

Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Muhammad Ali, Jeet Bains, Chris Clark, Simon Hoar and Karen Jewitt

Reserve Members: Robert Canning, Luke Clancy, Mary Croos, Felicity Flynn, Vidhi Mohan and David Wood

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Wednesday, 12 December 2018 at 6.30 pm** in **F10, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS BAKER
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www.croydon.gov.uk/meetings
Tuesday, 4 December 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

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 - 10)

To approve the minutes of the meeting held on 17 October 2018 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. Lakehall Road Area - Results of Information Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ) (Pages 11 - 32)

The report considers the results of the informal consultation on the possible introduction of parking controls into the Lakehall Road Area which includes, Attlee Close, Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Haslemere Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Norman Road, Penshurst Road, Torridge Road and Queenswood Avenue.

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, 17 October 2018 at 6.30 pm in F10, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Stuart King (Chair);

Councillors Muhammad Ali, Jeet Bains, Mary Croos, Karen Jewitt and Vidhi Mohan

Apologies: Councillors Chris Clark and Simon Hoar

PART A

13/17 **Apologies for Absence**

Apologies were received from Councillor Clark and Councillor Hoar.

14/17 **Minutes of the Previous Meeting**

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

15/17 **Disclosure of Interests**

There were none.

16/17 **Urgent Business (if any)**

There were no items of urgent business.

17/17 **Boston Road / Keston Road / Broughton Road Area - Results of Informal Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ)**

The Traffic Management Advisory Committee considered the report on the results of the informal consultation on the proposed introduction of a Controlled Parking Zone (CPZ) into the Boston Road / Keston Road / Broughton Road Area which included unrestricted roads bounded by London Road, Thornton Road and the existing Northern CPZ in the Wards of Bensham Manor, Selhurst and West Thornton.

Mr Andres Ashioties addressed the Committee in his capacity as a local resident and explained that he supported the scheme because it was currently difficult for residents to park in the area. This was mainly due to hospital users parking in the area and buses parking in the local car park. It was added that the parking problems were also causing congestion. Mr Ashioties queried whether residents who purchased parking permits would be guaranteed a space and why the cost of these were higher than neighbouring Boroughs.

The Parking Design Manager responded and explained that the scheme would not guarantee a space for residents; however, the controls being introduced would relieve the parking stress and it would be much more likely that residents would be able to park closer to their house than they currently could. He also explained that the earliest the scheme would be implemented would be summer 2019 as there would be a formal consultation with residents and there was a lot of design work to agree. Each household would be eligible for 60 half-day visitor passes a year; however, it was often cheaper for visitors to use pay-and-display or the PayByPhone app. It was further clarified that the permits were a fixed price across the Borough and had not changed for many years. He explained that the prices did vary from Borough to Borough but Croydon was not particularly expensive.

In response to Councillor Ali the Parking Design Manager explained that there was support overall for the proposed introduction. It was noted that although it would be possible to implement the CPZ on some of the roads it would cause issues for the roads who do not have a CPZ as it would disperse the parking.

The Chair noted that he was a Ward Councillor for the area and he had received multiple emails from residents since becoming Councillor regarding the parking problems in the area and how the introduction of a CPZ would be beneficial. He echoed the Parking Design Manager's comments and explained that if the CPZ was implemented on selected roads then the parking problems would be dispersed to the neighbouring roads and areas.

RESOLVED – That the Traffic Management Advisory Committee recommended to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Boston Road / Keston Road / Broughton Road Area.
- 1.2 Agree to proceed to the formal consultation stage for a proposal to introduce a new CPZ operational 8am – 8pm Monday to Sunday into Boston Road, Broughton Road, Colvin Road, Curzon Road, Dunheved Close, Dunheved Road North, Dunheved Road South, Dunheved Road West, Furtherfield Close, Harcourt Road, Kenmare Road, Keston Road, Lynton Road, Marden Crescent, Marden Road, Oakwood Place, Oakwood Road, Ramsey Road, Sharland Close, Southwell Road,

Stanley Grove, Stanley Road, Whitehall Road and York Road as shown on Drawing No. PD – PD / 369a.

- 1.3 Agree to the extension of permit eligibility for this new CPZ to include property
Nos. 39 - 353 Thornton Road odd numbers only (the east and south-eastern side).
- 1.4 If formal consultation is agreed, delegate to the Highway Improvement Manager, Streets Directorate the authority to give the notice.

18/17 **Croydon Council Estates - Proposal for Estate Car Park Permit Schemes**

The Traffic Management Advisory Committee considered the report on the introduction of an enforceable car parking permit scheme at various Croydon Council Estates across the borough to restrict parking to residents and their visitors only, and that vehicles park within marked bays only and not on the restricted areas of the car park currently marked with double yellow lines. Also that only valid disabled blue badge holders use the designated disabled bays (where specified bays are available) on the Estate.

The Parking Design Manager explained that the feedback received from the informal consultation had been positive and there was a large majority of residents who welcomed the proposal for the permit scheme. The Housing department had conducted their own consultation; however, a formal consultation would need to be completed before the introduction of the scheme.

Councillor Jewitt noted that residents from Kettering Court and Laxton Court had contacted her with concerns regarding the price of a permit. She suggested that a two tier system was looked in to for those who were on a pension

Councillor Mohan stated that he was concerned that there was an assumption by residents that the permits would be free as the consultation letter distributed by the Housing department did not specify that there was a cost implication.

Councillor Jewitt requested that future reports specified clearer which wards were affected by the proposals.

RESOLVED – That the Traffic Management Advisory Committee recommended to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Agree to the proposal to introduce an enforceable car parking permit scheme for the various listed Croydon Council Estates as shown on attached maps (PD 354a to an):

- Bensham Lane (Dartmouth House), Broad Green
- Bridge Place, Addiscombe West
- Brighton Road (Gardiner Court), South Croydon
- Canterbury Road / Stanley Road, West Thornton
- Chatsworth Road (no.26), Fairfield
- Little Roke Road Nos.3 – 47), Kenley
- Lodge Road (by No.25), Broad Green
- Lower Addiscombe Road (Houston Court), Addiscombe West
- Morland Road (Squire Court), Addiscombe West
- Tavistock Grove, Selhurst
- Torrington Square, Selhurst

Queens Road Estate, Selhurst

- Ashby Walk
- Windmill Grove (Bell Court)
- Englefield Close
- Hughes Walk
- Kemp Gardens
- Pawson's Road (Nos.18 – 44)
- Prestwood Gardens
- Singleton Close
- St Saviours Road (Nos.64 – 68)
- Windmill Grove (Nos.31 – 43)
- Windmill Road (Nos.147 – 155)

Sumner Road Estate, Broad Green

- Croydon Grove
- Eastney Road
- Leighton Street (Leighton Gardens)
- Sumner Gardens

South Norwood, South Norwood Ward

- Belgrave Road
- Claret Gardens
- Grosvenor Road
- John Street
- Regina Road
- St Marks Road
- Sunny Bank

Thornton Heath Area

- Brigstock Road (Kettering Court), Thornton Heath
- Brigstock Road (Weldon Court), Bensham Manor
- Parchmore Road (Laxton Court), Thornton Heath
- Parchmore Road (Altanta Court), Thornton Heath
- Chipstead Avenue (Braidwood House), Bensham Manor
- Mayday Road, West Thornton

Waddon Estate, Waddon

- Chasemore Gardens
- Grindall Close
- Layton Crescent

- 1.2 Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.1 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).
- 1.3 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 Environment, Transport and Regeneration (job share) considers it appropriate for any reason.

19/17 **Objections to Proposed Parking Restrictions**

The Traffic Management Advisory Committee considered the report on the objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions in Aveling Close, Carlton Road, Courtwood Lane / Markfield / Osward and Namton Drive.

The Parking Design Manager explained to the Committee that a high number of objections were received from residents regarding the proposal on Aveling Close; therefore, the officers were recommending to not proceed with the proposal to introduce "At any time" waiting restrictions.

Mr Robert Fleming addressed the Committee in his capacity as a local resident of Aveling Close. He thanked the officers and Committee for considering the petition and objections submitted and was pleased that the officers were recommending not to proceed with the proposal in Aveling Close.

In response to the Chair the Parking Design Manager confirmed that no complaints had been received from Veolia, Croydon refuse company, regarding the access to the affected roads.

In response to the Committee it was noted that there were not many current restrictions in cul-de-sacs in the Borough; the majority of cul-de-sacs were relatively small and did not have congestion problems. It was explained that further restrictions would be decided on a case-by-case basis and would not impose restrictions on all.

RESOLVED – That the Traffic Management Advisory Committee recommended to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in:
- Aveling Close, Purley and Woodcote
 - Carlton Road / Rocklands Drive, South Croydon
 - Courtwood Lane / Markfield / Oswald, Selsdon Vale and Forestdale
 - Namton Drive, West Thornton
- 1.2 Agree the following, for the reasons set out in this report:
- Aveling Close, Purley – not to proceed with the proposal as shown in plan no. PD - 361L.
 - Carlton Road / Rocklands Drive – proceed with the proposal as shown in drawing no. PD – 361c but monitor parking for further review on the potential extension of restrictions.
 - Courtwood Lane / Markfield / Oswald – proceed with the proposal as shown in plan nos. PD – 361k A – C.
 - Namton Drive – proceed with the amended proposal as shown in drawing no. PD – 361a Rev 1.
- 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.

20/17 **Exclusion of the Press and Public**

This was not required.

The meeting ended at 7.04 pm

Signed:

Date:

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Croydon Council
For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 DECEMBER 2018
AGENDA ITEM:	
SUBJECT:	LAKEHALL ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED INTRODUCTION OF A CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Paul Scott, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Bensham Manor and West Thornton
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> • 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 Environment, Transport and Regeneration (job share) that they:	
1.1	Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Lakehall Road Area.
1.2	Agree to proceed to the formal consultation stage for a proposal to introduce a new CPZ operational 9am – 5pm Monday to Saturday into Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Queenswood Avenue as shown on Drawing No.PD-382.

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|-----|---|
| 1.3 | If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice. |
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2 EXECUTIVE SUMMARY

- 2.1 This report considers the results of the informal consultation on the possible introduction of parking controls into the Lakehall Road Area which includes, Attlee Close, Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Haslemere Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Norman Road, Peshurst Road, Torridge Road and Queenswood Avenue.
- 2.2 It is recommended that the Council proceeds to the formal consultation stage with a proposal to introduce controlled parking into Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Queenswood Avenue as shown on Drawing No. PD-382.

3 DETAIL

- 3.1 A petition was received from residents of Lakehall Road in May 2017 requesting that a residents' permit scheme be introduced to help improve parking conditions.
- 3.2 The petition stated; "our road is parallel to Bensham Lane and people from Bensham Lane park on our road and walk through the alleyway when they come back from work and on top of our road there is a church hall where most evenings people arrange their parties and from 5pm till 9pm the whole road is filled with cars".
- 3.3 In response the Council commenced an informal consultation on the possible introduction of parking controls in the area starting on Monday 8 October 2018 and continuing until Monday 5 November 2018.
- 3.4 A total of 1296 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a Frequently Asked Questions factsheet and a questionnaire (appended to this report) were sent to addresses within this area. Included in each pack was a pre-paid envelope for the return of the questionnaire.
- 3.5 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, for a possible controlled parking scheme.

4 INFORMAL CONSULTATION

- 4.1 Over the course of the informal consultation a total of 356 questionnaires were returned, representing a 27% response rate which is similar to that normally expected for an informal consultation exercise of this type. Table 1 overleaf shows the number of properties and returns for all of the individual roads within the consultation area.

Table 1 – Response rates by road

Street name	No. of Properties	No. of responses	Response rate
Attlee Close	50	5	10%
Bensham Lane	302	68	23%
Bert Road	11	3	27%
Fairgreen Road	30	5	17%
Frant Road	186	51	27%
Haslemere Road	91	34	37%
Kimberley Road	118	33	28%
Kingswood Avenue	38	12	32%
Lakehall Road	113	47	42%
Lakehall Gardens	32	3	9%
Meadow View Road	18	6	33%
Norman Road	36	7	19%
Penshurst Road	130	40	31%
Torrige Road	96	29	30%
Queenswood Avenue	45	13	29%
TOTAL	1296	356	27%

- 4.2 Response rates varied from a high of 42% from Lakehall Road and 37% from Haslemere Road to lows of 9% from Lakehall Gardens.
- 4.3 Low response rates are often received from roads where there is a high proportion of rented accommodation where residents are more likely to live in the street on a short-term basis and therefore have less interest in local issues.
- 4.4 Table 2 overleaf shows in detail the road by road responses to both Questions 1 and 2. Overall 160 respondents (45%) indicated that they were in favour of the introduction of a CPZ in their road. 196 respondents (55%) did not support the introduction of parking controls.

Table 2 – Road by road responses

Street Name	No. of responses	Are you in favour of a CPZ?				What are your preferred hours?			
		Yes		No		Mon-Sat 9am - 5pm		Mon-Sun 8am-8pm	
Attlee Close	5	0	0%	5	10%	0	0%	0	0%
Bensham Lane	68	34	50%	34	50%	17	50%	17	50%
Bert Road	3	2	67%	1	33%	0	0	2	100%
Fairgreen Road	5	2	40%	3	60%	1	50%	1	50%
Frant Road	51	28	55%	23	45%	20	71%	8	29%
Haslemere Road	34	8	24%	26	76%	1	12.5%	7	87.5%
Kimberley Road	33	16	48%	17	52%	10	62.5%	6	37.5%
Kingswood Avenue	12	3	25%	9	75%	1	33%	2	67%
Lakehall Road	47	33	70%	14	30%	14	42%	19	58%
Lakehall Gardens	3	2	67%	1	33%	2	100%	0	0%
Meadow View Road	6	3	50%	3	50%	3	100%	0	0%
Norman Road	7	2	29%	5	71%	2	100%	0	0%
Penshurst Road	40	9	22.5%	31	77.5%	5	56%	4	44%
Torrige Road	29	10	32%	19	68%	4	40%	6	60%
Queenswood Avenue	13	8	62%	5	38%	4	50%	4	50%
TOTAL	356	160	45%	196	55%	84	53%	76	47%

4.5 On a road by road basis of respondents, of the 15 roads consulted:-

- Four roads had a higher percentage (over 55%) in favour of the introduction of parking controls; Bensham Lane, Bert Road, Frant Road, Lakehall Road and Queenswood Avenue.
- Nine roads did not support the introduction of parking controls or had a poor response rate; Attlee Close, Fairgreen Road, Haslemere Road, Kingswood Avenue, Kimberley Road, Lakehall Gardens, Norman Road, Penshurst Road and Torrige Road
- Two roads Bensham Lane and Meadow View Road, were split 50:50.

4.6 With the figures now presented from this informal consultation it is recommended to proceed with a formal consultation in roads shown in drawing no.PD-382 and listed in table 3 which shows the area where the majority of households voted in favour of parking controls.

Table 3 – Roads including part of Bensham Lane where parking controls are proposed to be introduced subject to formal consultation

Street Name	No. of responses	Are you in favour of a CPZ?				What are your preferred hours?			
		Yes		No		Mon-Sat 9am - 5pm		Mon-Sun 8am-8pm	
Bensham Lane	46	26	57%	20	43%	13	50%	13	50%
Bert Road	3	2	67%	1	33%	0	0	2	100%
Fairgreen Road	5	2	40%	3	60%	1	50%	1	50%
Frant Road	51	28	55%	23	45%	20	71%	8	29%
Kimberley Road	33	16	48%	17	52%	10	62.5%	6	37.5%
Kingswood Avenue	12	3	25%	9	75%	1	33%	2	67%
Lakehall Road	47	33	70%	14	30%	14	42%	19	58%
Lakehall Gardens	3	2	67%	1	33%	2	100%	0	0%
Meadow View Road	6	3	50%	3	50%	3	100%	0	0%
Queenswood Avenue	13	8	62%	5	38%	4	50%	4	50%
TOTAL	219	123	56%	96	44%	68	55%	55	45%

4.7 As well as proposing to introducing parking controls into the roads where there is support for a scheme it is also proposed that parking controls should be introduced into Fairgreen Road, Kingswood Avenue Meadow View Road and Kimberley Road to protect these residents from displaced parking.

4.8 With regards to operational hours, overall the majority of respondents 68 (55%) expressed a preference for 9am to 5pm, Monday to Saturday controls rather than 55 of respondents (45%) who wanted 8am to 8pm Monday to Sunday controls.

4.9 The final section of the questionnaire also offered respondents the opportunity, should they wish, to make any other comments they might have relating to parking. Table 4 and 5 overleaf summarise the comments

Table 4 - Those voting for parking controls:

	Comment	No. of comments
1	Agree to the scheme – lack of parking spaces	48
2	Local garages cause the parking problems	12
3	Commuters cause the parking problems	11
4	Churches cause the parking problems	4
5	Vans being left in the road cause the problems	3
6	Buses have problems negotiating Bensham Lane	3
7	Parking bays should be maximised	3
8	Parking compromises road safety	3
9	Would like 8am to 8pm parking controls	2
10	Kimberley Road needs to be made one-way	2
11	Pavements are blocked	2
12	Scheme should operate Mon - Fri	2
13	Cycle parking facility is needed	1
14	Would prefer the North Permit Zone to be extended to this area	1
15	Need to ensure that disabled blue badge holders park for free	1
16	Scheme will improve the quality of life in the area	1
17	Speed cameras are needed in the area	1
18	Bins are left out to reserve spaces	1
19	Multi-car households are to blame	1
20	Scheme should allow fire appliances access	1
21	Scheme will help to reduce emissions, congestion and car travel	1

Table 5 - Those voting against parking controls:

	Comment	No. of comments
1	Parking controls are not needed	54
2	This is a money making scheme / charges are too high	34
3	Permits should be free for residents	20
4	Will cause a problem for visitors (they will have to pay) including workmen	9
5	Would prefer 9am to 5pm, Mon to Fri	8
6	Parking problem is in the evening not daytime	7

7	Scheme will transfer parking to other areas	6
8	An off-peak parking scheme would be preferable	4
9	Residents should be able to park across driveways	4
10	Most houses in Kimberley Rd have driveways	3
11	Residents only permits would be preferable	3
12	The increase in nearby CPZs is causing the problems	2
13	Parking bays should not be individually marked – will lose space	2
14	Local garages cause the problems	1
15	Lakehall Gardens homes have driveways	1
16	Should be able to park in neighbouring zones	1
17	If introduced scheme should be 8am to 5pm, Mon to Sat	1
18	Bins and other items are left in the road to reserve spaces	1
19	Scheme will not solve access / safety issues	1
20	Resident uses works pool cars so scheme would not work	1
21	Any objections should be carefully considered	1
22	Decision has already been made	1
23	Frant Road should be made one-way	1
24	Will affect visitors to a charity in Bensham Lane	1
25	More enforcement needed	1
26	Too many commercial vehicles parked on road	1

- 4.11 The consultation, despite being titled 'Lakehall Road area' to reflect streets from where the petition had been received, has been designed to ask residents and businesses within the entire consultation area whether or not they would like to see a CPZ introduced in their particular road as shown in drawing no.PD-332.
- 4.12 The introduction of a new CPZ requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (Croydon Guardian). Although not a legal requirement, this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- 4.13 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.

4.14 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 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 (job share) considers it appropriate for any other reason.

5 FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded from the TfL LIP grant funding allocated to Croydon for 2018/19 and 2019/20. Total funding of £90k (including electric charging points funding) is included for controlled parking schemes for 2018/19 and £75k for 2019/20. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would be funding of £16k remaining in 2018/19 and £45k remaining in 2019/20.

5.1 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</u>				
<u>available</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision</u>				
<u>from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<hr/>				
Remaining Budget	0	0	0	0
<u>Capital Budget</u>				
<u>available</u>				
Expenditure	16	45	0	0
<u>Effect of Decision</u>				
<u>from report</u>				
Expenditure	2	19	0	0
<hr/>				
Remaining Budget	14	26	0	0

5.2 The effect of the decision

- 5.2.1 The cost of introducing controlled parking into the Lakehall Road area has been estimated at £21,000. This includes the supply and installation of signs, lines and a contribution towards the legal costs. The supply and installation of Pay & Display machines (should they be used) would be funded from existing stock.
- 5.2.2 These costs can be contained within the available capital budgets for 2018/19 and 2019/20.

5.3 Risks

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

5.4 Options

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

5.5 Savings/ future efficiencies

- 5.5.1.1 If controlled parking is introduced future income will be generated from paid for parking, be it from Pay & Display machines or Ringo, together with enforcement of these controls through the issue of Penalty Charge Notices. CPZ schemes have typically been proven to be self-financing usually within 4 years of introduction.

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

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 Governance 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 introduction of a new CPZ into Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Lakehall Road, Lakehall Gardens, Kingswood Avenue, Kimberly Road, Meadow View Road, Queenswood Avenue is proposed in response to support from local residents for controlled parking.
- 8.2 Occupiers of all residential and business premises in the area were consulted to ensure that all those potentially affected by the proposals were given the opportunity to give their views. Parking controls are only introduced in the area where the majority of residents are in favour of a scheme. The proposals are therefore likely to be seen as a positive move by the Council and should improve residents' and businesses' views of the work carried out by the Borough.

9. EQUALITIES IMPACT

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

10. ENVIRONMENTAL IMPACT

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

11. CRIME AND DISORDER REDUCTION IMPACT

- 11.1 There are no such considerations arising from this report.

12. REASONS FOR RECOMMENDATIONS

- 12.1 The recommendations are to give notice of the proposal to introduce a new CPZ into the roads listed in paragraph 1.2 and subject to receiving no objections on the giving of the public notice to make the necessary Traffic Management Order. It is considered that parking controls would improve parking conditions for residents and visitors whilst improving safety and access.

13. OPTIONS CONSIDERED AND REJECTED

- 13.1 The alternative option would be not to proceed with publication of the public notice and formal consultation but this would not accord with the expressed preference of the majority of those who responded to this informal consultation.

REPORT AUTHOR

Paul Tarrant, Traffic Engineer,
Parking Design, Highway Improvements,
Streets, 020 8726 6000

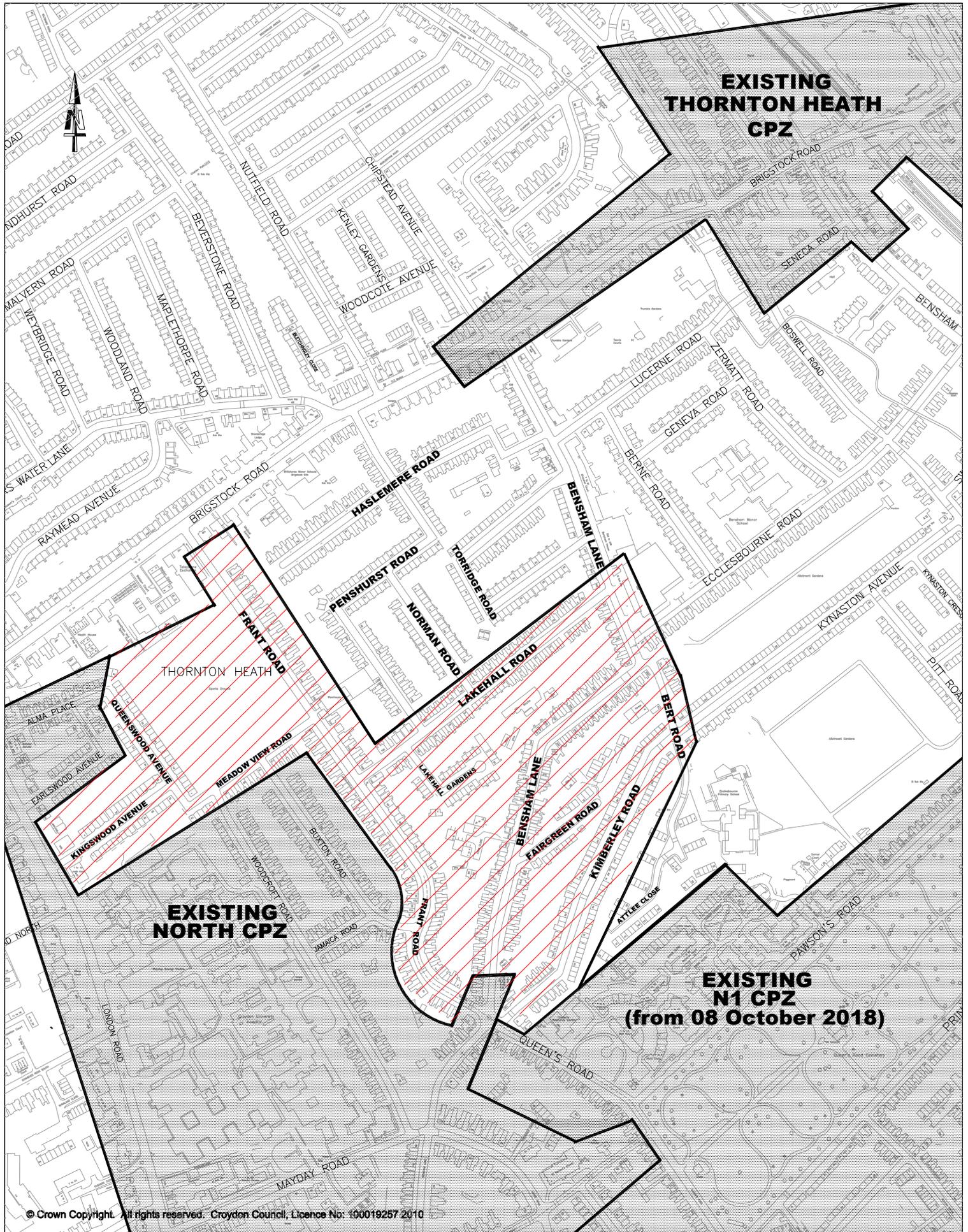
CONTACT OFFICER:

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

BACKGROUND DOCUMENTS

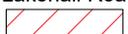
None

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Lakehall Road area

-  Proposed formal consultation boundary
-  Existing Controlled Parking Zones

CROYDON COUNCIL

Lakehall Road area

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 PO BOX No. 1462
 CROYDON
 SURREY CR9 2XX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: NTS | Drawn: PT | Checked: DW | Rev: 00

Date: | Drawing Ref:

November 2018

PD-382

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

The Occupiers of:
«Nos» «Road»
«Ward»
«Postcode»

Important Parking Information

Possible Parking Scheme Questionnaire

Contact: Parking Design
Parking.Design@croydon.gov.uk
Tel: 020 8726 7100
Our Ref: PD/PS/PT
Date: **08 October 2018**

Dear Occupier,

Possible Controlled Parking Zone in the Lakehall Road area, Thornton Heath.

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

The CPZ in the nearby Canterbury Road / Sutherland Road area operates between 8am and 8pm, Monday to Sunday and in roads to the east (Croydon University Hospital side) of London Road from 9am to 5pm, Monday to Saturday. During the hours of operation within a CPZ, parking is only permitted within parking bays with a valid permit or ticket displayed on the vehicle windscreen, or by paying via the Ringo cashless system. Residents and businesses within the zone boundary are eligible to purchase parking permits.

It has been agreed that occupiers in this area should be given the choice on which hours of operation they would prefer – the longer operational hours may provide more protection for residents but shorter hours more flexibility for visitors etc. The feedback received in response to this informal consultation will assist the Traffic Management Advisory Committee (TMAC) in reaching a decision on whether to proceed with a CPZ scheme and which hours of operation are likely to be the most appropriate for the local area.

It is Council policy to engage with local residents before making decisions that affect them. This is why your views are important to us and we would be grateful if you could complete the attached questionnaire. Once completed, please return the questionnaire in the enclosed pre-paid envelope by **Monday 05 November 2018**.

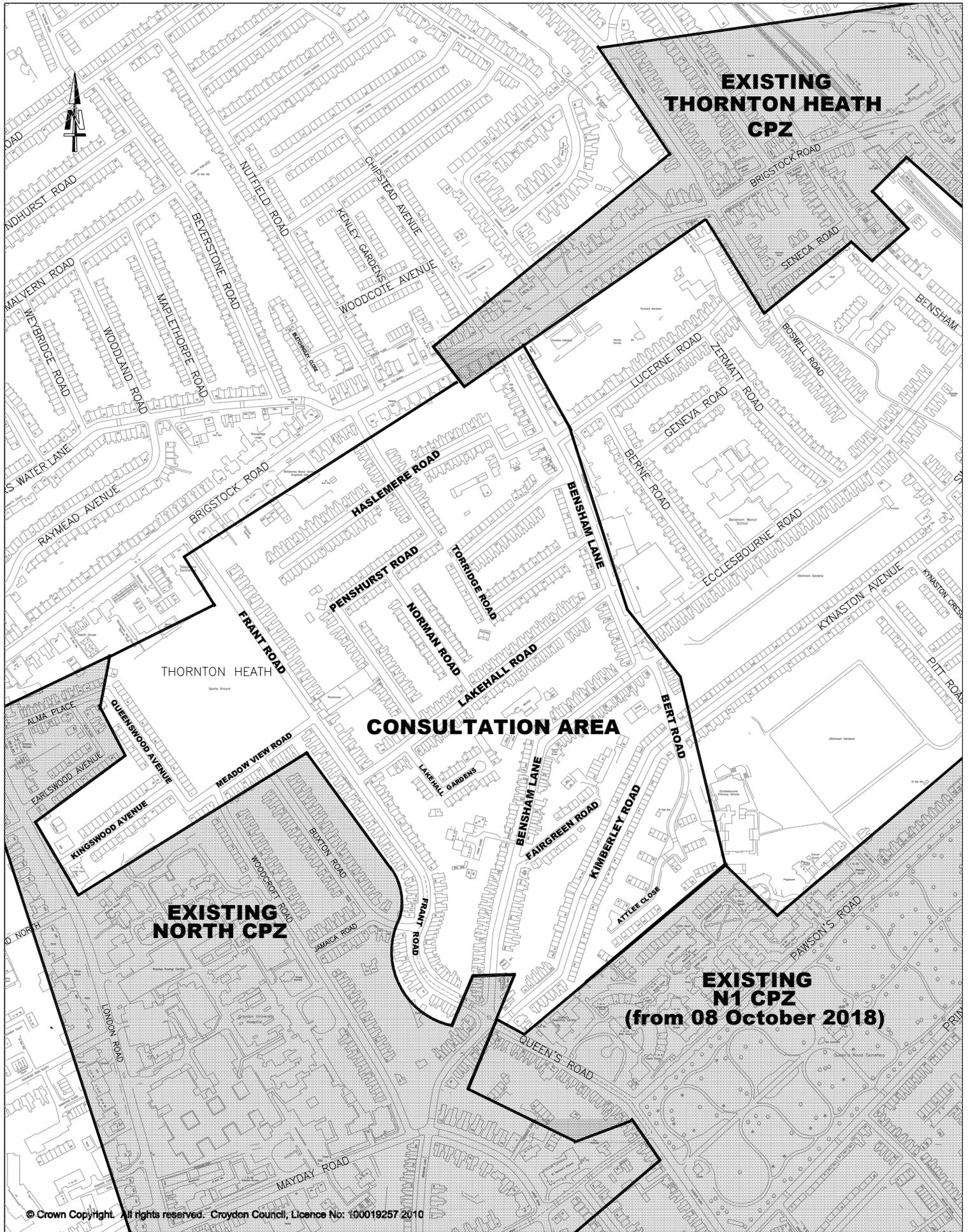
It is suggested that before completing the questionnaire you may wish to look at the enclosed Frequently Asked Questions (FAQ) sheet. Further information on parking and CPZs can also be found on the Council's website pages <https://www.croydon.gov.uk/transportandstreets/parking>.

All questionnaire responses and representations received by 05 November 2018 will be presented in a report to the TMAC when they meet on 12 December 2018 for their consideration. The report will be available to view from a week before the TMAC meeting via the following link: <https://www.croydon.gov.uk/democracy/dande/minutes>.

Please do not hesitate to contact **Paul Tarrant** on **0208 726 6000** or by email paul.tarrant@croydon.gov.uk should you require information or clarification on this proposal.

Yours faithfully,





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Lakehall Road area

-  Proposed consultation boundary
-  Existing Controlled Parking Zones

CROYDON COUNCIL

Lakehall Road area

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 PO BOX No. 1462
 CROYDON
 SURREY CR9 2XX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale: NTS | Drawn: PT | Checked: DW | Rev: 00

Date: OCTOBER 2018 | Drawing Ref: PD-332

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Lakehall Road Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by **Monday, 05 November 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.*

1. Are you in favour of introducing a Croydon CPZ into your road?

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

Yes, controlled parking is needed

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 introducing a new 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 12 December 2018 in the Town Hall, Katharine Street, Croydon. The report will be available to view 7 days before the 12 December 2018 using the following link:

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

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 days and hours of proposed scheme will depend on the outcome of this consultation. However, existing CPZs in the borough operate either 9am – 5pm or 8am – 8pm Monday to Sunday and these are the two options you are being offered.

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

5. What about our visitors?

Visitors would only need to pay for parking during the hours of operation of the zone. Residents can purchase Resident Visitor Permits for their visitors at a cheaper rate than the normal daily tariff. During operational hours, visitors must 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 existing CPZs in the borough, which are currently:

Residents

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

Please note that all new permit applications are subject to a one-off £30 administration charge.

Visitors

- £4 per day for a Residents' Visitor Permit (**maximum of 60 half day / 4 hour permits per year per household**)

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

8. cont.

Businesses

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

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

Subject to approval by the July 2018 Traffic Management Advisory Committee charges in outer area CPZs such as your proposed area will be from September 2018:

8 hour max stay roads

30 mins	£0.30	
1 hr	£0.60	
2 hrs	£1.20	
3 hrs	£1.80	
4 hrs	£2.40	
5 hrs	£3.00	
6 hrs	£3.60	
7 hrs	£4.20	
8 hrs	£4.80	Sundays free

10. Where will parking bays and 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 of the controlled hours. It is not possible to mark bays across driveways as this would legalise obstruction.

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

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

15. What happens next?

At the end of this consultation, the votes and comments on all returned questionnaires will be analysed. The results of these will be presented in a report to the Traffic Management Cabinet Advisory Committee for consideration at its next meeting on 12 December 2018, in the Town Hall, Katharine Street, Croydon. The report will be available 7 days before the meeting using the following link; <https://www.croydon.gov.uk/democracy/dande/minutes> . The Committee will then make a decision whether or not to proceed with controlled parking in this area.