

Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Jane Avis, Robert Canning, Vidhi Mohan, Badsha Quadir and Pat Ryan

Reserve Members: Jamie Audsley, Simon Brew, Sherwan Chowdhury, Maddie Henson, Andrew Pelling and Andy Stranack

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Wednesday, 13 December 2017** at **6.30 pm** in **F10, Town Hall, Katharine Street, Croydon CR0 1NX**

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

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www.croydon.gov.uk/meetings
Monday, 4 December 2017

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

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

AGENDA – PART A

1. Apologies for Absence

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

2. Minutes of the Previous Meeting (Pages 5 - 16)

To approve the minutes of the meeting held on 11 October 2017 as an accurate record.

3. Disclosure of Interests

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. Exeter Road Area - Results of informal consultation on the possible extension of the Croydon CPZ (East Outer Permit Zone) (Pages 17 - 38)

This report considers the results of the informal consultation on the proposal to extend the Croydon Controlled Parking Zone (East Outer Permit Area) into the Exeter Road Area which includes unrestricted roads between Davidson Road and Morland Road in Addiscombe.

6. Exclusion of the Press and Public

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

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

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Traffic Management Advisory Committee

Meeting of held on Wednesday, 11 October 2017 at 6.30 pm in Council Chamber, Town Hall, Katherine Street, Croydon CR0 1NX

MINUTES

- Present:** Councillor Stuart King (Chair);
Councillors Jane Avis, Robert Canning, Vidhi Mohan and Badsha Quadir
- Also Present:** Councillors Sean Fitzsimons and Mark Watson
Sean Fitzsimons and Mark Watson
- Apologies:** Councillor Pat Ryan

PART A

22/17 **Minutes of the Previous Meeting**

The minutes of the meeting held on 5 July 2017 were agreed as an accurate record.

23/17 **Disclosure of Interests**

There were none.

24/17 **Urgent Business (if any)**

There were no items of urgent business.

25/17 **Cecil Road Area Proposed Controlled Parking Zone - Results of the Consultation**

The Traffic Management Advisory Committee considered the report on the results of the informal consultation on the proposal to introduce controlled parking in the Cecil Road area; comprising on Aurelia Road, Brading Road, Cecil Road, Lavender Road, Rosecourt Road, Songhurst Close and Thorton Avenue.

Officers informed the Committee that the results for Songhurst Close were incorrect in the published report, that while there were three responses two of those response were in objection.

Ms Burt addressed the Committee in objection to the proposals as it was felt that having restrictions only half way along the road was not appropriate. Furthermore, it was suggested that a 24 hour or resident only permit was required as the issue of parking was experienced in the evening also. The

garage at the end of Cecil Road was also exacerbating the issue and a proposal was needed to address that issue also.

Mr Page spoke in support of the introduction of parking restrictions as it was stated that it was terrible to park in the area at all times, and as such suggested that 8am – 8pm restrictions would be preferred. The issue of people parking for several weeks and the garage parking were also raised as issues that needed to be resolved.

Ms Kyriacou informed the Committee that she had lived in the area for 23 years but had not experienced the problems to such an extent before, in particular the total disregard of parents when dropping off and picking up children from school. However, Ms Kyriacou noted that the issue of parking was not restricted to the daytime and that it was often difficult to park at 7.30pm, as such it was stressed that a long term solution was necessary and that 8am to 8pm restrictions should be introduced.

Officers stated it would be possible to consider 8am to 8pm parking restrictions, however it would be necessary to re-consult the area on the extended hours which would delay implementation to the following financial year. It was recommended by officers that 9am to 5pm restrictions be implemented and that it be monitored for future extension to 8am to 8pm.

The Committee were informed that the reason that the whole of Aurelia Road was not included in the proposal was that it would extend the Controlled Parking Zone by a large amount and the petition originally came from Cecil Road. If the area was re-consulted in the future then the whole of Aurelia Road could be included within the scheme.

The Committee queried why the consultation had been for parking restrictions between 9am and 5pm when the original petition had requested 9am to 8pm and the North Controlled Parking Zone ran from 8am and 8pm. Officers stated that the majority of zones were 9am to 5pm and it was the intention to be as consistent as possible across the borough.

In response to Member questions officers informed the Committee that it would not be possible to stop the garage parking cars on the road if the vehicles are taxed. A controlled parking zone was the only way that priority could be given to residents.

Officers confirmed that the residents of Rosecourt Road had responded to the consultation but were not supportive of the proposals being extended to their road.

The Chair informed the Committee that he was familiar with the concerns as he was a ward councillor for the area and recognised that the garage was not the only factor in causing parking pressures in the area. Concerns were raised that to consult on 8am to 8pm parking restrictions would delay implementation of the proposals which residents wanted, however it was suggested that in future consultations should give the option for the two time periods.

The Chair further noted that roads near three schools in the borough were piloting restricting vehicle entry at school drop off and pick up times due to the safety concerns raised. The Council were consulting on this pilot and if it was deemed successful it may be rolled out to the areas surrounding other schools in the borough.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Consider the responses received to the informal consultation of residents and businesses in the Cecil Road area.
2. Agree to carry out a formal consultation to introduce a new Controlled Parking Zone in Aurelia Road and Cecil Road with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
3. Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.2 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
4. Note that any material objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

26/17 **Objections to the introduction of "No Entry" traffic restrictions with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road**

The Traffic Management Advisory Committee considered the report the responses received following the advertisement of the public notice on the proposed 'No entry' with short one-way working and pedal cycle bypass in Addiscombe Court Road and Canning Road.

The Chair informed the meeting that he would use his discretion to vary the speaking protocol to allow more than one person to speak in support or objection and more than one resident association in light of the level of interest in the item.

Mr Morgan spoke in objection to the proposals stating that they would cause more problems than they would solve and that it was a pity that the Lebanon Road decision had not been reviewed. Mr Morgan also noted that the residents of Canning Road did not support the recommendations.

It was further stated that there was no data from the consultation that changing Addiscombe Court Road and Canning Road to be one-way would cause traffic issues on the main roads and residents having to drive an extra half mile to reach their homes, however there was no suggestion in the report of what the consequences of the proposals would be. Mr Morgan concluded by requesting the Committee consider introducing one-way working in Addiscombe Court Road only and to survey the residents of Lebanon Road regarding the possibility of reversing the previous decision.

Mr Porter addressed the Committee in objection to the proposals suggesting that Canning Road should be kept as two-way working but that Addiscombe Court Road could go ahead and the impact on Canning Road assessed. Mr Porter further highlighted that a wider project on the whole area should be undertaken by the Council with Transport for London (TfL) which would resolve issues experienced in area east of East Croydon train station. It also suggested that Clyde Road should be reversed to enable traffic to travel northbound which it was considered would improve traffic flow at the junction.

Mr Duce informed the Committee that there was now more traffic in the area. Elgin Road had a nursery and there were people pulling out and creating traffic issues, and as such proposals that enable traffic dispersal were required. Mr Duce suggested the need to change the traffic lights and to make the light stay green for a longer time. Mr Duce was of the view to remove the current restrictions rather than imposing further restrictions.

Mr Niklaus thanked the Committee for the opportunity to address the meeting and supported the proposals to make Addiscombe Court Road one-way as it was necessary for normality to be restored. The Committee were informed that Mr Niklaus and his wife were profoundly deaf but that they had experienced an increased volume of vibrations around their home.

It was stated that residents frequently witnessed traffic overtaking stationary trams which was extremely dangerous and was an accident waiting to happen especially as there were a number of disabled residents in the area. Mr Niklaus stressed that it was not reasonable for residents to feel vulnerable around their home, especially as he and his wife were unable to hear people warning them of the dangers.

Mr Niklaus urged the Committee to proceed with the proposals and to assess the impact on the wider area as additional changes to surrounding roads may need to be required.

Ms McNulty stated that after having read through all the responses to the consultation, both in objection and support, that she felt that the facts had remained unchanged and that there was a big safety issue on Addiscombe Court Road that needed to be addressed. It was stressed that it was felt that the arguments in favour outweighed those against, in particular in regards to safety.

At the north end of Addiscombe Court Road it was noted that the volume of traffic and speed of traffic had increased and as such immediate action was necessary. Ms McNulty concluded that while she was not a person with protected characteristics she did feel vulnerable on her road and desired a change.

Mr Hinton stated that the reason the proposals were being discussed was as a result of a previous decision to make Lebanon Road one-way, a scheme it was felt was flawed as assumptions of where traffic would go were incorrect. Public safety risks were raised, in particular vehicles overtaking the tram on a blind corner. The impact of high traffic and noise experienced by residents was also raised as a matter that needed to be resolved.

Ms Rabe noted the constant noise experienced by residents of Addiscombe Court Road which started from 7am and was similar to having the bass of the sound system on very loud. Trams were frequently overtaken by vehicles and it had been witnessed on several occasions vehicles travelled down roads in the wrong direction. While Ms Rabe was in favour of the proposals she did not want the unpleasant experience moved to another road in the area and requested the Council investigate carefully with TfL a scheme for the wider area.

Ms Soale stated that there had been a huge increase in traffic following the changes to Lebanon Road which had created an unpleasant environment. The Committee were informed that if residents opened their windows in the summer a black film of dirt would appear on their windowsills from the pollution.

Ms Soale informed the Committee that taxi drivers had been seen speeding down the road, and 50 seater coaches and building lorries were using it as a short-cut. Furthermore, it was noted that Addiscombe Court Road did not have off-street parking so there were only small gaps between cars to enable cars to pass and often cars came head to head. Ms Soale concluded by suggesting that cars should go southbound on Lebanon Road.

Ms Mackrell stated that the dynamics of the road had completely changed in the ten years she had lived on Addiscombe Court Road, from being a residential road to feeling like a main road. Members were informed that residents had been verbally abused by motorists when assisting their children into cars, furthermore it was no longer felt safe to cross the road at the top of Addiscombe Court Road as it was likened to a game of chicken. Ms Mackrell concluded that a 'main road mentality' was required as vulnerable people needed to be monitored carefully to maintain their safety.

Mr Moore provided the Committee with his personal experiences, stating that traffic started between 4am and 5am which made it difficult to sleep through the night. By 7am, it was stated, there was a high volume of traffic on Addiscombe Court Road and the exhaust fumes could be smelt. The impact of the pollution on the health of young people was noted as being serious and requiring consideration. Mr Moore concluded that he did not want the issue

passed onto neighbours in the surrounding roads and would support mitigation measures if they requested them in future, but stressed the need for immediate action in Addiscombe Court Road.

Ms Chadda provided the Committee with a personal experience of crossing the top of Addiscombe Court Road. She stated that she had looked carefully before attempting to cross the road and noted no oncoming traffic, however when she was midway crossing a car came round the corner very quickly and the driver was upset at having to stop. It was stressed that it was not a pleasant experience and that she feared for the safety of her own child and others who needed to cross the road.

Ms Karelis addressed the Committee in objection to the proposals noting that there were nursery schools and nursing homes in the area and parking needed to be accommodated as there were safety concerns for the children travelling on the roads around the area. Ms Karelis raised concerns that restricting access to road would make it difficult to access the main roads and that the issues experienced were due to the decision made in regards to Lebanon Road.

Mr Thompson represented Canning and Clyde Residents Association noting that the residents of Canning Road were divided as they did not want the increased traffic but did not want to lose access to their properties. There was a strong feeling, it was stated, that the proposals were misguided and there would be a similar fallout as had been seen from the one-way implementation on Lebanon Road with Elgin Road becoming a rat run. As such it was felt that the proposals were dividing the community as none of the roads wanted to become a rat run. It was suggested that a one-way system of roads may need to be considered to alleviate the issue of one road taking all of the traffic.

Mr Davis of the East Croydon Community Organisation suggested that if the aim was to address safety concerns then enforcement of no overtaking would be required, in particular on Addiscombe Road. Mr Davis stated that if the proposals were implemented then the effect would be to displace the traffic onto Elgin Road and further eastwards which was not felt to be a solution to the problem. It was further noted that if the Council wanted to improve pedestrian safety then it would implement safety measures, rather it was felt that the proposals would only divide the community and was not the way forward to solving the issue.

Ms de Souza of HOME Residents Association addressed the Committee in objection to the proposals and noted that there had been 84 written objections which needed to be considered. While there was a need to stem the traffic problems it was necessary to find an equitable solution that would not negatively impact upon the residents of the surrounding area.

It was stated by Ms de Souza that if the scheme were to proceed then residents would be required to go south crossing the tram at Park Hill and many would be required to go down the residential road of Elgin Road. It was

stressed that the proposals would impact thousands of residents and that any traffic restrictions should be in response to criminal behaviour.

Concerns were raised that there was no clarity of whose responsibility it was to implement changes to Addiscombe Court Road as TfL suggested that as it was not a red route it was the responsibility of the Council to implement measures such as road bollards. Ms de Souza conclude that the proposals would only cause displacement of traffic and would have a negative impact on residents in the wider community.

Ms Dodgson spoke to the Committee representing TACRA stating that there was a significant risk to public safety and as such 129 residents had signed a petition to request a change. While it had been recognised that there was a safety risk at the tram stop the Police would not enforce road safety as it had been deemed too dangerous.

The strength of feeling that the current situation was intolerable, it was stated, had been demonstrated. While the proposals it was noted would reduce people from turning sharp left into Addiscombe Court Road it would not stop motorists from overtaking trams which would remain a safety concern. Ms Dodgson concluded that she did not want to see traffic displacement and the impact of it experienced by other roads.

The Chair read out a statement on behalf of Councillor Hay-Justice which stated that she appreciated the issue of rat running which needed to be addressed through a wider review of the area. It was noted that the lives of residents had changed and many residents no longer felt that their home was a place of sanctuary.

Councillor Hay-Justice had grave concerns for the safety of residents and it was these concerns that had swayed her opinion that the changes were necessary but would request that immediate mitigation measures were put in place for HOME residents.

Councillor Watson noted that the issues experienced by Lebanon Road had been ongoing for over 12 years before it was made one-way. The issue of the front of the houses being close to the road was noted as it increased the impact of high traffic levels on residents. It was noted that the residents of Addiscombe Court Road had petitioned the Council for changed, as the residents of Lebanon Road had done previously, and so Councillor Watson stated he supported the changes to Addiscombe Court Road. However, it was important to listen to the residents and those of Canning Road had not requested a change and had not voted in favour when consulted.

Councillor Fitzsimons stated that he supported the introduction of the measures and noted that thousands of residents had not objected to the proposals. Further it was noted that less than half of residents in Addiscombe had cars and many who did, did not use them on a daily basis as a means to commute.

It was stressed that it was important to stop rat running in the area and to reintroduce calm, and while Councillor Fitzsimons acknowledged that there would be traffic displacement he did not believe it would all go onto Elgin Road. The review work with TfL was supported by Councillor Fitzsimons as it was recognised that the conditions of whole area needed to be improved and as such the Council were urged to review the plans for the area drawn up in the 1990s and implement the full scheme.

In response to Member questions officers stating that they were sure exactly where the traffic would go, but would undertake traffic monitoring of the whole area to facilitate understanding if any further measures were required. Officers stated that they were in conversation with TfL about how the road network could be improved further. The Committee were informed that the refuse collectors were supportive of the scheme as they felt it would facilitate accessing the roads.

The Committee queried whether it would be possible to implement the scheme in Addiscombe Court Road only and delay implementation of Canning Road until there was a greater understanding of the impact. Officers expressed concern at implementing the proposal in Addiscombe Court Road as it was felt that it would still enable the through movement of traffic down Canning Road and so recommended implementing the two roads at the same time.

Officers clarified that Addiscombe Court Road was the responsibility of the Council, however it would not be possible to place bollards on the road as the trams passed very close to each other and there was not sufficient space.

The Committee noted the need for a long term solution with the Council needing to work with TfL to enable a network wide solution and sufficient investment. The Chair suggested that part of the long term solution would be to encourage people to use other forms of transport instead of cars.

Members stated that the implementation of one-way working in Addiscombe Court Road was required due to the safety concerns that had been raised by residents, in particular the need to have a 'main road mentality' on what should be a residential road. The Committee noted that the decision in regards to Canning Road was more difficult as the consultation had shown that residents were slightly against the introduction of one-way working and the local Resident Association were split in their view. Concerns were raised that by delaying implementation in Canning Road by six months would cause displacement.

Members noted that there were divided views on the proposal and stated it was amongst one of the most difficult decisions the Committee had had to make. The biggest consideration, however, was the safety of residents and the proposals, it was felt, would improve the situation and so agreed to the proposal. It was noted that there would be a displacement of traffic and that it might be necessary for further schemes to be brought to the Committee in order to mitigate any significant negative impact of the proposals felt by

residents in the surrounding area. Members stressed that it was essential for the impact of implementation was monitored to ensure it was working.

The Chair noted that he did not see a community that was divided but one that disagreed about what was the right way forward. It was noted that a number of those who had addressed the meeting had stated that they did not want other roads to experience the traffic displacement that had been experienced by residents of Addiscombe Court Road. The Chair thanked all who had attended and had helped the Committee to make a difficult decision to proceed.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Consider the objections received in response to the public notice for the introduction of No entry with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road as shown on appended drawings.
2. The officers to inform the objectors of the Cabinet Member's decision.

27/17 **Denmark Road Area Proposed Extension of the South Norwood Zone - Results of the Consultation**

The Traffic Management Advisory Committee considered the report on results of the informal consultation on a proposal to introduce controlled parking in the Denmark Road area; comprising of Alfred Road, Birchanger Road, Denmark Road, Enmore Avenue and Enmore Road.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Consider the responses received to the informal consultation of residents and businesses in the Denmark Road area.
2. Agree to carry out a formal consultation to extend the existing Croydon Controlled Parking Zone (South Norwood Permit Zone) to include Alfred Road, Enmore Avenue and part of Denmark Road (from the existing South Norwood CPZ boundary), with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.
3. Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 2 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
4. Note that any material objections received following the giving of public notice will be considered by the Executive Director of Place and may

be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment considers it appropriate for any other reason.

28/17 **Objections to Proposed Parking Restriction - Redford Avenue Junctions**

The Traffic Management Advisory Committee considered the report on objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions at the Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road, West Thornton.

Mr Sudra addressed the Committee in support of the proposal due to safety concerns that emergency vehicles would not be able to access the road. The situation had made the area unpleasant as people were parking too close to the junctions.

The Chair noted that the challenge was that cars were parked at junction and obscured sight lines, and residents were saying that there were not enough parking spaces in the area. There had been a delay in implementing this proposal due to the objections of the local Residents Association, however this objection had been removed.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Consider the objections received to the proposed parking restrictions at the Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road.
2. Agree, for the reasons set out in this report to proceed with the introduction of double yellow line 'At any time' waiting restrictions the above junctions as shown on plan no. PD-323d.
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 2 above.
4. Note that the officer to inform the objectors of the above decision.

29/17 **Exclusion of the Press and Public**

This item was not required.

The meeting ended at 8.25 pm

Signed:

Date:

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Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 13 DECEMBER 2017
SUBJECT:	EXETER ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE POSSIBLE EXTENSION OF THE CROYDON CPZ (EAST OUTER PERMIT ZONE)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Stuart King, Cabinet Member for Transport and Environment
WARDS:	Addiscombe
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • The Croydon Plan; Transport Chapter. • The Local Implementation Plan; 3.6 Croydon Transport policies • Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6 • Croydon Corporate Plan 2013 – 18 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT:	
These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:-	
1.1	Consider the responses received to the informal consultation on the proposal to extend the Croydon Controlled Parking Zone (East Outer Permit Zone) into the Exeter Road area.
1.2	Consider whether or not to proceed to the formal consultation stage regarding the proposal to extend the Croydon Controlled Parking Zone (East Outer Permit Area) into Edward Road, Exeter Road, Leicester Road, Morland Avenue, Rymer Road, Stretton Road, and Vincent Road as shown on Drawing No. PD – 340/1.

- 1.3 If formal consultation is proceeded with, delegate to the Highway Improvement Manager, Streets Directorate the authority to give notice and (subject to receiving no objections on the giving of the public notice) to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.2 above.
- 1.4 Note that any material objections received after the public notice is given will be reported to a future Traffic Management Advisory Committee for the Members' consideration and onward recommendation to the Cabinet Member.

2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the proposal to extend the Croydon Controlled Parking Zone (East Outer Permit Area) into the Exeter Road Area which includes unrestricted roads between Davidson Road and Morland Road in Addiscombe.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage with a proposal to extend the controlled parking into Edward Road, Exeter Road, Leicester Road, Morland Avenue, Rymer Road, Stretton Road, and Vincent Road.

3 DETAIL

- 3.1 A petition had been received from residents in Exeter Road. There is currently a lack of available parking which is causing problems in the area. Residents are having to frequently park further away on other streets as spaces close to their homes are taken by commuters.
- 3.2 At the 5 October 2016 Traffic Management Advisory Committee meeting, the Cabinet Member for Transport and Environment authorised officers to proceed with the informal consultation which is the subject of this report. It was agreed to consult on potentially extending the East Outer Permit Area to resolve the parking problems in the area which borders the existing zone and is close to East Croydon railway station.
- 3.2 The informal consultation commenced on Monday, 23 October 2017 and continued until Wednesday, 15 November 2017. 1493 sets of consultation packs, which comprised of a letter, a drawing, a factsheet 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 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 1 December 2017 the Executive Director of Place referred the matter to this committee on the basis that she considered it appropriate to do so. The informal consultation documents are attached as appendix B to this report.
- 3.4 Consultees were requested to register their "Yes/No" preference votes, as well as their choice of operational hours (either 9am to 5pm Monday to Saturday or

8am to 8pm every day) of a possible controlled parking scheme. 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 488 questionnaires were returned, representing a 33% 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	9-5 Mon-Sat	8-8
Amberley Gr	31	13	42	2	15	9	3
Brampton Rd	67	22	33	9	41	13	8
Bredon Rd	59	33	56	3	9	24	3
Burnham Gdns	72	8	11	1	13	7	0
Dartnell Rd	90	35	39	7	20	23	10
Dominion Rd	69	23	33	0	0	18	1
Edward Rd	103	52	50	31	60	35	14
Exeter Rd	101	43	43	25	58	23	14
Fullerton Rd	60	21	35	0	0	12	3
Gordon Cr	110	13	12	3	23	10	1
Jesmond Rd	42	22	52	2	9	17	3
Kemerton Rd	50	20	40	1	5	15	4
Laurier Rd	67	32	48	2	6	24	1
Leicester Rd	35	13	37	7	54	10	3
Morland Ave	83	23	28	14	61	11	6
Morland Rd	203	29	14	9	31	21	4
Rymer Rd	100	42	42	16	38	25	12
Stretton Rd	104	26	25	11	42	19	4

Vincent Rd	47	18	38	6	33	9	5
Totals	1493	488	33%	149	31%	325	99

4.3 The results show that the majority of those in Edward Road, Exeter Road, Leicester Road, and Morland Avenue who responded to the informal consultation expressed a preference in favour of parking controls. In all roads, a majority of respondents who expressed a preference for certain hours of operation chose 9am to 5pm Monday to Saturday.

4.4 Due to the likely displacement problem, if controls were just introduced into the above roads, it is recommended that Rymer Road, Stretton Road and Vincent Road should also be included in the extension of the zone.

4.5 Table 2 below contains the results for the sections of road where the scheme is proposed to proceed

4.6 **TABLE 2 – Results of the Questionnaire in roads the proposed extension area**

Road Name	Number of Consultees	Number of Responses Received	% Returned	Number of Responses in Favour	% in favour
Edward Rd	103	52	50	31	60
Exeter Rd	101	43	43	25	58
Leicester Rd	35	13	37	7	54
Morland Ave	83	23	28	14	61
Rymer Rd	100	42	42	16	38
Stretton Rd	104	26	25	11	42
Vincent Rd	47	18	38	6	33
Totals	573	217	38%	110	51%

4.7 Appendix A includes a summary of the comments that were received on the questionnaire sheets.

- 4.8 The questionnaire responses are considered to demonstrate the need for the extension of the Croydon Controlled Parking Zone into Edward Road, Exeter Road, Leicester Road, and Morland Avenue with 59% of responses indicating support for parking controls. Introducing controls in these four roads is likely to result in displacement to nearby roads such as Stretton Road, Vincent Road and Rymer Road where there was only 38% support. To ensure that residents are protected from displaced parking it is proposed to extend the East Outer Permit Zone into all seven roads as shown on drawing no PD – 340/1 subject to formal consultation where there is an overall support for controls from 51% of households.
- 4.9 The extension of a Controlled Parking Zone requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- 4.10 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.
- 4.11 Once the notices have been published, the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received will be reported back to this Committee for a recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned and objectors informed of the decision.

5 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 £34k un-allocated to be utilised in 2017/2018 this is taking into account £18k that was committed in 2016/2017 against the 2017/2018 financial years spend.

The capital spend is to come out of the LIP (local Implementation Plan) budget allocation of £70k for 2018/19. This would leave £18k un-allocated to be utilised in the 2018/2019 financial year.

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000
<u>Revenue Budget available</u>				
Expenditure	36	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	2	0	0	0
Income	0	0	0	0
Remaining Budget	<u>34</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Capital Budget available</u>				
Expenditure	0	70	0	0
<u>Effect of Decision from report</u>				
Expenditure	0	52	0	0
Remaining Budget	<u>0</u>	<u>18</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

5.2.1 The cost of extending controlled parking into the Exeter Road area has been estimated at £54,000. This includes the provision of Pay & Display machines, signs, lines and a contribution towards the legal costs.

5.2.2 These costs can be contained within the available revenue budget for 2017/18 £2k and within the available anticipated capital budget for Controlled

Parking Schemes under the Local Implementation Plan (LIP) projects budget for 2018/19 £542k. Bids have been submitted for LIP funding as in other years but the outcome has not been decided yet.

5.3 Risks

5.3.1 The current method of introducing parking controls is very efficient with the design and legal work being carried out within the department. The marking of the bays and the supply and installation of signs and posts is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.

5.3.2 There is a risk that LIP funding bids for 2018/2019 will not be accepted by TFL although historically the council have always received the requested amount. Should this happen though then a "Spend to Save" business case will be submitted. 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.

5.4 Options

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

5.5 Savings/ future efficiencies

5.5.1 If controlled parking is introduced future income will be generated from 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.

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

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

7. HUMAN RESOURCES IMPACT

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

7.2 Approved by Sue Moorman, Director of Human Resources.

8. CUSTOMER IMPACT

8.1 The proposed extension of the Croydon CPZ (North Permit Zone) into Edward Road, Exeter Road, Morland Avenue, Rymer Road, Stretton Road and Vincent Road is in response to votes of support from local residents for controlled parking. Occupiers of all residential and business premises in the area were consulted to ensure that all those potentially affected by the proposals were given the opportunity to give their views. Parking controls are only introduced in the area where the majority of residents are in favour of a scheme. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' and businesses' views of the work carried out by the Borough.

9. EQUALITIES IMPACT

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

10. ENVIRONMENTAL IMPACT

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

11. CRIME AND DISORDER REDUCTION IMPACT

11.1 There are no such considerations arising from this report.

12. REASONS FOR RECOMMENDATIONS

12.1 The recommendations are to give notice of the proposals to extend the Croydon CPZ (East Outer Permit Area) into Edward Road, Exeter Road, Leicester Road, Morland Avenue, Rymer Road, Stretton Road and Vincent Road and subject to receiving no objections on the giving of the public notice to make the necessary Traffic Management Order. It is considered that parking controls would improve parking conditions for residents and visitors whilst improving safety and access.

13. OPTIONS CONSIDERED AND REJECTED

13.1 The alternative option would be not to proceed to give public notice but these 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, High Improvements, Streets, 020 8726 6000 (Ext. 88260)

CONTACT OFFICER:

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

BACKGROUND DOCUMENTS:

None

APPENDICES:

Appendix A – Comments from Questionnaire

Appendix B – Proposed extension plan

Appendix C - Consultation letter

Appendix D – Consultation plan

Appendix E – Questionnaire

Appendix F – FAQs

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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	Difficulty in finding parking spaces	18
2	Wrong hours of operation proposed	2
3	Costs too much	27
4	Roads should be one-way	2
5	Money making scheme for Croydon Council	19
6	No parking problems in area	39
7	P&D should offer a short free period	6
8	Family/friends less likely to visit	12
9	Local businesses would suffer if controls were introduced	7
10	CPZ doesn't guarantee a parking space	2
11	Residents from other roads take spaces on road	2
12	Should not be charged to park near home	26
13	CPZ will reduce the number of parking spaces	8
14	Property will be devalued	3
15	Commuters park on road	16
16	First permit should be free	1
17	Permits should be subsidised by Council Tax	1
18	Driveways are frequently blocked at present	7
19	New school on Morland Road will cause problems	3
20	Commercial vehicles left for extended periods of time	2

21	Permits should not be vehicle specific	1
22	Scheme will not benefit residents	13
23	Consultation area extends too far	4
24	Will increase parking problems in adjacent roads	6
25	Scheme would cause more problems	4
26	Scheme should operate between 9am and 11am	1
27	Only one permit should be allowed per household	1
28	Better public transport is needed	1
29	More front gardens will be paved over if scheme introduced	1
30	Permit costs should be higher for 2 nd and 3 rd vehicle	1
31	Scheme should only operate from Monday to Friday	3
32	Expect that scheme will reduce illegal parking	2
33	CPZ should be removed from adjacent roads	2
34	Parking problems caused by holiday makers taking train to Gatwick Airport	1
35	Local school contributes to parking problems	4
36	Commuters empty their rubbish into the local gutters	1
37	Residents already pay road tax	1
38	Proposal is a waste of time and money	1



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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 WEATHERILL HOUSE
 CROYDON
 CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN			
Scale: NTS	Drawn: TOR	Checked: DW	Rev: 01
Date:	Drawing Ref:		
NOVEMBER 2017	PD 340		

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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

Contact: Parking Design
Parking.Design@croydon.gov.uk

Tel: 020 8726 7100

Our Ref: PD/PL/TOR/7TC

Date: **23 October 2017**

The Occupier

«Address_1»

«Address_2»

«Address_3»

«Address_4»

«Address_5»

Important Parking Information

Residents Parking Proposal - Questionnaire

Dear Occupier,

Proposed Extension of Croydon (East Outer Permit Area) Controlled Parking Zone

I am writing to ask for your views on the proposal to extend the Croydon (East Outer Permit Area) Controlled Parking Zone (CPZ) into the area shown on the enclosed map, which includes your road. The proposal is a direct response to a petition received from residents of Exeter Road, requesting that the Council develop a residents' permit scheme to address the parking problems in this area. Officers reported the petition to the Traffic Management Advisory Committee (TMAC), on 5 October 2016 after which permission to carry out this consultation was granted.

The existing East Outer Permit Area CPZ operates between 9am and 5pm, Monday to Saturday. Any extension to the zone could mirror these times, though an alternative 8am to 8pm, Monday to Sunday operation is possible. During the period of operation, parking is only permitted within parking bays with a valid permit or ticket displayed on the vehicle windscreen. 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, 15 November 2017**.

All questionnaire responses and representations received by 15 November 2017 will be presented in a report to the next TMAC for its consideration on 13 December 2017. 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.

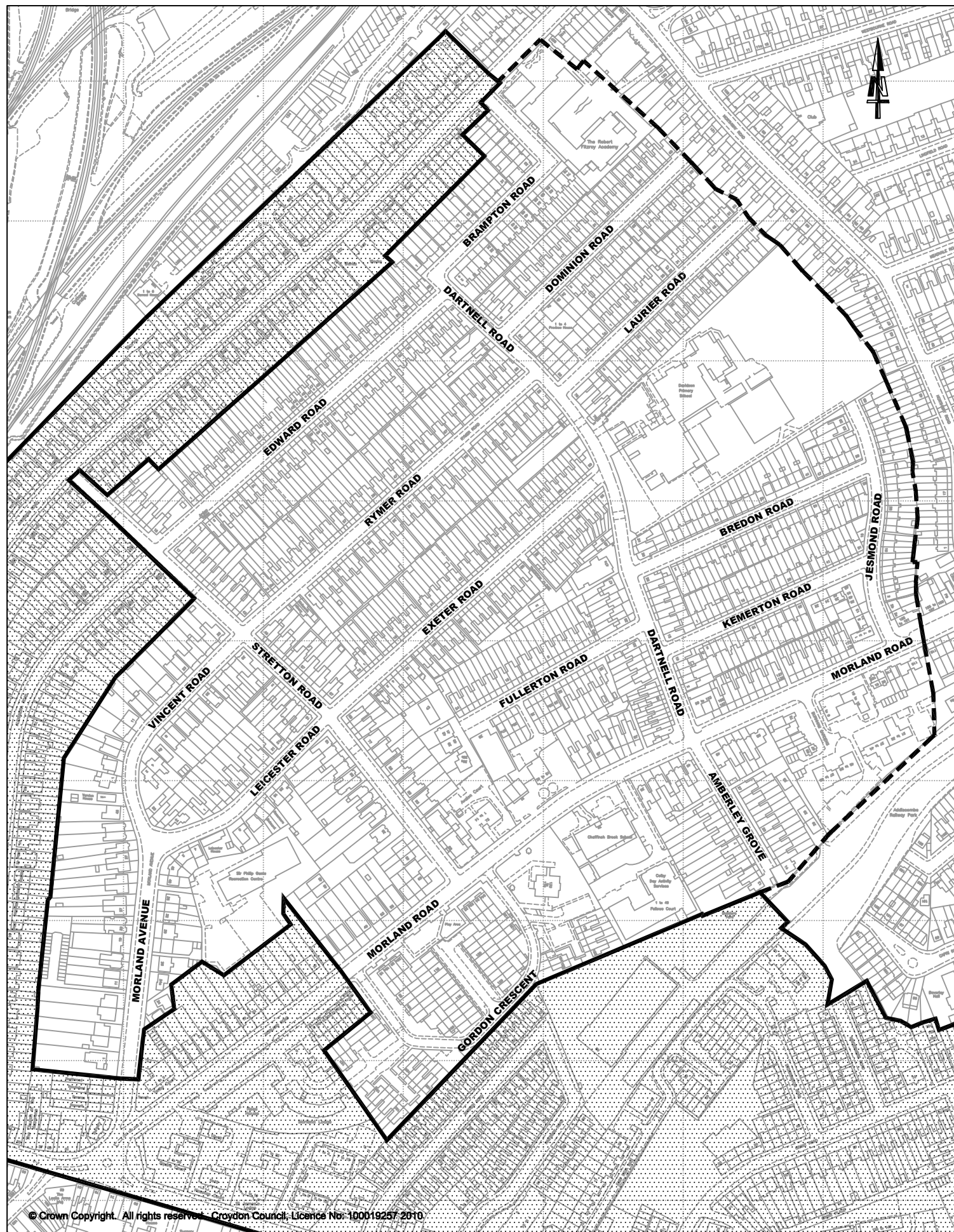
Please do not hesitate to contact **Teresa O'Regan** on **020 8726 7100** or by email **teresa.o'regan@croydon.gov.uk** if you require further information or clarification on this proposal.

Yours faithfully,

David Wakeling


Parking Design Manager – Highway Improvements

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 Existing Controlled Parking Zone Boundary

 Proposed Boundary Extension

CROYDON COUNCIL

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

PLACE DEPARTMENT
SHIFA MUSTHAFA EXECUTIVE DIRECTOR
CROYDON TOWN HALL WATHERILL HOUSE
CROYDON
CR0 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN			
Scale. NTS	Drawn TOR	Checked DW	Rev. 00
Date.	Drawing Ref.		
AUGUST 2017	PD 340		

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Exeter Road Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by **15th November 2017**.

Name*:.....

Address*:

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

1. Are you in favour of extending the Croydon CPZ into your road?

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

2. Please continue even if your response is 'No' to the above question. In case the majority of your neighbours vote in favour of extending the CPZ, which option would you prefer?

A. Introduce **9am to 5pm, Monday to Saturday** controls

B. Introduce **8am to 8pm, Monday to Sunday** controls

Comments:

The results of the consultation will be presented in a report to the Traffic Management Advisory Committee for consideration at its next meeting at 6.30pm on 13 December 2017 in the Town Hall, Katharine Street, Croydon. The report will be available to view from 6 December 2017 using the following link:

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

Please return using the pre-paid envelope provided

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Controlled Parking Zone (CPZ) – Frequently Asked Questions

1. What is a Controlled Parking Zone?

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

2. At what times will the restrictions apply?

The proposed scheme's hours of operation will depend on the results of the informal consultation.

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

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

4. Who is eligible for parking permits?

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

5. What about our visitors?

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

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

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

7. Is this not just a money making scheme?

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

8. How much will permits cost?

Permit costs will match those of the existing CPZ, which are currently:

Residents

- £80 per year for first vehicle
- £126 per year for second vehicle
- £305 per year for third and final vehicle (**maximum of 3 permits per household**)
- £4 per day for a Residents' Visitor Permit (**maximum of 60 half day / 4 hour permits per year per household**)

Businesses

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

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

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

The current charges on neighbouring Davidson Road and Alexandra Road are:

8 hour max stay roads

30 mins	£0.40	
1 hr	£0.80	
2 hrs	£1.60	
3 hrs	£2.40	
4 hrs	£3.20	
5 hrs	£4.00	
6 hrs	£4.80	
7 hrs	£5.60	
8 hrs	£6.40	Sundays free

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

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

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

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

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

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

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

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

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

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

15. What happens next?

At the end of this consultation, the votes and comments on all returned questionnaires will be analysed. The results of these will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting on 13 December 2017 at 6.30pm in the Town Hall, Katharine Street, Croydon. The Committee will then make a decision whether or not to proceed with controlled parking in your road.