

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 **Thursday, 2 May 2019** at **6.30 pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS BAKER
Council Solicitor & Monitoring Officer
London Borough of Croydon
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www.croydon.gov.uk/meetings
Wednesday, 24 April 2019

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 - 8)

To approve the minutes of the meeting held on 5 February 2019 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 Statutory Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ) (Pages 9 - 48)

This report considers the results of the statutory 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.

6. Lakehall Road Area - Objections to the Proposed Extension of the Croydon CPZ (North N & N1 Permit Areas) (Pages 49 - 66)

The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (North N & N1 Permit Areas) to Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road and Queenswood Avenue with a combination of shared-use (permit/pay-by-phone) bays and single yellow lines operating 9am to 5pm, Monday to Saturday.

7. Objections to Proposed Parking Restrictions (Pages 67 - 92)

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 Amberley Grove, Bywood Avenue, Dalmeny Avenue, Dunbar Avenue, Kilmartin Avenue, Melrose Avenue and Reedham Drive, and 7am to 7pm, Monday to Saturday, loading restrictions in a section of High Street, Croydon.

8. Tollers Lane Estate - Highway Changes in Connection with the Introduction of a New Bus Service (Pages 93 - 152)

The purpose of this report is to consider objections received from the public following the statutory consultation process on a proposal to introduce 'At any time' waiting restrictions in Tollers Lane, Lacey Green, Goodenough Way, Ellis Road, Goodenough Close, Middle Close, Weston Close and Ellis Close. The statutory consultation took place between 3 January 2019 and 27 January 2019.

9. Bensham Manor Area - Results of Informal Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ) (Pages 153 - 174)

This report considers the results of the informal consultation on the proposed introduction of a CPZ into the Road Area which includes, Kynaston Avenue, Kynaston Crescent, Kynaston Road (south-eastwards of Swain Road junction Nos. 1 – 53 & 2 – 64), Palmerston Road, Pitt Road and Sandringham Road.

10. School Streets (Pages 175 - 222)

This report includes the engagement with 93 junior and primary schools; the receipt of 31 School Street requests; the identification of 11 favourable locations; and the selection method for proposing School Streets in an initial 8 locations.

11. 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.”

Traffic Management Advisory Committee

Meeting held on Tuesday, 5 February 2019 at 6.30 pm in F10, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Stuart King (Chair);
Councillors Muhammad Ali, Jeet Bains, Chris Clark and Vidhi Mohan

Apologies: Councillor Simon Hoar and Karen Jewitt

PART A

1/19 **Minutes of the Previous Meeting**

The minutes of the meeting held on 12 December 2018 were agreed as an accurate record.

2/19 **Disclosure of Interests**

There were none.

3/19 **Urgent Business (if any)**

There were no items of urgent business.

4/19 **High Street Croydon - Experimental Traffic Restriction Order - Outcome of Experimental Scheme**

The Committee considered the report which outlined the outcomes of surveys and monitoring of the experimental closure of High Street, Croydon, to motor traffic, between Park Street and Katharine Street. Members were informed by officers that if the decision was not made to make the Traffic Restriction Order permanent then the High Street would have to be reopened to motor traffic.

The Committee were informed that the experimental order commenced in October 2017 which also enabled free of charge public events to take place in collaboration with the Croydon BID, including the Wimbledon Live showings. Traffic reviews had been undertaken and local businesses had been surveyed to understand the impact of the experimental order, and feedback showed that businesses had experienced an increase in trade following the pedestrianisation of High Street. It was noted that in April the High Street would be reopened to bus movements to enable the removal of bridge links for the RNF construction at St Georges Walk.

Members requested further background to the data within the appendices; in particular the footfall figures at pages 21 and 22 of the agenda. Officers stated the data was from two of Croydon BID's cameras which were located by North End, near West Croydon, and High Street. The data suggested that footfall at North End had decreased whilst footfall on High Street had increased following the experimental order. The Chair stated that his interpretation of the data was that a general reduction in footfall had been experienced in Croydon which was due to the economic climate; however the trend had been bucked on the High Street which had seen an increase following the introduction of the experimental order. As such, the Chair concluded, it could be reasonable to suggest that the experimental order had had a positive impact on the area. Furthermore, the Chair noted that local businesses had reported increased trade during the period.

In response to Member questions the Chair noted that following the introduction of the experimental order there had been a discussion at the Mobility Forum in relation to the impact. Following the discussion three disabled parking bays were located on Park Street which had addressed the concerns by the Forum.

Members queried how a permanent Traffic Restriction Order would fit in with the long term plan for the town centre and were informed that it facilitated the wider programme; including supporting the night time economy and the Healthy Streets agenda. It was further noted that the centre of Croydon was undergoing a large amount of regeneration and the TRO would help to ensure the area continued to be used with further plans to introduce additional public realm to the area which would complement future plans.

In response to Member questions officers stated that five locations had been identified within the borough by the Police as possible locations for hostile vehicle attacks. Risk assessments were being undertaken to ensure the public was protected and further public realm improvements would be made to mitigate the risk. A risk assessment for the area around High Street would be undertaken which would take into consideration future plans for Katherine Street and Park Street also.

Concerns were raised by some Members that a full years data was required and more events needed to take place before the decision to make the Order permanent should be made. The Chair noted that the experimental order was for 18 months only, and it was necessary to make a decision otherwise the road would have to be reopened. In addition, it was stated by officers that if it was found to not work with the wider traffic management for the centre of Croydon, during and following the regeneration of the town, then a decision could be made in future to remove the Order and reopen the road to motor movements.

Members noted that the data and survey results suggested the experimental order had been successful. It was further noted that in future years the town centre would be in transition with an increase in Meanwhile usages of some areas which were intended to mitigate the risk of leaving the town centre as a

building site during all the construction. The Chair stated that it was important to the Administration that work continued to improve the public realm space during this period to ensure the town centre remained a usable and active space.

RESOLVED: That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they

1. Consider the public responses to surveys and monitoring carried out during the Experimental Traffic Order restrictions and highway changes relating to the effect of closing the High Street to motor vehicle traffic from 16 October 2017;
2. Agree to proceed with the making of a permanent Traffic Management Order to keep the High Street closed to motor vehicle traffic;
3. Agree to make permanent the related amendments to one way working, bus lanes, taxi ranks, loading bays and motor cycle bays - High Street Croydon, Park Lane, Park Street and St Georges Walk;
4. Agree to make permanent the revocation of 5 pay and display only parking bays in the Park Lane slip road;
5. Agree to make permanent 3 disabled parking bays located Park Street with reduction of the loading bay length; and
6. If the above measures are agreed delegate to the Highway Improvements Manager the authority to make the Experimental Traffic Orders permanent.

5/19 **Exclusion of the Press and Public**

This item was not required.

The meeting ended at 6.50 pm

Signed:

Date:

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REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 2 MAY 2019
SUBJECT:	BOSTON ROAD / KESTON ROAD / BROUGHTON ROAD AREA – RESULTS OF STATUTORY CONSULTATION ON THE PROPOSED INTRODUCTION OF A CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Paul Scott, 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"> • Croydon Local Plan Feb 2018 • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
These proposals can be contained within 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 that he:-	
1.1	Consider the responses received to the formal consultation on the proposed introduction of a 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, Oakwood Place, Oakwood Road, Ramsey Road, Sharland Close, Southwell Road, Stanley Grove, Stanley Road, Whitehall Road and York Road
1.2	Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone into the above roads as shown on drawing nos. PD 369a 00, 01, 02, 03 & 04.

- 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 Inform the objectors and supporters of the above decision.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the statutory 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 with the implementation of a controlled parking in 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 nos. PD 369a 00, 01, 02, 03 & 04 and also extend permit eligibility to include property Nos. 39 – 353 Thornton Road.
- 2.3 On 23 April 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.2 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3 BACKGROUND

- 3.1 Petitions have been received from residents of Boston Road, Broughton Road, Colvin Road, Keston Road and Southwell Road requesting that a residents' permit scheme be introduced to help improve parking conditions in the area.
- 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 Mayday Hospital), Town Centre office and shop workers and residents of the adjacent North 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 In July and August 2018 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. 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.

- 3.4 The table below shows in detail the road by road responses to both Questions 1 and 2 as part of the informal consultation. 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%

- 3.5 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.

- 3.6 Due to the positive response to the informal consultation it was agreed at the Traffic Management Advisory Committee on 17 October 2018 to undertake formal consultation on the detailed design with a view to considering the introduction of

parking controls in the whole area subject to outcome of the formal consultation on the detailed design.

4 STATUTORY CONSULTATION

- 4.1 The statutory consultation period was between 6 March and 5 April 2019. Adverts were placed in the Croydon Guardian and the London Gazette. Notices were also placed on lamp columns in the proposed area, this is in line with Councils statutory duty.
- 4.2 Further to the Council's statutory duty a total of 1,576 sets of consultation documents (representing the number of addresses in the whole area) which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area and a Frequently Asked Questions factsheet were sent by post to all occupiers in the affected area.

5 OBJECTIONS

- 5.1 A number of objections to the proposed parking controls have been received including 18 individual objections, one generic response sent by 25 residents and 4 separate petitions. Two of the petitions have been received from residents both in the Broughton Road, Whitehall Road and Colvin Road area and the remaining 2 petitions from the Elim Pentecostal Church in Stanley Road and the Croydon Mosque which is on the corner of London Road and Dunheved Road South. The objections are listed below with the officer responses following.
- 5.2 **Objection 1 – Resident of Stanley Road.**

"To Whom It May Concern; I am writing to you on behalf of the residence of Stanley Road, Croydon, in order to OBJECT the parking proposal.

On Monday 14th March a public notice was put up stating that parking permits were soon to be required by residence and that visitors would be required to pay. The request is completely unreasonable for the following reasons:

Residence should not have to pay to park their car(s) outside their own homes. The street has been peaceful without any interruptions from the council for years so why impose such a charge on residence. If it is for the sake of the residence then they should be given FREE permits and not have to pay!

Residence with 2 cars or more will be penalised. This is unethical as you are stating that those with 2 or more vehicles should pay £126 which is £46 more than the first car. How can you justify this? This is also in additional to the £30 administration fee.

Visitors will have to pay for parking. Stanley road is a residential road of which there are many families who reside there. You will be charging visitors who will be coming to see their family. Again unethical.

A parking ticket will be required 7 days a week, which is a big change for the street since this restriction is new. It is not right you want to impose this even on a weekend, more so a Sunday.

The timings of when visitors will require a parking ticket is ridiculous as you are basing it on 12 hours 8am to 8pm. I have never known the timings to cover such a long period of time. Think about working parents who drop their children off to grandparents which takes 10 minutes max. This would cost an extra £20pm at least.

There is a local doctors at the top of Stanley Road, you are charging people who need medical assistance, and not even considering giving them a couple hours free parking.

Some residence have a dropped curb and are able to park on their drive. Their second vehicle or visitor(s) have the ability to park outside their home without obstructing anyone else drive. Therefore there is no reason as to why you should impose this parking requirement.

Residence of Stanley Road have lived amicably for over 30 years, so parking restrictions are not required.

Residence have also NOT been given enough notice for this. It is not sufficient putting one or two public notices up in the 'hope' that residence will see it. You have not communicated this well in the slightest. As a council I would have thought that you should be demonstrating a duty of care to the public by being clear and transparent.

Having parking meters will encourage non-residential individuals (not visitors of the street) to park on Stanley Road, because they will have the attitude of 'well I've paid for parking so it's OK'. It is NOT OK, because those with a second vehicle will have to park elsewhere and further away from their property.

Should residence have to park far away from their property, it will be out of sight and at risk of theft/broken in.

Properties with a dropped curve I assume will have a yellow line which is a waste of space, since the residence second vehicle could be parked here with no issues.

The value of the price of properties on Stanley Road. Seems as though this proposal is not of much/any benefit to local residence and is just a way for the council to make more money. The parking restrictions you are suggesting to impose on Stanley Road, are far and beyond unfair and we would like to OBJECT the councils proposal. A petition is currently underway in order for you to take this seriously.

I would like a response on this as soon as possible, of which our contact details are below:"

5.3 **Officer Response**

The proposal is based on the results of the informal consultation. With the introduction of the CPZ residents will not be competing for road space with non-residents, therefore it is suggested that residents will benefit from the parking restrictions proposed. The informal and formal consultation information and details of circulation of information to residents is detailed at paragraphs 3.3 and 4.1 above. Due to non-permit holder visitors to the area having to pay for parking using the RingGo facility at a current charge of £1 per hour it is highly likely that the vast majority of all-day visitor/commuters will be deterred from using streets within the proposed CPZ. Bay designation is something that can be looked at the time of any review of the zone if this issue is raised. The proposed parking charges are in line with the current parking policy in Croydon which was approved by the Cabinet Member for Environment, Transport and Regeneration and implemented via a notice of variation from 17 September 2018.

5.4 Objection 2 – Resident of Dunheved Road North

“I have reviewed the proposal for the extension of CPZ for the above mentioned area.

I am totally in favour of the proposal but would like there to be consideration that some bays are set aside as "Resident Only" bays. I live on Dunheved Road North.

There are two national hotels whose customers I know do not all use the hotels facilities for parking as the difference can be seen on the roads on a Saturday morning plus occasionally coaches are parking on Dunheved Road West.

Being so close to Croydon University Hospital there are a constant stream of cars looking for spaces throughout the day so it would be extremely helpful to residents if some bays were specifically set aside for resident use only.

Resident only parking bays operate in other parts of the borough and other boroughs so I do not see why it is something that has been completely ruled out in your F.A.Q. for this area. I realise some income will be lost from not being completely RingGo but hopefully residents wishes will be considered too.

I also think parking near to local businesses should be limited to maximum 2 hours or short term that allows a higher turnover of vehicles/Customers being able to park. Again this operates in other boroughs where parking restrictions are enforced but at the same time helping local tradespeople”.

5.5 Officer Comments

Evidence from existing parking controls in roads close to Croydon University Hospital show that few commuters pay for parking and the majority look for free parking. At a rate of £1 per hour it is very unlikely that more than a few commuters will park in this area and residents will benefit from the controls. Visitors to the area will have the option to use the Pay by Phone facility. Where relevant to the area under consideration, short term bays are considered around shops and businesses, however this area is predominantly residential and therefore such matters have not been specifically considered here.

5.6 Objection 3 – Resident of Curzon Road

“We strongly object to this proposal and believe it will only serve to worsen the parking and traffic flow in the area. I strongly suggest this is reconsidered so a repeat of the recycling debacle is avoided.

You have also failed to detail the implication(s) for disabled bay residents”.

5.7 Officer comments

With implementation of these proposals residents of the area will be prioritised therefore improving the parking situation. Traffic flow is not usually an issue when parking controls are introduced as there will be passing places where there is a gap in the parking. Disabled badge holders are able to park in the shared-use Permit / Pay by Phone bays whilst displaying their badge for an unlimited period. For disabled blue badge holders who do not wish to display their badge constantly due to the risk of theft, there is a Companion badge available from the Council which allows the resident the same privileges as when the blue badge is shown.

5.8 Objection 4 – Resident no address

“I oppose the introduction of the proposed extension of a controlled parking Zone in Boston Road/ Keston Road/ Broughton road Area I am strongly oppose.”

5.9 Officer Comments

Your opposition is noted, however no points have been made to comment on.

5.10 Objection 5 – Resident no address

“Dear Sir, I wish to object in the strongest possible terms to the proposed parking restrictions for my road. The initial proposal was for restrictions Monday to Saturday 9am to 5pm. I was shocked to see that it will now be 8am to 8pm Monday to Sunday!

This is a residential road which means it’s going to be difficult and very expensive whenever family and friends visit, especially for someone like me that’s disabled and relies on lots of outside support. Even next door to Thornton Heath Station it’s only 9 to 5. I know that all my neighbours are furious at this proposal.

There is also a further concern that our local church goes, many of whom are elderly will not be able to visit and worship without having to pay! I happen to know that even right into London these kind of restrictions do not apply on a Sunday. I’m sorry but I think this is a disgraceful money making exercise and not a benefit to the residents.”

5.11 Officer comments

The proposed hours of operation are in line with the informal consultation results which is documented in point 4.1 of this report. Of those that responded 73% indicated that they preferred 8am to 8pm, Monday to Sunday rather than 9am to 5pm, Monday to Saturday controls matching the controls in the Sutherland Road area bordering this area. On Sundays there is proposed to be a flat fee of £3.30 for all day parking and £1.30 for one hour parking. Residents are able to purchase up to 60 half day Visitor Permits at a cost of £2 using the Pay by Phone method of payment.

5.12 **Objection 6 – Resident of Southwell Road**

“I understand parking permits will go ahead. However for the working families who have childcare support from friends and family. This will become a very costly affair.

I would like to oppose the recent proposed times and ask you reduce them to 9pm to 5pm Monday to Friday, like the surrounding area.

The council is supposed to work with its residents, not course expenses to people who are working to tight budgets. With the cost of living increasing and an uncertain Brexit. Life will become more expensive. Please could you look into this.”

5.13 **Officer Comments**

The proposed hours of operation are in line with the informal consultation results which is documented in point 4.1 of this report. Of those that responded 73% indicated that they preferred 8am to 8pm, Monday to Sunday rather than 9am to 5pm, Monday to Saturday controls matching the controls in the Sutherland Road area bordering this area. It is accepted that some residents will be adversely affected by the longer hours of operation although it is worth noting that residents are able to purchase up to 60 half day Visitor Permits at a cost of £2 using the Pay by Phone method of payment which may help with child care commitments.

5.14 **Objection 7 – Resident of Ramsey Road**

“Please find attached a letter contesting the parking permissions in my area and asking for further information. I bring your attention to the fact that there are many elderly people living in this vicinity who struggle to get out. Bringing parking restriction on their visitors and themselves will only alienate them more from society adding to the social care funding issues that Croydon Council already has.”

5.15 **Officer Comments**

Currently there is a high percentage of non-residential and commuter parking in the area. This limits available space for legitimate visitors to the area such as visitors to elderly residents. Neighbourhood Care permits are available to care workers enabling them to park freely within the Borough’s CPZs. The introduction of the parking controls will allow for visitors to use permits or use the Pay by Phone system which is at a cost of 50p for each 30 minutes.

5.16 **Objection 8 – Resident of Stanley Grove**

“To whom it may concern:

We are objecting to the proposed Orders because we are concerned that despite paying for a permit, we, residents, will still struggle to find a parking space at all times, which we should, as we live there and will be paying!

We worry that the people who do not pay and park anyway will not automatically get big fines, which they should if this scheme is enforced. There should be a guarantee that there will be Civil Enforcement Officers patrolling the roads at all times.

In addition, only £1.30 an hour and £3.30 All Day on Sundays are not sufficient amounts, as this means non-residents may take spaces, and either not pay, not being fined anyway, or may think it is cheap, so it is fine, and again this will prevent residents to park themselves.

Also, there seems to be more and more 'disabled spaces'. Whilst we understand some of those are genuine, there needs to be a regular check to see if the people who get their own saved spaces, are indeed genuine, as otherwise it is not fair. AND they must also pay a parking permit, like everyone else - will they?

What about the space in front of the garages at the end of Stanley Grove - people regularly have to park there because there is simply no other space available. Will there be parking spaces there too? If not, again despite paying for a permit it is very likely that it will happen that there is no space available and in that case - where are we supposed to park? On that note, just so we know, will the permit be for a specific road only, solely the one we live in?

Also, if someone has a gate, does this mean the space in front of it will always be theirs only, which is not fair, and will they be paying for a permit too?

Also, there are people who have two cars and a van (and for a van the council should check that they are legally running a business with that van), taking a lot of space, this is not fair because for people like us who only have one car and who will be paying, there may not be space because one household takes 3 spaces!"

5.17 **Officer comments**

Non-residents will have to pay to park within the CPZ within the hours of operation. Evidence of existing zones within the Borough including neighbouring zones is that once controls are introduced there is not a capacity issue for residents. The Sunday tariff is currently cheaper, however, this will be looked at if it becomes an issue once the zone is live. There are no specifically allocated spaces within the CPZ. However, it is expected that there will be capacity for all residents within the zone, this may not be directly outside their property. Disabled bays are implemented on request from residents and businesses. If a disabled bay is no longer in use this can be reported to the Council for eventual revocation. There are criteria that must be met to be able to obtain a residents permit, these checks are made during the permit application process. Currently there is a two permit policy per household in Croydon with annual charges of £80 for the first and £126 for the second permit issued at a household. The reasons for this approach were detailed in paragraph 3.3, 12th July 2018 PARKING CHARGES 2018 / 2019 report minute reference 9/18 which was considered by Traffic Management Advisory Committee and recommended to the Cabinet Member for Environment, Transport and Regeneration for approval.

5.18 **Objection 9 – Resident of Boston Road**

“Dear Sirs, I wish to state my objections to the proposed controlled parking introduction. The problem faced by residents is one of insufficient parking availability, not merely the influx of out of area visitors caused by the established encroachment of CPZ'S to bordering streets.

The introduction of this new zone will make the situation worse not better for residents in this area. Reasons for this are an overall reduction in the number of parking spaces due to the prohibition of the current practice of houses with driveways

being allowed to park across their own driveway. As an example Stanley Road has over 40 such properties, an extremely significant number of lost spaces.

Also to create an autonomous Sub-Zone is impractical as it prohibits residents parking in adjacent roads which may be yards from their own property. My submission requests further review of these proposals which do not meet the needs of local people, just give them unnecessary, additional expense.”

5.19 **Officer comments**

The introduction of the CPZ prioritises residents over visitors and commuters. Whilst the on street parking capacity will be reduced, the charge for parking in the zone will deter the all-day commuter from parking in the area, whilst allowing visitors and users of local amenities access to parking. The purpose of a dropped kerb is not to reserve a parking space but to legally cross the footway to access a private parking area. Parking alongside a dropped kerb can be enforced even without a yellow line, providing that the affected resident contacts Parking Services giving full details of the offending vehicle. Residents and their visitors can therefore park alongside dropped kerbs outside the hours of the parking controls.

5.20 **Objection 10 – Ramsey Rd**

“I am writing to object the proposal of the above reference which will affect parking around Ramsey Road. I object on the grounds that my parents are elderly, my father is retired and would find it difficult to with these new changes. I feel it is unfair for my father to pay for a parking permit as he is now retired. Furthermore, we have regularly visitors coming over during the week and mostly on weekends. Why should they have to pay to park to visit us as we live on a residential street? I can't imagine why you are considering a permit parking scheme, other than to gain revenue for the council. The price of the permits are also very steep and a maximum of 2 per household? £80 plus £30 admin fee for a year is disgraceful. I know some residents who have 3 vehicles, what are they supposed to do with the extra car? You will only push people to park in other places, and then made to walk home. With all the recent crime rates going on, can you imagine walking home if you've parked away from your house? This is very dangerous for the residents around area.

There is no problem with parking. It is just a money making scheme. It will generate in excess of £12,500 in revenue in the area between Boston Road and Broughton Road. We pay our road tax, where safe and within the law we should be able to park where we want when away and at home.

When are these changes being considered to be applied? I strongly urge you to reconsider the proposed extension of a controlled parking zone. I look forward to hearing from you.”

5.21 **Officer comments**

The proposals regarding pricing of permits are in line with the current parking policy. There is no contribution made to the Council for parking schemes from Central Government through the payment of road tax or from the Council Tax. All parking schemes must be self-financed and any revenue received from parking charges and enforcement is ring fenced to fund future traffic and parking schemes and other transport related initiatives such as the concessionary fares scheme for some of the

Borough's residents i.e. Freedom pass. The Council do not currently have any concessions for the elderly or pensioners, however, parking charges are 50p for 30 minutes and Visitor Permits are available to all residents within the proposed zone – 60 half day permits at a cost of £2 each using the Pay by Phone method of payment.

5.22 Objection 11 – Ramsey Rd

“I am a resident of Ramsey Road, and I would like to strongly object to the proposed Controlled Parking Zone (CPZ) being considered on Ramsey road.

I am an elderly and retired man and have been living on Ramsey road since 1984. I would find it very difficult with these changes you are proposing. This will be an additional financial burden on me as I don't work and I will have to use my pension to pay for a permit which I think is unfair.

Furthermore, I also have my family members coming to check on me twice or 3 times a week in the evenings and weekends, and I believe it would be unfair for them having to pay for parking each time they come and check if I am ok. I believe by doing this, you are making it difficult for people to care for their elderly relatives for the purposes of financial gains.

There has not been a permit zone for all these years, and I fail to understand why you are proposing to implement one at this time.

If you are going to ignore the thoughts of your residents and implement the controlled parking zone anyway, I believe having it from 8am-8pm is too long and would significantly impact on my family coming to see me in the evenings during the week.

I strongly urge you should reconsider the proposal for a controlled parking zone in my area. I look forward to hearing from you.”

5.23 Officer comment

Whilst it is recognised that there is a cost for residents for purchasing permits and this is a potential burden for those that are retired and on limited incomes this cost does need to be considered relative with running a car including the initial cost, depreciation, servicing, maintenance, tax and insurance. Retired residents are likely to benefit more from the scheme as they are more likely to use their vehicles during the daytime and require more frequent parking than those residents that either do not use their vehicles during the daytime, if they commute using other methods or use their vehicles for the commute. The Council do not currently have any concessions for the elderly or pensioners, however, parking charges are 50p for 30 minutes and Visitor Permits are available to all residents within the proposed zone – 60 half day permits at a cost of £2 each using the Pay by Phone method of payment.

5.24 Objection 12 – Colvin Road

“I am a resident Colvin Road and I strongly disapprove of the proposed controlled parking zone because the money is too high and is unaffordable to pay on top of the countless bills I already pay. As it is the Arriva drivers always park their cars here making a big problem for residents of Colvin Road as it makes it so hard to find a parking space. The unaffordable fee makes it almost impossible for residents to pay it is as if the council doesn't care and doesn't think of the citizens so I would want and

appreciate if the council lowers the fee or thinks of an alternative option suitable to residents.

Further to your letter of the 6 March 2019, I am writing to object to the proposed CPZ extension to the Broughton Road Area, namely Colvin Road and Whitehall Road on the grounds that whilst you indicated that the majority of residents voted in favour of introducing the CPZ there is no evidence to suggest that the majority of residents in Colvin Road or Whitehall Road supported the proposed implementation.

I understand that a CPZ is formally introduced within the Croydon Borough to manage parking where demand exceeds supply or where unsafe conditions exist. However, there is no evidence of this being a concern for residents many of whom have lived in the area for a number of years, and despite living in close proximity or adjacent to the Arriva bus garage.

I therefore, formally object to the said proposal to extend the CPZ to Colvin Road & Whitehall Road as the majority of residents have not voted in favour of the proposed extension.”

5.25 Officer comments

The outcome of the informal consultation indicate that a majority of residents in the area consulted were in favour of the proposed parking controls, however, there are some streets that were not in favour of parking controls these are indicated in point 4.1 of this report. If the streets that were against parking controls were to be left out of the zone, there may be an unacceptable level of displacement for residents from streets within the CPZ, therefore it is recommended that the whole area consulted is included in the zone. The current parking charges are in line with Borough wide parking policy. The implementation of a CPZ will prioritise parking for residents in the area. The informal consultation was triggered by four petitions from several roads in the area including from Broughton Road residents by Colvin Road and Whitehall Road, as outlined in the TMAC report of 17 October 2018.

5.26 Objection 13 – Canterbury Road

“I am one of who is in favour of CPZ but your decision to introducing controlled zone from 8am to 8pm Monday to Sunday is really disgusting looks like the Council once again don't want to miss making easy money. Sorry to say the residents living on Canterbury Rd and Sutherland Rd are more in minority than majority as you claiming. Hoping according to the meeting of CTMT on 17th Oct.2018 the attendance from the above two roads was 100%.and all agreed with you. Even the Croydon Mosque is not in favour of your decision. Sunday is one day when most of the families get together. Don't be joy killer and put family values before cash.”

5.27 Officer comments

The proposed hours of operation are in line with the informal consultation results as detailed in paragraph 4.1 of this report. Of those that responded 73% indicated that they preferred 8am to 8pm, Monday to Sunday rather than 9am to 5pm, Monday to Saturday controls matching the controls in the Sutherland Road area bordering this area. It is accepted that some residents will be adversely affected by the longer hours of operation although it is worth noting that residents are able to purchase up to 60 half day Visitor Permits at a cost of £2 using the Pay by Phone method of payment

which may help with child care commitments.

5.28 **Objection 14 – Broughton Road**

“Hello Sir/Madam, I strongly object to the proposed extension of the controlled parking zone to include Broughton Road.

I have a disabled mother and have care workers attending to her about 2/3 times a day. At present they park outside my driveway at 8 Broughton Road. This will make it extremely difficult to provide services to my mother. Apart from the care workers, my family also visit on a daily basis and use the parking outside my driveway.

We did the driveway to allow us to park in the driveway and the space outside. This policy is will make life difficult for us and drive us out of the area. This place will then become a place for bedsits only. As it is there are too many houses converted to bedsits.”

5.29 **Officer comment**

Provisions for carers are made through Parking Services. There is a Neighbourhood Care permit available if they are registered as community health staff. Visitors to the area will have the option to pay via the Pay by Phone facility (charges 50p per 30 minutes) or using Visitor Permits available to residents at a cost of £2 per half-day and up to 60 permits per annum.

5.30 **Objection 15 – Thornton Road**

“Dear Sir/Madame,

I'm writing in regards to the letter I recently received about the introduction of CPZ in my area, specifically Boston Road.

I live along Thornton Road which is a red route, not only is it difficult as it is to find parking space what with every second house along Marden Road getting a driveway but having bays added along Boston road means less vehicles can be parked. It is bad enough that some days members of my household/neighbours/Myself have to park behind the warehouses on Peall Road or Shamrock Road because there is nowhere to park nearby, but now we are having to pay at least £80 per year for the chance to park near our homes.

Leading on from paying for the ability to park near my house, I come from a household where my father, my brother and myself all work. That's 3 working adults in the house that require a vehicle to go about their lives and do their jobs. Why are we being limited to having only 2 vehicles per household when this isn't practical at all. Are you expecting my 62 year old dad who requires multiple tools to get on the bus with rowdy school kids just to work? Or maybe expecting my brother to get on 6+ different busses with the possibility of being late for work because he has to go to different locations, which I have had to do myself when my car was being repaired. Relying on public transport to get to different meetings all around London isn't viable and therefore isn't an option, especially when meetings overrun or the public transport system in general is unreliable.

I'm not sure why residents along the red route are being forced to pay these prices

just for the chance to park close to their home (as you said in the letter it's not possible to guarantee a parking spot). Again, why are we being limited to only 2 vehicles per household when it's not an option to rely on public transport for commuting to and between work locations.”

5.31 Officer comments

Residents of Thornton Road will be eligible for permits within the N2 CPZ. The introduction of a CPZ prioritises the parking for residents whilst still allowing visitors to pay for parking. The two permits per household is in line with the current parking policy. This was approved by the Cabinet Member for Environment, Transport and Regeneration following the report dated 12th July 2018 titled PARKING CHARGES 2018 / 2019 which was received by the Traffic Management Advisory Committee on that date. It is also worth noting that there are no current proposals to introduce parking controls on the west side of Thornton Road in roads such as Peall Road mentioned in this objection. These roads are closer to many of the addresses in Thornton Road where officers are recommending residents be eligible for permits for parking in the area on the east side.

5.32 Objection 16 – Dunheved Close

“Objection to proposed extension of a controlled parking zone – Dunheved Close, Dunheved Road North, Dunheved Road South, and Dunheved Road West.”

5.33 Officer comments

The objection is noted.

5.34 Objection 17 – Dunheved Close

“There are no congestion or obstruction issues as: double yellow lines on corners and points of potential obstruction are already in place. Traffic flow is already controlled by ‘one – way – traffic direction’ for Dunheved Roads North, West, and South – from and on to London Road.

Unjustifiably long paid parking restriction time – 8am – 8pm as most commuter parkers leave by 5.30pm.

Unjustifiable restriction of daytime parking outside ones own drive – it does not create an obstruction because if the drives did not exist, there would be on road parking anyway. This restriction would significantly reduce the number of available spaces for all residents – particularly Dunheved Close by 40%.

There are no suitable locations on Dunheved Close to charge for parking!! The Close is part-privately owned and left side of the road is not paved – currently dirt, rubble and huge tree trunks.

The proposed parking restrictions would significantly reduce the current number of parking spaces available for all residents and would not address congestion or obstruction as these do not exist!!

5.35 Officer comments

The hours of operation is in line with the informal consultation results as detailed in

paragraph 4.1 of this report. Of those that responded 73% indicated that they preferred 8am to 8pm, Monday to Sunday rather than 9am to 5pm, Monday to Saturday controls matching the controls in the Sutherland Road area bordering this area. It is accepted that some residents will be adversely affected by the longer hours of operation although it is worth noting that residents are able to purchase up to 60 half day Visitor Permits, per annum, at a cost of £2 using the Pay by Phone method of payment which may help with child care commitments. In Dunheved Close the majority of residents have off-street parking and are therefore less affected by the proposals than other streets where driveways are limited. The end section of the road is designated as unadopted highway (highway rights exist but frontagers are responsible for maintenance rather than the Council) and due to the fact that it is unmade means that it will be left out of the parking scheme. If parking becomes an issue and residents request action, consideration may be given to potential solutions.

5.36 **Objection 18 – Dunheved Close**

“I refer to your notification dated 6th of March Ref:PD/CS/369 advising the residents of the introduction CPZ on the above streets. However, from the data supplied, it is very clear that a majority did NOT vote in favour of this revenue generating scheme. Data supplied for the above streets as stated below is totally contradictory to show a majority and it is baffling as to how the figures can be manipulated to show a majority.

Total number of properties on the above 4 roads total 228. Responses received from the 4 roads total 25. This gives a 10.96% response hardly worthy of representation of the whole neighbourhood! Having spoken to many residents on these streets a vast majority have no recollection of ever seeing this survey hence the poor response rate. Apathy it seems is due to the fact that the vast Majority are not owner occupiers but short term renters in the area. Hence they do not represent the views of owner occupiers whose views should matter.

Further break down from data taken as supplied:

Dunheved Close has 22 properties (your data shows 21??). Only 8 responded with only 3 in favour giving you a 37.5% rate which is NOT a majority.

Dunheved North has 83 properties and only 6 responded! (7.22% Response!!!) Such low figures DO NOT represent the views of the whole street.

Dunheved South has 76 properties with just 5 responses! (6.57% Response!!). Again not representative of the whole street. 2 out of the 5 in favour (40%)

Dunheved West has 48 properties with just 6 responses! (12.5% Response) Not representative of the whole street with 50% of the poor 6 responses in favour.

It seems that the scheme is not representative of a majority but a MINORITY.

Our Ward Councillors need to take note of this as they work for a majority not a minority. This Scheme will be detrimental to the owner occupiers and to the area and only serve to devalue the properties on these streets, cause misery and stress and isolate elders/disabled who depend on families visiting.

In short we DO NOT want a CPZ on the above streets and totally oppose this scheme, and based on the data we will be compelled to lodge a legal challenge should this scheme be forced through.”

5.37 **Officer comments**

The Council encourage all residents to respond to consultation to get a true

representation of local views. A 20-30% response rate is typical for a consultation of this type. The Council will only take into account the responses received, therefore, the percentages that are quoted are from the total residents who responded to the consultation, not the percentage of the whole street as has been suggested. Whilst it is disappointing that the response rate in the Dunheved area is low there was an overall positive response. The low response rate can be explained by the higher proportion of rented properties in this area and the fact that the majority of residents in the multiple dwelling homes have off-street parking and are therefore not affected. However, this area is directly opposite the Croydon University Hospital site and as a consequence suffers from high parking stress. Reducing the demand on parking spaces by introducing parking controls will help to improve access into the area, provide more parking opportunities for residents and their visitors and including for Croydon Mosque worshippers.

5.38 **Objection 19 – Generic Response**

There was a generic response that was sent in by 25 residents of the area and one from outside the area. The response is detailed below.

“Dear Sir/Madam,

Re: Your Ref: PD/CH/K4 & K5

I write to oppose the introduction of the proposed extension of a Controlled Parking Zone in the Boston Road / Keston Road / Broughton Road Area.

You state in your letter dated 6th March, 2019 that the majority of residents voted in favour of a controlled parking zone. Please tell me how many residents live in the area and in each street and, of those how many responded and how they voted in each street so I can assess the responses transparently.

I am against the scheme because:

I do not believe the residents in this area should be charged a penny to allow a parking company and the council to profit from the rights and privileges we have already paid for.

We pay national taxes, MOT and Council Tax for the upkeep of the roads and the area but Croydon Council have not been keeping up with its responsibilities to maintain the roadways, pavements and to clean the streets consistently to any reasonable standard. Some residents with vehicles have been paying for this failure through increased repairs and now the council is asking us to pay to park in-front of our own homes that will result in fines, bailiffs and removal of goods for those who are unable to pay.

The additional pressure from having to manage a more complex parking system and the additional stress will ultimately impact on the health of those who have to manage that increased stress. The wellbeing of the residents will suffer in ways you cannot mitigate.

This type of scheme is also known as weaponised parking where the council turns residents free parking into a money-making exercise, and I object to it in the strongest terms as it will mean:

- increased Civil Enforcement Officer activity

- increased parking of non-residents
- Hefty fines for residents at a time when we do not know what our income will even look like in two years. A Bailiff's fee may be the difference between losing your car for good if you do not have the money to pay and for some people getting to work by car is cheaper than on public transport.
- It will impact negatively on our relatives and friends visiting and create a simple choice between visiting where they have to pay for parking or visiting a friend/relative where parking is free. This may not seem significant but may affect the number of visits a person/family member may receive particularly in their senior years.
- Residents who have paid for the use of their own driveways will suddenly be forced to give up the benefits they have experienced having already paid the council for the privilege and may be forced to pay parking fines to park outside their own homes.

I cannot accept your proposals under any circumstances and must decline your offer to open myself and my neighbours up to being fined, stressed, pressed for money we may not have and subjected to a costly, stressful scheme designed to extract what is left of our hard earned cash after all the council and national taxes we already pay.

Instead please use the money you are ploughing into trying to persuade us to vote for more fines, Civil Enforcement Officers, bailiffs, court action into fixing the pot-holes in the roads, cleaning the streets and tackling crime.”

5.39 **Officer Comments**

All parking schemes are required to be self-financed as no funding is available from the Council Tax or through Central Government from taxes. Any surplus income from parking schemes is used to fund transport related schemes such as subsidising the concessionary fare system. This funding helps to ensure that other funds can be used for repairing and cleaning the Borough's streets.

Whilst it is recognised that there is a cost for residents for purchasing permits and this is a potential burden for those that have limited incomes this cost does need to be considered relative to running a car including the initial cost, depreciation, servicing, maintenance, tax and insurance. The current charge of £80 per annum for the first residents' permit issued to a household equates to approximately £1.54 per week.

There is no evidence that parking controls cause additional stress to residents. In fact, it is hoped that being able to park more freely should reduce the stress levels of residents compared to the current situation where it is very difficult to park close to an address within this area. An increase in the number of Civil Enforcement Officers patrolling the area should help to deter crime and reassure residents that parked vehicles are being monitored. The number of non-residents vehicles parking should be reduced as there would be a charge on parking. The current attractiveness for parking is the fact that it is free.

Visitors to the area will have the option to pay via the Pay by Phone facility (charges 50p per 30 minutes) or using Visitor Permits available to residents at a cost of £2 per half-day and up to 60 permits per annum.

There is some evidence that a few residents in the area have had dropped kerbs constructed to reserve parking spaces and that they will be adversely affected with the introduction of a yellow line. However, dropped kerbs or vehicular crossovers are introduced to allow legal access to and from a driveway or garage. If a resident, cannot or does not want to use their private parking area then they do have the option of requesting for a parking bay although this would be available to any permit holder / Pay by Phone user / disabled badge holder.

5.40 **Petition 1**

“REFERENCE: PD/CH/K4 & K5

I live on Broughton Road and this letter is sent on behalf of all residents of Broughton Road. We have all signed this petition to appeal the decision taken by Croydon Council to make Broughton Road a Controlled Parking Zone. All residents are against this proposal, we object to this in any shape or form.

Also Broughton Road residents that signed this petition are extremely angry and upset, that you are introducing a yellow lines outside their driveways, where all residents who have paid you their hard earned money to Croydon council, in good faith to drop their Kerb.

Are now told that they can't park their own car outside, their own driveway in controlled hours. This is extremely upsetting to Residents.

I have spoken to all of the residents, while they signed this petition and they have expressed these concerns below. Now for those residents who have 3 cars this is going to cause problems and stress for them. As they currently park 2 cars on their driveway and the 3rd car directly outside their house. These Residents will struggle to find parking for a 3rd vehicle, as they will be driving around looking for parking bay spaces, as can't park outside their own house driveway.

Also relatives or friends visiting will struggle to find space as they will not be able to park outside, the driveway of the friends or relative they are visiting, which fall in your proposed controlled hours of operation of 8 am to 8pm. This will mean families, will less frequently come and visit their families or friends. As they will be worrying all the time they need, to pay for more time in parking.

One common thing I got from this petition, is all Broughton Road residents with driveways are more upset about losing the right to park outside their home in the controlled parking hours. They all feel there should be no yellow line outside their driveway.

Furthermore Residents of Broughton who do not have a driveway are equally outraged and upset by this planned controlled parking zone.

Broughton Road resident pay so much on Council tax, car road tax, Car insurance and other bills and now with the cost of living going up, Croydon Council have added more expenses to our bills. This controlled parking will make the situation worse as residents will be in competition for parking bays, this will turn Neighbour against Neighbour, causing arguments.

The residents of Broughton Road feel betrayed and let down, so please take this as our Appeal and true opinion of our residents of Broughton road, who are against this. I have provided evidence of this in a form of a petition, which is enclosed with this

letter and email. So please kindly stop and cancel this, as we are all against this at Broughton Road. You are more than welcome, to come to our road and talk to our residents.”

5.41 **Officer Comments**

This petition included 96 signatures from Broughton Road CR7.

There is some evidence that a proportion of residents of Broughton Road have had dropped kerbs constructed to reserve parking spaces and that they will be adversely affected with the introduction of a yellow line. However, dropped kerbs or vehicular crossovers are introduced to allow legal access to and from a driveway or garage rather than reserving a space on the highway. If a resident, cannot or does not want to use their private parking area then they do have the option of requesting for a parking bay although this would be available to any permit holder / Pay by Phone users / disabled badge holder.

Currently there is a two permit policy per household in Croydon with annual charges of £80 for the first and £126 for the second permit issued at a household. The reasons for this approach were detailed in paragraph 3.3, 12th July 2018 PARKING CHARGES 2018 / 2019 report minute reference 9/18 which was considered by Traffic Management Advisory Committee and recommended to the Cabinet Member for Environment, Transport and Regeneration for approval. The reduction in the number of permits available to residents was introduced due to increasing complaints by residents in some areas where there is simply insufficient space for the number of residents' vehicles especially in roads where the properties are predominantly terraced houses with narrow frontages such as most of the roads in this area.

Whilst it is recognised that there is a cost for residents for purchasing permits and this is a potential burden for those that are limited incomes this cost does need to be considered relative to running a car including the initial cost, depreciation, servicing, maintenance, tax and insurance. The current charge of £80 per annum for the first residents' permit issued to a household equates to approximately £1.54 per week.

This parking scheme should reduce the situation where residents are competing for spaces as non-residents will be deterred from parking due to the charges. Evidence from nearby roads where controls have been introduced show that the number of vacant spaces are significantly increased and many residents are able to park close to or actually outside their homes.

5.42 Petition 2

This petition is of the form of a letter which is included overleaf

Elim Pentecostal Church

Stanley Road, Croydon, Surrey CR0 3QA

Tel: Office: 0208-665-5370; Mob. : 07724 882 707

Email: office@elimpentecostal.org.uk Website: www.elimpentecostal.org.uk

Registered Charity No: 251549



Order Making Section
Parking Design Team,
Place Department, Croydon Council
Floor 6 Zone C,
Bernard Weatherill House,
8 Mint Walk,
Croydon,
CR0 1EA

15th March 2019

Dear Sir / Madam,

OBJECTION TO THE PROPOSED EXTENSION TO THE CROYDON NORTH CONTROLLED PARKING ZONE – NEW N2 SUB-ZONE

We strongly object to the proposed parking restrictions to be introduced on Stanley Road and yellow lines in front of our church building and church offices at 439B & C. The church has been on Stanley Road for 91 years and very involved in the life of the community through the programs and support it offers to the local people. The church supports the local community in a number of ways i.e. food bank, free youth events, summer holiday schemes, lunch for the elderly, health & wellbeing seminars and talks in conjunction with Eversley Medical Centre etc. We have over 600 people who receive support from the church and would require parking in the close proximity of the church.

We strongly feel that Residents, Parishioners, and Users of the church should have the right to park their vehicles without additional costs of obtaining parking permits. Our reasons for objecting the controlled parking zones are as follows:

- Parking restrictions from Monday to Sunday is severe and unreasonable for a residential area.
- The proposed operational time of 8am – 8pm is also unreasonable and seems like just a money making venture.
- The proposal will impose additional financial burden on residents and parishioners.
- It will prevent friends and relatives from visiting us during the permit restrictions.
- The proposal will disadvantage residents who are homebound and isolated as friends and relatives are likely to visit them during the permit restrictions and may chose not to do so due to parking cost.
- The restrictions will substantially affect the quality of life within the community.
- Most houses on the top part of Stanley road already have dropped kerbs so further restrictions is unreasonable.
- We only have limited parking spaces in front of the church and the church offices therefore controlled parking will introduce yellow lines which will further reduce our limited parking space.
- Introducing controlled parking zone will encourage people to park in 'non controlled parking zone' areas, thus making parking more difficult further up the street.
- Currently restrictions are in place on Canterbury Road and therefore it is unnecessary to impose further restrictions.
- Over enthusiastic parking attendants will bring unnecessary anxiety and nuisance to the residents and visitors.

Please see attached petition signed by our parishioners who oppose the proposal of parking restrictions on Stanley Road and surroundings.

Petition statement: We, the undersign, object to Croydon Council's plan to introduce a Controlled Parking Zone along Stanley Road. Reasons are listed in the attached letter.

5.43 **Officer Comments**

A 319 signature petition has been received from the Elim Pentecostal Church, Stanley Road. Nineteen of the signatures are from residents within the proposed CPZ. Whilst it is recognised that there will be a cost for parishioners most will have a choice to use public transport (bearing in mind that the church is by London Road with excellent bus services) or perhaps car share to reduce the cost of parking. Responding to the main points in the petition:

- Existing roads bordering the proposed extension area operate between 8am and 8pm, Monday to Sunday which followed petitions and requests from these residents experiencing parking problems outside the standard 9am to 5pm, Monday to Saturday controls currently in operation in most of Borough's CPZs. At the informal consultation stage occupiers in the area were given these 2 options for operational hours and of those that responded 73% indicated that they preferred the longer hours of operation hence the current proposal for this area. One of the main issues that residents currently experience is evening and Sunday parking stress due to a combination of the nearby Croydon University Hospital, where parking is very limited for both employees and visitors and the number of residential developments along London Road where residents are currently prevented through the planning agreement from obtaining residents' parking permits. On Sundays there is a flat fee of £3.30 for all day parking and £1.30 for one hour parking.
- Although it is recognised that there will be additional costs for parking for residents and parishioners the informal consultation was as a result of 4 petitions from this area for parking controls and a positive response to the informal consultation. Flat fees of £1.30 for one hour and £3.30 for the whole day will be available for Sunday parking. Free parking on Sundays will still be available in nearby roads to the east of London Road where controls operate 9am to 5pm, Monday to Saturday.
- Residents are able to purchase up to 60 half day Visitor Permits, per annum, at a cost of £2 using the Pay by Phone method of payment. Although it is accepted that this will be a financial burden it is worth noting that currently parking stress is such with very few parking spaces available, that many potential visitors may be deterred from parking in this area and a parking scheme may actually assist visitors. Registered carers can obtain Neighbourhood Care permits allowing unlimited parking.
- Parking bays will be maximised allowing for dropped kerbs and junctions where yellow lines will be required. The high proportion of dropped kerbs currently restricts available space in Stanley Road close to the Church and it may be easier for most parishioners to park in the nearby free on a Sunday streets to the east of London Road.
- If parking controls are introduced into this area the nearest uncontrolled parking will be some of the roads to the west and north of Thornton Road and sections of Mitcham Road and roads to the southwest of this road. These areas are a distance from the Church.
- There is no evidence that parking controls cause additional stress and anxiety to residents and visitors. In fact, it is hoped that being able to park more freely should reduce the stress levels of residents and visitors compared to the current

situation where it is very difficult to park close to an address within this area. An increase in the number of Civil Enforcement Officers patrolling the area should help to deter crime and reassure residents that parked vehicles are being monitored.

5.44 **Petition 3**

“To: Mr. David Wakeling (Parking Design Manager) Croydon Council
CC: Leader of Council, Ward Councillors, Croydon MPs, Faith Groups.

Petition Against 12-hours Proposed Parking Restriction
Croydon North Zone – New N2 sub-zone

As residents, workers, visitors, business owners, drivers, motor cyclists, taxpayers and supporters of Croydon North – N2 sub-zone;

(Dunheved Road North, Dunheved Close, Dunheved Road West, Dunheved Road South, Sharland Close, Broughton Road, Whitehall Road, Colvin Road, Curzon Road, Furtherfield Close, Harcourt Road, Kenmare Road, Lynton Road, Marden Road, Marden Crescent, Oakwood Road, Oakwood Place, Ramsey Road, Boston Road, Southwell Road, Stanley Road, Stanley Grove, Keston Road, York Road and ‘odd numbers’ 39 to 393 Thornton Road)

We are supporting this petition to ask Croydon Council to reconsider the 12-hour parking zones, and implement sensible parking hours zone, 9 am to 5pm Monday to Saturday) for above-mentioned roads in N2 sub-zone. This would satisfy our needs, as residents and those attending Croydon University Hospital, Croydon Mosque & Islamic Centre and other activities. We are supporting this petition on behalf of the community with names, post code, and counter-signature.

We are also responding to the Council letter, dated 6th March 2019, about ‘most of the residents’ request for the 12-hour parking. Your letter mentioned the parking charges as 50 pence for 30 minutes and Sundays £1.30 pence per hour. Yet, your letter failed to specify how many responded, how many requested the 12-hour slot, and those who did not.

However, the Council report about the consultation was poor. This means the report contradicts the letter dated 6th March. This is misleading and disregarding the needs and interests of all the local people’ needs.

Your decision to impose the 12-hour parking suits the needs of a few, not the views of the overwhelming many affected. This is in complete contradiction to the Labour Party Policies to which most of the councillors follow. This means double standards in your service-delivery.

However, this petition is supporting sensible parking hours from 9 am to 5pm with a reduced charge of 30p per 30 minutes and 60p per 1 hour. This would be the rate for Lakehall Road Area. It would be reasonable and fair. It would benefit everyone, not the few. It would show respects to carers, needing parking after 5pm, for hospital and Mosque visits.

This petition also supports;

Free 60-minutes parking for Friday's prayer between 12:00 pm to 3.00 pm
At any other times free 30-minutes parking.
Free parking in front of driveway in the Zone N2.
No restriction on the 2-hour parking meter areas.

These requests are for everyone's facilities. It would help others needing parking to go to local shops. It would assist older people or young families who may need parking after 5pm. It would also show that Council is considerate and compassionate to the needs of everyone, not the few.

Please note that we are contacting the Croydon MPs, the Croydon Councillors, other faith Groups, Local Employers, local charities, local businesses and everyone accessing the above-mentioned roads to support this petition. Having listed our concerns, we look forward to your decision because we represent the many not the few who responded to your initial consultation.

Please note that this also overrides and impairs the legitimate attendance at Croydon Mosque & Islamic Centre which is an important community hub within Croydon."

5.45 **Officer Comments**

An 877 signature petition has been received from the Croydon Mosque & Islamic Centre. Thirty seven signatures are from residents who live within the proposed CPZ. The informal consultation results are available on the Croydon website – TMAC meeting of 17 October 2018. Answering the main points of the petition:

- Existing roads bordering the proposed extension area operate between 8am and 8pm, Monday to Sunday which followed petitions and requests from these residents experiencing parking problems outside the standard 9am to 5pm, Monday to Saturday controls currently in operation in most of Borough's CPZs. At the informal consultation stage occupiers in the area were given these 2 options for operational hours and of those that responded 73% indicated that they preferred the longer hours of operation hence the current proposal for this area. One of the main issues that residents currently experience is evening and Sunday parking stress due to a combination of the nearby Croydon University Hospital, where parking is very limited for both employees and visitors and the number of residential developments along London Road where residents are currently prevented through the planning agreement from obtaining residents' permits.
- Although it is understandable that the Croydon Mosque are requesting both lower charges and free Friday afternoon parking this will adversely affect local residents and if such a policy were adopted then similar parking arrangements should be offered for other places of worship. There is also a need to have a consistent parking policy for parking charges throughout the Borough to avoid driver confusion and possible accusations that some members of the community are treated differently to others.
- Dropped kerbs or vehicular crossovers are introduced to allow legal access to and from a driveway or garage rather than reserving a space on the highway. If a resident, cannot or does not want to use their private parking area then they do have the option of requesting for a parking bay although this would be available to any permit holder / Pay by Phone users / disabled badge holder. It is a

requirement that a Controlled Parking Zone should be continuous with either yellow lines or parking bays. It is therefore not possible to allow free parking alongside of dropped kerb.

In summary it is worth pointing out that if parking controls are introduced in the Dunheved area parking should become easier with more spaces available for visitors including worshipers to the Croydon Mosque. Currently, with the domination of the area by with commuters' vehicles, mainly from Croydon University Hospital which is virtually opposite this site, there are very few spaces available. Most worshipers are only in the Mosque for a short period and a charge of 50p for each 30 minutes is not considered unreasonable for those that wish to drive.

5.46 **Petition 4**

"I am writing in response to your letter dated 6th March 2019 with regards to the introduction of a Controlled Parking zone (CPZ) in Colvin Road / Whitehall Road and Sub-Zone Areas.

Your proposal to extend the CPZ has raised a lot of concerns with residents, some of whom have lived in the street for over three decades. Particularly ageing parents, widows and single mothers who are managing without any financial support from the government to make ends meet.

As residents, we have a duty of care securing convenient parking spaces in our street without another levy. As the law demands, we also pay our road taxes which gives us legitimate right to park in unrestricted areas.

Over the past years we have managed to find suitable parking without your help. Why now? In your letter, you outlined the because the majority of residents on Boston Rd / Keston Rd / Broughton Rd have sought your help in this matter, you are proposing to extend the controlled parking into other sub-zones. At the inception phase, we responded to your enquiry opposing to the controlled parking zone in Colvin Road and Whitehall Road. Our feedback to you was as clear as daylight and our decision still stands.

As a result, residents of Colvin Rd and Whitehall Rd DO NOT NEED YOUR HELP TO CONTROL the influx of traffic or parking our streets. No matter the challenges we are faced with during major gas repair works or installation of utility meters, residents have dealt with unforeseen circumstances without your help. Rather, you've been unrealistic in issuing residents with Traffic Enforcement Charges during major roadworks in the Easter holidays. Sorry. We don't need your help!

PROPOSED NOTICE-

The proposal notice sent to residents is packed with misspellings and inconsistency of response dates.

- Page 1 request for responses by 4/4/19; while
- Page 4 request for responses by 5/4/19.

If your office does not have the resources to manage the efficiency of official/formal letters, how then could you control the parking zones in all the intended Sub-Zones?

We object to your proposal of introducing a controlled parking zone in our streets. We are already overburdened with huge utility bills, including the incremental Council Tax- over £1200 per year to worry about. We don't not need a further drain on

MAKING SCHEME? In a few years' time we are likely to see a rise in parking charges due to inflation. No matter your decision to introduce control zones in our area, we stand in solidarity as residents to oppose you 'Revenue GENERATING PROJECT'.

We have noticed that the car parking areas in Croydon, Even though there's been a slash in parking fees, the spaces are almost empty during the weekdays. Is this not the reason why you are looking for an alternative measure to raise revenue.

Researchers have shown that children who walk to school tend to act smarter than those who travel by car. As a result, the governments encouraging parents to walk with their children to school to encourage a healthy lifestyle in order to reduce obesity. Now, you are rather imposing a charge to house owners who intend to leave their cars in the street. Don't we have the legitimate right to park in our streets without the council's interference? We've had a duty of care to manage on our own over the past decades without your help. This is not the time to call on you-especially with all the uncertainty surrounding our economy.

With the ongoing uncertainty, we are unsure whether we will have a job in coming months. On behalf of the widows living in Colvin Rd - it is very difficult as it is. We can't recall the last time we had a decent holiday. The only option and consolation we have is regular visits from our family members. It seems your intended proposal is seeking to deprive us of this privilege by imposing a parking fine to visitors during weekdays as well as weekends. We no longer have the right to park in our street without paying a tariff? Have you thought of the financial constraints and challenges some of us have had to endure each month to cater for our children, and in some cases our elderly parents? Most significantly the emotional trauma.

We seriously object to your intended proposal and would like a face to face consultation with you to discuss this issue as a matter of priority. If you have any questions or would like to schedule a meeting with residents, please contact us by phone or email. We have enclosed our petition which outlines our contact details, as well as appendices for your information and action."

5.47 **Officer Comments**

A 21 signature petition has been received from residents of Colvin Road and Whitehall Road.

Answering the point about inconsistencies in the formal consultation document it is unfortunate that the letter included 4 April whereas the FAQ sheet mentioned 5 April as the deadline date for objections to be received. However, in reality objections received up to the 10 April to allow for the postal service were considered so this should not have influenced the number of objections received.

The law does not provide a right to park on the highway as all parking is regarded as an obstruction of the basic right of anyone to pass and repass without hindrance. Parking on any part of the highway – including a verge or a footway is technically an obstruction of that highway under Section 137 of the Highways Act 1980. Revenue raised from parking schemes is ring fenced for transport issues. Parking schemes are consulted on as a response to petitions and lobbying from local Ward Councillors. The Council will arrange a meeting with the petitioners to answer questions.

6 FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 2019/20.

6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2019/20 £'000	M.T.F.S – 3 year Forecast		
		2020/21	2021/22	2022/23
		£'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	75	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	32	0	0	0
Remaining Budget	<u>43</u>	<u>0</u>	<u>0</u>	<u>0</u>

6.2 The effect of the decision

- 6.2.1 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. It is proposed that there will be no Pay & Display machines in this area.
- 6.2.2 These costs can be contained within the available capital budgets for 2019/20.

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 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.

6.5 Savings/ future efficiencies

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.

6.6 Approved by: Flora Osiyemi, Head of Finance, Place, Residents and Gateway

7. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

7.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that 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.

7.2 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.

7.3 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.

7.4 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.

7.5 Approved by Sandra Herbert, Head of Litigation and Corporate Law, on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

8. HUMAN RESOURCES IMPACT

8.1 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.

8.2 Approved by: Jennifer Sankar, Head of Human Resources.

9. CUSTOMER IMPACT

9.1 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.

9.2 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 sought to be introduced in the area where there is an overall majority of occupiers in favour of a scheme. This is true of this scheme with the exception of a few roads where there was not support. It is however considered that not including the scheme in their roads when a scheme is proposed for the surrounding roads is likely to be detrimental to residents in these areas as they are likely to experience greater parking stress. The proposals are made with a view to improving residents' ability to park nearer to their homes.

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. Specific equalities issues raised as part of the formal consultation are referenced within the officers' response to those objections within the body of the report.

11. ENVIRONMENTAL IMPACT

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

12. CRIME AND DISORDER REDUCTION IMPACT

- 12.1 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 on the ground.

13. REASONS FOR RECOMMENDATIONS

- 13.1 The recommendations are to extend the existing Controlled Parking Zone into the Keston Road area since a majority of respondents in this area voted in favour of parking controls and a parking scheme should ensure adequate parking facilities for residents, visitors and for local businesses.
- 13.2 Also the introduction of marked bays away from driveways, junctions and other locations where parking causes problems, with yellow line waiting restrictions in between, will ensure the expeditious, convenient and safe movement of all road users.

14. OPTIONS CONSIDERED AND REJECTED

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

REPORT AUTHOR

Omar Tingling, Traffic Engineer,
Parking Design, High Improvements, Streets, 020
8726 6000 (Ext. 63750)

CONTACT OFFICER:

David Wakeling, Parking Design Manager
Parking Design, High Improvements, Streets, 020
8726 6000 (Ext. 88229)

BACKGROUND DOCUMENTS

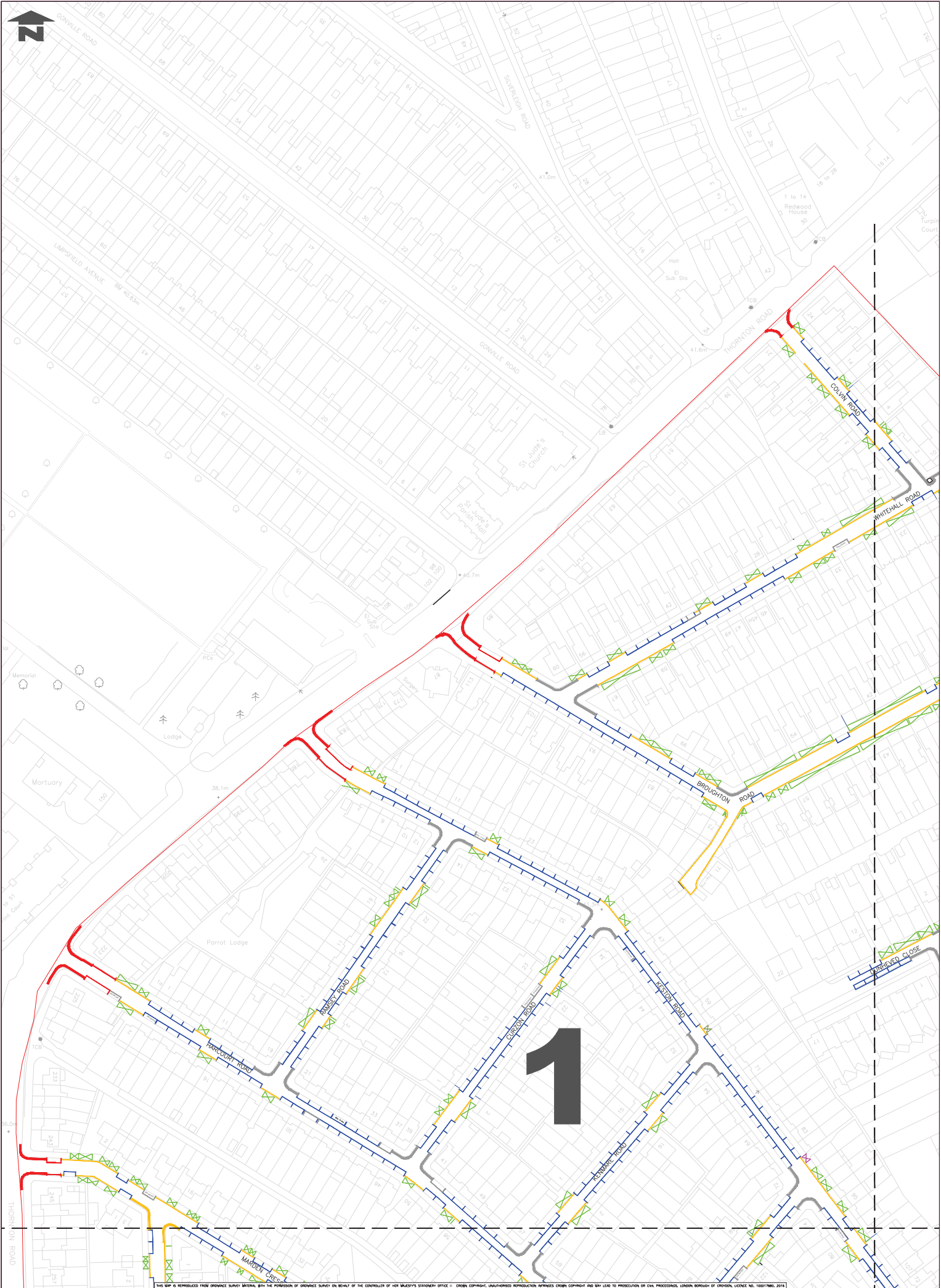
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	<p>PROPOSED CPZ BOUNDARY WAVING RESTRICTIONS PERMIT BANS PROPOSED WAVING RESTRICTIONS CROSSOVERS</p>	<p>OT DW</p>	<p>N.T.S.</p>
<p>KEY</p>	<p>CPZ</p>	<p>Detailed Design</p>	<p>18/04/19</p>
<p>PLACE: KESTON ROAD AREA</p>	<p>DEPARTMENT: PUBLIC REALM</p>	<p>FORMAL</p>	<p>PD36894-00</p>
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- PROPOSED CPZ BOUNDARY
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- PERMIT BAYS
- EXISTING RESTRICTIONS
- CROSSOVERS

NO.	DESCRIPTION	DATE	BY	CHECKED BY	STATUS

KESTON ROAD AREA
 CPZ
 DETAILED DESIGN
 DATE: 18/04/19

PLACE DEPARTMENT
 PUBLIC REALM
 DIRECTOR: STEVE LES
 HIGHWAY IMPROVEMENTS

PROJECT NO: PO3959-01
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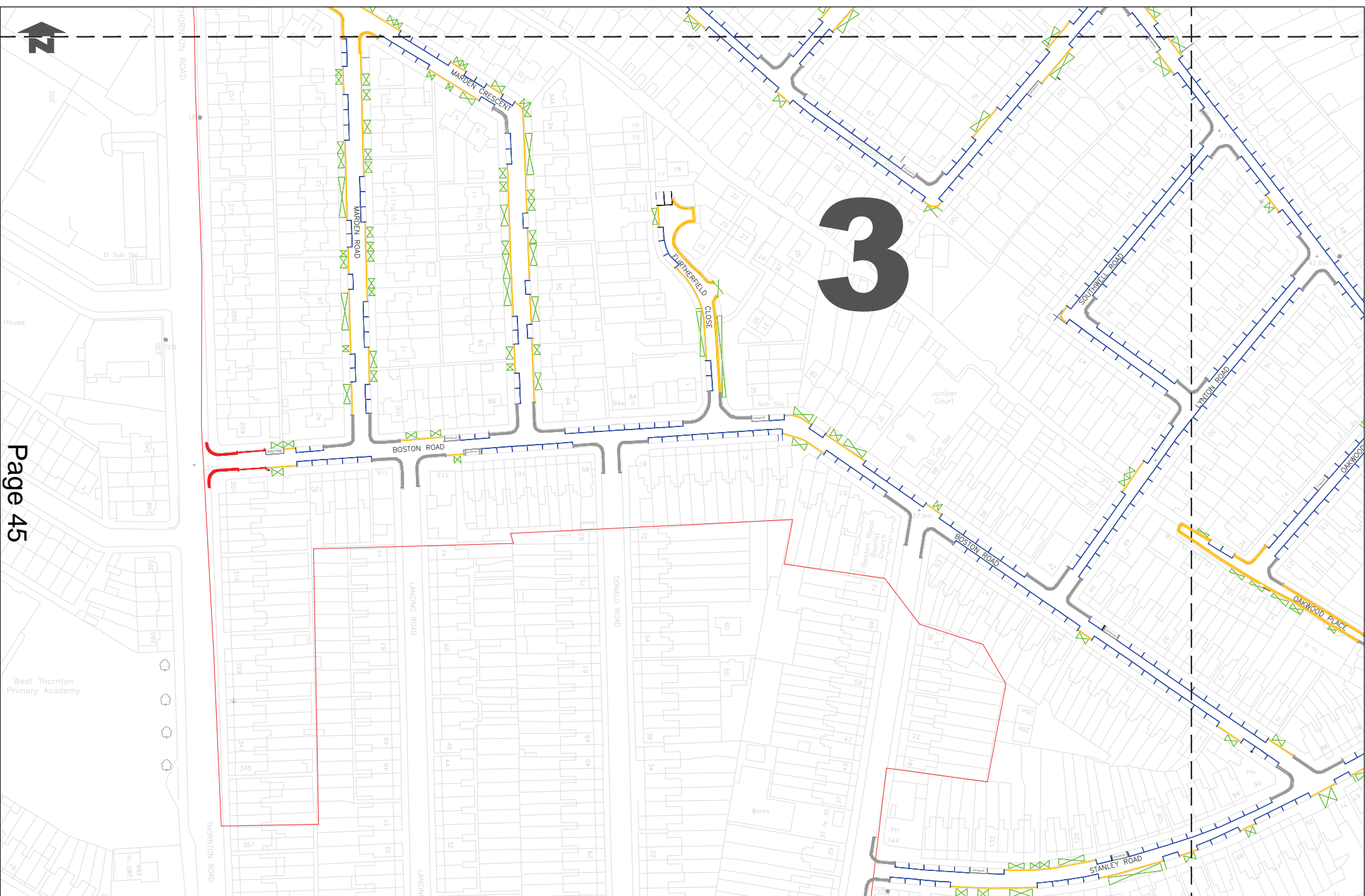
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NO.	DATE	DESCRIPTION	BY	CHECKED BY	STATUS

KESTON ROAD AREA
 CPZ
 DETAILED DESIGN
 DW
 N.T.S.
 18/04/19

PLACE DEPARTMENT
 PUBLIC REALM
 OFFICIAL: STEVE LEE
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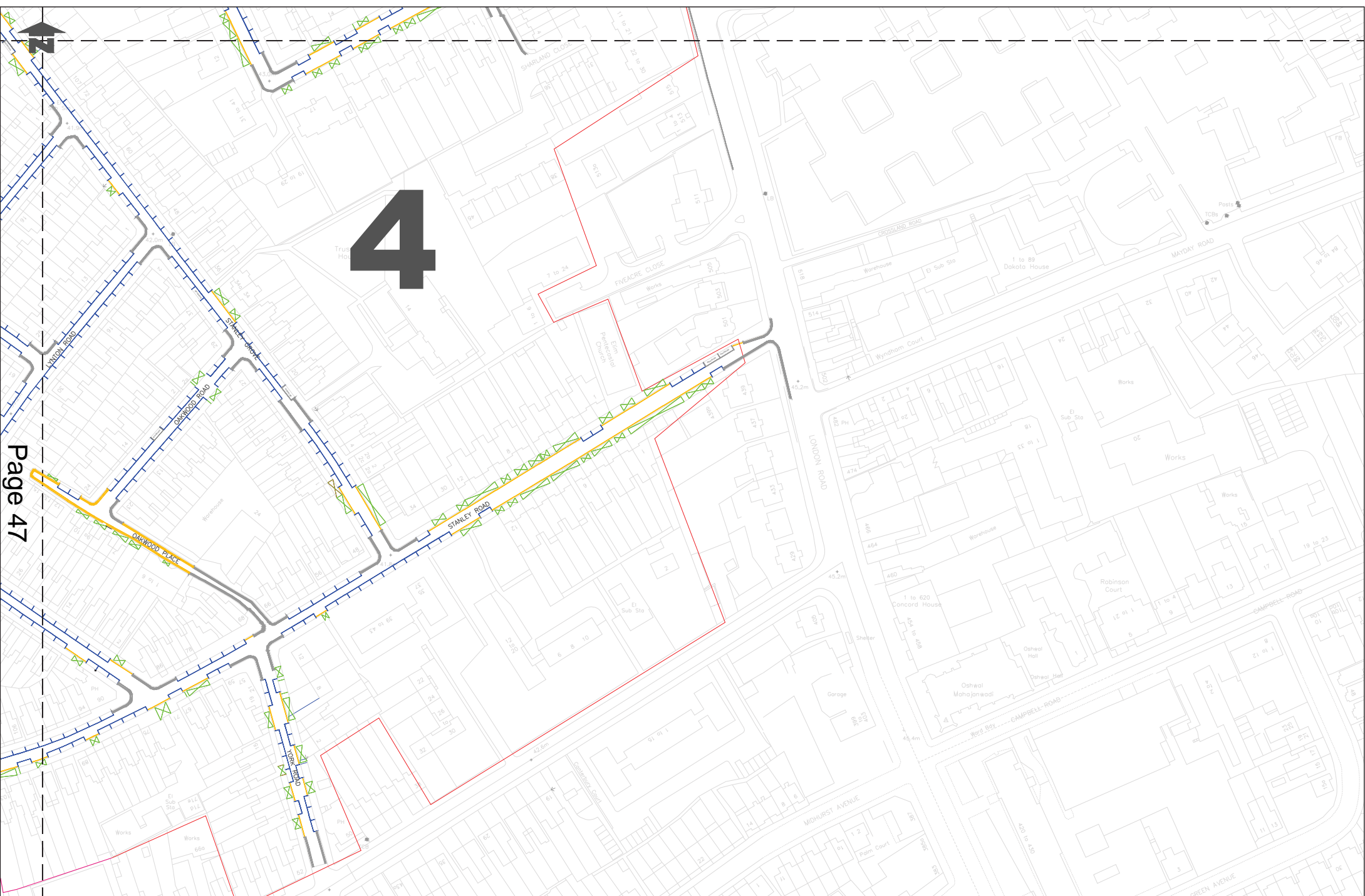
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REV	NO	DATE	CHG	BY	CHK	DATE	APP	DATE	APP	DATE

DESIGNER	OT	VERIFIED	DW	SCALE AT A4	N.T.S	DATE	18/04/19
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KESTON ROAD AREA CPZ DETAILED DESIGN		DRAWING NO. PD/369a-03 STATUS FORMAL REVISION
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REV	NO	DATE	CHNG	BY	APP	DATE	APP	DATE

DESIGNER	VERIFIED	SCALE AT A4	DATE
OT	DW	N.T.S	18/04/19

KESTON ROAD AREA CPZ DETAILED DESIGN	DRAWING NO: PD/369a-04 STATUS: FORMAL
	PLACE DEPARTMENT PUBLIC REALM DIRECTOR - STEVE ILES HIGHWAY IMPROVEMENTS

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REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 2 May 2019
SUBJECT:	LAKEHALL ROAD AREA – OBJECTIONS TO THE PROPOSED EXTENSION OF THE CROYDON CPZ (NORTH N & N1 PERMIT AREAS)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Paul Scott, Cabinet Member for Environment, Transport and Regeneration
WARDS:	Bensham Manor 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 Feb 2018 • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration that the Cabinet Member:	
1.1	Consider the objections to extending the existing Croydon Controlled Parking Zone (North N & N1 Permit Areas) to Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road and Queenswood Avenue with a combination of Shared-Use (Permit/Pay-by-phone) bays 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 in drawing no. PD 382.
1.3	Inform the objectors and supporters of the above decision.

2. EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (North N & N1 Permit Areas) to Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road and Queenswood Avenue with a combination of shared-use (permit/pay-by-phone) bays and single yellow lines operating 9am to 5pm, Monday to Saturday.
- 2.2 The outcome of the informal consultation was reported to this Committee at its meeting on 12 December 2018, where it was agreed to proceed to a formal consultation on the making of Traffic Management Orders to introduce the proposed scheme.
- 2.3 On 23 April 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.1 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3. BACKGROUND

- 3.1 Following a petition from Lakehall Road in May 2017 residents were consulted on a possible extension of the Croydon (North Permit Area) Controlled Parking Zone into the Lakehall Road Area which includes Attlee Close, Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Haslemere Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Norman Road, Penshurst Road, Torridge Road and Queenswood Avenue.
- 3.2 On 12 December 2018, following informal consultation, it was agreed to undertake formal consultation (minute 4/17 refers) regarding proposals to extend the zone into Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, and Queenswood Avenue following a positive response from an overall majority of respondents in these streets (see results table overleaf).

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	
Bensham Lane	46	26	57%	20	43%	13	50%	13	50%
Bert Road	3	2	67%	1	33%	0	0	2	100%
Fairgreen Road	5	2	40%	3	60%	1	50%	1	50%
Frant Road	51	28	55%	23	45%	20	71%	8	29%
Kimberley Road	33	16	48%	17	52%	10	62.5%	6	37.5%
Kingswood Avenue	12	3	25%	9	75%	1	33%	2	67%
Lakehall Road	47	33	70%	14	30%	14	42%	19	58%
Lakehall Gardens	3	2	67%	1	33%	2	100%	0	0%
Meadow View Road	6	3	50%	3	50%	3	100%	0	0%
Queenswood Avenue	13	8	62%	5	38%	4	50%	4	50%
TOTAL	219	123	56%	96	44%	68	55%	55	45%

3.3 Following detailed design, occupiers in this area were formally consulted (public notice stage) on a proposal to introduce 9am to 5pm, Monday to Saturday parking controls. Residents/businesses within this area were written to in March 2019 with a copy of the relevant drawings and the public notice, and invited to submit objections to/comments on the scheme by Friday 5 April 2019.

4. OBJECTIONS AND RESPONSES

4.1 A total of ten objections and three emails of support for the proposal have been received.

Objection 1

4.2 An objection from a resident of Bert Road was raised on the grounds that:

- There is nowhere to park when I get home from work at about 8pm on weekdays.
- I agree with the proposal in principle but I would like it to be amended so that residents can park on the roads after working hours by restricting parking after 5/6pm to residents only.

Objection 2

4.3 An objection from a resident of Frant Road was raised on the grounds that:

- There was no option to choose controlled parking Monday to Friday.
- I am in favour of controlled parking but only when competition for parking space dictates it. There is much less competition on Saturday and Sunday.
- I believe that if Croydon Council had offered Monday to Friday as an option this is what residents would have chosen. The only option would be to re-consult Frant Road residents with Monday to Friday included as an option.

Objection 3

4.4 An objection from a resident of Fairgreen Road was raised on the grounds that:

- I would like to reject the proposal only because I would have to pay for a permit.

Objection 4

4.5 An objection from a resident of Fairgreen Road was raised on the grounds that:

- I don't believe it (the parking scheme) is needed.
- I paid for a dropped kerb and I have not been given the option to have a white line outside my home, instead of a yellow line, which I think is unfair.
- There will only be 12 parking spaces in the road should the scheme go ahead.
- There was no option for Monday to Friday restrictions.
- There was no mention of providing residents with visitor parking permits, even if it was 10 a year and any additional would have to be paid for.
- I consider Fairgreen Road as a private road.

Objection 5

4.6 An objection from a resident of Kimberley Road has been raised on the grounds that:

- Parking is tight on this road so adding pay and display will not help residents.
- It will be a waste of money painting bays and installing pay and display machines as there is not much free parking space on this road.
- Kimberley Road would benefit from being turned into a one-way street entering from Queen's Road. There is a blind spot just as you turn the bend which can be very dangerous and cause a build-up of traffic.

Objection 6

4.7 An objection from a resident of Bensham Lane was made on the grounds that:

- There is no valid reason for the zone – the objector is happy with the current parking status.
- There are other ways of raising money than to add more costs to residents' budgets.
- It's a well-known fact that parking zones kill business for small traders.
- It's not rocket science to semise (sic) that you will carry on zoning off the

remaining streets in our area.

Objection 7

4.8 The seventh objection (from a resident of Kimberley Road) was on the grounds that:

- Kimberley Road is set back from main roads, trains and shops. There is really no need to have Saturday restrictions or penalise visitors on a Saturday.
- Any claims of consistency are a red herring as people know they have to check boards and variable speed limits. Is it just a matter of consistency for the Council – in which case for whose benefit should services be?
- If the rationale is to deter long-term parking (you have day and half day charges) why was parking between 12 and 2 not considered.
- There are a very few houses that were built without front gardens, the gardenless houses may or may not benefit from residents parking. However in some 90% of the homes people are converting or have converted their front gardens for parking. In a short time the very small number of front gardens that currently exist will also have gone regardless of this proposal. Thus it seems a poor use of public money to put in parking restrictions and service them when almost everybody will be parking off road.
- My window cleaner will not be cleaning if he cannot park; the charge for parking will outweigh the revenue for cleaning windows in the street. How many other services will be affected and for what benefit?

Objection 8

4.9 The eighth objection (no address given) was made on the grounds that:

- 100% of the residents who have lowered their curbs (sic) object to the proposed fee as they have already paid hundreds of pounds to the Council to have the privilege of parking their vehicles outside of their houses.
- If this proposal, as you have stated in point 6. is to “*alleviate residents’ parking problems caused by non-residents, including commuters and improve road safety by regulating parking spaces,....*” then why are you causing a burden for the residents who have already paid the Council to have their curbs (sic) lowered.
- Surely the residents who have ALREADY PAID to lower their curbs (sic) should NOT be treated the same as those who park on the road. They should not be required to pay the same fees.
- We believe that payment should be increased for non-residents and commuters who want to park on this road to compensate.
- We would suggest, for example:
 - a) Non-residents pay 50p for 30 minutes or £6 for 8hrs (maximum).
 - b) Residents without lowered curbs pay the proposed fee of £80.
 - c) Residents who have lowered their curbs should pay half of the fee - £40 - for their second cars.
- We think this would be a fairer proposal for all residents.

Objection 9

4.10 The ninth objection (from a resident of Queenswood Avenue) was made on the grounds that:

- Residents are paying Council Tax and not getting the services they deserve.
- The police do not treat crimes against residents with any priority so why are Councillors wasting money on the police?
- The Council is collecting millions in fines and road tax and there is still not a single street free from potholes. The money is going to pay Council Managers lucrative bonuses. The council should control these expenses instead of introducing another stealth tax in the name of controlled parking zones.

Objection 10

4.11 The tenth objection (from a resident of Torridge Road) was on the grounds that:

- The introduction of a CPZ in the Lakehall Road area will have a detrimental effect on parking availability in Torridge Road. Particularly in light of the hospital's stated closure of Woodcroft Road carpark, which announces that staff and patients can use nearby roads including ours.
- It is unfair to all residents for the council to have such an incoherent and disjointed policy on CPZ implementation. We find it incredibly stressful that the council behaves in this manner. This is our homes and wellbeing that the council is messing with - and it's unfair.
- If a Torridge Road CPZ is granted in our road, however, then we would have no objections to the Lakehall Road CPZ.

Responses

4.12 Residents and businesses were given two controlled parking options when the informal consultation was carried out. These were for 9am to 5pm Monday to Saturday controls, or 8am to 8pm Monday to Sunday controls. The responses showed that the majority (55%) of respondents from the roads included within the proposed zone supported 9am to 5pm, Monday to Saturday controls as opposed to 45% who supported 8am to 8pm, Monday to Sunday controls. Consequently the proposal consulted on at the formal stage is for 9am to 5pm, Monday to Saturday controls as these are the controlled hours that received majority support. In addition, only three (just under 1%) of the 356 respondents who made comments in the comments box provided on the consultation questionnaire suggested that they wanted resident only parking.

4.13 The Monday to Saturday and Monday to Sunday options presented to residents and businesses in the informal consultation were chosen as they are the days when parking controls operate in the two nearest controlled parking areas. The controls in the nearby Canterbury Road / Sutherland Road area operate between 8am and 8pm, Monday to Sunday and in roads to the east (Croydon University Hospital side) of London Road operate from 9am to 5pm, Monday to Saturday. Consultees were also able to use the comments box on the questionnaire to make any other comments or suggestions they wished. An analysis of these

comments shows that only 10 (3%) of the 356 respondents suggested that they would prefer a Monday to Friday option. On this evidence it appears that residents feel there is a need for Saturday parking controls and that there is no basis for a further consultation on the Monday to Friday option.

- 4.14 Controlled parking schemes are introduced in response to demand from and with the support of residents (for example, residents in the Lakehall Road area were consulted about a possible parking scheme following a petition from residents, and a scheme has been progressed because it received majority support). They are not introduced in order to raise income, however, any surplus income from parking schemes, including from enforcement, across the Borough, is reinvested into transport related projects including the Freedom Pass for concessionary fares. Legislation requires that all Controlled Parking Zones (CPZs) are self-financing and cannot be funded from Council tax and this means that charges must be made for permits and pay and display/pay-by phone parking, so that the income can be used to pay for the administration, maintenance and enforcement of the scheme. Parking schemes generally take approximately four years to pay for themselves. The current £80 charge for the first resident permit within a household equates to just £1.54 per week for parking.
- 4.15 Whilst two objectors feel that the parking scheme is not required, the majority of respondents within the proposed controlled parking area have voted in favour of the scheme, suggesting that they feel it is necessary. Although the results from some streets within the area (Fairgreen Road, Kimberley Road and Kingswood Avenue) were against the introduction of controls, the decision was made to include them within the proposed zone extension as to omit them would be likely to result in displacement parking in their roads.
- 4.16 The Council decided in November 2015, that white “access protection” markings would no longer be provided across driveways as they are only advisory and not enforceable in their own right. Even if these markings were still available, they would not be appropriate within a CPZ, where all kerb space is controlled, either by parking bays or yellow line waiting restrictions. Yellow lines are marked across driveway accesses within a CPZ to ensure that the access is kept clear during the controlled hours. Outside of those hours, residents (and those with their permission) can park on yellow lines outside their driveways but are still able to report unauthorised obstruction of their driveways to the Council for enforcement action.
- 4.17 In a CPZ, parking bays are marked where parking is deemed to be safe and appropriate and yellow lines are marked where parking is deemed to be unsafe or obstructive. Whilst this often results in fewer parking spaces being provided after controls are introduced than prior to their introduction, the removal of commuter parking and the restriction of visitor parking usually compensates and the overall result is generally more available space during the controlled hours. This is evidenced from recent zone extensions in nearby roads such as Pawson’s Road, Queens Road and Princess Road.
- 4.18 Residents were given full details of how the scheme would work when they were consulted informally and then formally about its introduction. This information

- included details of visitor parking and the fact that visitors would need to pay for parking via a visitor permit or by using pay-by-phone or pay and display facilities.
- 4.19 Fairgreen Road (between its junction with Bensham Lane and the north-eastern boundary of No. 21 Fairgreen Road) forms part of the public highway and this is the section of road in which the parking scheme will operate.
- 4.20 Pay and display or pay-by-phone facilities form a useful part of controlled parking schemes. They help to regulate visitor parking and provide short-stay visitors, for whom a visitor permit would not be appropriate, with an alternative parking option. In this area it is likely that pay-by-phone parking will be used, which will not require any pay and display machines to be installed.
- 4.21 One-way working is generally only considered where the Council has received a petition from local residents which clearly shows that there is majority support for the proposal. Therefore, such a measure could be considered in Kimberley Road if a petition were to be received. The petition should ideally indicate why the request is being made and the direction that the one-way working should operate in. However, it should be pointed out that one-way working does not always bring about the road safety benefits that local residents are after. Traffic speeds can rise in one-way streets as motorists become aware that there are no vehicles travelling in the opposite direction. One-way working would also restrict local movements when entering and leaving the road and can result in additional traffic on neighbouring roads as traffic diverts to other routes. This can then cause other road safety problems in the surrounding area. As such, any proposal for one-way working would need to be considered most carefully and in addition, controlled parking often solves traffic conflict issues and removes dangerous and obstructive parking such as one objector has described, removing the issues that led to the request for one-way working.
- 4.22 Officers are not aware of any evidence to suggest that parking zones kill small businesses. Controlled parking can assist businesses by regulating visitor parking to provide a regular turnover of vehicles, thereby ensuring that customers can find parking spaces nearby throughout the day.
- 4.23 Further controlled parking schemes in this area will depend on the demand from and the support of residents of the area.
- 4.24 In Croydon the majority of CPZs operate all day (usually between 9am and 5pm). There are no two-hour zones. Whilst there are a few one-hour zones, these are in outlying rather than central areas and restrict parking during the controlled times to permit holders only. This type of control is specifically used to deter rail commuters and is not generally considered to be appropriate for busier, more central areas where visitors to local amenities and businesses may need to park at various times throughout the day. Of those respondents who used the comments box in their informal consultation responses, none suggested that they would like a much shorter one or two hour restriction.

- 4.25 The controlled parking scheme is proposed to be introduced in an area where the overall majority supported its introduction. The level of off-street parking throughout the area varies from street to street but the majority of residents do not have a driveway or garage. However, a CPZ can benefit residents with off-street parking by ensuring that their dropped kerb accesses are kept clear during the controlled hours and sightlines are not obstructed by parked vehicles. It also assists their visitors to park by ensuring on-street spaces are available. It is possible that the introduction of a CPZ will encourage residents not to apply for off-street parking if it makes it easier to park on-street close to their homes.
- 4.26 The current cost of pay-by-phone parking for visitors is 40p per 30 minutes (up to £6.40 for a maximum of 8 hours parking). There is no evidence from other CPZs in the borough to suggest that the introduction of parking controls prevents residents accessing services such as window cleaning and as parking controls are prevalent throughout London, most businesses have already adapted to them.
- 4.27 Residents who pay for a dropped kerb and also purchase a parking permit are paying for two different services – one to park off-street, one to park on-street. As explained in paragraph 4.12, the income from parking permits is used for the maintenance, administration and enforcement of the parking scheme and is kept in a separate budget from dropped kerb payments, the income from which does not contribute to parking controls. It is considered appropriate to ask residents accessing the same services to pay the same charges for them, and in this case, the charge is for a permit to park within a CPZ, which applies to residents regardless of whether or not they also have access to off-street parking.
- 4.28 Council Tax income does not contribute towards parking controls, the income from which is kept in a separate budget which can only be used for specific purposes (as referred to above). The police are funded by central government with a contribution from Council Tax.
- 4.29 The Council is not responsible for collecting road tax. Income from parking fines, like that from permits, is used firstly for the maintenance, administration and enforcement of parking schemes and (if there is surplus income) for the maintenance of the highway, including fixing potholes and other damage to the carriageway.
- 4.30 The Council is proposing to introduce this parking scheme in response to demand from residents. The charges involved were fully explained to residents when they were consulted (both informally and formally) about the possible introduction of the scheme.
- 4.31 It is sometimes the case that the introduction of a controlled parking scheme in one area will have an impact on an adjacent area, due to displacement parking (i.e. commuters and residents who do not wish to pay for parking moving their vehicles to the nearest uncontrolled streets). The Council does its best to avoid this by consulting over a wide area, rather than focussing narrowly on the street or streets from which a parking petition has been received. However, it would not be appropriate of the Council to decline to consider the introduction of parking

controls where they have been petitioned for and supported in a consultation solely on the basis that other roads where parking controls were not supported may experience some displacement parking. In the case of Torridge Road, which previously voted against parking controls in October 2018, residents there have recently been re-consulted following a further petition from roads in the area. The results of this further informal consultation are also being reported to this committee on 02 May 2019 and will determine whether or not a scheme is proposed to go ahead in that road.

4.32 **Support for the Proposals**

During the consultation three emails were received (from residents of Frant Road and Kimberley Road) expressing support for the scheme. The messages stated that:

- Frant Road suffers from commuter parking by staff working at the hospital.
- This problem makes the resident hesitant to leave the house due to concerns about parking when they return.
- The resident applauds the council for introducing the restrictions in a planned way, rather than one street at a time which would push the problem into the next street.
- Parking on this street (Kimberley Road) has been difficult for several years and even more so since controlled parking was introduced on Queens Road - it has become almost impossible to park on our street. Some residents have started to park obstructively in order to save spaces, which is only making parking worse. The sooner controlled parking is introduced, the better.
- Since the introduction of permit parking on Queens Road, Pawson Road and Princess Road this has cause displacement of parking in the surrounding area. It has become impossible to find parking on Kimberley Road and resulted in some residents parking obstructively to reserve parking spaces which exacerbates the problem.

4.33 **Recommendation**

In view of the majority support for the scheme, the low number of objections (relative to the number of occupiers in this area) and the responses to those objections given above, it is recommended to proceed with the scheme as proposed and shown in drawing No. PD-382.

5 **CONSULTATION**

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

- 5.2 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

6. FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 2019/20.

7.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2019/20 £'000	M.T.F.S – 3 year Forecast		
		2020/21 £'000	2021/22 £'000	2022/23 £'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	75	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	21	0	0	0
Remaining Budget	<u>54</u>	<u>0</u>	<u>0</u>	<u>0</u>

7.2 The effect of the decision

7.2.1 The cost of extending controlled parking into the Lakehall Road area has been estimated at £21,000. This includes the provision of signs and lines.

7.2.2 These costs can be contained within the available TfL LIP budget for 2019/20.

7.2.3 The ongoing costs of maintaining the controlled parking will be managed within existing revenue budgets.

8.3 Risks

8.3.1 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

9.4 Options

9.4.1 An alternative option is to introduce a residents' only parking scheme. Virtually all permit schemes in the Borough are shared-use with Pay and Display/Pay-by-phone 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.

10.5 Savings/ future efficiencies

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

10.5.2 Approved by: Flora Osiyemi, Head of Finance, Place, Residents and Gateway

11 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

11.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that 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.

11.2 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.

11.3 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.

11.4 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.

11.5 Approved by: Sandra Herbert, Head of Litigation and Corporate Law, on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

12. HUMAN RESOURCES IMPACT

12.1 Extending the North N & N1 Permit Areas into the Lakehall Road Area will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

12.2 Approved by: Jennifer Sankar, Head of Human Resources.

13. EQUALITIES IMPACT

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

14. ENVIRONMENTAL IMPACT

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

15. CRIME AND DISORDER REDUCTION IMPACT

- 15.1 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.

16. REASONS FOR RECOMMENDATIONS

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

17. OPTIONS CONSIDERED AND REJECTED

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

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BACKGROUND PAPERS

None

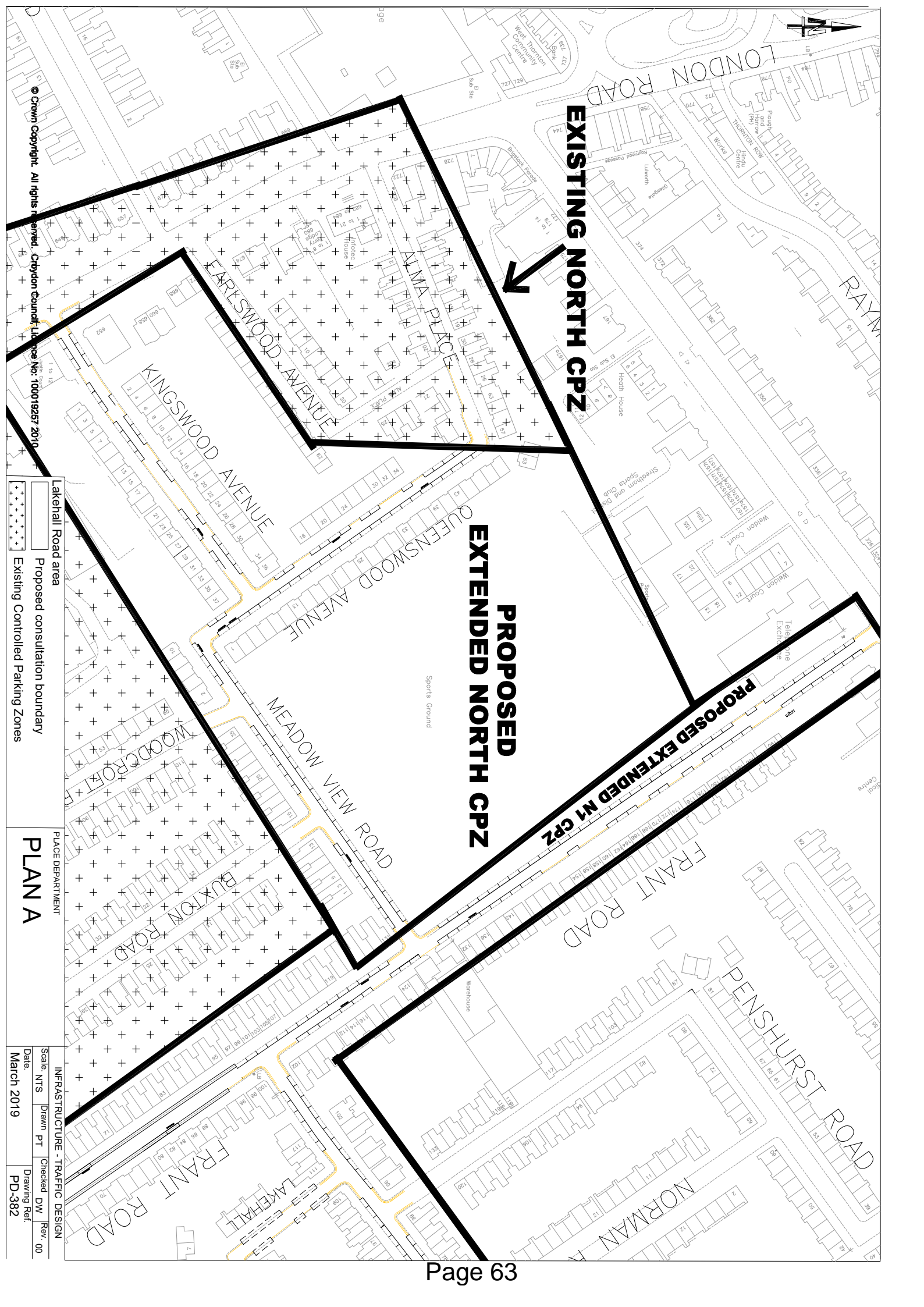


EXISTING NORTH CPZ



**PROPOSED
EXTENDED NORTH CPZ**

PROPOSED EXTENDED N1 CPZ



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Lakehall Road area

Proposed consultation boundary

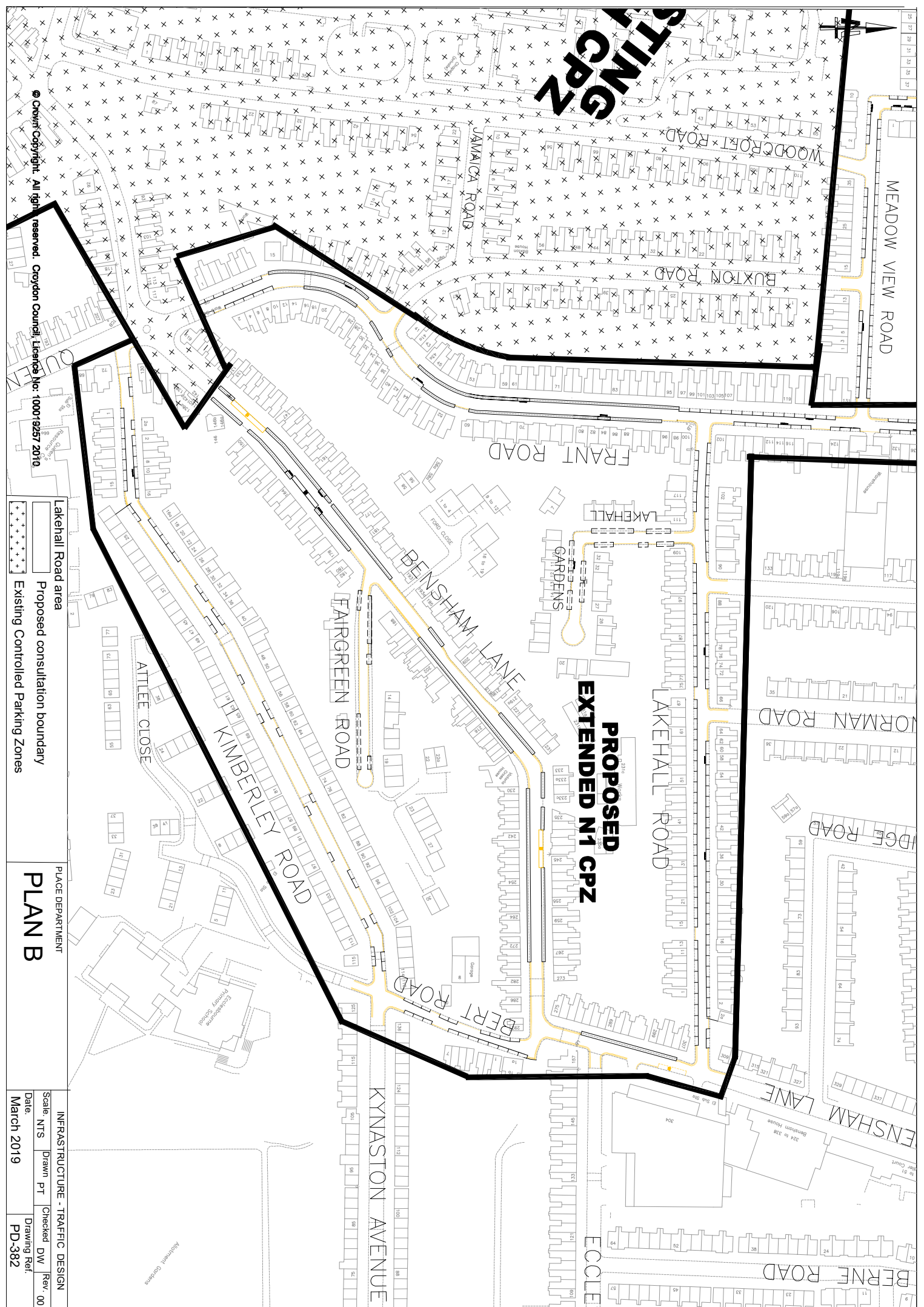
Existing Controlled Parking Zones

PLANE DEPARTMENT
PLAN A

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: NTS	Drawn: PT	Checked: DW	Rev: 00
Date: March 2019	Drawing Ref: PD-382		

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EXTENDING N1 CPZ

PROPOSED EXTENDED N1 CPZ

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Lakerhall Road area
 Proposed consultation boundary
 Existing Controlled Parking Zones

PLANNING DEPARTMENT
PLAN B

INFRASTRUCTURE - TRAFFIC DESIGN
 Scale: NTS Drawn: PT Checked: DW Rev: 00
 Date: March 2019 Drawing Ref: PD-382

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REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 2 May 2019
SUBJECT:	OBJECTIONS TO PROPOSED PARKING RESTRICTIONS
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Paul Scott, Cabinet Member for Environment, Transport and Regeneration (Job Share)
WARDS:	Addiscombe West, Fairfield, Norbury and Pollards Hill, Purley and Woodcote and Shirley North

CORPORATE PRIORITY/POLICY CONTEXT:

This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:

- 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 that they:

- 1.1 Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in:
- Amberley Grove, Addiscombe West
 - High Street, Croydon / Robert Street, Fairfield
 - Dalmeny Avenue / Dunbar Avenue / Kilmartin Avenue / Melrose Avenue, Norbury & Pollards Hill
 - Reedham Drive, Purley & Woodcote
 - Bywood Avenue, Shirley North
- 1.2 Agree the following, for the reasons set out in this report:
- To proceed with the restrictions, as proposed, at each of the above locations.

- 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.

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 Amberley Grove, Bywood Avenue, Dalmeny Avenue, Dunbar Avenue, Kilmartin Avenue, Melrose Avenue and Reedham Drive, and 7am to 7pm, Monday to Saturday, loading restrictions in a section of High Street, Croydon.
- 2.2 On 23 April 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.1 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3. OBJECTIONS AND RESPONSES

3.1 Amberley Grove, Addiscombe West

A request was received from a local resident asking for existing parking restrictions to be extended around the cul de sac end of Amberley Grove. 'At any time' restrictions are already in situ at the south-eastern end of the cul de sac, extending from outside No. 11 Amberley Grove on the south-western side to No. 15 Amberley Grove on the north-eastern side. In addition, white 'keep clear' markings have also been installed to draw attention to the dropped kerbs of Nos. 13 and 14 Amberley Grove. However, obstructive parking still takes place. As a result, vehicles are unable to turn around and have to reverse back along the road to the junction with Morland Road. The situation has recently deteriorated further due to an increase of vehicles associated with development of No. 14 Amberley Grove at the end of the cul de sac into flats.

- 3.2 Site visits confirmed that the existing markings are in need of refurbishment and that illegal parking was taking place. It is also noted that with a vehicle parked outside No. 16 Amberley Grove, the ability for vehicles to turn around at the end of the cul de sac is significantly compromised. It was therefore proposed to extend the existing "At any time" waiting restrictions on the north-eastern side of the road outside No. 16 Amberley Grove to match those already in situ on the south-western side as illustrated on drawing No. **PD - 379a**.
- 3.3 One objection has been received from a relative on behalf of a local resident for the following reasons:-

- 3.4 Parking in Amberley Grove is already limited.
- 3.5 The resident is disabled, uses a wheelchair and is attended daily by carers. The resident is regularly transported to Day Care Centres by mini bus and occasionally transported to hospital by ambulance and to the GP's surgery by relatives.
- 3.6 The resident used to have a disabled bay but this was removed and the introduction of the double yellow lines will make it very difficult for relatives, Day Care Centre vehicles and Ambulances to pick up the resident when necessary.
- 3.7 **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 Amberley Grove. Site visits have shown that with cars parked in the turning head where these restrictions are proposed, there is insufficient space to enable vehicles to turn round.
- 3.8 Whilst the extended restrictions will prohibit vehicles waiting, they will not prevent vehicles stopping to drop-off or pick-up a passenger, or to load and unload goods. This could actually assist in ensuring the space remains clear for the use of vehicles in the process of picking up the resident for Day Care Centre visits or medical appointments.
- 3.9 Although the restrictions will remove one car space, the rest of Amberley Grove will remain unrestricted, which should allow visitors opportunities to park.
- 3.10 A disabled bay application form has been sent to the resident and a response is awaited. However, in order to be eligible the resident must have regular use of a vehicle kept at the address, either as a driver or passenger. Therefore, it is proposed to proceed with the proposals shown in drawing No. **PD – 379a**.
- 3.11 **High Street, Croydon (Katharine Street to Mint Walk), Fairfield**
Complaints have been received regarding delivery vehicles causing congestion when loading and unloading to adjacent commercial premises on the north-eastern side of the High Street, between Katharine Street and Mint Walk, despite there being a dedicated loading bay being provided on the opposite side of the road. This activity is of a particular issue for buses during peak hours and during the working day with vehicles parked at this location the carriageway width is narrowed, leading to congestion and service delays.
- 3.12 Consequently, to remove this obstructive parking and improve safety in this section of the High Street it was proposed to introduce 7am – 7pm, Monday to Saturday loading restrictions as illustrated on drawing No. **PD – 379g**.
- 3.13 One objection has been received from a public house on the following grounds:-
- 3.14 The public house receives deliveries every day which are often heavy loads, and health and safety requires their deliveries to be made as close as possible to their premises.
- 3.15 Deliveries cannot be made in Katharine Street or on the opposite side of the High

- Street, where “at any time” loading restrictions already apply, and the existing loading bay, also on the opposite side of the High Street, is insufficient.
- 3.16 It is not possible for the business to arrange deliveries outside the times of the proposed loading restriction.
- 3.17 Other businesses, including a café and supermarket, will also be affected.
- 3.18 **Response** – The loading restrictions have been proposed due to the obstruction caused by delivery vehicles in this section of High Street, Croydon. Whilst it is appreciated that this amendment to the loading restrictions will cause affected commercial premises some inconvenience, the traffic congestion caused by delivery vehicles, particularly delays to buses, can only be prevented with the introduction of these restrictions.
- 3.19 Whilst facilities are very limited, a loading bay operating “at any time” has been provided on the opposite side of the High Street adjacent to the junction with Surrey Street. Alternatively, businesses can arrange to receive deliveries outside of the loading restriction times (before 7am or after 7pm from Monday to Saturday, or on Sunday).
- 3.20 In the circumstances, it is proposed to proceed with the proposal as shown in drawing No. **PD – 379g**.
- 3.21 **Robert Street, Fairfield**
Concerns have been raised about obstructive parking in the turning head area of Robert Street, a small cul de sac leading off High Street, Croydon. Site visits confirmed that parking takes place in the turning head which severely limits the ability for large vehicles to manoeuvre in the road. To ensure access for large vehicles such as waste collection lorries, delivery and emergency services vehicles, it is proposed to introduce “at any time” waiting restrictions as illustrated on drawing No. **PD – 361I**.
- 3.22 One local resident has objected as follows:-
- 3.23 Parking is already restricted and double yellow lines will make it impossible to drop items off or park outside at any time, making life more difficult for residents.
- 3.24 The current restrictions are adequate and regularly enforced as the Civil Enforcement Officers are based in Robert Street.
- 3.25 If this is being introduced due to taxi cabs parking then a restriction on cabs only would be more appropriate.

- 3.26 **Response** – The restrictions have been proposed to ensure that large vehicles such as waste collection lorries and fire service vehicles can manoeuvre. Whilst the restrictions will mean that residents cannot park in Robert Street at any time, they will not prevent vehicles stopping to load or unload goods or to drop off or pick up a passenger. Residents of Robert Street are eligible to purchase parking permits for the Central controlled parking zone to enable them to park in other streets in the vicinity.
- 3.27 The problem is not confined to taxi cabs and although the existing restrictions are regularly enforced, it is considered necessary to extend them to provide an additional visual deterrent, in the form of double yellow lines, to help prevent obstruction. Consequently, it is proposed to proceed with the proposals as shown in plan No. **PD – 361I**.
- 3.28 **Ardfern Avenue/Dalmeny Avenue/Dunbar Avenue/Ederline Avenue/ Kilmartin Avenue/Melrose Avenue, Norbury & Pollards Hill**
Complaints were received from local residents regarding vehicles parking too close to the above mentioned junctions causing visibility issues. Officers visiting the site observed that obstructive parking does indeed take place. Consequently, to improve sightlines and increase safety at these junctions it is proposed to introduce “at any time” waiting restrictions as illustrated on drawing Nos. **PD - 379b**.
- 3.28 Objections have been received from nine local residents, five from residents of Dalmeny Avenue, two from residents of Melrose Avenue, one from a resident of Dunbar Avenue and one from a resident of Kilmartin Avenue. The issues raised by objectors and Officers’ responses are as follows (listed by road).
- 3.29 **Objections from Dalmeny Avenue**
- 3.30 A car dealership in Ederline Avenue parks cars for sale in the vicinity and this restricts spaces for residents, which will be further limited by these restrictions. The Council has not prevented the car dealership from doing so, although it has been advised of this issue.
- 3.31 A resident of Ederline Avenue is carrying out vehicle repairs and sales close to the junction with Dalmeny Avenue and this also reduces spaces and is an activity the Council has failed to restrict.
- 3.32 Problems with refuse vehicles turning are often caused by the drivers’ poor navigational skills.
- 3.33 Fly tipping in Ederline Avenue happens regularly and also reduces available spaces.
- 3.34 Dropped kerbs in front of garages in Ederline Avenue reduce the available parking space for residents.
- 3.35 The proposal will affect at least four households on each corner, some of whom have small children and need a convenient parking space.

- 3.36 The restrictions will lead to the loss of spaces that residents cannot afford to lose as Dalmeny Avenue is heavily congested. The proposals will escalate existing problems and increase bad feelings among neighbours.
- 3.37 Many of the houses in Melrose Avenue and Kilmartin Avenue have off-street parking. Dalmeny Avenue does not, so the ability to park on the road is essential.
- 3.38 Clamping down on illegal street selling of cars and untaxed cars could clear many hazards. Untaxed vehicles have been reported but and nothing has been done.
- 3.39 One objector says the proposals will lead to a loss of 12 car parking spaces at the cross roads junction of Ederline Avenue and Dalmeny Avenue, where are these cars supposed to go?
- 3.40 One objector does not see the purpose of the proposals and states that no accidents have occurred in the area.
- 3.41 The only vehicles that reduce sightlines are big white work vans. Can't these vehicles be banned instead of a blanket restriction?
- 3.42 **Response – Dalmeny Avenue**
Selling vehicles on the public highway and fly tipping are activities that constitute an offence under Section 38 of the London Local Authorities Act 1990 (as amended) and the Environmental Protection Act 1990 respectively. These issues can be investigated by the Council and reported via forms provided on the Council's web site, which require details of specific instances of selling/fly tipping to be input. Untaxed vehicles are the responsibility of the DVLA and can be reported via their website or hotline. Whilst the Council sympathises with residents affected by a loss of spaces due to vehicles left for sale on the public highway and illegal waste dumping, this does not negate the Council's responsibility to respond to reports of obstructive parking at junctions and to propose appropriate solutions. Rule 243 of the Highway Code instructs that drivers "do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space", although in heavily parked areas it is common for this type of parking to take place.
- 3.43 Parking at junctions causes difficulties for both large vehicles (such as refuse collection vehicles and fire appliances) and residents' cars and vans. These restrictions should assist all motorists by ensuring that sightlines at junctions are kept clear.
- 3.44 Parking in front of a dropped kerb that gives access to off-street parking is not permitted unless the owner of the driveway or garage gives permission. Although the Council appreciates that this restricts spaces on street, those residents who have paid for a garage or driveway are entitled to maintain their access to it.

- 3.45 Whilst the proposals will lead to a loss of spaces, these spaces are at or near junctions where the Highway Code specifically instructs drivers not to park. The restrictions proposed are considered to be the minimum necessary to deal with the issue of blocked sightlines, and must apply to all vehicles to ensure that the junctions are kept clear. Therefore it is proposed to introduce the restrictions as proposed at the junctions of Dalmeny Avenue with Ederline Avenue, Melrose Avenue and Kilmartin Avenue and shown in drawing No. **PD - 379b**.
- 3.46 **Objections from Melrose Avenue**
No problems have been observed with vehicles turning and therefore the proposed restrictions are not warranted.
- 3.47 The Council should make use of the existing regulations to issue tickets or warnings rather than expensive lining that won't work if there is no enforcement.
- 3.48 One objector wonders where the cars displaced by these restrictions will park and is concerned that they will obstruct driveways and garages instead.
- 3.49 One objector wants the proposed yellow lines to stop at their driveway entrance and start again at the other side of it to preserve their access to the space outside their driveway.
- 3.50 **Response – Melrose Avenue**
Although the objector has not observed any problems his neighbours have either experienced or observed difficulties with obstructive parking, as complaints have been received about this issue.
- 3.51 The Council has no power to issue Penalty Charge Notices for obstruction, which is an offence that can only be enforced by the police, who do not have the resources to do so. The Council can only take enforcement action against vehicles parking at junctions if yellow lines are present and these also have the advantage of creating a visual deterrent.
- 3.52 As explained in paragraph 3.45 above, the proposals will lead to a loss of spaces, but these spaces are at or near junctions where the Highway Code specifically instructs drivers not to park. The restrictions are considered to be the minimum necessary to deal with the issue of blocked sightlines at these locations.
- 3.53 The purpose of the restrictions is to remove parking within 10 metres of the junction and this cannot be achieved if there is a break in the restrictions to allow vehicles to park. The remainder of the road will be left unrestricted.
- 3.54 In light of the above it is proposed to introduce the restrictions as proposed and shown in drawing No. **PD - 379b**.
- 3.55 **Objection from Dunbar Avenue**
The objector does not object to the yellow lines but wants them shortened as they cover the entire frontage of the objector's house and this means they will no longer be able to park outside their house or next door, as their neighbour has a driveway.

3.56 Response – Dunbar Avenue

As explained in paragraph 3.53 above, the purpose of the restrictions is to remove parking within 10 metres of the junction and this cannot be achieved if the restrictions are shortened to allow vehicles to park. The remainder of the road will be left unrestricted. Therefore, it is proposed to introduce the restrictions as proposed and shown in drawing No. **PD - 379b**.

3.57 Objection from Kilmartin Avenue

The objector's father is elderly, has difficulty walking and attends the hospital three times a week. The restrictions will make it difficult to transport him to the hospital and the objector suggests a single yellow line so that their vehicle could be parked in the evening and early hours.

3.58 Response – Kilmartin Avenue

The restrictions will prevent parking but will not prohibit vehicles from stopping to drop off or pick up a passenger when they are in force, which means the objector can still park outside whilst picking up or dropping off their father. If the objector's father's mobility is restricted, he may be entitled to a disabled person's Blue Badge, which would entitle the objector to park on yellow lines for up to three hours whilst displaying the badge (whilst the vehicle is in use for their father's benefit). Alternatively, if the objector's father qualifies for a disabled badge, he may also be eligible for a disabled bay, which would be provided as near as possible to his home.

3.59 A single yellow line is not considered sufficient as the junction needs to be kept clear at all times. In view of the above it is proposed to introduce the restrictions as proposed and shown in drawing No. **PD – 379b**.

3.60 Reedham Drive, Purley & Woodcote

Waste Services advised that, due to parked cars at the bend of the west to east arm of Reedham Drive, its refuse vehicles have been experiencing problems when attempting to negotiate the left hand turn for access to properties in the south to north arm of Reedham Drive. Site visits confirmed that parking does indeed take place on both sides of the road on this bend, with cars parked fully on the carriageway on the eastern side outside Nos. 38-42 Reedham Drive and parked partly on the footway on the opposite side of the road along the side of No. 7 Reedham Drive. As the carriageway width at this point is only 5.6m, to maintain sightlines and improve safety it was proposed to introduce "at any time" waiting restrictions as illustrated on drawing No. **PD – 379k**.

3.61 Five local residents (two from the same household) have objected to the proposal on the following basis.

3.62 One objector accepts that it can be hard for large vehicles to get through but feels that the restriction will make parking too difficult for residents, who are already concerned that a recently approved development of seven flats with only one space per dwelling, will put pressure on parking in the area.

- 3.63 One objector suggests that the restrictions should be amended to be operational from 8am to 5pm, to allow residents to park overnight.
- 3.64 The restrictions will exacerbate existing parking problems.
- 3.65 The restrictions will make it more difficult for one objector's elderly mother, who is a Blue Badge holder, to park outside their house.
- 3.65 One objector does not understand why the restrictions are necessary as delivery vans and refuse lorries have negotiated the bend for almost 40 years.
- 3.66 **Response** – The restrictions have been proposed in response to complaints from Waste Services, who have confirmed that negotiating the bend in this section of Reedham Drive has become difficult due to cars parking there.
- 3.67 Although the restrictions will remove approximately two parking spaces, they are at or near a junction, which should not be used as a parking place, according to Rule 243 of the Highway Code. The restriction as proposed is considered to be the minimum required to assist large vehicles negotiating the bend. The rest of Reedham Drive will remain unrestricted and available for parking.
- 3.68 Blue Badge holders can park for up to three hours on single or double yellow lines with their badge and clock displayed and set to the time of arrival. Alternatively, a Blue Badge holder can apply for a disabled parking bay which, if they are eligible, would be provided as near as possible to their house.
- 3.69 A single yellow line would not be considered sufficient as the junction needs to be kept clear at all times, not just for waste collections, but also for emergency service vehicles. In view of this, it is proposed to introduce the restrictions as proposed and shown in drawing No. **PD – 379k**.
- 3.70 **Bywood Avenue, Shirley North**
A local resident contacted the Council to ask if it would be possible to introduce 'at any time' waiting restrictions at the junction of Bywood Avenue and Brookside Way. The resident expressed concern that vehicles park too close to the junction and make it difficult for residents to see oncoming traffic when tuning into and out of the road. She is also worried about the safety of pedestrians and in particular children associated with the nursery in Brookside Way. Site visits by council staff confirmed these problems and to improve visibility at this and adjacent junctions it is proposed to introduce 'At any time' double yellow line waiting restrictions as illustrated in drawing No. **PD – 379d**.
- 3.71 One objection has been received from the local nursery as follows.
- 3.72 The proposed restrictions will directly affect the nursery, which has staggered drop-off and collection times.
- 3.73 The proposal notice was so tightly wrapped around the lamp post it was barely legible. The objector suspects that this was deliberate to avoid any objections to the proposals.

- 3.74 The objector feels that a problem is caused by employees of local shops who park in the vicinity and that restrictions that actually work should be introduced by someone who understands the local area.
- 3.75 **Response** – The restrictions have been proposed to keep sightlines clear at this junction and although they prohibit parking, they will not prevent parents or guardians from stopping to drop off or pick up children from the nursery. The rest of Brookside Way and the majority of Bywood Avenue will remain available for parking.
- 3.76 The Council notifies residents and businesses of proposed parking restrictions in a number of ways: by advertising in the local press and on the Council’s website, by writing to directly affected frontages, and by displaying public notices on the nearest lamp post or sign post in the vicinity. Public notices are wrapped around the post to ensure that they cannot easily be removed or blown away. Experience shows that these notices are an effective means of notification as comments and objections are regularly received in response to them.
- 3.77 Two local residents have written in support of the proposed restrictions in Bywood Avenue (although not specifically the junction in question) and no other objections have been received, which indicates that there is some support for the proposals in the area. The restrictions will apply to any vehicle parking at the junction, including those belonging to employees of local businesses.
- 3.78 In view of the above, it is proposed to introduce the restrictions as shown in drawing No. **PD – 379d**.

4. 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.

4.1 Revenue and Capital consequences of report recommendations

Current Financial Year	M.T.F.S – 3 year Forecast			
	2019/20	2020/21	2021/22	2022/23
	£'000	£'000	£'000	£'000
<u>Available Revenue</u>				
<u>Budget</u>				
Expenditure	100	100	100	100
Income	0	0	0	0

**Effect of Decision
from Report**

Expenditure	6	0	0	0
Income	0	0	0	0
Remaining Budget	94	100	100	100

**Available Capital
Budget**

Expenditure	0	0	0	0
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**Effect of Decision
from report**

Expenditure	0	0	0	0
Remaining Budget	0	0	0	0

4.2 The effect of the decision

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

4.2.2 These costs can be contained within the available revenue budgets for 2019/20.

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, Residents and Gateway.

5. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

5.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that 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 Law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

6. HUMAN RESOURCES IMPACT

- 6.1 There are no human resources implications arising from this report.
- 6.2 Approved by: Jennifer Sankar, Head 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. Specific equalities issues raised as

part of the formal consultation are referenced within the officers' response to those objections within the body of the report.

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 and 7am to 7pm loading 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/loading restrictions as appropriate, would encourage the safe movement of vehicular and other traffic (including pedestrians).

11. OPTIONS CONSIDERED AND REJECTED

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

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47363)

CONTACT OFFICER: David Wakeling, Parking Design Manager,
Highways Improvement, 020 8667 8229

BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972

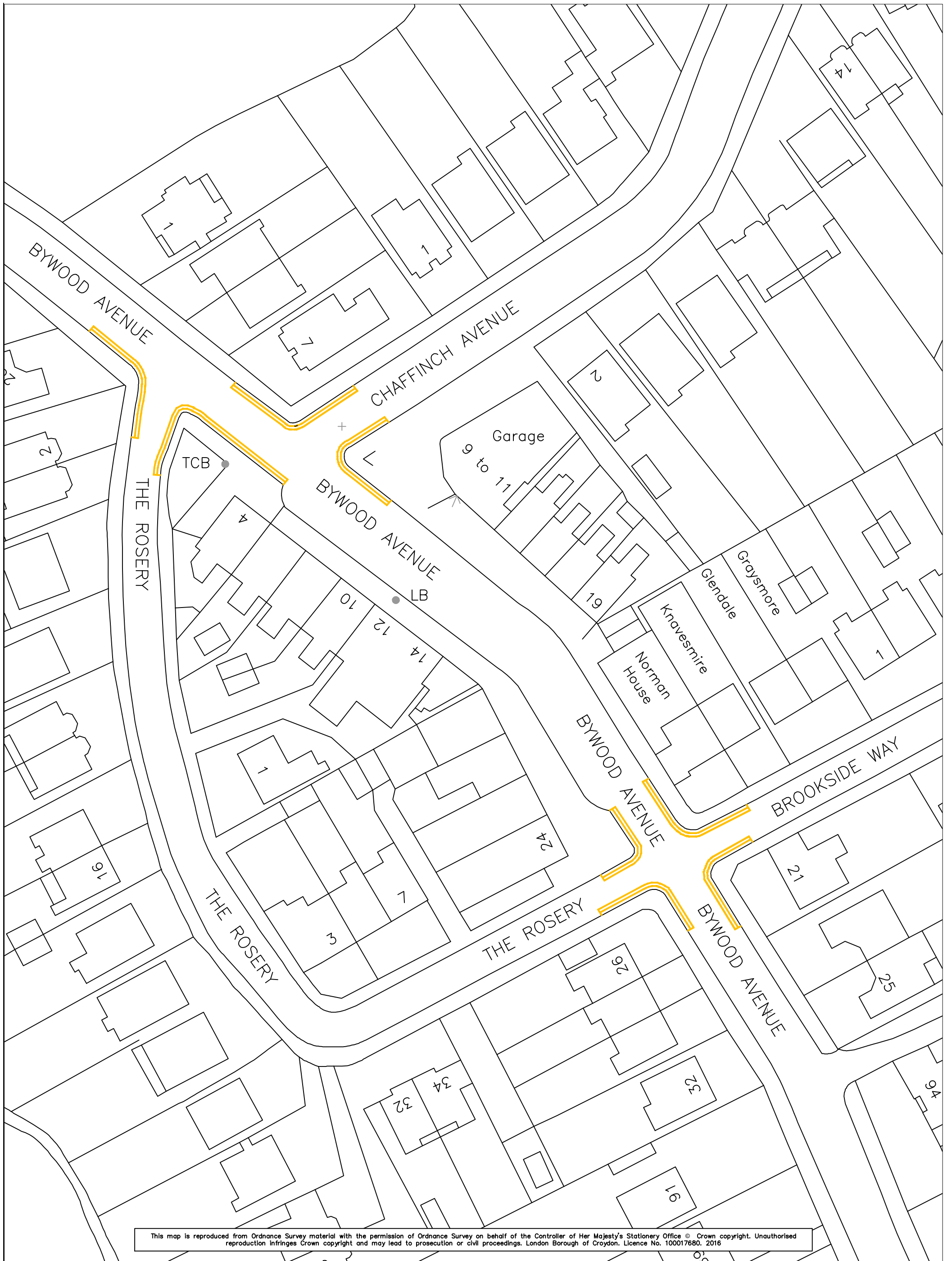
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NOTES	JOB NAME AMBERLEY GROVE, CROYDON				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES	DRAWING NO PD - 379a	REVISION -
	DRAWING TITLE PROPOSED EXTENSION OF EXISTING DOUBLE YELLOW LINES					STATUS -	
	DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE OCT 2018	HIGHWAY IMPROVEMENTS	CROYDON Delivering www.croydon.gov.uk for Croydon	

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NOTES	JOB NAME BYWOOD AVENUE, CROYDON				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 379d	REVISION -
	DRAWING TITLE PROPOSED DOUBLE YELLOW LINE WAITING RESTRICTIONS						STATUS -	
	DESIGNER CS	VERIFIED DW	SCALE AT A3 1:500	DATE OCT 2018	HIGHWAY IMPROVEMENTS		 CROYDON Delivering www.croydon.gov.uk for Croydon	

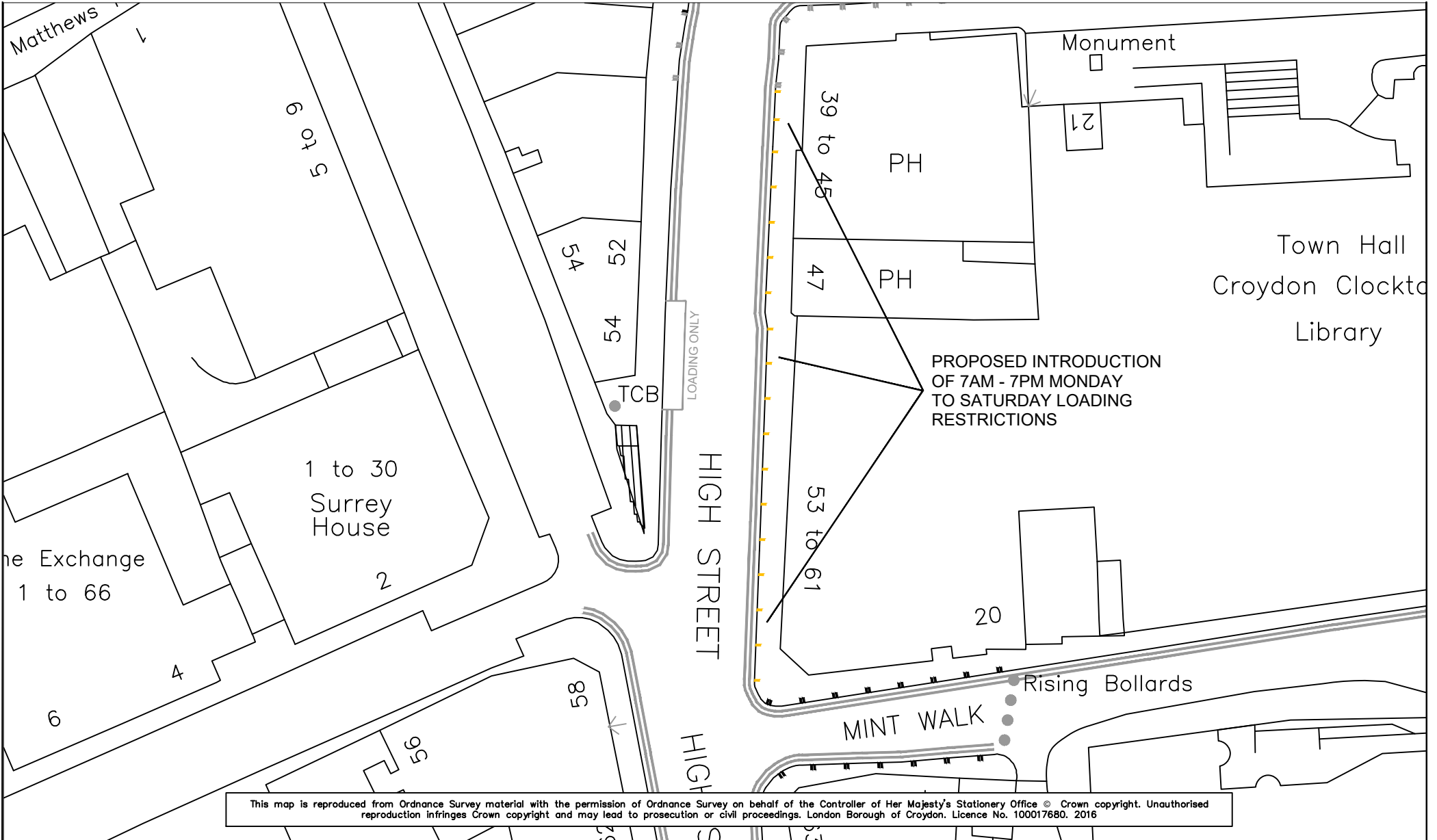
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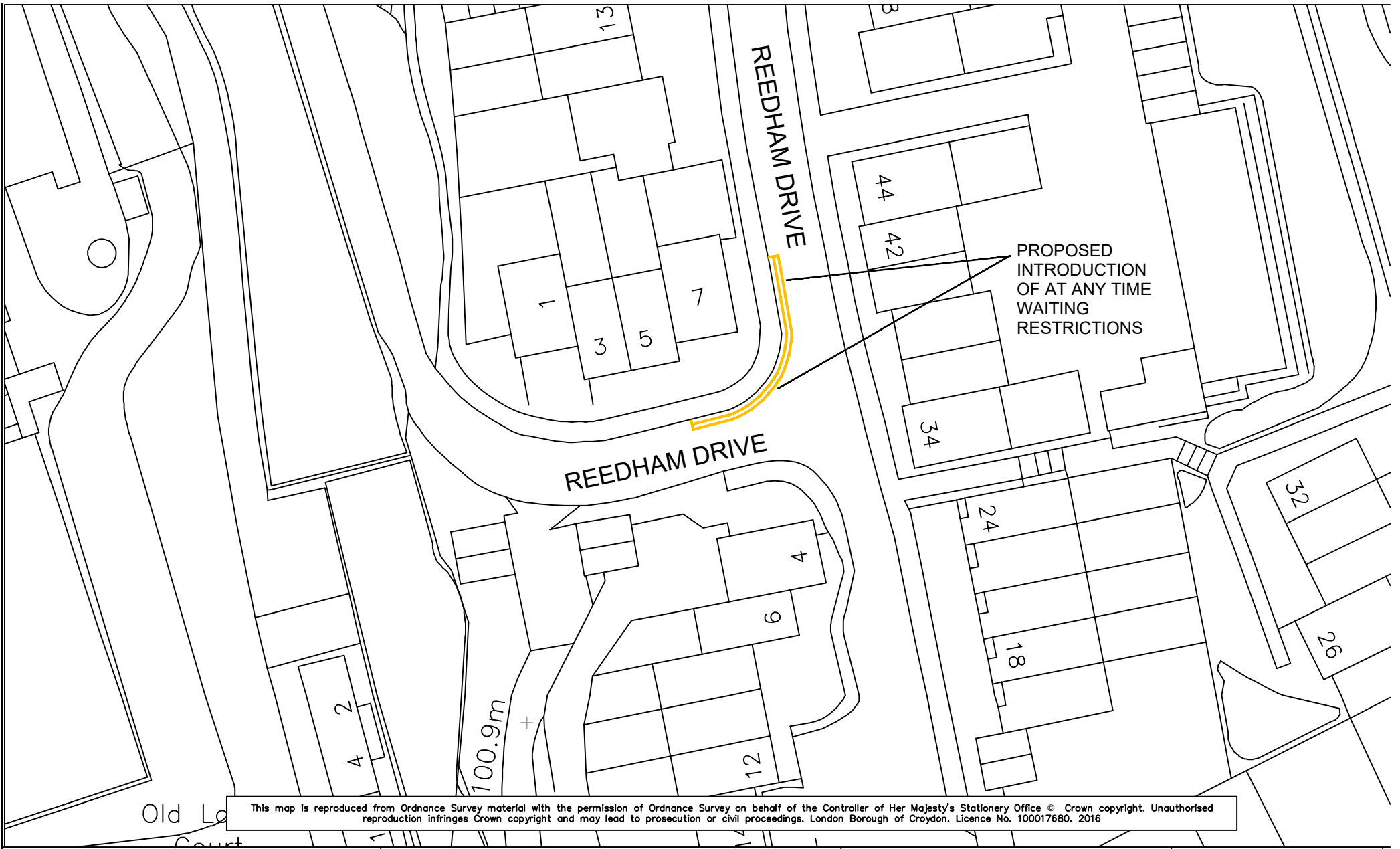
NOTES	JOB NAME DUNBAR AVENUE AREA, NORBURY				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD-379b
	DRAWING TITLE PROPOSED DOUBLE YELLOW LINE WAITING RESTRICTIONS						STATUS -
	DESIGNER CS	VERIFIED DW	SCALE AT A4 NTS	DATE OCT 2018	HIGHWAY IMPROVEMENTS		CROYDON Deliver www.croydon.gov.uk for Cr

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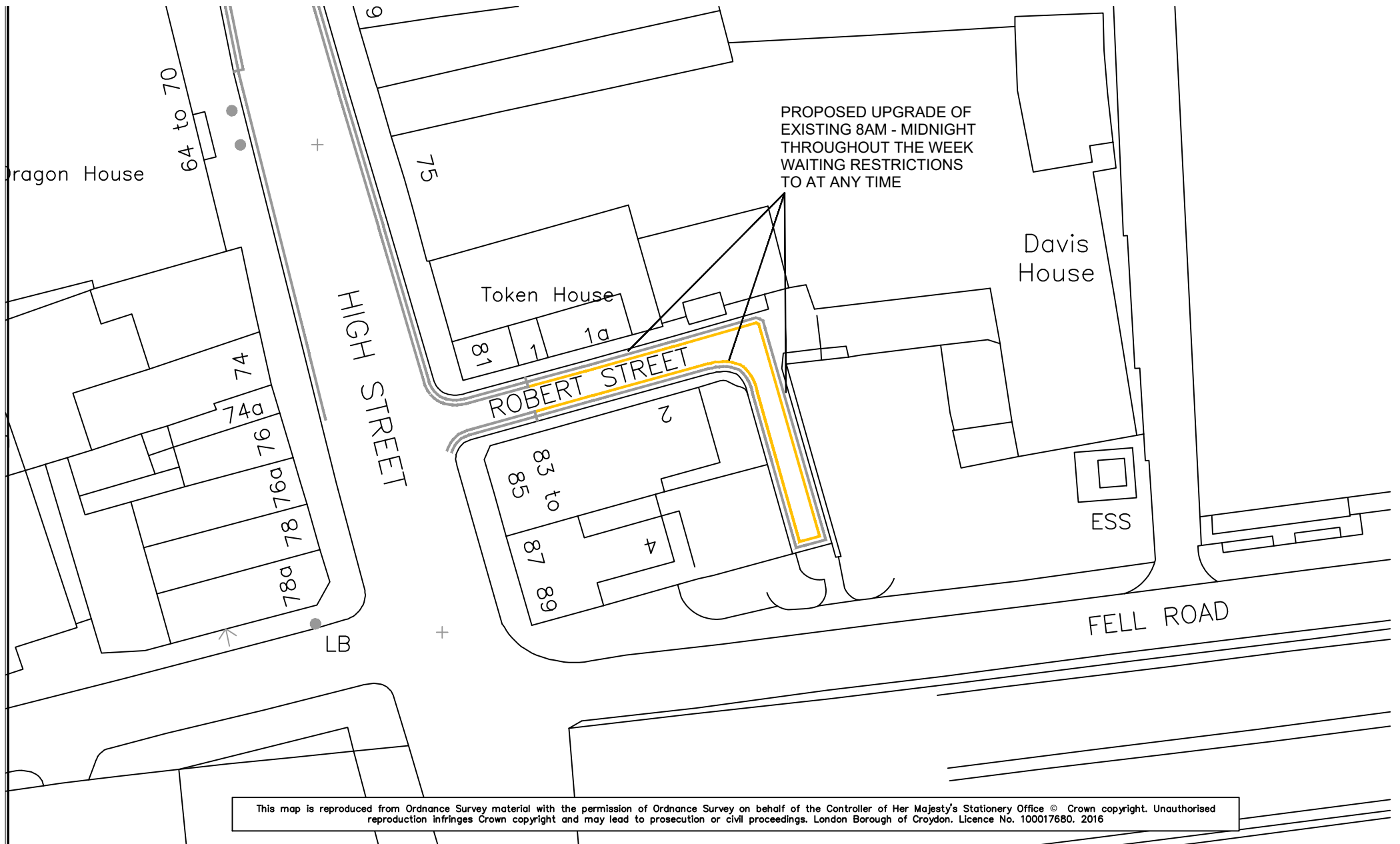
NOTES	JOB NAME HIGH STREET, CROYDON				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 379	REVISION -
	DRAWING TITLE PROPOSED INTRODUCTION OF LOADING RESTRICTIONS						STATUS -	
	DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE NOV 2018	HIGHWAY IMPROVEMENTS		CROYDON Delivering www.croydon.gov.uk for Croydon	

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NOTES	JOB NAME REEDHAM DRIVE, PURLEY		PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD-379
	DRAWING TITLE PROPOSED INTRODUCTION OF DOUBLE YELLOW LINE WAITING RESTRICTIONS				STATUS -
	DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE OCT 2018	CROYDON Deliverin www.croydon.gov.uk for Croydon
HIGHWAY IMPROVEMENTS					

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NOTES	JOB NAME XXXXXX ROAD				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES	DRAWING NO HWY/XXX/0000/00
	DRAWING TITLE XXXXXXX XXXXXX XXXXXXXX					STATUS -
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REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 2 May 2019
SUBJECT:	TOLLERS LANE ESTATE – HIGHWAY CHANGES IN CONNECTION WITH THE INTRODUCTION OF A NEW BUS SERVICE
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Paul Scott, Cabinet Member for Environment, Transport and Regeneration (Acting Job Share)
WARDS:	Old Coulsdon
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in line with objectives to promote sustainable travel, improve highway safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • Croydon Local Plan Feb 2018 – Transport & Communications Chapter • Croydon’s (3rd) Local Implementation Plan • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43 • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ Vision for Croydon 	
FINANCIAL IMPACT:	
The proposals from this report can be contained within available budgets.	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee (TMAC) recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that he:	
1.1	<p>Considers the objections received to the proposed ‘at any time’ waiting restrictions and the officer’s response to these in:</p> <ul style="list-style-type: none"> • Tollers Lane • Lacey Green • Goodenough Way • Ellis Road • Junction of Goodenough Way / Goodenough Close • Junction of Goodenough Way / Middle Close • Junction of Goodenough Way / Weston Close • Junction of Ellis Road / Ellis Close

- 1.2 Notes the changes that have been made to the proposals following the statutory consultation.
- 1.3 Subject to Transport for London (TfL) taking the decision to introduce a bus service to serve the Tollers Lane Estate, to agree to introduce the 'at any time' waiting restrictions at the locations listed in paragraph 1.1 for the reasons set out in this report.
- 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 1.3 above.
- 1.5 Officers 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 statutory consultation process on a proposal to introduce 'At any time' waiting restrictions in Tollers Lane, Lacey Green, Goodenough Way, Ellis Road, Goodenough Close, Middle Close, Weston Close and Ellis Close. The statutory consultation took place between 3rd January 2019 and 27th January 2019.
- 2.2 A letter and plan setting out the overall scheme proposals, including the location of the proposed 'at any time' waiting restrictions, was sent to residents in the area on 3rd / 4th January 2019. A copy of the letter and plan is included in Appendix A. A copy of the Public Notice relating to the proposed 'at any time' waiting restrictions, erected on lamp columns within the Estate throughout the statutory consultation period, is included in Appendix B. The Public Notice was also published in the London Gazette and the Croydon Guardian. In addition, resident drop-in sessions took place within the Community Centre on the Estate on Friday 11th January (14.30 – 17.00) and Saturday 12th January (10.00 – 12.30).
- 2.3 On 16th April 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed in 1.1 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3. BACKGROUND & SCHEME DETAILS

- 3.1 The Tollers Lane Estate was first developed in the late 1950's / early 1960's. The current layout of a series of courtyard blocks in the centre of the Estate, with a

loop road of Goodenough Way and Ellis Road and cul-de-sac roads off it, was constructed by 1970 with some later additions. Two three-storey blocks of flats have been constructed in the centre of the Estate in the last 3 years. A recent planning application (16/06505) for 40 residential units in the central part of the Estate was approved at Planning Applications Committee in May 2017.

- 3.2 The introduction of a bus route to serve the Tollers Lane Estate has been a long-standing aspiration of the Council. The Estate currently has a Public Transport Accessibility Level (PTAL) of between 0 and 1, indicating a very poor level of public transport access.
- 3.3 A bus route survey was undertaken in 2014 when potential options for routing a bus through the Estate were identified. More recently, officers have been working with Transport for London (TfL) to develop a preferred option for buses to serve the Estate, taking account of the route tests and a previous consultation in the area. This work has been undertaken in parallel with a review of the bus service changes required to serve the new residential development at Cane Hill.
- 3.4 To this end, TfL consulted on proposals to extend bus route 404 to the Tollers Lane Estate between 8th January 2019 and 11th February 2019. Further information regarding the consultation can be found via the following link: <https://consultations.tfl.gov.uk/buses/routes-404-434/>
- 3.5 TfL is now undertaking a review of the comments received during their consultation, and appraising the bus proposals, with a view of publishing a decision on whether the bus route changes will be implemented in summer 2019.
- 3.6 It was considered essential that TfL's bus consultation and the Council's parking consultation followed a similar timeline to ensure that residents have the full understanding of the potential changes in the area.
- 3.7 In order to achieve bus access to the Tollers Lane Estate a number of highway changes are required to enable buses to navigate safely and efficiently through the network of streets and pick up and set down passengers at bus stops. Such changes would also assist with the movement of larger vehicles and emergency service vehicles through the Estate roads. The perceived negative impact will be the effects upon parking, as on-street spaces will need to be removed and replaced with the double yellow line 'at any time' waiting restrictions (the subject of this statutory consultation) to facilitate such movements. TfL has also agreed to part-fund the highway changes on the basis that they will be implemented to facilitate a new bus service.
- 3.8 Recognising the concerns of residents, particularly with respect to parking, the Council has also sought to utilise a proportion of the funding from TfL (with their agreement) to provide more car parking on the Estate roads to:
 - Replace the parking and garages removed by the Brick by Brick homes and community centre development; and
 - Provide a general increase in the amount of car parking within the Estate.

- 3.9 As part of the Council's January 2019 consultation 108 new car parking bays (all at right angles to the carriageway) were proposed, 87 of which (shown blue on the plan) can be implemented as part of the first phase of works in 2019. The remaining 21 (shown in red) would be created once the Brick by Brick development is complete and the site hoarding removed (expected mid-2020). The layout of the proposed bays is largely influenced by the proximity to residential properties, the location of trees and underground cables.
- 3.10 The Council has also proposed to slightly widen the mouths of the junctions of Ellis Road / Goodenough Way and Ellis Road / Lacey Green. This is to ensure that buses and other larger vehicles can turn without running over the kerbs. Some of the existing surface water drainage issues would be addressed as part of the work (subject to funding). The plan also includes five new bus stops (positioned to minimise impacts on car parking) and new footpaths to improve access to the bus stops.
- 3.11 Following the statutory consultation, and in response to the written feedback received and comments at the public drop-in sessions (Appendix F), the scheme plans have been amended to include a further 22 additional car parking bays, 11 of which are scheduled to be implemented as part of the first phase of works in Summer 2019. However, it is not intended to implement the second bank of 11 parking bays at this time, but Council officers will instead monitor parking pressure in the area over coming months and listen further to the views of residents at this location, and retain the option of introducing these bays in the future if needed. The provision of the additional car parking bays will not result in any further double yellow line 'at any time' waiting restrictions or any alterations to the proposed traffic management order consulted on as detailed above and officers are therefore satisfied that no additional statutory consultation is required as a result of the amendments to the scheme plans. The updated layout plan, which will form the final scheme plan, has been included in Appendix C.

4. OBJECTIONS AND RESPONSES

4.1 Objections

A total of 28 objections have been received to the Council's proposals to introduce 'at any time' waiting restrictions within the Tollers Lane Estate. 27 of the objections were submitted via email, with one received via post. One further email was sent seeking clarification on a matter, but has not been categorised as an objection.

4.2 Objection 1

An objection from a resident of Ellis Road has been raised on the grounds that:

- Despite the introduction of new car parking spaces within the Estate, the introduction of yellow lines, widening of roads and provision of bus stops will limit parking for residents and visitors.

4.3 Objection 2

An objection from a resident of Tollers Lane has been raised on the grounds that:

- There is insufficient parking for the maisonettes in Tollers Lane and adding yellow lines will make the situation worse;
- Whilst the Council is proposing more parking spaces on the Estate, these are too far away from the property to be of benefit.

4.4 **Objection 3**

An objection from a resident of Goodenough Close has been raised on the grounds that:

- Concern that the information provided in the Council's letter regarding the increase in parking numbers is misleading;
- That based on a walk / assessment of the Estate, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- Concern about the parking impact from the Brick x Brick development;
- Three of the new parking bays are marked for disabled users, so not accessible for the majority of the Estate;
- No requirement for bus route 404 to be extended to the Estate. Tollers Lane is not isolated, as there are accessible bus stops available nearby;
- A new bus service will cause congestion, less parking, potential safety concerns, pollution, noise and damage to the environment;
- The Estate, with its tight corners, is unsuitable for buses.

4.5 **Objection 4**

An objection from a resident of Ellis Close has been raised on the grounds that:

- The area around Ellis Close already suffers from a lack of parking. The proposals for yellow lines at the eastern end of Ellis Road and into Lacey Green will make matters worse;
- Questions why 11 new parking bays are not been provided at the top of Ellis Road in the same way that they have been provided on Goodenough Way;
- People standing at bus stops could obscure the vision of drivers pulling out of junctions;
- Acknowledges the importance of getting a bus onto the Estate, but feels that the safety of residents and access by emergency services is paramount.

4.6 **Objection 5**

An objection has been raised on the grounds that:

- The provision of more yellow lines in the Estate will result in the loss of more parking;
- Introducing a bus service to the Estate is unworkable.

4.7 **Objection 6**

An objection has been raised on the grounds that:

- The provision of more yellow lines in the Estate will result in the loss of more parking;
- There is no need for a bus route and very little desire.

4.8 **Objection 7**

An objection from a resident of Goodenough Way has been raised on the grounds that:

- Concern about the loss of trees to accommodate the new parking bays;
- Concern that the provision of double yellow lines in front of a property would remove the ability to set down and pick up a disabled passenger;
- Concern that the proposals will lead to the introduction of a residents' parking permit scheme.

4.9 **Objection 8**

An objection from a resident of Goodenough Way has been raised, on the same basis as objection 7:

- Concern about the loss of trees to accommodate the new parking bays;
- Concern that the provision of double yellow lines in front of a property would remove the ability to set down and pick up a disabled passenger;
- Concern that the proposals will lead to the introduction of a residents' parking permit scheme.

4.10 **Objection 9**

An objection from a resident of Goodenough Close has been raised on the grounds that:

- Initially ambivalent about the bus route as long as there is a significant increase in spaces;
- Concern that the information provided in the Council's letter regarding the increase in parking numbers is misleading;
- That based on a walk / assessment of the Estate, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- A long and windy bus route that will service a minority of residents isn't required. It's quicker to walk the 15 minutes and wait for the 60 bus at Mead Way.

4.11 **Objection 10**

An objection from a resident of Goodenough Way has been raised on the grounds that:

- The provision of more yellow lines in the Estate will result in the loss of more parking;
- Concern about the noise and air pollution created by buses.

4.12 **Objection 11**

An objection from a resident of Ellis Road has been raised on the grounds that:

- The provision of more yellow lines in the Estate will result in the loss of more parking. 15 – 20 spaces expected to be lost;
- Concern about the parking impact from the Brick x Brick development;
- Original plans to bring the 404 to Tollers Lane only should be reconsidered;
- An increase in around 200 parking spaces on the Estate is required to keep pace with current levels of demand.

4.13 **Objection 12**

An objection from a resident of Ellis Road has been raised on the grounds that:

- There will actually be a net loss of 18 parking spaces if the scheme is implemented.

4.14 **Objection 13**

An objection from a resident of Ellis Road was raised, but no specific grounds for objection were included.

4.15 **Objection 14**

An objection has been raised on the grounds that:

- Safety concerns with buses driving down narrow residential roads;
- More housing will mean more people and more cars, but much less parking;
- No requirement for a bus route to be extended to the Estate;
- Increased pollution, having moved to the area for the fresh air and openness.

4.16 **Objection 15**

An objection from a resident of Tollers Lane has been raised on the grounds that:

- Already a significant parking problem within the Estate;
- The provision of more yellow lines, and the removal of on-street parking, in the Estate will result in the loss of more parking;
- Concern about the parking impact from the Brick x Brick development;
- Logistical challenges of having to park further away from home;
- Little requirement for a bus route within the Estate.

4.17 **Objection 16**

An objection from a resident of Tollers Lane has been raised on the grounds that:

- Already a significant parking problem within the Estate;
- The area around Tollers Lane already suffers from a lack of parking. The proposals for yellow lines on Tollers Lane and Lacey Green will make matters worse;
- Overall net reduction in the number of car parking spaces on the Estate anticipated;
- Concern about the parking impact from the Brick x Brick development.

4.18 Objection 17

An objection was raised, but no specific grounds for objection were included.

4.19 Objection 18

An objection was raised, but no specific grounds for objection were included.

4.20 Objection 19

An objection from a resident of Tollers Lane has been raised on the grounds that:

- Already a significant parking problem within the Estate. A further loss of parking will increase problems on the Estate.

4.21 Objection 20

An objection from a resident of Ellis Road has been raised on the grounds that:

- Based on a walk / assessment of the Estate, there will actually be a net loss of parking spaces if the scheme is implemented;
- Whilst acknowledging the benefits of the bus service for some residents, some people will end up having to park away from the Estate, which is not considered practical or safe.

4.22 Objection 21

An objection has been raised on the grounds that:

- Already a significant parking problem within the Estate;
- Bus service not needed.

4.23 Objection 22

An objection has been raised on the grounds that:

- Already a significant parking problem within the Estate;
- Concern about the parking impact from the Brick x Brick development;
- Safety concerns with buses driving down narrow residential roads.

4.24 Objection 23

An objection from a resident of Ellis Road was raised on the grounds that:

- No requirement for bus route 404 to be extended to the Estate.

4.25 Objection 24

An objection from a resident of Ellis Road was raised, but no specific grounds for objection were included.

4.26 Objection 25

An objection has been raised on the grounds that:

- Concern that the information provided in the Council's letter regarding the increase in parking numbers is misleading;
- Based on an assessment, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- Concern about walk distances to a parked vehicle, particularly with young children.

4.27 **Objection 26**

An objection has been raised on the grounds that:

- Based on an assessment, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- Concern about the parking impact from the Brick x Brick development.

4.28 **Objection 27**

An objection from a resident of Ellis Road has been raised on the grounds that:

- Based on an assessment, there will actually be a net loss of 18 parking spaces if the scheme is implemented;
- Concern about the parking impact from the Brick x Brick development.

4.29 **Objection 28**

An objection from a resident of Goodenough Way was raised on the grounds that:

- Already a significant parking problem within the Estate. A further loss of parking will increase problems on the Estate.

4.30 **Clarification Email 1**

The clarification email (from a resident of Tollers Lane) asked whether the Council still had plans to introduce a one-way road system as part of the scheme, which would potentially impact Lacey Avenue.

Responses to Objections

4.31 A number of the objections are based around a similar theme and have been grouped accordingly:

4.32 **The provision of the double yellow line 'at any time' waiting restrictions will result in an overall loss of parking capacity within the Estate**

The most commonly cited objection related to a concern from residents that the provision of the double yellow line 'at any time' waiting restrictions will result in an overall loss of car parking capacity within the Estate.

Officers have developed a scheme that seeks to provide a number of new car parking bays on the Estate, whilst facilitating the movement of buses and other large vehicles. The consulted proposals included 108 new car parking bays (all at right angles to the carriageway), 87 of which (shown blue on the plan in Appendix

A) can be implemented in 2019. The remaining 21 (shown in red) would be implemented once the Brick by Brick development is complete and the site hoarding removed (expected mid 2020). The layout of the proposed parking arrangements is largely influenced by the proximity to residential properties, the location of trees / green space and underground cables.

Despite residents' concerns, the parking layout included as part of the consultation will result in a net increase in overall car parking numbers within the Estate. However, in light of the important points raised by residents during the consultation, the proposals has been updated to include up to 22 new car parking bays within the vicinity of Lacey Green. 11 of these bays are scheduled to be introduced as part of the first phase of works in summer 2019, with a further 11 bays retained for future implementation subject to the monitoring of parking pressure in the area over coming months and the views of residents at this location. The updated scheme plan is included in Appendix C.

4.33 New parking bays are remote from Tollers Lane / Lacey Green / Ellis Road

As part of the January 2019 consultation proposals, it is acknowledged that the majority of new car parking bays are proposed on Goodenough Way or the cul-de-sacs adjoining Goodenough Way to the south. These are the areas within the Estate that offer the greatest opportunity to increase the number of parking bays. The changes to the scheme discussed in 4.32 include the provision of a further 11 car parking bays on Lacey Green as part of Phase 1, and retain scope to implement a further 11 bays in the future, and are designed to help mitigate some of these concerns highlighted by residents from these particular roads.

4.34 The Council's consultation material is misleading

It has never been the intention to mislead residents in relation to the parking changes. The Council has attempted to provide a clear layout plan for residents as part of the consultation, in order to highlight the new areas of double yellow line waiting restrictions that will be required to facilitate a new bus route. This will inevitably lead to some loss of on-street car parking and the new parking bays are proposed to be introduced to mitigate this impact, as well as provide some additional parking capacity to accommodate future demand changes.

4.35 Impact of the Brick x Brick development

The Brick x Brick scheme for 40 residential units (16/06505) was approved by Croydon's Planning Applications Committee in May 2017. Access to public transport can play a significant factor in the decision to move to a particular area. Having a new bus service within the Estate prior to residents moving to the new units may increase the likelihood of non-car owning residents opting to move to the area. In addition, the Council has sought to increase the number of parking spaces within the Estate following the statutory consultation, with the revised provision of up to 130 new car parking bays.

4.36 Tollers Lane Estate does not need a bus service

As stated, Tollers Lane has a PTAL rating of between 0 and 1, indicating very

poor access to public transport. Buses form key links to town centres and other destinations and are one of the most efficient uses of road space. For older and disabled people, and those travelling with young children, buses offer an accessible form of transport.

Whilst there are existing bus stops within the vicinity of the Estate, to reach them from a central point within the Estate requires the following walking distances / times:

- 466 northbound: 560 metres (7 minute walk)
- 466 southbound: 650 metres (8 minute walk)
- 404 northbound: 900 metres (11 minute walk)
- 404 southbound: 800 metres (10 minute walk)
- 60 northbound: 1050 metres (13 minute walk)
- 60 southbound: 650 metres (8 minute walk)

For some, walking this distance is challenging or impossible, and TfL's bus consultation offers residents the opportunity to have a bus stop within 200 metres (or a 2.5 minute walk) of all of the properties within the Estate.

4.37 A bus service will increase pollution and noise

London buses are rapidly becoming cleaner and quieter, and increasingly offer a more environmentally friendly way to travel. The buses used on route 404 are Euro VI diesel, meeting the cleanest diesel emissions standards.

4.38 A bus service will be unsafe and create congestion issues

The provision of new double yellow line 'at any time' waiting restrictions within the Estate are proposed to be introduced to ensure that the roads remain safe and to enable vehicle movements to take place efficiently, particularly at junctions. Two of the key junctions within the Estate are also being widened as part of the proposals.

Localised congestion issues, as the roads will remain two-way within the Estate, will be monitored in the event that the new bus service is introduced.

4.39 Impact on Trees

The design of the new parking bays has been influenced by the existing location of trees. As part of the updated proposals it is envisaged that 4 semi-mature trees will be lost, one on Ellis Road and 3 on Lacey Green. However, a minimum of 5 new trees will be planted as part of the scheme during Phase 1.

4.40 Double yellow lines will remove the ability to set down / pick up disabled passengers

The provision of double yellow lines will not remove the ability to pick up and set down a passenger. Providing the driver of the vehicle being used for this activity is in a continuous process of dropping off and picking up then this can take place via

roads that have double yellow line waiting restrictions. If the vehicle is left parked and there is no sign of the process of dropping off or picking up taking place, then the individual would run the risk of receiving a parking ticket.

4.41 Limited desire for a bus on the Estate

TfL's bus consultation included specific questions about the need / desire for a bus service to serve the Estate. It is envisaged that this bus consultation will address this issue in detail.

4.42 Concern that the proposals will result in a Residents' Parking Scheme

There are no current plans for a Residents' Parking Scheme (i.e. a Controlled Parking Zone) in the Estate.

Response to Clarification Email

4.43 Do the proposals include any one-way systems, including Lacey Avenue?

An informal consultation on making the section of Tollers Lane one –way westbound between Lacey Green and Coulsdon Road was carried out between 1st November and 15th December 2017, as part of previous investigations into bus access to the Estate. This scheme, if it had been taken forward, is likely to have increased the number of eastbound vehicle movements on Lacey Avenue. Concerns were raised at the time relating to the potential for increased rat running, safety impacts and parking impacts. Due to certain concerns, this scheme has not been progressed.

5 CONSULTATION

- 5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.
- 5.2 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations. In addition, these organisations have not be consulted on the scheme amendments, due to their minor nature and the fact that they do not affect the statutory consultation process or the proposed Traffic Management Order.

5.4 During the statutory consultation period it came to the Council’s attention that a leaflet was distributed on behalf of ‘Community at Tollers’ to some properties within the Estate with approximately one week to go. This leaflet claimed that 18 spaces will be lost as a result of the consultation proposals, which is factually inaccurate. This issue is addressed in paragraph 4.32. A copy of this leaflet is included in Appendix D for information.

6. FINANCIAL CONSIDERATIONS

6.1 The total capital cost of the scheme is forecast to be approximately £210,000. The required capital expenditure will be funded via 3 sources:

- an allocation within the TfL Local Implementation Plan (LIP) grant funding allocated to Croydon for 2019/20 totalling £130,000
- A funding contribution from Brick x Brick totalling £60,000;
- A contribution from the Council’s Housing Department totalling £20,000.

Given that the scheme will be implemented in two phases, it is anticipated that £160,000 will be required for Phase 1 and £50,000 will be required for Phase 2.

6.2 Revenue and Capital consequences of report recommendations

Current Financial Year	M.T.F.S – 3 year Forecast			
	2019/20	2020/21	2021/22	2022/23
	£'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	<hr/>	<hr/>	<hr/>	<hr/>
			0	0

Capital Budget available

Expenditure	210	50	0	0
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Effect of Decision from report

Expenditure	160	50	0	0
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Remaining Budget	<u>50</u>	<u>0</u>	<u>0</u>	<u>0</u>
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6.3 The effect of the decision

The cost of implementing the highway and parking changes within the Tollers Lane Estate has been estimated at £210,000. The scheme will be implemented in two phases, over two financial years.

Phase 1, implemented in 2019 / 20, will utilise LIP (£130,000) and Brick x Brick (£30,000) funding, whilst Phase 2 in 2020/21 will utilise Brick x Brick (£30,000) and Housing Department (£20,000) funding. The ongoing costs of maintaining the scheme will be managed within existing revenue budgets.

6.4 Risks

The current method of introducing the scheme is efficient with the design and legal work being carried out within the department. The highway and parking changes will be carried out using the new Highways Term Contract.

6.5 Options

The key reason for introducing the highway and parking changes is to enable a new bus route to serve the Estate. TfL is funding over 60% of the capital cost of the works and this contribution is only forthcoming on the basis that a new bus service is introduced. A bus route could not serve the Estate without the Highway changes.

As part of the Brick x Brick planning approval there is a planning condition requiring Brick x Brick to provide a scheme for parking prior to the first occupation of their development. The components of this scheme have been incorporated into the consulted proposals. If the new bus service is not forthcoming then a Brick x Brick parking scheme will still be implemented, albeit with a significantly reduced level of funding as the LIP contributions will no longer be available for the project.

6.6 Savings/ future efficiencies

The proposed highway changes incorporate junction widening and drainage improvements. These changes should help reduce general maintenance issues on the Estate moving forward.

Approved by: Flora Osiyemi, Head of Finance – Place

7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 7.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that 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.
- 7.2 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.
- 7.3 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.
- 7.4 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.

Approved by: Sandra Herbert, Head of Litigation and Corporate Law, on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

8. HUMAN RESOURCES IMPACT

- 8.1 There are no human resources implications anticipated as a result of this project. However, if any arise they will be managed under the Council's policies and procedures.

Approved by: Jennifer Sanker, Director of Human Resources.

9. EQUALITIES IMPACT

- 9.1 This report is written to meet the council's statutory duty to consult in regards to highway changes. The highway change in this instance is to support a TfL proposal to extend the existing 404 bus route to the Tollers Lane Estate. TfL has carried out extensive public engagement with those that will be impacted by the potential 404 bus route extension.

The Council has carried out its own high level Equalities Analysis (EA) with a view to understanding potential impacts (see Appendix E attached). The EA outlines how specific protected characteristics (Age, Disability, Maternity) will be positively impacted should TFL proceed at the end of their own consultation process. The extension of the existing 404 bus route will in practise reduce the distance of the nearest bus stop for approx. 300 homes, this will better support the elderly, those with mobility issues, potentially young mothers and other local residents. The EA also identifies positive benefits through the potential reduction of social isolation and enhanced opportunities to engage locally or otherwise by making it easier to travel into and out of Tollers Lane Estate. This supports the Council's own Corporate Plan objective to build local resilience that allows people to live long, healthy and independent lives, as it sets out to improve the mobility opportunities of those who live, work and socialise in Toller Lane Estate.

No disabled parking will be lost because of this extension, instead plans are in place to add an additional three disabled parking spaces should the project go ahead. The setting down and picking up of passengers can still take place from any new double yellow line waiting restrictions.

Once publicly available, as an added precaution, the Council should obtain a copy of TFL's Equality Impact Assessment to ensure that there are no disproportionate or negative impacts identified or expected before or after the extension commences.

Approved by: Barbara Grant on behalf of Yvonne Okiyo, Equalities Manager

10. ENVIRONMENTAL IMPACT

- 10.1 The proposed widening of junctions and improvements to drainage should improve the general condition of sections of the highway within the Estate.
- 10.2 Having a bus service serve the Estate may increase the proportion of sustainable travel journeys over time and reduce reliance on the private motor vehicle.
- 10.3 Whilst there have been concerns from residents regarding possible pollution from buses, route 404 uses buses with a Euro VI diesel engine, meeting the latest European emission standards for diesel vehicles.

11. CRIME AND DISORDER REDUCTION IMPACT

- 11.1 No specific impacts are anticipated.

12. REASONS FOR RECOMMENDATIONS

- 12.1 The recommendation is to implement the 'at any time' waiting restrictions set out in Section 1.3 in the report. The waiting restrictions will enable the safe and reliable operation of a new bus service. They will also assist with the movement of other large vehicles, including refuse vehicles and emergency service vehicles. At the same time the Council is proposing to provide more car parking on the Estate roads to:
- Replace the parking and garages removed by the Brick by Brick homes and community centre development; and
 - Provide a general increase in the amount of car parking within the Estate.
- 12.2 It is clear that many residents on the Estate have significant concerns about parking, particularly once new residents move to the area as part of the Brick x Brick development. Following the statutory consultation in January 2019, the scheme has been amended to include up to 22 new car parking bays, 11 to be implemented initially if TfL take the decision to extend the bus route to the Estate, with the option of implementing a further 11 in the future depending on the views of local residents and the change in parking demand on the Estate.
- 12.3 Additional measures, including junction widening and general drainage improvements will help improve the general condition of the highway areas within the Estate.
- 12.4 The double yellow line 'at any time' waiting restrictions included within this report, and the associated highway and parking changes, will only be implemented in the event that TfL takes the decision to introduce a bus service to serve Tollers Lane Estate.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 An alternative option is not to introduce the highway and parking changes. However, the majority of the changes are essential to facilitate a bus route to serve the Estate. In the event that the new bus service is not forthcoming, TfL's financial contribution towards the scheme will not be available and Brick x Brick would be required to introduce the parking changes required as part of their planning permission approval. This would not offer the holistic benefits provided by this scheme.

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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972: None

APPENDICES

- APPENDIX A:** Letter and Plan distributed to Tollers Lane Estate Residents – January 2019
- APPENDIX B:** Public Notice relating to the proposed 'at any time' waiting restrictions statutory consultation
- APPENDIX C:** Updated Letter and Scheme Plan distributed to Tollers Lane Estate Residents – April 2019
- APPENDIX D:** Copy of resident leaflet distributed to properties within the Tollers Lane Estate during the January public consultation
- APPENDIX E:** Equalities Analysis Report
- APPENDIX F:** Consultation Feedback from Drop-in Sessions (11th / 12th January)

5th January 2019

Dear Resident,

Proposed Highway and Parking Changes

Goodenough Way, Ellis Road, Lacey Green, Goodenough Close, Middle Close, Weston Close, Ellis Close & Tollers Lane in association with Transport for London's Consultation on Bus Route 404

I write to inform you of Croydon Council's proposal to:

- change some car parking arrangements;
- increase the amount of car parking; and
- make other minor changes to help the movement of buses and other larger vehicles on roads within the Tollers Lane Estate.

This letter and the attached plan should be read in conjunction with Transport for London's (TfL's) separate, but directly related consultation on its proposal to extend bus route 404 into the Tollers Lane Estate. TfL is consulting on this between 4th January and 4th February 2019. TfL is writing to residents to explain the proposed bus route changes and further information relating to consultation can be found via TfL's website: <https://consultations.tfl.gov.uk/buses/routes-404-434/>

TfL would also part-fund our proposed changes to roads and parking within the Estate to enable the safe and reliable operation of the 404 bus service. At the same time we are proposing to provide more car parking on the Estate roads to:

- replace the parking and garages removed by the Brick by Brick homes and community centre development; and
- provide a general increase in the amount of car parking within the Estate.

108 new car parking spaces (all at right angles to the carriageway) are proposed, 87 of which (shown blue on the plan) can potentially be implemented in Spring 2019. The remaining 21 (shown in red) would be created once the Brick by Brick development is complete and the site hoarding removed (expected Spring 2020). The layout of the proposed bays is largely influenced by the proximity to residential properties, the location of trees and underground cables.

Cont...

We also propose to slightly widen the mouths of the junctions of Ellis Road / Goodenough Way and Ellis Road / Lacey Green. This is to ensure that buses and other larger vehicles can turn without running over the kerbs. Some of the existing surface water drainage issues would be addressed as part of the work (subject to funding). New double yellow line waiting restrictions would be introduced, to ensure safe and efficient access and movement can take place within the Estate, as shown on the attached plan. The plan also shows five new bus stops (positioned to minimise impacts on car parking) and new footpaths to improve access to the bus stops.

Subject to consultation and necessary approvals, we plan to start the highway works in March 2019. In the event that TfL does not go ahead with its proposal to extend the 404 bus service into the Estate, the Council will work with Brick by Brick to look again at our proposals in light of the reduced funding, with a view to designing and implementing a 'just parking space scheme', to be consulted on and implemented at some time in the future.

Please tell us your views:

The attached Public Notice describes the proposals to introduce addition sections of double yellow line waiting restrictions within the Estate, as shown in the layout plan, and formally notifies of the Council's intention to implement them. If you wish to comment on or object to the proposals please respond by **Sunday 27th January 2019** as described in the Notice.

Council officers will also hold drop-in sessions for residents on **Friday 11th January between 14.30 and 17.00** and **Saturday 12th January between 10.00 and 12.30** at the Tollers Community Centre to answer any questions. Note that these are drop-in events, rather than meetings, so people can attend at any time during these periods.

In the meantime, should you require any further information, please do not hesitate to contact via email on strategictransport@croydon.gov.uk or by telephone on **07494 503591**.

Yours Faithfully

R Lancaster

Richard Lancaster

Strategic Transport Manager

PROPOSED INTRODUCTION OF WAITING RESTRICTIONS IN TOLLERS LANE ESTATE

The Croydon (Waiting and Loading Restriction) (No.D50) Traffic Order, 20-

1. NOTICE IS HEREBY GIVEN that Croydon Council, proposes to make the above Traffic Order under the relevant sections of the Road Traffic Regulation Act 1984, as amended, and all other enabling powers.
2. **The general effect of the Order would be to introduce or extend “at any time” double yellow line waiting restrictions in the lengths of streets specified in the Schedule to this Notice.**
3. A copy of the proposed Order and all related documents can be inspected until the last day of a period of six weeks beginning with the date on which the Order was made or, as the case may be, the Council decides not to make the Order, from 9am to 4pm on Mondays to Fridays inclusive at the Enquiry Counter, “Access Croydon” Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA.
4. Further information may be obtained by telephoning Parking Design, the Place Department, Croydon Council on **020 8726 7100**
5. Persons desiring to object to the proposed Order should send a statement in writing of their objection and the grounds thereof to the Order Making Section, Parking Design Team, Place Department, Croydon Council, Floor 6 Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon CR0 1EA or email: **strategictransport@croydon.gov.uk** quoting the reference PD/CH/D50 by 27 January 2019.
6. The Order is intended to introduce new or amend existing waiting restrictions at various locations in the Tollers Lane Estate. These measures are intended to ensure that roads remain accessible to buses and large vehicles.

Dated 03 January 2019

Mike Barton

Highway Improvement Manager

Place Department

SCHEDULE

(Introducing/extending existing double yellow line waiting restrictions “at any time”)

Ellis Road

The north-west side,

- Extending the existing double yellow lines opposite the junction with Goodenough Way north-eastwards for a distance of 7.5 metres;

The south-east side

- Extending the existing double yellow lines at the junction with Goodenough Way north-eastwards for a distance of 47.5 metres;
- Introducing double yellow lines from the south-western kerb-line of Lacy Green south-westwards for a distance of 62.25 metres.

SCHEDULE

(Introducing/extending existing double yellow line waiting restrictions “at any time”)

Goodenough Way

The north-east side,

- Extending the existing double yellow lines at the junction with Ellis Road for a distance of 12.25 metres south-eastwards;
- Introducing double yellow lines from a point 0.75 metres north-west of a point opposite the common boundary of Nos. 105 and 107 Goodenough Way south-eastwards for a distance of 29.25 metres;
- Introducing double yellow lines from a point 3.5 metres north-east of a point opposite the north-eastern boundary of No. 103c Goodenough Way north-westwards for a distance of 26.5 metres;

The south-west side,

- Extending the existing double yellow lines at the junction with Ellis Road south-eastwards for a distance of 9 metres;
- Introducing double yellow lines from a point 0.25 metres south-east of the south-eastern flank wall of No. 105 Goodenough Way to a point 2.25 metres south-east of the common boundary of Nos. 103e and 103f Goodenough Way;
- Extending the existing double yellow lines at the junction with Lacy Green south-westwards for a distance of 5 metres;

Lacy Green

The north-west to south-east arm,

The north-east side,

- Introducing double yellow lines from the north-western extremity of Lacy Green to the north-western kerb-line of the north-east to south-west arm of Lacy Green;
- Extending the existing double yellow lines at the junction of the north-east to south-west arm of Lacy Green south-eastwards for a distance of 5 metres;
- Extending the existing double yellow lines at the junction of Goodenough Way north-westwards for a distance of 5 metres;

The south-west side,

- Extending the existing double yellow lines from the south-eastern kerb-line of Ellis Road south-eastwards for a distance of 5 metres;
- Extending the existing double yellow lines opposite the junction with the north-east to south-west arm of Lacy Green north-westwards for a distance of 5 metres and south-eastwards so that they meet the existing double yellow lines at the junction with Goodenough Way.

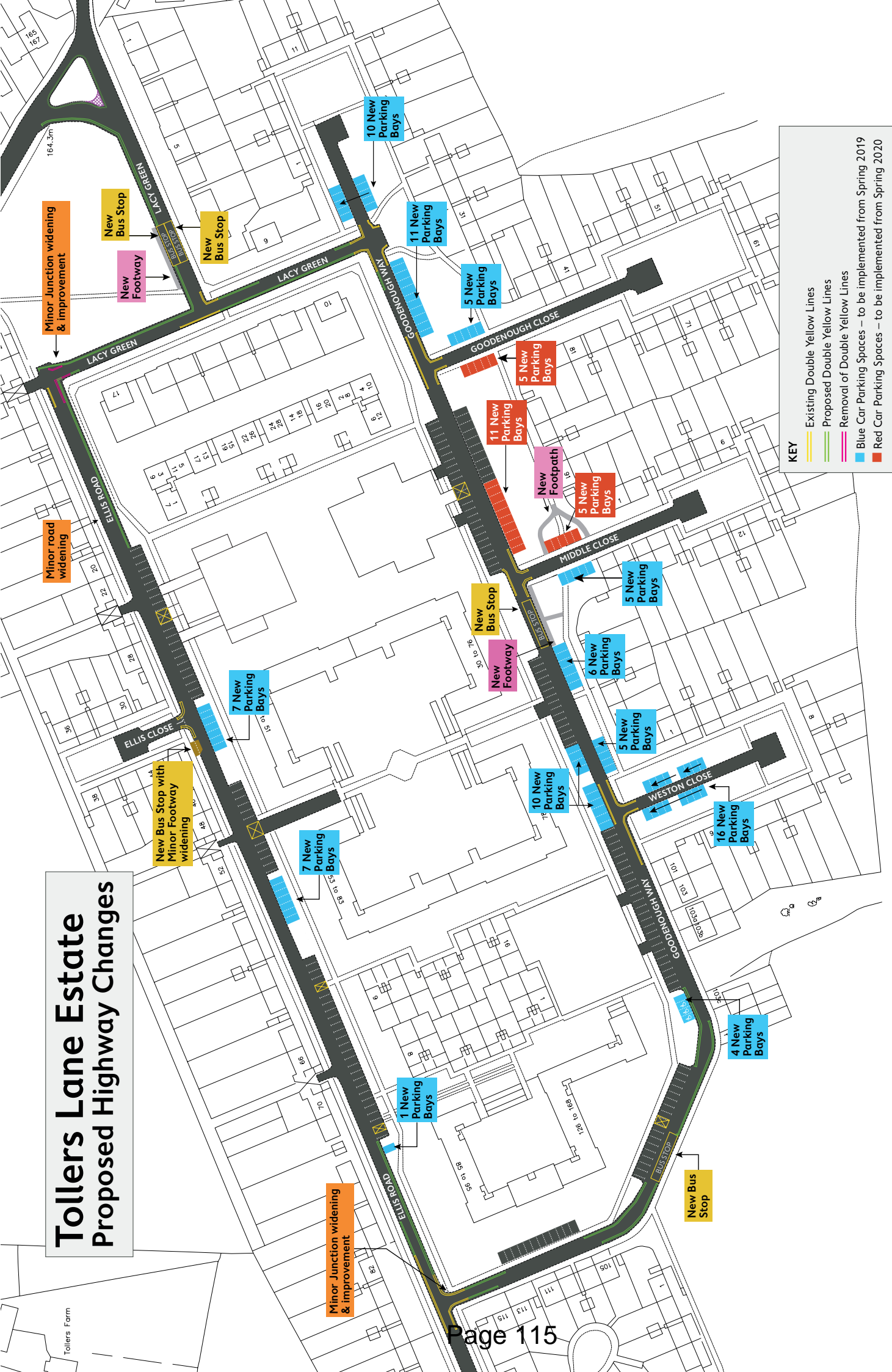
The north-east to south-west arm,

- The north-west side, introducing double yellow lines from the north-eastern kerb-line of the north-west to south-east arm of Lacy Green to the south-western kerb-line of Tollers Lane;
- Introducing double yellow lines to so much of the island site at the junction of Lacy Green and Tollers Lane as forms part of Lacy Green.

Tollers Lane

The south-west side, introducing double yellow lines from a point 3.25 metres north-west of a point opposite the common boundary of Nos. 163 and 165 Tollers Lane for a distance of 33 metres south-eastwards including the island site at the junction of Tollers Lane and Lacy Green.

Tollers Lane Estate Proposed Highway Changes



KEY

- Existing Double Yellow Lines
- Proposed Double Yellow Lines
- Removal of Double Yellow Lines
- Blue Car Parking Spaces – to be implemented from Spring 2019
- Red Car Parking Spaces – to be implemented from Spring 2020

Note: All changes dependent on the outcome of Transport for London's consultation on the 404 bus service serving the Tollers Lane Estate

Tollers Farm

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CROYDON COUNCIL
**PROPOSED INTRODUCTION OF WAITING RESTRICTIONS IN TOLLERS LANE
ESTATE**

The Croydon (Waiting and Loading Restriction) (No.D50) Traffic Order, 20-

1. NOTICE IS HEREBY GIVEN that Croydon Council, proposes to make the above Traffic Order under the relevant sections of the Road Traffic Regulation Act 1984, as amended, and all other enabling powers.
2. **The general effect of the Order would be to introduce or extend “at any time” double yellow line waiting restrictions in the lengths of streets specified in the Schedule to this Notice.**
3. A copy of the proposed Order and all related documents can be inspected until the last day of a period of six weeks beginning with the date on which the Order was made or, as the case may be, the Council decides not to make the Order, from 9am to 4pm on Mondays to Fridays inclusive at the Enquiry Counter, "Access Croydon" Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA.
4. Further information may be obtained by telephoning Parking Design, the Place Department, Croydon Council on **020 8726 7100**.
5. Persons desiring to object to the proposed Order should send a statement in writing of their objection and the grounds thereof to the Order Making Section, Parking Design Team, Place Department, Croydon Council, Floor 6 Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon CR0 1EA or email strategictransport@croydon.gov.uk quoting the reference PD/CH/D50 by 27 January 2019.
6. The Order is intended to introduce new or amend existing waiting restrictions at various locations in the Tollers Lane Estate. These measures are intended to ensure that roads remain accessible to buses and large vehicles.

Dated 03 January 2019

Mike Barton

Highway Improvement Manager

Place Department

SCHEDULE
(Introducing/extending existing double yellow line waiting restrictions
“at any time”)

Ellis Road

The north-west side,

- Extending the existing double yellow lines opposite the junction with Goodenough Way north-eastwards for a distance of 7.5 metres;

The south-east side

- Extending the existing double yellow lines at the junction with Goodenough Way north-eastwards for a distance of 47.5 metres;
- Introducing double yellow lines from the south-western kerb-line of Lacy Green south-westwards for a distance of 62.25 metres.

SCHEDULE
(Introducing/extending existing double yellow line waiting restrictions
“at any time”)

Goodenough Way

The north-east side,

- Extending the existing double yellow lines at the junction with Ellis Road for a distance of 12.25 metres south-eastwards;
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- Introducing double yellow lines from a point 3.5 metres north-east of a point opposite the north-eastern boundary of No. 103c Goodenough Way north-westwards for a distance of 26.5 metres;

The south-west side,

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- Extending the existing double yellow lines at the junction with Lacy Green south-westwards for a distance of 5 metres;

Lacy Green

The north-west to south-east arm,

The north-east side,

- Introducing double yellow lines from the north-western extremity of Lacy Green to the north-western kerb-line of the north-east to south-west arm of Lacy Green;
- Extending the existing double yellow lines at the junction of the north-east to south-west arm of Lacy Green south-eastwards for a distance of 5 metres;
- Extending the existing double yellow lines at the junction of Goodenough Way north-westwards for a distance of 5 metres;

The south-west side,

- Extending the existing double yellow lines from the south-eastern kerb-line of Ellis Road south-eastwards for a distance of 5 metres;
- Extending the existing double yellow lines opposite the junction with the north-east to south-west arm of Lacy Green north-westwards for a distance of 5 metres and south-eastwards so that they meet the existing double yellow lines at the junction with Goodenough Way.

The north-east to south-west arm,

- The north-west side, introducing double yellow lines from the north-eastern kerb-line of the north-west to south-east arm of Lacy Green to the south-western kerb-line of Tollers Lane;
- Introducing double yellow lines to so much of the island site at the junction of Lacy Green and Tollers Lane as forms part of Lacy Green.

Tollers Lane

The south-west side, introducing double yellow lines from a point 3.25 metres north-west of a point opposite the common boundary of Nos. 163 and 165 Tollers Lane for a distance of 33 metres south-eastwards including the island site at the junction of Tollers Lane and Lacy Green.

15 April 2019

Dear Resident,

Update on Proposed Highway and Parking Changes

Goodenough Way, Ellis Road, Lacey Green, Goodenough Close, Middle Close, Weston Close, Ellis Close & Tollers Lane in association with Transport for London's Consultation on Bus Route 404

I wrote to Tollers Lane Estate residents in January 2019 setting out the Council's proposals to:

- change some car parking arrangements;
- increase the number of parking bays; and
- make other minor changes to help the movement of buses / large vehicles on roads within the Estate.

The reason for the proposals is to:

- replace the parking at the garages (removed by the Brick by Brick homes and Community Centre development), with new / additional on-street parking bays;
- provide a general increase in the number of constructed/marked on-street parking bays as part of introducing yellow line restrictions and making other changes at corners to support the TfL proposal to extend the 404 bus route into the Estate.

Thank you to all those who responded to either the Council's consultation on the proposed highway/parking changes or TfL's consultation on the 404 bus route proposals. Thank you also to those who came to the drop-in sessions with questions about the highway/parking proposals.

The January letter explained that (subject to consultation and necessary approvals) we planned to start the highway works in March 2019. In light of responses to the consultation, we have amended the proposals, meaning that if we proceed, the start will be delayed.

continued...

The revised proposals now include new car parking bays on the edge of the Lacey Green green space in the following locations:

- **opposite numbers 15 – 17 Lacey Green:** In the original proposals this length of carriageway edge would have had double yellow line parking restrictions introduced. In the revised proposal, the length of double yellow line is reduced and an additional 11 car parking bays would be constructed on the edge of the green space. This would require the loss of some of the semi-mature cherry trees, but these would be replaced with similar trees a little further into the green. These bays will be implemented as part of the first phase of works in Summer 2019.
- **opposite numbers 4 – 6 Lacey Green:** In our original proposal, the carriageway at this location would have had double yellow line waiting restrictions. In the revised proposal, these would be replaced by 11 new parking bays constructed on the edge of the green space. (The mature trees on the green would not be affected.) We do not propose to introduce these bays in as part of the first phase of works. Instead we will monitor parking pressure in the area over coming months and listen further to the views of residents at this location, and retain the option of introducing these bays in the future if needed.

The location of the remainder of the proposed double yellow line waiting restrictions, bus stops and junction changes remain the same as shown in the January 2019 consultation. An updated plan showing these and the changes to the proposals is attached.

The revised proposals would mean 130 car parking bays being constructed on/adjacent to highways in the Estate if we exercised the option of constructing 11 parking bays opposite numbers 4 – 6 Lacey Green. 98 of the new parking bays are proposed to be implemented in Summer 2019. 21 would be constructed once the Brick by Brick development is complete and the site hoarding removed (expected Summer 2020).

Next Steps

The decision whether or not to proceed with the proposed highway and parking changes will be considered by the Council's Traffic Management Advisory Committee (TMAC) and taken by the Cabinet Member for Environment, Transport & Regeneration. The TMAC meeting (held in public) is on **Thursday 2nd May 2019, 18.30pm at Croydon Town Hall**. Further details can be found via the following link: <https://democracy.croydon.gov.uk/ieListDocuments.aspx?CId=173&MId=1501&Ver=4>

If both the decision is taken to proceed with the highway/parking proposals, and TfL approves the extension of the 404 bus service into the Estate, we plan to start the highway works in June / July 2019. Further information would be provided to Estate residents prior to the start of any works.

If you require further information, please email strategictransport@croydon.gov.uk or phone **07494 503591**.

Yours Faithfully,

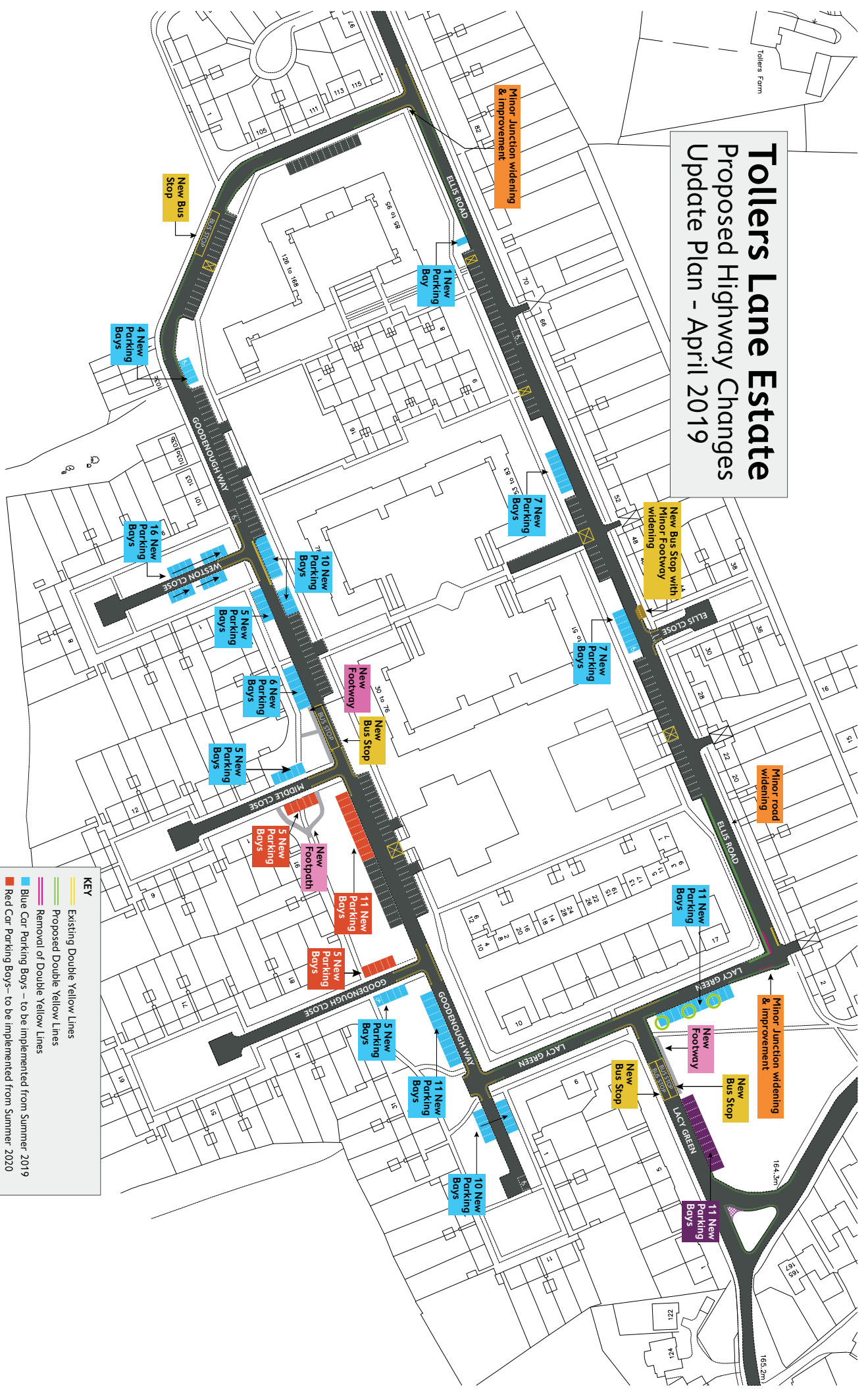
R Lancaster

Richard Lancaster
Strategic Transport Manager
Croydon Council

Tollers Lane Estate

Proposed Highway Changes

Update Plan - April 2019



KEY

- Existing Double Yellow Lines
- Proposed Double Yellow Lines
- Removed or Double Yellow Lines
- Blue Car Parking Bays - to be implemented from Summer 2019
- Red Car Parking Bays - to be implemented from Summer 2020
- Purple Car Parking Bays - to be implemented subject to residents' views/monitoring of parking changes

Note: All changes dependent on the outcome of Transport for London's consultation on the 404 bus service serving the Tollers Lane Estate

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TOLLERS ESTATE

IMPORTANT THIS WILL AFFECT YOU

PROPOSED LOSSES TO PARKING / PROPOSED 404 BUS ROUTE AT TOLLERS ESTATE

All residents should have received the letter from Croydon Council regarding the bus and the parking 'increase', the Council are suggesting that they will put in 108 spaces – BUT DO NOT MENTION THAT ANOTHER 126 WILL BE LOST WITH THIS BUS.

A group of residents have counted the spaces which will be lost to implement this bus scheme and the true figures are:-

- Current parking where double lines are proposed to accommodate the Bus = 72 spaces lost
- On street parking to be removed for implementation of new bay parking = 54 spaces lost
- TOTAL LOSS OF PARKING = 126 SPACES!
- If the Council do put in 108 new spaces as they suggest that's still a loss of = 18 spaces*

If we agree to the bus plan as it is - 18 SPACES WILL BE LOST

THIS IS BEFORE A POTENTIAL 80 VEHICLES ARRIVE WITH THE NEW BUILDS

* The figures counted are as accurate as we can be, but residents are encouraged to calculate their own statistics if they wish. Of course a bus would be great for some people and we hope that the Council and TFL can come up with a suitable scheme which will not displace so many cars and is likely to force many residents and carers to park at the other side of the main Coulsdon Rd.

WHAT YOU HAVE TO DO TO OPPOSE THIS BUS

There are 2 consultations to respond to:

- 1) Croydon Council proposed Parking and Highway Changes – DEADLINE: 27th January 2019

Email - strategictransport@croydon.gov.uk quoting reference PD/CH/D50

Or write to: Order Making Section, Parking Design Team, Place Dept, Croydon Council, Floor 6 zone C, Bernard Weatherill House, 8 Mint Walk, Croydon CR0 1EA, also quoting reference above.

- 2) The Transport for London Consultation – DEADLINE: 11th February 2019

They have sent round a separate document, complete the online questionnaire at:

<https://consultations.tfl.gov.uk/buses/routes-404-434/>

Or Email - consultations@tfl.gov.uk quoting '404 & 434 Bus Changes' / Or Phone - 0343 222 1234

YOU NEED TO DO BOTH 1 & 2

If anybody wants to talk about this or needs any help please call Jenny on 07590 822335 – COMMUNITY AT TOLLERS

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Equality Analysis Form

1. Introduction

1.1 Purpose of Equality Analysis

The council has an important role in creating a fair society through the services we provide, the people we employ and the money we spend. Equality is integral to everything the council does. We are committed to making Croydon a stronger, fairer borough where no community or individual is held back.

Undertaking an Equality Analysis helps to determine whether a proposed change will have a positive, negative, or no impact on groups that share a protected characteristic. Conclusions drawn from Equality Analyses helps us to better understand the needs of all our communities, enable us to target services and budgets more effectively and also helps us to comply with the Equality Act 2010.

An equality analysis must be completed as early as possible during the planning stages of any proposed change to ensure information gained from the process is incorporated in any decisions made.

In practice, the term '**proposed change**' broadly covers the following:-

- Policies, strategies and plans;
- Projects and programmes;
- Commissioning (including re-commissioning and de-commissioning);
- Service review;
- Budget allocation/analysis;
- Staff restructures (including outsourcing);
- Business transformation programmes;
- Organisational change programmes;
- Processes (for example thresholds, eligibility, entitlements, and access criteria).

2. Proposed change

Directorate	Place
Title of proposed change	Tollers Lane Estate – highway changes in connection with the introduction of a new bus service
Name of Officer carrying out Equality Analysis	Richard Lancaster

2.1 Purpose of proposed change (see 1.1 above for examples of proposed changes)

The Council proposes to introduce highway and parking changes within the Tollers Lane Estate. The key reason for these changes is to facilitate proposals by Transport for London (TfL) to enable the 404 bus service to be extended to access and serve Tollers Lane Estate. TfL's consultation on the bus changes follows a long-standing desire from some residents and the Council to improve public transport access to the area. TfL is also concerned that there are around 300 homes within the Estate and it remains relatively remote from the public transport network. Should the TFL project progress as planned these homes will benefit from better access to public transport.

The Tollers Lane Estate is not currently served by buses, with the closest bus stops a 7 – 13 minute walk away depending on the service required. To enable a bus to serve the Estate safely and efficiently, the Council has consulted on proposals to introduce on-street double yellow line waiting restrictions and the widening of key junctions. As part of the work the Council has also sought to provide a general increase in the number of parking bays within the Estate to accommodate future demand from residents in the area and replace parking capacity removed by a recent planning proposal. No existing disabled parking spaces will be lost to facilitate the proposals, and 3 additional disabled parking spaces will be provided as part of the increased provision.

As stated, the possibility of a bus serving the Estate has been discussed for a number of years, but this is the first time that the proposals have been subject to a full consultation process by the Council and TfL.

3. Impact of the proposed change

Important Note: It is necessary to determine how each of the protected groups could be impacted by the proposed change. Who benefits and how (and who, therefore doesn't and why?) Summarise any positive impacts or benefits, any negative impacts and any neutral impacts and the evidence you have taken into account to reach this conclusion. Be aware that there may be positive, negative and neutral impacts within each characteristic.

Where an impact is unknown, state so. If there is insufficient information or evidence to reach a decision you will need to gather appropriate quantitative and qualitative information from a range of sources e.g. Croydon Observatory a useful source of information such as Borough Strategies and Plans, Borough and Ward Profiles, Joint Strategic Health Needs Assessments <http://www.croydonobservatory.org/> Other sources include performance monitoring reports, complaints, survey data, audit reports, inspection reports, national research and feedback gained through engagement with service users, voluntary and community organisations and contractors.

3.1 Deciding whether the potential impact is positive or negative

Table 1 – Positive/Negative impact

For each protected characteristic group show whether the impact of the proposed change on service users and/or staff is positive or negative by briefly outlining the nature of the impact in the appropriate column. . If it is decided that analysis is not relevant to some groups, this should be recorded and explained. In all circumstances you should list the source of the evidence used to make this judgement where possible.

Protected characteristic group(s)	Positive impact	Negative impact	Source of evidence
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Age	Shorter journey time to access a bus service. Whilst there are existing bus stops within the vicinity of the Tollers Lane Estate, to reach them from a central point within the Estate requires a 7 – 13 minute walk (based on a standard walk time of 80 metres per minute) depending on the service required. The combined changes via the Council's highway / parking consultation and TfL's bus consultation offers residents / visitors the opportunity to have a bus stop within 200 metres (or a 2.5 minute walk) of all of the properties within the Estate.		Evidence based on average walking distance measurements to nearest bus stops
Disability	Shorter journey time to access a bus service. Whilst there are existing bus stops within the vicinity of the Estate, to reach them from a central point within the Estate requires a 7 – 13 minute walk (based on a standard walk time of 80 metres per minute) depending on the service required. The combined changes via the Council's highway / parking consultation and TfL's bus consultation offers residents / visitors the opportunity to have a bus stop within 200 metres (or a 2.5 minute walk) of all of the properties within the Estate.		Evidence based on average walking distance measurements to nearest bus stops
Gender	This proposal has no obvious impact		
Gender Reassignment	This proposal has no obvious impact		
Marriage or Civil Partnership	This proposal has no obvious impact		
Religion or belief	This proposal has no obvious impact		
Race	This proposal has no obvious impact		

Sexual Orientation	This proposal has no obvious impact		
Pregnancy or Maternity	Shorter journey time to access a bus service. Whilst there are existing bus stops within the vicinity of the Estate, to reach them from a central point within the Estate requires a 7 – 13 minute walk (based on a standard walk time of 80 metres per minute) depending on the service required. The Council's highway / parking consultation and TfL's bus consultation offers residents / visitors the opportunity to have a bus stop within 200 metres (or a 2.5 minute walk) of all of the properties within the Estate.		Evidence based on average walking distance measurements to nearest bus stops

Important note: You must act to eliminate any potential negative impact which, if it occurred would breach the Equality Act 2010. In some situations this could mean abandoning your proposed change as you may not be able to take action to mitigate all negative impacts.

When you act to reduce any negative impact or maximise any positive impact, you must ensure that this does not create a negative impact on service users and/or staff belonging to groups that share protected characteristics. **Please use table 4 to record actions that will be taken to remove or minimise any potential negative impact**

3.2 Additional information needed to determine impact of proposed change

Table 2 – Additional information needed to determine impact of proposed change

If you need to undertake further research and data gathering to help determine the likely impact of the proposed change, outline the information needed in this table. Please use the table below to describe any consultation with stakeholders and summarise how it has influenced the proposed change. Please attach evidence or provide link to appropriate data or reports:		
Additional information needed and or Consultation Findings	Information source	Date for completion

For guidance and support with consultation and engagement visit <https://intranet.croydon.gov.uk/working-croydon/communications/consultation-and-engagement/starting-engagement-or-consultation>

3.3 Impact scores

Example

If we are going to reduce parking provision in a particular location, officers will need to assess the equality impact as follows;

1. Determine the Likelihood of impact. You can do this by using the key in table 5 as a guide, for the purpose of this example, the likelihood of impact score is 2 (likely to impact)
2. Determine the Severity of impact. You can do this by using the key in table 5 as a guide, for the purpose of this example, the Severity of impact score is also 2 (likely to impact)
3. Calculate the equality impact score using table 4 below and the formula **Likelihood x Severity** and record it in table 5, for the purpose of this example - **Likelihood (2) x Severity (2) = 4**

Table 4 – Equality Impact Score

Severity of Impact	3	3	6	9
	2	2	4	6
	1	1	2	3
		1	2	3
	Likelihood of Impact			

Key

Risk Index	Risk Magnitude
6 – 9	High
3 – 5	Medium
1 – 3	Low

Table 3 – Impact scores

<p>Column 1</p> <p>PROTECTED GROUP</p>	<p>Column 2</p> <p>LIKELIHOOD OF IMPACT SCORE</p> <p>Use the key below to score the likelihood of the proposed change impacting each of the protected groups, by inserting either 1, 2, or 3 against each protected group.</p> <p>1 = Unlikely to impact 2 = Likely to impact 3 = Certain to impact</p>	<p>Column 3</p> <p>SEVERITY OF IMPACT SCORE</p> <p>Use the key below to score the severity of impact of the proposed change on each of the protected groups, by inserting either 1, 2, or 3 against each protected group.</p> <p>1 = Unlikely to impact 2 = Likely to impact 3 = Certain to impact</p>	<p>Column 4</p> <p>EQUALITY IMPACT SCORE</p> <p>Calculate the equality impact score for each protected group by multiplying scores in column 2 by scores in column 3. Enter the results below against each protected group.</p> <p>Equality impact score = likelihood of impact score x severity of impact score.</p>
Age	1	1	1
Disability	1	1	1
Gender	1	1	1
Gender reassignment	1	1	1
Marriage / Civil Partnership	1	1	1
Race	1	1	1
Religion or belief	1	1	1
Sexual Orientation	1	1	1
Pregnancy or Maternity	1	1	1

4. Statutory duties

4.1 Public Sector Duties

Tick the relevant box(es) to indicate whether the proposed change will adversely impact the Council's ability to meet any of the Public Sector Duties in the Equality Act 2010 set out below.

Advancing equality of opportunity between people who belong to protected groups

Eliminating unlawful discrimination, harassment and victimisation

Fostering good relations between people who belong to protected characteristic groups

Important note: If the proposed change adversely impacts the Council's ability to meet any of the Public Sector Duties set out above, mitigating actions must be outlined in the Action Plan in section 5 below.

5. Action Plan to mitigate negative impacts of proposed change

Important note: Describe what alternatives have been considered and/or what actions will be taken to remove or minimise any potential negative impact identified in Table 1. Attach evidence or provide link to appropriate data, reports, etc:

Table 4 – Action Plan to mitigate negative impacts

Complete this table to show any negative impacts identified for service users and/or staff from protected groups, and planned actions mitigate them.				
Protected characteristic	Negative impact	Mitigating action(s)	Action owner	Date for completion
Disability				
Race				
Sex (gender)				
Gender reassignment				
Sexual orientation				
Age				

Equality Analysis

Religion or belief				
Pregnancy or maternity				
Marriage/civil partnership				

6. Decision on the proposed change

Based on the information outlined in this Equality Analysis enter X in column 3 (Conclusion) alongside the relevant statement to show your conclusion.		
Decision	Definition	Conclusion - Mark 'X' below
No major change	The proposals to introduce highway / parking changes to enable the extension of an existing bus service to serve the Estate will provide an overall improvement to bus service access for all local residents of the Tollers Lane Estate and their visitors – but in particular will benefit those who experience mobility difficulties, or require ease of travel for day to day activities. Whilst the highway changes will require the removal of some on-street parking, the Council has designed the scheme in such a way to enable an overall net increase in parking bays, including disabled parking bays	X
Adjust the proposed change	N/A	
Continue the proposed change	N/A	
Stop or amend the proposed change	N/A	
Will this decision be considered at a scheduled meeting? e.g. Contracts and Commissioning Board (CCB) / Cabinet		Meeting title: Traffic Management Advisory Committee Meeting Date: 2nd May 2019

7. Sign-Off

Equality Analysis

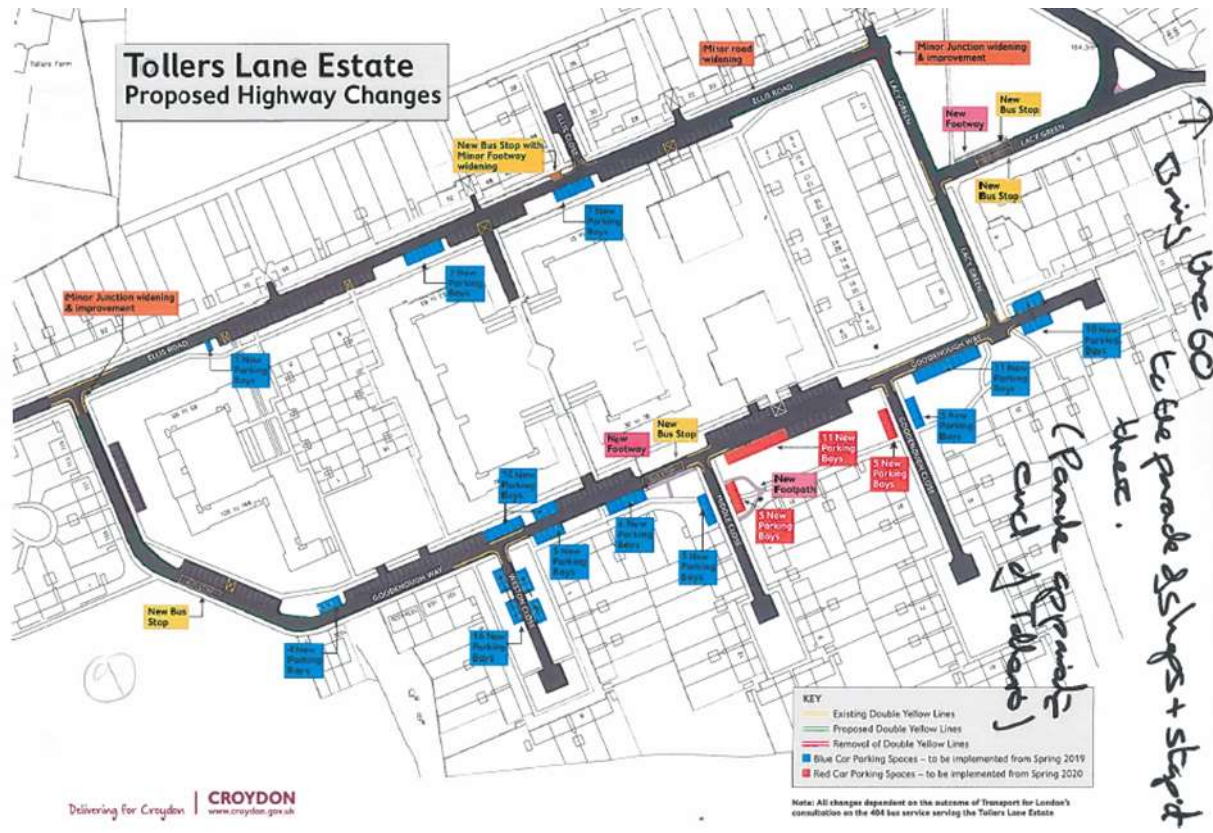
Officers that must approve this decision		
Equalities Lead	Name: Barbara Grant on behalf of Yvonne Okiyo	Date: 03/04/2019
	Position:	
Director	Name: Heather Cheesbrough	Date: 13/04/2019
	Position: Director of Planning & Strategic Transport	

DRAFT

Note re' those providing comment

Summary of comments (DRAFT)

Bring the number 60 bus to the parade of shops opposite the end of Toller's Lane , and stop it there



Recently moved to near corner of Ellis Road and Lacey Green. If had known of proposed parking restrictions, would not have bought that place.

Very busy parking already at junction of Ellis Rd/Lacey Gn.

Provide more parking bays.

Do you need two bus stops opposite each other on Lacey Gn?

People do not want to leave their cars/vans too far from their house for security reasons.



If you put in 90 degree parking, people cannot park opposite



Lives in one of the
Maisonettes on
Toller's Lane
opposite Lacey
Green green space

Stretch of 6 maisonettes so 12 flats. Some families have 1 car some have 2.

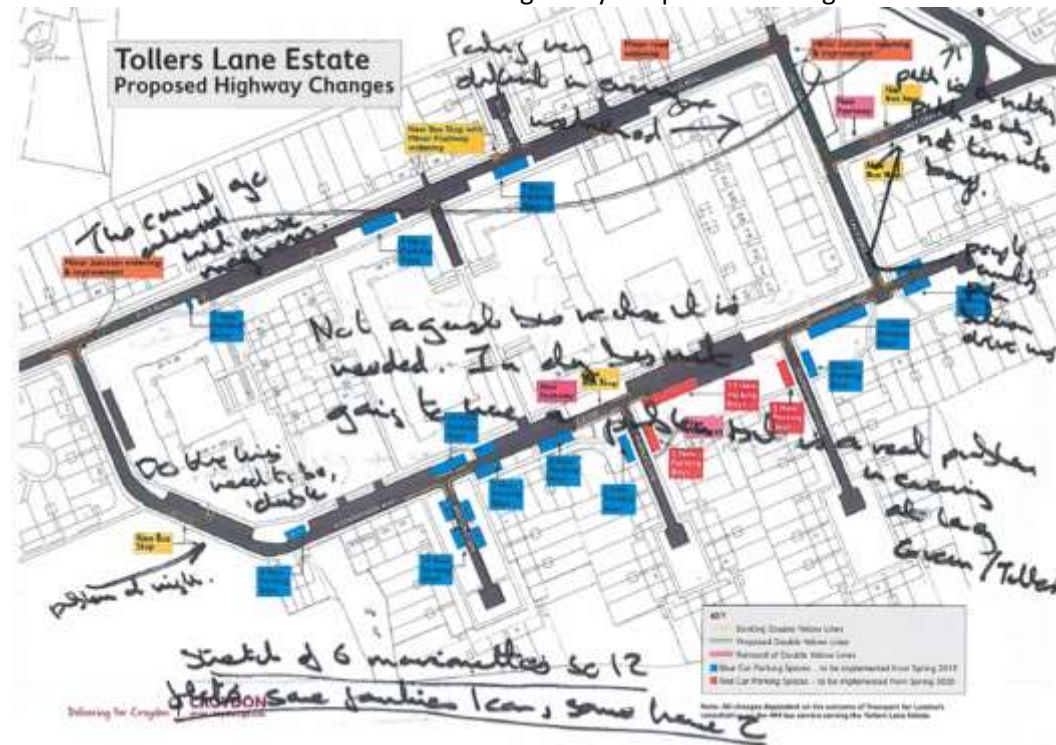
Cannot put the double yellow lines around Lacey Green. Parking is very different in the evening and weekends. The proposed yellow lines cannot go ahead. Will cause mayhem.

People currently park between drive ways on Lacey Green.

Not against the bus. Realise it is needed. In the day the bus is not going to have a problem getting round but it will be a real problem in the evening at Lacey Green and Toller's.

Do the yellow lines need to be 'at any time doubles'?

The bend at the western end of Goodenough Way is a problem at night



Lived here 21 years. Do not need a bus, do not want a bus. Concerned about noise and pollution from a bus.

Live here 21 years → do not need a bus, do not want a bus.
Concerned about noise + pollution

Angle the proposed bays on Goodenough Close or lower the kerb opposite.
Remove the bollards around the green on Goodenough Close and use the green for parking bays



Note: All changes dependent on the outcome of Transport for London's consultation on the 494 bus service serving the Tollers Lane Estate

Tollers Lane around the green space is parked all night

Check that the proposed bus stop on Lace Gn is not across a driveway

'Us and them' parking. The BxB flats will have allocated bays but BxB residents will be able to park anywhere.

80 BxB units and so will be 80 cars

Very bad feeling on the estate from not being listened to by BxB



<p>Group of three representatives from the residents' association one using a mobility scooter</p> <p>One returned on Saturday with the evidence showing just how much the Council was lying about how many new parking spaces will be created.</p>	<p>Address the parking if going to put in the bus.</p> <p>Need at least 68 further spaces. Take the whole of the Lacey Green green space to provide parking 12 flats were completed a couple of years ago with 16 parking space for sole use of those flats. Flat owners have 27 cars and park the extra on the estate roads.</p> <p>Bin Lorries etc can get through so why extra parking restrictions for a bus?</p> <p>The green spaces at the end of Goodenough Close and Middle Close are damaged where vehicles are driven on but have signs saying 'no ball games'. Take away the 'side greens' in Goodenough Close for parking and the main green in Middle Close.</p> <p>One of the attendees lives in one of the Closes. They have a car. They also rent out three rooms. Each tenant has a car so a total of four cars.</p> <p>The Council drawing does not show proposed yellow lines on Toller's Lane</p> <p>Why cannot more parking be introduced at the junction of Ellis and Goodenough where there are wooden bollards to stop parking?</p> <p>There are fights on the estate over parking</p> <p>Parking attendants are issuing tickets every night</p> <p>Some people cannot walk but it is a nonsense to take away parking to provide a bus service for them. Social Services should provide transport</p> <p>Will sell car and by a Landover to park on the greens.</p> <p>Bus should be 9.00 to 4.00pm. Monday to Friday</p>
---	---

3 people (one using a mobility scooter).

Fights on the estate over parking

Parking attendants issuing tickets every night -

Some people can't walk to take away people parking.

Will sell car to buy bus to park on grass.

Bus should be 9am to 4.00pm Monday to Friday. If you could put in yellow lines.

108 spaces to come

72 taken away for lines

54 taken away from road to provide the alleged 108

This means about 16 spaces to disappear in total if we agree a bus.

Still Zero provision for the potential 80 new vehicles to arrive with the new builds.

We would like a bus but only if parking doesn't disappear and is increased for the new builds.

Group of 3

Do not want a bus
Bus would be useless. Need to get to Coulsdon South. This bus would take ages
Need a hoppa service
Store spaces have been taken away so no longer has anywhere to store a bike
Do not want any changes here. If wanted to walk out of house and get on a bus, would live in an urban area.



Bus would be useless → Need to get to Coulsdon South + wait the ages.
Need a hopper service like Nello da
Stores have been taken so no where to keep bikes.
Do not want any more changes here. If want to walk out of house + get on a bus would live in a urban area.

Proposed double yellow lines on southern arm of Lacey Green a good idea. If turn into Lacey Green from Goodenough Way and a car is heading south on Lacey Green you cannot pass due to parked cars.

Proposed double yellow lines on northern arm of Lacey Green not a good idea. Should be moved to the western side where the drive ways are

Can the Lacey Green green space be cut into to make more parking bays

Can bays be created at junction of Ellis Road / Goodenough Way, on the grassed area where the wooden bollards are?

Cannot do anything with the green space at the western end of Goodenough Way. It is City of London owned.



Lives at western end of Goodenough Way.

Would really like the bus but needs contractors to be able to park their vans out front when having building work done.

Would like the bus and if had it would not need to use the car.

Wife used to rent a garage which now lost to BrickxBrick development but saving them £60 a month on garage rental.

Sooner get this done the better



Handwritten notes in Arabic:
"This is last high garage"
"Better get this done the better!"
"Still fairly happy."
"We paying £60 a month for garage."

Suggested that the proposed bus stop on Ellis Rd would block a drive way
Are 2 bus stops needed on Lacey Green can the proposed double yellow lines go the other side of Lacey Green where it enters the estate and on the northern arm?
Three of the new bays shown on Goodenough Way are shown as blue badge bays and so they are not going to help the parking problem / should not count
Parking is the problem that needs sorting
Not against the bus but will disrupt too much for benefit of too few people
Can parking go be created on the green space at the end of Goodenough Way. Why did housing not go here?
Not the bus that is the problem, it is getting rid of parking for the bus that is the problem
Do the proposed double yellow lines need to be double? Could they operate just some of the time



Not the bus that is the problem
it is getting rid of parking for the bus
Do the double yellow need to be double
could they operate the line of the bus?!

Absolutely do not want a bus. No one needs it
There is an error on the drawing. The central north/south fire access off Goodenough Way will remain a fire access and so cannot show parking bays in front of it.
Get rid of the gates to the fire access and provide parking bays off the fire accesses

	<p>Tollers Lane Estate Proposed Highway Changes</p> <p><i>Absolutely don't want a dropped kerb and no one will park there. Drop kerb, drop a kerb will remain a fire access</i></p> <p>KEY</p> <ul style="list-style-type: none"> Existing Double Yellow Lines Proposed Double Yellow Lines Removal of Double Yellow Lines Blue Car Parking Spaces - to be implemented from Spring 2019 Red Car Parking Spaces - to be implemented from Spring 2020 <p><small>Note: All changes dependent on the outcome of Transport for London's consultation on the 404 bus service serving the Tollers Lane Estate</small></p> <p>Delivering for Croydon CROYDON www.croydon.gov.uk</p>
<p>Lives in one of the maisonettes on Toller's</p>	<p>Has to park their car on Toller's Lane next to the Lacey Green green space. Residents of the maisonettes who have tried parking their cars further down Toller's get their car keyed or otherwise damaged by residents not wanting them to park there. These events have been reported to the police.</p> <p>Would the Council pay for dropped kerbs / crossovers to enable parking in the front gardens etc. of properties?</p> <p>Dangerous further down Toller's Lane where the existing bus stops are. Cars speed along here even though a 20mph limit.</p> <p>Why do we need parking restrictions at the junction of Lacey Green / Goodenough Way? The bus made the turn on the test.</p>

Tollers Lane Estate Proposed Highway Changes



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KEY

- Existing Double Yellow Lines
- Proposed Double Yellow Lines
- Removal of Double Yellow Lines
- New Car Parking Spaces - to be implemented from Spring 2019
- Car Parking Spaces - to be implemented from Spring 2020

Note: All changes dependent on the outcome of Transport for London's consultation on the 484 bus service serving the Tollers Lane Estate

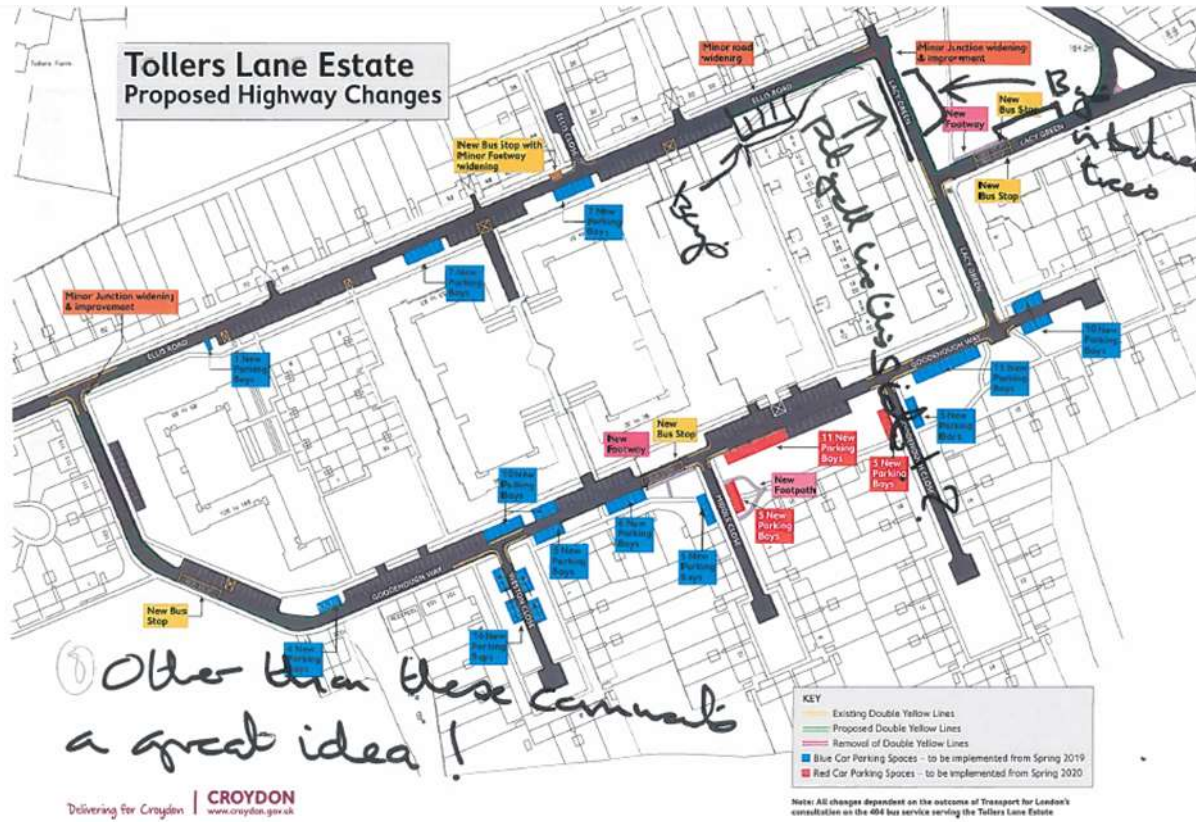
6

Need answers to how long the buses are and when they will be electric.



Need to provide for more parking at Lacey Green and eastern end of Ellis Road

Other than these comments, a great idea!



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REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 2 MAY 2019
SUBJECT:	BENSHAM MANOR AREA – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED INTRODUCTION OF A CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Paul Scott, Cabinet Member for Environment, Transport and Regeneration (Job Share)
WARDS:	Bensham Manor and 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"> • Croydon Local Plan Feb 2018 • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43. • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
These proposals can be contained within 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 that he:	
1.1	Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Bensham Manor Area.
1.2	Agree to proceed to the formal consultation stage for a proposal to introduce a new CPZ operational 9am – 5pm Monday to Saturday into Attlee Close, Kynaston Avenue, Kynaston Crescent, Kynaston Road (south eastwards of Swain Road junction, Nos. 1 – 53 & 2 – 64), Palmerston Road, Pitt Road and Sandringham Road as shown on Drawing No. HWY/PD/0219/391.
1.3	If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm 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 Bensham Manor Area which includes roads bounded by the existing Thornton Heath CPZ, Princess Road area CPZ, proposed Lakehall Road area CPZ and Brigstock Road.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage with a proposal to introduce controlled parking into Attlee Close, Kynaston Avenue, Kynaston Crescent, Kynaston Road (south-eastwards of Swain Road junction Nos. 1 – 53 & 2 – 64), Palmerston Road, Pitt Road and Sandringham Road as shown on Drawing No. HWY/PD/0219/391.
- 2.3 On 23 April 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer consideration of the matters detailed paragraph 2.2 above to the Traffic Management Advisory Committee for onward recommendation and determination to the Cabinet Member for Environment, Transport and Regeneration (job share).

3 DETAIL

- 3.1 A petition has been received from residents of Sandringham Road and Palmerston Road (during February 2019), requesting that a residents' permit scheme be introduced to help improve parking conditions. The Residents of Sandringham Road & Palmerston Road stated "We the undersigned residents would be in favour of a CPZ (Controlled Parking Zone)".
- 3.2 In response the Council commenced an informal consultation for possible parking controls in a large area in roads bounded by the existing Thornton Heath CPZ, Princess Road area CPZ, proposed Lakehall Road area CPZ and Brigstock Road on 1 March 2019 until 29 March 2019 although returns were accepted until Wednesday 3 April 2019.
- 3.3 A total of 1753 sets of consultation documents (one per property) 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 this area. Included in each pack was a pre-paid envelope for the return of the questionnaire.
- 3.4 Consultees were requested to register their "Yes/No" preference votes, with the operational hours of 9am to 5pm Monday to Saturday matching the controls in the existing zone bordering the consultation area.

4 INFORMAL CONSULTATION

4.1 Over the course of the informal consultation a total of 375 questionnaires were returned, representing a 22% response rate which is similar to that normally expected for an informal consultation exercise of this type. Table 1 shows the number of properties and returns for all of the individual roads within the consultation area.

Table 1 – Response rates by road

Street name	No. of Properties	No. of responses	Response rate
Attlee Close	52	7	14%
Bensham Close	13	6	46%
Bensham Lane	88	11	13%
Bensham Manor Road	254	39	16%
Berne Road	61	11	18%
Boswell Road	59	17	29%
Ecclesbourne Road	168	27	16%
Geneva Road	28	8	29%
Haslemere Road	95	30	32%
Kemsing Close	12	1	8%
Kynaston Avenue	125	36	29%
Kynaston Crescent	41	11	27%
Kynaston Road	80	16	20%
Lucerne Road	81	15	19%
Marion Road	67	19	29%
Norman Road	36	4	11%
Palmerston Road	25	10	40%
Penshurst Road	133	33	25%
Pitt Road	36	13	36%
Sandringham Road	33	12	36%
Swain Road	36	8	22%
Torrige Road	99	24	24%
Zermatt Road	62	16	26%
Total	1684	375	22%

- 4.2 Response rates varied from a high of 46% from Bensham Close, 40% from Palmerston Road and 36% from Pitt Road & Sandringham Road. With Kemsing Close to lows of 8%, Bensham Lane (13%), Norman Road (11%) Attlee Close (14%).
- 4.3 Low response rates are often received from residents in roads where there are dedicated off-street parking areas and where there are a high proportion of short-term rented properties where residents feel that they will either not be affected or where they are likely to move in the near future.
- 4.4 The table 2 below shows in detail the road by road responses.
- 4.5 Overall, table 2 shows 375 respondents (41%) indicated that they were in favour of the introduction of a CPZ in their road. 220 respondents (59%) did not support the introduction of parking controls.

Table 2

Are you in favour of a CPZ?					
	No. of responses	Yes		No	
Attlee Close	7	3	42%	4	57%
Bensham Close	6	3	50%	3	50%
Bensham Lane	11	3	27%	8	72%
Bensham Manor Road	39	12	30%	27	69%
Berne Road	11	1	9%	10	91%
Boswell Road	17	5	29%	12	70%
Ecclesbourne Road	27	5	18%	22	81%
Geneva Road	8	1	13%	7	88%
Haslemere Road	30	10	33%	20	66%
Kemsing Close	1	0	0%	1	100%
Kynaston Avenue	36	23	64%	13	36%
Kynaston Crescent	11	7	63%	4	36%
Kynaston Road	16	4	25%	12	75%
Lucerne Road	15	5	33%	10	66%
Marion Road	19	8	42%	11	58%
Norman Road	4	0	0%	4	100%
Palmerston Road	10	10	100%	0	0%
Penhurst Road	33	17	51%	16	48%
Pitt Road	13	11	84%	2	15%

4.6 On a road by road basis of respondents, of the 23 roads consulted:-

Sandringham Road	12	10	83%	2	16%
Swain Road	8	2	25%	6	75%
Torrige Road	24	11	45%	13	54%
Zermatt Road	16	4	25%	12	75%
TOTAL	375	155	41%	220	59%

- Six roads had a high percentage (over 60%) in favour of the introduction of parking controls; Kynaston Avenue, Kynaston Crescent, Kynaston Road, Palmerston Road, Pitt Road and Sandringham Road.
- Fourteen roads did not support the introduction of parking controls or had a poor response rate; Attlee Close, Bensham Lane, Bensham Manor Road, Berne Road, Boswell Road, Ecclesbourne Road, Geneva Road, Haslemere Road, Kemsing Close, Lucerne Road, Marion Road, Norman Road, Swain Road and Zermatt Road.
- Three roads Bensham Close, Penhurst Road and Torrige Road, was split to about 50:50.

4.7 With the figures now presented from this informal consultation it is recommended to proceed with a formal consultation in roads shown in Drawing No. HWY/PD/0219 /391 and listed in table 3 which show the majority of roads in favour of parking controls. Attlee Close is included in the proposed extension area due to its proximity to the existing and proposed controlled areas. It is worth noting that in Attlee Close most residents are able to park in private areas off the highway.

Table 3 – roads including part of Kynaston Road to be formally consulted

Street Name	No. of responses	Are you in favour of a CPZ?			
		Yes		No	
Attlee Close	7	3	42%	4	57%
Kynaston Avenue	36	23	64%	13	36%
Kynaston Crescent	11	7	63%	4	36%
Kynaston Road (SE of Swain Road)	13	8	61%	5	38%
Palmerston Road	10	10	100%	0	0%
Pitt Road	13	11	84%	2	15%
Sandringham Road	12	10	83%	2	16%
TOTAL	102	72	71%	30	29%

- 4.8 With regards to operational hours, there were few requests in the comments box on the questionnaire for different operational hours than the 9am to 5pm, Monday to Saturday proposal although there was some demand to have Event Day controls when there are games being played at the nearby Selhurst Park Stadium.
- 4.9 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.
- 4.10 The informal consultation is titled 'Bensham Manor area' to reflect streets from where most of the residents are suffering from the parking pressure / displacement effects from the nearby N1 (Princess Road area) and Thornton Heath CPZs. It has been noted that commuter parking takes place as this area is close to the Thornton Heath rail station, with some parking taking place by staff working in the nearby shops and businesses, including Croydon University Hospital.
- 4.11 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.
- 4.12 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.
- 4.13 Once the notices have been published, the public has 21 days to comment or object to the proposals. If no relevant objections are received, the Traffic Management Order may then be 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 for consideration and onward recommendation to the Cabinet Member for Environment, Transport and Regeneration.

5 FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2019/20. Total funding of £75k is included for controlled parking schemes in 2019/20.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2019/20	2020/21	2021/22	2022/23
	£'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	75	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	18	0	0	0
Remaining Budget	<u>57</u>	<u>0</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 Bensham Manor area has been estimated at £18,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs.
- 5.2.2 These costs can be contained within the available capital budgets for 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 (Pay by Phone), 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, Residents and Gateway

6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance 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.

6.2 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.

6.3 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.

6.4 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. 6.5 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.

6.5 Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

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: Jennifer Sankar, Head of Human Resources.

8. CUSTOMER IMPACT

8.1 The introduction of a new CPZ into Attlee Close, Kynaston Avenue, Kynaston Road (Kynaston Avenue to Sandringham Road), Sandringham Road & Palmerston 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 The fact that uniformed Civil Enforcement Officers will be regularly patrolling the area should have a deterrent effect on crime.

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.

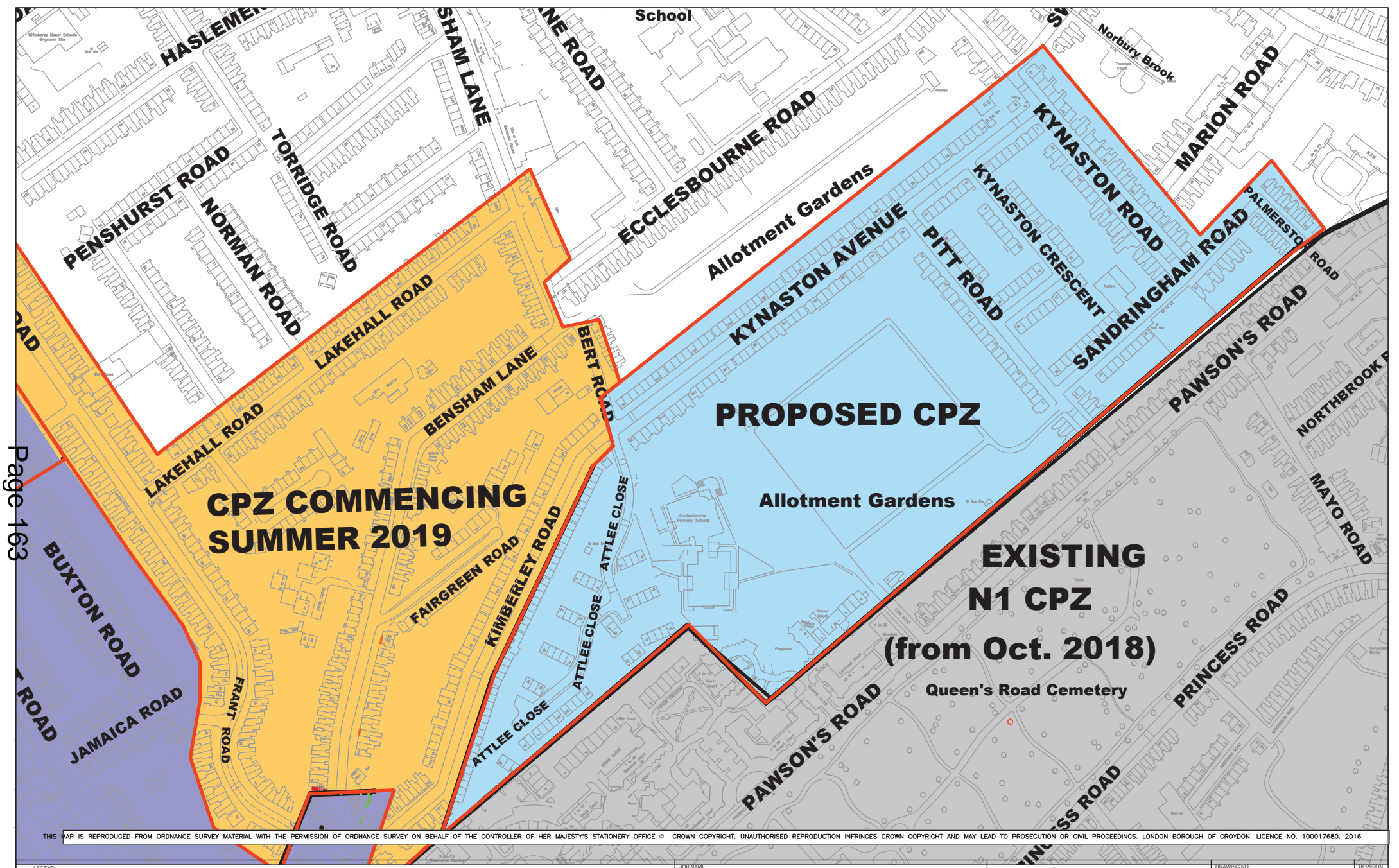
13. OPTIONS CONSIDERED AND REJECTED

- 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: Harji Hirani, Traffic Engineer,
Parking Design, Highway Improvements, Streets,
020 8726 6000

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

BACKGROUND DOCUMENTS: Consultation Documents



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LEGEND	JOB NAME Bensham Manor Area				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO HWY/PD/0219/391	REVISION
	DRAWING TITLE CPZ Scheme Consultation Boundary				HIGHWAY IMPROVEMENTS		STATUS PRELIMINARY	 www.croydon.gov.uk Delivering for Croydon
	DESIGNER HH	VERIFIED DW	SCALE AT A3 NTS	DATE 25/02/19				

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Place Department
Highways
Bernard Weatherill House
8 Mint Walk
Croydon
CR01EA
Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

Bensham Manor Area

Important Parking Information

**Possible Parking Scheme
Questionnaire**

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/PS/HH
Date: **27 February 2019**

Dear Occupier,

Possible Controlled Parking Zone in the Bensham Manor area, Thornton Heath.

I am writing to ask for your views on the possibility of introducing a Controlled Parking Zone (CPZ) into the area shown on the enclosed map. This is in direct response to a petition received from residents of Sandringham Road and Palmerston Road, requesting that the Council consider introducing parking controls to help improve parking conditions for residents.

The CPZ in the nearby Pawson's Road area (N1 Zone) and the Thornton Heath CPZ operate between 9am and 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 RingGo cashless system. Residents and businesses within the zone boundary are eligible to purchase parking permits.

It has been agreed that if controls are to be introduced into this area there will be no Pay & Display machines and non-permit holders would need to use the Pay by Phone, RingGo cashless system. The feedback received in response to this informal consultation will assist the Traffic Management Advisory Committee (TMAC) in reaching a decision on whether to proceed with a CPZ scheme either in the whole consultation area or part of this 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 29 March 2019**.

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 29 March 2019 will be presented in a report to the TMAC when they meet on 2 May 2019 for their 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 **Harji Hirani** on **0208 726 6000** or by email harji.hirani@croydon.gov.uk should you require information or clarification on this proposal.

Yours faithfully,

David Wakeling Parking Design Manager – Highway Improvements

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Bensham Manor Area

Important Parking Information

**Possible Parking Scheme
Questionnaire**

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/PS/HH
Date: **27 February 2019**

Dear Occupier,

Possible Controlled Parking Zone in the Bensham Manor area, Thornton Heath.

You may recall that in October 2018 we asked your views on the possible introduction of parking controls into your road. As a result of this consultation it is proposed to introduce a Permit / Pay by Phone scheme into a number of roads near where you live including Lakehall Road, Bensham Lane (part), Bert Road, Kimberley Road, Frant Road, Meadow View Road, Queenswood Avenue and Kingswood Avenue. This will be subject to formal consultation taking place shortly but, assuming all goes to plan, a scheme could be in place by the summer of 2019.

Recently a petition has been received from residents of Sandringham Road and Palmerston Road, requesting that the Council consider introducing parking controls to help improve parking conditions for residents. If controls are introduced into roads surrounding this area this is likely to have a detrimental effect on parking into your road and I am giving you a further opportunity to vote for, or against, an extension of the Controlled Parking Zone (CPZ) – please see attached map of the area.

The CPZ that is to be introduced in the summer will operate between 9am and 5pm, Monday to Saturday matching most schemes in the Borough. 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 RingGo cashless system. Residents and businesses within the zone boundary are eligible to purchase parking permits.

It has been agreed that if controls are to be introduced into this area there will be no Pay & Display machines and non-permit holders would need to use the Pay by Phone, RingGo cashless system. The feedback received in response to this informal consultation will assist the Traffic Management Advisory Committee (TMAC) in reaching a decision on whether to proceed with a CPZ scheme either in the whole consultation area or part of this area.

Cont. overleaf

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 29 March 2019**.

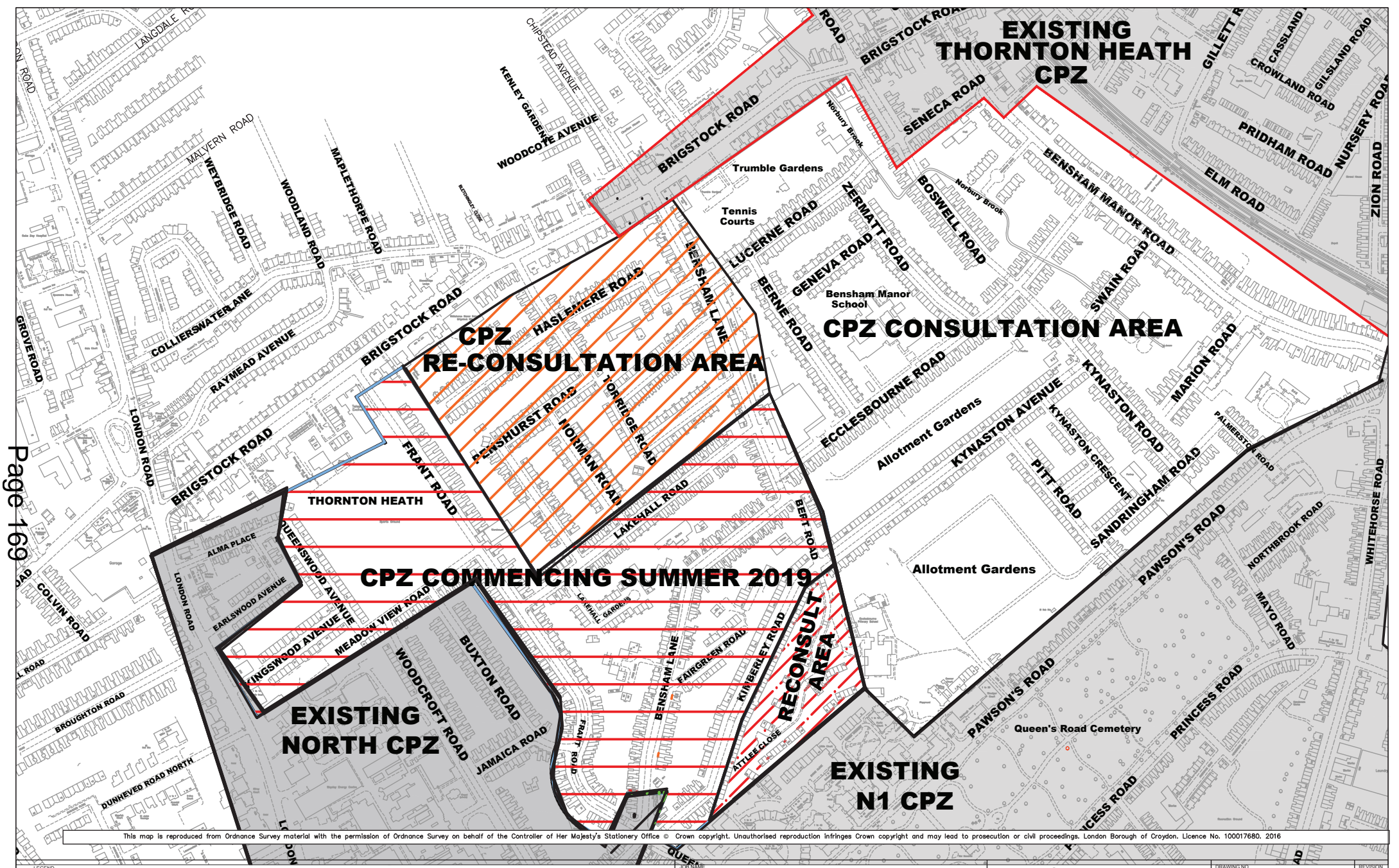
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Please do not hesitate to contact **Harji Hirani** on **0208 726 6000** or by email harji.hirani@croydon.gov.uk should you require information or clarification on this proposal.

Yours faithfully,

David Wakeling Parking Design Manager – Highway Improvements



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LEGEND		JOB NAME Bensham Manor Area		DRAWING NO HWY/PD/0219/386		REVISION	
DRAWING TITLE CPZ Scheme Consultation Boundary		PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		STATUS PRELIMINARY		CROYDON Delivering for Croydon	
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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?

Existing parking controls in this area operate 9am – 5pm Monday to Saturday and it is proposed that the same times will be used for this area if a scheme is introduced.

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 by phone users will only be able to park for up to the maximum stay shown on the parking sign at the bay although it is proposed that 8 hours parking will be used in this area.

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 either use the Pay by Phone method to purchase time or purchase a cashless Resident Visitor Permit (obtained via the resident they are visiting by the Pay by Phone method).

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

The shared-use Permit / 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 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?

Currently the cost of permits are:

Residents

- £80 per year for first vehicle
- £126 per year for second vehicle (maximum of 2 permits per household)

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**)

8. cont.

Businesses

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

Please also note that permit charges are currently under review and it is possible that the Council may change the prices charged subject to Cabinet approval in April 2019.

9. How much will pay by phone tickets cost?

Current charges in this area are:

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 yellow lines be marked?

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.

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 or paying for time via the pay by phone system.

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 2 May 2019, 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.

Bensham Manor Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by Friday, 29 March 2019

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 plan – one response per household and returned using the official pre-paid envelope provided.*

Are you in favour of introducing a Croydon CPZ into your road with 9am to 5pm, Monday to Saturday controls and shared-use Permit / Pay by Phone bays?

Please choose **one** option only by putting an 'X' in the appropriate box.

Yes, controlled parking is needed

No, controlled parking is not needed

Comments:

The results of the consultation will be presented in a report to the Traffic Management Advisory Committee for consideration at its next meeting at 6.30pm on 2 May 2019 in the Town Hall, Katharine Street, Croydon. The report will be available to view from 25 April 2019 using the following link:

www.croydon.gov.uk/democracy/dande/minutes

Please return using the pre-paid envelope provided

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REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 2 May 2019
SUBJECT:	SCHOOL STREETS
LEAD OFFICER:	Shifa Mustafa, Executive Director, Place
CABINET MEMBER:	Councillor Paul Scott, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	Norbury and Pollard Hill, Crystal Palace & Upper Norwood, West Thornton, Bensham Manor, Purley Oaks & Riddlesdown, Kenley, New Addington South
CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:	
<p>School Streets are intended to contribute to securing a healthy and safe environment near to schools, and to help children and parents use cars less and to walk, cycle and use public transport more.</p> <p>The School Streets support objectives in the:</p> <ul style="list-style-type: none"> • Corporate Plan 2018 – 2022. • Third Local Implementation Plan (LIP3). • Air Quality Strategy and Air Quality Actions Plan. • Croydon’s Public Health Strategy. • Croydon’s Community Strategy 2016 – 2021. • Parking Policy (draft for consultation, agreed by Cabinet on 25 March 2019) 	
FINANCIAL IMPACT:	
<p>The cost of conducting the formal consultation can be met within the established operations budget. The financial implication of introducing School Streets depends on the outcome of the recommended formal consultation. Any subsequent decision to implement School Streets will be paid back within 2 years.</p>	
RECOMMENDATIONS:	
<p>1.1 Note the engagement with 93 junior and primary schools; the receipt of 31 School Street requests; the identification of 11 favourable locations; and the selection method for proposing School Streets in an initial 8 locations. Note that 2 further schools have requested a scheme, subsequent to the initial assessments and selections were made.</p> <p>1.2 Note the summary of responses received to the informal engagement with residents, businesses and other occupiers within the areas potentially affected by the 8 School Street proposals.</p> <p>1.3 Note the Executive Director of Place has agreed to proceed with formal consultations on proposals to introduce 8 separate School Street schemes in the following locations:</p>	

- Norbury Manor Primary (Norbury Park ward)
- Fairchildes Primary School (New Addington South ward)
- Harris Academy Purley (Purley Oaks & Riddlesdown ward)
- Winterbourne Junior Girls and Boys School (Bensham Manor ward)
- Cypress Primary School (Crystal Palace & Upper Norwood ward)
- Downsview Primary & Nursery (Norbury Park ward)
- Harris Primary Academy Kenley (Kenley ward)
- West Thornton Primary Academy, Rosecourt Road site (West Thornton)

The Highway Improvement Manager, Public Realm Directorate has been delegated the authority to give the Public Notice for formal consultation.

- 1.4 Note the results of formal consultations is a Key Decision and as such will be referred to the Traffic Management Advisory Committee for advising the Cabinet Member for Transport and Environment (job share) on whether or not to implement the Proposals.

2 EXECUTIVE SUMMARY

- 2.1 On 18 April 2019 and pursuant to the delegation from the Leader dated 6 June 2016, the Executive Director Place, following consultation with the Cabinet Member for Environment, Transport and Regeneration (job share) determined that it was appropriate to refer the matters detailed in 1.3 above to the Traffic Management Advisory Committee.
- 2.2 Roads with a school entrance are spaces where children and moving motor vehicles co-exist. Many such roads are experiencing illegal parking and often hostile traffic conditions at the start and end of the school day. The situation has health and safety implications for both children and adults. The situation is worsening, due to the continual growth in the number of cars on the road and a decade high peak in the number of children coming into school age. Regional and Local transport policies translate into a need for actions to help reverse the trend of an increasing number of children being driven to school, given the congestion and public health implications.
- 2.3 Conventional parking enforcement patrols have been intensified near schools entrances in recent years. However, they are resource demanding and prove to have a limited short term effect. Regular occasions of open hostility towards staff and other road users set a bad example to the children. The Deregulation Act 2015 removed the powers to use camera enforcement around schools, with exception of the school zigzag. The conventional measures alone are proving insufficient in resolving illegal parking near school entrances and it cannot address the road safety and air pollution effects from traffic congestion.
- 2.4 A School Street, in present context, is a street with a school entrance which during the start and end of the school day is restricted to use by pedestrians and cyclists, with most motor vehicle traffic prohibited. The School Street is

intended to contribute to securing a healthy and safe environment near to a school, and to help children and parents use cars less and to walk, cycle and use public transport more (see paragraph 3.1.3 for more details).

2.5 An initial engagement with regards to introducing 8 new School Street schemes has produced a result as follows:

- 1,985 consultation letters issued.
- 346 responses received.
- 25% are opposed to the proposal.
- 69% are in favour of the proposal.
- 4% are in favour, but on condition the zones extend further than proposed.
- 2% undecided.

2.6 The results of the formal consultation on the proposed Traffic Management Orders to implement a School Street in the 8 locations will be reported to this Committee.

2.7 Subject to the outcome of the formal consultation, it is anticipated that minimum 3 School Streets could be implemented before start of the new school year in September 2019, with the remainder being implemented by 31 March 2020.

2.8 The financials of implementing a School Street depends on the number of entry points to the road(s) being covered in the scheme. The average School Street cost approximately £47k to install and £47k p.a. to operate.

3 DETAILS

3.1 POLICY OBJECTIVES FOR SCHOOL STREETS

3.1.1 The Corporate Plan responds to National, Regional and Local policies and priorities. Amongst other objectives, the Plan sets out to support the development of a culture of healthy living, deliver the Air Quality Action Plan and tackling idling vehicles, in particular around schools¹.

3.1.2 The Air Quality Action Plan is a five year plan to improve air quality within Croydon.

3.1.3 The Third Local Implementation Plan (LIP3) reflects local plans and The London Mayor's over-reaching strategy, including that all local Councils must help children and parents to use cars less and to walk, cycle and use public transport more. This requires amongst other things that a healthier and safer environment is established at the school entrance. The strategy requires that London Local Authorities reduce the volume of traffic by 5% by 2021².

3.1.4 The Public Health Report 2017 (the latest) identifies that Croydon currently has the highest rate of hospital admissions for childhood (0-9 years) asthma and

the third highest number of asthma deaths in London. 7.5% of premature deaths in Croydon are linked to air pollution³.

The level of Croydon residents who regularly travel by active modes (walking and cycling) is lower than in each of our neighbouring 6 boroughs. Only 26% of Croydon residents undertake the minimum 20 minutes of active travel each day needed to stay healthy. One in three of our children are now overweight and two in three adults are overweight⁴.

Croydon's Community Strategy has as priority to secure a good start in life, improve health outcomes and healthy life expectancy, and to secure a safer, cleaner and greener borough⁵.

The school run presents a particularly harmful combination of air pollution and inactivity for children and parents. Air pollution is typically worse inside a car in congested traffic, compared to walking on the pavement.

1. <https://democracy.croydon.gov.uk/mgConvert2PDF.aspx?ID=9963>
2. <https://www.croydon.gov.uk/transportandstreets/policies/draft-third-local-implementation-plan---consultation>
3. <https://www.croydon.gov.uk/democracy/dande/policies/health/annual-public-health-report>
4. <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Healthy%20Weight%20Action%20Plan%202017-2020.pdf>
5. <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Community Strategy 2016 21.pdf>

- 3.1.5 The draft Parking Policy and Action Plan agreed by Cabinet on 25 March 2019, subject to consultation, sets out to introduce School Streets, using ANPR technology.

3.2 EVIDENCE FOR SCHOOL STREETS

- 3.2.1 The School Street is a relatively young concept. In present context, it is a street with a school entrance which during the start and end of the school day is restricted to use by pedestrians and cyclists, with most motor vehicle traffic prohibited. The method for operating a Schools Street is described in Appendix 2.

- 3.2.2 The UK's continued growth in car ownership (+9% in the last 5 years, significantly faster than the +2.5% over the 5 years prior⁶) and a decade high peak in the number of children coming into school age (+22% compared to 10 years earlier⁷) are adding to the pressure in school roads. These causal factors follow economic and population cycles, which in Croydon are forecast to grow significantly above the UK average over the next decade. The naturally occurring cycles can therefore not be relied on to automatically resolve the traffic and parking situations at many junior and primary schools. The presently

worsening situations cannot be resolved without introducing some form of discouragement to driving.

3.2.3 School street traffic at the start and end of the school day does of course not relate solely to the school run. In some school roads there is also an element of commuter traffic using the road as a so-called rat run. The amount of such commuter traffic is additionally influenced by the increased car use.

3.2.4 The increase in car use influences parents' perception of child safety, further emphasising to them the necessity to drive their child to school. This self-perpetuation element in the current situation demands a strong measure, to help reverse the unsustainable trend of an increasing number of children being driven to school for relatively short journeys.

3.2.5 Several school roads have reached saturation point at the start and end of school days – meaning that in the most severe places there is practically no road space left for the problem to change much for the worse. What is changing, however, is the awareness of and attitude towards air pollution. Public opinion no longer tolerates the existing levels of traffic and air pollution.

In Croydon's online public engagement survey in September 2018², 86% of 994 respondents agreed that traffic levels are too high in Croydon and 72% agreed it should be lowered. 74% agreed they are concerned about air quality. 62% agreed they would use the car less if alternatives were better. 57% agreed they would walk more and 39% would cycle more if conditions were right.

6. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/716075/vehicle-licensing-statistics-2017-revised.pdf
7. <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/bulletins/birthsummarytablesenglandandwales/2017>

3.2.6 Croydon introduced 3 School Street pilot schemes under experimental traffic orders in 2017. The outcome was reported to this Committee on 4 July 2018. The then use of an experimental procedure, to appropriately enable amendments or reversal of the pilot schemes following learning, attracted criticism from some of those who participated in the post-installation consultation on the permanent traffic management orders. Nonetheless, the schools and residents within the 3 pilot zones responded favourable towards the schemes in the subsequent consultation.

3.2.7 The 3 School Street pilots are not isolated devices. Parallel information and training activities were undertaken by the school road safety team, under the STARS accreditation scheme. STARS is a TfL initiative for inspiring young Londoners to travel to school **sustainably, actively, responsibly and safely** by championing walking, scooting and cycling⁸.

Before and after surveys, precisely 1 year apart, have indicated the pilot schemes have significantly reduced car use. They identified a 15% (worst case) to 62% (best case) uptake in cycling, scootering and walking, and a 15% to 25% reduction in car use. The variances in the outcomes at the pilot schools are somewhat proportional to the car ownership and topology in the landscape near the schools – e.g. the biggest measured reduction in car use occurred at a school in the south of the borough where the latest 2011 census evidence that car ownership is more prevalent. The conversion is expected to be less where a school has a large catchment area, under-developed public transport, hilly surroundings or links to dangerous roads – where many parents currently do not feel any choice but to use the car.

It generally requires a relatively small change in the number of cars travelling in a road to make the difference between free-flowing traffic and obstructive congestion. When compensating for a low statistical confidence in the small number of samples in the existing data, it remains reasonable to conclude that the reduction in car use from the 3 existing School Street schemes and their combination STARS initiatives, has been significant, with more parents and children helped to use more active modes of travel.

- 3.2.8 Residents in roads neighbouring the 3 pilot schemes roads have raised concerns about feelings they had inherited the whole school run problem. However, the residual parking was evidently less in amount and it was dispersed over a wider area, compared to the prior situation surrounding the school entrance. The initial complaints from residents in neighbouring roads have gradually ceased. Parents have needed time to adjust and find alternatives to using the car.

Parents become educated and socially influenced by observing other parents, demonstrating that children can walk to school or be dropped off further away from school and walk the last leg of the journey in a safer and healthier street. The School Street is highly symbolic in this respect. It is yet unknown if and to what extent a School Street scheme could affect future school choices.

- 3.2.9 The existing 3 School Streets in Croydon were in 2018 judged by 2 separate panels of parking and road safety opinion leaders. The School Streets received recognition as winning entries at the British Parking Association Awards (2018, parking in the community category) and the London Road Safety Awards (2018, outstanding contributions to road safety category).

<https://stars.tfl.gov.uk/About/About>

- 3.2.10 A growing number of London boroughs are implementing School Streets. The Croydon officer with operational responsibility for School Streets attended a knowledge sharing session organised by London Borough of Hackney in December 2018, to discuss common issues, lessons learned and identify best practice. Discussions and comparisons made at this session, and the subsequent information exchanges with other boroughs within the network, has

validated to officers that the Croydon approach to School Streets represents current best practice.

3.2.11 Air pollution data was not collected for the pilot schemes. Such surveys now form part of the recommendations in the present report.

3.3 METHOD FOR SELECTING 8 NEW SCHOOL STREET PROPOSALS

3.3.1 In an email of 8 November 2018, 93 primary and junior schools were invited to request a School Street. 31 schools responded with a formal request. None of the schools responded unfavourably towards the School Street concept. The numbers and the strength of demands stated by the schools was higher than anticipated. Further 2 schools have responded after the initial assessment was completed and they will now be included for future consideration.

3.3.2 An objective method was used to rank the schools priorities. A factors weighting was derived by analytical hierarchy process, decomposing the decision-making problem into simpler pair-wise comparisons between each of the candidate factors. The conditions for each factor, at each candidate school was scored as being favourable, neutral or unfavourable towards a School Street scheme. The multiplied out scores have derived a priority ranking.

Factor	Weight	Assessment multiplier		
		Favour	Neutral	Unfav.
Risks to children and/or public order exist	33%	x +1	x 0	x -1
No impact on essential traffic (main road, bus etc)	28%	x +1	x 0	x -1
Situated within HSN area of interest	9%	x +1	x 0	x -1
Concerns expressed by the school	9%	x +1	x 0	x -1
Alternative travel exists, PTAL/CTAL > 2	7%	x +1	x 0	x -1
Air pollution and/or health issues exist	5%	x +1	x 0	x -1
School is registered for STARS accreditation	5%	x +1	x 0	x -1
Catchment distance, 75% < 20min walk	2%	x +1	x 0	x -1

3.3.3 The initial assessment identified 12 schools (in 11 locations) with favourable conditions. 7 locations are neutral, where it could be feasible to implement a scheme but conditions are not straightforwardly favourable and may require combination schemes. 12 locations have unfavourable conditions, such as too significant an impact on essential traffic and many local residents.

Table 2 – Schools selected for School Street consultation.

School	Post code	Ward
Norbury Manor Primary	SW16 5QR	Norbury and Pollards Hill
Fairchildes Primary School	CR0 0AH	New Addington South
Harris Academy Purley/Regina Coeli	CR2 6DT	Purley Oaks & Riddlesdown

Cypress Primary School	SE25 4AU	Crystal Palace & Upper Norwood
Winterbourne Junior Girls and Boys	CR7 7QT	Bensham Manor
Downsview Primary & Nursery	SE19 3XE	Norbury and Pollards Hill
Harris Primary Academy Kenley	CR8 5NF	Kenley
West Thornton Primary Academy	CR0 3BS	West Thornton

3.4 ENGAGEMENT

- 3.4.1 The informal consultation stage is an early engagement for purpose of gauging opinions and receiving feedback to verify the initial assumptions for a proposal. It is an invitation to residents, businesses and occupiers/operators of amenities within and immediately around the proposed zone to contribute their first-hand experiences and observations which are otherwise not obviously available to the local authority officers. The informal consultation letter (see Appendix 5) included that the results would be reported to this Committee.
- 3.4.2 The proposed School Street zones aim to be extensive enough to practically influence the traffic management objectives of reducing congestion and parking near to the school entrance, while being small enough to minimise the number of residents and businesses impacted by time restrictions on visitors and deliveries. A smaller zone results in a relatively shorter and more tolerable walking distance for visitors that at certain times must parking outside of the zone.
- 3.4.3 The consultees were invited to propose changes to the initial zone layout, within the constraints that it is only feasible to establish zone start and end points at appropriate road junctions, which present drivers with a realistic opportunity to select an alternative route and avoid leading drivers into a road where they would be forced to make difficult and potentially hazardous U-turns. The engagement effectively enabled the schemes being co-designed with the immediate community, before finalising and, if appropriate, recommending a formal proposal for wider public consultation under the statutory procedure.
- 3.4.4 An initial 680 consultation letters were issued on 28 January 2019. The questionnaires asked respondents to commit a Yes or No to the need for “traffic restrictions at the start and end of school days” and to provide comments. The consultation letter included a drawing of the proposed zone and answers to 15 frequently asked questions. Of the initial 141 responses, 116 were in favour of the proposal (82%). Several of the residents in opposition from outside the proposed zones stated they would in fact support the scheme, if the proposed zone is extended to also include their address. For example, at Harris Academy Kenley, representations from residents indicated that the initial proposal had possibly been too sensitive to keeping the 97 addresses in Little Roke Avenue outside of the zone. Similar comments, although fewer in numbers, were also received from the other areas. It was felt necessary to better understand the geographical limits and sensitivity of such views.

3.4.5 An additional 1,305 consultation letters were subsequently issued on 19 February 2019, to widen the engagement into an additional area ring around the 8 school locations and to include a third questionnaire option for extending the zone. The third option stated: “Yes, traffic restriction at start and end of school day is needed but should be wider than proposed”.

3.4.6 A total of 1,985 addresses received the consultation letters. 346 responses are received.

3.4.7 The TfL were asked, by email on 29 January 2019, for their initial views with regards to the Winterbourne Road proposal sharing a junction with the A23 Red Route. The TfL have not yet responded and will be asked again during the formal consultation.

3.4.8 Analysis of the responses:

- The responses are overall more in favour of the School Street than the experience from the 2017 pilot schemes. The 2019 responses are:
 - 25% are opposed to the proposal.
 - 69% are in favour of the proposal.
 - 4% are in favour, on condition the zones extend further than proposed.
 - 2% undecided.

Detailed breakdown, by scheme, is provided in Appendix 4.

- Variances between the response rates and opinions from addresses within, immediately outside and further outside the zones follow an anticipated profile that mirrors the general experiences from parking schemes.
- Variances in response rates from the different school locations follow an anticipated profile, which from general experience tend to be associated with the localised proportion of owned homes with driveways.
- Notably, the responses do not quote the publicity from the Council and the local press – e.g. the terms ‘modal switch’ and ‘active modes’ are not reflected. Respondents generally wish the best for the children, with less congestion and less hostility, as long as it doesn’t affect access to their own driveway.

Table 3 – Consultation responses summary by general stakeholder category.

Stakeholder category	Result	Headline comments
Address within the proposed zone (n=434)	44% response rate 15% against 71% for 14% for, with extension 1% undecided	Identify with the problems to be solved. Strong expressions of support for a School Street. Urging a speedy introduction. Need for all-time access to vulnerable relatives.

Address up to 100m outside the propose zone (n=491)	18% response rate	No majority view, but the largest group is against, for fear of worsening pre-existing access problems. Extending the zone by 100m (if possible) would swing views to a majority in favour.
	42% against 30% for 25% for, with extension 3% undecided	
Address between 100m and 300m outside the proposed zone (n=1,060)	6% response rate	Views somewhat indifferent on balance. Extending the zone significantly in size would swing to a majority in favour; but low response rate indicates weak interest/concern.
	31% against 30% for 36% for, with extension 3% undecided	
Wider public, other parties and special interest groups	Not measured at this informal stage	Needs of the emergency services, vulnerable road users etc will be considered in the final design and subjected to public consultation,

Table 4 – Consultation responses summary by the 8 locations.

Proposed location	Result	Headline comments
Norbury Manor Primary School (n=250, r=26, 10%)	15% against 54% for 27% for, extension 4% undecided	44% response rate and 100% in favour from addresses within the proposed zone. Respondents from addresses outside the zone are significantly in favour of an extended zone to encompass a further 220 addresses; but based on a 7% response rate.
Fairchildes Primary School (n=175, r=22, 13%)	32% against 36% for 32% for, extension 0% undecided	Demand for extending the proposed zone, from addresses outside the zone; but the low number of such responses (6 in 157 addresses) presently doesn't justify a decision. Concerns about displacement parking from grass verges outside the school, to grass verges in Comport Green.
Harris Academy Purley (n=155, r=32, 21%)	13% against 59% for 28% for, extension 0% undecided	Residents inside and outside the zone strongly in favour. Concern about displacement into Pampisford Road, which carries essential traffic. Residents in neighbouring small cul-de-sacs prefer similar zones in their roads; but difficult to justify based on low response and size of roads.

Cypress Primary School (n=175, r=62, 35%)	31% against 56% for 11% for, extension 2% undecided	57% response rate and 79% in favour from addresses within the proposed zone. 21% response rate and 62% opposition from residents in Auckland Road, at addresses within 100m distance of the proposed zone.
Winterbourne Junior Girls and Boys (n=450, r=76, 17%)	28% against 51% for 20% for, extension 1% undecided	51% response rate and 83% in favour from within the proposed zone. Majority of responses outside the proposed zone are in favour of a significant zone extension encompassing about 260 addresses, in 6 roads with 6 camera entry points. However, the outside response rate was just 7%.
Downsview Primary & Nursery (n=245, r=44, 18%)	25% against 48% for 23% for, extension 4% undecided	48% response rate and 95% in favour from within the zone. 54% against from addresses up to 100m outside the zone. 63% in favour from addresses more than 100m outside, with 36% demanding a zone extension. This demand would impact too significantly on essential traffic.
Harris Primary Academy Kenley (n=190, r=45, 24%)	36% against 42% for 22% for, extension 0% undecided	Mixed views both inside and outside the zone; but overall in favour of a zone starting at the junction with Lower Road. The zone will encompass 127 addresses. Starting the zone at the junction with Little Roke Avenue instead would result in difficult traffic circulation and disagrees with majority view.
West Thornton Primary Academy (n=345, r=39, 11%)	13% against 67% for 18% for, extension 3% undecided	62% response rate and 100% in favour from addresses within the proposed zone. 40% response rate and 75% in favour representation from residents 1–20 Brading Road, for the proposed zone to be extended to encompass their addresses.
Appendix 4 provides a more detailed breakdown of the results analysis.		

Table 5 – Consultation responses, quantification of comments.

Respondents	Qty	Comments
Opposing (r=87, 25%) 110 comments	36	Concern about impact caused in surrounding roads.
	17	Concern about access for visitors and home deliveries.
	10	Problems are real, but there must be a better solution.
	8	Too inconvenient for residents.
	7	Problems not severe enough to merit such restrictions.
	6	Will impose financial costs on residents.
	6	Many parents have no option and must use the car.
	4	Proposed 2 x 1.5 hour time periods are too long.
	3	Concern about access for/to disabled or vulnerable person.
	3	Would support restrictions if the zone was made larger.
	2	Concerned about reduced freedom of movement.
	2	Unfairly penalises residents for parents' behaviours.
	2	Makes neighbouring roads unsafe.
	1	Parents will simply arrive earlier.
	1	Will adversely affect my property value.
	1	School should provide drop-off and pick-up parking facility.
	1	Restrictions ok, but does not like enforcement cameras.
In favour (r=181, 52%) AND In favour, with an extension (r=72, 21%) 310 comments	56	Needed to improve access to my home/driveway.
	44	Needed to improve road safety.
	34	Needed to reduce congestion and bad parking.
	32	Needed to reduce aggression and altercations.
	19	Concern about impact caused in surrounding roads.
	17	It is long overdue; petitioned for years; implement soon.
	14	Needed to improve air quality.
	13	Yes, needed, but only if the zone is extended to my address.
	11	Needed to reduce damage to cars and property.
	10	Concern about future permit charges being introduced.
	9	Needed to discourage needless car use by parents.
	6	Concern about access for visitors and home deliveries.
	6	Needed to improve the local environment.
	5	Concern about access for/to disabled or vulnerable person.
	4	Concern about residents' ability to use temporary/hire vehicles.
	4	Make Winterbourne Road one-way
	4	Needed to prevent parents leaving their engine running.

	3	Proposed 2 x 1.5 hour time periods are not long enough.
	3	Visitors need to exit during operational times, but not entry.
	2	More education is needed to discourage car use.
	2	Proposed 2 x 1.5 hour time periods are too long.
	2	Would like more decision-information.
	2	Would like to be consulted on more options, not just one.
	1	Concerned about reduced freedom of movement.
	1	Consider issuing a fair warning for a first offence.
	1	Cyclists ought to dismount within zone.
	1	Extend zone to 5 min walking radius, to make effective.
	1	Make Abingdon Road one-way.
	1	Make Biggin Way one-way, as alternative to a School Street.
	1	Make Lower Road one-way.
	1	Make Thistlewood Crescent one-way southbound.
	1	Proposal will cause danger to children, unless extended.
	1	Signage/camera aesthetically sensitive to the small res. road.
	1	We need a CPZ in this neighbourhood (Downsview school)
	1	Would gladly pay for the permit.
Undecided (r=6, 2%)	1	Something needs doing, but do not want the restrictions.
5 comments	2	Does not resolve the problem, just displaces it.
	1	Restricts access for/to disabled/vulnerable person.
	1	Proposal ok, as long there are no charges.

3.4.9 The two primary concerns over School Street proposals relate to the displacement effect and the time restricted access for visitors and home deliveries.

Displacement:

The newly implemented School Street scheme is expected to result in an immediate worsening of parking problems in neighbouring roads. As described in section 3.2.8 above, however, this will be smaller in overall numbers and dispersed over a wider area. Car driving school parents will need time to adjust and find alternatives to using the car.

Visitors and home deliveries:

Access issues are in part mitigated by compromising the size of the restricted zones, where a smaller zone results in shorter and more tolerable walk for visitors who must park outside a zone. Care services and relatives of disabled and vulnerable residents within a zone will be eligible for an exemption permit (see section 7.2 below).

All day and heavy commercial operators, such as a builder renovating a resident's home for example, will be eligible for a temporary exemption to facilitate necessary access.

Parcel and home shopping delivery operators are mostly avoiding the problematic school streets during the start and end of the school day anyway, when it is practically very difficult to access and stop for unloading. The impact on home deliveries is therefore considered small and acceptable. Exempting the delivery operators would risk encouraging an increase in the number of deliveries made during the restricted hours and it would make the freed-up School Street available as a convenient short-cut.

Royal Mail will be exempt under its special legal status.

3.4.10 Considerations for and against extending the proposed zones.

For:

- Accords with majority opinion, with a caution over response rates from addresses more than 100m outside the originally proposed zones.
- Would be more effective in encouraging a switch in travel mode.
- Contributes more towards the London Mayor's requirement for Croydon achieving a 5% car use reduction by 2021.

Against:

- Consultees' opinions are based on limited information and experiences of the possible impacts from a large School Street scheme.
- More residents will find difficulties in receiving visitors and deliveries during the times of School Street operation.
- Incorporating more streets with more entry points will demand a higher level of infrastructure investment and permit administration overheads.
- More driving errors are penalised.

3.4.11 On balance of consideration of the consultation responses, it is recommended to extend the originally proposed zones at Harris Academy Kenley and West Thornton Academy, as illustrated in the drawings in Appendix 1, where the strength of requests and the small scale of the extensions do not impact significantly on many more residents.

3.4.12 An extension to the proposal at Fairchildes Primary School is borderline uncertain, in respect of the considerations detailed in section 3.4.10. The consultation produced strong requests for extending the School Street zone to cover the whole length of Fairchildes Avenue and its 3 side roads. However, the response rate was low, possibly because residents from outside the proposed drawn zone had assumed they would not be affected. Also the now included Meridian Secondary School was not consulted on the full possible impact from such an extension.

It is therefore recommended to seek the views of the 3 schools, Fairchildes Children Centre, Fairchildes Primary and Meridian Secondary, with regards to the impacts on parents and the appropriate limits for extending the School Street zone. This can produce one of two outcomes:

- 1) The schools are against a zone extension: In such case, the default position is to proceed with formal consultation on the scheme as set out in Appendix 1 for Fairchildes Primary School.
- 2) The schools are in favour of a zone extension: In such case revert to a further informal consultation with residents and occupiers, this time enclosing a drawing that unambiguously shows the proposed extended zone. If residents and occupiers are subsequently also in favour, then seek a Delegated Decision to install the extended scheme under an experimental traffic management order and consult formally on making the experimental scheme permanent within 6 months of installation. The experimental procedure allows for adjustments be made, if the scheme develops problems or opposition.

3.4.13 The remaining requests for zone extensions are considered to either impact on essential traffic or impact on many residents who did not respond to the informal engagement. The informal engagement has not established sufficient quality of evidence for making the extension decision in these 5 locations. Consulting with a substantially revised proposal is considered unrealisable at present project capacity.

3.4.14 The strength of responses in favour to the proposals where not anticipated at the outset. The project officer's original assumption that the 8 consultations could result in just 5 schemes did not hold true. The consultation has identified real needs and has raised expectations in the community that all 8 schemes could now be provided. The strength of the responses reasons the recommendation to proceed with all 8 of the proposed schemes, subject to formal public consultation and subject to availability and approval for an additional capital budget allocation. If capital budget cannot be made available in the current financial year, then any remainder schemes can be referred for implementation after March 2020.

3.4.15 Meetings with all the 8 schools have identified the optimal operating times, as detailed in the drawings in Appendix 1.

3.5 FORMAL CONSULTATION

3.5.1 The legal process for making a School Street Traffic Management Order requires formal consultation 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 formal proposals. Parents

will be notified about the consultation through the schools and notices near the schools entrances.

- 3.5.2 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 are consulted depending on the relevance of the proposals.
- 3.5.3 Once the notices have been published, the public has 21 days to comment or object to the proposals. Considering the *de novo* nature of School Streets, it is recommended the result of formal consultation be referred back to the Traffic Management Advisory Committee for consideration and for advising the Cabinet Member for Transport and Environment (job share) on the decision whether to approve the implementations of the Schools Streets. The objectors will be informed of the decision.
- 3.5.4 The 8 proposed zones and their individual operating hours are shown in Appendix 1.
- 3.5.5 Parking pressure surveys will be conducted in May 2019, to enable a before and after assessment of the impact on parking in neighbouring roads.
- 3.5.6 Air pollution survey have commenced, to enable a before and after assessment of air quality near the school entrance.

3.6 PRIVACY AND DATA PROTECTION

- 3.6.1 The informal consultation letter described to residents and occupiers how the proposed School Street would be enforced using ANPR cameras, further explaining that the camera will focus strictly on the traffic entry point to the street. The ANPR camera cannot be turned or used for any other purpose, such as for spying or recording anti-social behaviour. Recordings are triggered solely on the detection and for the duration of a driving contravention. The ANPR camera has Department for Transport type-approval for its purpose.
- 3.6.2 ANPR is widely used in Croydon and beyond and are proven to feasibly operate within the Surveillance Commissioners Codes of Practice. Every individual ANPR camera will require a Privacy Data Protection Impact assessment to ensure its compliance. Subject to the schemes final approval, the assessments will be made prior to the cameras being switch on to collect images.

4 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

The cost of conducting the recommended consultation can be met within the established operations budget. There are no direct capital costs associated with the recommendation to consult in this report.

4.1 Revenue and Capital consequences of report recommendations

The financial implications of this project are currently not fully developed and are pending the outcome of the formal consultation. A detailed financial model will be developed following the consultation and reported as part of the findings report.

If School Streets are introduced future income will be generated from the enforcement through the issue of Penalty Charge Notices. The School Street pilot schemes have demonstrated the ability to be self-financing usually within 2 years of introduction.

Approved by: Flora Osiyemi, Head of Finance, Place, Residents and Gateway.

4.2 The effect of the decision

As detailed above it is likely that there will be a need to undertake additional investment and additional income will incur. The implications will depend on the final number of schemes that are recommended, following consultation, and on the number of cameras required per scheme. The following is an indicative average scheme cost, which is based on the established 3 pilot schemes.

Capital budget

Traffic Management Order, design and consultation	£3,240
Soft start presence in zone, staffing cost	£2,370
Services installation (electrification, fibre optics)	£5,270
ANPR camera (assume avg 1.3), DfT type certificate, installed	£32,500
Signs (top lit), installed	£2,400
Walking and cycling safety training events at school	£1,140
	<hr/>
	£46,920

Operational expenditure budget (annual)

ANPR enforcement	£17,200
ANPR system maintenance, comms lines and software license	£8,750
Penalty Charge Notices processing and collection	£12,500
Administrative overheads	£8,200
	<hr/>
	£46,650

The final income is indeterminate, as it depends on the nature of the localised traffic and effective changes in the compliance rate, as result of the scheme.

4.3 Risks

There are no significant financial risks at this stage of the procedure, while the proposed schemes are not formally committed to.

4.4 Financial options

- 4.4.1 Substituting the School Street scheme with information and training devices would save the indicated Capital Budget. The STARS scheme (see sec 3.2.7) is already demonstrating a level of success in non-School Street locations. The physical manifestation of the School Street provides a visually strong symbolic effect, however, which in combination with STARS enhances the behavioural impact potential. Either option, in isolation, will produce a lesser outcome.

The proposed School Streets will part fund the essential parallel activities. The activities to be coordinated with the commencement of the present individual School Streets include active travel safety training in the schools and the publication of targeted information in a school travel newsletter.

- 4.4.2 Substituting the School Street scheme with an elevated physical enforcement presence by Civil Enforcement Officers and using the CCTV smart car to enforce the school zigzag would be more resource demanding and less effective – i.e. is financially less efficient. It could help alleviate illegal parking, but it would not address car use and congestion. It would therefore not contribute to the desired change in car use behaviours.
- 4.4.3 Installing the scheme signs, initially without ANPR enforcement, and rely on incidental police enforcement for ensuring compliance. The cameras account for 70% of the capital expenditures, which could be postponed until affordable in future years. However, this would likely reduce the schemes effectiveness and would establish a perceivable precedence for the Council tolerating any non-compliance with the School Street. The subsequent introduction of ANPR could be perceived as an unfair step change in the compliance regime. The option is feasible, but not ideal.

4.5 Future savings/efficiencies

ANPR cameras are a less resource demanding, more efficient approach to traffic and parking enforcement. The average operational cost per enforcement action will become lower from introducing ANPR camera schemes, such as School Streets.

5 LEGAL CONSIDERATIONS

- 5.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance & Deputy Monitoring Officer that no direct legal implications arising from the recommendations.
- 5.2 The Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996; require the giving of appropriate notices and the receiving of representations. Such representations must be considered by the members before a final decision is made.

- 5.3 If the proposals progress to decision, 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 having regard to:-
- the desirability of securing and maintaining reasonable access to premises;
 - the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - the national air quality strategy;
 - the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - any other matters appearing to the local authority to be relevant.
- 5.4 Recent High Court authority 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.
- 5.5 Section 149 of the Equality Act 2010 sets out the new public sector equality duty replacing the previous duties in relation to race, sex and disability and extending the duty to all the protected characteristics – i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment. The public sector equality duty requires public authorities to have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation.
 - Advance equality of opportunity, and
 - Foster good relations between those who share a protected characteristic and those who do not.
- 5.6 Part of the duty to have “due regard” where there is disproportionate impact will be to take steps to mitigate the impact and the Council must demonstrate that this has been done, and/or justify the decision, on the basis that it is a proportionate means of achieving a legitimate aim. Accordingly, there is an expectation that a decision maker will explore other means which have less of a disproportionate impact.
- 5.7 The Equality Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken – that is, in the development of policy options, and in making a final decision. A public body cannot satisfy the Equality Duty by justifying a decision after it has been taken.
- 5.8 Where ANPR is used, the Council must ensure it adheres to the Surveillance Commissioner Guidance and Information Commissioner Guidance, where appropriate.

Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance & Deputy Monitoring Officer

6 HUMAN RESOURCES IMPACT

- 6.1 The operation of 8 additional School Street zones will require increased permit administration, enforcement duties and Penalty Charge Notice processing.

The final Human Resources impact will be reported and approved subject to the outcome of formal consultation and final recommendations to follow.

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.

- 7.2 Concerns raised in the initial engagement about reduced access to disabled and elderly frail residents are mitigated by making the motor vehicles belonging to the following groups of drivers eligible for an exemption permit, to enable them driving in the School Street during the hours of operation:

- a) Schools buses and vehicles used in the transport of children and adults with special access needs, including private vehicles, taxis and minicabs declared for such use. The school may also request a temporary permit to enable car access for, say, a parent in a later stage of pregnancy or child with a temporary injury affecting mobility.
- b) Essential health and care visitors, including relatives of vulnerable residents.

The exemption permit is simply an electronic record in the compliance system and there is no need to physically affix anything to a vehicle. The permit is currently free (£0.00) and requested by email.

Motor vehicles belonging to the following groups and situations are automatically permitted to drive in a School Street, without first obtaining an exemption permit:

- c) Emergency services.
- d) Statutory Undertakers.
- e) Local Authority in pursuance of statutory powers, including refuse collection.
- f) Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.

8 ENVIRONMENTAL IMPACT

- 8.1 The School Street schemes are expected to improve air quality at the school entrance. The reduced car use will further contribute to reducing congestion and air pollution in a wider area. It is recommended to quantify this improvement for future considerations, by measuring the air quality before and after introducing the presently proposed schemes.
- 8.2 The zone signs are designed to meet the Department for Transport specification and will naturally fit the street scheme. The addition of signs and cameras within the public realm is compensated for by reducing the visual impact of congested traffic and parking.

9 CRIME AND DISORDER REDUCTION IMPACT

- 9.1 Hostility and aggressive behaviours are presently daily occurrences experienced by driving parents, other road users, school staff, residents and parking enforcement officers. The disorderly behaviours can be intimidating and sets a bad example to the high number of children that concentrate near the school entrance. The School Street schemes can significantly reduce and displace such disorder away from the school entrance.

10 REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 10.1 The Council has reviewed and tried various options to reduce traffic and parking stress and improve safety around schools. The School Street pilots have been successful as described in this report so the recommendation is to introduce more such schemes where appropriate and in agreement.

11 OPTIONS CONSIDERED AND REJECTED

- 11.1 The alternative option of not proceeding with the formal consultation would not accord with the expressed preference of the majority of those who responded to the informal consultation. It would also be a missed opportunity to relieve children, parents and residents from obstruction, road safety and air quality problems resulting from traffic and parking problems.
- 11.2 Increasing the conventional presence of Civil Enforcement Officers (CEOs) at peak times, as an alternative to the School Street, are demonstrated to be insufficient in resolving the chaotic and, at times, hostile traffic conditions, which occurs in the space where children and cars co-exist. CEOs do not have powers to direct or enforce moving traffic with regards to resolving congestion and discouraging car use. The lower financial efficiency of deploying CEOs also makes this option unaffordable in the longer term.

- 11.3 The Council, and the London Mayor's office, are already working with schools and parents in other ways to try encourage less car use; but nothing has yet emerged as equally effective as incorporating the School Street in the bigger scheme of helping to reverse the trend of the many more children now being driven to school.
- 11.4 The informal consultation received 2 specific suggestions to replace the proposed School Street zone at Winterbourne Road with a one-way scheme with no-entry from London Road instead, which was considered. The suggestion could help alleviate congestion at the narrowing points that result at the pre-existing priority sign and from illegal parking. However, it would not reduce the quantity amount of traffic and air pollution. It would not help to secure a perceivably healthy and safe street for pedestrian school children, as is necessary to convince parents to give up using the car. By example, the schools and residents with first-hand experiences of the existing equivalent no entry system in Cypress Road have indicated a continued problem and they support for the additional introduction of a School Street.

CONTACT OFFICER: Sarah Randall, Head of Parking, Extension 60814

APPENDICES:

- Appendix 1 – Drawings and particulars of the 8 proposed School Street schemes.
- Appendix 2 – Method for operating a Schools Street.
- Appendix 3 – School Street selection.
- Appendix 4 – Analysis of consultation questionnaires by individual schools.
- Appendix 5 – Copy of informal consultation letter.

BACKGROUND PAPERS:

None

APPENDIX 1

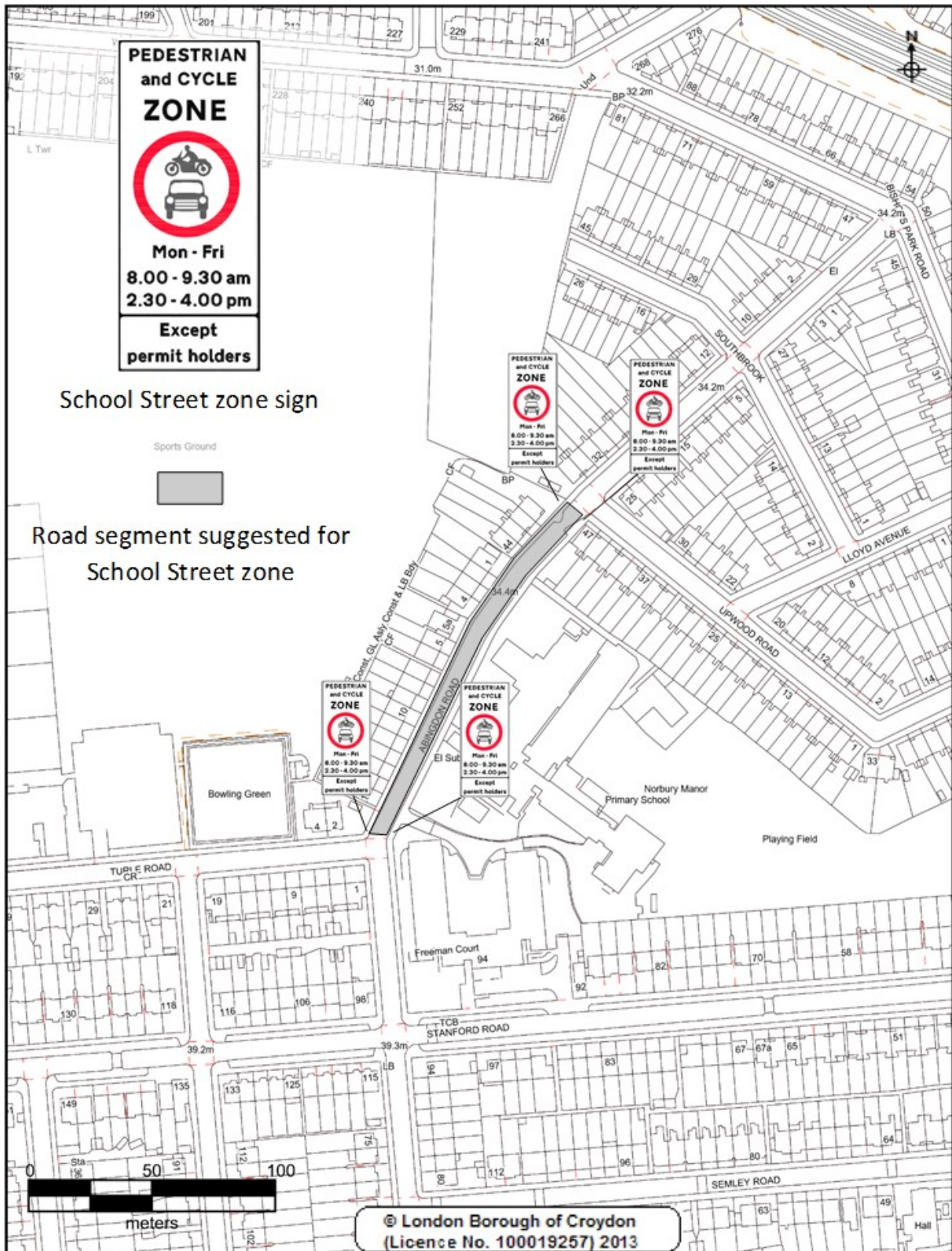
Approach to the School Street



Entry to the School Street



Norbury Manor Primary



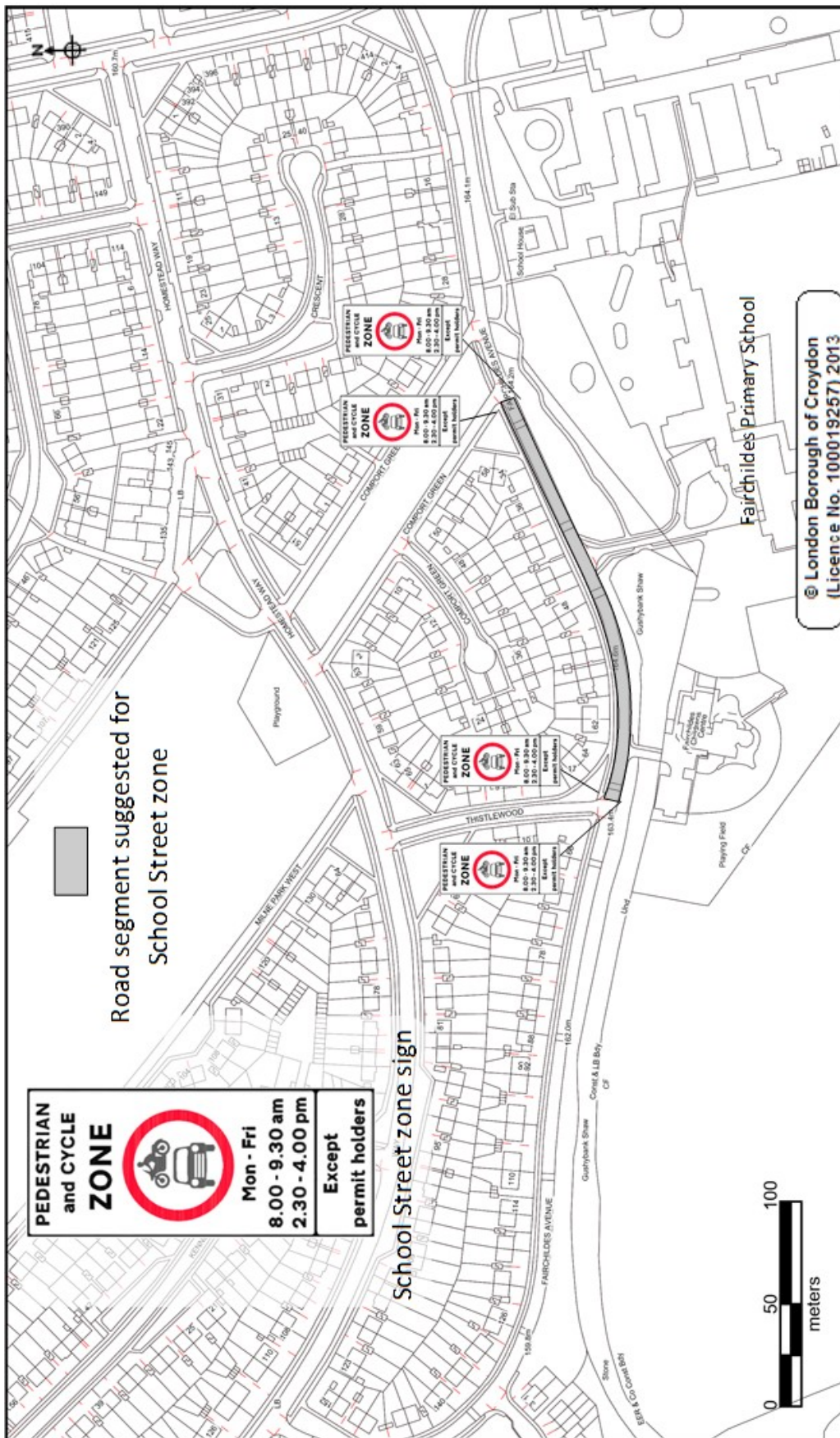
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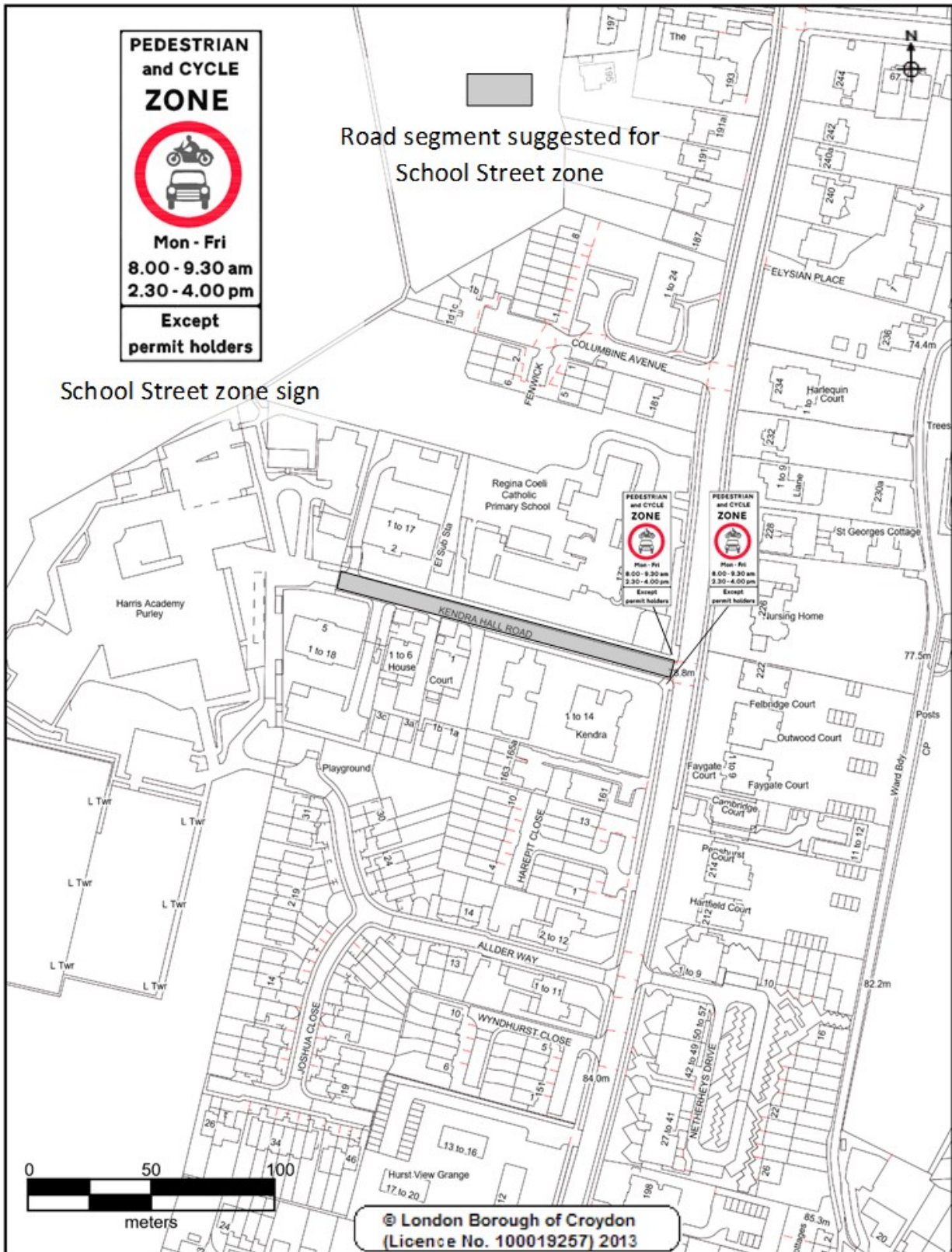


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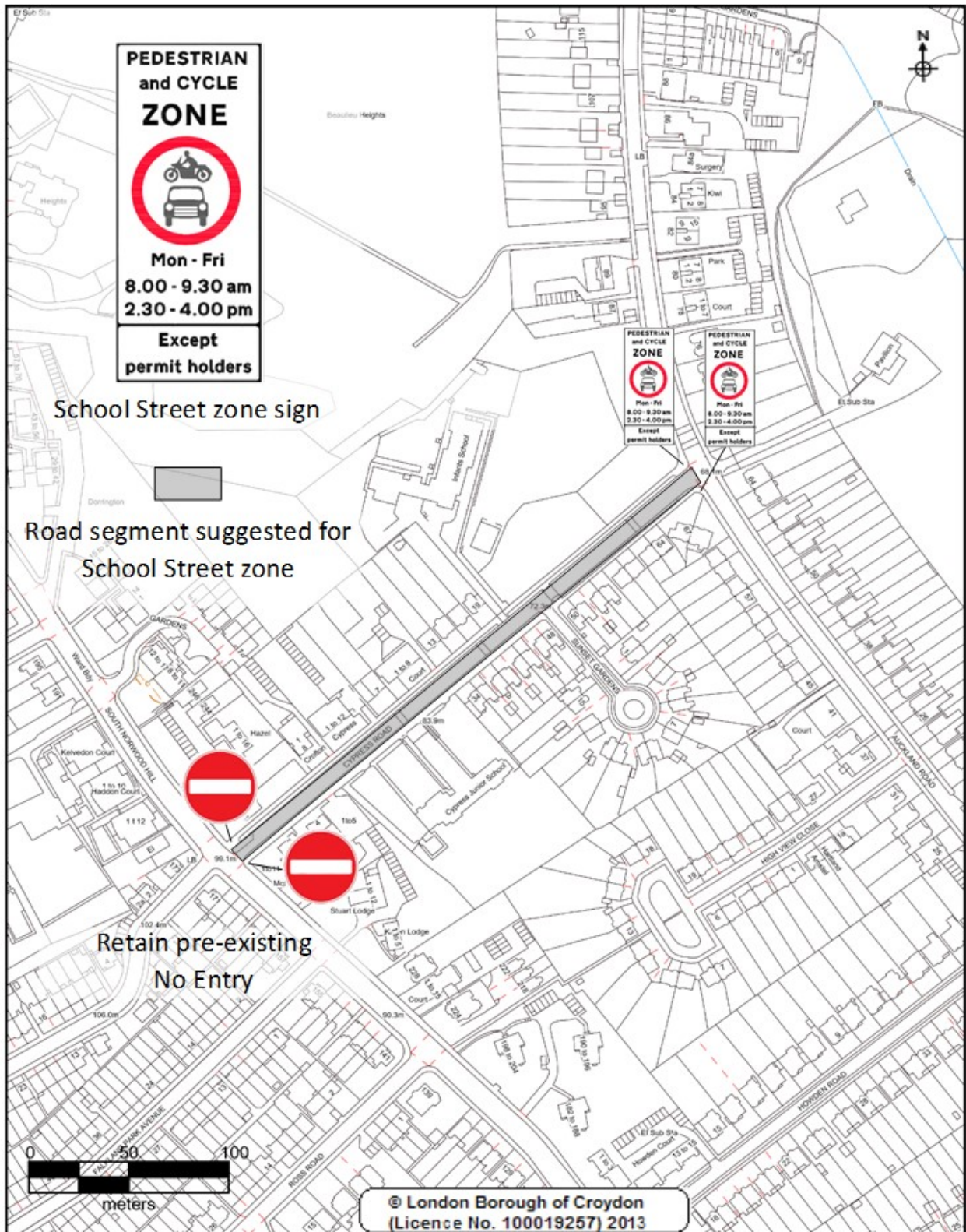
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Cypress Primary



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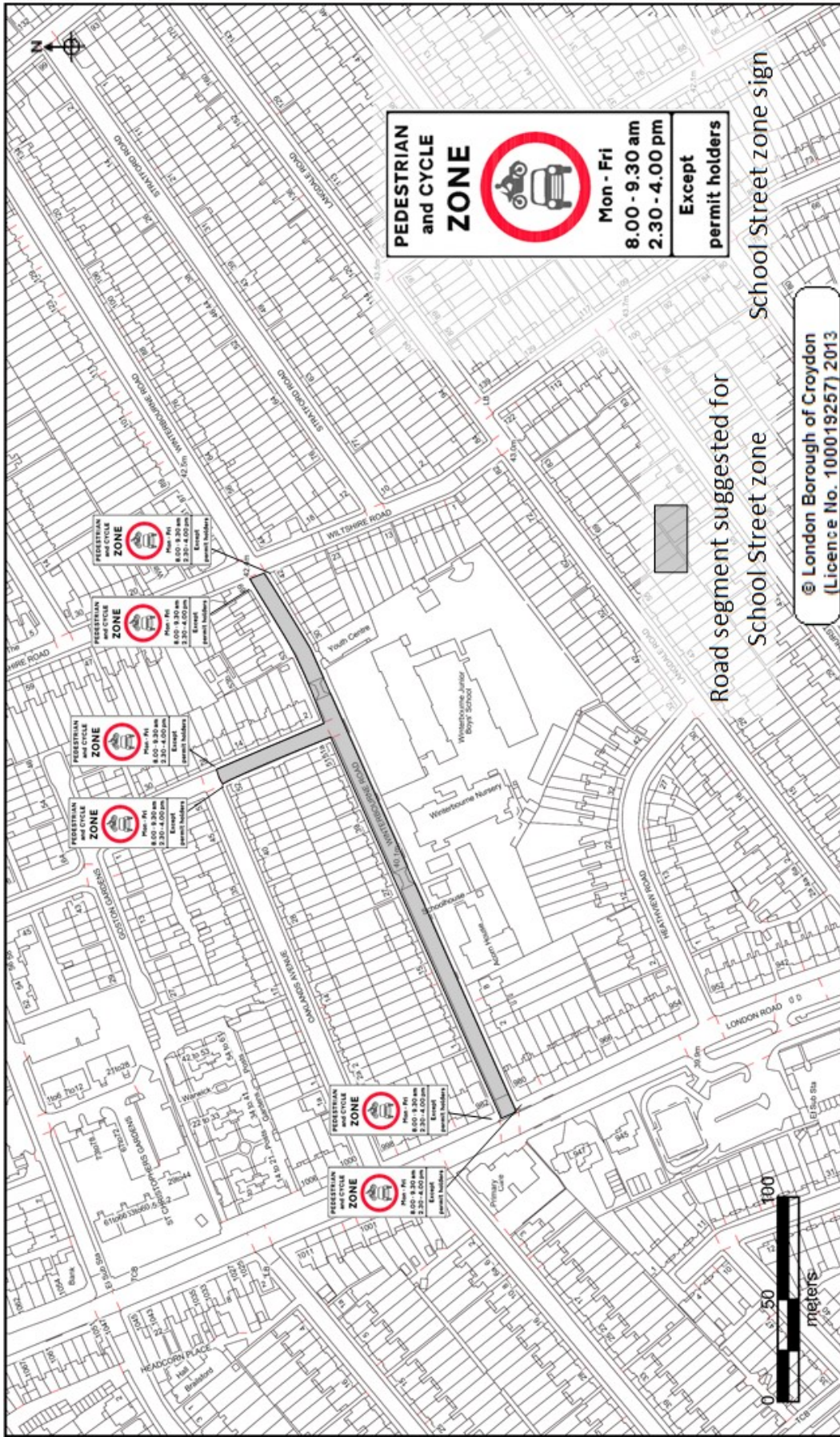
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Scale 1:2500



Winterbourne Boys & Girls



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Road segment suggested for School Street zone

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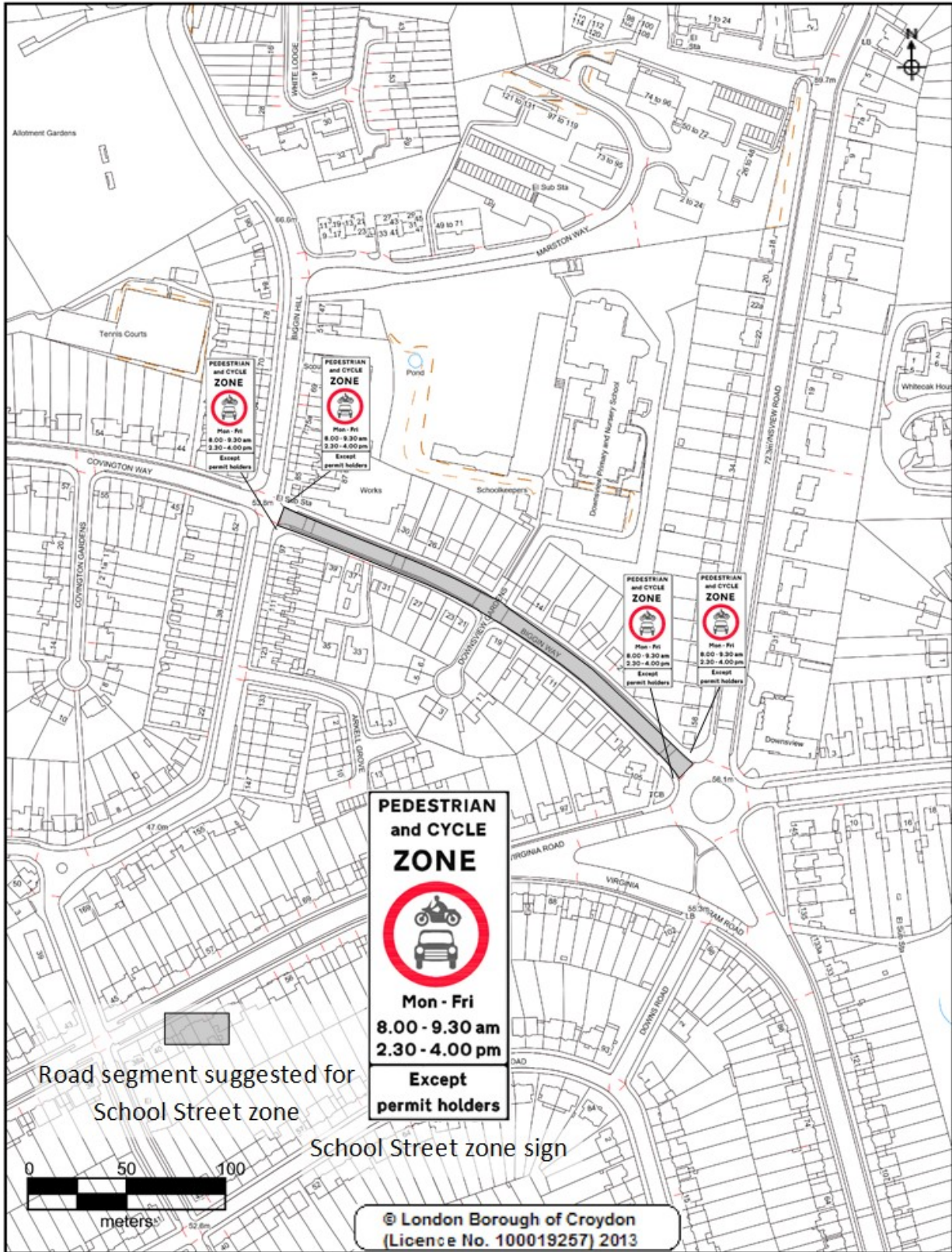
London Borough Croydon



Scale 1:2500



Downsview Primary & Nursery



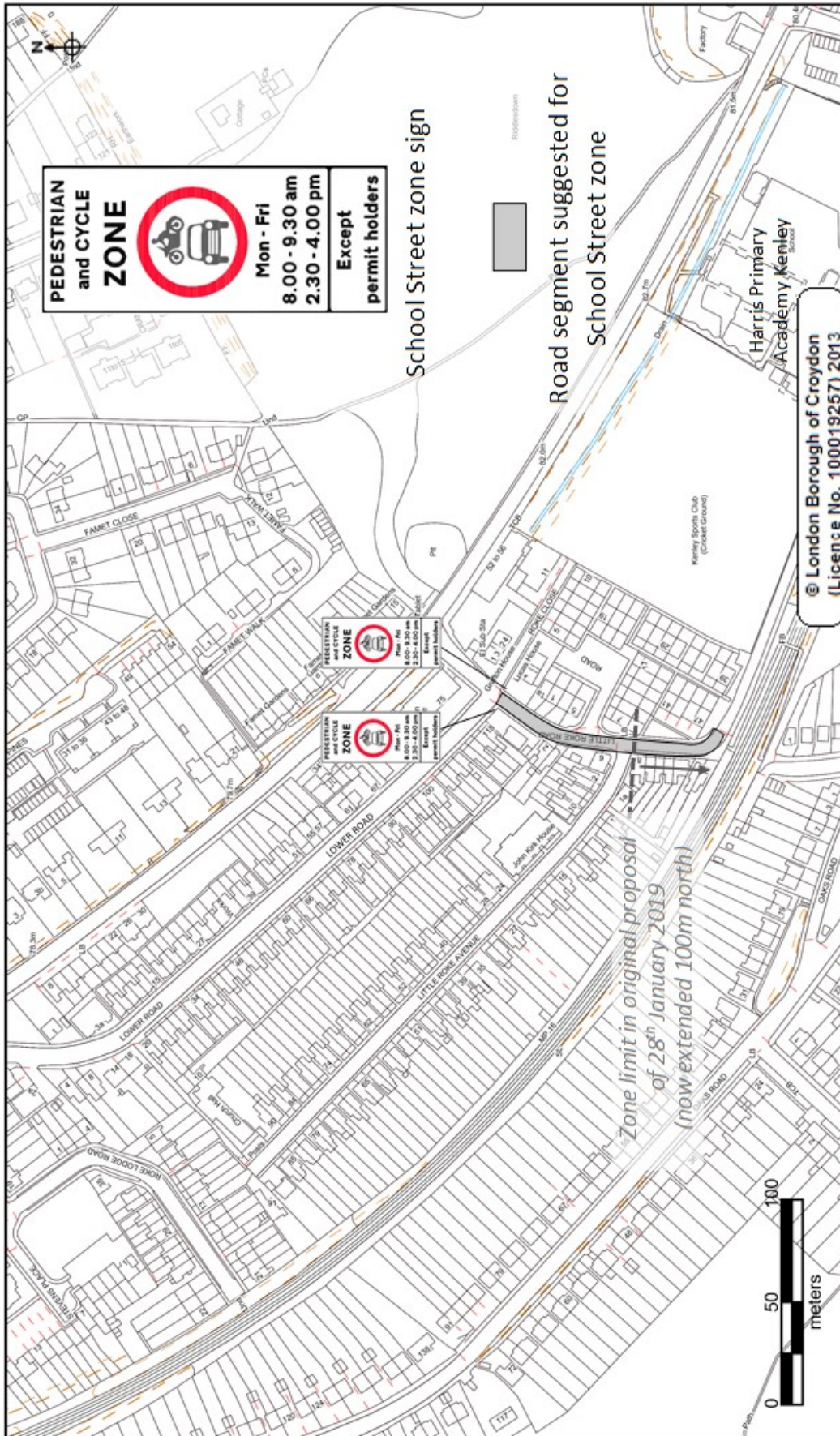
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London Borough Croydon

Scale 1:2500



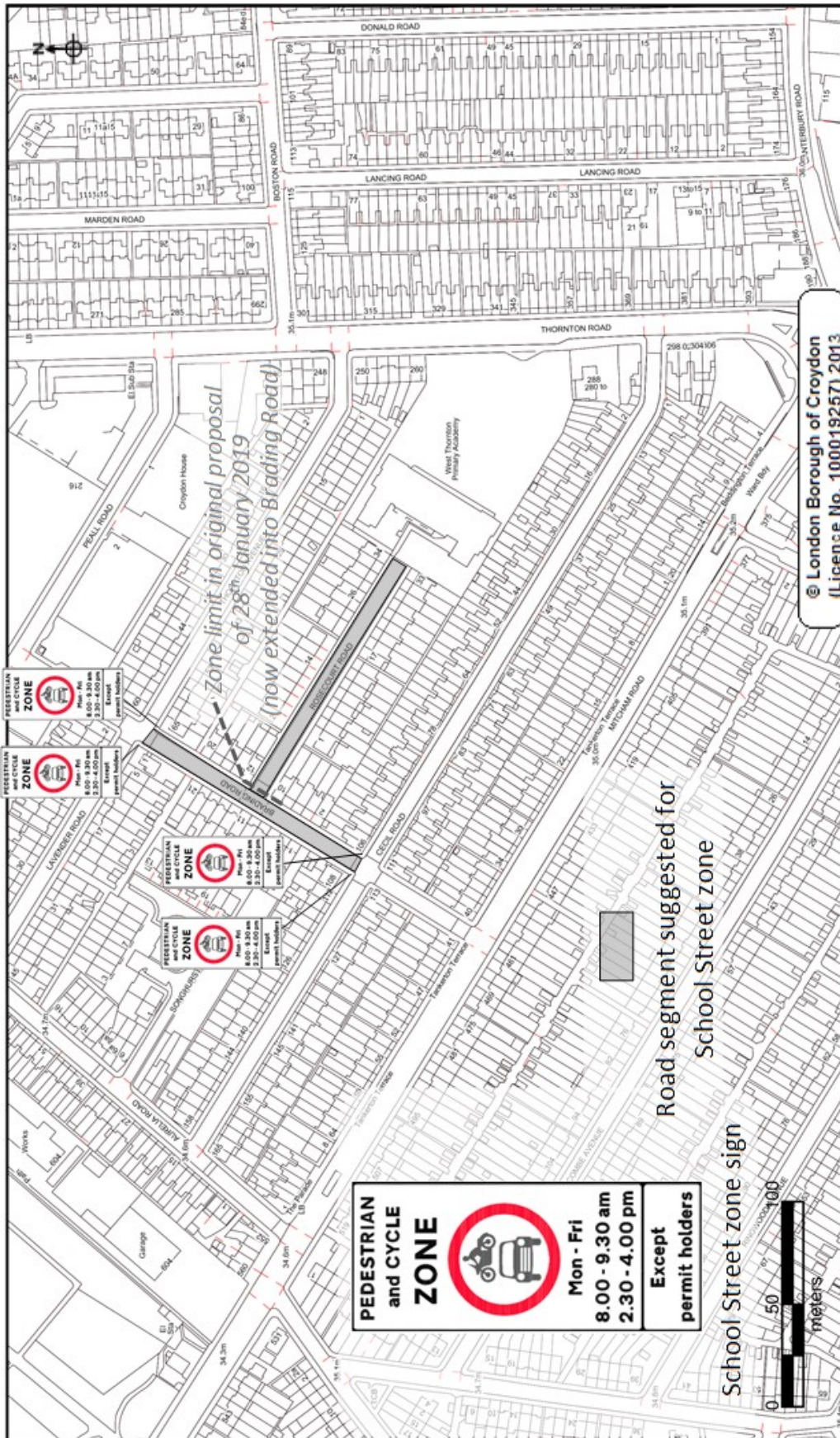


London Borough Croydon



Scale 1:2500

West Thornton Academy



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CROYDON COUNCIL

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APPENDIX 2

OPERATION OF A SCHOOL STREET

The road signs and camera position at the entrance to the School Street are illustrated in Appendix 1 above.

Motor vehicles belonging to the following groups of drivers are eligible for an exemption permit, to enable them driving in the School Street during the hours of operation:

- a) Resident with a vehicle registered or a hire, company or courtesy car agreement at an address within the zone.
- b) Schools buses and vehicles used in the transport of children and adults with special access needs, including private vehicles, taxis and minicabs declared for such use.
- c) Business employees and school staff with allocated parking on their workplace premises inside the zone.
- d) Essential health and care visitors, including relatives of vulnerable residents.
- e) All day and heavy commercial operators, such as builders and decorators, are eligible for a temporary permit covering the duration of their necessary activities.

The exemption permit is simply an electronic record in the compliance system and there is no need to physically affix anything to a vehicle. The permit is currently free (£0.00) and requested by email. It is envisaged to eventually create an online exemption system with automated DVLA VQ5 validation, as opposed to manually processing emails, but this development is not yet justifiable for the relatively low number of exemptions in place and unconfirmed final number of School Streets.

Motor vehicles belonging to the following groups and situations are automatically permitted to drive in a School Street, without first obtaining an exemption permit:

- f) Emergency services.
- g) Statutory Undertakers.
- h) Local Authority in pursuance of statutory powers, including refuse collection.
- i) The Royal Mail.
- j) Exemptions stated in the Highway Code, such as a medical emergency or with the permission or at the direction of a police officer.

None of the 8 proposed School Streets are currently on a bus route. Should this change in the future, then public transport buses would also be automatically exempted.

Other drivers who wish to access the School Street must arrive outside the hours of operation, or they can temporarily park outside the zone and then move the vehicle once the restrictions end. The vehicles that are not eligible for a permit notably include those of:

- a) General visitors to residents and businesses.
- b) Home deliveries.

- c) Employees and school staff without on-premises parking (the scheme is not intended to free up the road to substitute for workplace parking).

A traffic camera with automatic number plate recognition (ANPR) and a contravention detection algorithm will operate during the controlled hours. To prevent false triggers and to permit a driver correcting a turning mistake, the alleged contravention trigger point is a small distance into the road. A qualified CCTV Enforcement Officer (CEO) will review a video recording of the context in which an alleged contravention has occurred and verify a picture of a driving car's registration number against the exemptions list. The CEO can issue a £130 Penalty Charge Notice (discounted to £65 if paid within 14 days) to the registered keeper of a vehicle that drives into the road without a valid exemption or reason. The penalty charge is set by a London-wide authority, to reflect a level deemed necessary in deterring driving contraventions and which is consistent with a requirement on the local authority to charge to recover the costs of implementing and operating such a scheme.

The fixed position ANPR camera is type approved by the Department for Transport and will focus strictly on the traffic entry point to the street. It cannot be turned or used for any other purpose, such as for observing private individuals or recording anti-social behaviour.

Operational procedures and enforcement assessment guidance are defined to help assure fairness:

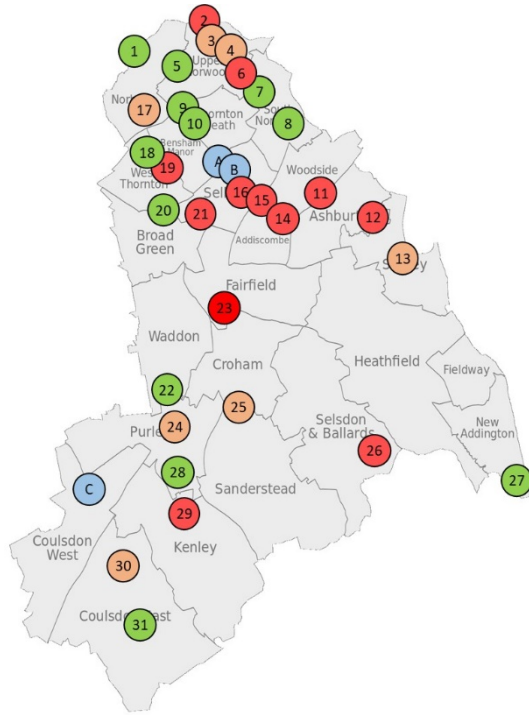
- The compliance enforcement system is operated during school term time only and can include insert days that differs between the schools.
- To assure the triggering of a single enforcement action per driving contravention, the ANPR camera enforcement system is set to focus on vehicles driving into the zone. For example, a driver will not receive a second penalty charge notice when leaving the zone, several hours or days after entry.

There is no provision in traffic signs regulations for displaying the above two operating procedures; nor would it be workable to advertise them and consider representations on the basis of what a driver may or may not have perceived. For example, if a sign was to say "on schools days only", then a driver could rightly make representation on grounds that there is no information to indicate whether the particular day is a school day or not. It might also result in disputes over the number of children that were visibly present in the street at the time. The system would risk falling into disrepute and becoming unenforceable.

To fairly enable drivers realising the changing conditions in the street and to give them the opportunity to find another mode or route of travel, the scheme would not be enforced during its first month of operation. Instead, CEOs will show an advisory presence in the street and the surrounding area. Drivers will subsequently have the right to appeal any penalty, stating a legally valid reason for driving in the School Street.

APPENDIX 3

Assessments of candidate School Street schemes



Conditions for a scheme



#	School	Post code	Select (green)	Priority	Conditions for a scheme							
					HSN area of interest	Requested by the school	STARS registered	Risks to children	No impact on public order	Alternative transport exists	Catchment distance, 75% < 20 min	Air pollution and/or health/obesity issues
1	Norbury Manor Primary	SW16 5QR	2	7%	9.4%	9.3%	5.4%	33.5%	27.6%	7.1%	2.2%	5.5%
2	St. Josephs Catholic Infant School	SE19 3NX	-	0%								
3	St. Josephs Catholic Junior School	SE19 3NU	2	2%								
4	Rockmount Primary School	SE19 3ST	4	3%								
5	Downsview Primary & Nursery	SE19 3XE	3	8%								
6	All Saints CoFe Primary School	SE19 3LG	-	2%								
7	Cypress Primary School	SE25 4AU	1	7%								
8	Oasis Academy Reylands	SE25 4XG	1	5%								
9	Winterbourne Boys Academy	CR7 7QT	3	6%								
10	Winterbourne Junior Girls School	CR7 7QT	3	7%								
11	The Woodside Academy	CR0 6NF	-	0%								
12	Oasis Shirley Park Primary	CR0 7AR	-	0%								
13	St. John's CoFe Primary School	CR0 5EL	1 or 2	0%								
14	Davidson Primary Academy	CR0 6JA	-	0%								
15	The Robert Fitzroy Academy	CR0 6JN	-	0%								
16	Broadmead Primary School	CR0 2EA	-	3%								
17	Gonville Academy	CR7 6DL	1	4%								
18	West Thornton Primary Academy (R)	CR0 3BS	1	6%								
19	West Thornton Primary Academy (C)	CR0 3HH	-	6%								
20	Kingsley Primary Academy	CR0 3JT	4	4%								
21	Chestnut Park Primary School	CR0 2UR	-	1%								
22	Harris Academy Purley	CR2 6DT	1	9%								
23	St. Peter's Primary School	CR2 7AR	-	0%								
24	Christ Church CoFe Primary School	CR8 2QE	2	3%								
25	Ridgeway primary School	CR2 0EQ	2	4%								
26	Forestdale Primary School	CR0 9JE	-	0%								
27	Fairchildes Primary School	CR0 0AH	1 or 2	9%								
28	Harris Primary Academy Kenley	CR8 5NF	1	6%								
29	The Hayes Primary	CR8 5JN	-	0%								
30	Oasis Academy Byron	CR5 2XE	opt out	6%								
31	Keston Primary School	CR5 1HP	1 or 2	6%								

APPENDIX 4

Responses data from informal consultation

All 8 school proposals			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	434	190 44%	29 15%	134 71%	26 14%	1 1%
Less than 100m outside	491	89 18%	37 42%	27 30%	22 25%	3 3%
More than 100m outside	1,060	67 6%	21 31%	20 30%	24 36%	2 3%
Total	1,985	346 17%	87 25%	181 52%	72 21%	6 2%

Of the 72 respondents voting 'Yes, extend', 13 expressly state a condition of 'only if extended to my address'. The other 59 respondents did not express such a condition and should therefore be read as 'yes and yes if extend'. The total responses can thereby also be re-stated as:

All 8 school proposals			Opinions			
Distance	Letters	Responses	No	Yes	Yes, only if extend	Unsure
Total	1,985	346 17%	87 25%	240 69%	13 4%	6 2%

Individual proposals

Norbury Manor Primary			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	21	9 43%	0 0%	8 89%	1 11%	0 0%
Less than 100m outside	54	4 7%	1 25%	1 25%	1 25%	1 25%
More than 100m outside	175	13 7%	3 23%	5 38%	5 38%	0 0%
Total	250	26 10%	4 15%	14 54%	7 27%	1 4%

Fairchildes Primary			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	18	6 33%	1 17%	4 67%	1 17%	0 0%
Less than 100m outside	33	8 24%	5 63%	1 13%	2 25%	0 0%
More than 100m outside	124	8 6%	1 13%	3 38%	4 50%	0 0%
Total	175	22 13%	7 32%	8 36%	7 32%	0 0%

Harris Academy Purley			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	52	22 42%	2 9%	16 73%	4 18%	0 0%
Less than 100m outside	7	2 29%	0 0%	2 100%	0 0%	0 0%
More than 100m outside	96	8 8%	2 25%	1 13%	5 63%	0 0%
Total	155	32 21%	4 13%	19 59%	9 28%	0 0%

Cypress Primary			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	83	47 57%	9 19%	33 70%	4 9%	1 2%
Less than 100m outside	61	13 21%	8 62%	2 15%	3 23%	0 0%
More than 100m outside	31	2 6%	2 100%	0 0%	0 0%	0 0%
Total	175	62 35%	19 31%	35 56%	7 11%	1 2%

Winterbourne Girls & Boys			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	57	29 51%	5 17%	21 72%	3 10%	0 0%
Less than 100m outside	132	30 23%	11 37%	12 40%	7 23%	0 0%
More than 100m outside	261	17 7%	5 29%	6 35%	5 29%	1 6%
Total	450	76 17%	21 28%	39 51%	15 20%	1 1%

Downsview Primary & Nursery			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	42	20 48%	1 5%	15 75%	4 20%	0 0%
Less than 100m outside	81	13 16%	7 54%	3 23%	2 15%	1 8%
More than 100m outside	122	11 9%	3 27%	3 27%	4 36%	1 9%
Total	245	44 18%	11 25%	21 48%	10 23%	2 5%

Harris Academy Kenley			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	127	36 28%	11 31%	17 47%	8 22%	0 0%
Less than 100m outside	31	6 19%	3 50%	1 17%	2 33%	0 0%
More than 100m outside	32	3 9%	2 67%	1 33%	0 0%	0 0%
Total	190	45 24%	16 36%	19 42%	10 22%	0 0%

West Thornton Academy			Opinions			
Distance	Letters	Responses	No	Yes	Yes, extend	Unsure
Inside Zone	34	21 62%	0 0%	20 95%	1 5%	0 0%
Less than 100m outside	92	13 14%	2 15%	5 38%	5 38%	1 8%
More than 100m outside	219	5 2%	3 60%	1 20%	1 20%	0 0%
Total	345	39 11%	5 13%	26 67%	7 18%	1 3%

APPENDIX 5

Example of the standard consultation letter, questionnaire and FAQ sheet used in this informal engagement. The same standard letter was used in all 8 locations.

CROYDON
www.croydon.gov.uk

Parking Services
P O Box 1462
Croydon
CR9 1WX
Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

The Occupiers

Important Traffic and Parking Questionnaire

AMENDED

Dear Occupier,

Possible School Street scheme at Norbury Manor Primary School

In response to a petition requesting the Council consider restricting traffic at the start and end of school days, we initially on 28th January wrote to occupiers near to the school for the views on the possibility of introducing a scheme as indicated in the attached map.

It is suggested to designate the street a pedestrian and cyclist zone, with general motor vehicle traffic being prohibited, from 08:00 to 09:30 and 14:00 to 16:00 on school days. This is intended to eliminate the so called school run and rat run traffic. Residents and businesses within the zone boundary are eligible for an exemption. They would thereby be able to drive in the School Street during the times of the suggested restrictions.

The initial responses have included suggestions from residents outside the drawn zone that it should be extended to cover a wider area. Although a School Street can help alleviate a traffic and parking related problems near to a school, we are conscious that it at times also restricts certain desirable activities in a street. We are therefore now issuing this amended questionnaire and asking residents in the wider area for their views.

The feedback you provide in response to this informal consultation will assist the decision on whether to develop a formal proposal for a School Street scheme. We would be grateful if you could complete and return the attached questionnaire by email to schoolparking@croydon.gov.uk or by post by **Tuesday 5 March 2019**.

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

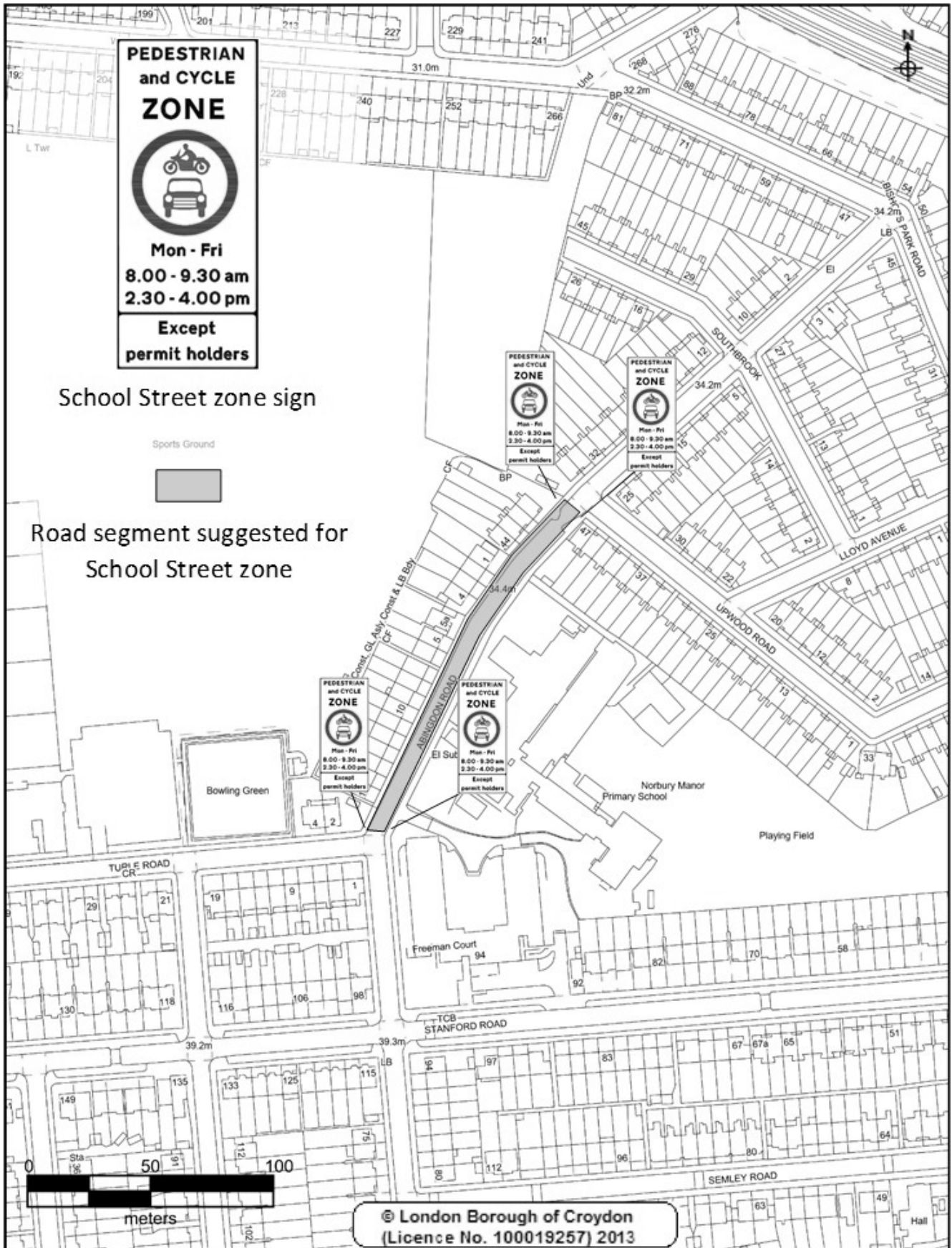
All questionnaire responses will be presented in a report for consideration by the Traffic Management Advisory Committee when it meets to guide a next step decision on 2 May 2019. The report will be available to view online from a week before the meeting:
<https://www.croydon.gov.uk/democracy/dande/minutes>.

Please do not hesitate to contact me by email should you require information or clarification on this proposal.

Yours faithfully,

Contact: Parking Services
schoolparking@croydon.gov.uk
Tel: 020 8726 6000
Our Ref: PS/FJ/P762
Date: 19 February 2019

Frede Jensen
Project Manager



PEDESTRIAN and CYCLE ZONE

Mon - Fri
8.00 - 9.30 am
2.30 - 4.00 pm

Except permit holders

School Street zone sign



Road segment suggested for School Street zone

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London Borough Croydon

Scale 1:2000

14-Feb-2019

School Street Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it by email or post to reach us by Tuesday, 5 March 2019

Name*

Address*

** Without this information your views 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 plan – one response per household and returned using the official pre-paid envelope provided.*

Are you in favour of introducing a School Street as shown in the drawing?

Please choose **one** option only by putting an 'X' in the appropriate box.

Yes, traffic restriction at start and end of school day is needed as shown in the proposal drawing

Yes, traffic restriction at start and end of school day is needed but should be wider than proposed (explain below)

No, traffic restriction at start and end of school day is not needed

Whether you answered 'Yes' or 'No' above, please provide any comments that you wish to contribute to the decision to fully develop the suggested scheme. Please explain what you would change to the proposal in the drawing, bearing in mind the practicalities described in the FAQ sheet point 5, 8 and 9. Continue on the reverse if necessary.

Comments:

The results of the consultation will be presented in a report to the Traffic Management Advisory Committee for consideration at its next public meeting on 2 May 2019 in the Town Hall, Katharine Street, Croydon. The report will be available to view 7 days prior: www.croydon.gov.uk/democracy/dande/minutes

School Street – Frequently Asked Questions

1. What is a School Street?

In present context, it is a street with a school entrance, which during the start and end of the school day is restricted to use by pedestrians and cyclists, with most motor vehicle traffic prohibited. Driving a non-exempt motor vehicle in the street during the hours of operation, without any of the valid exclusions listed in the Highway Code (e.g. a medical emergency, under direction of a policy officer etc.), would constitute a contravention under traffic management regulations.

2. Why is the Council considering this?

The School Street is proposed, firstly, in response to credible requests for something to be done about obstruction and safety concerns from the high volume of parking and manoeuvring at school times. Conventional parking enforcement patrols only have a limited short term effect and occasions of open hostility towards them set a bad example to children. Secondly, the school run accounts for thousands of short trips on the roads network, which contributes to congestion, air pollution and, at some schools, creates dangerous conditions. The London Mayor has made it an over-reaching policy that all local Councils must help children and parents to use cars less and to walk, cycle and use public transport more. This requires that a healthier and safer environment is established at the school entrance.

3. What have people reported from similar schemes in other places?

The Council introduced the first School Streets schemes in 2017. Follow up surveys show that schools and residents inside the zones are in favour of the schemes. The inconvenience of having to apply for an exemption is disliked, but is outweighed by the benefits. Existing schemes have resulted in a significant uptake in children walking and cycling to school, with fewer parents using the car. Concerns have been raised about the displacement of the residual car travel, with some school children now being dropped-off and picked-ups in neighbouring roads. However, this effect is reduced in amount and is dispersed over a wider area. Parents have needed time to find alternative arrangements to their usual car journey.

4. What is the difference between informal and formal consultation?

The Council has already assessed that the requested School Street scheme might be feasible. The informal stage is now intended to gauge the opinions of people who reside inside and immediately outside the proposed zone, to help decide upon and define the proposal in more detail. The Traffic Management Advisory Committee (TMAC) of elected councillors will then review the detailed proposal, together with the opinions in support and in opposition to the scheme.

If it is agreed to proceed further, a subsequent formal stage is conducted in accordance with the legal obligation on the Council to issue a Public Notice and to allow a time for receiving objections from the wider public and public service authorities. The outcome of a formal consultation is reported back to the TMAC for final consideration, before a scheme can (or cannot) be decided upon and implemented.

5. Where will the scheme operate?

It is presently proposed to place signs at the entrance to the school street as is shown on the attached drawing. The Council is open to receiving comments or petitions for changes to this proposal. Beware, it would only be possible to establish zone start and end points at appropriate road junctions, to present drivers with a realistic opportunity to select an alternative route and to avoid leading drivers into a road where they would be forced to make difficult and potentially hazardous U-turns.

6. At what times will the restrictions apply?

The days and hours of the proposed scheme will depend on the comments received from this consultation. Other School Streets in the borough tend to operate at 08:00 to 09:30 and 14:00 to

16:00, Monday to Friday. This can vary in places where multiple schools in a neighbourhood have staggered their time tables. The restrictions are not enforced on weekends and outside the school terms.

7. Can I park in the School Street during the operational hours?

Vehicles parked within the School Street before the operational times will be able to remain parked for the duration of the operational hours.

8. What if I need to drive my car in the street during the restricted hours?

Any resident with a vehicle registered or hire agreement at an address within the zone would be eligible for an exemption permit. The permit is simply an electronic record in the compliance system and there is no need to physically affix anything to the vehicle. Schools busses and vehicles used in the transport of children and adults with special access needs are also exempted. Business employees and schools staff with allocated parking on their workplace premises inside the zone will be exempted. Employees and staff without on-premises parking will not be exempted (the scheme is not intended to substitute for workplace parking). If business employees or school staff wish to park on-street within the restricted zone, they would have to arrive and depart outside the hours when the zone is in operation.

9. What about our visitors?

Essential health and care visitors can request an exemption, which may be zone specific or apply across all School Streets in Croydon. Other visitors, including home deliveries other than by Royal Mail, will have to arrive outside the hours when the zone is in operation, or they can temporarily park outside the zone and then move the vehicle once the restrictions end.

10. How much will an exemption permit cost?

It is currently free (£0.00).

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 driving in the School Street zone are entitled?

A fixed position traffic camera with automatic number plate recognition and a contravention detection algorithm will operate during the controlled hours. Civil Enforcement Officers (CEOs) will verify the picture of a driving car's registration number against the exemptions list. The CEO can issue a £130 Penalty Charge Notice (discounted to £65 if paid within 14 days) to any vehicle that drives into the road without a valid exemption. The camera will focus strictly on the traffic entry point to the street. It cannot be turned or used for any other purpose, such as for spying or recording anti-social behaviour.

13. Is this not just a money making scheme?

The scheme is proposed solely for traffic and parking management considerations. Its enforcement will very likely result in the detection and enforcement of driving contraventions. The penalty charge is set by a London-wide authority, to reflect a level deemed necessary in deterring driving contraventions and which is consistent with a legal requirement on the local authority to charge to recover the costs of implementing and operating such a scheme (as no funding is available from the Council Tax for these types of proposals).

To fairly enable drivers realising the changing conditions in the street and to give them the opportunity to find another mode or route of travel, the scheme would not be enforced during its first month of operation. Instead, CEOs will show an advisory presence in the street and the surrounding area. Drivers will subsequently have the right to appeal any penalty, stating a legally valid reason for driving in the School Street.

14. What if I do not support the introduction of a School Street?

Tick the 'No' box on the enclosed questionnaire. If the school and the majority of residents in the street are against then a scheme is unlikely to go ahead. It would be helpful if you stated why you oppose the proposal. If the majority is in favour of a scheme then there may still be opportunity to make amendments and address concerns raised. There will be opportunity to make further comments or object to the proposals at a later Public Notice stage.

15. What happens next?

At the end of this consultation, the opinions and comments on all returned questionnaires will be analysed. The results of these will be presented in a report to the TMAC, at its public meeting in the Town Hall, Katharine Street, Croydon, to guide a decision whether to proceed with the next stage. The report will be available 7 days before the meeting using the following link:

<https://www.croydon.gov.uk/democracy/dande/minutes>.