

Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Muhammad Ali, Jeet Bains, Felicity Flynn, Simon Hoar and Karen Jewitt

Reserve Members: Robert Canning, Luke Clancy, Mary Croos, Ian Parker, Pat Ryan and David Wood

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Wednesday, 5 February 2020** at **6.30 pm** in **F10, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS BAKER
Director of Law and Governance
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

Cliona May
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www.croydon.gov.uk/meetings
Tuesday, 28 January 2020

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 18 December 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. Kynaston Road Area - Objections to the Proposed Extension of the Croydon CPZ (N1 Permit Area) (Pages 9 - 24)

6. Exclusion of the Press and Public

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

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

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Traffic Management Advisory Committee

Meeting held on Wednesday, 18 December 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, Simon Hoar and Karen Jewitt

Apologies: Councillor Felicity Flynn

PART A

1/19 Minutes of the Previous Meeting

The minutes of the meeting held on 16 October 2019 were agreed as an accurate record.

2/19 Apologies for Absence

Apologies for absence had been received from Councillor Felicity Flynn.

Apologies for lateness had been received from Councillor Muhammad Ali.

3/19 Disclosure of Interests

There were none.

4/19 Urgent Business (if any)

There were no items of urgent business.

5/19 Bynes Road Area - Objections to the Proposed Extension of Bynes Road CPZ

The Committee considered a report detailing the objections received from the public following the formal consultation process on a proposal to extend the existing Bynes Road Controlled Parking Zone to the currently uncontrolled section of Bynes Road with a combination of Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) and single yellow lines operating from 0900 hours – 1700 hours, Monday to Saturday.

The Parking Design Manager, David Wakeling, introduced the report and explained that a positive response had been received at informal consultation stage; however, a negative response at the formal consultation stage, including four petitions. The objections had been analysed and it had been concluded that there was insufficient support for the scheme.

Ms Carol Whinnom addressed the Committee in her capacity as a local resident and explained that she was in support of the officer's recommendation of refusal. She noted that there were significant problems in the area with parking, however, the extension of the CPZ was not the solution; she explained that there were more imaginative ways to solve the issues, without negatively impacting on residents. She noted that the main factors for the parking issues were; parents dropping off and picking up their children from Purley Oaks Primary School, which could be resolved by introducing walking buses or parents being encouraged to use public transport; the South Croydon Bus Garage, which could be resolved by mini buses collecting bus drivers before their shifts to reducing parking private vehicles; large businesses based in the area who were not utilising their depot areas for parking; and residents parking their business vehicles. She further explained that the residents who previously requested the current CPZ which was in place nearby did not use it and parked in the neighbouring roads. She concluded by stating that if the CPZ was extended then it would be cheaper for her to drive to work every day, as opposed to using public transport, which should not be the case.

In response to Ms Whinnom the Parking Design Manager agreed that there were parking issues around many schools in the borough and that Purley Oaks Primary School had been identified as a potential area to introduce a School Streets zone. The Chair added that the School Streets scheme had been positively received where it had been implemented. The Headteacher of Purley Oaks Primary School would need to be in support of the scheme before introducing it.

Councillor Simon Hoar explained that he knew the area well and sympathised with the residents because of the current parking problems. He noted there were problems caused around the South Croydon Bus Garage as the bus drivers would park their vehicles in the surrounding residential roads during their shifts.

The Chair echoed Councillor Hoar's comments and noted that the problems caused by the South Croydon Bus Garage were frustrating, however, the Council could not control this.

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

- 1) Consider the responses received to the formal consultation to extending the existing Bynes Road Controlled Parking Zone to the currently uncontrolled section of Bynes Road with a combination of

Shared-Use Permit/Pay via Ring-Go (8 hours maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

- 2) Agree for the reasons detailed in this report not to extend the Bynes Road Controlled Parking Zone throughout the whole length of the road as shown on drawing number PD 403.
- 3) Inform the objectors and supporters of the above decision.

Councillor Muhammad Ali entered the meeting at 1858 hours.

6/19

South Drive Area - Results of Informal Consultation on the Possible Extension of the Coulsdon CPZ

The Committee considered a report which included the results of the informal consultation on the proposal to extend the Coulsdon Controlled Parking Zone (CPZ) into the Coulsdon Town Centre CPZ Area to include the currently unrestricted roads South Drive, The Grove and The Avenue, in light of the recently adopted Parking Policy.

The Head of Transport, Planning and Strategic Transport, Ian Plowright, introduced the report and explained that a petition had been received from residents in South Drive requesting parking controls to be introduced. A strong response had been received and the majority of those who responded were not in favour of extending the Coulsdon CPZ across the area.

Councillor Simon Hoar noted that the response to the questionnaire had been negative and would, therefore, be supporting the officers' recommendations.

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

- 1) Consider the responses received to the informal consultation on the proposal to extend the Coulsdon Controlled Parking Zone into the South Drive area, the recently adopted Parking Policy, the duty to secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities, and other matters including local amenity.
- 2) Agree not to proceed at this point in time, to formal consultation on the proposal to extend the Coulsdon Controlled Parking Zone into South Drive, The Grove and The Avenue as illustrated on Drawing No. PD 368, due to the reasons set out in paragraph 11.1.
- 3) Instruct officers to inform the organisers of the petition of the decision.

7/19 **Exclusion of the Press and Public**

This was not required.

The meeting ended at 7.03 pm

Signed:

Date:

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REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 5 February 2020
SUBJECT:	KYNASTON ROAD AREA – OBJECTIONS TO THE PROPOSED EXTENSION OF THE CROYDON CPZ (N1 PERMIT AREA)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Bensham Manor
CORPORATE PRIORITY/POLICY CONTEXT: This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none"> • Croydon Local Plan 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 Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they: <ul style="list-style-type: none"> 1.1 Rescind the Traffic Management Advisory Committee's decision Kynaston Road Area – objections to the proposed extension of the Croydon CPZ (N1 Permit Area), Item 8 dated 16 October 2019. 1.2 Replace the Traffic Management Advisory decision Kynaston Road Area Item 8 dated 16 October 2019 with the following decision: <ul style="list-style-type: none"> 1.2.1 Consider the objections, contained in this Report, to extending the existing Croydon Controlled Parking Zone (N1 Permit Areas) to Atlee Close, Kynaston Avenue, Kynaston Crescent, Kynaston Road (SE of Swain Road junction), Palmerston Road, Pitt Road and Sandringham Road with a combination of Shared-Use (Permit/Pay-by-phone) bays and single yellow lines operating 9am to 5pm, Monday to Saturday. 1.2.2 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- 0402/1-3. 	

1.2.3 Inform the objectors and supporters of the above decision.
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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 (N1 Permit Areas) to Atlee Close, Kynaston Avenue, Kynaston Crescent, Kynaston Road (SE of Swain Road), Palmerston Road, Pitt Road and Sandringham Road 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 2 May 2019, where it was agreed to proceed to a formal consultation on the making of Traffic Management Orders to introduce the proposed scheme.
- 2.3 The Traffic Management Advisory Committee considered this matter in its October meeting. However, due to an administrative error, not all objections were included in this Report. Therefore it is necessary to rescind that decision and take the decision again based on all relevant information (which is included below).
- 2.4 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 Palmerston Road and Sandringham Road in February 2019 residents were consulted on a possible extension of the Croydon (North Permit Area) Controlled Parking Zone into the Bensham Manor Area which included Attlee Close, Haslemere Road, Penhurst Road, Norman Road, Torridge Road, Bensham Lane (north side), Lucerne Road, Berne Road, Geneva Road, Zermatt Road, Ecclesbourne Road, Boswell Road, Bensham Manor Road, Swain Road, Marion Road, Kynaston Avenue, Kynaston Road, Kynaston Crescent, Pitt Road, Sandringham Road and Sandringham Road.
- 3.2 On 2 May 2019, following informal consultation, it was agreed to undertake formal consultation (minute 9/19 refers) regarding proposals to extend the zone into Atlee Close, Kynaston Avenue, Kynaston Crescent, Kynaston Road (SE of Swain Road), Palmerston Road, Pitt Road, and Sandringham Road following a positive response from an overall majority of respondents in these streets (see results table below).
Table 1 – Roads (including part of Kynaston Road) which were formally consulted:

				Are you in favour of a CPZ?			
Street Name	No. of house-holds	No. of Responses	Response rate %	Yes		No	
Attlee Close	52	7	13%	3	42%	4	57%
Kynaston Avenue	125	36	29%	23	64%	13	36%
Kynaston Crescent	41	11	27%	7	63%	4	36%
Kynaston Road (SE of Swain Road)	59	13	22%	8	61%	5	38%
Palmerston Road	25	10	40%	10	100%	0	0%
Pitt Road	36	13	36%	11	84%	2	15%
Sandringham Road	33	12	36%	10	83%	2	16%
TOTAL	371	102	27%	72	71%	30	29%

- 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 September 2019.
- 3.4 With regards to operational hours, overall the majority of respondents supported copy of the relevant drawings and the public notice, and invited to submit objections and comments on the scheme by 26 September 2019.

4. OBJECTIONS AND RESPONSES

- 4.1 A total of 8 objections were received during the formal consultation period. Full details of objections and officer's responses can be found in Appendix A.
- 4.2 The controlled parking scheme is proposed to be introduced in an area where the overall majority of households 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 footway cross-over applications as parking should become far easier for residents especially during the controlled hours with less need to reserve a parking space in their front gardens.

4.3 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. 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.

4.6 **Support for the Proposals**

Prior to the informal consultation petitions were received (from residents of Sandringham Road and Pitt Road) expressing a need for the introduction of a parking scheme. The messages stated that:

- Pitt Road suffers from commuter parking by staff working at the nearby shops.
- Since the introduction of permit parking on Pawson Road and Princess Road this has caused displacement of parking in the surrounding area. It has become impossible to find parking on Pitt Road and resulted in some residents parking obstructively to reserve parking spaces which exacerbates the problem.

4.7 **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 in Appendix A, it is recommended to proceed with the scheme as proposed and shown in drawing No. PD-0402

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 with £57k remaining. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would be funding of £2k remaining 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</u>				
<u>Budget</u>				
<u>available</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Capital</u>				
<u>Budget</u>				
<u>available</u>				
Expenditure	57	0	0	0
<u>Effect of Decision from</u>				
<u>report</u>				
Expenditure	20	0	0	0
<u>Remaining Budget</u>	37	0	0	0

6.2 The effect of the decision

6.2.1 The cost of introducing controlled parking into the Bensham Manor area has been estimated at £20,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs.

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

6.5.1 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.

6.6 Approved by: F Wright, 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 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. 6.5The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.
- 7.5 Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of Sean Murphy Director of Law and 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 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.
- 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 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.

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.

11. ENVIRONMENTAL IMPACT

- 11.1 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.

12. CRIME AND DISORDER REDUCTION IMPACT

- 12.1 The fact that uniformed Civil Enforcement Officers will be regularly patrolling the area should have a deterrent effect on crime.

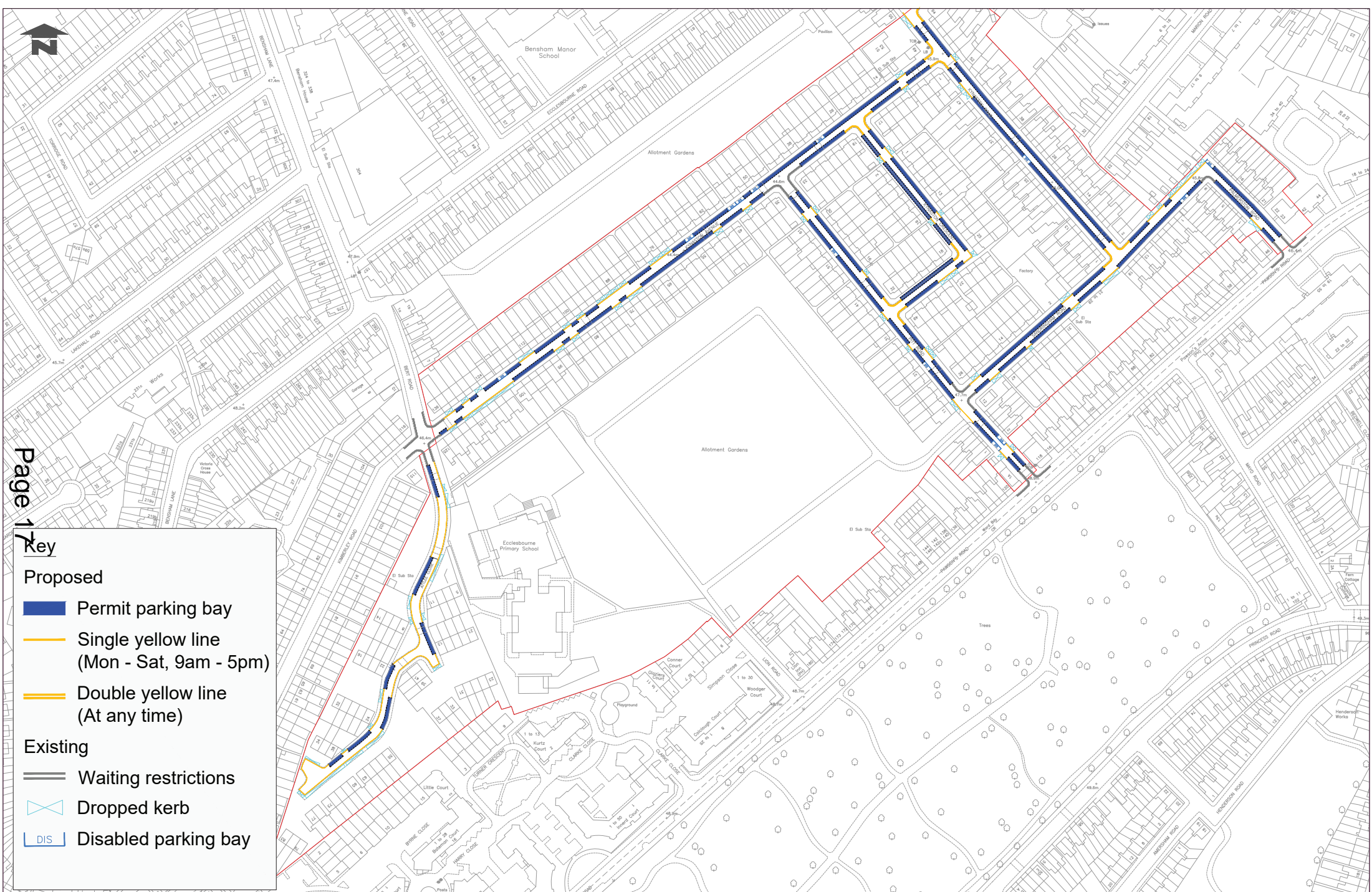
13. REASONS FOR RECOMMENDATIONS

- 13.1 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.

14. OPTIONS CONSIDERED AND REJECTED

- 14.1 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:	Barry Copestake – Traffic / Parking Engineer Highway Improvements, Parking Design 020 8726 7100
CONTACT OFFICER:	David Wakeling, Parking Design Manager, Highway Improvements, Parking Design 020 8726 6000 (Ext. 88229)
APPENDICES	Appendix 1 – Representations received and officer's comments
BACKGROUND PAPERS	None



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Key

Proposed

- Permit parking bay
- Single yellow line (Mon - Sat, 9am - 5pm)
- Double yellow line (At any time)

Existing

- Waiting restrictions
- Dropped kerb
- Disabled parking bay

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Representations received and officer's comments

Objection 1

I am writing to object against the proposal of a controlled parking zone in the Kynaston Road area.

I think it's outrageous that residents should have to pay to park in their own road. I am a Mum to a young child, a business owner, of which I am trying to get off the ground and do not have extra cash to spend on such a ridiculous scheme. As for the Monday-Friday 9-5 pay and display, whoever has decided this hasn't done their research. This is purely a residential area, there are no shops, businesses nor are we close to town. Non-residents have no reason to park here Monday-Friday 9-5. None of our roads are busy at those times but more so after 5pm and weekends, so the whole thing just seems like a money making scam. We pay our council tax and high rates of living in the area and have to pay more for car insurance due to the dodgy area of Croydon. The least you could do is let us carry on parking without unnecessary charge. I urge that this is reconsidered, not overlooked and ditched.

If there is an option for residents to come along then let me know, I will be sure to get a group of us together to fight our case. To think that this could be agreed without residents present is absurd.

Officer's comment

The consultation for the proposed controlled parking scheme is in direct response to a petition received from residents of Sandringham Road and Palmerston Road who requested that the Council consider introducing parking controls to help improve parking conditions. Giving consideration to potential displaced parking a wider area from these two roads was consulted to give residents of neighbouring roads an opportunity to voice their views.

The proposed operational period, Monday – Saturday 9am – 5pm, aims to be consistent with the adjacent existing CPZs, as this reduces parking displacement with non-permitted vehicles inter-zone commuting and also avoid confusion with having roads operating parking controls at various periods.

The implementation and administrations costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the sale of parking permits, effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into the highway or fund concessionary travel schemes.

Objection 2

With regards to your new proposed Controlled Parking Zone in Kynaston Rd area, since receiving your proposal a number of residents in this area have canvassed the proposed area in concern. A majority of the home residents in this area said the voted against meters, or the restrictions you have planned. We our-self voted against this proposal because it will cause many problems for myself and my family. Also this means that people who have these meters outside their homes are still not guaranteed a parking space even if they have a permit. Its first come first served rule which means they will be outside someone else's property causing aggravation and arguments.

This is just another way for the Council to tax the residents who pay there poll tax, road, and car insurance but still cannot park outside their homes. This also causes problems for family and friends visiting it means they will have to pay its unfair and legalised robbery. Publish the true results of the poll before forcing this on the people who voted no the majority. Also I would like to see a breakdown of the votes for and against as I said before we have canvased the area so we know the true figures.

This is not solving any motoring related things as you state in your letter it is creating them. Money should not come before its residents but obviously that's not Croydon Councils opinion.

Officer's comment

The consultation for the proposed controlled parking scheme is in direct response to a petition received from residents of Sandringham Road and Palmerston Road who requested that the Council consider introducing parking controls to help improve parking conditions. Giving consideration to potential displaced parking a wider area from these two roads was consulted to give residents of neighbouring roads an opportunity to voice their views.

The Traffic Management Advisory Committee (TMAC) report will include full results from the consultation and be available in the public domain.

The implementation and administration costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the sale of parking permits, effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into the highway or fund concessionary travel schemes.

Objection 3

I wish to present my statement and object to the above timings of the proposed controlled parking zone, in the strongest possible terms to the TMAC.

My reasons are: If you proposed restrictions from 9am to 5pm that is not going to solve the problem of the exceptionally bad parking situation in this area. I live on Kynaston Crescent. The times need to start earlier and finish later, for example from 8am to 8pm (although 12am would be preferable). The residents often come home to find people who do not live in the area parking their cars and walking off into the distance, ever since Pawson's Road had their parking restrictions introduced. I have seen people swapping their cars to save a space and they do not live around here. I have had long conversations with other residents whilst we are driving around in the evening desperately trying to find a space.

If you introduce the parking from 9am to 5pm, we will end up paying for parking permits that do not benefit us. The people who do not live here will park early in the evening, then drive off in the morning. I have had to park four streets away from my home in the evenings sometimes because I am unable to find a space near my home, sometimes carrying a sleeping toddler or shopping.

Officer's comment

The purpose of the proposed CPZ aims to prioritise parking for residents by removing long-term visitor and commuter parking. The proposed operational period, Monday – Saturday 9am – 5pm, is to be consistent with the adjacent existing CPZs, as this reduces parking displacement with non-permitted vehicles inter-zone commuting and also avoid confusion with having roads operating parking controls at various periods.

Objection 4

This email is in response to your letter dated 5 September 2019 to residents of the Kynaston Road area, including Attlee Close. I am writing to object to this proposal, the reasons for my opposition are outlined below:

1. I am a resident of Attlee Close and was one of the first families to move to the area from New Addington when the Close was completed by the housing association in the early 1990s. Since we moved to Attlee Close, there has never been parking problem.
2. Some families have children who are now adults and own cars, increasing the number of vehicles in the area; despite this, there have been no issues with parking, neighbours get along well and none has expressed difficulty in finding a place to park.
3. Having lived in the area since the 90s, parking, even by those who do not live in the area, has never presented any safety issue for children or the elderly living in the area.
4. This is probably, the second or third time that Attlee Close have been consulted about implementing a controlled parking scheme; indeed such a scheme was implemented by the housing association but had to be abandoned because it did not serve the needs of the community.
5. Your letter states that the majority of the people in the area voted for this proposal; this is at odds with many of the people I have spoken to in Attlee Close who claim they voted against the proposal.
6. There is a deep suspicion amongst many residents in the Close that this is just another scheme of the Council to generate additional income, but this is being done at the expense of the people who are already disadvantaged in society.

No doubt many residents of Attlee Close have already responded to express their opposition to this proposal. I add my voice to theirs by objecting to this scheme. Many people living in the Close are from disadvantaged backgrounds who are working hard to make ends meet and burdening them with yet more financial obligations in the form of the paid parking annual permits is unfair. There is a feeling among some residents in the Close that our opposition and objections will be ignored by the Council but I hope you will reconsider this carefully and abandon the extension of the controlled parking zone to Attlee Close.

Officer's comment

The consultation for the proposed controlled parking scheme is in direct response to a petition received from residents of Sandringham Road and Palmerston Road who requested that the Council consider introducing parking controls to help improve parking conditions.

Giving consideration to potential displaced parking a wider area from these two roads was consulted to give residents of neighbouring roads an opportunity to voice their views.

The Traffic Management Advisory Committee (TMAC) report will include full results from the consultation and be available in the public domain.

Objection 5

I reside at 71 Kynaston Avenue and object to the proposed orders. We have a dropped curb and we have to constantly use the parking outside the house as we do school runs for our grandchildren n also help with running around for a Charity we volunteer for.

Officer's comment

The purpose of the proposed CPZ aims to prioritise parking for residents by removing long-term visitor and commuter parking, all sections of the carriageway must be controlled with either parking places or waiting restrictions (yellow lines). Single yellow lines are proposed across vehicle access (driveways) to ensure unobstructed access during the CPZ operational hours, Monday – Saturday 9am – 5pm, outside of these hours vehicles may park on the single yellow lines.

Objection 6

We are writing to object very strongly to the proposed controlled parking zone in the Sandringham Road/Kynaston Road area of Thornton Heath.

Firstly, you need to know that in the 48 years we have run our bakery from Sandringham Road there has NEVER been an issue with parking until you introduced the controlled parking zone in Pawson's Road so the council need to take responsibility for this and not use this as an excuse to now make money out of charging residents £300 a year to park outside their own homes because of the problems you created. Hardly anybody uses the pay-by-phone bays in Pawson's Road so it seems to have been a waste of money introducing it, by introducing it you just forced people to park in neighbouring roads causing a problem that didn't exist before. All you needed to do in Pawson's Road to get rid of the bottleneck problems was to allow free parking on one side of the road and have double yellow on the other side.

Although we have run our bakery from Sandringham Road for 48 years, it has been a bakery for over 100 years and you can't just ignore the fact that we own the properties and run a business from here. Without being able to staff the bakery we would not be able to make products for our 24 shops and in turn this would put at jeopardy 200 jobs as we would be forced out of business having served the local community for 82 years.

We own the freehold of the following addresses:

2 Sandringham Road, 4 Sandringham Road, 21 Sandringham Road, 23 Sandringham Road, 25 Sandringham Road, 27 Sandringham Road, 29 Sandringham Road, 51 Kynaston Road, 53 Kynaston Road.

I am appalled to see that we will not qualify for any parking at all as our business employs more than 12 staff. This is complete discrimination. How is it legal to treat us any differently than anyone else who owns a property on the affected roads? We have always worked closely with the Council and our neighbours and ensure that we don't allow any deliveries during commuter times to help our neighbours get to and from work/school drop offs without any delivery vehicles getting in their way.

Public transport is not possible for all staff due to either the time they start work, the distance they travel or the fact that it is just not a safe area to be walking around. In the last year we have had a member of staff mugged twice on the way to work and another mugging right outside our bakery as well as stabbings a couple of roads away. Those staff that do have to drive to work would leave if they were unable to drive to work in the future. At the very least we would need 9 parking spaces which would equate to one for each of the addresses we own on the roads affected but these should not be charged for purely for the Council to benefit and the local residents and businesses to be penalised.

A family member had controlled parking outside their property in Islington and each property owner was allocated two permits free of charge and a book of approximately 30 visitor permits to allow for free parking for family members while

visiting for short periods. Islington Council is clearly dealing with the matter looking after the needs of the community rather than as a money making scheme.

Historically we have been able to keep the areas directly outside our bakery and stores clear for the suppliers that deliver on a daily basis to us but since the restrictions in Pawson's Road have meant more people parking on Sandringham Road, we have to take our deliveries off in the middle of the road which is far from satisfactory for all concerned. It would be sensible to have the areas outside our premises as loading bays that our staff could also park in outside of delivery times.

Officer's comment

The consultation for the proposed controlled parking scheme is in direct response to a petition received from residents of Sandringham Road and Palmerston Road who requested that the Council consider introducing parking controls to help improve parking conditions.

The purpose of the proposed CPZ aims to prioritise parking for not only residents but also for local businesses by removing long-term visitor and commuter parking, and provide an increase in available parking places. Businesses based within the CPZ boundary are eligible to purchase a maximum of 2 business parking permits, however visitors and workers for local businesses, such as Coughlan's Bakery would only need to pay for parking during the hours of operation of the CPZ, Monday – Saturday 9am – 5pm, and may utilise the pay by phone facility in any of the parking bays (excluding disabled parking places). Additionally any employees of Coughlan's Bakery registered living at the freehold addresses listed will be eligible to purchase a residents parking permit.

Officers' recommendations will be to omit Marion Road, Swain Road, Ecclesbourne Road and the roads north of Ecclesbourne, therefore in the event that the proposed CPZ is implemented then employees of Coughlan's Bakery may continue to park in these roads free of charge at any time of the day.

The implementation and administration costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the sale of parking permits, effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into the highway or fund concessionary travel schemes.

Objection 7

I am writing to object to the parking proposal for Kynaston Avenue as I do not believe proper consideration has been given to alternative days and times. I feel the Monday-Saturday 9am – 5pm blanket across the borough is unfair and other options should be consulted upon before a decision is given. The current blanket time increases isolation and loneliness as people may not visit as much or for as long due to parking restrictions.

I believe that a proper consultation should involve options other than yes or no.

Officer's comment

The purpose of the proposed CPZ aims to prioritise parking for residents by removing long-term visitor and commuter parking, and provide an increase in available parking places for residents and their visitors / tradespeople.

The proposed operational period, Monday – Saturday 9am – 5pm, is to be consistent with the adjacent existing CPZs, as this reduces parking displacement with non-permitted vehicles inter-zone commuting and also

avoid confusion with having roads operating parking controls at various periods.

Objection 8

Will you please explain to me why residents have to pay to park in their own town? We already pay council tax and road tax for the upkeep of the roads.

This seems to be nothing more than a money making scheme as parking permits confer no benefits to residents whatsoever. There might be some small justification for the fee if a permit guaranteed a parking place in one's own street but it doesn't. I can pay for a permit and still not be able to park when I come home.

Those residents who voted for paid parking were forced to do so because people from other paid parking areas have been parking here for free. If all areas were free people would park where they live and there wouldn't be a problem.

The policy of paid parking is particularly cruel to pensioners and those on a low income who will now have to choose between eating, heating and parking.

Some elderly people (myself included) may have to give up their cars and lose their only means of socialisation, in my case this will have a knock-on effect as I mostly use my car to take elderly people home from church. If I have no car they too are forced into isolation.

Government policy encourages people to socialise and be active to prevent depression and ill-health but elderly people will have to give up their allotments because they will no longer be able to afford to park there.

My car passed all its emissions checks at MOT but you want to charge me £300 just because it was registered before 2001. How is that fair?

I could say a lot more but I know I would only be wasting my time. For many years now Croydon Council has seemed to exist for the benefit of Croydon Council rather than for the residents and will do what it wants regardless of the hurt and inconvenience to the people of Croydon.

Officer's comment

The purpose of the proposed CPZ aims to prioritise parking for residents by removing long-term visitor and commuter parking, and provide an increase in available parking places for residents and their visitors / tradespeople.

All residents pay council tax, however not all residents live within a CPZ and only those that do will benefit from the scheme. Vehicle excise duty is a tax levied on every vehicle using public roads in the UK and is collected by central government (via DVLA) and not local Council.

The implementation and administrations costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the sale of parking permits, effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into the highway or fund concessionary travel schemes.

For pre-March 2001 vehicles those with an engine capacity of 1600cc or less are charged £146 for the first residents' permit rather than £300 for greater engine sizes.