

## **Traffic Management Advisory Committee**

Meeting held on Wednesday, 7 July 2021 at 6.30 pm.  
This meeting was held remotely; to view the meeting, please click [here](#).

### **MINUTES**

**Present:** Councillor Muhammad Ali (Chair);  
Councillor Patsy Cummings (Vice-Chair);  
Councillors Jade Appleton, Karen Jewitt, David Wood and Luke Clancy

**Also Present:** David Wakeling (Parking Design Manager)  
Cliona May (Democratic Services)

### **PART A**

#### **12/20 Minutes of the Previous Meeting**

The minutes of the meeting held on 25 February 2021 were agreed as an accurate record.

#### **13/20 Disclosure of Interests**

There were none.

#### **14/20 Urgent Business (if any)**

There were no items of urgent business.

#### **15/20 Objections to Proposed Introduction of Electric Charge Point Parking Bays - Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road**

David Wakeling, Parking Design Manager, introduced the [Report](#) which considered the objections received to the proposals to install Electric Vehicle (EV) Charging Bays in Elmgrove Road and Sundridge Road, Addiscombe East, Northborough Road, Norbury & Pollards Hill and Kemble Road, Waddon. Four sites had received objections out of the 19 sites in total. These were predominantly related to the loss of parking, noise pollution, visual intrusion and concerns that residents who do not live in the local area would use the bays. The council's response following consideration of the objections was to continue to recommend the proposals. David Wakeling went onto say that that demand for EV Charging Bays was set to exponentially increase in the coming years, which reflected the UK government policy to ban new petrol and diesel cars by 2030. The EV Charging Bay location proposals were

designed carefully to be positioned on flank boundaries to minimise the visual intrusion.

The Chair thanked the officer for his introduction and then invited the members of the public who registered to speak to make their representations. Two objections were received in relation to the proposals for Elmgrove Road and Northborough Road.

Max Mulvany spoke in objection to the Elmgrove Road EV Charging Bays proposal highlighted the following:

- He described the current parking situation as awful and that reducing the parking supply in that area would be even more detrimental.
- This area was surrounded by busy services and amenities, such as schools and the high street, and there was no protection from the overspill vehicles looking to park.
- He explained the stress of driving home from work and being unable to find a space within a half mile radius of his home in the current situation, and that losing four parking spaces on Elm Grove Road would have a knock-on effect and displace cars further.
- The claim that the objections were based on visual intrusion were not accurate and the concerns rested with reducing carers access for elderly residents and residents with young children who need to park close to their house.
- He stated that there were alternative locations suggested by residents.
- He suggested that officers should consider reducing and spreading the number of proposed bays; he was not opposed to the principle of the bays, however he was to this particular area at this given time.

The Chair thanked Max Mulvaney for his representation, ahead of inviting the next member of the public to speak.

Gulhan Kaynar spoke in objection to the Northborough Road EV Charging Bays proposal and highlighted the following:

- She outlined that the proposed EV Charging Bay was situated outside her front door, which was the only entrance affected.
- She said that there were many alternative locations on Northborough Road which were potentially suitable and would not affect residents.
- She described the feeling of insecurity of having a bay placed outside of her house, as a single occupancy, and passing drivers who were not residents of the area regularly using this space.
- She detailed that there was limited scientific evidence to support the safety of the EV Charging Bays and the effect on people's health.

*Councillor David Wood joined the meeting at 6.41pm.*

The Chair thanked the residents for their representations to the Committee. He invited David Wakeling to respond and provide any relevant clarifications.

David Wakeling made the following clarifications:

- Many alternative positions of the EV Charging Bays which seemed visibly suitable were in fact not because they did not have the required electricity supply in the road.
- The proposed bays were to provide electric charging facilities for the local residents and were not intended, or generally suitable, for passing users due to the slower charging power rate.
- There was, and increasingly will be, a requirement and demand for the EV Charging Bays across the borough.
- The bays might feel like a loss of space initially, however once these bays were installed residents would be enabled to purchase electric cars.
- There was no scientific evidence of health risks caused by EV Charging Bays.

### **Committee Member Questions and Debate**

In response to Councillor Ali asking how the installation of EV Charging Bays would affect areas that already experienced parking pressures, David Wakeling stated that the parking demand in Addiscombe was notable, however they had consulted with residents in the past for proposals to introduce Controlled Parking Zones, which brought a negative response and was not taken forward. He also clarified that the EV Charging Bays were intended for the use of local residents and the spaces would only take a small percentage of the total parking space in the area, therefore existing parking pressures should not be negatively impacted.

The Chair asked for more details about the local interest from residents to introduce EV Charging Bays. David Wakeling replied that all of the proposed sites were requested by residents, with varying interest.

In response to Councillor Appleton asking how the allocation and provision of EV Charging Bays in Croydon compared to other boroughs, David Wakeling stated that they were behind inner London boroughs. In comparison to neighbouring boroughs, he explained that it was difficult to compare to Bromley due to the amount of off-street parking and that Croydon was behind Merton and Wandsworth. He stated that Croydon had a target to install 400 EV Charging Bays by 2022 and it was projected that 1000 would be needed by 2030 to satisfy demand.

Members across the committee expressed their sympathy with residents who may be negatively affected by the EV Charging Bays, however the consensus was that the proposals should be implemented for the reasons detailed by the officer and set out in the report. Members voted unanimously to support the recommendations as set out in the report to the Cabinet Member for Sustainability.

16/20

## **Objections to Proposed Introduction of Waiting & Loading Restrictions**

David Wakeling, Parking Design Manager, introduced the [Report](#) which considered the objections received to introduce waiting and loading restrictions in various locations across the borough. The report sought to amend the original proposals, which was outlined in the appendices. All of the sites proposed to introduce restrictions were in response to complaints about safety and accessibility.

### **Committee Member Questions and Debate**

Councillor Luke Clancy raised concerns over emergency vehicle access on congested roads, explaining that those issues were exacerbated by the School Streets in the Grove Wood Hill area. He described a recent incident whereby a refuse lorry round and a school pickup time coincided and caused major traffic problems, where the lorry became stuck half way up the road. He said that Councillor Creatura had now raised this incident and made suggestion to the council to ensure that refuse rounds would not occur during peak school pick up hours. Councillor Clancy said this incident highlighted the risks of major congestion of serious accessibility concerns.

David Wakeling stated there were proposals to implement school time traffic restrictions in the Grove Hill Road area, following consultation with concerned local residents. He understood the Councillor's valid concerns regarding emergency vehicle access. School Streets did have an effect on the area in relation to congestion and he reassured that the council was in the process of mitigating those problems.

The Chair told the Committee that the aim of the School Streets scheme was to encourage healthy behaviour shifts and enable people to engage in active lifestyles.

Councillor Jewitt stated that she was pleased to see the proposal to adjust restrictions to the junctions in Thornton Heath because of the areas current parking issues.

Committee Members unanimously agreed to support the recommendations as set out in the report to the Cabinet Member for Sustainability.

17/20

## **Exclusion of the Press and Public**

This item was not required.

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The meeting ended at 7.03 pm

**Signed:**

**Date:**

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