

Traffic Management Advisory Committee Addendum



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, 12 July 2018** at **6.30 pm** in **Council Chamber - Town Hall**

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

Cliona May
020 8726 6000 x47279
cliona.may@croydon.gov.uk
www.croydon.gov.uk/meetings
Wednesday, 4 July 2018

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

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

ADDENDUM – PART A

6. Bourne Street and Vicarage Road Areas - Results of Informal Consultation on Possible Amendments to the Parking Controls
(Pages 5 - 24)

This report considers the results of the informal consultation on the proposal to include the Bourne Street area (which is currently in the West Permit Zone) in the Central Permit Zone and extend the operational hours of the Vicarage Road area from a 9am – 5pm operation to an 8am to 8pm operation.

(Copy attached)

7. Proposed Introduction of Charging Points for Electric Vehicles (EVCP) (Pages 25 - 44)

The purpose of this report is to recommend that Electric Vehicle Charging Points (EVCP) are introduced at various locations across the Borough to improve the availability of public charging points.

(Copy attached)

8. Princess Road Area - Objections to Proposed Extension of the Croydon CPZ (North Permit Area) (Pages 45 - 58)

The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce a new Controlled Parking Zone in the Princess Road Area with a combination of Shared-Use Permit/Pay & Display machines (8 hour maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.

(Copy attached)

9. Exeter Road Area - Objections to the Proposed Extension of the Croydon CPZ (East Outer Permit Area) (Pages 59 - 74)

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 (East Outer Permit Area) to Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road, with a combination of Shared-Use Permit/Pay & Display machines (8 hours maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.

(Copy attached)

10. Parking Charges 2018 / 2019 (Pages 75 - 100)

This report considers the parking charges for the coming year and is requesting comments on proposals that all permit charges remain at 2013/14 levels. It is proposed that residential parking bay suspension and dispensation charges and shop mobility charges also remain the same but the on and off-street parking charges are increased by a minimum of 10p for each 30 minute and 1 hour duration for on and off-street parking respectively.

(Copy attached)

11. Lansdowne Road Area - Results of Informal Consultation on the Possible Extension of the Purley CPZ (Pages 101 - 112)

This report considers the results of the informal consultation on the proposal to extend the Purley Controlled Parking Zone into the Lansdowne Road Area which includes the currently unrestricted roads Lansdowne Road and Sydney Avenue.

(Copy attached)

12. Objections to Proposed Parking Restrictions (Pages 113 - 148)

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 Cross Road, Addiscombe West, Stambourne Way/Shelford Rise, Crystal Palace & Upper Norwood; Southbridge Road/Tanfield Road/Brafferton Road/St. Andrew's Road/Keen's Road/Bramley Hill/Dering Road and Wellesley Road, Fairfield; Lower Barn Road, Purley Oaks & Riddlesdown, Upper Shirley Road, Shirley South, Bevan Court/Fleming Court/Coldharbour Road and Stapleton Gardens, Waddon and Davidson Road, Woodside.

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 July 2018
SUBJECT:	BOURNE STREET AND VICARAGE ROAD AREAS– RESULTS OF INFORMAL CONSULTATION ON POSSIBLE AMENDMENTS TO THE PARKING CONTROLS
LEAD OFFICER:	Shifa Mustafa, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	Waddon
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • The Croydon Plan Feb 2018; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2013 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (job share) that they:	
1.1	Consider the responses received to the informal consultation on including the Bourne Street area within the Central Permit Zone and extending the hours of the controls of Vicarage Road area from a 9am – 5pm to an 8am to 8pm operation.
1.2	Agree not to make amendments to the West Permit Zone to include the Bourne Street area into the Central Permit Zone and not to increase the hours of

operation of the Vicarage Road area.

- 1.3 Instruct officers to inform the organisers of the petitions of these decisions.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the proposal to include the Bourne Street area (which is currently in the West Permit Zone) in the Central Permit Zone and extend the operational hours of the Vicarage Road area from a 9am – 5pm operation to an 8am to 8pm operation.
- 2.2 The outcome of the informal consultation was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On 3 July 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.
- 2.3 The results of the consultation show that the majority of respondents have voted against any changes to the existing controls in both these areas and it is proposed to retain the existing arrangements.

3 DETAIL

- 3.1 A petition has been received from residents in the Bourne Street area requesting that controls be extended into the evening and on Sundays due to growing parking problems and the lack of available parking.
- 3.2 A petition was received from Vicarage Road residents requesting that the parking controls should be extended to 8pm to alleviate parking problems associated mainly with the Tramstop located at the end of the road. At the Traffic Management Advisory Committee meeting held on 19 December 2016, the Cabinet Member for Transport and Environment authorised officers to proceed with the informal consultation which is the subject of this report.
- 3.3 It was agreed to consult residents and businesses in Bourne Street, Lower Church Road, Booth Road and part of Waddon New Road on a possible relocation of the area from the West Permit Zone into the Central Permit Zone with 8am to midnight, Monday to Sunday controls. In the Vicarage Road area it was agreed that residents of Vicarage Road, Siddons Road, Kemble Road, Waddon Road, Benson Road and Courtney Road be consulted on a possible increase in the hours of operation of the controls from 9am – 5pm, Monday – Saturday to an 8am – 8pm, Monday – Saturday operation.

4 INFORMAL CONSULTATION

Bourne Street Area

The informal consultation for this area commenced on Monday, 5 March 2018 and continued until Friday, 30 March 2018. 66 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a factsheet and a questionnaire were delivered to addresses within the area. Included in each pack was a pre-paid envelope for

the return of the questionnaire.

4.1 Over the course of the informal consultation a total of 19 questionnaires were returned in the Bourne Street area, representing a 28% response rate which is considered good for an informal consultation exercise of this type. Table 1 shows the results and returns for the individual roads in the consultation area.

4.2 **TABLE 1 – Results of the Questionnaire – Bourne Street Area**

ROAD	Number of Consultees	Responses Received	% Received	Responses In Favour Proposal	% in Favour of Proposal
Bourne St	31	9	29%	4	44%
Lower Church St	9	4	44%	3	75%
Waddon New Rd	26	6	23%	2	33%
Total	66	19	28%	9	47%

4.3 Below is a summary of the comments that were received on the questionnaire sheets.

- Make the area residents only – 3 comments.
- More opportunities to park if the area was included in the Central Zone – 2 comments.
- Proposal unlikely to make much difference – 2 comments.
- Permit should allow parking in both zones – 2 comments.
- Jubilee Bridge CP permit should have increased hours – 2 comments.
- Current arrangements don't work.
- Jubilee Bridge CP permit should be free.
- Residents only bays needed in Jubilee Bridge CP.
- Often no available spaces.
- More bays needed.
- Parking bays needed in Waddon New Road.
- Proposal would be more inconvenient.
- Central Permit holders will park in this area making parking more difficult.
- Car not safe if parked elsewhere.

4.4 The questionnaire responses show that there is not sufficient support to justify an amendment to the parking controls in the Bourne Street area and it is proposed to retain the existing parking arrangements.

Vicarage Road Area

4.5 The informal consultation commenced on Monday, 5 March 2018 and continued until Friday, 30 March 2018. 273 sets of consultation documents, which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a factsheet and a questionnaire were delivered to addresses within the area. Included in each pack was a pre-paid envelope for the return of the questionnaire.

4.6 Over the course of the informal consultation a total of 99 questionnaires were returned in the area, representing a 36% response rate which is considered excellent for an informal consultation exercise of this type. Table 2 shows the results and returns for the individual roads in the consultation area.

4.7 **TABLE 2 – Results of the Questionnaire – Vicarage Road Area**

ROAD	Number of Consultees	Responses Received (%)	8am – 8pm Mon to Sun number (%)	8am – 8pm Mon to Sat number (%)	No change number (%)
Vicarage Rd	40	18 (45%)	3 (17%)	7 (39%)	8 (44%)
Siddons Rd	27	11 (41%)	2 (18%)	1 (9%)	8 (73%)
Kemble Rd	46	17 (37%)	1 (6%)	-	16 (94%)
Benson Rd	50	20 (40%)	4 (20%)	1 (5%)	15 (75%)
Courtney Rd	30	11 (37%)	1 (9%)	-	10 (91%)
Waddon Rd	80	22 (28%)	3 (14%)	5 (23%)	14 (64%)
Total	273	99 (36%)	14 (14%)	14 (14%)	71 (72%)

4.8 Below is a summary of the comments that were received on the questionnaire sheets.

- This is a money making exercise and unfair on residents financially – 13 comments.
- Proposals will penalise visitors – 12 comments.
- There are no parking problems in this area – 10 comments.
- There are a lack of spaces after 5pm – 6 comments.
- Residents from New South Quarter park in the area causing problems for residents – 5 comments.

- Parking conditions will be worse with the proposed scheme – 5 comments.
- Residents' permits should be free or reduced in price – 4 comments.
- Concerned that the cost of the permit will increase – 2 comments.
- There should be residents' only parking in the evening – 2 comments.
- The changes should be for Vicarage Road only – 2 comments.
- Additional parking bays are needed – 2 comments
- 20mph limit in Waddon Road should be enforced.
- Additional income from increased hours should be used to reduce the cost of permits.
- Pay & display rates for commuter parking are too low.
- More disabled bays in Vicarage Road needed.

4.9 The questionnaire responses show that there is not sufficient support to justify an amendment to the parking controls in the Vicarage Road area and it is proposed to retain the existing parking arrangements.

5 FINANCIAL CONSIDERATIONS

5.1 It is proposed to retain the parking arrangements in these two areas and therefore there are no financial considerations arising from this report.

5.2 Approved by: Felicia Wright, Head of Finance – Place

6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that in considering the responses to the consultation, consideration should be given to the purpose of the powers in Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) to introduce and implement Traffic Management Orders. In doing so, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.

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

7. HUMAN RESOURCES IMPACT

7.1 It is proposed to retain the parking arrangements in these two areas and therefore there are no human resource implications arising from this report.

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

8. CUSTOMER, EQUALITIES, ENVIRONMENTAL, CRIME AND DISORDER REDUCTION IMPACTS

8.1 There are no such implications arising from this report.

12. REASONS FOR RECOMMENDATIONS

12.1 The recommendation is to do nothing, since the majority of residents have stated they are happy with the existing parking arrangements in their road.

13. OPTIONS CONSIDERED AND REJECTED

13.1 The alternative options would be to make the changes to the parking controls in these areas but this would not accord with the expressed preference of the majority of those who responded to the informal consultation.

REPORT AUTHOR / CONTACT OFFICER:

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

BACKGROUND DOCUMENTS

None

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

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

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8667 8229
Our Ref: PD/PL/DJW/7TC
Date: **2 March 2018**

The Occupiers of:

Bourne Street, Lower Church Street and
Waddon New Road (Nos.69 to 93)

Important Parking Information

Residents Parking Proposal - Questionnaire

Dear Occupier,

Bourne Street Area, Parking Issues – Possible Changes to the Permit Zone

You may be aware that a petition was presented to the Council by the Waddon Ward Councillors on behalf of residents of the Bourne Street area last year requesting help to reduce the parking pressures experienced by residents.

I am writing to ask for your views on a possible amendment to the Permit Zone which seeks to make it easier for you to find parking spaces in Bourne Street, Lower Church Road and Booth Road by reducing the hours when non-permit holders can take advantage of free parking in these streets. As you are aware this area is currently part of the West Permit Zone as indicated on resident permits and the 'W' on the parking bay signs. The nearest alternative on-street parking is in Sylverdale Road.

A possible amendment would be to move Bourne Street, Lower Church Street, Booth Road and Waddon New Road from the West Permit Zone into the Central Permit Zone with residents issued with Central Zone Permits in replacement of the West Zone Permits. The parking controls of the Central Permit Zone (8 am to midnight) would then apply instead of the parking controls of the West Permit Zone (9am to 5pm, Monday to Saturday).

This would also allow resident permit holders to use the nearby parking bays in Ruskin Road within the Central Permit Zone. The disadvantage would be the slightly longer route to drive to access these bays via Reeves Corner. Nor would resident permit holders have the option of parking in Sylverdale Road or other roads in the West Permit Zone.

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 it in the enclosed pre-paid envelope by **Friday, 23 March 2018**. All questionnaire responses and representations received by 23 March 2018 will be considered in a report to the Executive Director of Place who will decide whether or not to proceed with the changes. The results of the consultation will be presented in a report to the Executive Director of Place. The report will be available to view from 20 April 2018 – please send an e-mail request to one of the addresses overleaf.

Cont. overleaf

If it is agreed to make the changes then, as this would be a material change to the Traffic Management Order (the legal document enabling the Council to issue permits and carryout enforcement), it will be necessary to formally consult with residents (the public notice stage). This includes writing again to residents and inviting comments and objections which would need to be considered before a final decision is made. Depending on the results of this questionnaire this would take place after the local elections in May 2018.

In the meantime you may be aware that there is an evening permit available to residents in the Bourne Street area (currently £15 per annum) which allows parking in the Jubilee Bridge Car Park between 6pm and 9am the following day. Please contact the Permit Team on 020 8726 7100 or Parkingpermits@croydon.gov.uk .

Please do not hesitate to contact **David Wakeling** on **020 8667 8229** or by email david.wakeling@croydon.gov.uk (from 12 March) if you require further information or clarification on this letter.

Yours faithfully,

David Wakeling

Parking Design Manager – Highway Improvements

cc – Waddon Ward Councillors: Cllr Robert Canning, Cllr Andrew Pelling and Cllr Joy Prince

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

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

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8667 8229
Our Ref: PD/PL/DJW/7TC
Date: **26 February 2018**

The Occupiers of:

Bourne Street, Lower Church Road and
Waddon New Road (Nos.69 to 89)

Important Parking Information

Residents Parking Proposal - Questionnaire

Dear Occupier,

Bourne Street Area, Parking Issues – Possible Changes to the Permit Zone

You may be aware that a petition was received from residents of the Bourne Street area last year requesting help to reduce the parking issues experienced by residents.

I am writing to ask for your views on a possible amendment to the zone which may provide more opportunities for closer parking when there are no vacant spaces in Bourne Street, Lower Church Street and Booth Road. As you are aware this area is currently part of the West Permit Zone as indicated on resident permits and the 'W' on the parking bay signs. The nearest alternative on-street parking is in Sylverdale Road.

A possible amendment would be to change the bays in the Bourne Street area so that they are Central Permit bays (retaining the current 9am to 5pm, Monday to Saturday controls) and issue Central Zone Permits in replacement to the West Zone Permits. This would then allow resident permit holders to use the nearby parking bays in Ruskin Road which is a shorter distance to walk. The disadvantage would be the slightly longer route to drive to access these bays via Reeves Corner.

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 it in the enclosed pre-paid envelope by **Friday, 23 March 2018**. All questionnaire responses and representations received by 23 March 2018 will be considered in a report to the Executive Director of Place who will decide whether or not to proceed with the changes.

The results of the consultation will be presented in a report to the Executive Director of Place. The report will be available to view from 20 April 2018 using the following link:
www.croydon.gov.uk/democracy/dande/minutes/committees

If it is agreed to make the changes then, as this would be a material change to the Traffic Management Order (the legal document enabling the Council to issue permits and carryout enforcement), it will be necessary to formally consult with residents (the public notice stage). This includes writing again to residents and inviting comments and objections which would need to be considered before a final decision is made. Depending on the results of this questionnaire this would take place after the local elections in May 2018.

Cont. overleaf

In the meantime you may be aware that there is an evening permit available to residents in this area (currently £15 per annum) which allows parking in the Jubilee Bridge Car Park between 6pm and 9am the following day. Please contact the Permit Team on 020 8726 7100 or Parkingpermits@croydon.gov.uk .

Please do not hesitate to contact **David Wakeling** on **020 8667 8229** or by email david.wakeling@croydon.gov.uk if you require further information or clarification on this letter.

Yours faithfully,

David Wakeling

Parking Design Manager – Highway Improvements

cc – Ward Councillors

Bourne Street Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by **23rd March 2018**.

Name*:.....

Address*:

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

Are you in favour of amending the parking scheme in the Bourne Street area so that the parking bays are for Central Permit Zone users and residents are issued Central Zone Permits rather than West Zone Permits?

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

Yes, the Bourne Street Area should be in the Central Permit Zone

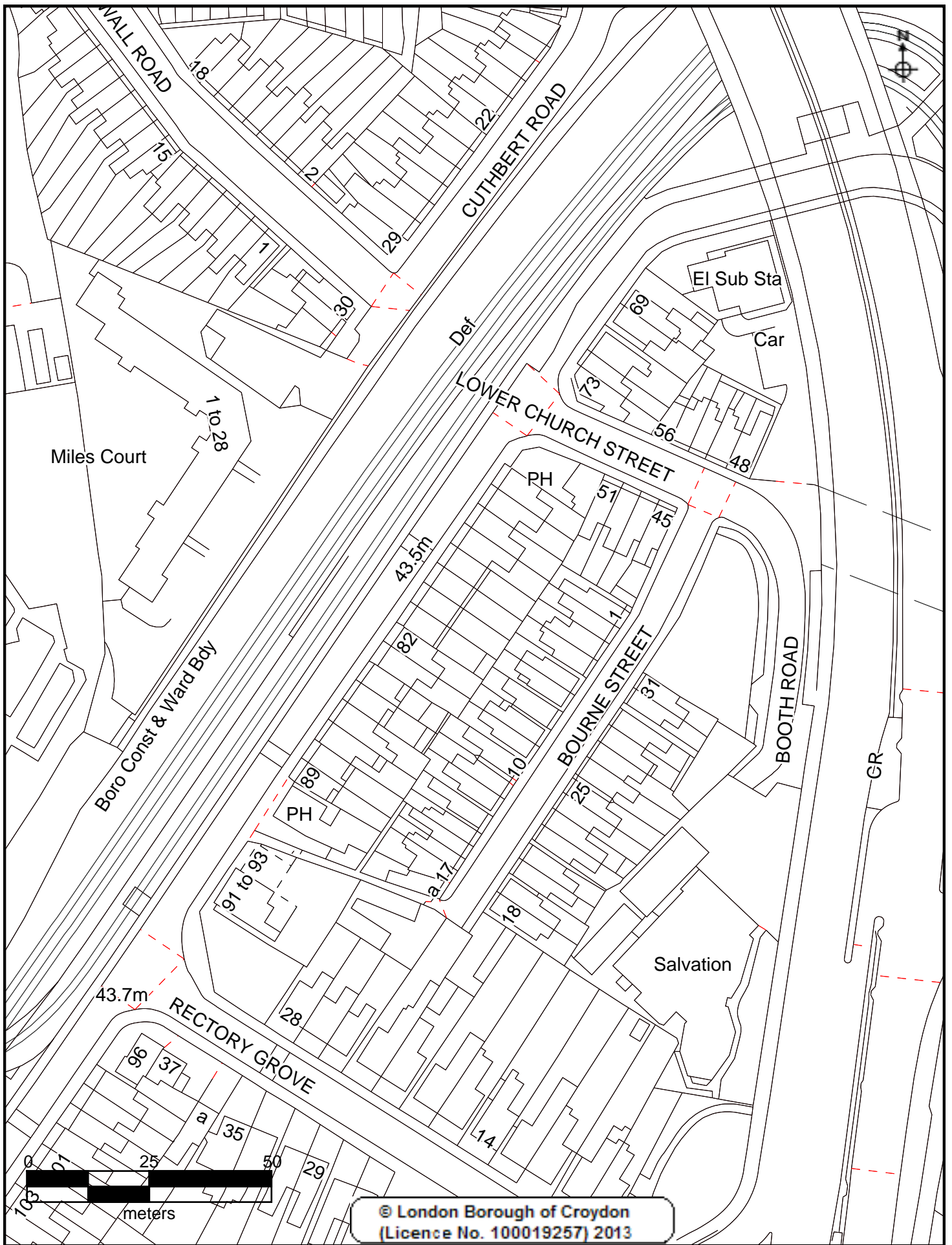
No, the Bourne Street Area should remain in the West Permit Zone

Comments:

The results of the consultation will be presented in a report to the Executive Director of Place. The report will be available to view from 20 April 2018 using the following link:
www.croydon.gov.uk/meetings

Please return using the pre-paid envelope provided

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London Borough Croydon

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23-Feb-2018
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Development and Environment
Department
Highways and Parking Services
PO Box 1462
Croydon
CR9 1WX
Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

Benson Road, Courtney Road, Kemble Road,
Siddons Road, Vicarage Road and Waddon
Road (nos.67 to 143, 54 to 126 and 1 to 6
Bridge Parade)

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: D&E/PS/DW/7TC
Date: **2 March 2018**

Important Parking Information

Residents Parking Proposal - Questionnaire

Dear Occupier,

Possible Changes to the Croydon Controlled Parking Zone (West Permit Area) in the Vicarage Road area

I am writing to ask for your views on the possibility of extending the hours of operation of the Croydon Controlled Parking Zone (CPZ) (West Permit Area) in Benson Road, Courtney Road, Kemble Road, Siddons Road, Vicarage Road and Waddon Road (nos.67 to 143, 54 to 126 and 1 to 6 Bridge Parade). Currently the zone operates between 9am and 5pm Monday to Saturday.

Last year a petition was received from residents of Vicarage Road requesting that the controls in the road should be extended to an 8am to 8pm, Monday to Saturday operation.

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 it in the enclosed pre-paid envelope by **Friday 23 March 2018**. All questionnaire responses and representations received by 23 March 2018 will be considered in a report to the Executive Director of Place who will decide whether or not to proceed with the changes.

The results of the consultation will be presented in a report to the Executive Director of Place. The report will be available to view from 20 April 2018 – please send an e-mail request to the address below.

If it is agreed to make the changes then, as this would be a material change to the Traffic Management Order (the legal document enabling the Council to issue permits and carryout enforcement), it will be necessary to formally consult with residents (the public notice stage). This includes writing again to residents and inviting comments and objections which would need to be considered before a final decision is made. Depending on the results of this questionnaire this would take place after the local elections in May 2018.

Please do not hesitate to contact **David Wakeling** on **020 8667 8229** or by email david.wakeling@croydon.gov.uk (from 12 March) if you require further information or clarification on this letter.

Yours faithfully,

David Wakeling

Parking Design Manager – Highway Improvements

cc – Waddon Ward Councillors: Cllr Robert Canning, Cllr Andrew Pelling and Cllr Joy Prince

Vicarage Road area, Possible Changes to the CPZ – QUESTIONNAIRE

Your views are important to us, so please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by 23rd March 2018.

Name:

Address*:

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

1. Do you think that the hours of operation of the Croydon CPZ (West Permit Area) need to be extended in the Vicarage Road area?

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

Yes, the zone should be changed to an 8am to 8pm operation

No, the zone should remain 9am to 5pm, Monday to Saturday

If you have answered 'Yes' – please Continue:

2. Choose your preferred days of operation

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

Monday to Saturday

Monday to Sunday

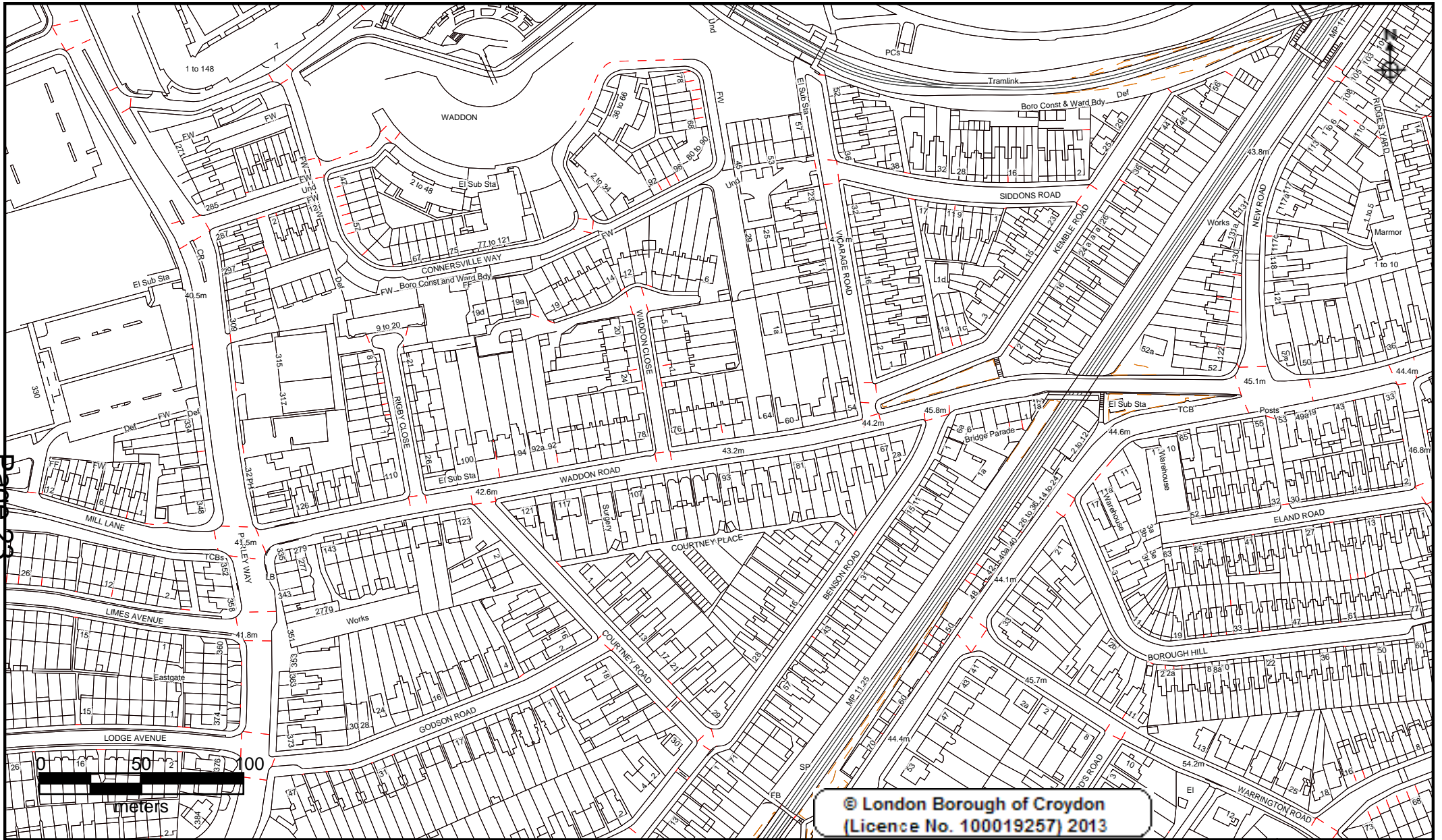
Comments:

The results of the consultation will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting at 6.30pm on 29 April 2015 in the Town Hall, Katharine Street, Croydon. The report will be available to view from 22 April 2015 using the following link:

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

Please return using the pre-paid envelope provided

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 July 2018
SUBJECT:	PROPOSED INTRODUCTION OF CHARGING POINTS FOR ELECTRIC VEHICLES (EVCP)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	Addiscombe West, Crystal Palace and Upper Norwood, Fairfield and Purley and Woodcote.
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to encourage more active and sustainable transport in order to improve both quality of life and quality of place, 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 • Croydon Corporate Plan 2013 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: N/A	
<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) that they:</p> <p>1.1 Agree to the proposals to introduce Electric Vehicle Charging Points (EVCP) at the locations detailed below and in Drawing Nos. PD 363 a – f.</p> <p style="margin-left: 40px;"><u>On-street</u></p> <ul style="list-style-type: none"> a. Colson Road – Addiscombe West b. Edridge Road – Fairfield c. St Aubyn’s Road – Upper Norwood d. Tavistock Road – Fairfield 	

e. Woodcote Valley Road – Purley & Woodcote

Off-street

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

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

2 EXECUTIVE SUMMARY

- 2.1 The purpose of this report is to recommended that Electric Vehicle Charging Points (EVCP) are introduced at various locations across the Borough to improve the availability of public charging points.
- 2.2 The proposal was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On 3 July 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.
- 2.3 These proposed EVCP bays would enable electric vehicle users to have access to unobstructed parking reserved for the use of electric vehicles only. Alongside this, it is also proposed that the Council would change the way in which electric vehicle charging bays are used on-street and the restrictions on the use of these bays so that they are only being used by an electric vehicle that is charging.

3 BACKGROUND

- 3.1 To clean up London's air and rid the Capital of the most polluting vehicles, the Mayor has an ambition to make London's transport network zero carbon by 2050. However, to achieve this there is a need to transform the Capital's streets.
- 3.2 Supporting and accelerating the shift to zero emission technologies, through introduction of a London-wide EVCP network, is key to increasing the use of electric vehicles across the Capital and delivering the Mayor's vision.
- 3.3 In November 2017 the Council signed a Source London agreement with Blue Point London, under which at least 30 public 7kW charging points for electric vehicles (EVCP) will be installed at no direct cost to the council.
- 3.4 Under the recently approved Local Plan, the Council has committed to the phased introduction of electric charging points across the borough with the ambition to

realise

400 public and residential charging points over the next 4 year period. This commitment is also one of Labour's manifesto pledges for 2018.

- 3.5 Following site investigation the first phase of the introduction of public EVCP bays, both on and off-street, have been identified at locations where future demand is anticipated such as adjacent to substantial residential development and are listed in the following paragraphs.

4 PROPOSED EVCP LOCATIONS

4.1 Location: Colson Road, Croydon

Proposal

Introduction of x2 EVCP bays opposite the side of No. 14 Colson Road, through the conversion of x1 shared-use parking bay and removal of 5.5m of existing single yellow line waiting restriction, as illustrated on drawing No. PD – 363a.

In addition, to mitigate loss of availability of paid for parking, resulting from the removal of the above mentioned shared-use bay, it is also proposed to provide x1 additional shared-use parking bay along the side of No. 35 Addiscombe Road, through the removal of existing single yellow line waiting restriction, as illustrated on drawing No. PD – 363b.

4.2 Location: Edridge Road – Croydon

Proposal

Introduction of x2 EVCP bays outside No. 3 Edridge Road, to accommodate anticipated

demand from residents of adjacent redevelopments, through the conversion of x2 existing shared-use bays as illustrated in drawing No. PD – 363c.

4.3 Location: St Aubyn's Road – Upper Norwood

Proposal

Introduction of x3 EVCP bays along the side of No. 68 Westow Hill (conversion of existing free parking place) and provision of x1 additional parking bay along the side of No. 70 Westow Hill (removal of existing 'at any time' double yellow line waiting restriction) as illustrated in drawing No. PD – 363d.

4.4 Location: Tavistock Road – Croydon

Proposal

Introduction of x4 EVCP bays outside Saxon Lodge, No. 1a Tavistock Road (conversion of existing shared-use parking bays) and conversion of x2 existing car club bays to shared-use outside No. 2 Tavistock Road as illustrated in drawing No. PD – 363e.

4.5 Location: Woodcote Valley Road – Purley

Proposal

Introduction of x3 EVCP bays outside Rosewood Apartments as illustrated in drawing No. PD – 363f.cc

- 4.6 **Location: Purley (multi-storey car park) – Whytecliffe Road South, Purley**
Proposal
Introduction of x3 EVCP bays on outside of 1st floor
Then installation of these bays within this Car Park does not require amendment to the existing Traffic Management Order as the existing Order already contains specific Articles referring to the designation of parking bays for this purpose).

5 CONSULTATION

- 5.1 The legal process requires that formal consultation takes place in the form of public notices placed in the London Gazette and a local newspaper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices on lampposts or signposts in the vicinity of the proposed scheme to inform as many people as possible of the proposals.
- 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, up to 27 in total, are consulted depending on the relevance of the proposals.
- 5.3 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Orders are then made. Any relevant objections received will be reported back for a recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then informed of the decision.

6. FINANCIAL CONSIDERATIONS

- 6.1 Under the terms of the Variation to the Source London Agreement, approved by the Contract and Commissioning Board (CCB) in September 2017 and signed in October 2017, the capital expenditure will be met by Blue Point London (BPL), the operating arm of IER Bolloré. All operating costs are also met by BPL, funded through public use of the charging points.
- 6.2 The CCB approval requires that immediate council costs for installation are met without adding to the BPL Net Book Value (NBV) per point and the council wishes to fund these costs itself. In the first instance, costs of approximately £1000/point plus additional reinstatement costs for adjacent bays works and justified power connection costs are funded by an approved allocation of Section 106 Sustainable Transport funding (reference IFG 173).
- 6.3 In terms of the BPL NBV per point, the NBV depreciates to £1 (one pound sterling) over 8 years but, in the event of any unforeseen issues with a given Point or location, liability might revert to the council.

6.4 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Capital Budget available</u>				
Expenditure	161.5	146	121.5	97
<u>Effect of Decision from report</u>				
Expenditure	15.5	24.5	24.5	17
Remaining Budget	<u>146</u>	<u>121.5</u>	<u>97</u>	<u>80</u>

6.5 The effect of the decision

- 6.5.1 The cost of introducing this batch of EVCP bays has been estimated at £32,000. This includes a contribution towards the legal costs and lining and signing. The majority of the costs are for the connection to the electrical supply and installation of the electrical charging points. These costs can be contained within the available TfL LIP budget for 2018/19

6.6 Risks

- 6.6.1 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

6.7 Options

- 6.7.1 The alternative option is not to introduce EVCP bays which would be contrary to policies adopted by both the mayor and the Council.

6.8 Savings/ future efficiencies

- 6.8.1 The introduction of additional EVCP bays will contribute to a reduction in harmful carbon emissions which will improve local air quality and support enhanced public health not only within the borough but across the capital.

Approved by: Felicia Wright, Head of Finance – Place.

7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 7.1 The Solicitor to the Council comments that sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, implement and revoke Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.
- 7.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.
- 7.3 Approved by Sandra Herbert, Head of Litigation and Corporate Law, for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

8. HUMAN RESOURCES IMPACT

- 8.1 There are no human resource implications arising from this report.
- 8.2 Approved by: Sue Moorman, Director of Human Resources.

9. CUSTOMER IMPACT

- 9.1 The proposed new EVCP bays will improve the availability of locations where electric vehicles can be recharged. Their installation will in turn contribute to the opportunity for local residents to consider purchase or less polluting vehicles in line with objectives to encourage more active and sustainable transport

10 EQUALITIES IMPACT

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

11 ENVIRONMENTAL IMPACT

11.1 The provision of EVCP bays and promotion of more sustainable and less polluting modes of transport will contribute to improved air quality. Although the installation of the proposed charging points will contribute to street clutter signing will be kept to a minimum and narrow 50mm wide lines can be used in environmentally sensitive and conservation areas. Power for the bays will be provided from adjacent lighting columns and will not require any additional feeder pillars.

12 CRIME AND DISORDER REDUCTION IMPACT

12.1 There are no such considerations arising from this report.

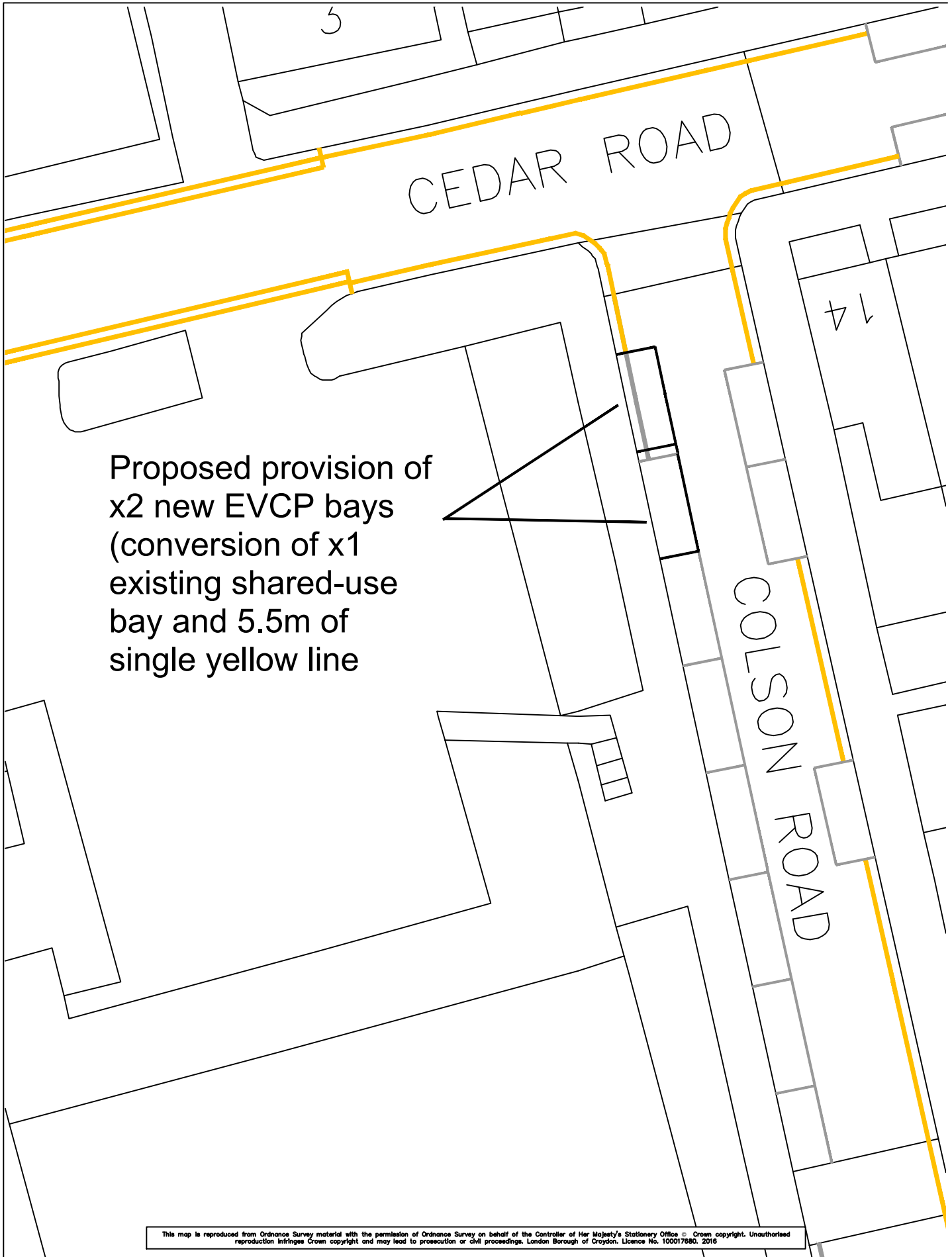
13 REASONS FOR RECOMMENDATIONS

13.1 The recommendation is to introduce additional EVCP bays to encourage more active and sustainable transport in order to improve both quality of life and quality of place.

14. OPTIONS CONSIDERED AND REJECTED

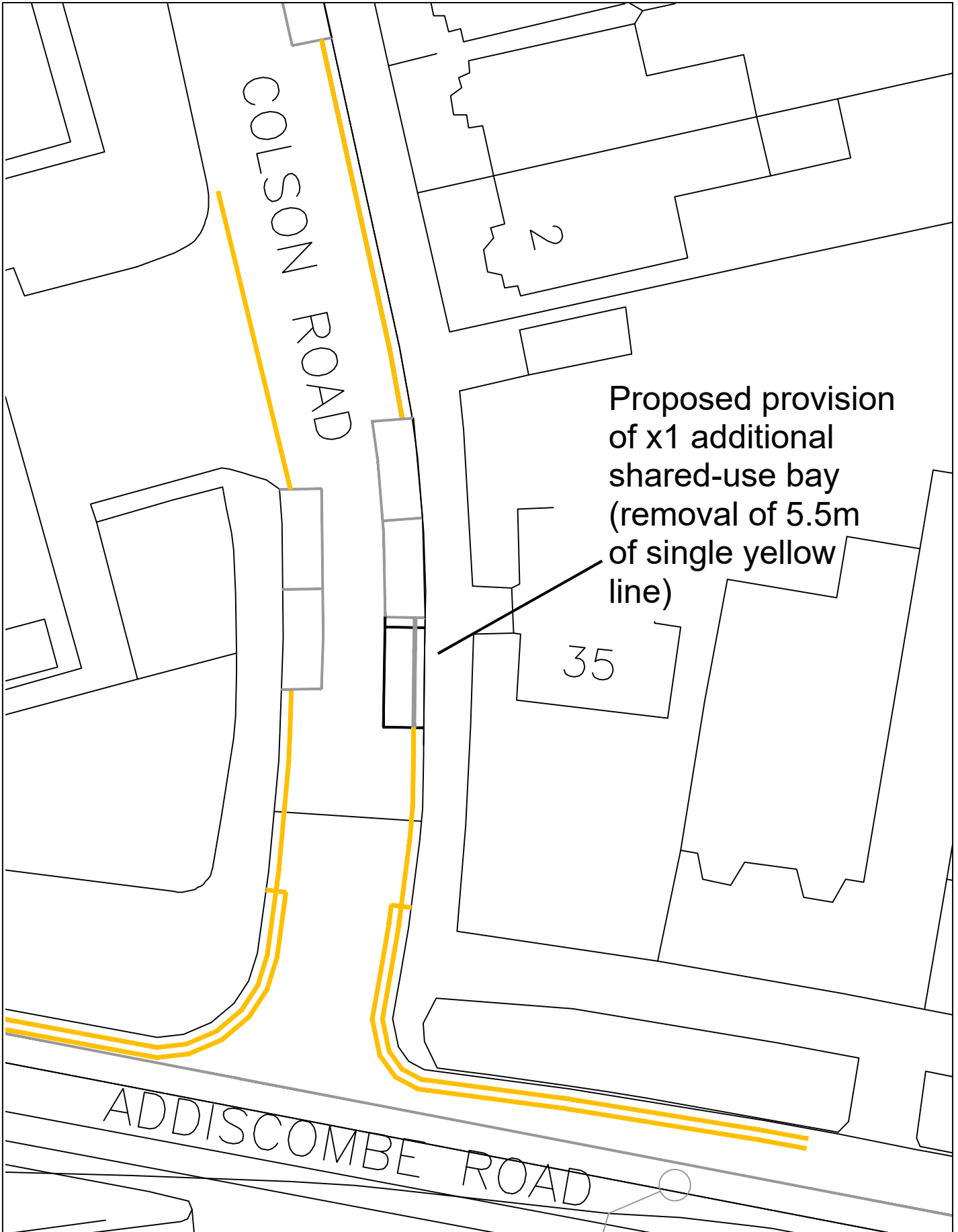
14.1 An alternative option is not to introduce additional EVCP.

REPORT AUTHOR	Caroline Stanyon, Traffic Engineer Infrastructure, Parking Design, 020 8726 6000 (Ext. 64915)
CONTACT OFFICER:	David Wakeling, Traffic Design Manager Infrastructure, Parking Design, 020 8726 6000 (Ext. 88229)
BACKGROUND DOCUMENTS	None



JOB NAME COLSON ROAD, CROYDON		PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 363a	REVISION -
DRAWING TITLE PROPOSED ELECTRIC VEHICLE CHARGING POINTS				STATUS -	
DESIGNER CS	VERIFIED DW	SCALE AT A4 1:200	DATE JUNE 2018	HIGHWAY IMPROVEMENTS	

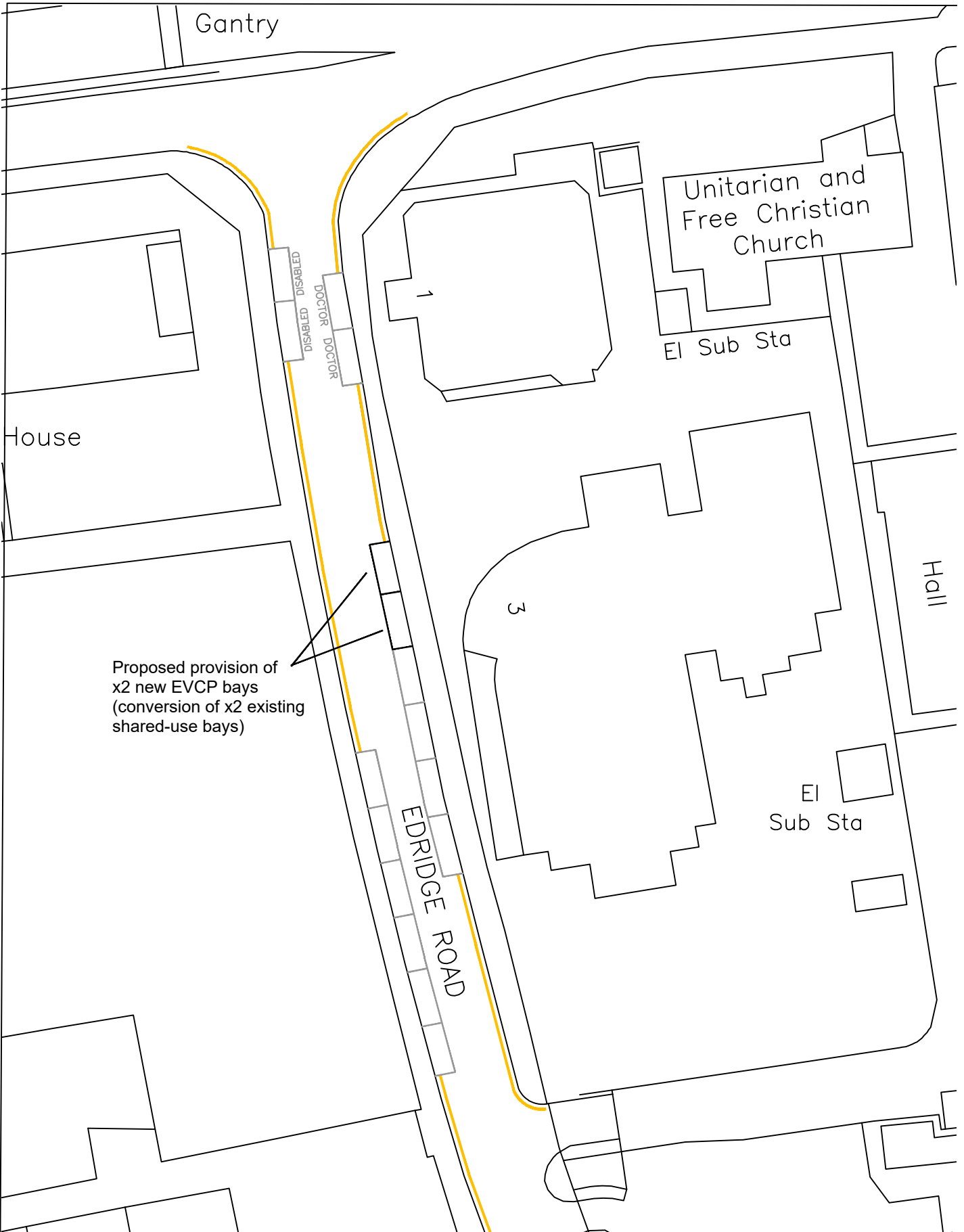
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JOB NAME COLSON ROAD, CROYDON				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 363b	REVISION -
DRAWING TITLE PROPOSED ELECTRIC VEHICLE CHARGING BAYS				HIGHWAY IMPROVEMENTS		STATUS -	
DESIGNER CS	VERIFIED DW	SCALE AT A4 1:200	DATE JUNE 2018				

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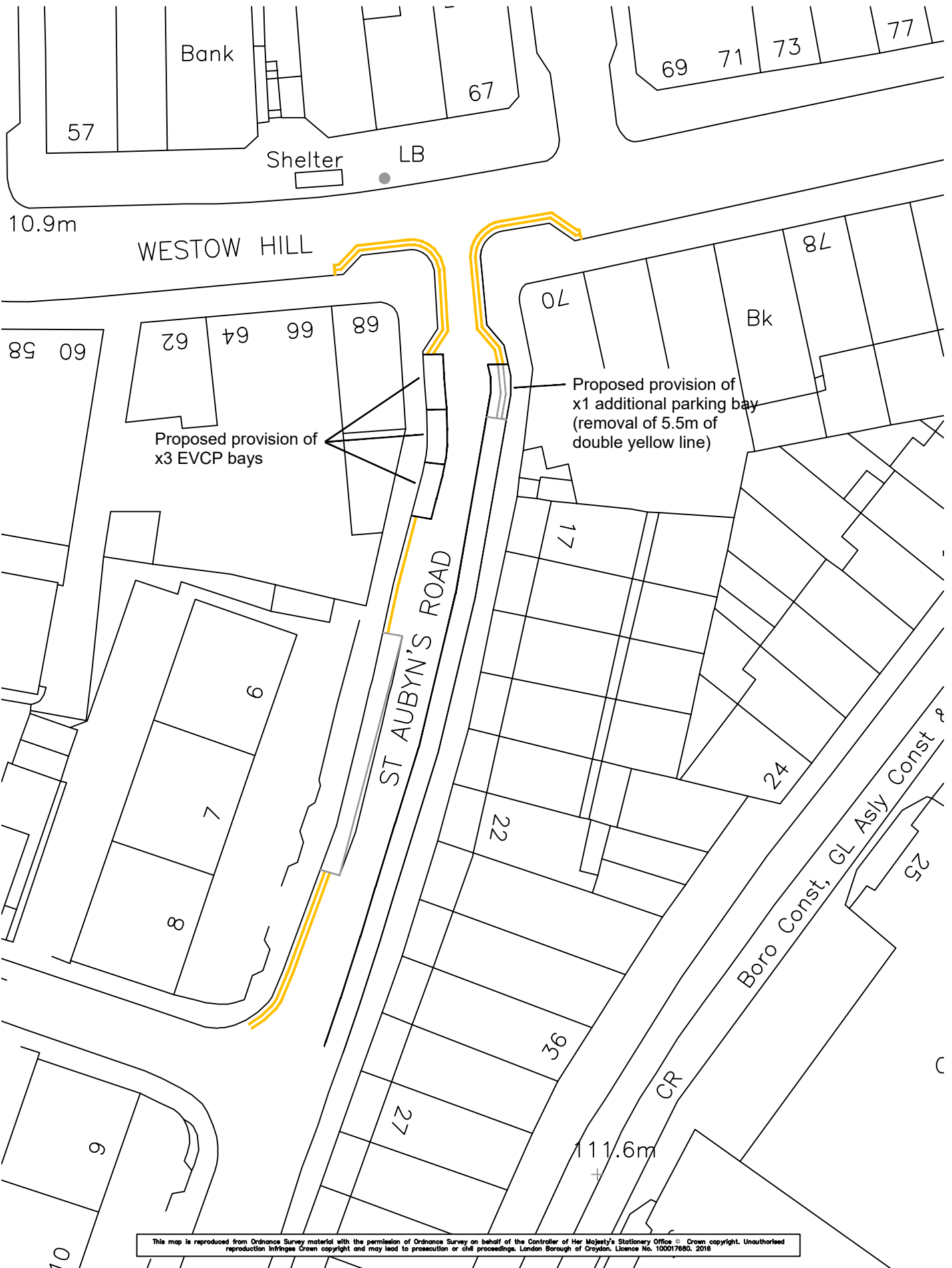


Proposed provision of
x2 new EVCP bays
(conversion of x2 existing
shared-use bays)

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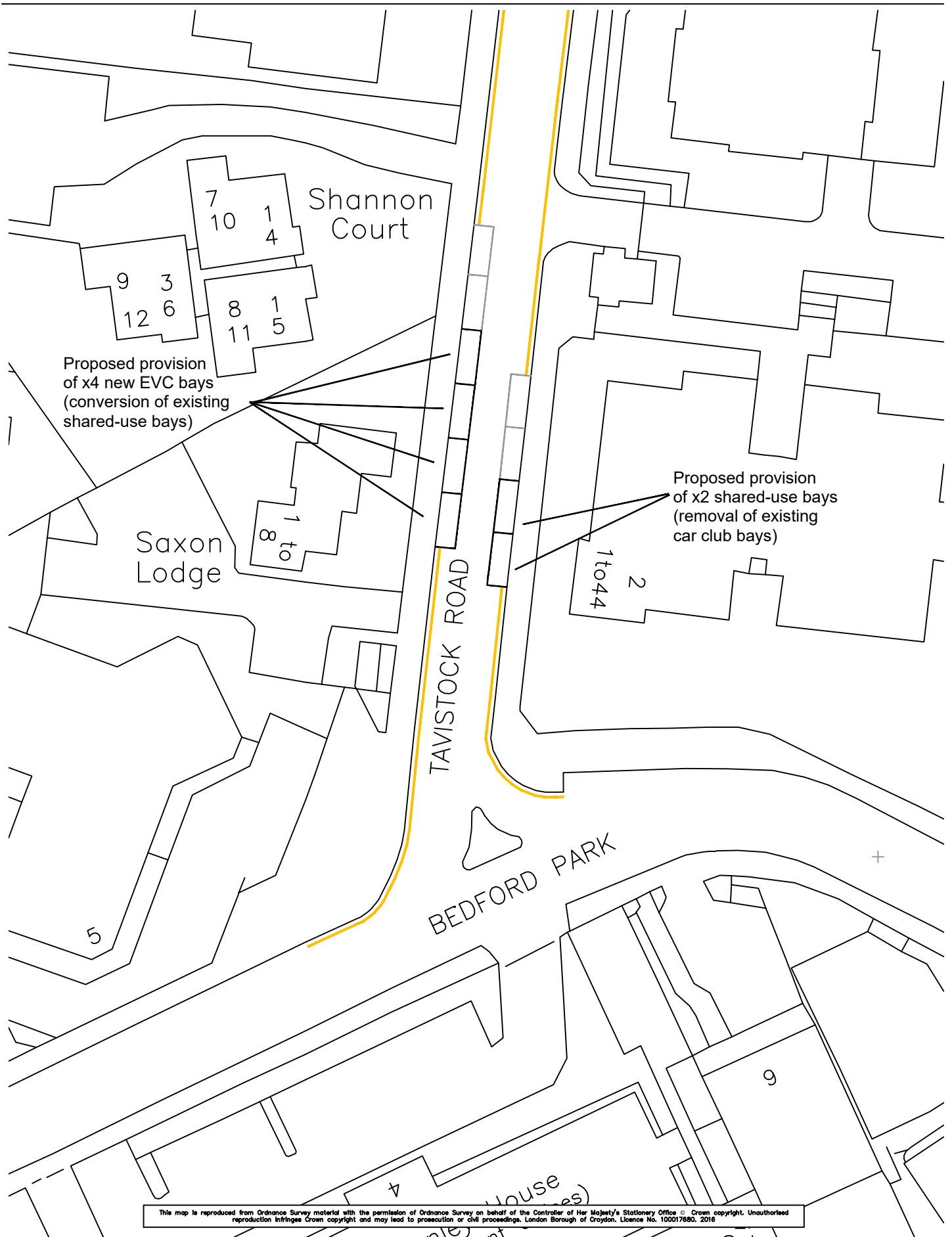
JOB NAME EDRIDGE ROAD, CROYDON				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 363c	REVISION -
DRAWING TITLE PROPOSED ELECTRIC VEHICLE CHARGING BAYS				HIGHWAY IMPROVEMENTS		STATUS -	
DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE JUNE 2018				

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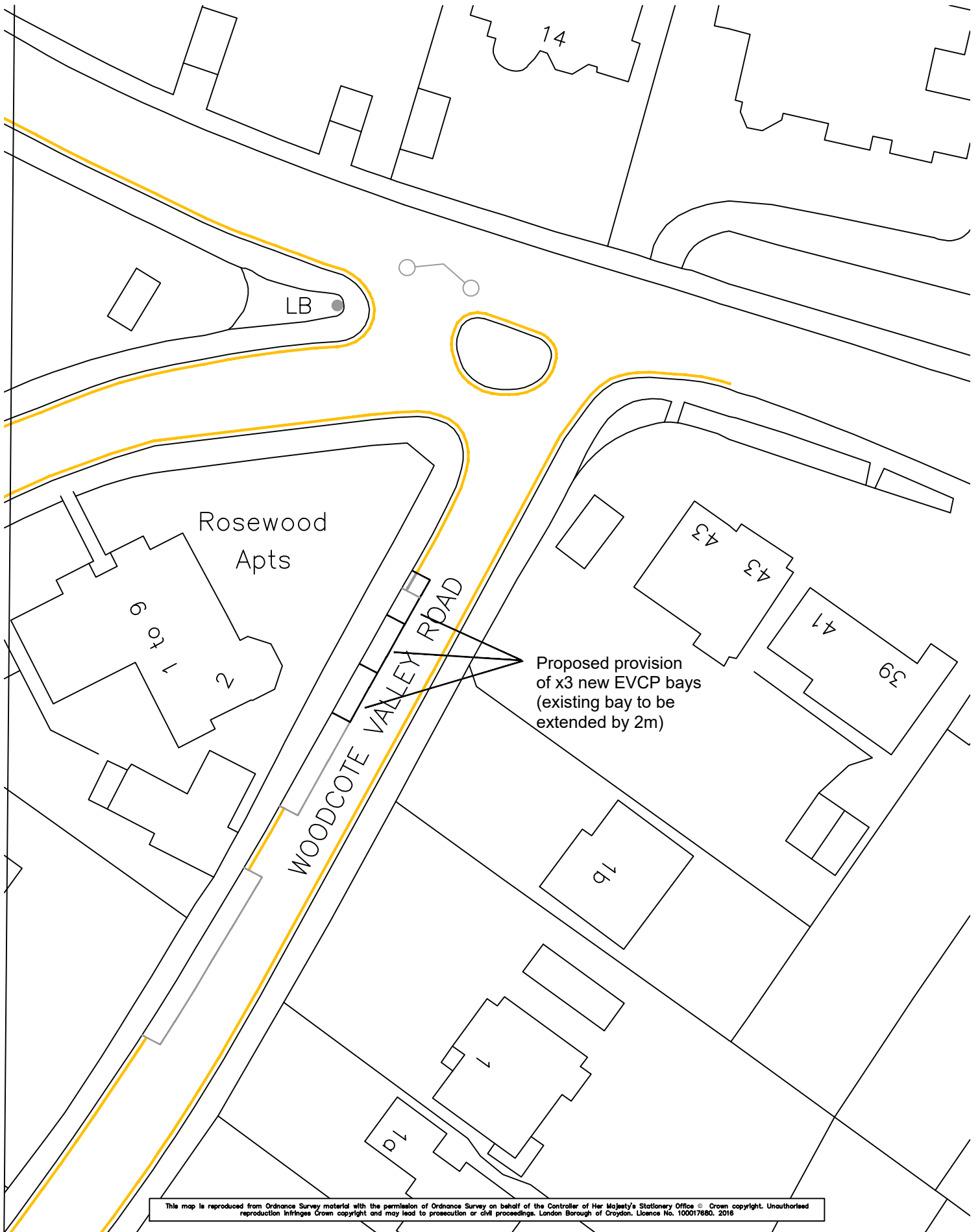
JOB NAME ST AUBYN'S ROAD, UPPER NORWOOD				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 363d	REVISION -
DRAWING TITLE PROPOSED ELECTRIC VEHICLE CHARGING BAYS				HIGHWAY IMPROVEMENTS		STATUS -	
DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE JUNE 2018				

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JOB NAME TAVISTOCK ROAD, CROYDON				DRAWING NO PD - 363e		REVISION -
DRAWING TITLE PROPOSED ELECTRIC VEHICLE CHARGING POINTS				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		STATUS -
DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE JUNE 2018	HIGHWAY IMPROVEMENTS		

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JOB NAME WOODCOTE VALLEY ROAD - PURLEY				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 363f	REVISION -
DRAWING TITLE PROPOSED ELECTRIC VEHICLE CHARGING POINTS				HIGHWAY IMPROVEMENTS		STATUS -	
DESIGNER CS	VERIFIED DW	SCALE AT A4 1:500	DATE JUNE 2018				

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 July 2018
SUBJECT:	PRINCESS ROAD AREA – OBJECTIONS TO PROPOSED EXTENSION OF THE CROYDON CPZ (NORTH PERMIT AREA)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place Department
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	Bensham Manor, Selhurst 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"> • The Croydon Plan Feb 2018; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2015 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT: These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: N/A	
<p>1. RECOMMENDATIONS</p> <p>That the Traffic Management Advisory Committee recommend to the Acting Cabinet for Environment, Transport and Regeneration (job share) that they:</p> <p>1.1 Consider the responses to the objections received to the proposed controlled parking zone in the Princess Road Area from Hartley Road, Devonshire Road, Pawson's Road and St. Saviours Road,</p> <p>1.2 Agree to introduce a new Controlled Parking Zone into the above roads as shown on plan PD-345/01 for the reasons as set out in this report.</p> <p>1.3 Authorise officers to inform the objectors and supporters of the above decision.</p>	

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 a new Controlled Parking Zone in the Princess Road Area with a combination of Shared-Use Permit/Pay & Display machines (8 hour maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.
- 2.2 The outcome of the informal consultation was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. Following receipt of the responses to the formal Consultation, these were reported to the Executive Director of Place. On 3 July 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.

3 BACKGROUND

- 3.1 Petitions were received from residents of Boulogne Road and Princess Road requesting that the Council develop a residents' permit scheme to address the parking problems in their roads. Officers reported the petitions to the Traffic Management Advisory Committee (TMAC), on 5 October 2016 after which permission to carry out this consultation was granted.
- 3.2 On 15 November 2017 consultation documents were sent to residents and businesses in the Princess Road Area, as shown on drawing no. PD-345/01. As a result of the consultation, a positive response was received and the majority of those in Amersham Road, Ashby Walk (part of Beulah Grove), Beulah Grove, Broadway Avenue, Eileen Road, Hartley Road, Henderson Road, Lion Road, Mayo Road, Northbrook Road, Pawson's Road, Princess Road, Queens Road, Saddle Mews (alongside Strathmore Road), Smock Walk (part of Beulah Grove), Singleton Close (part of St Saviours Road), St. Saviours Road, Tirrell Road and Windmill Road, voted in favour of parking controls.
- 3.3 The majority of respondents also expressed a preference for 9am to 5pm Monday to Saturday rather than 8am to 8pm, Monday to Sunday controls. The results of the informal consultation in the proposed extension area are shown in Table 1 overleaf:

3.4 **TABLE 1 – Results of the Questionnaire**

ROAD	Number of Consultees	Responses Received	% Received	Responses In Favour of CPZ	% in Favour of CPZ	% in Favour of 9am-5pm Mon-Sat	% in Favour of 8am- 8pm Mon-Sun
Amersham Rd	20	5	25%	4	80%	20%	80%
Ashby Walk	13	1	8%	1	100%	0	100%
Berney Road	44	7	16%	3	43%	100%	0
Beulah Grove	111	37	33%	29	78%	43%	41%
Broadway Ave.	46	14	30%	8	57%	36%	43%
Boulogne Road	34	12	35%	11	92%	42%	50%
Cromwell Road	145	1	0.7%	0	0%	0%	100%
Devonshire Rd	47	11	23%	5	45%	55%	27%
Elmwood Road	47	21	45%	4	19%	62%	14%
Englefield Cl.	18	3	17%	0	0%	67%	33%
Grace Road	13	6	46%	2	33%	50%	33%
Greenwood Rd	30	14	47%	5	36%	71%	21%
Hartley Road	64	29	45%	16	55%	45%	28%
Henderson Rd	36	6	17%	3	50%	83%	0%
Hughes Walk	26	2	8%	1	50%	100%	0%
Johnson Rd	66	6	9%	2	33%	67%	17%
Kemp Gardens	14	1	7%	0	0%	100%	0%
Lion Road	5	2	40%	2	100%	50%	50%
Mayo Road	34	10	29%	5	50%	50%	40%
Northbrook Rd	49	14	29%	7	50%	50%	43%
Pawson's Rd	161	34	21%	12	35%	59%	24%
Prestwood Gdns	54	10	19%	3	30%	40%	30%

ROAD	Number of Consultees	Responses Received	% Received	Responses In Favour of CPZ	% in Favour of CPZ	% in Favour of 9am-5pm Mon-Sat	% in Favour of 8am- 8pm Mon-Sun
Princess Road	100	40	40%	33	83%	53%	43%
Queens Road	134	35	26%	21	60%	49%	46%
Saddle Mews	30	6	20%	4	67%	67%	17%
Smock Walk	17	5	29%	4	80%	40%	40%
Strathmore Rd	57	10	18%	9	90%	49%	50%
Singleton Cl.	31	3	10%	0	0%	67%	0%
St Saviours Rd	116	42	36%	24	57%	43%	43%
Tirrell Road	259	13	5%	13	100%	46%	46%
Whitehorse Rd	677	67	10%	21	31%	66%	16%
Windmill Grove	70	16	23%	13	81%	54%	54%
Windmill Road	218	16	7%	9	56%	81%	19%
Total For The Roads In The Proposed Extension Area	2801	503	18%	276	55%	55%	30%

4. OBJECTIONS AND RESPONSES

Objections / comments from residents on similar grounds

- 4.1 Four residents from St. Saviours Road and one from Devonshire Road have objected that the proposed controlled parking zone on the basis that they consider that the scheme will not make any difference as most of the houses on this road have been split into flats, which means more than one family lives in each house and therefore, there are more cars than parking spaces. Consequently, if you have purchased a parking permit or permits, there is no guarantee a parking space will be available. One objector is a landlord and has properties in St Saviours Road and her concern is that her low income tenants will not be able to afford permits.
- 4.2 One objector has stated that parking issues in St Saviours Road occur in the evenings and not during the day, so introducing parking controls during the day will not resolve parking issues in the evenings. Parking is also an issue during football matches. Introducing controls that end at 5pm will not resolve the issues that occur in the evenings.
- 4.3 Three of the objectors have stated that an overall 18% response from residents is a

low one and the Council should not have proceeded any further. Also, since the petitions came from Boulogne Road and Princess Road, the Council should have consulted these two roads only. Instead, the Council has decided to include the surrounding roads without any requests from the residents who reside in these roads.

Response

- 4.4 A large number of telephone calls and emails have been received from St. Saviours Road. Residents have complained that they cannot park in their own road due to cars dumped by the local garage and commuters who use the local train station. Following a number of site surveys being carried out in and around St. Saviours Road, at the Traffic Management Advisory Committee meeting held on 5 October 2016, the Cabinet Member for Transport and Environment authorised officers to proceed with the informal consultation in Boulogne Road and Princess Road and that surrounding roads should also be consulted, since the surveys showed there are parking issues throughout the area.
- 4.5 The Council is aware that a number of houses in the Borough have been converted into flats, therefore the Council has made a conscious decision to allow a maximum of 2 permits per property with the cost of the second permit at £126 rather than £80 which has the effect of reducing the demand for second permits.
- 4.6 If the informal consultation was only carried out in Boulogne Road and Princess Road and the residents voted for a controlled parking scheme to be introduced, then this would have the potential to displace vehicles from Boulogne Road and Princess Road into neighbouring streets, like St. Saviours Road. An 18% response rate is considered average for a consultation exercise of this type. Low response rates can be attributed to a higher proportion of rented properties where residents may not be at the address for a long period or may feel that they are not entitled to vote. However, of those that did respond a majority of respondents indicated that they are in favour of parking bays being introduced in their roads.
- 4.7 Two petitions have been received by the Council. The first petition includes the residents' name, address and signature. The total number of signatures received is 82.
8 signatures from Mayo Road, 12 from Northbrook Road, 39 from Pawson's Road, 22 from Whitehorse Road (businesses only) and 1 from Tylecroft Road (which is outside the consultation area).
- 4.8 Although a large number of residents have signed the petition, a number of the objectors responded favourably to the consultation questionnaire, stating that a CPZ should be introduced in their road. This confirms that some residents when confronted on their own doorstep, may feel pressured into signing a petition or they will be targeted as the neighbour who voted for the scheme.
- 4.9 The second petition received was an online petition from a website called Change.Org.
The petitioner (who lives in the proposed CPZ area) has encouraged visitors to the site to sign his petition against the proposed parking controls in the Princess Road Area.
The petitioner has forwarded a typed petition to the Council.
- 4.10 The petition received from Change.Org website, has the objectors full names and

where they reside, with the exception of one resident from St Saviours Road. A total of 86 website visitors signed the petition. 50 objectors, (except one resident who is from St Saviours Road, which is in the proposed CPZ boundary), have stated they are from Croydon and because they have not given their full address, the Council cannot determine whether they are from the proposed CPZ area or outside it. 38 objectors who do not live in the Borough, have also listed their names on the website, because they are against parking controls in general.

- 4.11 The results of the informal and formal consultations have confirmed that there is support for parking controls from roads some distance from Princess Road and Boulogne Road where the original petitions were received and where surveys have confirmed parking stress.
- 4.12 Residents from Hartley Road, Elmwood Road and Northbrook Road have objected on the grounds that the consultation was misleading and unwanted, since parking spaces will be lost across driveways due to the proposal of new single yellow lines being marked across dropped kerbs.
- 4.13 The residents have requested that the proposed controlled parking zone should not be introduced in Hartley, Elmwood, Greenwood and St. Saviours Roads, as the majority of properties in these roads have driveways and with the proposal of single yellow lines across driveways, this will dramatically reduce the number of bays and at least one third of the available parking spaces will be lost due to the size of the parking bays.
- 4.14 Residents from Elmwood Road have also objected on the grounds that they do not want a single yellow line being marked across their driveways if the proposal is to go ahead. They have stated that they have paid the Council in order to construct their driveways and yet they will not be to park across it and therefore will end up with fewer parking spaces in Elmwood Road due to the proposed single yellow lines across driveways.

Response

- 4.15 It is not possible to mark bays across dropped kerbs which could effectively result in obstruction to off-street parking facilities and the Council is obliged to place yellow lines in front of all dropped kerbs within Controlled Parking Zones. If a resident notifies the Council that their garage or driveway is no longer used for parking, consideration can be given to install additional parking bay.
- 4.16 Following the informal consultation, the percentage of residents who responded to the consultation and who voted in favour of a controlled parking zone (CPZ) being introduced in their road are:
 - Hartley Road = 55%
 - St. Saviours Road = 57%
 - Queens Road = 60%And the following roads were not in favour of a CPZ being introduced in their road:
 - Elmwood Road = 19%
 - Greenwood Road = 38%

- 4.17 Despite the above, it is recommended to proceed with introducing a new controlled parking zone in the Princess Road Area and to include Elmwood Road and Greenwood Road, even though they have voted against the scheme. It is prudent to include them because they will be surrounded by parking controls and are likely to suffer from parking stress as some drivers will prefer not to pay for parking.

Objection

- 4.18 Three residents from Pawson's Road have objected to the proposed scheme for the following reasons:

- The introduction of a controlled parking zone will reduce the value of the objector's property.
- There are a number of small independent businesses in the Princess Road Area and there is great concern about what impact the CPZ will have on them. The objector is also concerned that, because of the current economic climate, introducing a controlled parking scheme in the Princess Road Area will have too negative an impact on small family run businesses to be able to continue to survive.
- The objector has also stated that as it is, there is no parking immediately outside the shops on this part of Whitehorse Road and if people were no longer able to stop in the nearby roads, the objector feels this would be detrimental to their income.
- Likewise, the Pawson's Arms Public House, may also be impacted. This Public House has been a longstanding part of the community and has also helped generate revenue for other local businesses particularly during Crystal Palace home games, when those visiting the pub will also use the local shops and restaurants.
- Pawson's Road is not close to any stations, hospitals or high street shops and the objector does not agree that parking issues are created by commuters. The objector has stated the only time Pawson's Road residents have parking issues is during the football season.
- The objector has also stated she has approached a large number of Pawson's Road residents and has stated they have voted against the scheme. Therefore, the objector would like to see official evidence that the majority of residents from Pawson's Road have voted in favour of the scheme.

Response

- 4.19 There is no evidence that parking controls affect house prices. Previous experience of views from estate agents show that a residents' permit scheme can have a positive effect on the saleability of a home, as residents are more likely to have priority when parking, especially if the area suffers from commuter parking and other long term parking by non-residents taking advantage of unrestricted roads.

- 4.20 The Council understands the concerns raised by the second objector with regards to local shops and restaurants that may lose trade due to customers having to pay to park. However, what has been evident in existing controlled areas is that some business customers prefer to Pay & Display because they more likely to find a parking space to allow them to park closer to businesses that they want to visit.
- 4.21 In an area that is not controlled, business customers are less likely to find available space to park due to local residents and commuters, who tend to park all day and sometimes into the evening. Also, restaurants and local pubs are usually not affected by a controlled zone, because the controls finish at 5pm, and evidence has shown that business is usually slow before 5pm.
- 4.22 Our records show 35% of the residents in Pawson's Road voted in favour of an introduction of a controlled parking zone in their road. Although the third objector has stated that Pawson's Road is not close to stations, hospitals or high street shops, surveys have shown that commuters tend to park further away from stations not through choice, but because the roads closer to stations are either controlled or congested. Consequently commuters tend to find spaces further out and hop on a bus to get to their desired station because they already have a travel card that allows them to use other forms of transport if they wish.
- 4.23 The third objector has commented that introducing a CPZ will only benefit the Council financially, through the purchase of permits and the money generated through Pay & Display machines. All parking schemes are required to be self-financed as there is no funding from the Council Tax for these types of schemes. In outer areas revenue from Pay & Display machines is relatively low although there will be income from the purchase of permits and from enforcement through Penalty Charge Notices.
- 4.24 The cost of extending controlled parking into the Princess Road area has been estimated at £30,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs. The supply and installation of Pay & Display machines is funded from existing stock. CPZ schemes have proven to be self-financing usually within 4 years of introduction.

5 CONSULTATION

- 5.1 The purpose of this report is to consider comments and objections from the public following the advertisement of the public notice of the proposals. Once the notices were advertised, 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

There is a revenue budget of £50k for CPZ undertakings and £50k for Footway Parking and Disabled Bays, from which these commitments if approved will be funded. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would remain £61 un-allocated to be utilised in 2018/2019 this is taking into account £24k that was committed in 2017/2018 against the 2018/2019 financial years spend.

6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2018/19 £'000	M.T.F.S – 3 year Forecast		
		2019/20	2020/21	2021/22
		£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	76	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	6	0	0	0
Income	0	0	0	0
Remaining Budget	<u>70</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Capital Budget available</u>				
Expenditure	0	0	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	0	0	0
Remaining Budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

6.2 The effect of the decision

6.2.1 The cost of extending controlled parking into the Princess Road area has been estimated at £30,000. This includes the installation of the signs and lines. Pay & Display machines will be supplied and installed from stock.

6.2.2 These costs can be contained within the available revenue budget for 2018/19. An original amount of £24,000 has been allocated from previous months TMAC reports for this scheme and therefore has already been accounted for therefore and additional £6k is expected to be now spent.

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**

6.5 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.

6.6 **Savings/ future efficiencies**

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

6.8 Approved by: Felicia Wright, Head of Finance – Place

7. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

7.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, implement and revoke Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.

7.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

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

8. HUMAN RESOURCES IMPACT

8.1 Extending North Permit Zone into the Princess Road area 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: Sue Moorman, Director of Human Resources.

9. CUSTOMER IMPACT

- 9.1 The proposed new Controlled Parking Zone in the Princess Road Area is in response to petitions received from the residents of Boulogne Road and Princess Road. Occupiers of all residential and business premises in the area were invited to take part in the formal consultation to ensure that all those potentially affected by the proposals were given the opportunity to give their views – responses to these comments and objections are the subject of this report.
- 9.2 The Council only introduces parking controls in the area where the majority of residents are in favour of a CPZ scheme. In this area 55% of the occupiers who responded to the informal consultation voted in favour of parking controls. If controls were not introduced in the roads where the majority of residents voted against controls this would result in a situation where they would be surrounded by parking controls to the detriment of the residents. 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 There are no such considerations arising from this report.

13 REASONS FOR RECOMMENDATIONS

- 13.1 The recommendation is to introduce a new Controlled Parking Zone in the Princess Road Area where parking stress is high and the majority of occupiers have supported the parking controls which is clear from the recent informal consultation.

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

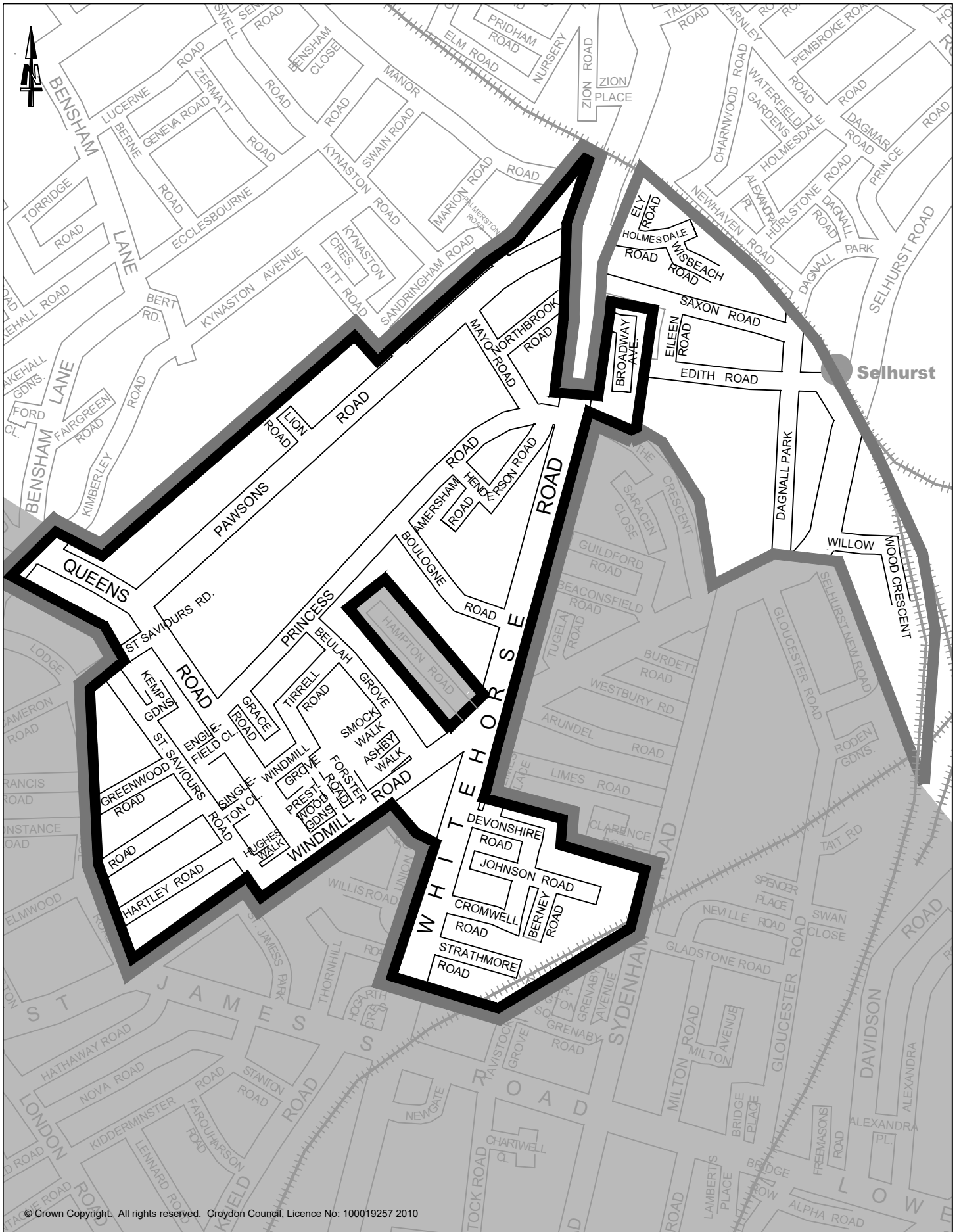
Huda Wahab, Traffic Engineer
Infrastructure, Parking Design, 020 8726 6000
(Ext. 88258)

CONTACT OFFICER:

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

BACKGROUND DOCUMENTS

None



- KEY:**
- Proposed Controlled Parking Zone Extension.
 - Consultation Area.
 - Existing Control Parking Zone Area.

CROYDON COUNCIL

PRINCESS ROAD AREA

PLACE DEPARTMENT
 PARKING DESIGN
 BERNARD WEATHERILL HOUSE
 CROYDON
 CR0 1EA

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: NTS	Drawn: HW	Checked: DJW	Rev: 00
Date:	JANUARY 2018		Drawing Ref: PD - 345/01

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 July 2018
SUBJECT:	EXETER ROAD AREA – OBJECTIONS TO THE PROPOSED EXTENSION OF THE CROYDON CPZ (EAST OUTER PERMIT AREA)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	Addiscombe West
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 Acting Cabinet Member for Environment, Transport and Regeneration (job share) that the Acting Cabinet Member:	
1.1	Consider the objections to extending the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road with a combination of Shared-Use Permit/Pay & Display (8 hours maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

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

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 (East Outer Permit Area) to Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road, with a combination of Shared-Use Permit/Pay & Display machines (8 hours maximum stay) and single yellow lines operating from 9am to 5pm, Monday to Saturday.
- 2.2 The outcome of the formal consultation was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On 4 July 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.

3. BACKGROUND

- 3.1 Following a petition from Exeter Road in 2016 residents were consulted on a possible extension of the Croydon (East Outer Permit Area) Controlled Parking Zone into Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, Exeter Road, Fullerton Road, Dartnell Road, Brampton Road, Dominion Road, Laurier Road, Bredon Road, Kemerton Road, Jesmond Road, Amberley Grove, Bredon Gardens, Gordon Crescent, and part of Morland Road.
- 3.2 On 13 December 2017 the Committee agreed a report (minute A5/16 refers) to extend the zone into Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road following a positive response from a majority of respondents in these streets.
- 3.3 Following detailed design occupiers in this area were formally consulted (public notice stage) on a proposal with 9am to 5pm, Monday to Saturday parking controls. Residents/businesses within this area were written to on 17 May 2018 with a copy of the relevant drawings and the public notice, and invited to submit objections to/comments on the scheme before Wednesday 13 June 2018.

4. OBJECTIONS AND RESPONSES

- 4.1 A total of 12 objections have been received to the proposal. In addition, 4 emails

of support have been received. A petition against the scheme has also been submitted for consideration.

Objection 1

4.2 The first objection (from a resident of Edward Road) was raised on the grounds that:

- The (formal) consultation letter did not confirm if votes were counted on a road by road basis or for the entire area
- The proposal would prevent visitors from parking within the zone, or close by
- Visitor permits are limited in number
- Visitor permits are expensive
- CPZ extensions transfer parking problems onto adjacent unrestricted streets

Objection 2

4.3 The second objection (from a resident of Rymer Road) was raised on the grounds that:

- When CPZs were introduced into neighbouring roads, they made minimal difference and are just as busy as the uncontrolled roads
- The scheme is a way for the Council to make money
- There is no parking problem in the area, they can always find a parking space and don't want to pay to solve a problem which doesn't exist.

Objection 3

4.4 The third objection (from a resident of Rymer Road) was raised on the grounds that:

- The majority of people who responded to the initial informal consultation voted against the scheme. The (formal consultation) letter was misleading as it implied that residents agreed with the scheme
- There is no parking problem on Rymer Road
- The scheme is just an excuse for the Council to charge more tax
- The cost of the permits and the administration fees are too high
- All the residents which the objector has spoken to are against the scheme

Objection 4

4.5 The fourth objector (a resident of Edward Road) merely stated that they were opposed to the scheme. No reasons for the objection were stated.

Objection 5

4.6 The fifth objection (from a resident of Rymer Road) has been raised on the grounds that:

- The parking problems are caused more by commuters than by residents

- The timing of the zone will contribute to inconsiderate parking near local schools
- None of the residents which the objector has spoken to want the restrictions
- The scheme should only operate for 1 hour Monday – Friday only
- They are concerned that schools may not have been consulted
- They are concerned that school travel plans may need to be reviewed and changed when the scheme is implemented
- They are concerned that the scheme will result in more parents parking inconsiderately at drop off and pick up time
- The CPZ extension would push the problem into surrounding area
- They believe that a transport statement and an impact statement should have been prepared and distributed to residents
- They believe that the proposed restrictions are excessive
- They believe that the impact of the scheme would be more negative than positive

Objection 6

4.7 The sixth objection has been raised on the grounds that:

- Although parking on Rymer Road is difficult they can usually find a space
- They believe that if the scheme was implemented residents would be just as likely not to find a parking space as commuters could pay to park for 8 hours
- The scheme should be residents parking only with no Pay and Display option
- The scheme would need policing

Objection 7

4.8 The seventh objection (from a resident of Edward Road) has been raised on the grounds that:

- Three of the roads in the proposed extension area voted against the scheme in the informal consultation
- Non-residents and commuters will still be able to park in this area
- Parking problems occur during evenings and overnight, therefore scheme will not help
- There is no guarantee of a parking space
- Residents will be financially worse off if the scheme goes ahead
- The scheme will result in less parking spaces
- They are unhappy with the administration charge applied to new permits
- They believe that it is a money making scheme for the Council

Objection 8

4.9 The eighth objection has been raised on the grounds that:

- There will be less space available if the scheme is implemented
- Edward Road, Exeter Road, and Rymer Road should be made one-way

Objection 9

4.10 The ninth objection has been raised on the grounds that:

- There is no parking problem in Rymer Road during the proposed hours of operation
- The scheme is only being introduced to place a financial burden on residents
- Rymer Road voted against the proposals during the informal consultation
- The scheme, if introduced, should be residents only
- Residents' permits should be provided free of charge
- Marked bays will reduce the number of cars which can park in the street
- There are less spaces available for residents since the opening of Fitzroy Academy

Objection 10

4.11 The tenth objection has been raised on the grounds that:

- The objector believes that it will not solve the parking problem in the area
- They believe that it is a money making scheme
- Parking problems are mainly in the evening, not during the day
- The bay layout will allow less cars to park
- Scheme will be of no benefit to residents

Objection 11

4.12 The eleventh objection was raised on the grounds that:

- They did not receive the initial consultation documents
- They are concerned about the cost that residents will face to park on their street
- They are concerned that their road is not one-way

Objection 12

4.13 The twelfth objection (from a resident of Exeter Road) was raised on the grounds that:

- They believe that the scheme is heavy handed and inappropriate
- They have observed that at no point during the restricted hours is there a lack of parking on Exeter Road

- It is difficult to find parking spaces in the evening and the scheme will not alleviate this problem
- They believe that most problems are caused by parents dropping off and picking up children at the local primary school rather than commuters
- Saturday restrictions are unnecessary, controls should only be in operation Monday to Friday
- Redundant dropped kerbs should have parking bays painted across them
- The permits cost too much compared to other local authorities and should be reduced
- Current restrictions are not adequately enforced and they doubt how thoroughly a new CPZ would be enforced
- Introducing this scheme would transfer parking problems onto neighbouring streets

4.14 **Objection 13**

The thirteenth objection (from a resident of Nottingham Road) was raised on the grounds that:

- There will be less parking available for residents
- People will have to pay to park in the area
- There will be no guarantee that residents will find a parking space

4.15 **Objection 14**

The fourteenth objection (from a resident of Rymer Road) was raised on the grounds that:

- It is difficult to find a parking space at night
- Aside from during the daily school runs, parking during the day is not an issue
- A minimal number of commuters park on Rymer Road due to the distance from East Croydon station
- The CPZ will cost them money
- They believe that each dwelling should be issued with one free residents permit and charges only applied to second and third permits

4.16 **Objection 15**

The fifteenth objection (from a resident of Edward Road) was raised on the grounds that:

- The original questionnaire should have asked the question 'Should controls NOT be introduced' rather than 'Are you in favour of extending the Croydon CPZ in your road'
- There was an error in the formal consultation letter which described the informal consultation as having taken place 'earlier this year', when the

informal consultation actually took place in late 2017

- The consultation process is flawed as no independent verification of the votes cast has taken place

4.17 **Petition**

A petition against the proposed scheme, submitted by a resident of containing 70 electronic signatures has been received.

The introduction to the petition reads:

‘Greetings,

Stop the extension of the Parking Zone in Corydon’

Only general addresses were included so it was not possible to identify which signatories live within the consultation area (and surrounding roads). 44 signatories identified as living in Corydon, 7 in the UK, 7 in London, 2 in Tottenham, and 1 each in Epsom, Kensington, South Croydon, Petworth, Barking, Leyton, Hampton, Mitcham, Hornsey, and Romford.

Responses

- 4.18 Clear details of the results of the informal consultation are contained in the corresponding TMAC (Traffic Management Advisory Committee) report. Residents were given details of how to access this report with the informal consultation documents.
- 4.19 The majority of respondents within the revised extension area who voted in favour of the proposals seem to agree that the scheme will help them. Rymer Road (along with Stretton Road and Vincent Road) voted against the scheme. However, TMAC (Traffic Management Advisory Committee) decided that the scheme would have to proceed in a continuous area rather than scatter roads which may cause confusion for motorists as well as particularly severe parking problems in controlled pockets surrounded by controlled streets.
- 4.20 Introducing a CPZ will always transfer some parking problems to other streets. The only way to completely avoid this issue would be to have no parking controls, which in a large town centre like Croydon, with numerous transport links would be inappropriate. CPZs in neighbouring roads (such as Davidson Road) do appear to have improved the parking situation during the hours of operation. Evidence shows that a majority of commuters choose not to pay and display.
- 4.21 Visitor permits are cheaper to purchase than corresponding P&D vouchers, purchase in half day slots. When residents have used up all visitor permits, they may then choose to pay and display. Schemes such as this should be self-financing, it is not possible to provide permits free of charge.
- 4.22 Residents were offered a choice of possible operational times. A majority of respondents choose 9am -5pm Mon – Sat. While designing the scheme, officers attempted to maximise the number of parking bays, while also ensuring that bays are located away from driveways and junctions.

- 4.23 Officers do not expect the proposals to have a significant effect on local schools. Schools which fell within the informal consultation area were consulted (along with all residences and businesses within that area). The Council's Road Safety Engineer is satisfied that the adjacent school's School Travel Plans do not need to be altered to accommodate this scheme.
- 4.24 No Transport Statement, nor Impact Statement has been prepared. This is standard procedure for introducing controlled parking schemes.

Support for the proposals

- 4.25 During the consultation 4 emails were received expressing support for the scheme.
- 4.26 The first message of support (from a resident of Rymer Road) stated that
- The resident regularly struggles to park on Rymer Road
 - They are happy to pay the cost of a parking permit
 - They believe that the proposed scheme will improve their situation
- 4.27 The second message of support (from a resident of Exeter Road) stated that
- It is currently difficult for residents (even those with only one car) to park on Exeter Road due to commuters, parents dropping children at the local school, vans and coaches parking on the street
 - Existing double yellow lines and school stopping restrictions in the area are not enforced. If the scheme proceed more effective enforcement is needed.
 - They are happy to pay for a resident's permit and the corresponding administration charge
 - It is vital that the scheme is fully enforced to avoid complaints from permit holders
 - They look forward to the implementation of the scheme without delay
 - They believe that the scheme will be of benefit to all concerned
- 4.28 The third message of support (from a resident of Stretton Road) stated that
- They are extremely happy that the CPZ is going to be introduced in these streets
 - It is currently difficult to park on Stretton Road
 - Their driveway is regularly blocked by other motorists
- 4.29 The fourth message of support (from a resident of Edward Road) stated that
- They want the scheme to be implemented without any delays
 - They currently face many parking problems on their street

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 2018/19. Total funding of £90k is included for controlled parking schemes and ELVC in 2018/19. 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 £18k funding available in 2018/19.

7.1 Revenue and Capital consequences of report recommendations

Current Financial Year	M.T.F.S – 3 year Forecast			
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
<u>Revenue Budget available</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	30		0	0

Capital Budget available

Expenditure	90	0	0	0
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Effect of Decision from report

Expenditure	40	0	0	0
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Remaining Budget	<u>50</u>	<u>0</u>	<u>0</u>	<u>0</u>
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7.2 The effect of the decision

7.2.1 The cost of extending controlled parking into the Exeter Road area has been estimated at £40,000. This includes the provision of Pay & Display machines, signs and lines.

7.2.2 These costs can be contained within the available TfL LIP budget for 2018/19.

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 & 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.

10.5 Savings/ future efficiencies

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

10.5.2 Approved by: Felicia Wright, Head of Finance – Place

11 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

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

and loading restrictions on vehicles of all or certain classes at all times or otherwise.

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 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.

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

12. HUMAN RESOURCES IMPACT

12.1 Extending the East Outer Permit Area into the Exeter Road Area will require Increased enforcement duties by Civil Enforcement Officers. It is anticipated that
t
This additional enforcement can be undertaken using existing resources.

12.2 Approved by: Sue Moorman, Director 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 Morland Avenue, Leicester Road, Vincent Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road 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.

REPORT AUTHORS:

Teresa O'Regan – Traffic Engineer
Highway Improvements, Parking Design
020 8762 6000 (Ext. 88260)

David Wakeling, Parking Design Manager
Highway Improvements, Parking Design
020 8762600 (ext. 88229)

CONTACT OFFICER:




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

BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972

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-  Existing Controlled Parking Zone Boundary
-  Proposed Formal Consultation Area
-  Informal Consultation Area

CROYDON COUNCIL

EXETER ROAD AREA
Proposed Extension to Croydon (East Outer Permit Area) CPZ

PLACE DEPARTMENT SHIFA MUSTAFA EXECUTIVE DIRECTOR CROYDON COUNCIL CR0 1EA		HIGHWAY IMPROVEMENTS - PARKING DESIGN Scale: NTS Drawn TOR Checked DW Rev. 01	
Date: NOVEMBER 2017		Drawing Ref: PD 340	

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Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 July 2018
SUBJECT:	PARKING CHARGES 2018 / 2019
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Environment, Transport and Regeneration
WARDS:	ALL
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in line with agreed objectives for parking charges as detailed in:</p> <ul style="list-style-type: none"> • Croydon Local Plan – Feb 2018 • 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 SUMMARY:	
The proposals will be contained within existing budgets.	

For general release:

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee provide comments to the Acting Cabinet Member for Environment, Transport and Regeneration (job share) regarding proposals as detailed within the report, namely:

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

1.7 Increase Housing Residents' and Visitor Permits as outlined in paragraphs 3.6 to 3.8.

2. EXECUTIVE SUMMARY

- 2.1 This report considers the parking charges for the coming year and is requesting comments on proposals that all permit charges remain at 2013/14 levels. It is proposed that residential parking bay suspension and dispensation charges and shop mobility charges also remain the same but the on and off-street parking charges are increased by a minimum of 10p for each 30 minute and 1 hour duration for on and off-street parking respectively.
- 2.2 To reduce the demand on road space it is proposed to remove the availability of 3rd residential permits at a household except in the cases of permit renewals.
- 2.3 To maximum opportunities for businesses, it is proposed to retain the current 1 hour free parking arrangements in the district centres and local centres. These include Thornton Heath, London Rd (West Croydon), South Norwood, Addiscombe, Cherry Orchard Rd (East Croydon), South End & Selsdon Rd (South Croydon), Selsdon, New Addington, Purley and Coulsdon.
- 2.4 It is proposed to increase the charges of Temporary, Permanent, Emergency and Special event Traffic Management Orders which are mainly instigated by utility companies and developers.

3. DETAIL

- 3.1 In considering the parking charges for commencement in August 2018, ensuring the expeditious, convenient and safe movement of vehicle and other traffic has been taken into account. The majority of charged parking in the Borough is in on-street parking bays which are mainly shared between permit holders and Pay & Display / Pay by Phone users. This maximises flexibility for drivers ensuring that there are opportunities for visitors and customers to local businesses whilst giving priority to resident permit holders. Charges are a necessity in meeting supply and demand so that in general roads and car parks where parking demand is high have higher Pay & Display / Pay by Phone charges and shorter parking duration than lower demand areas.

Parking Permits – Appendix 1 details

Resident and Visitor Permits

- 3.2 Permit charges have largely remained unchanged since 2013 and it is proposed that due to the current economic uncertainty and fact that most residents have not had a significant increase in their salary that the current charges for residents' permits (£80, £126 and £305 for the 1st, 2nd and 3rd and final permit at a household) and visitor permits (£2 and £1.30 for the Croydon CPZ and District CPZs respectively for half day permits) are retained.
- 3.3 It is proposed that new third permits at a household should no longer be available. Although only a small proportion of households currently have a third permit (55 out

of approximately 9700 residents' permits – 0.6%) this has increased significantly since the previous year when less than half this number of households had a third permit. In the interest of reducing demand on permits and parking spaces only existing third permits will be renewed.

- 3.4 The current administration charge for the issue of new permits (not renewals) is proposed to be unchanged. If a permit is no longer required then a refund is payable based on a proportion of the permit remaining before expiry. It is proposed that the current administration charge for re-funds is also unchanged.
- 3.5 There is currently a monthly charge for temporary permits in the case where a resident that has just moved to a new address and has not yet been able to provide the relevant documentation that they are living at or the car is registered at the new address. It is proposed that this charge which is close to 1/12 of the annual charge for a permit remains the same.

Housing Estate Permits

- 3.6 There have been no changes in the Housing Estate Permit prices for the last 5 years although the cost of maintaining and improving Housing buildings including surrounding land has increased. In order to improve facilities and the environment for Council Tenants and bring the cost of the permits closer to the cost of on-street permits it is proposed to increase the cost of the annual permits to £39 for the first permit at a household and £78 for the second.
- 3.7 The daily Visitor permits currently work on a scratch card system where visitors scratch off the appropriate date on the permit. This is the system that was used for on-street residents' visitors until the Ringo cashless 'pay by phone' system was introduced a couple of years ago. It is proposed to include the same system for Housing Estates and increase the cost of permits slightly from the current £2.40 per day charge to £2.60.
- 3.8 It is also proposed to no longer incorporate the annual Visitor Permits but retain the concessionary Visitor Permit at an increased cost of £39 per annum in line with the residents permit. These permits are for residents that rely on regular visits by family members or helpers due to medical issues.

Business Permits

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

Alternative Fuel Vehicles

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

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

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

Doctors' and Neighbourhood Care Permits

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

Charity Permits

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

Drivers with Disabilities

- 3.13 It is proposed to continue the arrangements for providing free parking for drivers with disabilities at Croydon Council controlled car parks and on the highway.
- 3.14 Companion Badges are available for disabled Blue Badge holders who prefer not to risk leaving their blue badge in their vehicle especially when parking for long periods such as within a disabled bay outside their home. It is proposed that the current charge of £30 per annum for issuing companion badges is unchanged.

Miscellaneous Parking Charges – Appendix 2

- 3.15 There are various charges which Croydon impose for parking bay suspensions and the creation of Traffic Management Orders for Special Events.
- 3.16 It is proposed to retain the current charges for residential suspensions and dispensations. It is proposed to increase the commercial rates for suspensions and dispensations by £10 per day and event suspensions from £930 to £980.
- 3.17 Parking Design charge for Temporary Traffic Management Orders (TMOs) mainly for statutory undertakers who may have to close a road in order to inspect or divert an underground utility. The charge covers the costs for Highways staff who meet with the contractors and Police to determine the necessary measures for the temporary TMO and Parking Services who draft the TMO and publish the notices. It is proposed to increase these charges (details in Appendix 2) in line with other similar London Boroughs.
- 3.18 The cost special Events Temporary Traffic Management Orders have remained the same for a number of years and in line with the increase in other Temporary TMOs it is proposed to increase the cost of these orders to £195.
- 3.19 It is proposed that the charges for the Shopmobility Scooter Rental operation from the Whitgift Centre Car Park are unchanged. This operation provides customers with restricted mobility opportunity to use the shopping facilities in Central Croydon. Currently the scheme operates between 9am and 5pm, Tuesday to Saturday and between 11am to 3pm on Sundays. This facility is likely to close by early next year once construction work on the Westfield development in the Whitgift Centre

commences.

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

- 3.20 A comprehensive review of on and off-street parking charges was carried out in 2016 with a simpler linear tariff being introduced with set rates per 30 minutes for on-street Pay & Display / Pay by Phone charges and per 1 hour period for off-street car parks. This was carried out as part of a fair parking policy to provide a consistent and fair approach across the Borough, in a cost-effective way, while complying with the legal duties placed upon it to protect people's rights to use and enjoy the highway.
- 3.21 It is proposed to increase on and off-street parking charges by 10p per parking duration – each 30 minutes for on-street and 1 hour for off-street car parks. The minimum coinage for Pay & Display machines is 10p. The new charges recognise the increase in parking demand and for the majority of on-street bays which are shared-use, the need to balance availability of spaces as permit holders can experience difficulty in finding vacant bays due to the number of Pay & Display users. There were no increases in on and off-street charges last financial year.
- 3.22 In September 2014 cashless parking in the form of 'Pay by Phone' method was rolled out for both on and off-street parking as an alternative method to Pay & Display. Labels on the machines display the number to call to register for payment via credit card. Currently the Council absorbs the fee imposed by the Pay by Phone company. In the long term it is hoped that more drivers will use this method of payment to reduce the need for so many Pay & Display machines and the costs involved in collecting cash as well as the high rates of theft and vandalism. There are a few Pay by Phone only bays in areas where it was deemed uneconomic to maintain a Pay & Display machine due to the small amount of cash received. Small tariff boards are placed below the signs to indicate the level of the Tariff.
- 3.23 In October 2011 parking charges were amended in the section of the London Road between West Croydon Station and Sumner Road to assist the businesses who were affected by the disorder in August 2011. It is proposed to retain the existing free parking for the first 30 minutes parking (with a ticket) for these 2 hour maximum stay Pay & Display only bays to encourage customers to shop locally in order to help businesses. For consistency and to avoid driver confusion two sets of one hour maximum stay bays in London Road between Sumner Road and Midhurst Avenue were amended in 2016 to 2 hours maximum stay matching the existing bays towards West Croydon.
- 3.24 On 7 January 2014 parking charges were amended in South End and Selsdon Road to help support local businesses by encouraging short term parking. It is proposed to retain the current free for the first 30 minutes rate to support the local businesses.
- 3.25 There are a number of one hour maximum stay bays in local and district centres designed specifically to increase the turn over of parking spaces and therefore improve parking availability for local businesses. In the current economic climate and in order to encourage customers to these areas it is proposed to retain the current one hour free parking (with ticket) in these areas. District centres with these bays include South Norwood, Thornton Heath, Purley and Coulsdon. Local Centres include Beulah Hill, Cherry Orchard Road, Lower Addiscombe Road,

Addiscombe, Brighton Road (South Croydon), Selsdon and Old Lodge Lane (Purley).

4 CONSULTATION

- 4.1 In accordance with section 46A of the Road Traffic Regulation Act 1984 if the proposals within this report relating to any changes to parking charges are progressed, they will be required to be published in a local paper (Croydon Guardian) and London Gazette for a minimum of 3 weeks prior to the changes taking effect.

5 FINANCIAL CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2018/19 £'000	M.T.F.S – 3 year Forecast		
		2019/20 £'000	2020/21 £'000	2021/22 £'000
<u>Revenue available</u> Income	(6,141)	(6,141)	(6,141)	(6,141)
<u>Effect of Decision from Report</u> Income	(186)	(336)	(336)	(336)
Remaining Budget	<u>(6,327)</u>	<u>(6,477)</u>	<u>(6,477)</u>	<u>(6,477)</u>

5.2 The effect of the decision

- 5.2.1 The cost of advertising the variation to the Traffic Management Order for the parking charges and amending Pay & Display charges has been estimated at £15k, with an additional £40k of expenditure being expected to cover the cost of new tariff labels, new traffic boards and software changes to the P&D machines. These costs can be contained within the available revenue budget.
- 5.2.2 Parking charges have been re-modelled using updated assumptions from 2017/18. Taking into account the proposed changes in this report, the annual revenue budget will be increased by £336K. If the proposals are accepted, they will be implemented in September 2018 and £186k out of £336k will be delivered in the 2018/2019 financial year.

5.3 Risks

- 5.3.1 Risks include the following:

- Present economic climate could lead to fewer vehicles visiting the Borough and therefore a reduction in income.
- Customers using competitors' privately operated car parks, or visiting retailers and other activities in adjoining Boroughs and therefore reducing revenue.

- Any changes in the financial model's assumptions could result in income levels being less than expected.

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

5.4 Options

5.4.1 There are many combinations of tariff changes possible, all of which carry different levels of risk. The options have been taken based on consultation and consideration of demand.

5.5 Savings/ future efficiencies

5.5.1 Any additional costs arising from changes to parking charges will be absorbed within existing revenue budgets.

Approved by: Felicia Wright, Head of Finance – Place

6. COMMENTS OF THE COUNCIL SOLICITOR, AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that there are no direct legal implications arising from the recommendations within this report as it is merely for comment. If these proposals progress to decision, the notice of variation of off-street and on-street parking charges are required to be given under Section 35C and Section 46A respectively of the Road Traffic Regulation Act 1984 (as amended).

6.2 The Local Authority has power to determine the amount charged for parking and parking permits. 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. Charges can be made for securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway' having regard to:

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- the national air quality strategy;
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- any other matters appearing to the local authority to be relevant.

6.4 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.

6.5 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.

6.6 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.

6.7 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.

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

7. HUMAN RESOURCES IMPACT

7.1 The amendment of the parking charges should not affect staffing levels within Parking Services.

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

8. EQUALITIES IMPACT

8.1 Purley MSCP is covered by CCTV security cameras and other surface car parks are regularly patrolled by security and parking staff aiming to meet requirements for improved security particularly relevant for vulnerable people in the community.

8.2 Registered disabled drivers will be able to continue to benefit from free parking in all the Council's on and off-street pay and display parking places and on yellow line waiting restrictions both in Croydon Town Centre and District Centres for up to 3 hours.

8.3 Parking Services operate a Shopmobility Centre for people with disabilities based at the Whitgift Car Park.

8.4 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required. Disabled blue badge holders will continue to be able to park free of charge and for unlimited time on the on-street Pay & Display bays and the Council's public car parks.

9. ENVIRONMENTAL IMPACT

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

10. CRIME AND DISORDER REDUCTION IMPACT

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

11. REASONS FOR RECOMMENDATIONS

- 11.1 The proposals for comments are to increase the on and off-street parking charges by the minimum of 10p for each 30 minute parking duration (on-street) and 1 hour parking duration (off-street). The commercial parking bay suspension and dispensation and Temporary Traffic Management Order charges and other miscellaneous charges are proposed to increase to ensure continued viability of Parking Services.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 This report is for commend only and is not for decision. Members are invited to provide their views on the proposals.

**REPORT AUTHORS /
CONTACT OFFICERS:**

David Wakeling, Parking Design Manager,
Infrastructure, Parking Design

Darrell Jones, Senior Management Accountant,
Resources and Customer Services

BACKGROUND DOCUMENTS:

None.

PARKING CHARGES 2018/19

APPENDIX 1 - Parking Permits

	Existing	Proposed
Residents Permit (per annum) – 1 st Permit at household	£80	£80
2 nd Permit at household	£126	£126
3 rd (and final Permit at household	£305	£305 – only for renewals
Visitors Permits (each per day) Inner Zones	£4.00	£4.00
Outer Zones	£2.60	£2.60
Croydon Centre Evening (from 6pm) / Sunday Visitor Permit max one per hh (each per annum)	£15	£15
Bourne St Area Residents – Evening / overnight 6pm to 9am Permit for Jubilee Bridge CP	£15	£15
Business Permit		
Croydon (Max, 2 permits) Quarterly (3 months)	£123	£123
Annual (12 months)	£382	£382
Other Zones (Max, 4 permit) Quarterly (3 months)	£123	£123
Annual (12 months) 1 st	£382	£382
2 nd	£382	£382
3 rd	£560	£560
4 th	£910	£910
Alternative fuel vehicles (max 4 permits) in all zones	£190	£190
All Zones annual Permit (shared-use bays)	£818	£818
All Zones 6 months Permit (shared-use bays)	£419	£419
All Zones annual Permit (includes Council car parks)	£980	£980
All Zones 6 months Permit (includes Council car parks)	£500	£500
Council Parking Permits	£480	£480
Doctors Permits – cost per bay + 1 permit	£400	£400
Subsequent Doctors Permits (each one)	£40	£40
Charity Permits	£80	£80
Neighbourhood Care Permit	£365	£365
Housing Permits – First Permit at a Household	£27	£39
Second Permit at a Household	£42	£78
Housing Annual Visitor Permit – one per household	£50	n/a
Housing Daily Visitor Permits (scratch cards)	£2.40 (per day)	£2.60 (per day)
Housing Visitor Concessionary Permits	£27	£39
Companion Badges	£30	£30
Administration fee for the issue of all new permits	£30	£30
Administration fee for permit refunds	£30	£30
Temporary Residents Permits – charge per month	£7	£7

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APPENDIX 2 Miscellaneous Parking Charges

Charge	Existing	Proposed
Suspensions and Dispensations		
Residential		
Suspensions & Dispensations: admin. charge	£40	£40
Suspensions (parking Bays); charge per day	£30	£30
Suspensions Central CPZ bays charge per day	£40	£40
Dispensations (yellow lines); charge per day	£30	£30
Administration Charge	£40	£40
Commercial		
Suspensions & Dispensations: admin. charge	£50	£50
Suspensions (parking Bays); charge per day	£40	£50
Suspensions Central CPZ bays charge per day	£50	£60
Dispensations (yellow lines); charge per day	£40	£50
Administration Charge	£50	£50
Event Suspensions	£930	£980
Traffic Management Orders		
Temporary TMOs (Section 14 RTRA)	£2020 + VAT	£2520 + VAT
Permanent TMOs (Section 9 RTRA)		
Special Events (Sect.16A RTRA) single	£1010 + VAT	£1260 + VAT
multiple	£676+ VAT	£843+ VAT
Special Events (W&L Sect.9 LLAA)	£156 + VAT	£195 + VAT
Special Events Registered Charities	£156 + VAT	£195 + VAT
Emergency Temporary TMOs (Sect 14/2)	£765 + VAT	£1500 + VAT
Shop mobility Charges		
Shop mobility (Registration Charge per annum)	£33	£33
Shop mobility scooter rental fee (members)	£5.00	£5.00
Shop mobility scooter rental fee (non-members)	£10	£10

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APPENDIX 3 On-Street Parking Charges

Croydon CPZ

CPZ	Croydon: East Inner, East Outer, North, South & West Permit Zones		Central Zone			
Tariff	Time slot	Existing	Tariff	Time slot	Existing	Proposed
2-Hour Mon to Sat, 9am – 5pm	30 mins	£1.20	2-Hour Mon to Sun 8am to Midnight	30 mins	£1.20	£1.30
	1 hr 00 mins	£2.40		1 hr 00 mins	£2.40	£2.60
	1 hr 30 mins	£3.60		1 hr 30 mins	£3.60	£3.90
	2 hrs 00 mins	£4.80		2 hrs 00 mins	£4.80	£5.20
	Sunday	£0.00		Sunday (Central) 1 hr	£1.20	£1.30
				All day	£3.00	£3.20
4-Hour Mon to Sat, 9am – 5pm	30 mins	£0.80	4-Hour Mon to Sun 8am to Midnight	30mins	£0.80	£0.90
	1 hr 00 mins	£1.60		1 hr 00 mins	£1.60	£1.80
	1 hr 30 mins	£2.40		1 hr 30 mins	£2.40	£2.70
	2 hrs 00 mins	£3.20		2 hrs 00 mins	£3.20	£3.60
	2 hrs 30 mins	£4.00		2 hrs 30 mins	£4.00	£4.50
	3 hrs 00 mins	£4.80		3 hrs 00 mins	£4.80	£5.40
	3 hrs 30 mins	£5.60		3 hrs 30 mins	£5.60	£6.30
	4 hrs 00 mins	£6.40		4 hrs 00 mins	£6.40	£7.20
	Sunday	£0.00		Sunday (Central) 1 hr	£1.20	£1.30
				All day	£3.00	£3.30

Evening Tariff (Central Zone)		Existing	Proposed
6pm to m'ght Mon to Sun. (for 2 and 4 bays)	Up to 1 hour	£1.20	£1.30
	Over 1 hour	£3.00	£3.30

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

London Road – West Croydon Station to Sumner Rd			
2 hour 9am – 5pm		Existing	Proposed
	30 mins	£0.00	£0.00
	1 hr 00 mins	£2.40	£2.60
Sunday Free	1 hr 30 mins	£3.60	£3.90
	2 hrs 00 mins	£4.80	£5.20

South End and Selsdon Road, South Croydon			
2 hour 9am – 5pm		Existing	Proposed
	30 mins	£0.00	£0.00
	1 hr 00 mins	£2.40	£2.60
Sunday Free	1 hr 30 mins	£3.60	£3.90
	2 hrs 00 mins	£4.80	£5.20

8 hour Roads:

Premium Tariff applies in all 8 hour maximum stay roads in the **Croydon CPZ** except the following:
Standard Tariff applies in; Brownlow Rd, Chepstow Rise, Chichester Rd, Deepdene Ave, Langton Way, Park Hill Rise, Radcliffe Rd, Ranmore Ave, Paul Gdns, Selbourne Rd, Stanhope Rd (Park Hill to Chichester Rd) Thanescroft Gdns, Campden Rd, Spencer Rd, Epsom Rd, Duppas Rd, Vicarage Rd, Siddons Rd, Kemble Rd, Benson Rd, Courtney Rd & Factory Lane.

		Existing		Proposed	
		Standard	Premium	Standard	Premium
8-Hour Mon to Sat,	30 mins	£0.20	£0.40	£0.30	£0.50
	1 hr	£0.40	£0.80	£0.60	£1.00
	1 hr 30 mins	£0.60	£1.20	£0.90	£1.50
9am – 5pm	2 hrs	£0.80	£1.60	£1.20	£2.00
	2 hrs 30 mins	£1.00	£2.00	£1.50	£2.50
Sun - Free	3 hrs	£1.20	£2.40	£1.80	£3.00
	3 hrs 30 mins	£1.40	£2.80	£2.10	£3.50
	4 hrs	£1.60	£3.20	£2.40	£4.00
	4 hrs 30 mins	£1.80	£3.60	£2.70	£4.50
	5 hrs	£2.00	£4.00	£3.00	£5.00
	5 hrs 30 mins	£2.20	£4.40	£3.30	£5.50
	6 hrs	£2.40	£4.80	£3.60	£6.00
	6 hrs 30 mins	£2.60	£5.20	£3.90	£6.50
	7 hrs	£2.80	£5.60	£4.20	£7.00
	7 hrs 30 mins	£3.00	£6.00	£4.50	£7.50
	8hrs	£3.20	£6.40	£4.80	£8.00

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

12-Hours Mon to Sun, 8am – 8pm	30 mins	£0.40	£0.50
	1 hr 00 mins	£0.80	£1.00
	1 hr 30 mins	£1.20	£1.50
	2 hrs 00 mins	£1.60	£2.00
	2 hrs 30 mins	£2.00	£2.50
	3 hrs 00 mins	£2.40	£3.00
	3 hrs 30 mins	£2.80	£3.50
	4 hrs 00 mins	£3.20	£4.00
	4 hrs 30 mins	£3.60	£4.50
	5 hrs	£4.00	£5.00
	5 hrs 30 mins	£4.40	£5.50
	6 hrs	£4.80	£6.00
	6 hrs 30 mins	£5.20	£6.50
	7 hrs	£5.60	£7.00
	7 hrs 30 mins	£6.00	£7.50
	8hrs	£6.40	£8.00
	8 hrs 30 mins	£6.80	£8.50
	9 hrs	£7.20	£9.00
	9 hrs 30 mins	£7.60	£9.50
	10 hrs	£8.00	£10.00
	10 hrs 30 mins	£8.40	£10.50
	11 hrs	£8.80	£11.00
	11 hrs 30 mins	£9.20	£11.50
12 hrs	£9.60	£12.00	
Sunday 1hr	£1.20	£1.30	
All Day	£3.00	£3.30	

District CPZs

		South Norwood	Thornton Heath	Norbury	Napier Road / Bynes Road	Purley	Coulsdon	Sanderstead (Mon – Fri)	
Tariff	Time slot	Existing	Existing	Existing	Existing	Existing	Existing	Existing	Proposed
2-Hour Mon to Sat, 9am – 5pm Sun Free	30 mins	£0.60	£0.60			£0.60	£0.60		£0.70
	1 hr 00 mins	£1.20	£1.20			£1.20	£1.20		£1.40
	1 hr 30 mins	£1.80	£1.80			£1.80	£1.80		£2.10
	2 hrs 00 mins	£2.40	£2.40			£2.40	£2.40		£2.80

4-Hour Mon to Sat, 9am – 5pm Sun Free	30 mins	£0.40		£0.40	£0.40	£0.40	£0.40	£0.40	£0.50
	1 hr 00 mins	£0.80		£0.80	£0.80	£0.80	£0.80	£0.80	£1.00
	1 hr 30 mins	£1.20		£1.20	£1.20	£1.20	£1.20	£1.20	£1.50
	2 hrs 00 mins	£1.60		£1.60	£1.60	£1.60	£1.60	£1.60	£2.00
	2 hrs 30 mins	£2.00		£2.00	£2.00	£2.00	£2.00	£2.00	£2.50
	3 hrs 00 mins	£2.40		£2.40	£2.40	£2.40	£2.40	£2.40	£3.00
	3 hrs 30 mins	£2.80		£2.80	£2.80	£2.80	£2.80	£2.80	£3.50
	4 hrs 00 mins	£3.20		£3.20	£3.20	£3.20	£3.20	£3.20	£4.00

8-Hour Standard Mon to Sat, 9am – 5pm	30 mins	£0.20	£0.20			£0.20			£0.30
	1 hr	£0.40	£0.40			£0.40			£0.60
	1 hr 30 mins	£0.60	£0.60			£0.60			£0.90
	2 hrs	£0.80	£0.80			£0.80			£1.20
	2 hrs 30 mins	£1.00	£1.00			£1.00			£1.50
	3 hrs	£1.20	£1.20			£1.20			£1.80
	3 hrs 30 mins	£1.40	£1.40			£1.40			£2.10
	4 hrs	£1.60	£1.60			£1.60			£2.40
	4 hrs 30 mins	£1.80	£1.80			£1.80			£2.70
	5 hrs	£2.00	£2.00			£2.00			£3.00
	5 hrs 30 mins	£2.20	£2.20			£2.20			£3.30
	6 hrs	£2.40	£2.40			£2.40			£3.60
	6 hrs 30 mins	£2.60	£2.60			£2.60			£3.90
	7 hrs	£2.80	£2.80			£2.80			£4.20
7 hrs 30 mins	£3.00	£3.00			£3.00			£4.50	
8hrs	£3.20	£3.20			£3.20			£4.80	

1 Hour maximum stay bays within District CPZs

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

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

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

District Centres and Pay and Display bays not within CPZs

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

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

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APPENDIX 4 Off-street Parking Charges

OFF-STREET CAR PARKS – Central Croydon

SPICES YARD - 130

Surface CP	Existing	Proposed
0 – 1 hrs	£1.20	£1.30
1 - 2 hrs	£2.40	£2.60
2 – 3 hrs	£3.60	£3.90
3 – 4 hrs	£4.80	£5.20
4 – 5 hrs	£6.00	£6.50
5 – 6 hrs	£7.20	£7.80
6 – 7 hrs	£8.40	£9.30
7 - 24 hrs	£9.60	£10.60
Evening 6pm to 9am	£3.00	£3.30
1 hour	£1.20	£1.30
Sun All Day	£3.00	£3.30
1 hour	£1.20	£1.30
Season Tickets 10 max	£900	£920

ANN'S PLACE – 70 (closing)

Surface CP	Existing	Proposed
0 – 1 hrs	£1.60	£1.70
1 – 2 hrs	£3.20	£3.40
2 – 3 hrs	£4.80	£5.10
3 – 4 hrs	£6.40	£6.80
4 – 5 hrs	£8	£8.50
5 – 6 hrs	£9.60	£10.20
6 – 7 hrs	£11.20	£11.90
7 - 24 hrs	£12.80	£13.60
Evening 6pm to 6am		
Sun - Wed	£3.00	£3.30
Thu – Sat	£3.00	£3.30
1 hour	£1.20	£1.30

WANDLE SURFACE CP - 255

Surface CP	Existing	Proposed
Evening		
4pm – 7am	£3.00	£3.20
1 hour	£1.20	£1.30
Sat 7am to Mon 7am + BH		
0 – 1 hr	£1.20	£1.30
1 – 2 hrs	£2.40	£2.60
2 – 3 hrs	£3.60	£3.90
3 – 4 hrs	£4.80	£5.20
4 – 5 hrs	£6.00	£6.50
5 – 6 hrs	£7.20	£7.80
6 – 7 hrs	£8.40	£9.30
7 – 24 hrs	£9.60	£10.60
EAST CROYDON – 8		
24 hours		
Surface Car Park	Existing	Proposed
15 minutes	£0.40	£0.50
30 minutes	£0.80	£1.00

WEST CROYDON - 57

Surface CP	Existing	Proposed
0 – 1 hrs	£1.60	£1.70
1 - 2 hrs	£3.20	£3.40
2 – 3 hrs	£4.80	£5.10
3 – 4 hrs	£6.40	£6.80
4 – 5 hrs	£8.00	£8.90
5 – 6 hrs	£9.60	£10.20
6 – 7 hrs	£11.20	£11.90
7 - 24 hrs	£12.80	£13.60
Evening 6pm to 7am	£3.00	£3.30
1 hour	£1.20	£1.30
Contract Space	£825	£850

JUBILEE BRIDGE - 101

Surface CP	Existing	Proposed
0 – 1 hrs	£1.20	£1.30
1 - 2 hrs	£2.40	£2.60
2 – 3 hrs	£3.60	£3.90
3 – 4 hrs	£4.80	£5.20
4 – 5 hrs	£6.00	£6.50
5 – 6 hrs	£7.20	£7.80
6 – 7 hrs	£8.40	£9.30
7 - 24 hrs	£9.60	£10.60
Evening 6pm to 7am	£3.00	£3.30
Thu - Sat	£3.00	£3.30
1 hour	£1.20	£1.30
Season Tickets	£670	£700

FACTORY LANE - 18

Surface CP	Existing	Proposed
0 – 1 hrs	£1.20	£1.30
1 - 2 hrs	£2.40	£2.60
2 – 3 hrs	£3.60	£3.90
3 – 4 hrs	£4.80	£5.20
4 – 5 hrs	£6.00	£6.50
5 – 6 hrs	£7.20	£7.80
6 – 7 hrs	£8.40	£9.30
7 – 24 hrs	£9.60	£10.60
Evening 6pm to 7am	£3.00	£3.20
1 hour	£1.20	£1.30
Annual Ticket	£360	£400

District Centre Car Parks

South Norwood

Belgrave Road – 15

	Existing	Proposed
Mon to Sat 7am - 6pm		
0-1 hr	£0.80	£0.70
1-2 hrs	£1.60	£1.40
2-3 hrs	£2.40	£2.10
3-4 hrs	£3.20	£2.80
4-5 hrs	£4.00	£3.50
5-6 hrs	£4.80	£4.20
6-11 hrs	£5.60	£4.90
Sunday	£0.00	£0.00
Motorcycles	£0.00	£0.00

South Norwood

Clifford Road – 25

	Existing	Proposed
Mon to Sat 7am – 6pm		
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-11 hrs	£4.20	£4.90
Sunday	£0.00	£0.00
Motorcycles	£0.00	£0.00
Annual Permit	£280	£300
Annual Residents of Poets Court Evening Permit - 7 max, 5pm to 9am, Monday to Sunday	£50	£60

Norbury

Granville Gardens – 135

	Existing	Proposed
Mon – Sat 7am – 6pm		
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-11 hrs	£4.20	£4.90
Sunday	£0.00	£0.00
Motorcycles	£0.00	£0.00
Annual Ticket	£400	£420

**Thornton Heath
Garnet Road – 32**

	Existing	Proposed
Mon to Sat 7am - 6pm		
0 – 1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-11 hrs	£4.20	£4.90
Sunday	£0.00	£0.00
Motorcycles	£0.00	£0.00
Annual Ticket	£400	£420

**New Addington
Central Parade – 108**

	Existing	Proposed
Mon to Sat 7am – 6pm		
0-30min	£0.00	n/a
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-11 hrs	£4.20	£4.90
Annual Permit	£480	£500
Traders' Permit (renewals only)	£70	£80

**New Addington
Swimming Pool – 49**

	Existing	Proposed
Mon to Sat 9am – 5pm		
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-8 hrs	£4.20	£4.90
Motorcycles	£0.00	£0.00

New Addington – Community Association - 33

	Existing	Proposed
Mon, Wed, Thu & Sat 7am – 6pm		
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-11 hrs	£4.20	£4.90

**Waddon Leisure Centre - 32 P&D bays
3 P&D Mini-bus bays
5 Disabled bays**

	Existing	Proposed
Mon to Sun 7am – 10pm		
0-1 hrs	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-7 hrs	£4.20	£4.90
7-15 hrs	£4.80	£5.60
Motorcycles	£0.00	£0.00

Purley MSCP - 436

Mon – Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs floor3+	£1.80	£2.10
3-4 hrs floor3+	£2.40	£2.80
4-5 hrs floor3+	£3.00	£3.50
5-6 hrs floor 3+	£3.60	£4.20
6-11hrs floor3+	£4.20	£4.90
Monthly	£55	£65
Quarterly Ticket	£155	£180
Annual	£520	£600

Russell Hill Place – 60

Mon to Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-11 hrs	£4.20	£4.90

Reedham Station – 54

24 Hours	Existing	Proposed
0-24 hrs	£2.20	£2.40
Motorcycles	£0.00	£0.00
Annual Ticket	n/a	n/a

Sanderstead Road – 38

Mon to Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-11 hrs	£4.20	£4.90
Vantage Point Residents Annual Ticket		
Permits 10 Max	£250	£290

Coulsdon Centre – 35

Mon to Sat, 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80

Lion Green Rd - 120

Mon to Sat 7am – 6pm	Existing	Proposed
0-1 hr	£0.60	£0.70
1-2 hrs	£1.20	£1.40
2-3 hrs	£1.80	£2.10
3-4 hrs	£2.40	£2.80
4-5 hrs	£3.00	£3.50
5-6 hrs	£3.60	£4.20
6-11 hrs	£4.20	£4.90

Temporary CP

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 JULY 2018
SUBJECT:	LANSDOWNE ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE POSSIBLE EXTENSION OF THE PURLEY CPZ
LEAD OFFICER:	Shifa Mustafa, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport and Regeneration (Job Share)
WARDS:	Purley & Woodcote
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</p> <ul style="list-style-type: none"> • The Croydon Plan Feb 2018; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2013 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
There are no proposed changes therefore no financial implications.	
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 the Cabinet Member:	
1.1	Consider the responses received to the informal consultation on the proposal to extend the Purley Controlled Parking Zone into the Lansdowne Road area.
1.2	Agree not to proceed to the formal consultation stage regarding the proposal to extend the Purley Controlled Parking Zone into Lansdowne Road and Sydney Avenue as illustrated on Drawing No. PD 368.
1.3	Inform the organisers of the petitions of these decisions.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the proposal to extend the Purley Controlled Parking Zone into the Lansdowne Road Area which includes the currently unrestricted roads Lansdowne Road and Sydney Avenue.
- 2.2 It is recommended that the Council do not proceed to the formal consultation stage with the proposal.

3 DETAIL

- 3.1 A petition had been received from residents in Lansdowne Road and Sydney Avenue for parking controls to be introduced in these streets, where demand for spaces is outstripping supply.
- 3.2 The informal consultation commenced on Tuesday, 15 May 2018 and continued until Wednesday, 13 June 2018. 247 sets of consultation packs, which comprised of a letter, a drawing, and a questionnaire were sent to addresses within the proposed extension area. Included in each pack was a pre-paid envelope for return of the questionnaire.
- 3.3 Consultees were requested to register their “Yes/No” preference votes to the question “Are you in favour of extending the Purley CPZ into Lansdowne Road and Sydney Avenue?” Questionnaires were to be returned via the pre-paid envelope provided.

4 INFORMAL CONSULTATION

- 4.1 Over the course of the informal consultation a total of 110 completed questionnaires were returned, representing a 45% response rate which is considered good for an informal consultation exercise of this type. Table 1 shows the results and returns for the individual roads in the consultation area.

4.2 TABLE 1 – Results of the Questionnaire

Road Name	Number of Consultees	Number of Responses Received	% Returned	Number of Responses in Favour of parking controls	% of responses in favour
11 Brighton Rd	29	11	38	7	64
Lansdowne Rd	212	97	46	20	21
Sydney Ave	6	2	33	0	0
Totals	247	110	45%	27	25%

- 4.3 The results show that the majority of those within the consultation who responded to the informal consultation are **not** in favour of extending the Purley CPZ to the area.
- 4.4 Appendix A includes a summary of the comments that were received on the questionnaire sheets.
- 4.5 The questionnaire responses are considered to demonstrate that there is no current need for parking controls in Lansdowne Road and Sydney Avenue.

5 FINANCIAL CONSIDERATIONS

- 5.1 It is proposed not to introduce parking controls in Lansdowne Road and Sydney Road therefore there are no financial considerations arising from this report.
- 5.2 Approved by Felicia Wright, Head of Finance – Place

6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, implement and revoke Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.
- 6.2 Approved by Sandra Herbert, Head of Litigation and Corporate law for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 It is proposed to retain the unrestricted parking arrangements in these two roads and therefore there are no human resource implications arising from this report.
- 7.2 Approved by: Sue Moorman, Director of Human Resources.

8. CUSTOMER, EQUALITIES, ENVIRONMENTAL, CRIME AND DISORDER REDUCTION IMPACTS

- 8.1 There are no such implications arising from this report.

9. REASONS FOR RECOMMENDATIONS

9.1 The recommendation is to do nothing, since the majority of residents have stated they are happy with the existing parking arrangements in their road.

10. OPTIONS CONSIDERED AND REJECTED

10.1 The alternative options would be to introduce the parking controls in these roads but this would not accord with the expressed preference of the majority of those who responded to the informal consultation.

REPORT AUTHOR	Teresa O'Regan, Traffic Engineer, Parking Design, Highway Improvements 020 8726 6000 Ext. 88260
CONTACT OFFICER:	David Wakeling, Parking Design Manager Parking Design, Highway Improvements, Streets, 020 8726 6000 Ext. 88229
BACKGROUND DOCUMENTS	None

APPENDIX A – Comments from the questionnaire

1 Included in the questionnaire was a comments box for respondents to respond in writing on the proposals. A summary of these comments is included in the table below.

2 TABLE 3 – Comments from residents

	Comment	No. of Comments
1	Introducing the scheme would reduce the total no. of parking spaces	6
2	Want a one-way system	7
3	Parking problem is in evening not during 9am-5pm	5
4	Scheme would push parking problem into other roads	3
5	Would be too expensive for visitors/tradespeople to park	3
6	Scheme would not help with parking problems	3
7	Concerned about the scheme's impact on property prices	2
8	Residents permits are too expensive	1
9	Want continuous bays	1
10	P&D should be limited to 2 hours	1
11	No guarantee of a parking space	1
12	Have already been consulted several times	1
13	Problems caused by new developments with minimal residents' parking spaces	1
14	Want 'residents only' scheme	1
15	Current restrictions need better enforcement	1

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Place Department
Highway Improvements
Parking Design
6th Floor, Zone C
Bernard Weatherill House
Croydon
CR0 1EA
Tel/Typetalk: 020 8726 6000
Minicom: 020 8760 5797

The Occupiers of:
Lansdowne Road, Sydney Avenue & 11 Brighton
Road

Important Parking Information
Residents Parking Proposal - Questionnaire

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/PL/TOR/7TC
Date: **15 May 2018**

Dear Occupier,

Proposed Extension of Purley Controlled Parking Zone

I am writing to ask for your views on the proposal to extend the Purley Controlled Parking Zone (CPZ) into the area shown on the enclosed map. The proposal is a direct response to a petition received from residents of Lansdowne Road and Sydney Avenue, requesting that the Council introduce parking controls in these streets.

The existing Purley CPZ operates between 9am and 5pm, Monday to Saturday. Any extension to the zone would mirror these times. During the period of operation, parking is only permitted within parking bays with a valid permit or ticket displayed on the vehicle windscreen, or by paying via Ringgo cashless system. Residents and businesses within the zone boundary are eligible to purchase parking permits.

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 it in the enclosed pre-paid envelope by **Wednesday, 13 June 2018**.

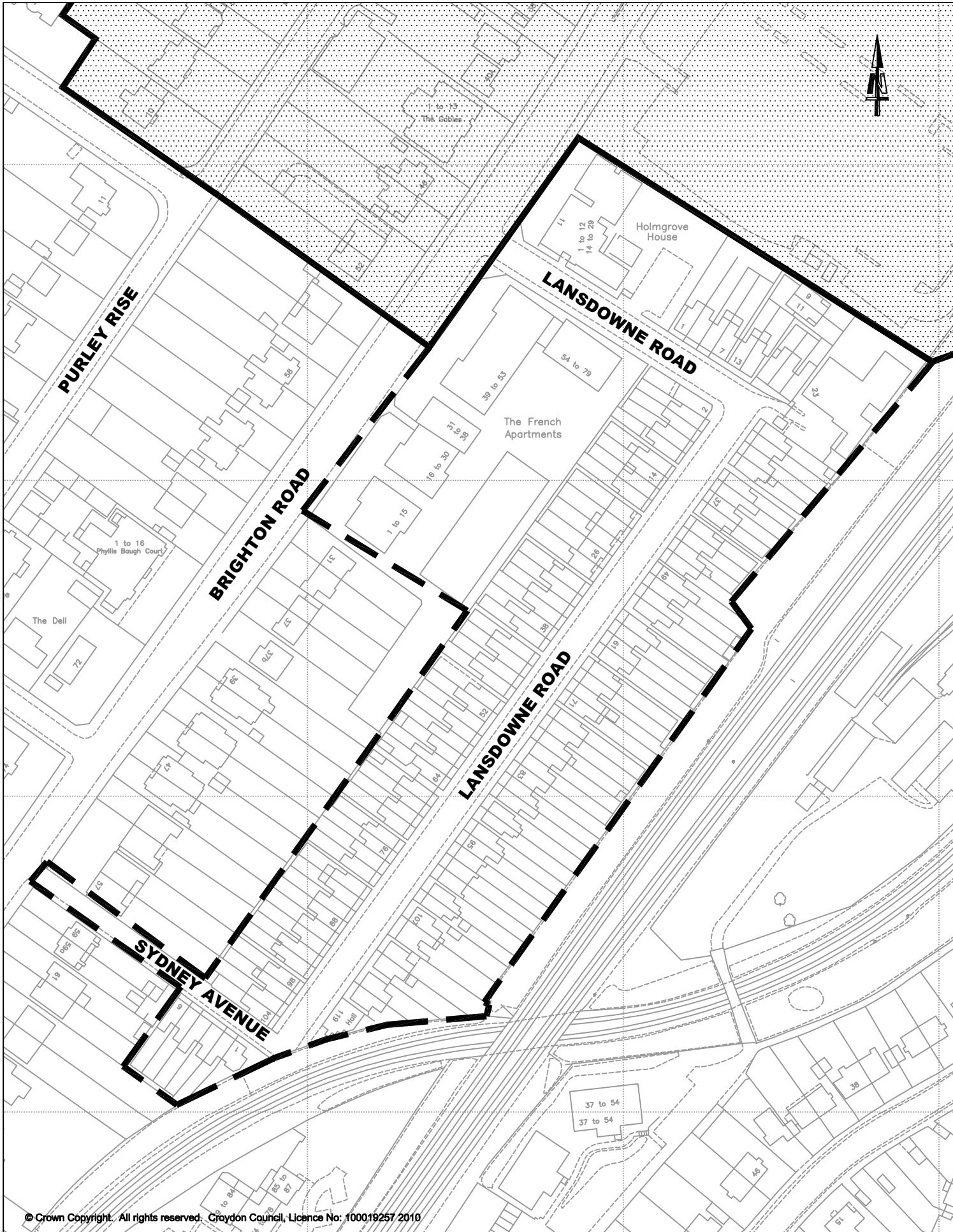
All questionnaire responses and representations received by 13 June 2018 will be presented in a report to the next sitting of the Traffic Management Advisory Committee (TMAC) for its consideration. It is expected that this meeting will take place in July, the exact date will be confirmed via the following link: <https://www.croydon.gov.uk/democracy/dande/minutes>. The report will be available to view from a week before the TMAC meeting, also via this link. This feedback will assist the TMAC in reaching a decision whether to proceed with a CPZ scheme and which hours of operation are likely to be the most appropriate for the local area.

Please do not hesitate to contact **Teresa O'Regan** on **020 8726 7100** or by email **teresa.o'regan@croydon.gov.uk** if you require further information or clarification on this proposal.

Yours faithfully,

David Wakeling
Parking Design Manager – Highway Improvements

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Existing Controlled Parking Zone Boundary
Consultation Boundary

CROYDON COUNCIL

LANSDOWNE ROAD AREA

Proposed CPZ Extension

PLACE DEPARTMENT
SHIFA MUSTAFA, EXECUTIVE DIRECTOR
CROYDON WEST HILL HOUSE
CROYDON
CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN			
Scale: 1:500	Drawn TOR	Checked DW	Rev. 00
Date:	Drawing Ref.		
APRIL 2018	PD ???		

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Lansdowne Road Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by 13 June 2018.

Name*:.....

Address*:

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

Are you in favour of extending the Purley CPZ into Lansdowne Road and Sydney Avenue?

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

Yes, the zone should be extended

No, controlled parking is not needed

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

Please return using the pre-paid envelope provided

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 July 2018
SUBJECT:	OBJECTIONS TO PROPOSED PARKING RESTRICTIONS
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Stuart King, Acting Cabinet Member for Environment, Transport & Regeneration (Job Share)
WARDS:	Addiscombe West, Crystal Palace & Upper Norwood, Fairfield, Purley Oaks & Riddlesdown, Shirley South, Waddon and Woodside
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 • 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 Acting Cabinet Member for Environment, Transport and Regeneration (job share) that the Acting Cabinet Member:	
1.1	Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in: <ol style="list-style-type: none"> 1. Cross Road, Addiscombe West 2. Stambourne Way, Crystal Palace & Upper Norwood 3. Wellesley Road, Fairfield 4. Southbridge Road, Fairfield/Waddon

5. Lower Barn Road, Purley Oaks & Riddlesdown
6. Upper Shirley Road, Shirley South
7. Bevan Court/Fleming Court and Stapleton Gardens, Waddon
8. Davidson Road, Woodside

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

1. Cross Road, Addiscombe West - proceed with the proposal as shown in drawing no. PD 353a.
2. Stambourne Way, Crystal Palace & Upper Norwood – proceed with the proposal as shown in drawing no. PD 365g.
3. Wellesley Road, Fairfield - proceed with the proposal as shown in drawing no. PD 353f.
4. Southbridge Road/Tanfield Road/Brafferton Road/St. Andrew's Road/Keen's Road/Bramley Hill/Dering Road/, Fairfield/Waddon – proceed with the proposal but only to the northern junction with Dering road as shown in drawing no. PD 359d
5. Lower Barn Road, Purley Oaks & Riddlesdown – not to proceed with the proposal as shown in drawing no. PD 353l at the current time but monitor parking and damage to the verge for future review.
6. Upper Shirley Road, Shirley South – proceed with the proposal as shown in drawing no. PD 353g.
7. Bevan Court/Fleming Court/Coldharbour Road and Stapleton Gardens, Waddon – proceed with the proposals as shown in drawing no. PD 359k and PD 353n.
8. Davidson Road, Woodside – extend the proposed restrictions as shown in amended drawing no. PD 353q.

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

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

2. EXECUTIVE SUMMARY

2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions in Cross Road, Addiscombe West, Stambourne Way/Shelford Rise, Crystal Palace & Upper Norwood; Southbridge Road/Tanfield Road/Brafferton Road/St. Andrew's Road/Keen's Road/Bramley Hill/Dering Road and Wellesley Road, Fairfield; Lower Barn Road, Purley Oaks & Riddlesdown,

Upper Shirley Road, Shirley South, Bevan Court/Fleming Court/Coldharbour Road and Stapleton Gardens, Waddon and Davidson Road, Woodside.

- 2.2 The outcome of the formal consultation was reported to the Executive Director of Place as required by the delegation from the Leader dated 6 June 2016 in relation to Traffic Management Orders. On xxx July 2018 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so.

3. OBJECTIONS AND RESPONSES

Cross Road, Addiscombe West

- 3.1 Concerns were raised that local residents parking their vehicles opposite the contra flow cycle lane in the one-way section of Cross Road were causing vehicles to drive into the cycle lane to pass. As the existing waiting restrictions operate from 9am to 5pm, Monday to Saturday, in this part of the road, it was proposed to upgrade these restrictions to operate “at any time” to prevent vehicles parking in or opposite to the cycle lane.
- 3.2 Three residents have objected to the proposed upgrade of the existing restrictions on the following grounds:
- Old and disabled people will have difficulty being dropped off or picked up by car because of these restrictions, which will force them to walk further. They may not know of the restrictions as residents were not notified and the only notification was via street notices on lamp posts.
 - The cycle lane is inappropriate and rarely used by cyclists.
 - Problems are caused by the Orca cycle lane separators, as drivers are concerned about going around these. The objector states that they have been incorrectly placed and should be within and not at the boundary of the cycle lane.
 - The broken white line demarcating the cycle lane shows that it is advisory, and therefore vehicles can enter it if it's unavoidable. So the reasoning behind the proposed restrictions – to prevent vehicles entering the cycle lane - is flawed.
 - The proposed restrictions will make overnight parking more difficult for residents with parking permits, who are already encountering problems due to additional parking resulting from new developments in the area. If the proposed restrictions go ahead the CPZ should be extended so that parking bays are in force 24 hours a day.

3.3 Response

- Drivers are permitted to stop on double yellow line restrictions to drop off or pick up a passenger or to load and unload goods, so the proposed restrictions will not prevent this. All affected frontages in the relevant section of Cross Road were notified of this proposal in writing, in addition to the public notices displayed.

- In 2010 Croydon Council became a “Biking Borough”. This is an initiative by the Mayor of London that aims to ensure that cycling is recognised as a major transport mode across the capital, from central London to the outer boroughs. The Council seeks to provide safe, convenient and clearly identified cycle facilities to make cycling easier and to encourage more people to this efficient, quiet, healthy and non-polluting sustainable form of transport. Cross Road contraflow scheme was implemented as part of this initiative, to increase the number of trips made by bicycle and provide a relatively quiet and safe route with practical destinations for the less confident cyclist. This contra-flow cycle lane allows cyclists to travel against the flow of the one-way street and the Orca separator units and bollards provide light segregation and delineate the contraflow cycle lane and enable cyclists to navigate safely. Whilst the Orcas are not intended to be driven over, doing so should not cause any issues.
- As the objector has highlighted, some of the Orcas may not have been sited correctly. This has been passed on to the Highway Improvements Team, who will discuss this matter with the Orca product supplier who installed this product in Cross Road and ensure any necessary adjustments are made to comply with the TSRGD guidelines. The team wish thank the resident for bringing this matter to their attention.
- Whilst the regulations allow drivers to enter an advisory cycle lane if it’s unavoidable, this is not a safe or desirable situation for cyclists using the lane. The introduction of the proposed restrictions should remove the obstruction that causes vehicles to enter the cycle lane and also prevent vehicles parking within the cycle lane after 5pm, thereby improving road safety for both motorists and cyclists.
- The proposed upgrade to the waiting restrictions will only apply in the one-way section of Cross Road (between Leslie Grove and Lower Addiscombe Road). The waiting restrictions in the remainder of the road and in the side roads will continue to operate up to 5pm, Monday to Saturday, allowing overnight and Sunday parking where necessary.
- Residents of the new development at the junction of Cross Road and Cherry Orchard Road are excluded from the CPZ and unable to purchase permits to park within the zone during its operational hours. Outside of the CPZ hours, when restrictions are not in operation, non-permit holders may park. However, it is not possible to impose a 24-hour controlled parking scheme on an area without carrying out a consultation that shows there is majority support for such a change. In order to consider consulting residents, the council would require an indication that there was support for change in the form of a petition signed by at least 50% of households in Cross Road. It is not possible to carry out such a consultation on the basis of an individual request.

3.4 In view of the above it is proposed to proceed with the proposals as shown in drawing No. PD 353a.

Stambourne Way/Shelford Rise, Crystal Palace & Upper Norwood

3.5 A request was received from a local resident for parking restrictions to be introduced at the junction of Shelford Rise and Stambourne Way. Cars frequently

park close to the junction which is on a bend, making it difficult to observe approaching traffic.

3.6 One objection, from a resident further along Stambourne Way, has been received. The objection has been raised on the grounds that:

- The restrictions, if introduced would push parking further down the hill, increasing the likelihood of an accident.
- He wants traffic calming measures on Stambourne Way
- He has not seen any evidence of accidents at the location where lines are proposed.

3.7 **Response** – There is always the potential to displace parked cars to another location with the introduction of restrictions. The proposed restrictions are only at the junction with Shelford Rise, therefore displacement of vehicles should be kept to a minimum. A 20 mph speed limit was recently introduced into Stambourne Way (and Shelford Rise), which should have the effect of reducing traffic speeds. A lack of accidents at this location is not considered relevant – the resident who originally requested the restrictions has had several near misses at this junction.

3.8 It is proposed to proceed with the original proposal as illustrated on drawing number PD 359g.

Wellesley Road (between Station Road and Newgate), Fairfield

3.9 Complaints were received that parked vehicles in this section of Wellesley Road were causing an obstruction to traffic flows in the evenings and on Sundays, which was impacting on bus services and the emergency services. As waiting restrictions in this section of the road currently operate from 7am to 7pm, Monday to Saturday, it was recommended to upgrade these restrictions to operate “at any time”.

3.10 A resident has objected to the proposed upgrade of these restrictions on the following grounds:

- It would make it difficult for residents to offload groceries or receive deliveries.
- It would be impossible to park in the evenings, especially for disabled people.
- It would cause a problem for young kids and babies in prams that need offloading.

3.11 **Response**

- Drivers are permitted to stop on double yellow line restrictions to drop off or pick up a passenger or to load and unload goods, so the proposed restrictions will not affect these activities.
- Whilst the Council acknowledges the possible inconvenience which these restrictions would cause residents, it is not possible to ignore obstructions to traffic flow on a busy through-route, particularly when buses and emergency services are affected.

- A disabled resident can park for up to three hours on double yellow lines providing their Blue Badge and clock are displayed and the clock set to their arrival time. Those disabled residents with real difficulties can apply for a disabled bay, which the Council would attempt to provide as near as possible to their property.

3.12 Due to the above factors, it is proposed to proceed with the proposals as shown in drawing No. PD 353f.

Southbridge Road/Tanfield Road/Brafferton Road/St. Andrew's Road/Bramley Hill/Keen's Road/ Dering Road, Fairfield/Waddon

3.13 Officers have noticed that vehicles regularly park on Southbridge Road outside of the current operational hours of the single yellow line. Southbridge Road is part of the A236, is narrow, and an inappropriate place to park. It was proposed to change the 7am -7pm Monday – Saturday restrictions to “at any time” waiting restrictions on Southbridge Road, and on Tanfield Road, Brafferton Road, St. Andrew's Road, Keen's Road, Bramley Hill, and Dering Road at the junctions adjacent to Southbridge Road.

3.14 Thirteen objections have been received to this proposal. A petition has also been submitted against the proposal.

3.15 The first objection (from a resident of Southbridge Road) was raised on the grounds that:

- They would no longer be able to load/unload with the proposed changes
- Visitors in evenings and weekends will no longer be able to park for free on the side roads which have been included as part of the scheme.

3.16 The second objection (from a resident of Southbridge Road) was raised on the grounds that:

- Since moving to the area almost 10 years ago there has been a steady squeeze on parking spaces from dropped kerbs, disabled bays, a new school, and new residential developments.
- They like to load/unload shopping and children outside their house.
- Their father-in –law regularly visits and needs to park close to their house.
- It is often difficult to find a parking space – they sometimes have to drive for up to 40 minutes to find an available space.
- They are concerned that the proposals will have a negative impact on the shops in Southbridge Road.
- The proposed restrictions represent a lack of regard for those who pay a lot of money to park in the area.

3.17 The third objection was raised on the grounds that:

- It is already difficult to park near their house.

- The proposed restrictions will make parking during weekends and evenings especially difficult.
- 3.18 The fourth objection (from a resident of Southbridge Road) has been raised on the grounds that they have a lot of heavy equipment related to their business which needs to be loaded/unloaded. The proposed changes would mean having to carry the equipment further to their car.
- 3.19 The fifth objection (from a resident of St. Andrew's Road) was raised on the grounds that:
- The proposed changes would affect visitors to their flat as they don't have a private parking area.
 - They will no longer be able to receive deliveries or have maintenance done to their property.
- 3.20 The sixth objection (from a resident of Southbridge Road) has been raised on the grounds that:
- Parking is already difficult in the area
 - They already park on yellow lines during evenings and weekends as there are no parking bays available.
 - Construction of the new school on Southbridge Place is already contributing to a squeeze on the number of parking spaces available.
- 3.21 The seventh objection was raised on the grounds that:
- This is a residential area.
 - Local people want to keep the single yellow line.
 - Double yellow lines would have a negative impact on the community and local businesses.
- 3.22 The eighth objection (from a resident of Southbridge Road) was raised on the grounds that residents will no longer be able to load and unload outside their homes.
- 3.23 The ninth objection was raised on the grounds that:
- It will result in the loss of four parking bays on Keen's Road.
 - The proposal will not make the street any safer
- 3.24 The tenth objection (from a resident of Southbridge Road) was raised on the grounds that:
- Restrictions are unnecessary as traffic flows freely at the moment and there have been no incidents to substantiate the changes.
 - Residents need to be able to unload, drop off, and pick up.
 - Residents pay council tax and for residents and visitors parking permits.

- 3.25 The eleventh objection (from a resident of Southbridge Road) has been raised on the grounds that the problems suffered by residents are not caused by residents stopping on the road to unload their cars, but by the number of HGVs using the road. HGVs should be prevented from using the road.
- 3.26 The twelfth objection (from residents of Brafferton Road) has been raised on the grounds that:
- Despite paying for residents' permits, they regularly have problems parking in Brafferton Road.
 - They often have to park on the single yellow line at night and have received PCNs in the morning when there is no available bay to move to.
 - They cannot see any benefit which justifies the proposed double yellow lines.
- 3.27 The thirteenth objection has been raised on the grounds that:
- They regularly have to park on single yellow lines when no space is available in the evening.
 - It is unacceptable not to notify residents of proposals.
 - Double yellow lines will cause chaos and stress for residents.
- 3.28 A petition was received against the proposed scheme, including 142 names, many from the streets directly affected by this proposal, some from the same addresses. There were also signatories from other parts of Croydon, and from other London boroughs.

The cover sheet of the petition contained the following text:

"We the residents, object to the amending of single yellow line restrictions between the junction with Lower Coombe Street and the junction with South End and surrounding areas, to "at any time" double yellow line restrictions on both sides.

RE: THE LOCAL AUTHORITIES' TRAFFIC ORDERS (PROCEDURE) REGULATIONS 1996

- 1) There has not been a consultation with the residents
- 2) No letters have been sent to the residents to inform them of the order
- 3) This will dramatically impact on family life
- 4) We need to be able to unload shopping especially with children in the car
- 5) We need Supermarket Deliveries and Parcels
- 6) We need family and friends to visit with free parking at weekends and evenings
- 7) Services will be unable to deliver to properties

- 8) There is not enough parking for residents already
 - 9) We pay Road Tax and Parking Permits, yet we cannot park near our homes
 - 10) We need to be able to drop off Children, ill or Disabled people
 - 11) It will affect local businesses
 - 12) To sum up, you will be depriving residents of basic needs and access to every day services therefore isolating them.
- 3.29 As for Paragraph 6 of the order, there is no foundation that there is a problem now so therefore there is no need to change the single yellow lines already in situ. Southbridge Rd was not built for heavy traffic so why is the council allowing lorries, buses and transporters to use the road when they should use the main road. This is a residential area with families who need everyday access to their houses for unloading and deliveries therefore your priority should be the residents as they are the ones paying council tax, parking and visitors passes, may I suggest that you re-route the heavy vehicles to the main road and leave Southbridge Rd and surrounding areas as they are.”
- 3.30 **Response** – When carrying out a formal consultation, the Council are legally obliged to advertise their schemes in the local paper. They are also advertised on the Council’s website. Public notices were also placed on street to inform residents about the scheme. There is no obligation to write to individual residents.
- 3.31 Many of the objections contained comments relating to residents loading/unloading, picking up or setting down, and receiving deliveries. It appears that there is some confusion about the proposed restrictions. There are no plans to alter the current loading arrangements, they will remain as 7am-10am & 4pm-7pm Mon-Fri and residents can continue to load/unload etc. as usual. Tradespeople calling to residents’ homes have the option of applying for a parking dispensation if appropriate. Visitors/residents will still be able to park for free in shared use bays during the evenings and on Sundays, the parking charges structures are not being changed.
- 3.32 This area, while it is not in the Central Permit Zone, is effectively in the town centre with the associated demands on parking, such as an increasing number of residential developments and extra schools. Residents or visitors who cannot park on the streets in the immediate area have the option of parking further away if they wish. This area is well serviced by public transport, with numerous bus routes running along South End, right by Southbridge Road. There are four national rail stations within walking distance, as is the tram line through central Croydon.
- 3.33 Southbridge Road is a busy ‘A’ road (part of the A236) and part of a vital link between the southern part of the town centre and Purley Way/Mitcham/West London. There are currently no plans to change the classification of the road and/or restrict the access of heavy vehicles.
- 3.34 No parking bays are being removed Keen’s Road (nor any other roads). The

highway code already prohibits parking within 10m of a junction, the conversion of the single yellow lines at the junction of Keen's Road and Southbridge Road will allow a little more room to manoeuvre for vehicles exiting the one-way-street.

- 3.35 However, due to the level of objections that have been received and the fact that currently the main evening / Sunday parking problem is at the southern end of the road approaching the junction with South End it is recommended to introduce double yellow line 'At any time' waiting restrictions only to the second (northernmost) junction with Dering Road as illustrated on drawing number PD - 359d and to monitor parking for future review.

Lower Barn Road, Purley Oaks & Riddlesdown

- 3.36 Complaints were received that vehicles parking on Lower Barn Road, opposite the junction of Barn Crescent, were forcing large vehicles to mount the kerb and damage the grass verge when entering Barn Crescent, in order to make the corner. Consequently, it was proposed to place a 26 metre length of double yellow line opposite the junction, in order to reduce damage to the verge.
- 3.37 Three objections have been received to the proposed restrictions, two from individual residents and one in the form of a petition signed by 72 residents, citing various objections to the proposal. A Ward Councillor has also written in support of the objectors, pointing out that there is no evidence that the double yellow lines will prevent large vehicles mounting the kerb and damaging the grass verges.
- 3.38 **Response** – In view of the strength and number of objections to this proposal it is not proposed to progress it at this time. The issue will be monitored for future review and other solutions considered as appropriate.

Upper Shirley Road, Shirley South

- 3.39 Local residents were concerned that parking in their road caused traffic congestion during busy periods. Surveys showed that parking on the east side of the road was particularly disruptive to the traffic flow and a potential cause of delays to bus services. In order to remove the obstructive parking it was proposed to introduce a combination of 7am to 7pm Monday to Saturday restrictions on both sides of the road north of the junction with Oaks Road, and "at any time" restrictions on the east side of the road adjacent to Sandpits Road.
- 3.40 Three residents of Upper Shirley Road have praised the scheme but objected to the proposed removal of the parking space outside the shop at No. 144 Upper Shirley Road and its replacement with double yellow lines.
- 3.41 **Response** – There are currently three free and unrestricted parking bays marked in Upper Shirley Road slip road outside Nos. 144 to 148 Upper Shirley Road. It is not proposed to remove any of these parking spaces and the proposed double yellow lines will only extend up to the bay markings.
- 3.42 Therefore it is proposed to proceed with the restrictions as shown in drawing No. PD 353g.

Bevan Court/Fleming Court/Coldharbour Road – Waddon

- 3.43 The Council's waste management section drew attention to the problem of access to Fleming Court and Bevan Court. These two culs-de-sac are too narrow to accommodate both parked vehicles and the refuse lorry. There are concerns that in an emergency a fire-engine or an ambulance would also struggle to access these streets.
- 3.44 Nine objections have been received, one to the proposed restrictions in Fleming Court and eight to the proposed restrictions in Bevan Court.
- 3.45 The objections to the proposed restrictions in Fleming Court was raised on the grounds that:
- He would have to park his vehicle further away, raising questions about its security.
 - If the restrictions go ahead there will only be space for four cars in the cul-de-sac.
- 3.46 The first objection to the proposed restrictions in Bevan Court was raised on the grounds that:
- The restrictions go too far – they should only be introduced along the half of Bevan Court closest to Coldharbour Road.
 - Introducing the restrictions would leave visitors with nowhere to park.
- 3.47 The second objection to the proposed restrictions in Bevan Court was raised on the grounds that
- The proposals would make it impossible to park outside or close to his home.
 - It would make it extremely difficult to go about his daily business.
 - Most residents are disabled and removing parking spaces would be detrimental to their little community.
- 3.48 The third objection was raised on the grounds that:
- The vehicles displaced by the restrictions will cause congestion on other roads.
 - They believe that the restrictions should only be places in the first half of Bevan Court.
- 3.49 The fourth objection was raised on the grounds that:
- The proposal will cause great inconvenience to residents, especially those that area disabled.
 - A lot of Bevan Court residents have cars.
 - The restrictions should only be implemented along the section of the cul-de-sac closest to Coldharbour Road.

- Cars will be displaced onto other roads.
- 3.50 The fifth objection was raised on the grounds that:
- The restrictions should only be introduced in the half of Bevan Court closest to Coldharbour Road.
 - Implementing the parking restrictions would cause congestion on neighbouring roads due to vehicles being displaced from Bevan Court.
- 3.51 The sixth objection was raised on the grounds that:
- The objector is disabled and the medical professionals who visit on a regular basis will have nowhere to park.
 - The restrictions should only be implemented in the first half of Bevan Court.
- 3.52 The seventh objection was raised on the grounds that:
- Many residents will have nowhere to park.
 - Restrictions should only be introduced in the section of Bevan Court closest to Coldharbour Road.
 - Some disabled residents would be adversely affected as health care providers may be less likely to find parking spaces close by.
- 3.53 The eighth objection was raised on the grounds that:
- The restrictions, if introduced, would mean that the objector's visitors would have problems finding a parking space.
 - Restrictions should only be painted in the section of Bevan Court closest to Coldharbour Road.
- 3.54 **Response** – Introducing waiting restrictions will always have the potential to displace vehicles to other streets. These restrictions would leave a number of potential parking spaces at the ends of the cul-de-sac (possibly four in each of Bevan Court and Fleming Court, depending on how people park).
- 3.55 Able bodied visitors would have the option of parking further away or using public transport. Disabled residents or visitors can use their blue badges to park for up to 3 hours on yellow lines without loading restrictions. Disabled residents could possibly apply for disabled parking spaces which could be introduced at the end of the cul-de-sac.
- 3.56 While acknowledging the potential inconvenience which these restrictions would cause for residents, it cannot be ignored that Bevan Court and Fleming Court were constructed with minimal capacity for parked cars and it would not be appropriate to continue to allow parking to continue along the narrowest parts of the cul-de-sac.

- 3.57 Restricted access for refuse collection may be considered a relatively minor issue. However, it highlights the potential problem for ambulances and fire engines accessing the road in the event of an emergency. The danger of emergency service vehicles being unable to access these streets far outweighs the perceived inconvenience to resident.
- 3.58 It is recommended to proceed with the proposal as illustrated on drawing number PD 359k.

Stapleton Gardens, Waddon

- 3.59 A local resident was concerned about damage caused to vehicles mounting the footway in the east to west arm of Stapleton Gardens in order to pass parked cars, which is displacing kerbs and also causing a safety concern for pedestrians. As both the footway and carriageway are too narrow to accommodate parking, “at any time” restrictions were proposed along the length of this section of Stapleton Gardens.
- 3.60 A resident has objected to the proposed restrictions in Stapleton Gardens for the following reasons.
- The restrictions would force most residents to find parking spaces in other roads, leaving them vulnerable to theft and damage.
 - The objector suggests that the restrictions have only been proposed due to vehicles parking opposite a particular driveway, restricting access, and that this should be dealt with by putting a “keep clear” marking outside that driveway instead.
 - The objector suggests that footway parking should be considered for this road, as currently vehicles receive a Penalty Charge Notice when they park on the footway.

3.61 Response

- Whilst the restrictions may mean that some residents have to park elsewhere, they are confined to the east to west section of Stapleton Gardens. The north to south section of the road will remain unrestricted and Coldharbour Road, which is immediately adjacent to Stapleton Gardens, is also mainly unrestricted and should give residents opportunities to park nearby. Although the Council sympathises with the resident’s concern about theft and damage to their vehicle, this is no more likely to happen in adjacent roads than in Stapleton Gardens itself.
- The reasons for the proposal of these restrictions is detailed above and is not related to problems of access to a specific driveway.
- The width of the footway in Stapleton Gardens ranges between 1.6 metres at its widest and 1.3 to 1.4 metres at its narrowest points. It is the Council’s practice when introducing a footway parking scheme to ensure that a width of at least 1.2 metres of clear footway should be left for pedestrians, and in this case the width of the footway could not accommodate footway parking and leave the required width.

3.62 It is therefore recommended to proceed with the proposed markings as illustrated on drawing number PD 353n.

Davidson Road, Woodside

3.63 Residents of Sutton Gardens requested yellow lines at the junction with Davidson Road to improve safety and access when using the junction. In order to ensure sightlines were clear, it was proposed to introduce double yellow lines operating “at any time” at this junction.

3.64 A resident of Davidson Road has written in support of the scheme but requested that the restrictions should be extended across their dropped kerb.

3.65 As there is a possibility that the proposed restrictions will displace vehicles and make them more likely to obstruct the neighbouring driveway, it is proposed to extend the proposed restrictions across the objector’s dropped kerb, as requested.

3.66 Accordingly, it is recommended to extend the proposed markings as illustrated on drawing number PD 353q.

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. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would remain £61 un-allocated to be utilised in 2018/2019 this is taking into account £24k that was committed in 2017/2018 against the 2018/2019 financial years spend.

4.1 Revenue and Capital consequences of report recommendations

Current Financial Year	M.T.F.S – 3 year Forecast			
	2018/19	2019/20	2020/21	2021/22
£'000	£'000	£'000	£'000	£'000
Available Revenue Budget				
Expenditure	76	100	100	100
Income	0	0	0	0

**Effect of Decision
from Report**

Expenditure	15	0	0	0
Income	0	0	0	0
Remaining Budget	61	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 both public notices, including advertising the Traffic Management Orders and associated lining and signing has been estimated at £15,000.

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

4.3 Risks

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

4.4 Options

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

4.5 Savings/future efficiencies

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

Approved by: Felicia Wright, Head of Finance – Place

5. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 5.1 Sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provides the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.
- 5.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.
- 5.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- the desirability of securing and maintaining reasonable access to premises.
 - the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - the national air quality strategy.
 - the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
 - any other matters appearing to the Council to be relevant.
- 5.4 Recent High Court judgment confirms that the Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.
- 5.3 Approved by Sandra Herbert, Head of Litigation and Corporate law, for and on behalf of Jacqueline Harris-Baker, Director of Law and Monitoring Officer

6. HUMAN RESOURCES IMPACT

- 6.1 There are no human resources implications arising from this report.
- 6.2 Approved by: Sue Moorman, Director of Human Resources.

7. EQUALITIES IMPACT

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

8. ENVIRONMENTAL IMPACT

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

9. CRIME AND DISORDER REDUCTION IMPACT

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

10. REASONS FOR RECOMMENDATIONS

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

11. OPTIONS CONSIDERED AND REJECTED

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

REPORT AUTHOR:

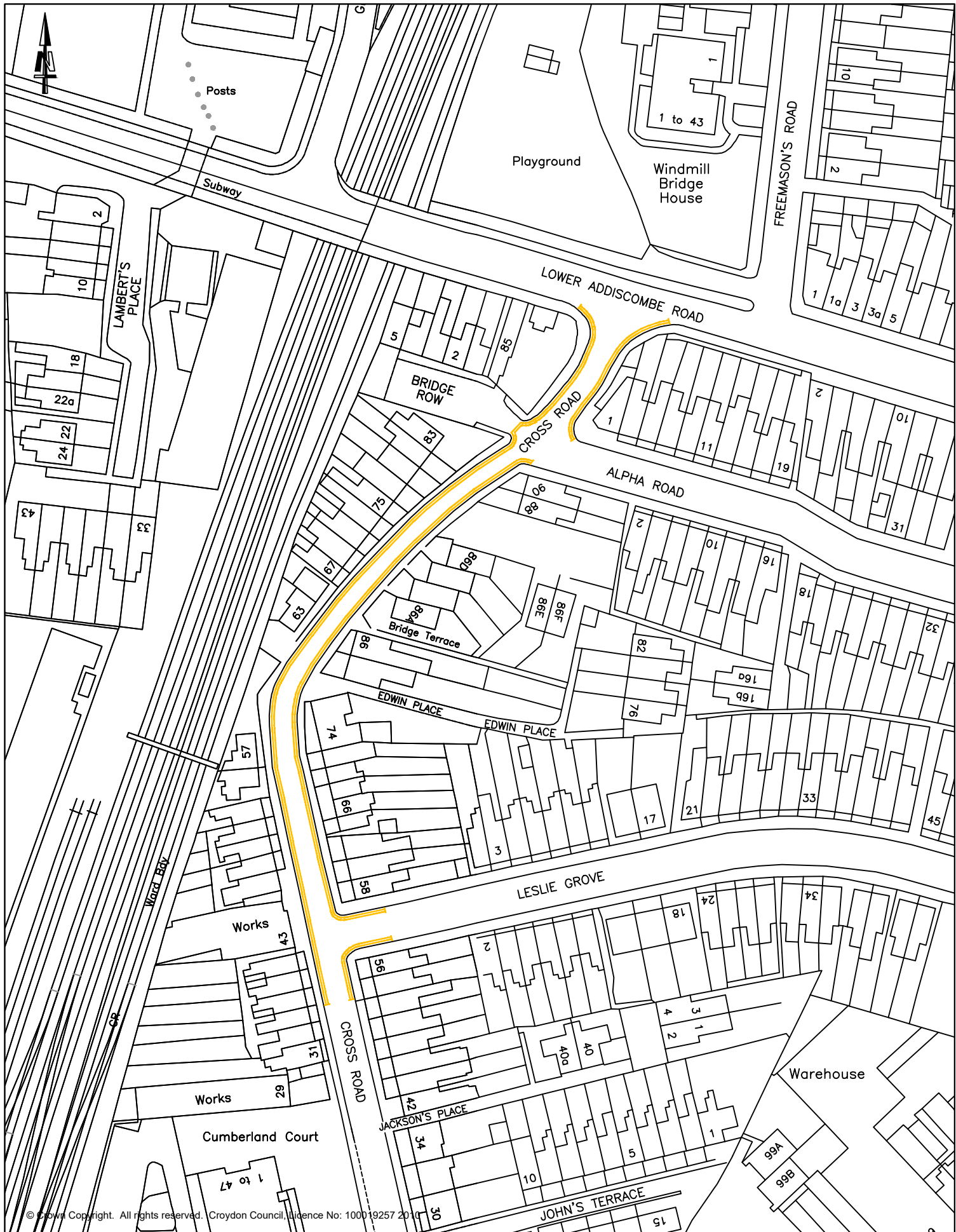
Teresa O'Regan– Traffic Engineer,
Highway Improvements, 020 8726 6000 Ext.
88260

Clare Harris – Senior Traffic Orders Engineer,
Highway Improvements, 020 8604 7363 Ext.
47363

CONTACT OFFICER:

David Wakeling, Parking Design Manager,
Highway Improvements, 020 8726 6000 Ext.
88229

BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972



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Proposed Double Yellow Lines
Waiting Restrictions.

CROYDON COUNCIL

CROSS ROAD - ADDISCOMBE.

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

INFRASTRUCTURE - TRAFFIC DESIGN

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Proposed "At Any Time" Waiting Restriction

CROYDON COUNCIL

STANBOURNE WAY - UPPER NORWOOD
Proposed "At Any Time" Waiting Restrictions

PLACE DEPARTMENT
SHIFA MUSTAFI, EXECUTIVE DIRECTOR
CROYDON WEATHERHILL HOUSE
CROYDON
CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN			
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Upgrade Existing Single Yellow Lines
Waiting Restrictions To Double.

CROYDON COUNCIL

WELLESLEY ROAD - FAIRFIELD.

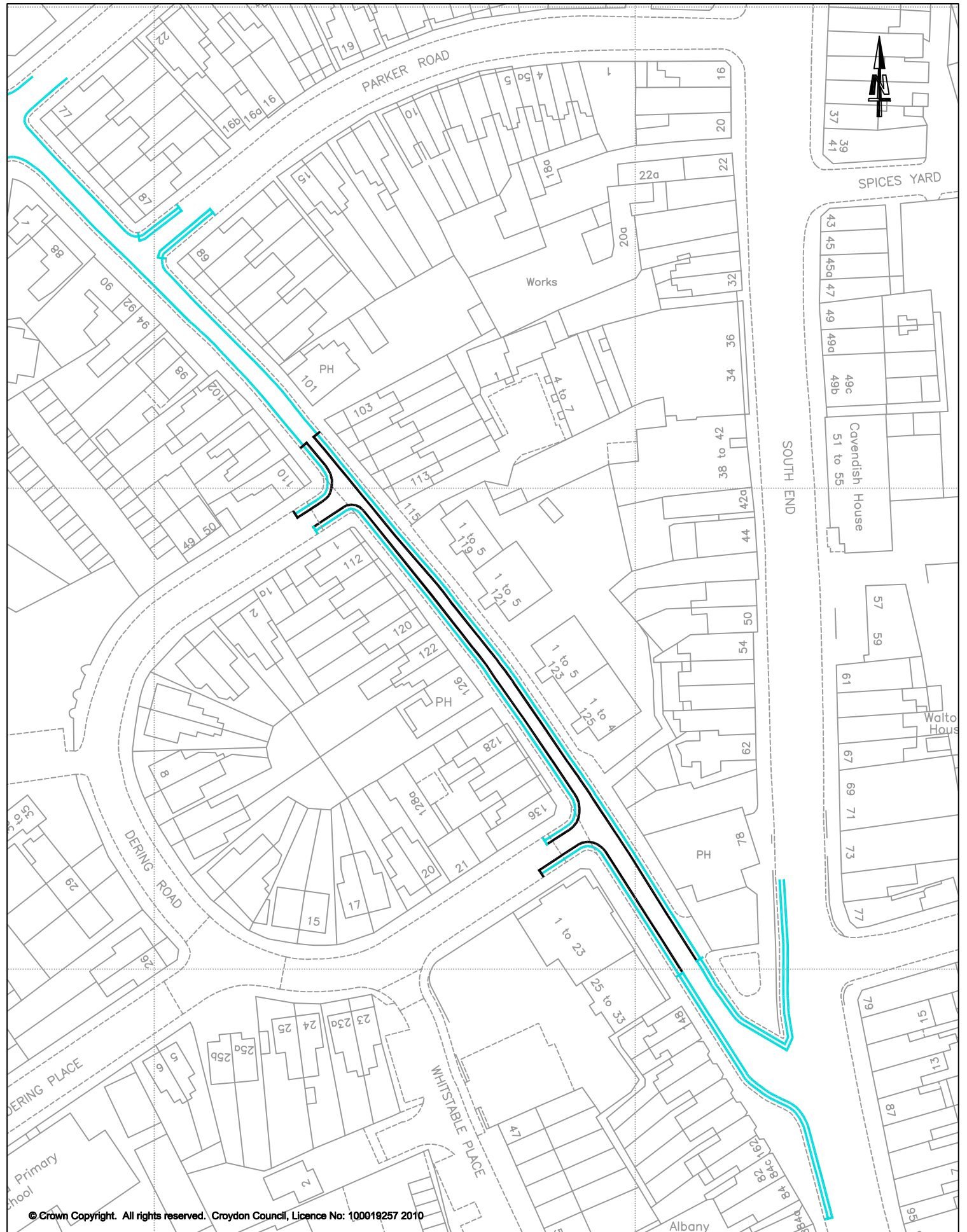
PLACE DEPARTMENT
JO NEGRINI - CHIEF EXECUTIVE
CROYDON COUNCIL
P.O. BOX 1462
CROYDON
CR9 1WJ

INFRASTRUCTURE - TRAFFIC DESIGN

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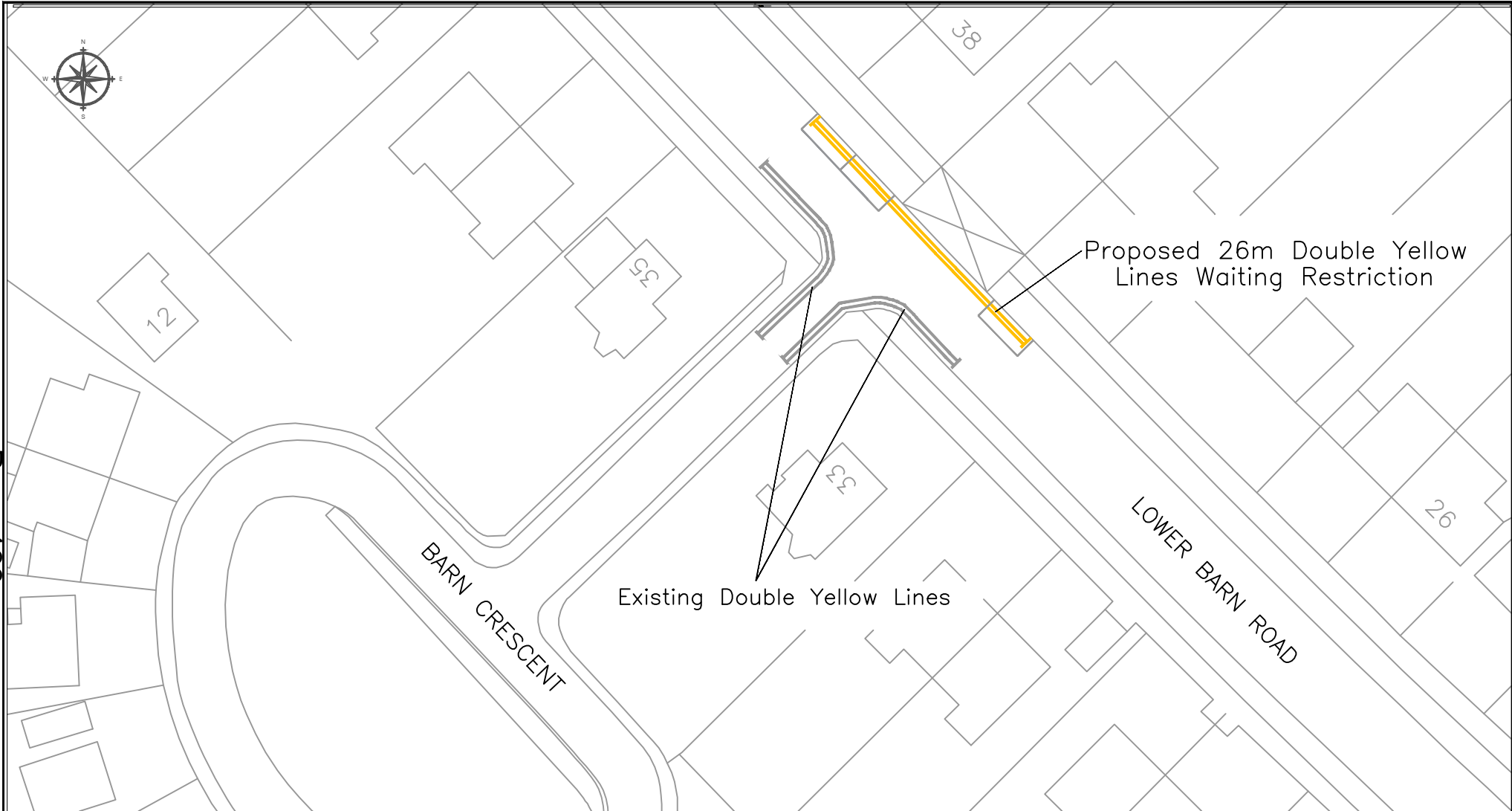
CROYDON COUNCIL

SOUTHBRIDGE ROAD - CROYDON Proposed "At Any Time" Waiting Restrictions

PLACE DEPARTMENT
SHIFA MUSTAFIZ, EXECUTIVE DIRECTOR
CROYDON WEATHERILL HOUSE
CROYDON
CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN			
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JULY 2018	PD 359d		

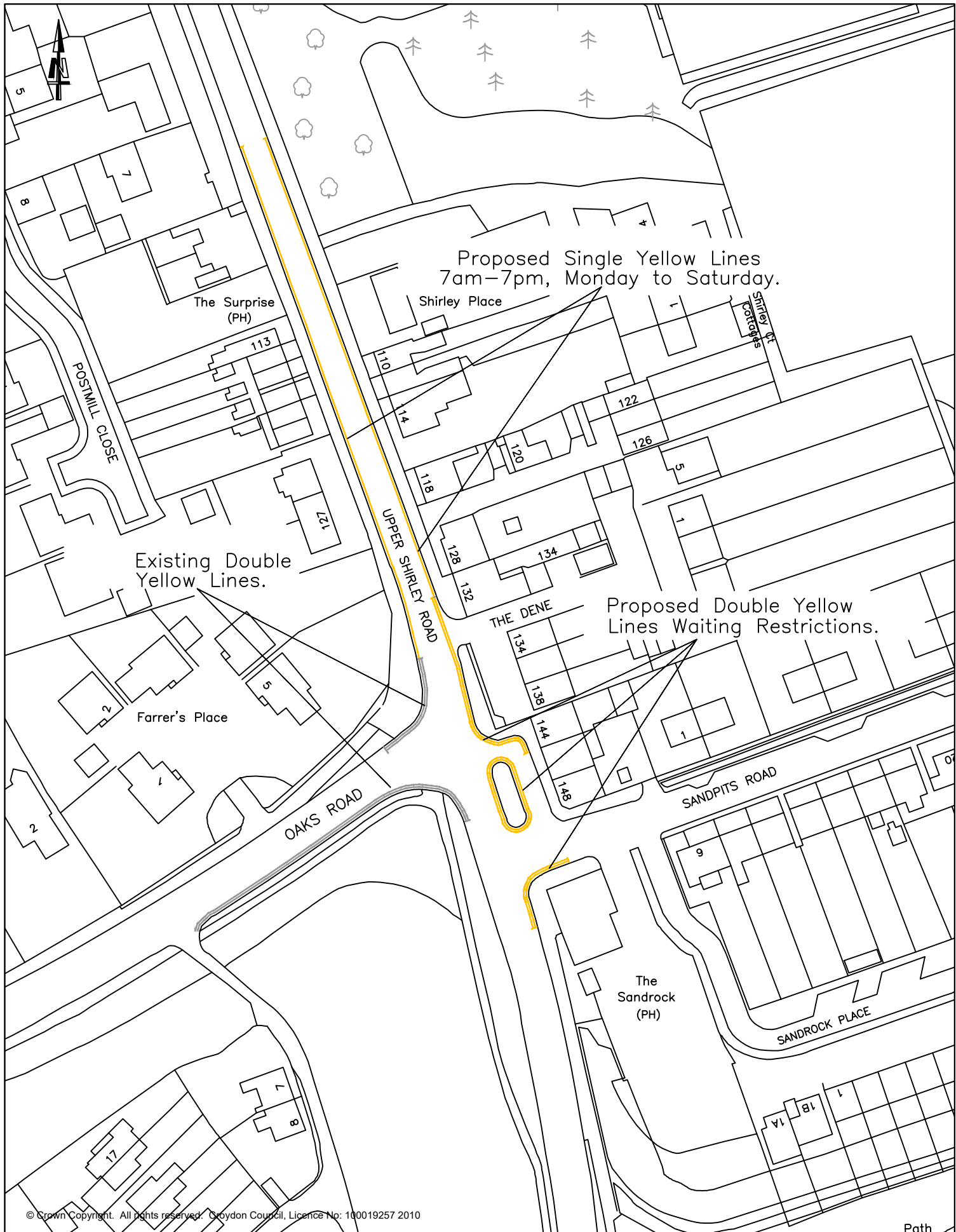
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<p>NOTES</p> <p>PROPOSAL:</p> <ul style="list-style-type: none"> Remove 3No. Parking Spaces From Lower Barn Road. Introduce 26m Double Yellow Lines Opposite Barn Crescent. 	<p>JOB NAME</p> <p style="text-align: center;">LOWER BARN ROAD - SANDERSTEAD.</p>		<p style="text-align: center;">PLACE DEPARTMENT</p> <p style="text-align: center;">STREETS DIVISION</p> <p style="text-align: center;">DIRECTOR - STEVE ILES</p>		<p>DRAWING NO</p> <p style="text-align: center;">PD-353L</p>	<p>REVISION</p> <p style="text-align: center;">-</p>
	<p>DRAWING TITLE</p> <p style="text-align: center;">PROPOSED DOUBLE YELLOW LINES RESTRICTIONS.</p>				<p>STATUS</p> <p style="text-align: center;">-</p>	
	<p>DESIGNER</p> <p style="text-align: center;">HW</p>	<p>VERIFIED</p> <p style="text-align: center;">MB</p>	<p>SCALE AT A4</p> <p style="text-align: center;">1:500</p>	<p>DATE</p> <p style="text-align: center;">March 2018</p>	<p>HIGHWAY IMPROVEMENTS</p>	

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Path

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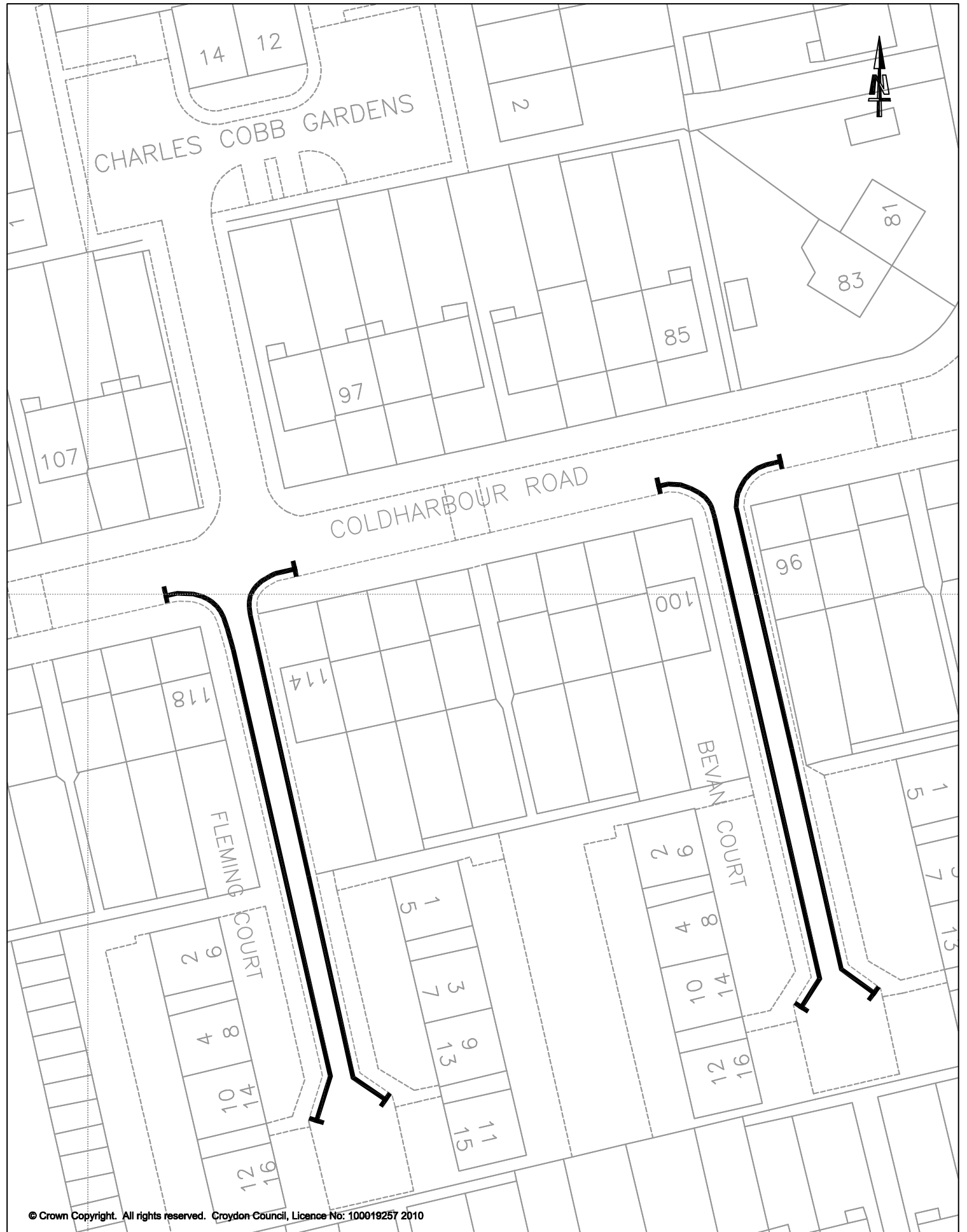
UPPER SHIRLEY ROAD - HEATHFIELD.

PROPOSED VARIOUS WAITING RESTRICTIONS.

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

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**Proposed "At Any Time"
Waiting Restriction**

CROYDON COUNCIL

**BEVAN COURT & FLEMING COURT
Proposed "At Any Time" Waiting Restrictions**

PLACE DEPARTMENT
SHIFA MUSTAFA, EXECUTIVE DIRECTOR
CROYDON COUNCIL
CROYDON
CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN
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Proposed Double Yellow Lines Waiting Restrictions.

CROYDON COUNCIL

STAPLETON GARDENS - WADDON.

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

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Proposed Double Yellow Lines Waiting Restrictions
In Davidson Road Junction With Sutton Gardens

CROYDON COUNCIL

DAVIDSON ROAD - WOODSIDE.

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

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