CEOs can issue a Penalty Charge Notice (parking ticket) to any vehicle that is parked in a manner that contravenes parking regulations e.g. parking on a yellow line or within a parking bay without displaying a valid permit/pay and display ticket.

13. Will I be able to park across my driveway?

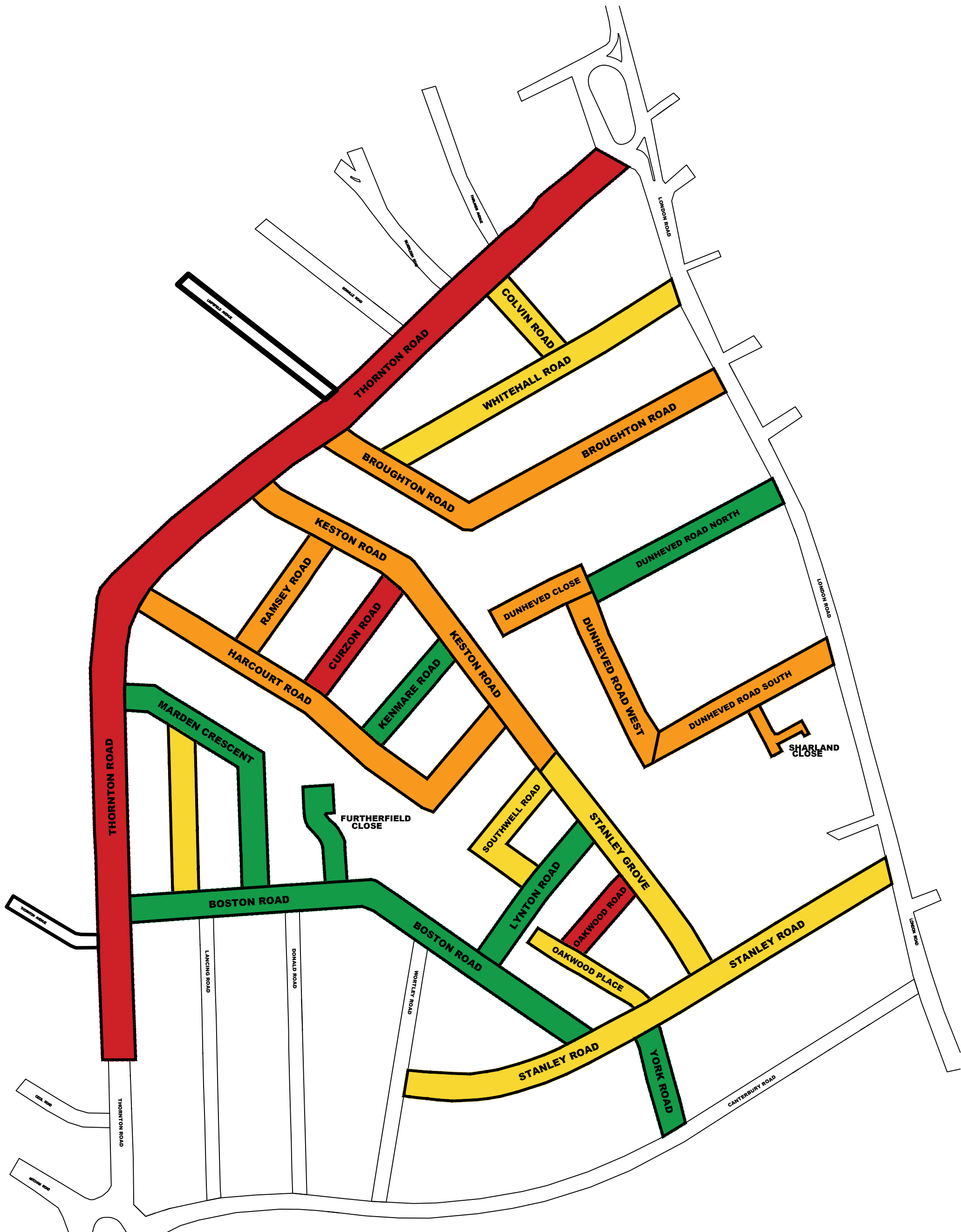
Yes, but only outside of the controlled hours. It is not possible to mark bays across driveways as this would legalise obstruction.

14. What if I do not support the introduction of controlled parking?

Vote 'No' on the enclosed questionnaire - if the majority of residents / businesses vote against controlled parking then a scheme is unlikely to go ahead in the road / area. If the majority of residents are in favour of a scheme there would be an opportunity to make further comments or object to the proposals at the Public Notice Stage when the scheme is formally advertised in the Croydon Guardian, by on-street notices and on the Council website.

15. What happens next?

At the end of this consultation, the votes and comments on all returned questionnaires will be analysed. The results of these will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting on 17 October 2018, in the Town Hall, Katharine Street, Croydon. The report will be available 7 days before the meeting using the following link; <https://www.croydon.gov.uk/democracy/dande/minutes> . The Committee will then make a decision whether or not to proceed with controlled parking in this area.



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Croydon. Licence No. 100017680. 2016

NOTES KEY 0% - 25% 51% - 75% 26% - 50% 76% - 100%	JOB NAME SOUTHWELL ROAD AREA				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD/XXX/0000/00	REVISION -
	DRAWING TITLE HEAT MAP OF CPZ SUPPORT RESULTS OF INFORMAL CONSULTATION						STATUS -	
	DESIGNER CS	VERIFIED XX	SCALE AT A3 NTS	DATE OCT 2018	HIGHWAY IMPROVEMENTS		CROYDON Delivering for Croydon www.croydon.gov.uk	

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 17 October 2018
AGENDA ITEM:	6
SUBJECT:	CROYDON COUNCIL ESTATES – PROPOSAL FOR ESTATE CAR PARK PERMIT SCHEMES
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Addiscombe West, Broad Green, Fairfield, Kenley, New Addington South, Selhurst, South Norwood, Thornton Heath and Waddon
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • The Croydon Plan Feb 2018; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: These proposals can be contained within available budget	
FORWARD PLAN KEY DECISION REFERENCE NO.: N/A	
<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they:</p> <p>1.1 Agree to the proposal to introduce an enforceable car parking permit scheme for the various listed Croydon Council Estates as shown on attached maps (PD 354a to an):</p> <ul style="list-style-type: none"> • Bensham Lane (Dartmouth House), Broad Green • Bridge Place, Addiscombe West • Brighton Road (Gardiner Court), South Croydon • Canterbury Road / Stanley Road, West Thornton • Chatsworth Road (no.26), Fairfield • Little Roke Road Nos.3 – 47), Kenley • Lodge Road (by No.25), Broad Green 	

- Lower Addiscombe Road (Houston Court), Addiscombe West
- Morland Road (Squire Court), Addiscombe West
- Tavistock Grove, Selhurst
- Torrington Square, Selhurst

Queens Road Estate, Selhurst

- Ashby Walk
- Windmill Grove (Bell Court)
- Englefield Close
- Hughes Walk
- Kemp Gardens
- Pawson's Road (Nos.18 – 44)
- Prestwood Gardens
- Singleton Close
- St Saviours Road (Nos.64 – 68)
- Windmill Grove (Nos.31 – 43)
- Windmill Road (Nos.147 – 155)

Sumner Road Estate, Broad Green

- Croydon Grove
- Eastney Road
- Leighton Street (Leighton Gardens)
- Sumner Gardens

South Norwood, South Norwood Ward

- Belgrave Road
- Claret Gardens
- Grosvenor Road
- John Street
- Regina Road
- St Marks Road
- Sunny Bank

Thornton Heath Area

- Brigstock Road (Kettering Court), Thornton Heath
- Brigstock Road (Weldon Court), Bensham Manor
- Parchmore Road (Laxton Court), Thornton Heath
- Parchmore Road (Altanta Court), Thornton Heath
- Chipstead Avenue (Braidwood House), Bensham Manor
- Mayday Road, West Thornton

Waddon Estate, Waddon

- Chasemore Gardens
- Grindall Close
- Layton Crescent

1.2 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).

1.3 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 Environment, Transport and Regeneration (job share) considers it appropriate for any reason.

2. EXECUTIVE SUMMARY

- 2.1 It is recommended to introduce an enforceable car parking permit scheme at various Croydon Council Estates across the borough to restrict parking to residents and their visitors only, and that vehicles park within marked bays only and not on the restricted areas of the car park currently marked with double yellow lines. Also that only valid disabled blue badge holders use the designated disabled bays (where specified bays are available) on the Estate.

3. DETAIL

- 3.1 The proposed new enforceable car parking permit scheme will provide parking for residents only. As part of the project double yellow lines were marked in areas of the car parks where parking could cause obstruction problems for users and also disabled parking bays have been introduced on specific Estates.

- 3.2 The proposed car parks and plan numbers are listed below:

1.	Bensham Lane (Dartmouth House), Broad Green	PD – 354a
2.	Bridge Place, Addiscombe West	PD – 354b
3.	Brighton Road (Gardiner Court), South Croydon	PD – 354c
4.	Canterbury Road / Stanley Road, West Thornton	PD – 354d
5.	Chatsworth Road (no.26), Fairfield	PD – 354e
6.	Little Roke Road Nos.3 – 47), Kenley	PD – 354f
7.	Lodge Road (by No.25), Broad Green	PD – 354g
8.	Lower Addiscombe Rd (Houston Ct), Addiscombe West	PD – 354h
9.	Morland Road (Squire Court), Addiscombe West	PD – 354i
10.	Tavistock Grove, Selhurst	PD – 354j

Queens Road Estate, Selhurst

11.	Ashby Walk	PD – 354k
12.	Windmill Grove (Bell Court)	PD – 354L
13.	Englefield Close	PD – 354m
14.	Hughes Walk	PD – 354n
15.	Kemp Gardens	PD – 354o
16.	Pawson's Road (Nos.18 – 44)	PD – 354p
17.	Prestwood Gardens	PD – 354q
18.	Singleton Close	PD – 354r
19.	St Saviours Road (Nos.64 – 68)	PD – 354s
20.	Windmill Grove (Nos.31 – 43)	PD – 354t
21.	Windmill Road (Nos.147 – 155)	PD – 354u

Sumner Road Estate, Broad Green

22.	Croydon Grove	PD – 354v
23.	Eastney Road	PD – 354w
24.	Leighton Street (Leighton Gardens)	PD – 354x

25. Sumner Gardens PD – 354y

South Norwood, South Norwood Ward

26. Belgrave Road PD – 354z
27. Claret Gardens PD – 354aa
28. Grosvenor Road PD – 354ab
29. John Street PD – 354ac
30. Regina Road PD – 354ad
31. St Marks Road PD – 354ae
32. Sunny Bank PD – 354af

Thornton Heath

33. Brigstock Road (Kettering Ct / Laxton Ct), Thornton Heath PD – 354ag
34. Brigstock Road (Weldon Court), Bensham Manor PD – 354ah
35. Parchmore Road (Altanta Court), Thornton Heath PD – 354ai
36. Chipstead Avenue (Braidwood House), Bensham Manor PD – 354aj
37. Mayday Road, West Thornton PD – 354ak

Waddon Estate, Waddon

38. Chasemore Gardens PD – 354aL
39. Grindall Close PD – 354am
40. Layton Crescent PD – 354an

3.3 The proposed parking permit charges will be the same as the established Parking Scheme on other Croydon Council Estates.

- New permit application is £39 and
- a second annual resident permit charge £78
- Visitor scratch card (option) £2.60 per day
- Estates with individual personal parking bays will be charged a minimum of £7 per week.

3.4 Parking Services will enforce the scheme by issuing penalty notices to unauthorised vehicles during Monday to Sunday 7am to 11pm. Creating an enforceable car parking permit scheme will ensure that Penalty Charge Notices can be issued to these users for parking within a restricted area of the car park or not within the correct bay.

3.5 Minimal signage will be needed to enforce the controls assuming that the legal process is carried out and no material objections to the proposals are received. The attached maps of Croydon Council Estate show the current car parking bay areas.

3.6 Issues regarding the current available car parking areas around the blocks on the proposed Estates, are ignoring the yellow lines and not displaying disabled blue badges when parked in the disabled bays (when bays are available on specific Estates). As there is no Traffic Management Order for the mentioned car parks no action can be taken by Parking Services should drivers wish to ignore the signs and markings.

4. CONSULTATION

4.1 Consultation in all areas took place in 2017 (example of letter shown in the appendix) and the full details are shown in table 1 below:

New Parking Permit scheme draft proposal results: AREA	No. of Consultees	Responses Received	% Received	Responses In Favour of Housing Permits	% in Favour of Permits	Responses not in Favour of Housing Permits	% not in Favour of Housing Permits	Responses of no opinion	% no opinion of Housing Permits
Belgrave & Grosvenor Rd	88	31	35%	16	52%	8	26%	7	23%
Atlanta Ct Parchmore Rd	32	5	16%	3	60%	1	20%	1	20%
Bell Court, Windmill Grove	42	31	74%	19	61%	5	16%	7	23%
Braidwood House	15	6	40%	5	83%	1	17%	0	0%
Bridge Place	44	43	98%	38	88%	3	7%	2	5%
Brighton Rd	6	2	33%	1	50%	1	50%	0	0%
Canterbury Rd inc Stanley Grove	104	17	16%	15	88%	1	6%	1	6%
Chasemore Gardens	22	12	55%	7	58%	5	42%	0	0%
Chatsworth Rd	18	12	67%	7	58%	4	33%	1	8%
Claret Gardens	40	19	48%	14	74%	4	21%	1	5%
Dartmouth Hs inc bungalows	44	26	59%	18	69%	1	4%	7	27%
Drovers Rd	24	10	42%	9	90%	0	0%	1	10%
Grindall Close	8	2	25%	1	50%	1	50%	0	0%
Houston Court	18	6	33%	5	83%	0	0%	1	17%
John Street/ St Marks Rd	33	19	58%	14	74%	2	11%	3	16%
Kettering & Laxton Courts	124	57	46%	35	61%	22	39%	0	0%
Layton Crescent-SH Block only(AC)	26	10	38%	8	80%	0	0%	2	20%
Little Roke Rd	23	15	65%	9	60%	3	20%	3	20%
Lodge Rd	12	9	75%	9	100%	0	0%	0	0%
Mayday Rd	48	17	35%	11	65%	2	12%	4	24%
Queens Rd Estate	303	100	33%	65	65%	24	24%	11	11%
Regina Rd	250	66	26%	46	70%	13	20%	7	11%
Squire Court, Morland Rd	20	10	50%	4	40%	4	40%	2	20%

Sumner Rd Est.	167	64	38%	36	56%	11	17%	17	27%
Sunnybank	16	9	56%	4	44%	3	33%	2	22%
Torrington Square	44	21	48%	14	67%	5	24%	2	10%
Weldon Ct Brigstock Rd	22	11	50%	10	91%	1	9%	0	0%
Windmill Rd	5	5	100%	5	100%	0	0%	0	0%
Totals	1598	635	40%	428	67%	125	20%	82	13%

- 4.2 The consultation results show that overall 67% of those residents that responded voted in favour of a permit scheme.
- 4.3 The extension of a Controlled Parking Zone requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (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.
- 4.4 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 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.
- 4.5 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 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 Environment, Transport and Regeneration (job share) considers it appropriate for any other reason.

5. FINANCIAL CONSIDERATIONS

It is estimated that the total cost of introducing enforceable car parks at the locations listed in this report including the Traffic Management Order making process, signing and lining would be £42,000. This can be covered through the Housing Revenue budget for 2018/19.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	42	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	42	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	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

6.2 The effect of the decision

6.2.1 The cost of introducing enforceable Housing Car Parks as listed in this report has been estimated at £42,000. This includes a contribution towards the legal costs and signing and lining within the car parks.

6.2.2 This can be met from the Housing Revenue budget for 2018/19.

6.3 Risks

6.3.1 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

6.4 Options

6.4.1 The alternative option is not to introduce the enforceable off-street housing Car Parks. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to difficulty in finding available spaces and obstructive parking with potential emergency access issues.

6.5 Savings/ future efficiencies

6.5.1 If these Housing Car Parks are made enforceable then future income will be generated from residents' permits together with enforcement of these controls through Penalty Charge Notices. These types of schemes have proven to be self-financing usually within 4 years of introduction.

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

7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

7.1 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, implement and revoke 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.

7.2 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.

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

8. HUMAN RESOURCES IMPACT

8.1 It is envisaged that the additional enforcement needed for these off-street Housing car parks can be carried out using existing resources.

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

9. CUSTOMER IMPACT

9.1 The proposed enforceable housing Car Parks are as a direct response to complaints from residents experiencing parking problems due to non-residents parking in the car parks taking up available spaces and parking in restricted areas causing potential obstruction to the emergency services. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' and businesses' views of the work carried out by the Borough.

10 EQUALITIES IMPACT

10.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required. It is considered that introducing enforceable Housing car parks should benefit residents especially those with mobility issues as any disabled parking bays will be enforceable reducing misuse.

11 ENVIRONMENTAL IMPACT

- 11.1 In order to reduce the environmental impact of the parking schemes it is proposed to keep the signage to the minimum required in order to make it clear to drivers that these are car parks enforced by the Council.

12 CRIME AND DISORDER REDUCTION IMPACT

- 12.1 There are no such considerations arising from this report.

13 REASONS FOR RECOMMENDATIONS

- 13.1 The recommendations are to introduce enforceable Housing Car Parks to improve conditions for residents and ensure emergency access to properties is maintained.

14. OPTIONS CONSIDERED AND REJECTED

- 14.1 An alternative option is not to introduce the enforceable car parks. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction and finding available parking spaces.

REPORT AUTHOR / CONTACT OFFICERS:

David Wakeling, Parking Design Manager
Infrastructure, Parking Design, 020 8726 6000
(Ext. 88229)

Colin Alexander Head of Income & Lettings,
Housing Needs, 020 8726 6000 (Ext. 15280)

BACKGROUND DOCUMENTS

None

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People Department
Housing Needs, Income & Lettings
Bernard Weatherill House
8 Mint Walk, Croydon, CR9 1EA
Tel/Typetalk: 020 8726 6100
Minicom: 020 8760 5797

The Resident
Address

Contact: ****Garage Officer****
***garage officer**@croydon.gov.uk**
Our ref: Parking survey 2017
Date: 15th August 2017

Dear Resident,

The Occupiers of: **Address**

Important Parking Space Information

I am writing to ask for your views on our proposals to introduce an off-street parking scheme for the parking spaces at ****Address (& estate if applicable) ****

The proposal is a direct response to a number of complaints of unauthorised use of parking bays within the immediate parking area. In order to address these problems we welcome your views to develop and implement a parking scheme.

Residents will be permitted to park in a bay and any unauthorised parking will risk being issued with a Penalty Charge Notice.

It is council policy to inform you of our plans before a final decision is made. Your response will assist us in reaching a decision whether to introduce a parking scheme.

Please can you respond by ticking one of the boxes below:

Yes, I do want a parking Scheme

No, I do not want a parking Scheme

No opinion

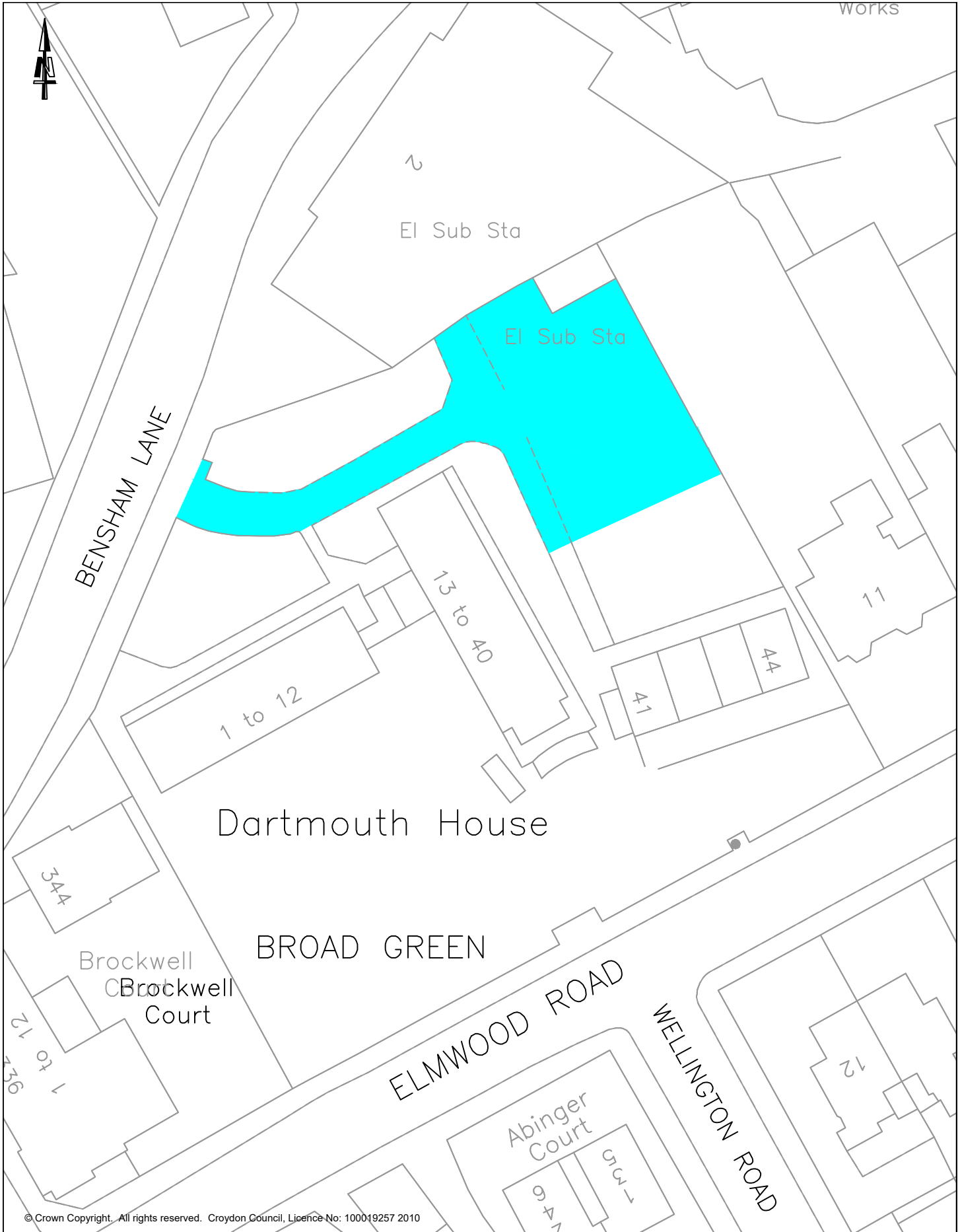
Please return this letter in the envelope provided by **** Date****

Yours sincerely,



Colin Alexander
Head of Income & Lettings

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PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL


BENSHAM LANE - DARTMOUTH HOUSE.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
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Date:	February 2018	Drawing Ref.	PD - 354a

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 PROPOSED HOUSING CAR PARK AREA.

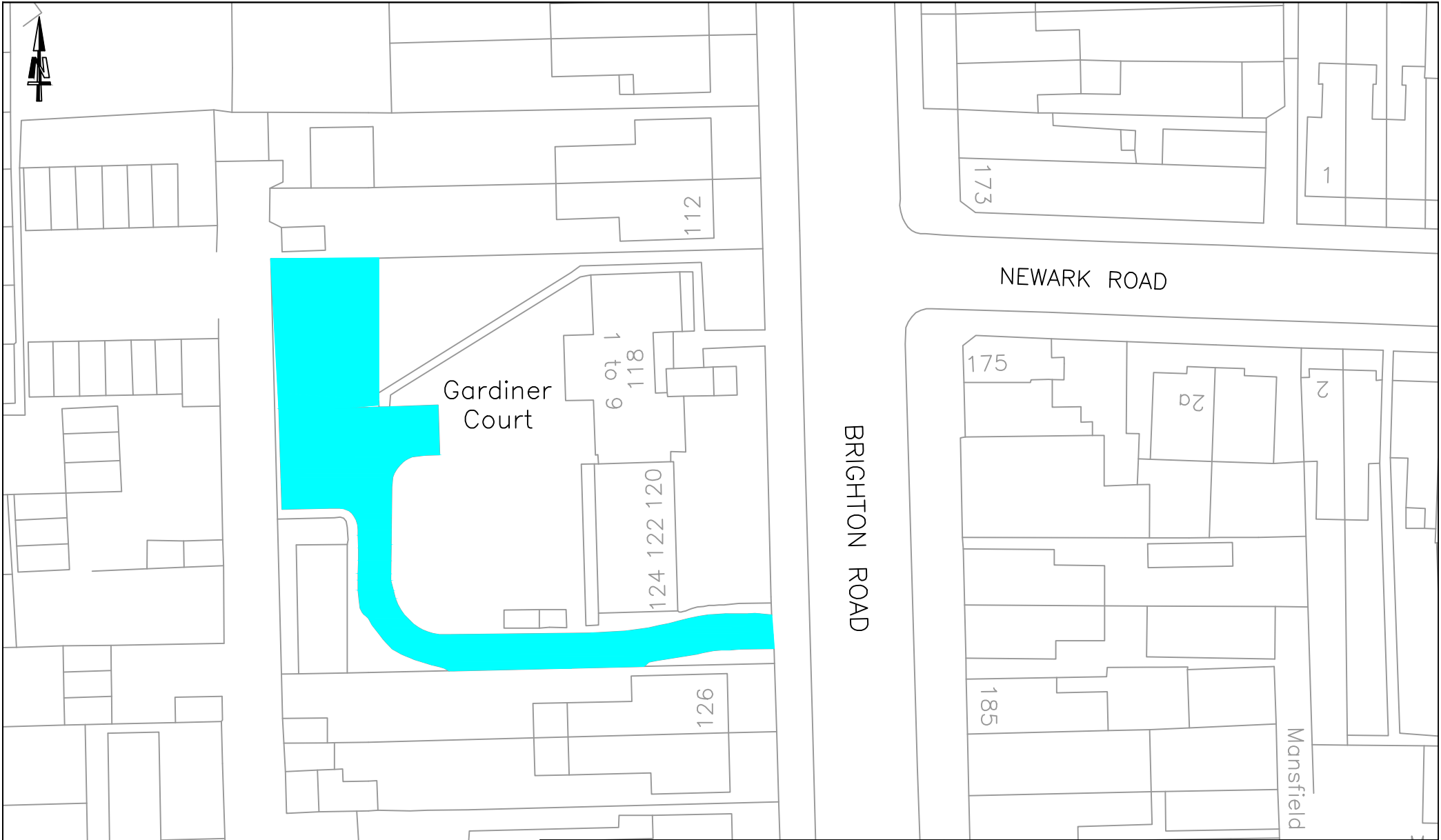
CROYDON COUNCIL


BRIDGE PLACE.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
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 PROPOSED HOUSING CAR PARK AREA.

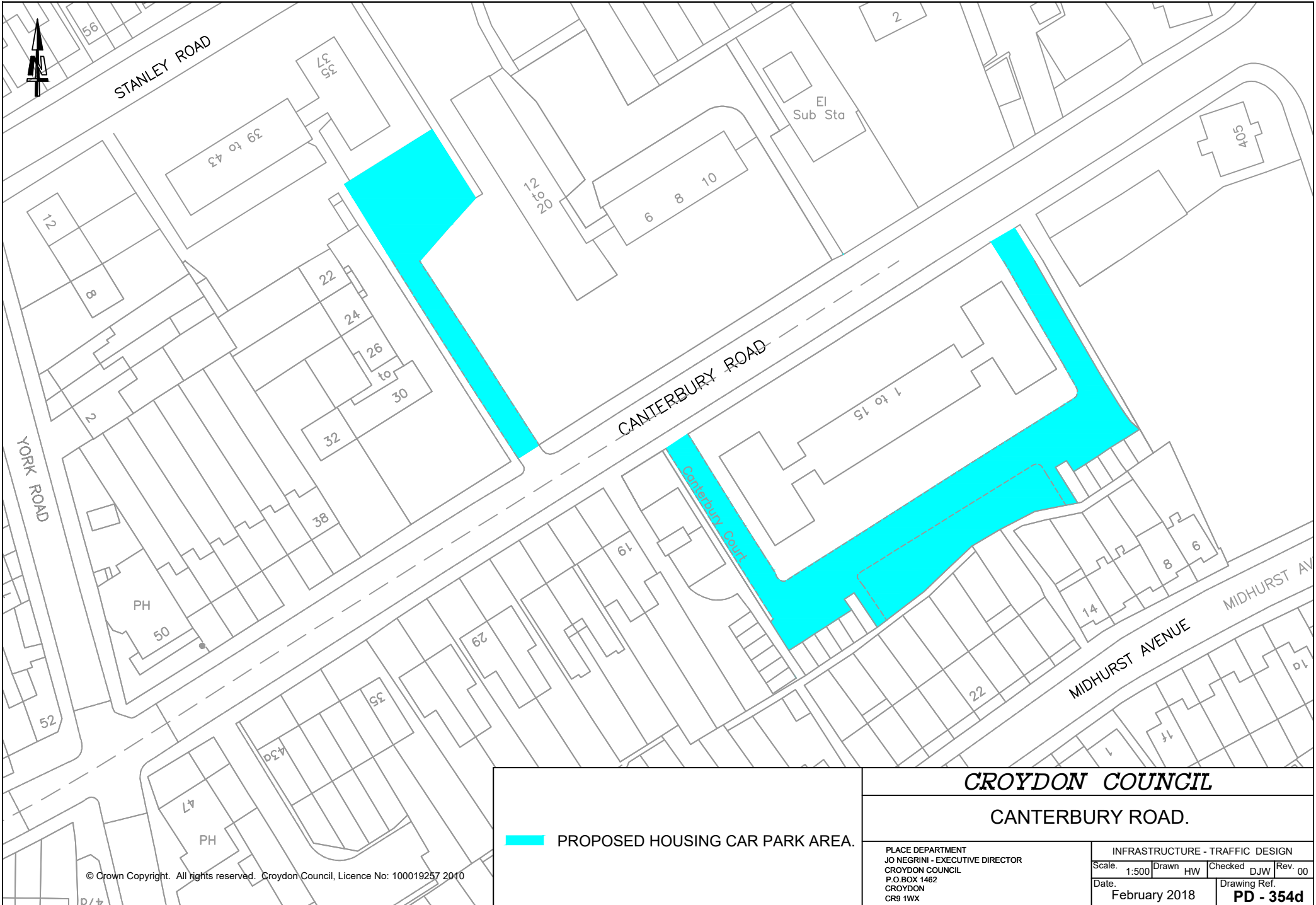
CROYDON COUNCIL

BRIGHTON ROAD - GARDINER COURT.

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WX


INFRASTRUCTURE - TRAFFIC DESIGN	
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CROYDON COUNCIL

CANTERBURY ROAD.

 PROPOSED HOUSING CAR PARK AREA.

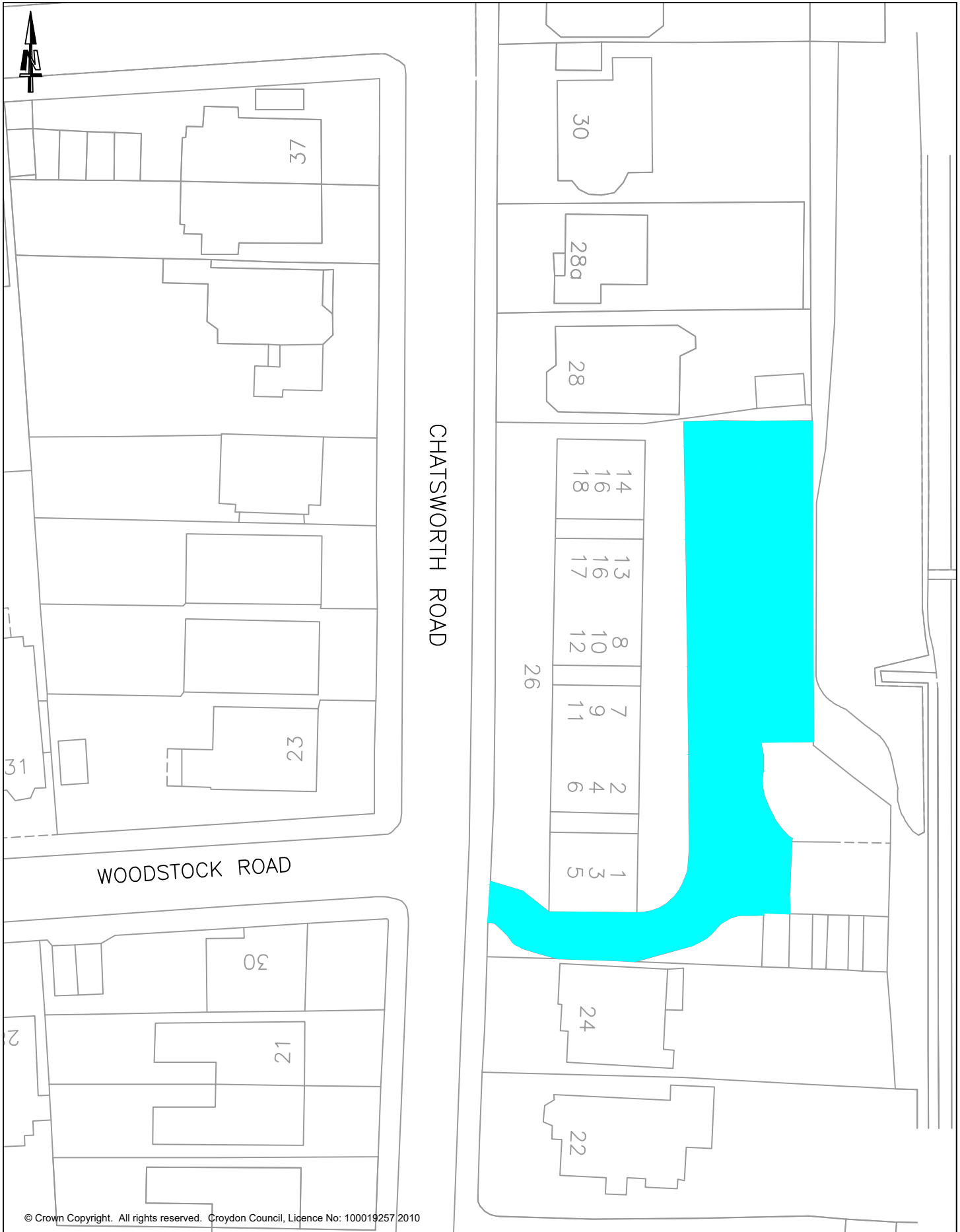
PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

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Date: February 2018	Drawing Ref. PD - 354d
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PROPOSED HOUSING CAR PARK AREA.

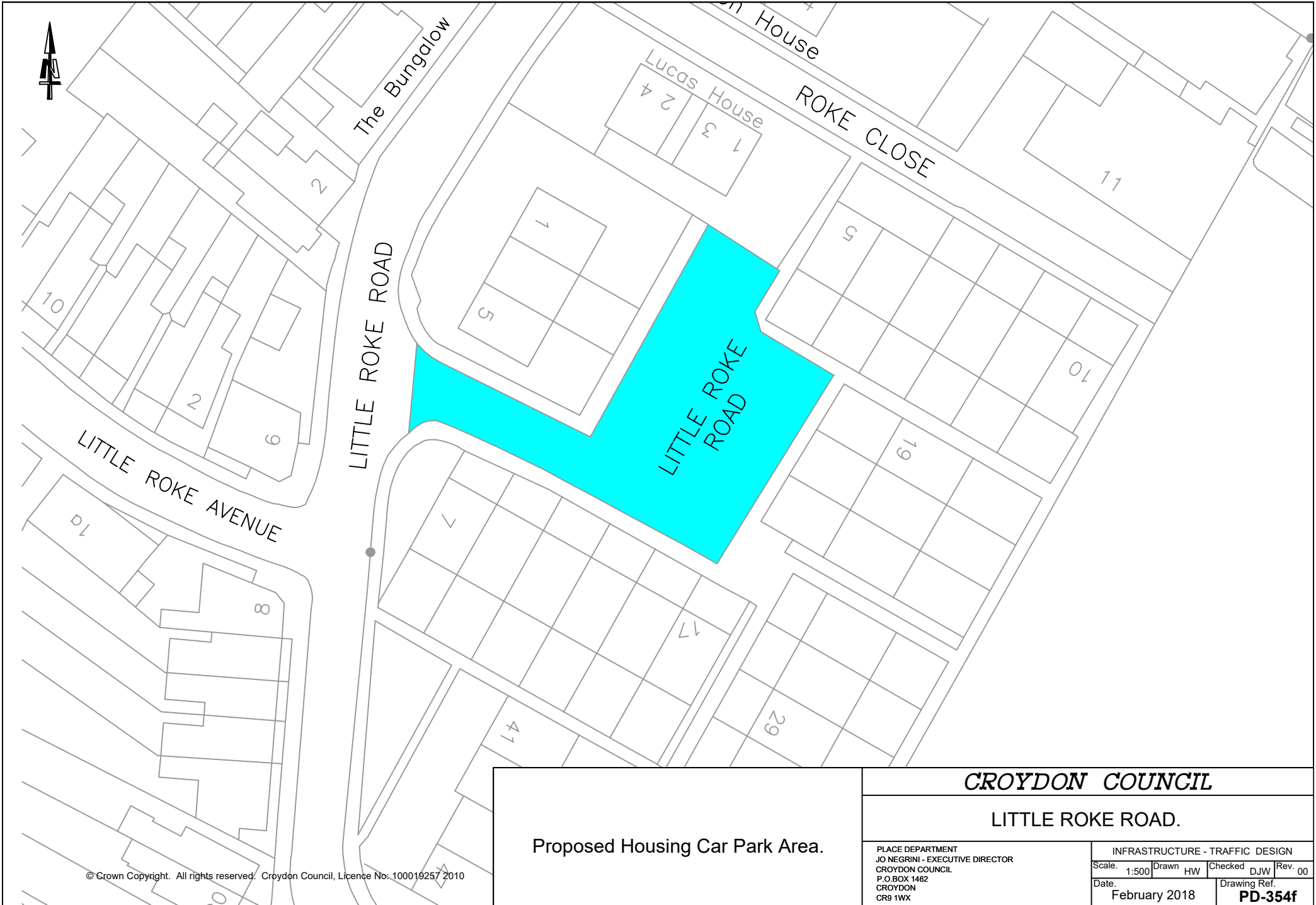
CROYDON COUNCIL

CHATSWORTH ROAD.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
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Date:	February 2018	Drawing Ref. PD - 354e	

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Proposed Housing Car Park Area.

CROYDON COUNCIL

LITTLE ROKE ROAD.

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O.BOX 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

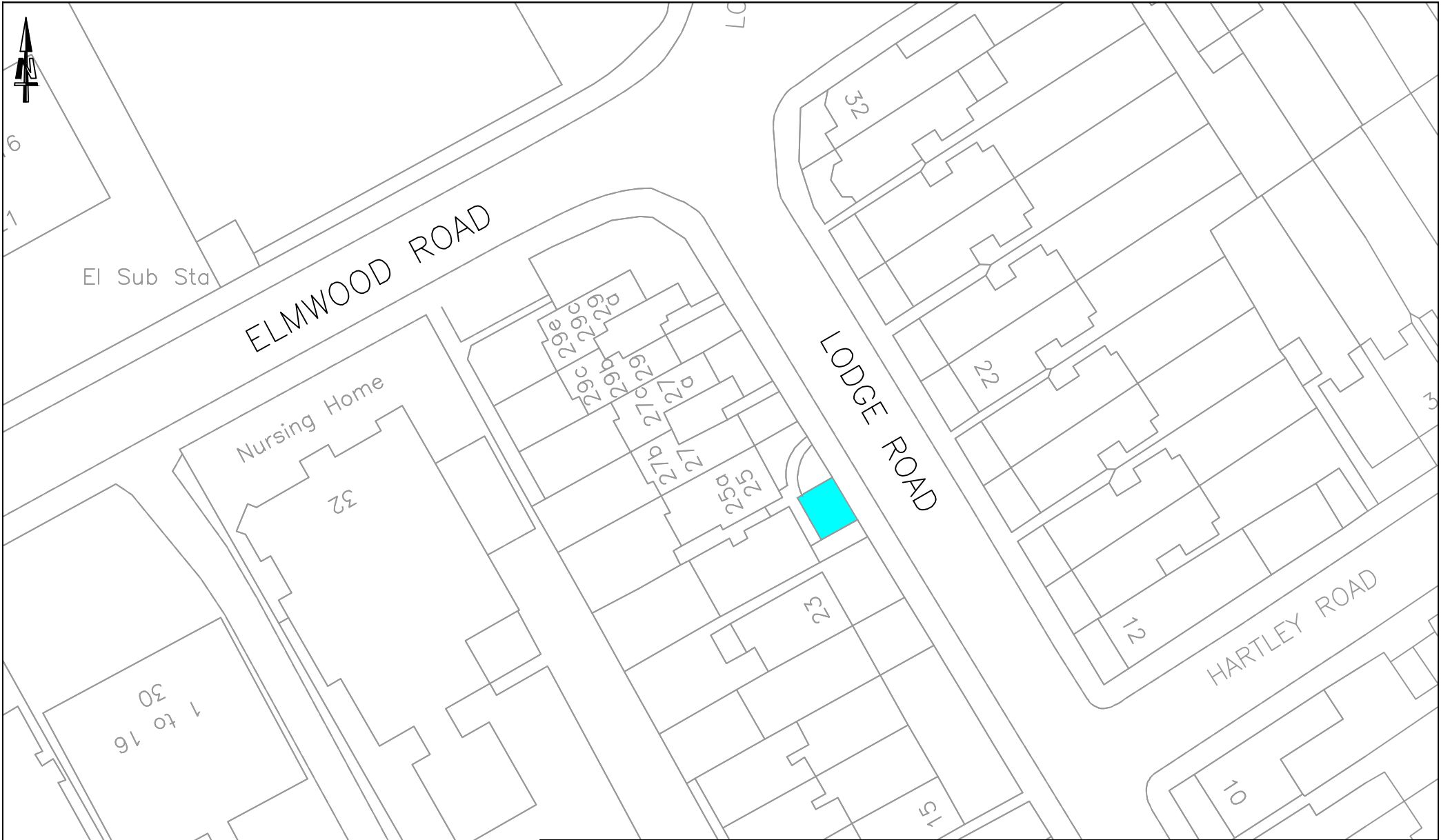
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Date: February 2018 Drawing Ref.

February 2018

PD-354f

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 PROPOSED HOUSING CAR PARK AREA.		CROYDON COUNCIL			
		LODGE ROAD (by No.25).			
PLACE DEPARTMENT JO NEGRINI - CHIEF EXECUTIVE CROYDON COUNCIL P.O. BOX 1462 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN Scale: 1:500 Drawn HW Checked DJW Rev. 00 Date: February 2018 Drawing Ref. PD - 354g			

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1 to 9
Tenby Court

MORLAND ROAD

Rees House

13to18

1 to 20
Squire Court

11 to 2

1to12
Houston Court

St James's Lodge
1 to 10

LOWER ADDISCOMBE ROAD


Kirby House

Surgery

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CROYDON COUNCIL

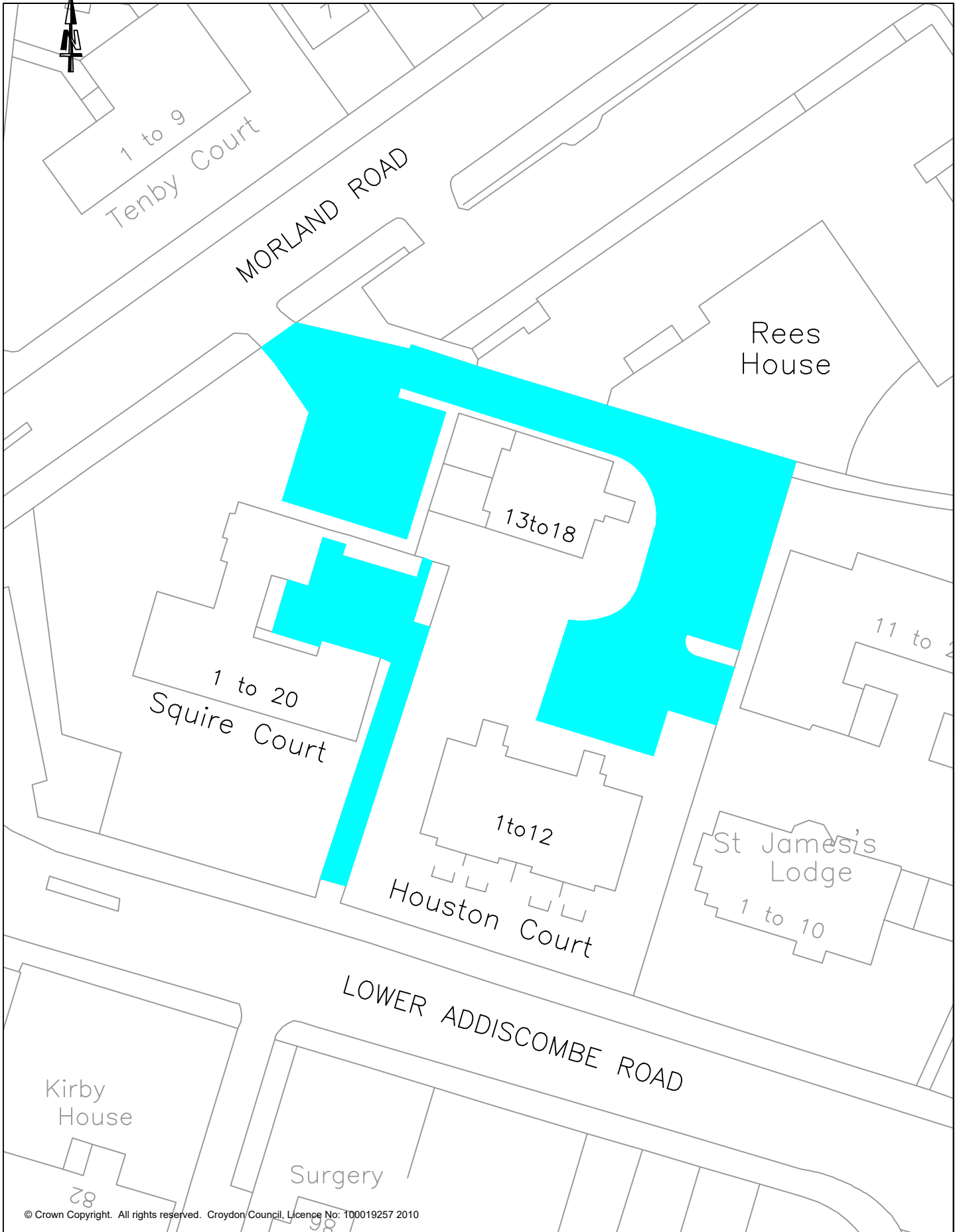
LOWER ADDISCOMBE ROAD - HOUSTON COURT.

 PROPOSED HOUSING CAR PARK AREA.

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O.BOX 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: 1:500	Drawn HW	Checked DJW	Rev. 00
Date:	February 2018	Drawing Ref:	PD - 354h

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PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL

MORLAND ROAD.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
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 Date: February 2018 | Drawing Ref. **PD - 354i**

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CROYDON COUNCIL

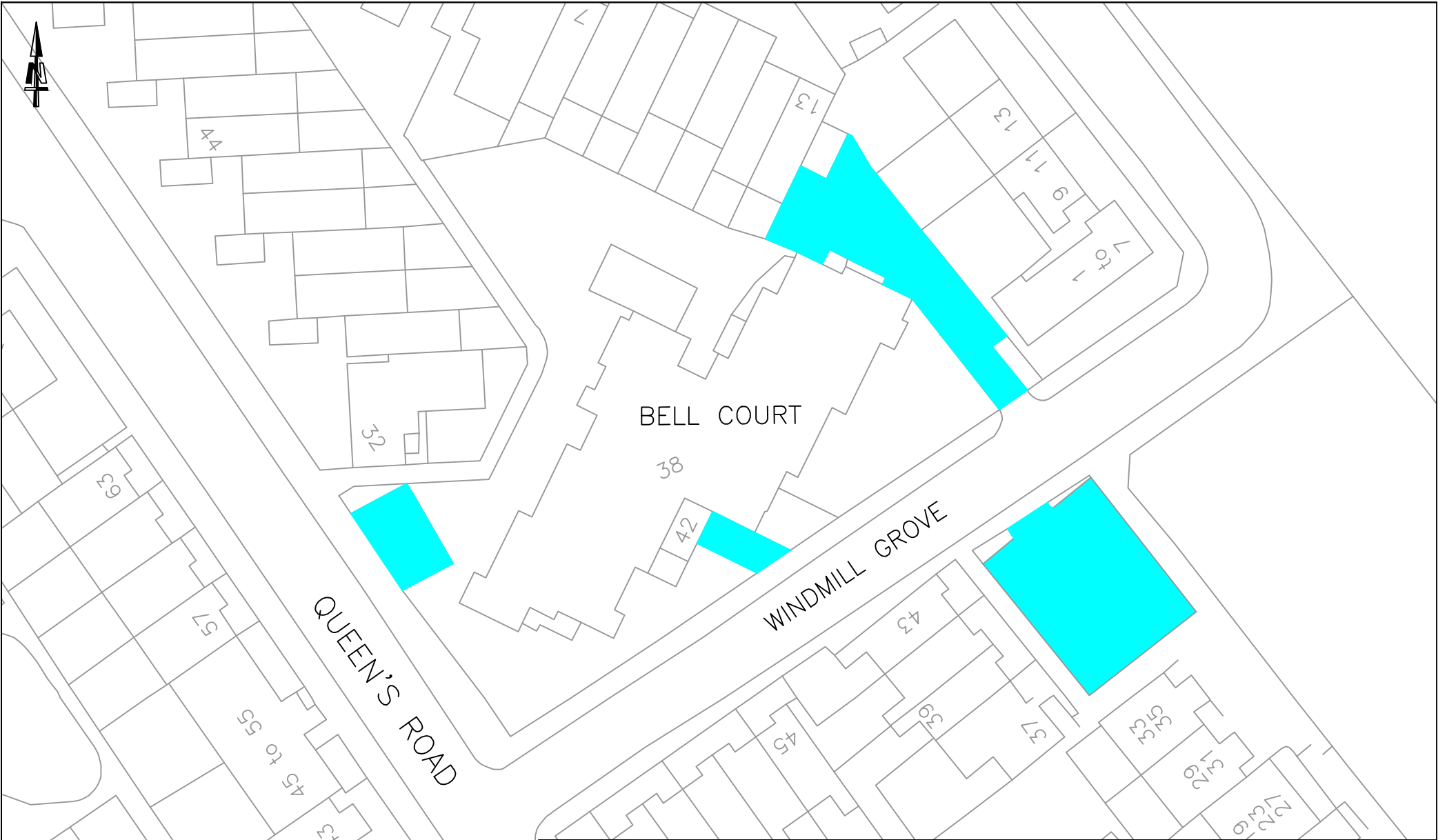
ASHBY WALK.

 PROPOSED HOUSING CAR PARK AREA.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O.BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
 Scale: 1:500 Drawn HW Checked DJW Rev. 00
 Date: February 2018 Drawing Ref. **PD - 354k**

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<p align="center">PROPOSED HOUSING CAR PARK AREA.</p>	<p align="center">CROYDON COUNCIL</p>			
	<p align="center">WINDMILL GROVE.</p>			
	<p>PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR CROYDON COUNCIL P.O. BOX 1462 CROYDON CR9 1WX</p>	<p align="center">INFRASTRUCTURE - TRAFFIC DESIGN</p> <p>Scale: 1:500 Drawn HW Checked DJW Rev. 00 Date: February 2018 Drawing Ref. PD - 354L</p>		


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CROYDON COUNCIL

ENGLEFIELD CLOSE.

 PROPOSED HOUSING CAR PARK AREA.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
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 Date: February 2018 Drawing Ref. **PD - 354m**

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PROPOSED HOUSING CAR PARK AREA.

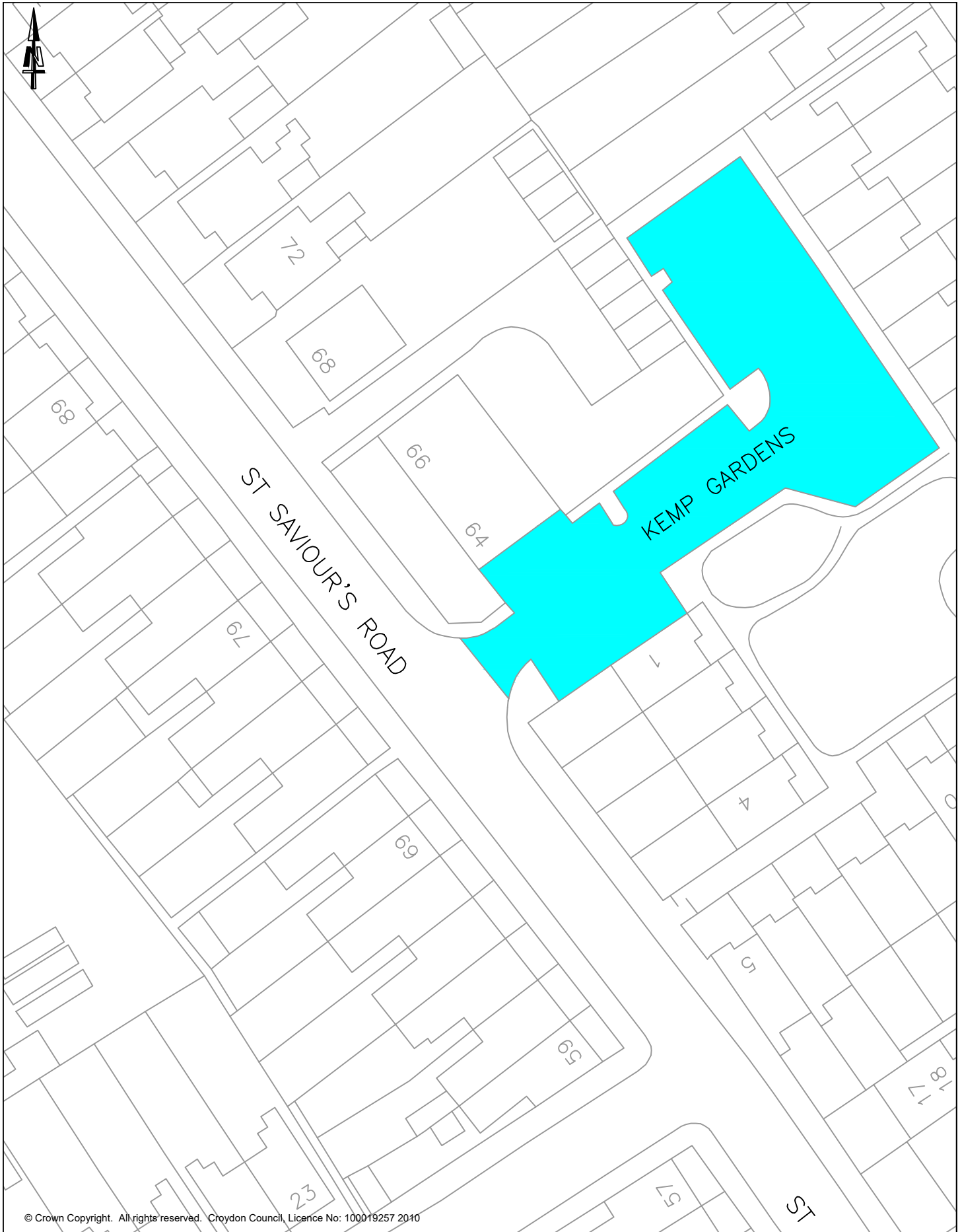
CROYDON COUNCIL

HUGHES WALK.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
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Date:	February 2018		Drawing Ref. PD - 354n

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CROYDON COUNCIL

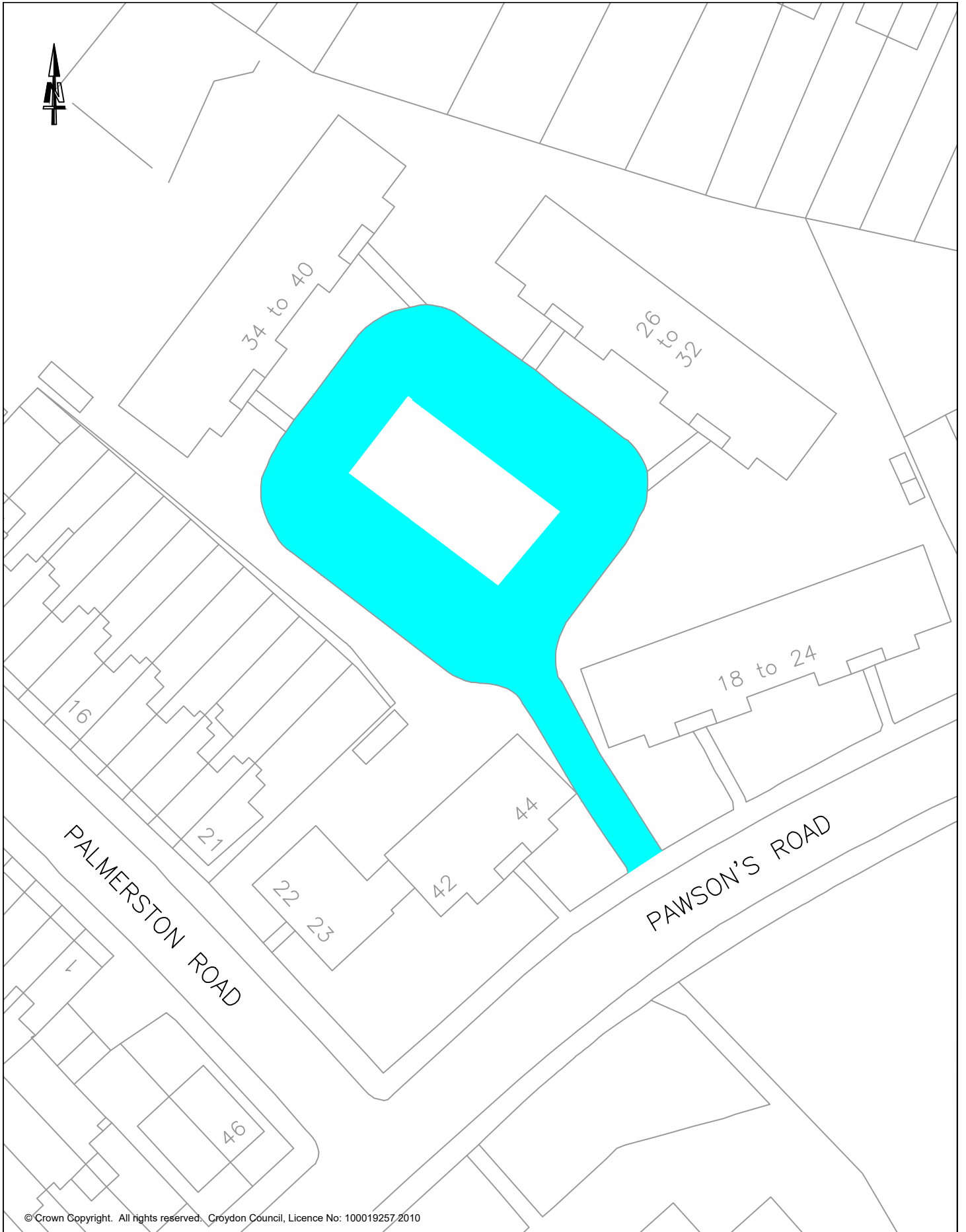
KEMP GARDENS.

PROPOSED HOUSING CAR PARK AREA.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O.BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN		
Scale: 1:500	Drawn HW	Checked DJW Rev. 00
Date: February 2018	Drawing Ref. PD - 354o	

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PROPOSED HOUSING CAR PARK AREA.

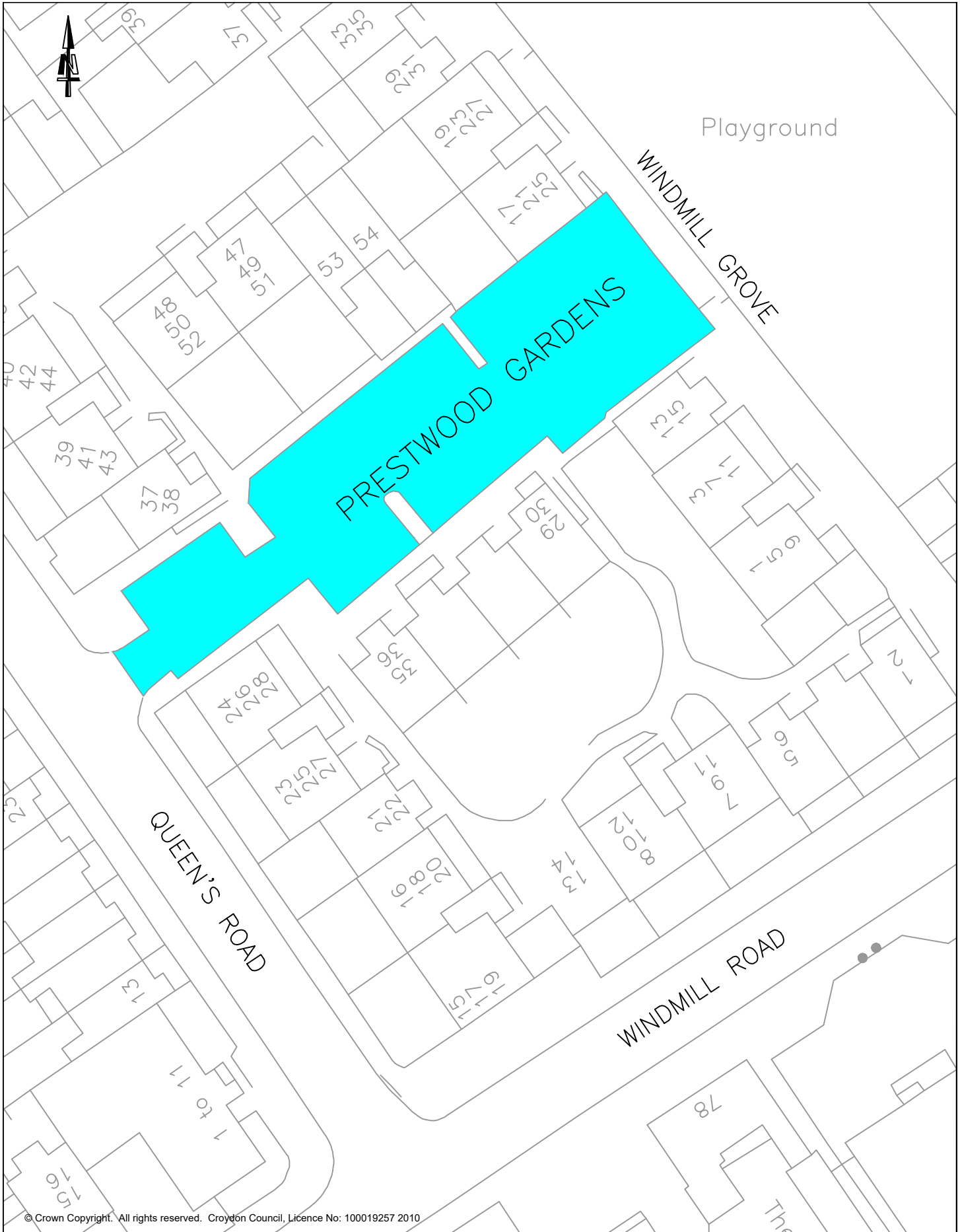
CROYDON COUNCIL

PAWSONS ROAD (Nos. 18 - 44).

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O.BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN	
Scale: 1:500	Drawn HW
Checked DJW	Rev. 00
Date: February 2018	Drawing Ref. PD - 354p

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PROPOSED HOUSING CAR PARK AREA.

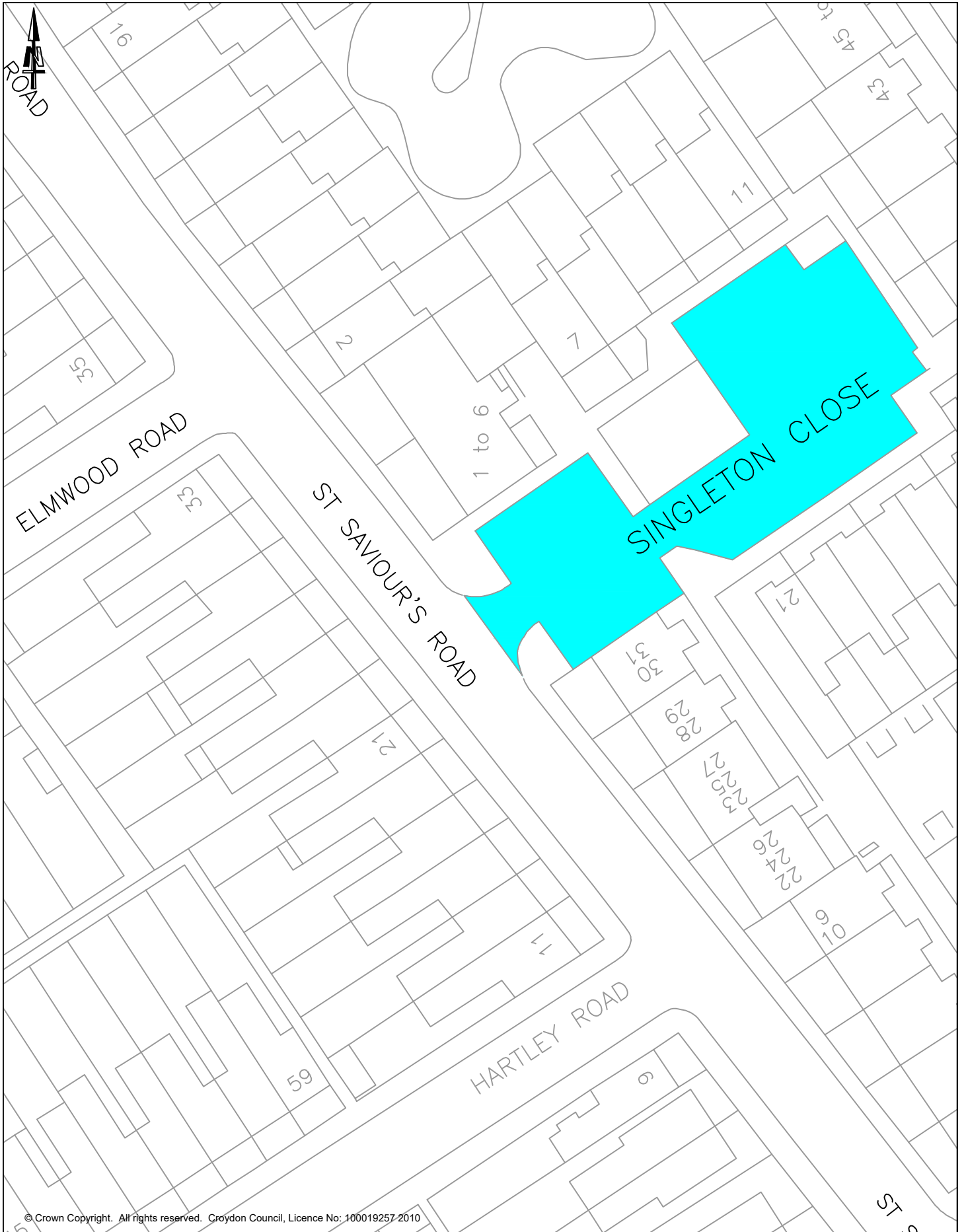
CROYDON COUNCIL

PRESTWOOD GARDENS.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O.BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
 Scale: 1:500 Drawn HW Checked DJW Rev. 00
 Date: February 2018 Drawing Ref. **PD - 354q**

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 PROPOSED HOUSING CAR PARK AREA.

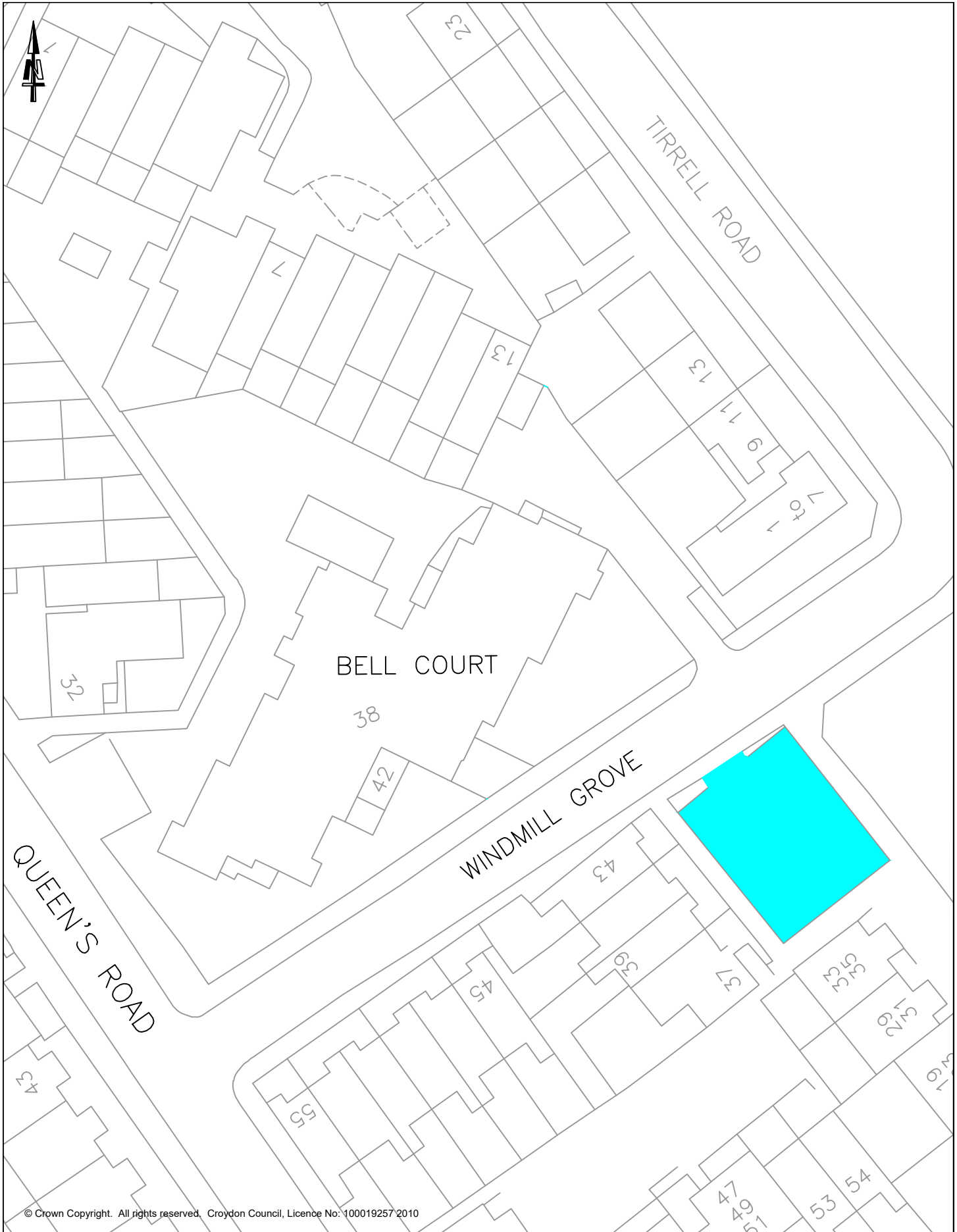
CROYDON COUNCIL

SINGLETON CLOSE.


PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
 Scale: 1:500 Drawn HW Checked DJW Rev. 00
 Date: February 2018 Drawing Ref. **PD-354r**

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 Proposed Housing Car Park Area.

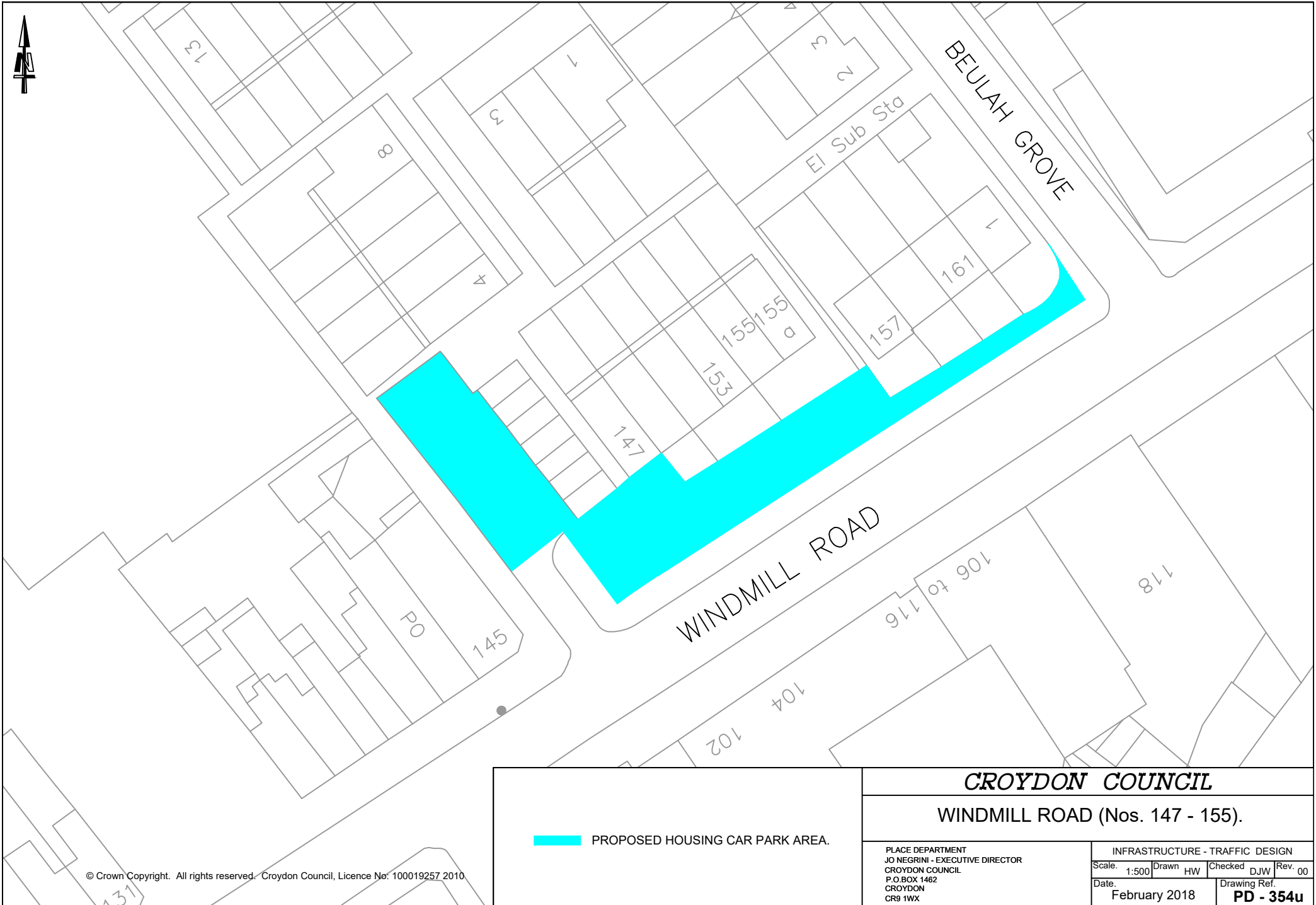
CROYDON COUNCIL

CANTERBURY ROAD.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
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 Date: February 2018 Drawing Ref. **PD - 354t**

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 PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL

WINDMILL ROAD (Nos. 147 - 155).

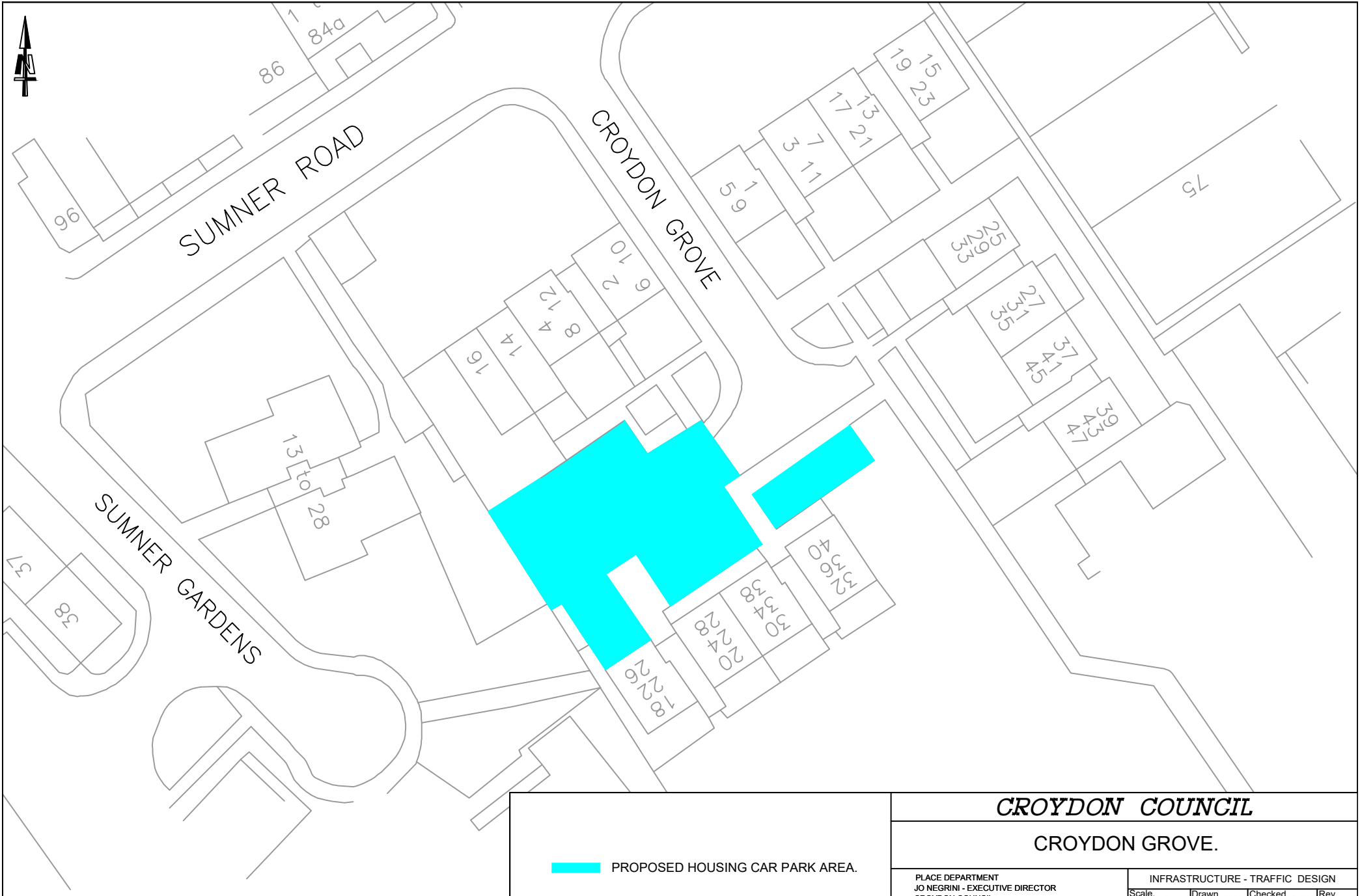
PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: 1:500 Drawn HW Checked DJW Rev. 00

Date: February 2018 Drawing Ref. **PD - 354u**

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 PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL

CROYDON GROVE.

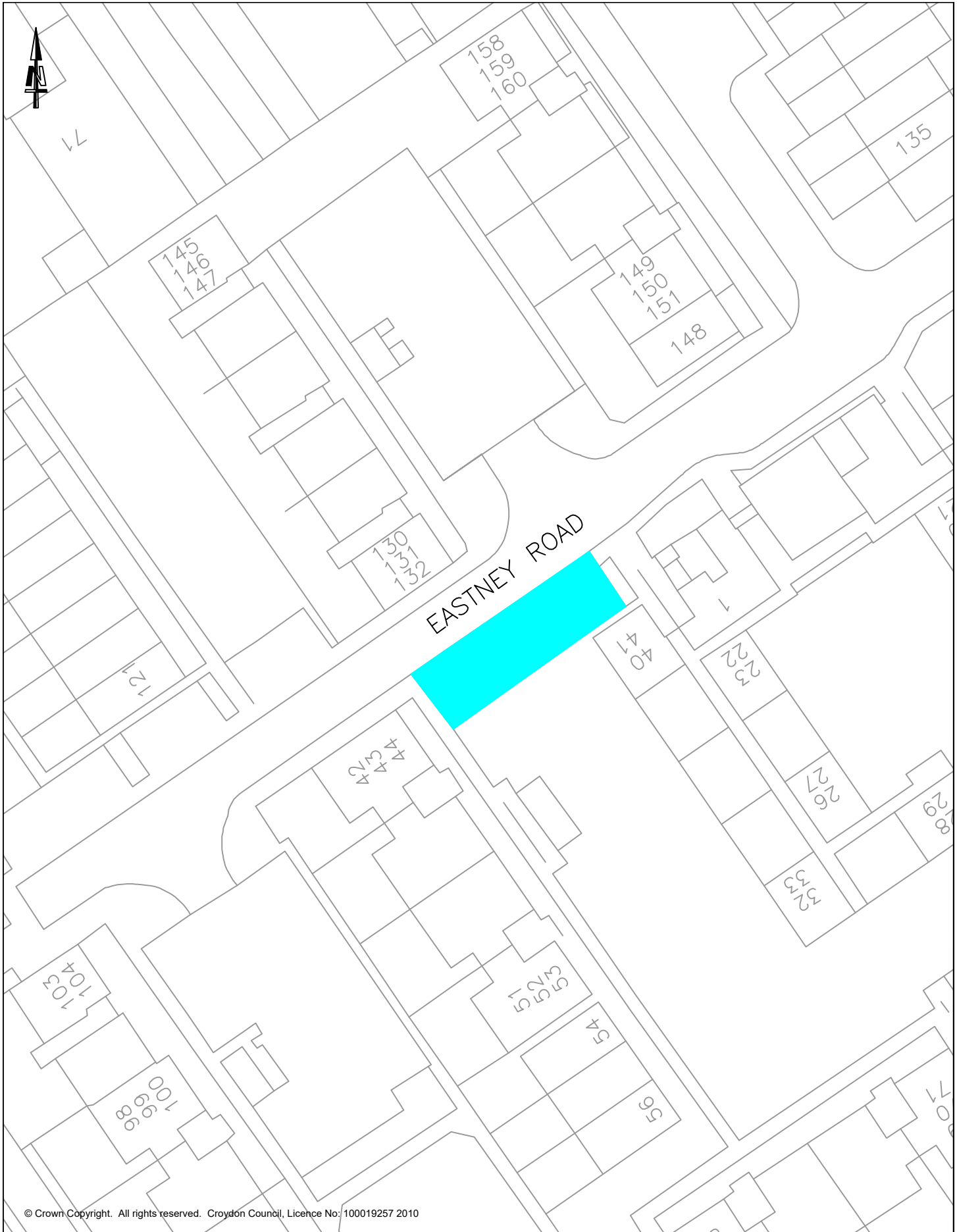
PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: 1:500 Drawn HW Checked DJW Rev. 00

Date: February 2018 Drawing Ref. PD - 354v

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 Proposed Housing Car Park Area.

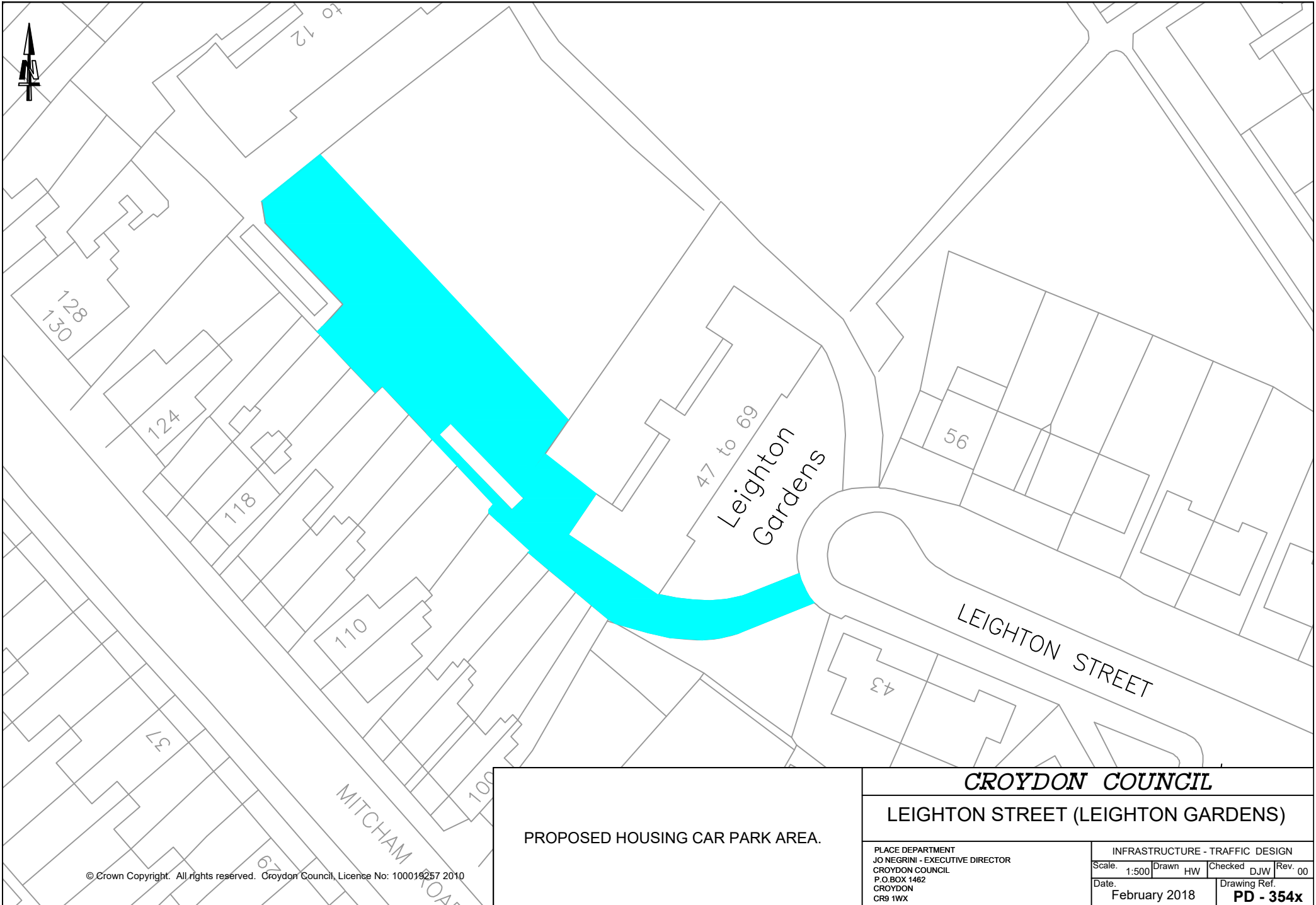
CROYDON COUNCIL

EASTNEY ROAD.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O.BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN
 Scale: 1:500 Drawn HW Checked DJW Rev. 00
 Date: February 2018 Drawing Ref. **PD - 354w**

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PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL

LEIGHTON STREET (LEIGHTON GARDENS)

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O.BOX 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: 1:500 Drawn HW Checked DJW Rev. 00

Date: February 2018 Drawing Ref. **PD - 354x**

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16

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13 to 28

SUMNER GARDENS

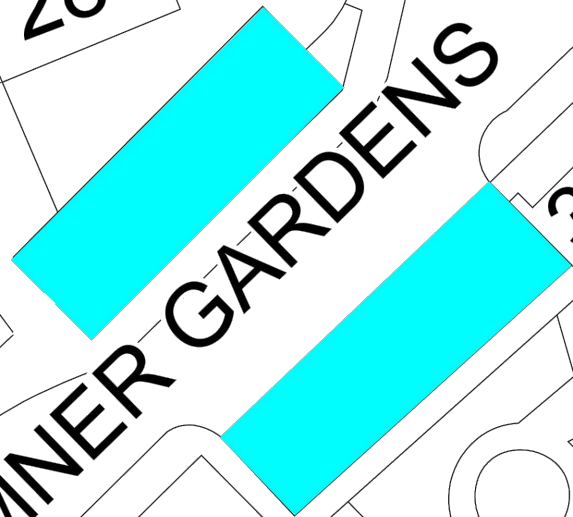
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96

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42



PROPOSED HOUSING CAR PARK AREA.

SUMNER GARDENS.

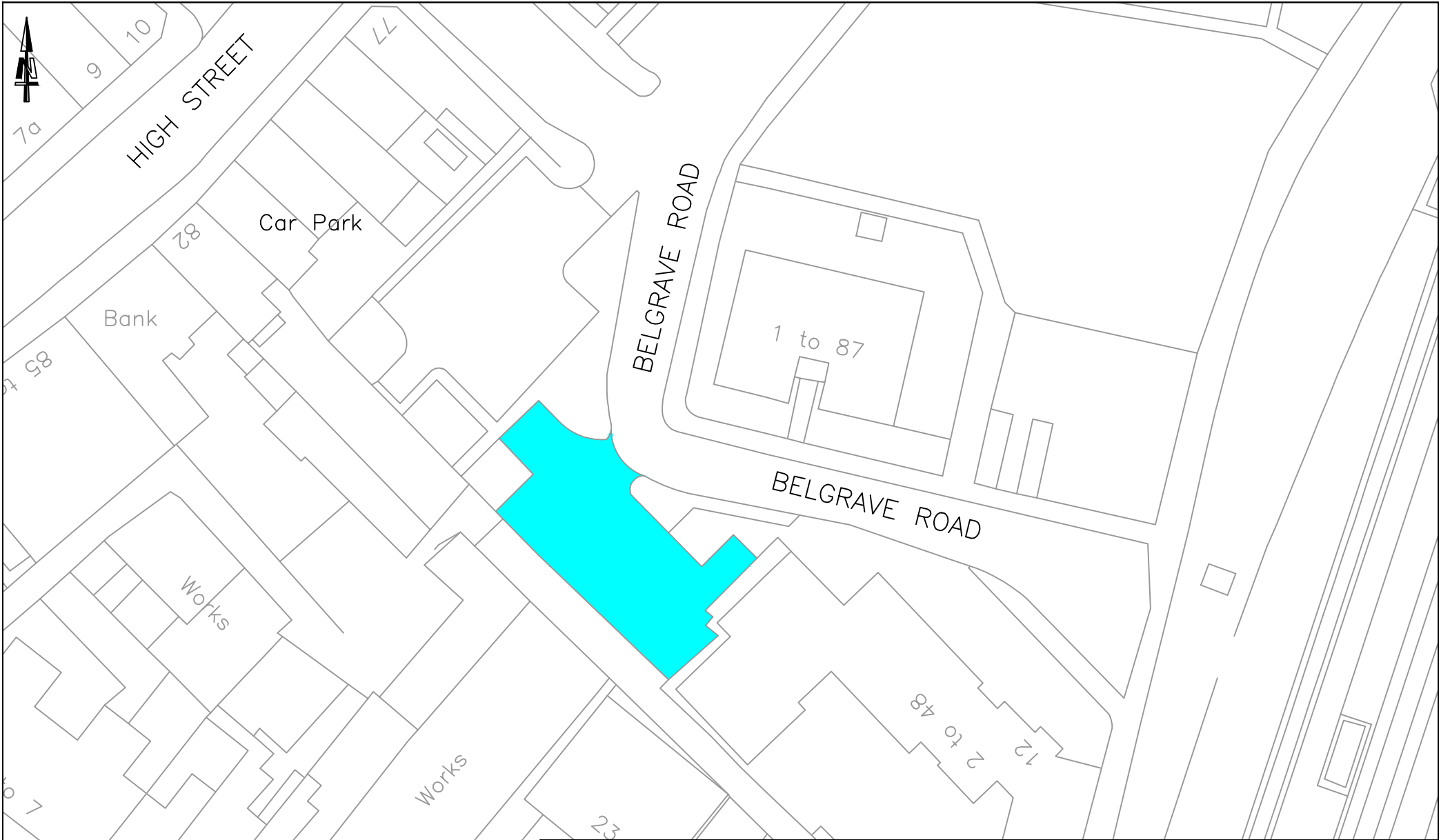
PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O.BOX 1462
CROYDON
CR9 1WX


INFRASTRUCTURE - TRAFFIC DESIGN

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Date. February 2018 Drawing Ref. PD-354y


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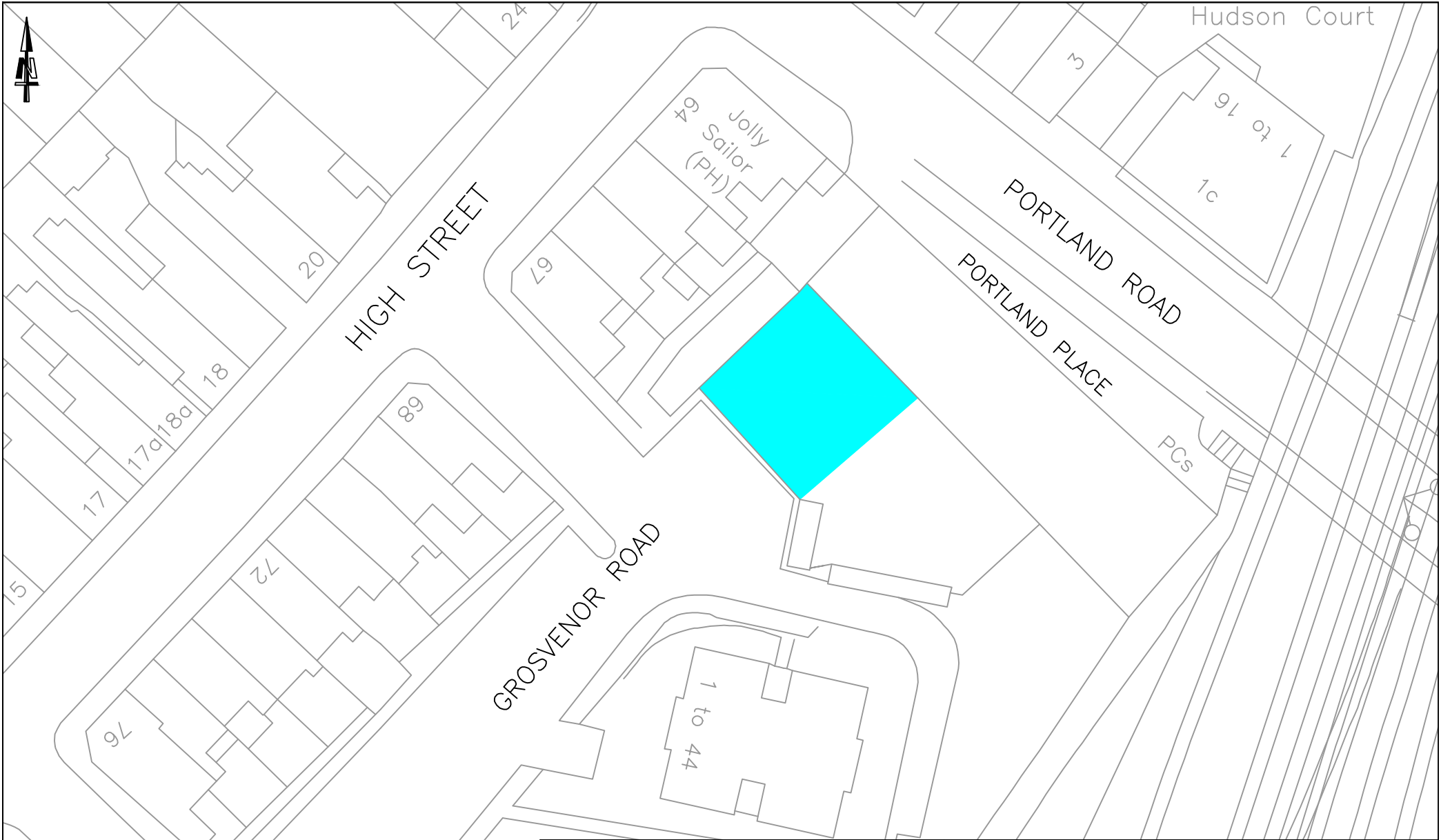
 PROPOSED HOUSING CAR PARK AREA.	CROYDON COUNCIL			
	BELGRAVE ROAD.			
	PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR CROYDON COUNCIL P.O. BOX 1462 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN Scale: 1:500 Drawn HW Checked DJW Rev. 00 Date: September 2018 Drawing Ref. PD - 354Z	

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 PROPOSED HOUSING CAR PARK AREA.	CROYDON COUNCIL			
	CLARET GARDENS.			
	PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR CROYDON COUNCIL P.O. BOX 1462 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN Scale: NTS Drawn HW Checked DJW Rev. 00 Date: February 2018 Drawing Ref. PD - 354Zaa	

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 PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL

GROSVENOR ROAD.

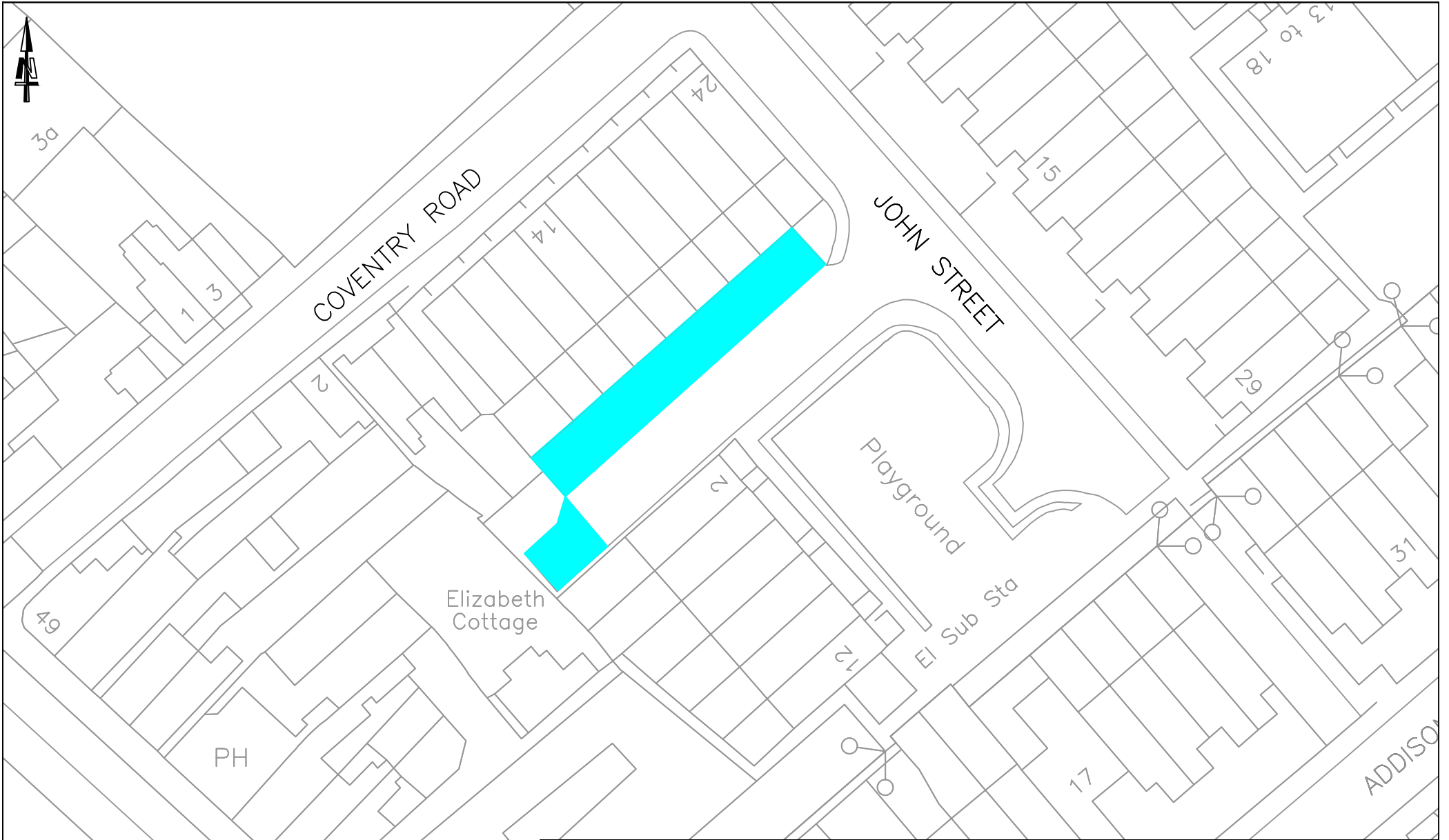
PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WX


INFRASTRUCTURE - TRAFFIC DESIGN

Scale: 1:500 Drawn HW Checked DJW Rev. 00

Date: February 2018 Drawing Ref: **PD - 354ab**

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 PROPOSED HOUSING CAR PARK AREA.		CROYDON COUNCIL		
		JOHN STREET.		
PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR CROYDON COUNCIL P.O. BOX 1462 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN Scale: 1:500 Drawn HW Checked DJW Rev. 00 Date: February 2018 Drawing Ref. PD - 354ac		

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135

REGINA ROAD

REGINA ROAD

124 126

130 North Wood

130

122

114

112

Page 107
to 56

58 to 108

110a

3

110

7

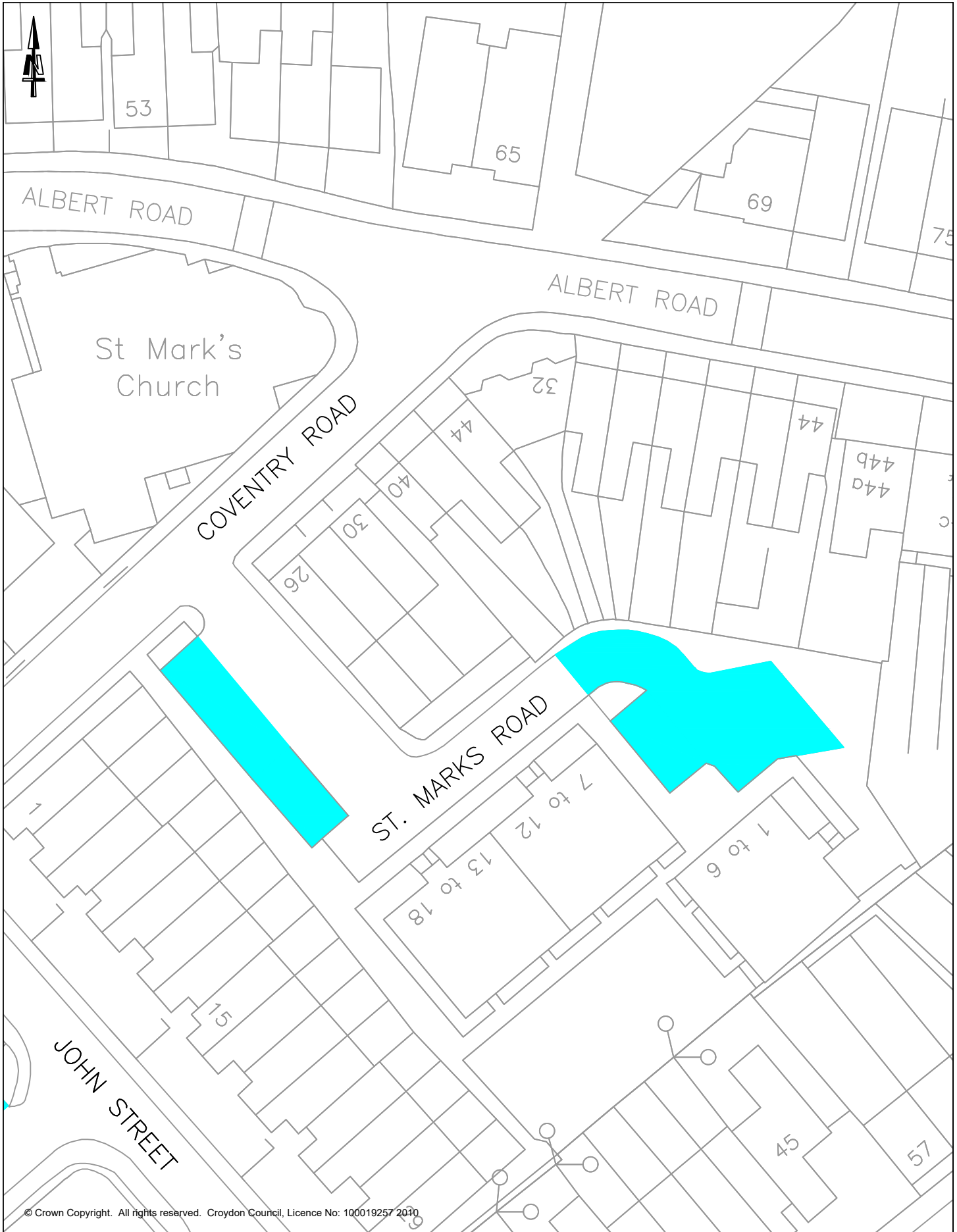
Court

Playgr

PROPOSED HOUSING CAR PARK AREA.

REGINA ROAD.

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PROPOSED HOUSING CAR PARK AREA.

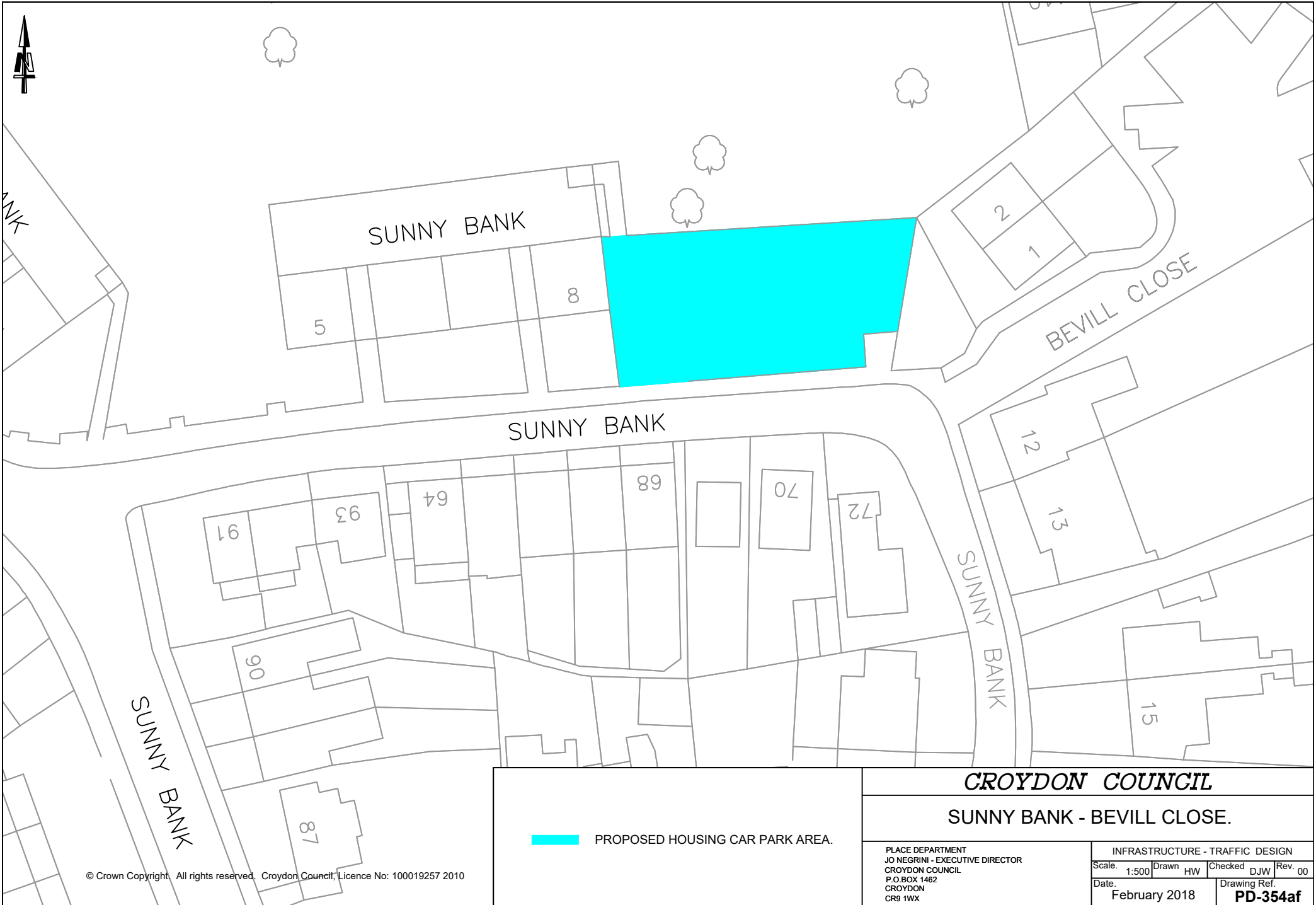
CROYDON COUNCIL

St. MARKS ROAD.

PLACE DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 CROYDON COUNCIL
 P.O. BOX 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
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Date:	February 2018		Drawing Ref. PD-354ae

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 PROPOSED HOUSING CAR PARK AREA.

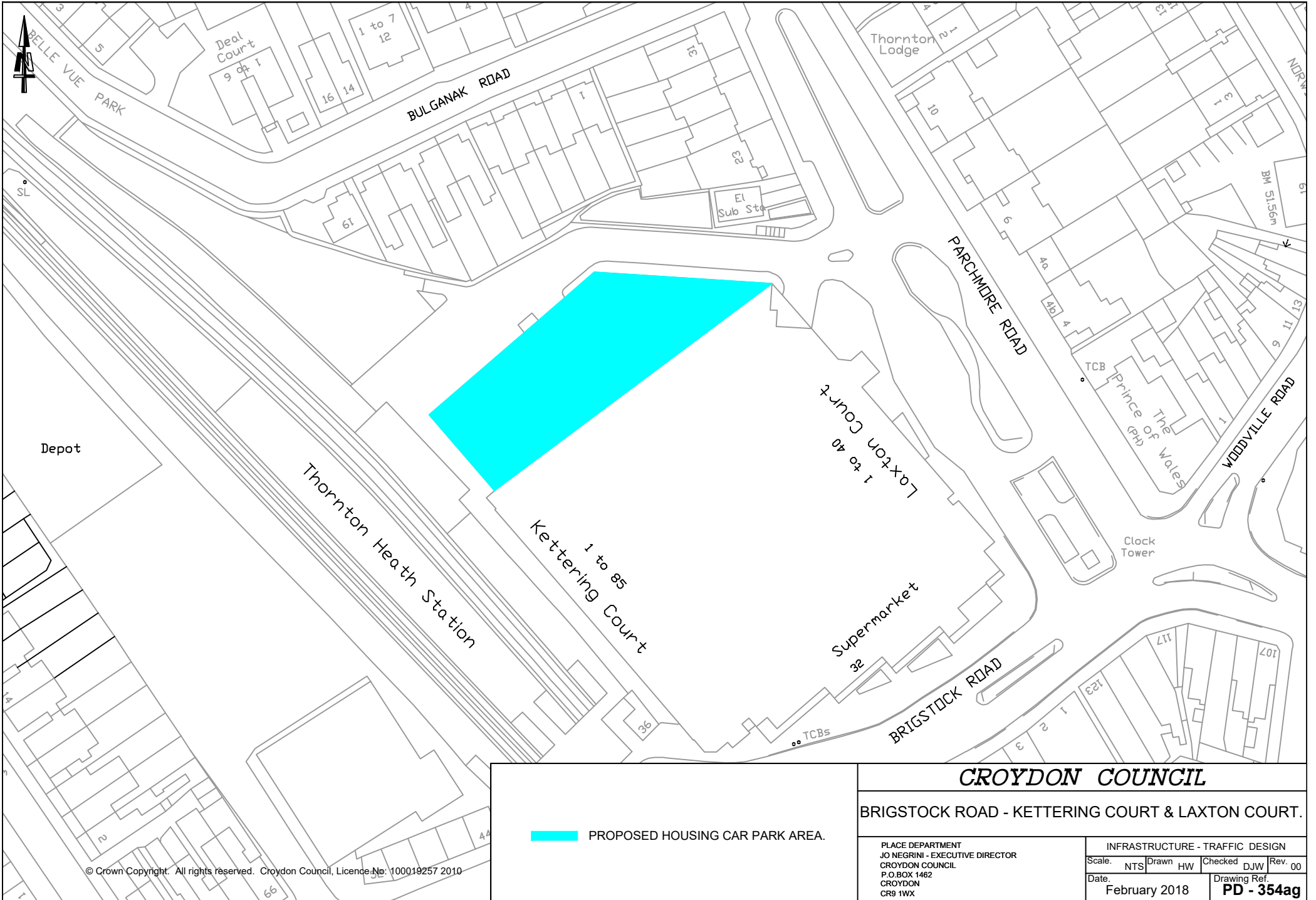
CROYDON COUNCIL

SUNNY BANK - BEVILL CLOSE.

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN			
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Date: February 2018	Drawing Ref. PD-354af		

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 PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL

BRIGSTOCK ROAD - KETTERING COURT & LAXTON COURT.

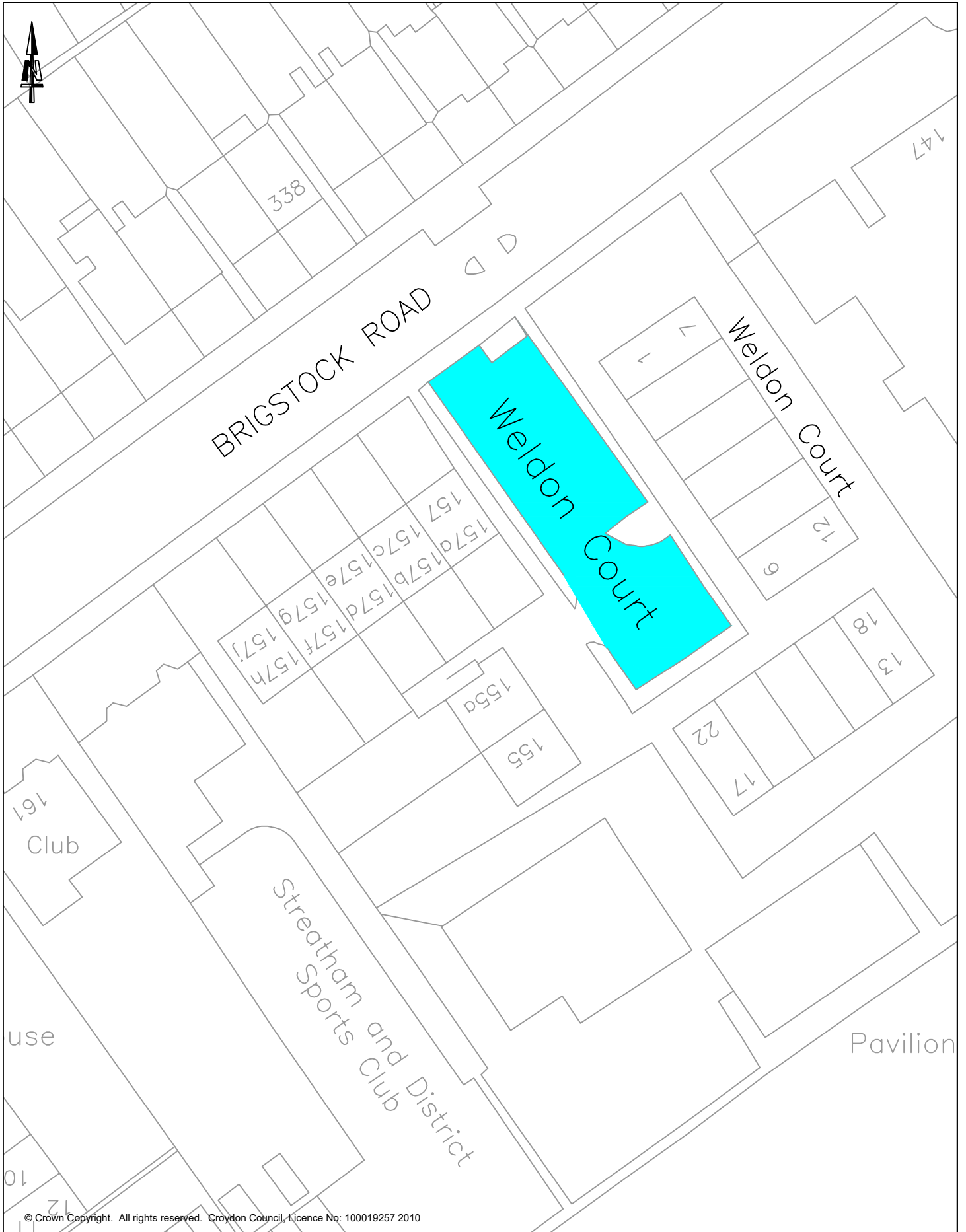
PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: NTS Drawn HW Checked DJW Rev. 00

Date: February 2018 Drawing Ref: PD - 354ag

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Proposed Housing Car Park Area.	CROYDON COUNCIL	
	MORLAND ROAD.	
PLACE DEPARTMENT JO NEGRINI - CHIEF EXECUTIVE CROYDON COUNCIL P.O.BOX 1462 CROYDON CR9 1WX	INFRASTRUCTURE - TRAFFIC DESIGN Scale: 1:500 Drawn HW Checked DJW Rev. 00 Date: February 2018 Drawing Ref. PD - 354ah	

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PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL

ATLANTA COURT - PARCHMORE ROAD.

PLACE DEPARTMENT
JO NEGRINI - EXECUTIVE DIRECTOR
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

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Date: February 2018 Drawing Ref. **PD- 354ai**

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<p>PROPOSED HOUSING CAR PARK AREA.</p>	<p>CROYDON COUNCIL</p>	
	<p>CHIPSTEAD AVENUE - BRAIDWOOD HOUSE.</p>	
	<p>PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR CROYDON COUNCIL P.O.BOX 1462 CROYDON CR9 1WX</p>	<p>INFRASTRUCTURE - TRAFFIC DESIGN Scale. 1:500 Drawn HW Checked DJW Rev. 00 Date. February 2018 Drawing Ref. PD - 354aj</p>

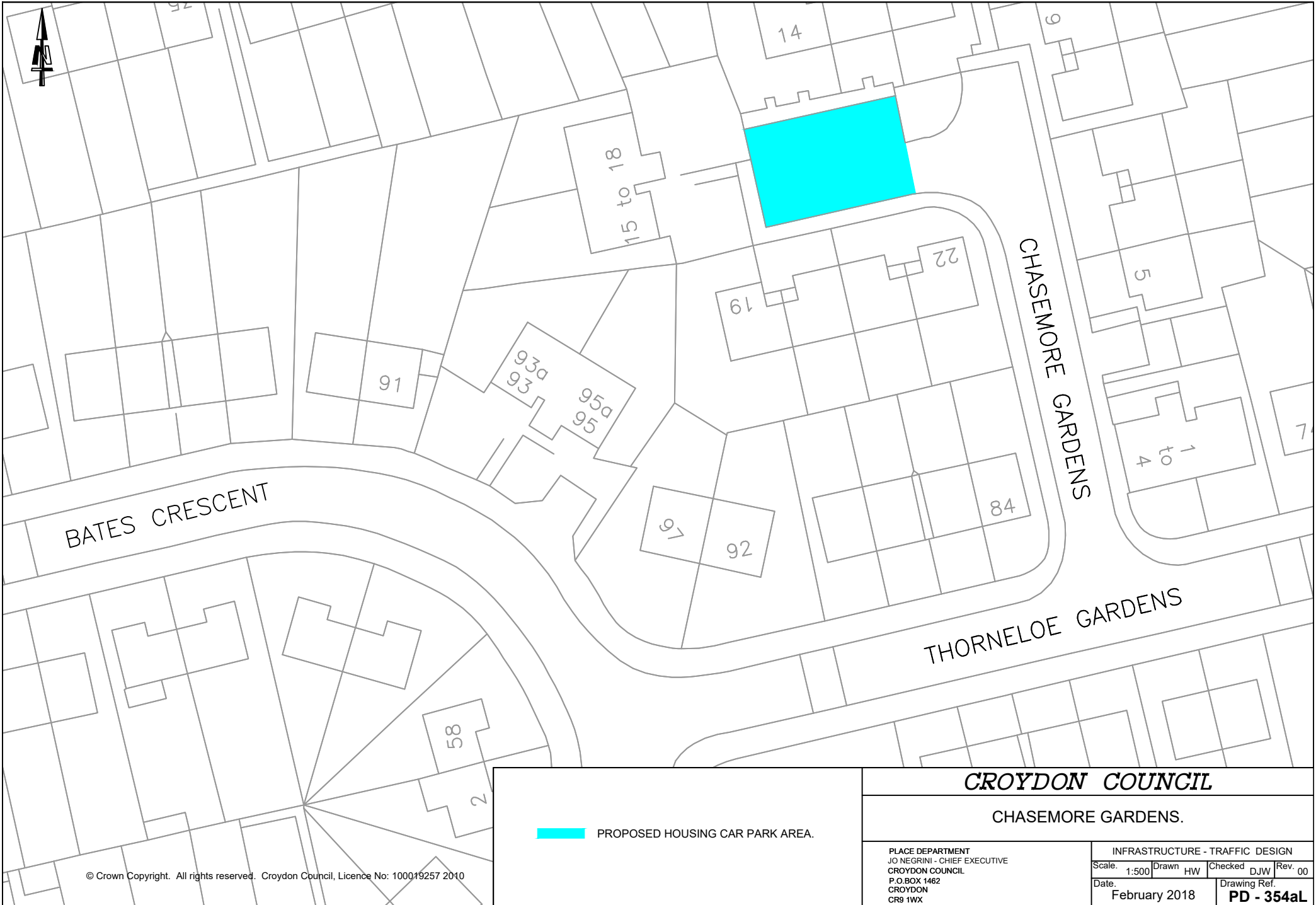
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PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL			
MAYDAY ROAD.			
PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR CROYDON COUNCIL P.O. BOX 1462 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN	
Scale: 1:500	Drawn HW	Checked DJW	Rev. 00
Date: February 2018	Drawing Ref. PD - 354ak		

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 PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL

CHASEMORE GARDENS.

PLACE DEPARTMENT
JO NEGRINI - CHIEF EXECUTIVE
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WX

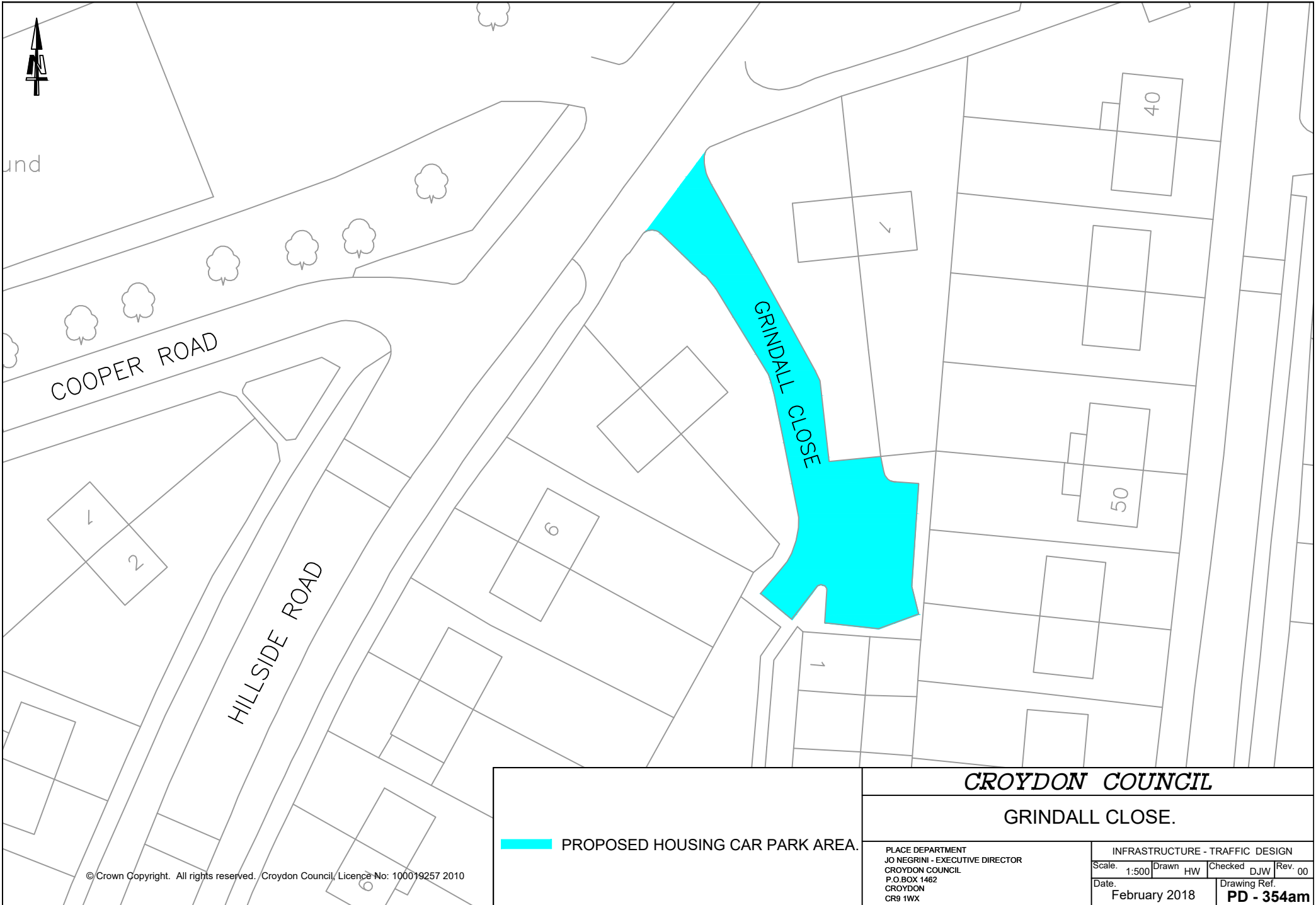
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Date: February 2018

Drawing Ref.
PD - 354aL

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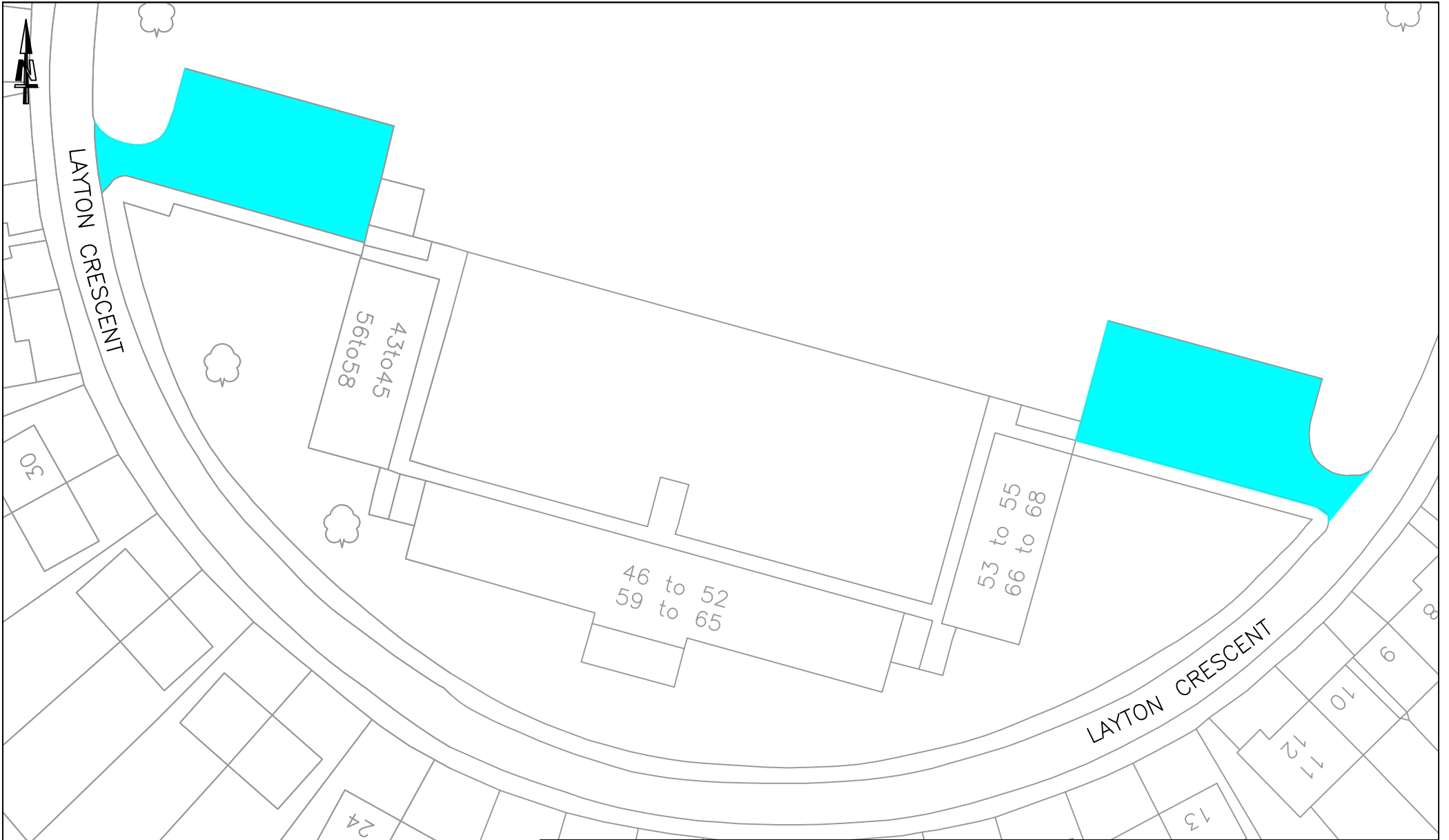



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 PROPOSED HOUSING CAR PARK AREA.

CROYDON COUNCIL			
GRINDALL CLOSE.			
PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR CROYDON COUNCIL P.O. BOX 1462 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN	
Scale: 1:500	Drawn HW	Checked DJW	Rev. 00
Date: February 2018	Drawing Ref. PD - 354am		

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 PROPOSED HOUSING CAR PARK AREA.	CROYDON COUNCIL		
	LAYTON CRESCENT.		
	PLACE DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR CROYDON COUNCIL P.O. BOX 1462 CROYDON CR9 1WX	INFRASTRUCTURE - TRAFFIC DESIGN Scale: 1:500 Drawn HW Checked DJW Rev. 00 Date: February 2018	

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 17 October 2018
AGENDA ITEM:	7
SUBJECT:	OBJECTIONS TO PROPOSED PARKING RESTRICTIONS
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Purley and Woodcote, Selsdon Vale and Forestdale, Shirley South Croydon and West Thornton
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads 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/ 	
FINANCIAL IMPACT:	
These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they:	
1.1	<p>Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in:</p> <ul style="list-style-type: none"> • Aveling Close, Purley and Woodcote • Carlton Road / Rocklands Drive, South Croydon • Courtwood Lane / Markfield / Oswald, Selsdon Vale and Forestdale • Namton Drive, West Thornton

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

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

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

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

2. EXECUTIVE SUMMARY

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

3. OBJECTIONS AND RESPONSES

3.1 Aveling Close – Purley and Woodcote

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

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

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

2. The Chairman of the Residents' Association, representing 142 properties objects and questions the reasons behind the proposals. He refers back to a meeting with a member of the local residents association following regular problems with refuse trucks being unable to access the road and suspension of enforcement of the footway parking ban due to the narrowness of the carriageway.
- He advises that when the Council approved the estate the 4 bed houses had a garage and a space, the 3 bed houses had a garage or a space leaving the 2 bed houses mostly with neither. The proposed order affects these properties which due to high demand for parking and lack of supply, park in the turning circle.
 - He also questions the hours of the proposed restrictions given that the refuse and recycling lorries only visits twice a week. He adds that with building work at St Nicholas' School, school staff park in Aveling Close compounding the problem. He is of the opinion that as a cul-de-sac, with no through traffic Aveling Close needs more space to be made available rather than less.
- 3.3 **Response-** The 'At any time' waiting restrictions have been proposed to remove obstructive parking in the turning head at the cul-de-sac end of Aveling Close. The use of tracking software has shown that with cars parked in the turning head there is insufficient space to enable a large vehicle to turn round. The restrictions will not only assist refuse collection but also allow delivery vehicle access and to limit the restrictions to only one or two days a week would not be suitable. In this case the need to secure convenient and safe movement of traffic needs to be balanced with the requirement to provide suitable and adequate parking. Therefore, in light of the objections received, it is proposed not to proceed with the proposals shown in drawing no. PD - 361L. However, should further complaints be received it may be necessary to revisit this issue in the future.
- 3.4 **Carlton Road / Rockland Drive – South Croydon**
Observations have been received concerning cars parking on the western side of Carlton Road opposite Rocklands Drive which make it difficult to see oncoming traffic travelling southwards from Selsdon Road. In addition, when a bus is stopped to pick-up or drop-off passengers in the bus stop outside No. 2 Carlton Road, the road is effectively blocked in both directions. To prevent obstructive parking it is proposed to extend the existing 'at any time' waiting restrictions southwards along Carlton Road.
- 3.5 Two objections have been received from local residents. The first objector has requested that the proposed restrictions should be extended further along Carlton Road to assist with access into and out of his property. The second objector supports the introduction of restrictions but feels that the 'at any time' restrictions are unnecessary. He has suggested that single yellow line would suffice in line with those already in operation in Mayfield Road (8am – 6.30pm Monday to Friday).
- 3.6 **Response –** It was initially believed that vehicles parking at this location may have belonged to tradesmen working on the erection of new houses in Rocklands Drive, which could not be accommodated within the confines of the site. However,

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

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

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

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

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

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

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

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

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

FINANCIAL CONSIDERATIONS

There is a revenue budget of £50k for CPZ undertakings and £50k for Footway Parking and Disabled Bays, from which these commitments if approved will be funded. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would remain £55 un-allocated to be utilised in 2018/2019 this is taking into account £24k that was committed in 2017/2018 against the 2018/2019 financial years spend.

4.1 Revenue and Capital consequences of report recommendations

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

4.2 The effect of the decision

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

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

4.3 **Risks**

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

4.4 **Options**

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

4.5 **Savings/future efficiencies**

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

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

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

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

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

- 5.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

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

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

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

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

6. HUMAN RESOURCES IMPACT

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

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

7. EQUALITIES IMPACT

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

8. ENVIRONMENTAL IMPACT

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

9. CRIME AND DISORDER REDUCTION IMPACT

9.1 Waiting restrictions at junctions are normally placed at a minimum of 10 metres from the junction, which is the distance up to which the Police can place Fixed Penalty Charge Notices to offending vehicles regardless of any restrictions on the ground. This can be varied according to the circumstances applying at different locations.

10. REASONS FOR RECOMMENDATIONS

10.1 The recommendations are for new 'At any time' waiting restrictions at locations across the Borough where there are particular concerns over safety and access due to obstructive parking. At each location surveys have been undertaken which confirm that road safety issues exist and double yellow lines would encourage the safe movement of vehicular and other traffic (including pedestrians).

11. OPTIONS CONSIDERED AND REJECTED

- 11.1 Instead of double yellow line waiting restrictions the alternative would be to introduce single yellow line daytime restrictions. However, as most of the above locations are at junctions and other locations where parking could create obstruction at any time, double yellow lines are more appropriate as they reduce obstructive parking at all times.

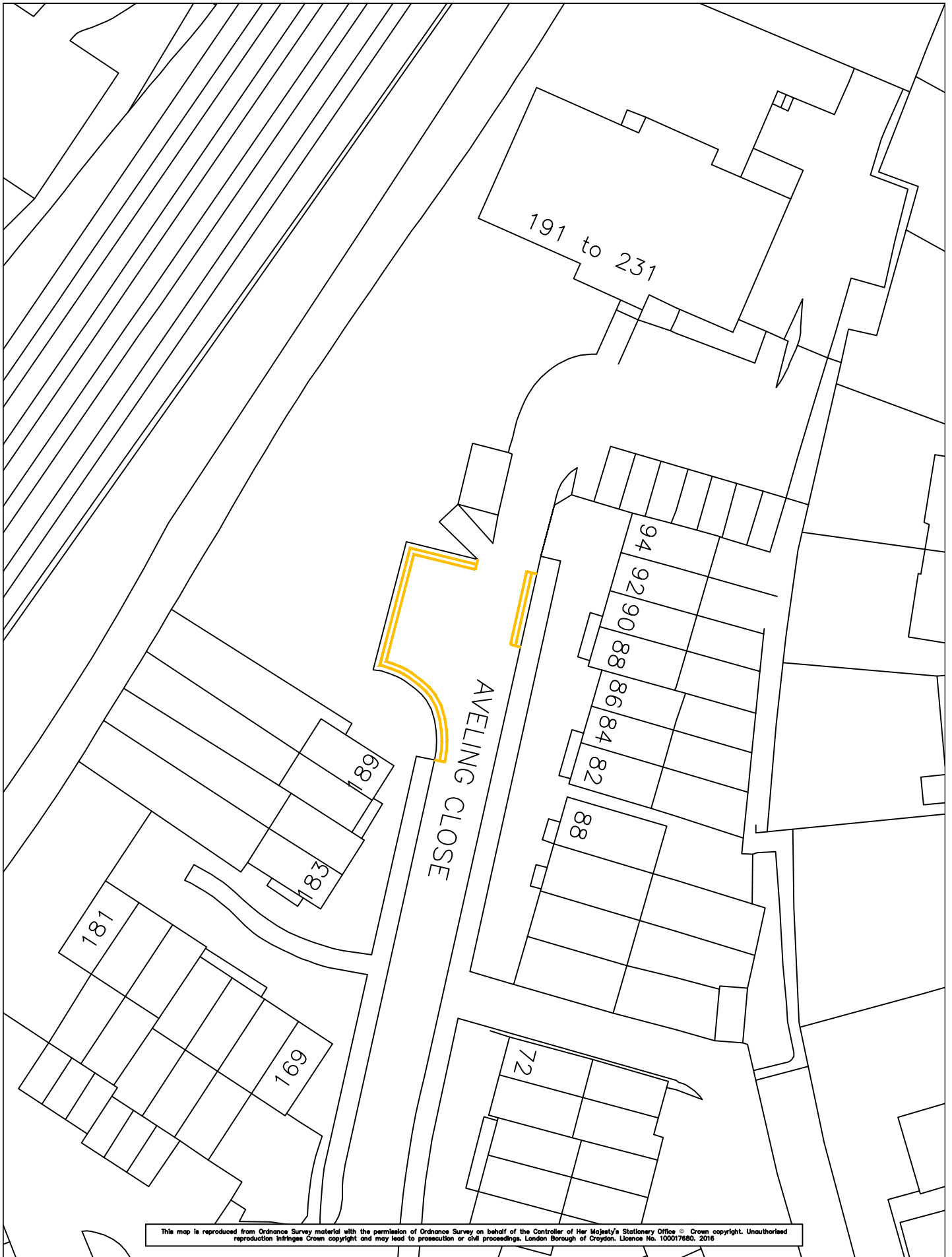
REPORT AUTHOR:

Caroline Stanyon – Traffic Engineer,
Highway Improvement, 020 8604 7363 (Ext.
64915)

CONTACT OFFICER:

David Wakeling, Parking Design Manager,
Highways Improvement, 020 8667 8229

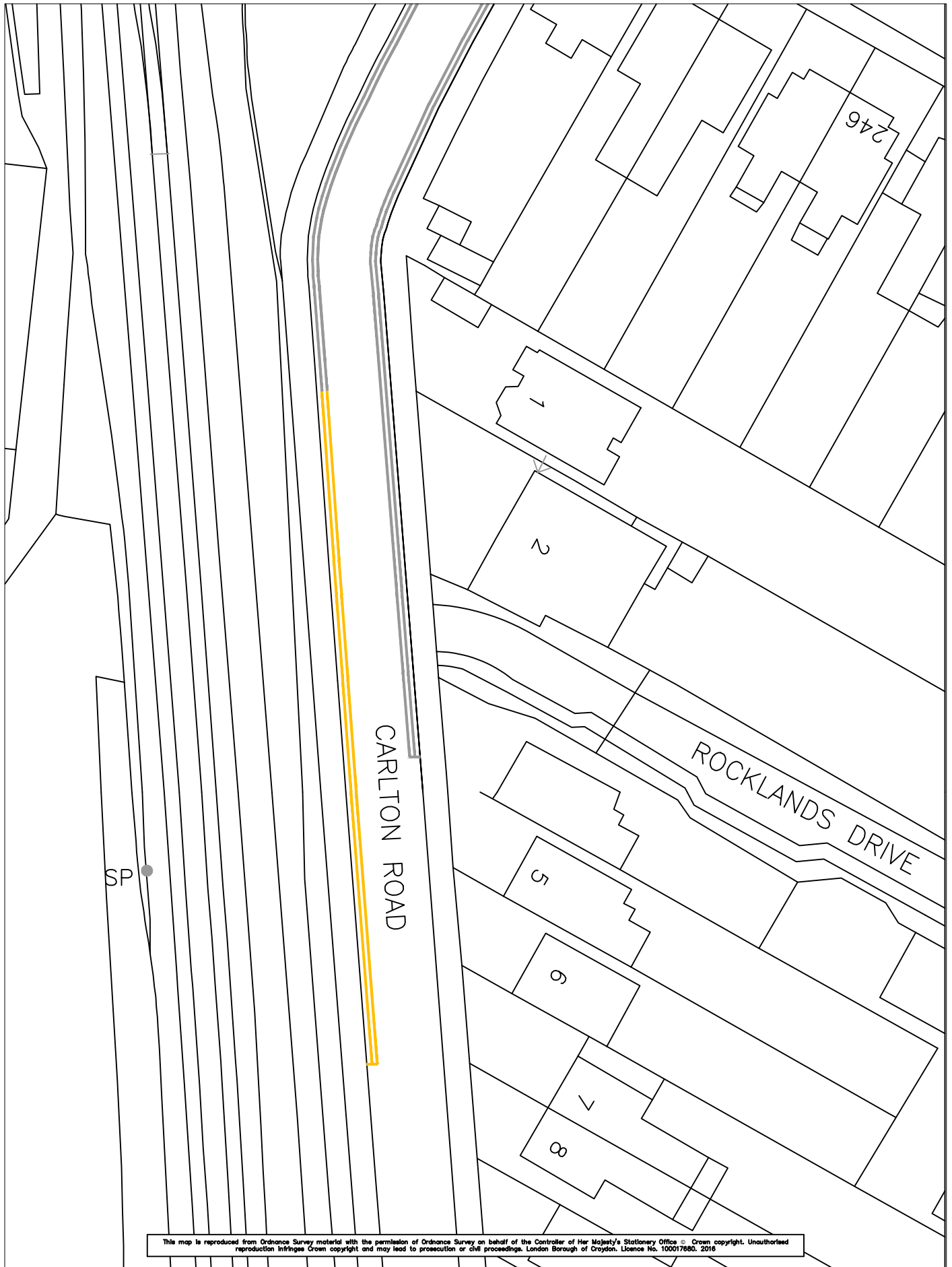
BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972



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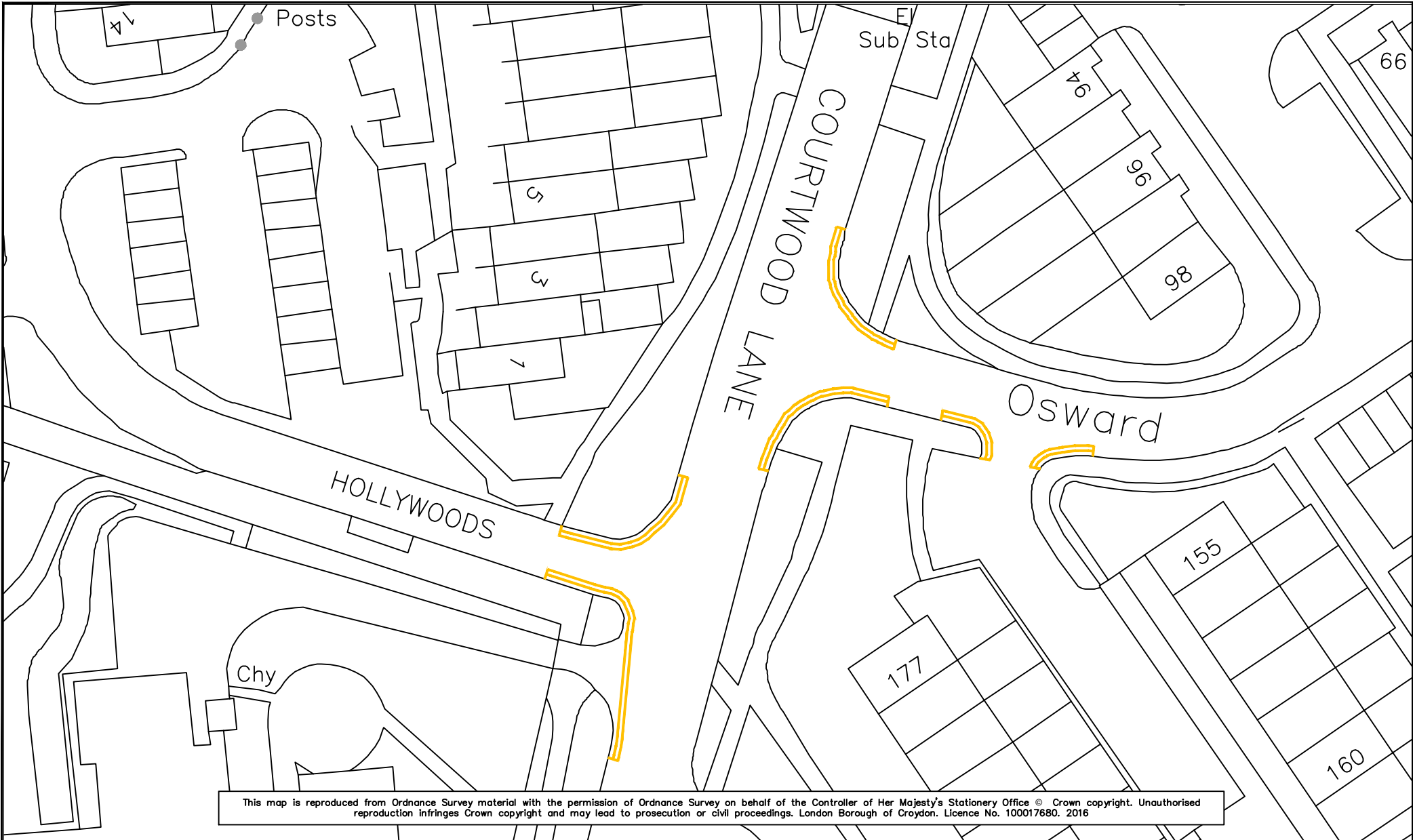
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DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE JUNE 2018				

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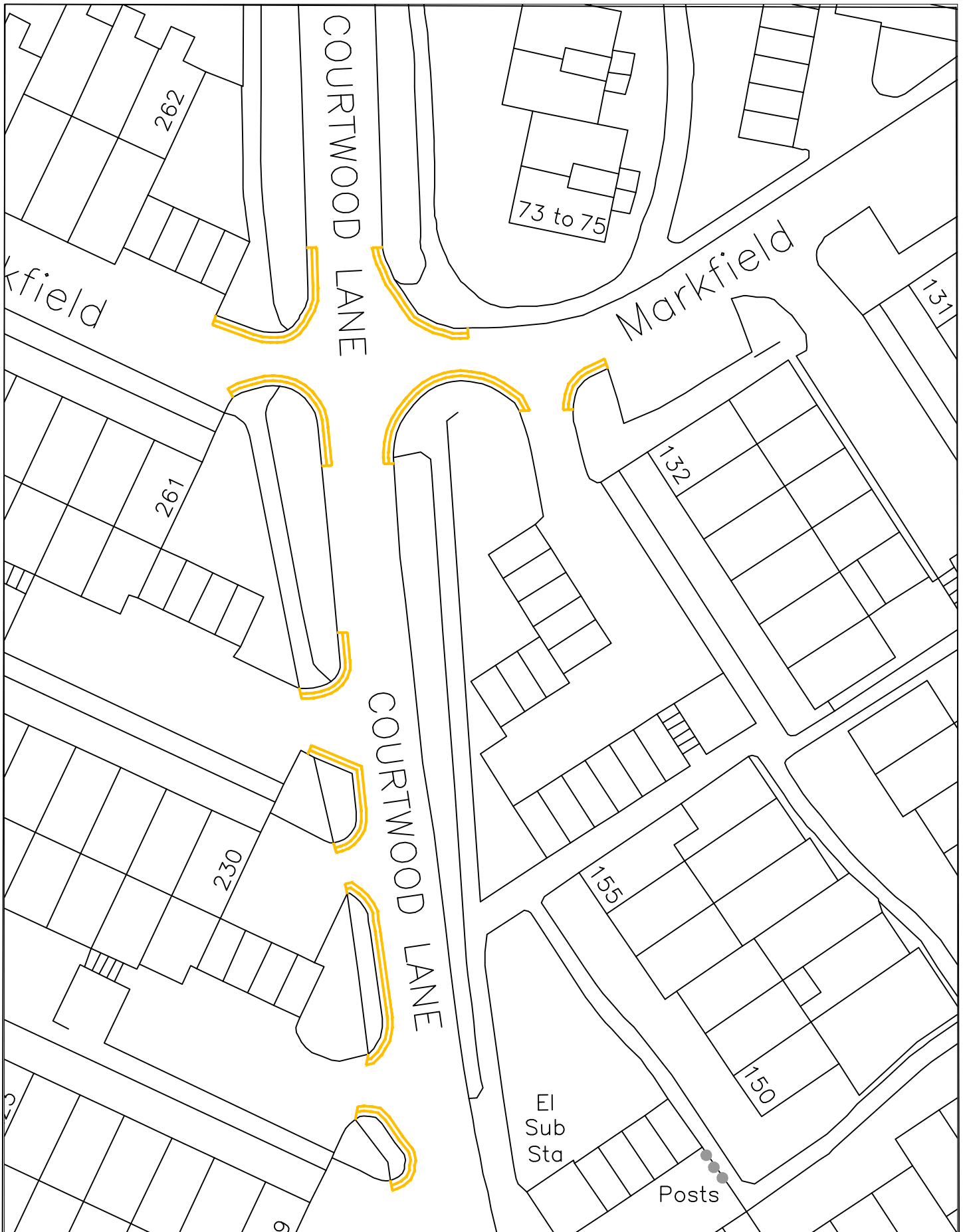
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NOTES	JOB NAME COURTWOOD LANE / OSWARD / HOLLWOODS				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 361k B	REVISION -
	DRAWING TITLE PROPOSED DOUBLE YELLOW LINES						STATUS -	
	DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE JUNE 2018	HIGHWAY IMPROVEMENTS			

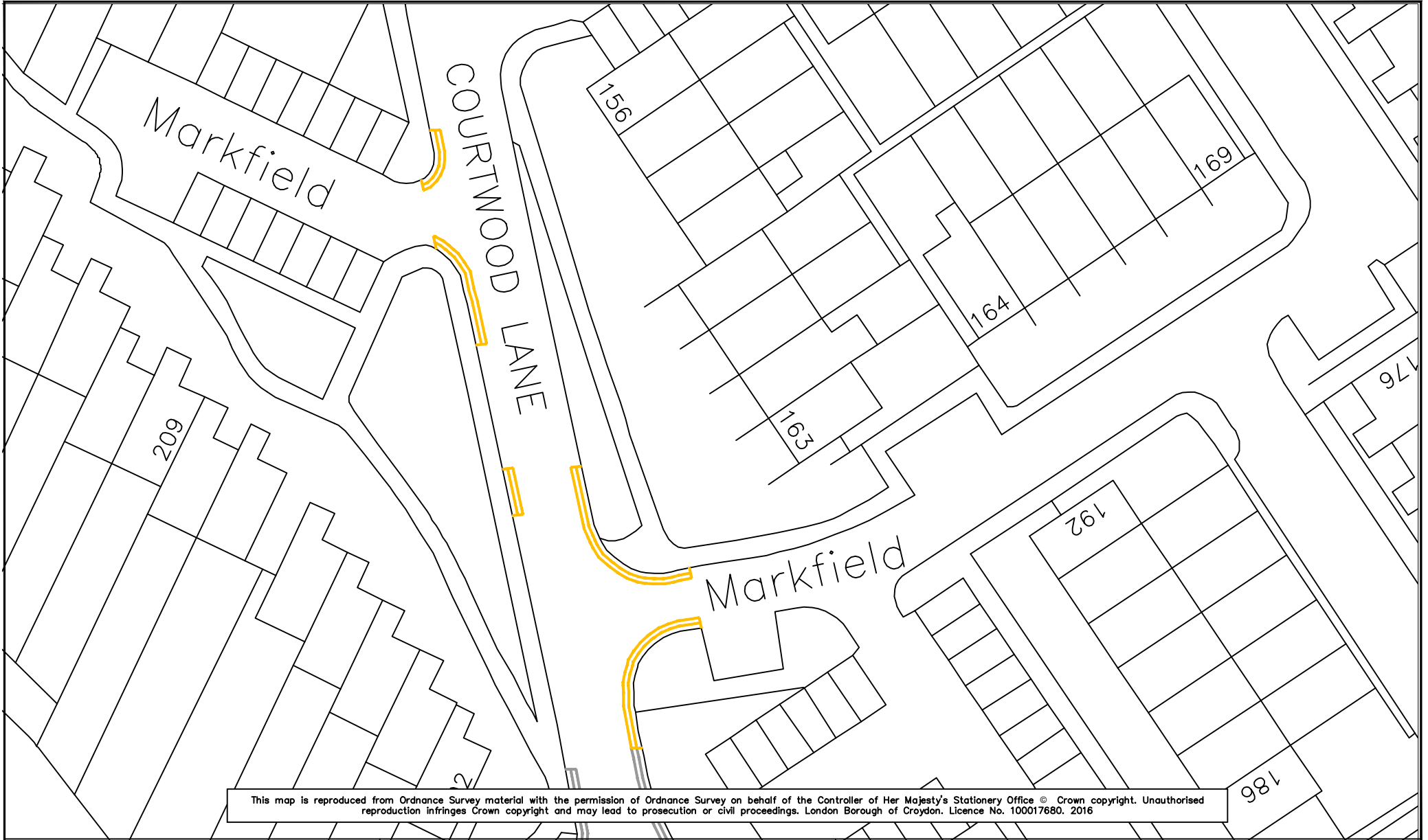
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JOB NAME COURTWOOD LANE / MARKFIELD				DRAWING NO PD - 361k A		REVISION -
DRAWING TITLE PROPOSED DOUBLE YELLOW LINES				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		STATUS -
DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE JUNE 2018	HIGHWAY IMPROVEMENTS		CROYDON Delivering www.croydon.gov.uk for Croydon

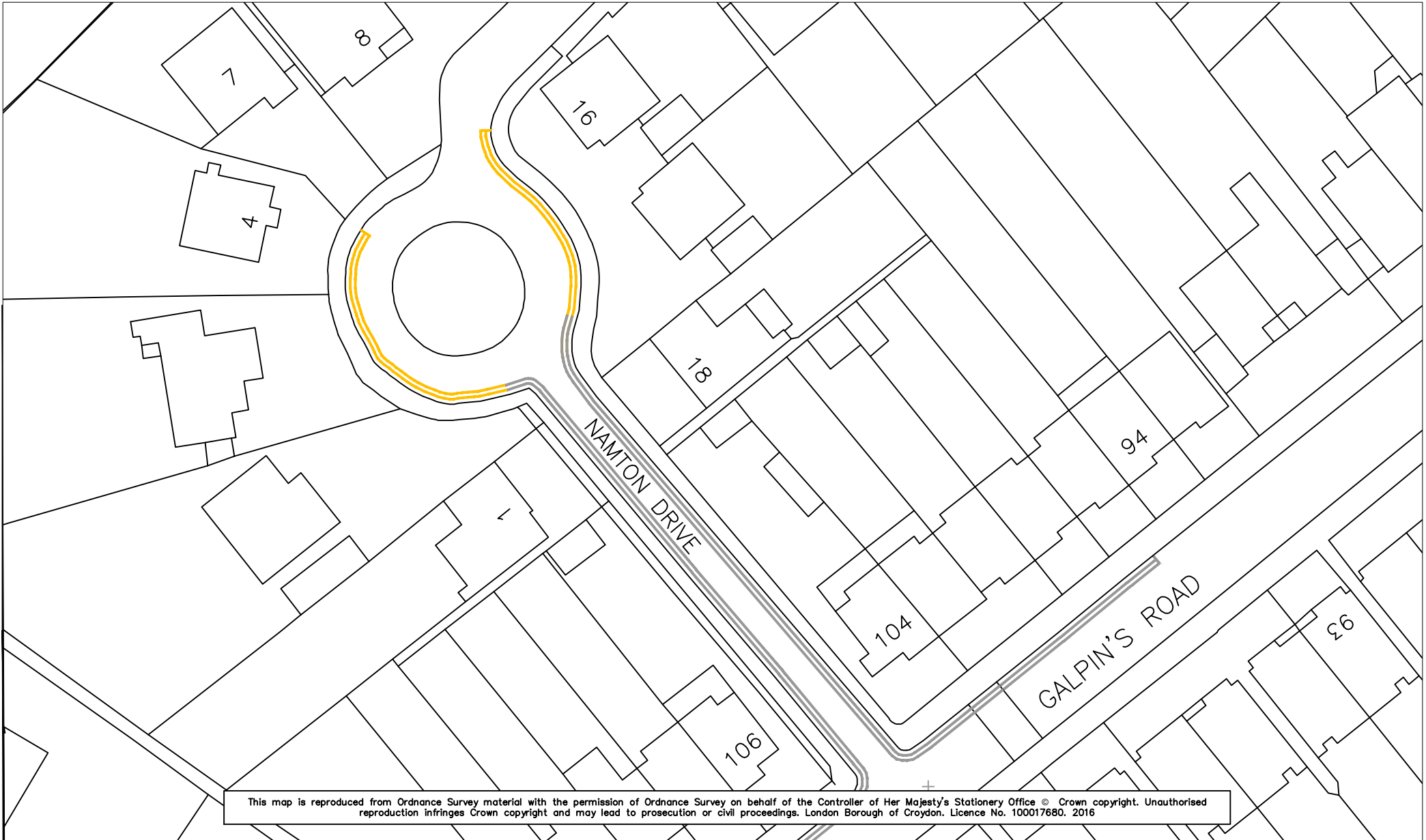
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NOTES	JOB NAME NAMTON DRIVE				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES	DRAWING NO PD - 361a Rev 1	REVISION -
	DRAWING TITLE PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS					STATUS -	
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