

# Traffic Management Advisory Committee Agenda

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

Reserve Members: Robert Canning, Clive Fraser, Jamie Audsley, Oni Oviri  
and Ian Parker

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Wednesday, 7 July 2021** at **6.30 pm**. **This meeting will be held remotely.**

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

Anoushka Clayton-Walsh  
020 8726 6000 x62537  
anoushka.clayton-walsh@croydon.gov.uk  
www.croydon.gov.uk/meetings  
Tuesday, 29 June 2021

Members of the public are welcome to attend this meeting.

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If you require any assistance, please contact Anoushka Clayton-Walsh  
020 8726 6000 x62537 as detailed above.

## **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 15 February 2021 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. Objections to Proposed Introduction of Electric Charge Point Parking Bays - Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road (Pages 11 - 30)**

The purpose of this report is to enable consideration of the objections received from members of the public following the formal consultation process on the proposals to introduce Electric Vehicle Charging Bays in Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road.

**6. Objections to Proposed Introduction of Waiting & Loading Restrictions (Pages 31 - 54)**

The purpose of this report is to enable consideration of the twelve material objections received from members of the public following the formal consultation process on the proposals to introduce waiting or loading restrictions in Heath Road, Hermitage Road/Ryefield Road junction, Keeley Road, Milner Road, Tanglewood Close and Grove Wood Hill and The Chase.

**7. 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.”

**PART B**

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## Traffic Management Advisory Committee

Meeting held on Monday, 15 February 2021 at 6.30 pm.  
This meeting was held remotely; to view the meeting, please click [here](#).

### MINUTES

**Present:** Councillor Muhammad Ali (Vice-Chair);

Councillors Luke Clancy, Karen Jewitt, Michael Neal, Robert Canning and Paul Scott

### PART A

7/20 **Minutes of the Previous Meeting**

The minutes of the meeting held on 12 January 2021 were agreed as an accurate record.

8/20 **Disclosure of Interests**

There were none.

9/20 **Urgent Business (if any)**

In response to questions, the Chair stated that the appointment of Members to Committees was a Group matter and urged that any queries in relation to the matter should be referred to the relevant Group Whip.

10/20 **Crystal Palace and South Norwood Low Traffic Neighbourhood Addendum Report**

The Committee considered the [Report](#), presented by Steve Iles, Director of Public Realm, which comprised of an addendum to the January 2021 Report requested by the Cabinet Member for Sustainable Croydon. The Addendum advised on the continuing soundness of the recommendations made to Traffic Management Advisory Committee (TMAC) in the January 2021 Report in the light of the judgment in R (UTAG & LTDA) v Mayor of London and Transport for London (TfL) [2021]. The Addendum additionally considered the revision to the Equality Analysis since the publication of the 'Pave the Way' report; the access of taxis and buses to the South Norwood and Crystal Palace Low Traffic neighbourhood (LTN); and a Greater London Authority (GLA) and TfL commissioned study into the air quality improvement effects of implementing the Mayor's air quality related policies. This Addendum recommended increasing the categories of vehicle to which Automatic Number Plate Recognition (ANPR) camera technology exempted and asked the committee

to endorse the proposed 12 month experimental orders.

The Chair explained that the meeting was to consider the additional information contained within the Addendum Report. During the 12 January 2021 meeting of TMAC, Committee Members listened and considered the views of those who registered to publically address the advisory Committee. This procedure was in line with the Protocol for Participation in Meetings of the TMAC which was contained in [Part 5H of the Constitution](#).

### **Questions from the Committee to Officers**

Councillor Luke Clancy asked if LTNs should instead be introduced after the result of the TfL appeal to the high court ruling was available. He secondly asked what the timetable would be if the recommendations were implemented as set out. The Director of Public Realm firstly replied that the reasoning of the introduction of provisions was clear in the January 2021 Report and officers agreed with the recent adjustments which allowed for taxis, care workers and those who need access to the LTN. The Director of Public Realm secondly replied that the timeline was subject to the decision, following the statutory process of issuing a notice to neighbouring boroughs as set out in 121B of the Road Traffic Management Act (1998). This would provide one month for any concerns to be raised and reviewed. After the one month notice period, the notice would be referred to the GLA as the adjudicator in the statutory process.

In response to Councillor Luke Clancy asking whether dispensations were planned for those with disabilities without a Blue Badge, the Director of Public Realm stated that people who believed they met the criteria to hold a Blue Badge should seek that provision. Councillor Luke Clancy stated the report detailed the opinion that the monitoring of the experimental LTN should be designed to determine if the worsening of air quality would disproportionately affect BAME groups. He asked how this would be achieved and what baseline data would be used. The Director of Public Realm replied that the January 2021 Report described the roll out of monitoring methods to gather data using a number of sources, also noting there was a wealth of data across London available. The challenge at this time were the implications of Covid which informed the decision to introduce experimental orders to gather data over a longer period of 12 months.

In relation to the categories the ANPR would not apply to, Councillor Karen Jewitt asked how tracking would work in instances where a permitted vehicle had to use a different vehicle, with a different number plate, due to unforeseen circumstances. The Director of Public Realm responded that this process would be advised and was not yet fully defined. There would be an exemption list and users would be notified on how to make amendments to that list. Croydon Council would use learning from other London boroughs and seek best practice as this process would not be unique to Croydon LTNs.

Councillor Michael Neal asked if there would be a first time warning for those entering a restricted zone. He secondly asked what dialogue the council had

with Bromley Council since the 12 January meeting of TMAC. The Director of Public Realm firstly stated that there would be a warning and proper signage, compliant with traffic regulations, to communicate entering the restricted zone. Secondly, he stated that conversations were open with Bromley Council since the last meeting; they were aware of the Addendum and they had provided a letter to the TMAC with their position remaining the same. The Director of Public Realm told the Committee that both the original Report and the Addendum were working to achieve a medium of driving forward with healthy streets whilst recognising the challenges by liaising with residents and neighbouring boroughs.

Councillor Robert Canning stated that the extended list of exempt ANPR categories was an improvement, however there were still gaps and unknowns to rules relating to other services. There were services such as Veolia, supermarket delivery vans and take away food deliveries which were important to residents. The Director of Public Realm replied that Category G, 1.1 of the Recommendations, covered those bases and motor vehicle access to all properties would be maintained. There would be signage in place, more than the regulations required, to ensure proper communication and the council would continue to engage before the scheme was introduced.

### **Debate**

Councillor Paul Scott made comments in relation to the scheme as a whole. He stated that people needed to change their lifestyle in the face of the climate crisis, which included how people travelled considering their carbon footprint. Pollution caused by vehicles in London, particularly the growth in usage in local neighbourhood streets, contributed to poor health outcomes and local streets should be a place for communities. The further updates to the report relating to schools and drivers with disabilities was a valuable additional consideration to the plans. Councillor Paul Scott stated he had received powerful emails in support of LTNs from residents. He stated that this was the beginning of the rollout of protection measures and clearly reasoned arguments were detailed in the Report. To achieve positive mental and physical health outcomes for residents, there should be more LTNs implemented to make more neighbourhoods safer and cleaner to use.

Councillor Luke Clancy stated that he could not support the recommendations as the scheme risked exacerbating inequalities by creating exclusive and desirable areas to live in the style of a private estates, therefore the scheme created winners and losers. He explained that he received many emails urging the council to urgently open roads. These including reasons relating to: residents being unable to travel to work, nurses who were unable to risk using public transport for their clients, residents in Bromley complaining of displaced traffic and associated problems, delivery drivers being held up and residents with asthma looking to sell their property due to increased and unbearable fumes. He stated that the Cabinet Member should respect the outcome of the original consultation and remove the entire scheme.

Councillor Robert Canning stated that he agreed with the case for driving

policies towards positive environmental change and noted the improvements in the recommendations seen in the Addendum. There were still areas of uncertainty about the scheme in practice, however the worst outcome in the given situation was to implement nothing. Experimental schemes should be encouraged because the success of the scheme would be considered in a future TMAC. To ensure robust data would be considered at that stage, it was critical for a robust monitoring system to be in place to measure the air quality in the LTN and surrounding areas because displacement of traffic and pollution was a key factor.

Councillor Michael Neal stated he felt there had not been sufficient dialogue with the local schools, whose staff and visitors would be considerably effected by the scheme. Despite the further amendments, the schools were still opposed and requested further dialogue. The statement from Harris Academy asked if there were other methods of achieving calmer traffic in the area other than a LTN. Bromley Council were also still opposed and Councillor Michael Neal stated that the council should continue dialogue and find a cross-borough solution. It should be noted Sutton Council removed their LTN following the high court ruling and Lewisham Council halted their scheme following opposition. Croydon Council should listen to its schools and business owners as this option was clearly wrong for many stakeholders, which was demonstrated by the emails received by Member. He hoped the council would reconsider the scheme, consult on the proposals properly and following that rightly remove the scheme entirely.

### **Recommendations**

Councillors Michael Neal and Luke Clancy stated that they did not endorse the recommendations made to the Cabinet Member for Sustainable Croydon.

Councillors Robert Canning, Karen Jewitt and Paul Scott endorsed the recommendations made to the Cabinet Member for Sustainable Croydon.

### **Recommendations outlined in the report:**

The recommendations made to the Traffic Management Advisory Committee in the January 2021 Report are maintained subject to the following changes:

1. Having considered the revised Equality Analysis, the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon that:
  - 1.1 The categories of vehicle to which Automatic Number Plate Recognition (ANPR) camera technology (Recommendation 1.3.1 in the January 2021 Report), shall not apply is extended to include:
    - a) a vehicle being used for fire brigade, ambulance or police purposes;
    - b) anything done with the permission of a police constable in uniform or a civil enforcement officer;

- .....
- c) a vehicle being used for the purposes of a statutory undertaker in an emergency, such as the loss of supplies of gas, electricity or Page 4 water to premises in the area, which necessitates the bringing of vehicles into a section of road to which the order applies;
  - d) buses;
  - e) licensed taxis
  - f) Dial-a-Ride vehicles;
  - g) vehicles to which a valid exemption permit has been provided.

for the reasons set out in this report and summarised at paragraph 3.12 and 15.3 of the January 2021 Report.

1.2 The Cabinet Member consider the revised Equality Analysis when making their decision in relation to recommendations 1.1 and 1.3 -1.7 in the January 2021 Report.

11/20 **Exclusion of the Press and Public**

This item was not required.

The meeting ended at 7.18 pm

**Signed:**

**Date:** .....

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<b>REPORT TO:</b>	<b>Traffic Management Advisory Committee</b> <b>7 July 2021</b>
<b>SUBJECT:</b>	<b>Objections to Proposed Introduction of Electric Charge Point Parking Bays – Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road</b>
<b>LEAD OFFICER:</b>	<b>Sarah Hayward, Interim Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Muhammad Ali, Cabinet Member for Sustainable Croydon</b>
<b>WARDS:</b>	<b>Addiscombe East, Norbury &amp; Pollards Hill and Waddon</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<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"> <li>• Croydon Local Plan – Feb 2018</li> <li>• Local Implementation Plan 3; Section 2 Croydon Transport Objectives</li> <li>• Croydon’s Community Strategy; Priority Areas 1, 2, 3 &amp; 4</li> <li>• The Croydon Plan 2<sup>nd</sup> Deposit; T4, T7, T35, T36, T42 and T43</li> <li>• Croydon Corporate Plan 2015 – 18</li> <li>• Croydon Parking Policy 2019 – 22; Section 2</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL IMPACT</b>	
These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision</b>	
<b>1. RECOMMENDATIONS</b>	
That the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon that the Cabinet Member:	
1.1	Consider the objections received to the proposal to introduce Electric Vehicle Charging Bays in Elmgrove Road and Sundridge Road, Addiscombe East, Northborough Road, Norbury & Pollards Hill and Kemble Road, Waddon.
1.2	Agree for the reasons detailed in Section 4 to introduce Electrical Vehicle Charging Bays in Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road as illustrated in the attached drawings.

- 1.3 Delegate to the Public Realm Directorate the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in respect of the above proposals.
- 1.4 Inform the objectors of the decisions.

## **2. EXECUTIVE SUMMARY**

- 2.1 The purpose of this report is to enable consideration of the objections received from members of the public following the formal consultation process on the proposals to introduce Electric Vehicle Charging Bays in Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road. The formal public notice to introduce the proposals was published on 13 May 2021 and the public had up to 28 days to respond.
- 2.2 Officers have fully considered the objections and this report details the objections and the Officers' recommendations in response to these.

## **3 BACKGROUND**

- 3.1 To clean up London's air and rid the Capital of the most polluting vehicles, the Mayor has an ambition to make London's transport network zero carbon by 2050. However, to achieve this there is a need to transform the Capital's streets. Supporting and accelerating the shift to zero emission technologies, through introduction of a London-wide EVCP network, is key to increasing the use of electric vehicles across the Capital and delivering the Mayor's vision.
- 3.2 Under the latest Local Plan, the Council has committed to the phased introduction of electric charging points across the borough with the ambition to realise 400 public and residential charging points by the end of 2022. This commitment was also one of Labour's manifesto pledges in 2018.
- 3.3 Various companies are installing EV charging points which vary in their capacity from little more than the domestic rates of around 3kw/hr up to 100kw/hr or more enabling vehicles to receive a 20 to 80% charge within 30 to 40 minutes.
- 3.4 Companies that have already installed charging points, or are planning to, include Source London, Go Ultra Low City Scheme (GULCS), Ubertricity, Virgin Media / Liberty Charge and ESB for rapid and ultra-rapid charges mainly used on the Transport for London Road network.
- 3.5 This report refers to objections to proposals for the introduction of the Liberty Charge points which is working with Virgin Media to provide free charging points in the Borough and using a combination Virgin's supply and Network Power as appropriate. In order for these to be economically viable they are looking at 2 double head charging points to be able to charge 4 EVs at any one time. The sites being chosen are where requests have been received mainly from local residents and where 4 bays can be positioned that cause minimal local issues, so are generally not directly outside frontages to homes.

## **4. OBJECTIONS AND RESPONSES**

4.1 Following delegated authorisation through the Executive Director of Place and a public notice of the proposals to introduce Electrical Charge Vehicle Charging Point bays at 19 locations; objections have been received to the proposals at Elmgrove Grove by Shirley Road, Sundridge Road by Dalmally Road, Northborough Road by Grandon Road and Kemble Road by Vicarage Road. The stated grounds for the objections and the officers' responses and recommendations are outlined in the paragraphs below.

### **4.2 Elmgrove Road – Addiscombe East**

Nineteen objections from 17 households in Elmgrove Road, Shirley Road, Brockenhurst Road and Bingham Road were received to the proposal for four electrical Charge point bays to be sited in Elmgrove Road close to Shirley Road. The objections are listed as follows:

#### **Objections**

- Currently there is insufficient space for parking on-street in the area for residents due to the number of dropped kerbs and multiple car households and these bays will compound this problem.
- There is a high proportion of non-residential parking in the area due to the school, library and number of businesses in Shirley Road. Permit parking is needed.
- There are no Electric Vehicles in the road.
- These bays should be in a more prominent position.
- Local residents should have been notified of the proposals and relying on a public notice fixed to a lamp column is not acceptable.
- These bays should be provided in roads where residents have off-street parking where there would be less impact for residents.
- EVs are not that green.
- There is a potential impact on health for charging points.
- There is a higher proportion of elderly residents in this area who rely on visitors including health workers and these bays will compound parking issues for them.
- Poorest residents will be impacted most as they will not be able to afford the cost of electric vehicles.
- The bays should be limited to 2.
- Criteria for off-street parking has changed to make this harder so residents rely on on-street parking.

#### **Support**

- One resident of Coniston Road has given their support to the proposed EV charge bays and simply stated that these bays are needed in roads where the majority of residents do not have off-street parking.

### 4.3 Officers' Response

- Under the latest Local Plan, the Council has committed to the phased introduction of electric charging points across the Borough with the ambition to realise 400 public and residential charging points by the end of 2022. This commitment was also one of Labour's manifesto pledges in 2018.
- In order to fulfil these targets there needs to be a range of charging points across the Borough to meet the demand in electric vehicles which is set to grow exponentially within the next 10 years with the Government now set to ban new petrol and diesel vehicles (including most hybrids and plug-in hybrids) by 2030. The price of these vehicles is set to full significantly as supply increases to meet this demand.
- The demand for on-street EV charging points is and will be much higher in the northern half of the Borough where fewer residents have off-street parking and inevitably most of the proposed locations are areas where parking demand is high. The usage of these bays will increase in time with the growing demand in electrical vehicles and having availability to charging points will encourage residents to obtain these vehicles.
- The bays in Elmgrove Road are aimed at residents and for long-term parking and charging with relatively low rates of charge rather than short term parking at destination charge points where the rates for charging are higher. This site has been chosen following requests from local residents.
- Public notices were published in the Sutton & Croydon Guardian and London Gazette and also on the Croydon website. A public notice was also affixed to a nearby lamp column and delivered to addresses directly affected by the proposals.
- There is no evidence that Electric Charge points are detrimental to health and power levels are relatively low. Health benefits are for reducing local pollution especially in busy areas where vehicle levels and congestion is high and increasing concern over the effects on breathing polluted air.
- Providing opportunities for charging electric vehicles in this area will act as an opportunity for local residents to obtain these vehicles and negate any perceptions of loss of parking. Providing 4 bays together increases the opportunity and confidence for these residents to find a space.

### 4.4 Sundridge Road – Addiscombe East

Three objections have been received from local residents to the proposal for 4 EV bays in Sundridge Road by Dalmally Road. The objections are listed as follows:

- Currently there is insufficient space for parking on-street in the area for residents due to the lack of space and number of multiple car households and these bays will compound this problem.
- The bays will attract more traffic in an already busy area.

- These bays should be provided in roads where residents have off-street parking where there would be less impact for residents.
- Electric vehicles are dangerous as you cannot hear them.
- Local residents should have been notified of the proposals and relying on a public notice fixed to a lamp column is not acceptable.
- Drivers will be turning up at all times of the day and night and will create a disturbance for local residents.

#### 4.5 **Officers' Response**

- The demand in electric vehicle will grow exponentially over the next few years and on-street charging points will become increasingly attractive especially in areas such as Sundridge Road where very few residents have the luxury of off-street parking. These bays have been requested by local residents and are aimed at them for long term charging events and will therefore not reduce the amount of on-street parking available for residents.
- There is no evidence that charging points creates additional traffic especially for those lower power charging points aimed at relatively long charging periods and it is unlikely that they will be used by motorists other than local residents. Rapid and ultra-rapid charging points are aimed at short term parking and will create slightly more traffic.
- Electric vehicles generate sound at low speeds to act as a warning to vulnerable road users. At higher speeds tyre and wind noise is similar to combustion powered vehicles.

#### 4.6 **Northborough Road – Norbury & Pollards Hill**

Four residents of Northborough Road have objected to the 4 EV bays proposed in the road close to the junction with Grandon Road. The objections are listed as follows:

- Currently there is insufficient space for parking on-street in the area for residents due to the lack of space and these bays will compound this problem.
- Local residents should have been notified of the proposals and relying on a public notice fixed to a lamp column is not acceptable.
- Drivers will be turning up at all times of the day and night and will create a disturbance for local residents.
- Bays would be better located in a more prominent position such as closer to London Road or at one of the local businesses.
- Northborough Road is very busy and there have been a number of accidents – these bays will compound these issues.
- Would cause issues for insurance if unable to park close to home address.
- There is a potential impact on health for charging points and EV / hybrid vehicles.
- Northborough Road forms part of a conservation area and such charging points are not appropriate.

#### 4.7 **Officers' Response**

- Responses to most of the above points have already been included in the responses to objections received to the EV bays proposed for Elmgrove Road and Sundridge Road. The bays for Northborough Road are aimed at local residents and as per the other locations are proposed following local requests. It is not envisaged that drivers from other areas will specifically be parking in these bays as this may not be a convenient location. Prominent locations for EV bays such as main roads or businesses are more suitable for short term rapid charging points.
- These bays should therefore not affect traffic or parking any more than general parking events by residents.
- There is no evidence that insurance companies would penalise a resident if they are unable to park their vehicle on-street close to their address and many residents have no option but to park in neighbouring roads when there are no spaces available outside of close to their home.
- There is no evidence that there are health issues for driving an electric or hybrid vehicle and if anything a vehicle that emits no potentially dangerous fumes will be more beneficial to the driver, passengers and other road users including residents.
- EV charging bays can complement a conservation area. All charging points are proposed to be coated in black paint to match the current policy for street furniture.

#### 4.8 **Kemble Road – Waddon**

One resident has objected to the proposed 4 EV bays in Kemble Road by Vicarage Road. The objections are listed as follows:

- Currently there is insufficient space for parking on-street in the area for residents due to the lack of space and these bays will compound this problem.
- There is a high proportion of non-residential parking in the area due to the nearby Wandle Park Tramstop and visitors to Wandle Park. Permit parking is needed.
- Four is too many bays for such a location
- Free parking will be encouraged within a CPZ where others have to pay for parking or permits.

#### 4.9 **Officers' Response**

- Request for EV charging points have been received in this area which would be ideal due to the number of terrace houses and flats where there is no off-street parking.
- Spaces are usually found in this area during the daytime when a higher proportion of residents use their vehicles.

- Providing 4 bays in one location is more attractive to EV users as there is more likelihood of a vacant bay being available and reduces the need to search for bays and unnecessary journeys.
- The majority of prospective EV charge point users are likely to be local residents as the bays are for longer term parking and these are more likely to be existing permit holders as vehicles would not be constantly charging. Once charged they will need to find a vacant Permit / Payment bay to avoid receiving a Penalty Charge Notice for parking whilst not charging.

#### 4.10 Conclusion

It is important to emphasise that the demand for Electric Charge vehicles including plug in hybrids is likely to increase exponentially over the next few years with combustion engine vehicles being banned by 2030. It is essential that the infrastructure is put in place where the demand is likely to be high such as roads where few residents have the luxury of off-street parking. Most of the objections relate to concern over the effect these bays will have on existing residents but it is quite possible that the same residents will be requesting such bays in the near future and it is proposed that the bays should be introduced without delay.

## 5 CONSULTATION

- 5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notice was published, the public had up to 28 days to respond.
- 5.2 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement, this Council also writes to affected frontages to inform them of the proposals.
- 5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

## 6. FINANCIAL CONSIDERATIONS

Funding for the introduction of Electrical Car charging point bays is through Government Grants and there are no financial implications for the Council for the implementation of 19 sets of bays being introduced by Virgin Media on behalf of Liberty Charge. There is capital budget allocation of £500k for charging points which will be used for spend incurred in implementing the scheme of which £258k is allocated to Parking for installations.

## 6.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2021/22 £'000	M.T.F.S – 3 year Forecast		
		2022/23	2023/24	2024/25
		£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	100	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	0	0	0	0
<b><u>Capital Budget available</u></b>				
Expenditure	258	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	31	0	0	0
Remaining Budget	227	0	0	0

## 6.2 The effect of the decision

6.2.1 The cost of introducing 19 sets of Electrical Vehicle bays by Virgin Media on behalf of Liberty Charge has been estimated at £30,800. This includes legal costs, civils work to connect to the supply and install the charge points and other costs such as posts, signs and lining work.

6.2.2 These costs can be contained within the available capital budget for 2021/22.

## 6.3 Risks

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

## **6.4 Options**

6.4.1 Not introducing these bays could have implications on the delivery of this project and the commitments for providing sufficient on-street Electric Vehicle bays to meet the future demand.

## **6.5 Savings/ future efficiencies**

6.5.1 No further savings have been quantified, although enforceable parking bays do make an income contribution to the revenue budget.

6.5.2 Approved by: Geetha Blood, Interim Head of Finance, Place and Resources on behalf of S151 officer.

## **7 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

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

7.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. It is incumbent on the Council to take account of any representations made during the consultation stage and any material objections received to the making of the Order, must be reported back to the decision maker before the Order is made.

7.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- the desirability of securing and maintaining reasonable access to premises.
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- the national air quality strategy.
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- any other matters appearing to the Council to be relevant.

7.4 Recent High Court judgment confirms that the Council must have proper regard to the matters set out at s 122(1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

7.5 Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

## **8. HUMAN RESOURCES IMPACT**

8.1 There are no human resources implications arising from this report.

8.2 Approved by: Jennifer Sankar, Head of HR Place & Housing, for and on behalf, of Sue Moorman, HR Director on 22 June 2021.

## **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 There are no environmental impacts arising from this report.

## **11. CRIME AND DISORDER REDUCTION IMPACT**

11.1 There are no crime and disorder reduction impacts from this report.

## **12. REASONS FOR RECOMMENDATIONS**

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

## **13. OPTIONS CONSIDERED AND REJECTED**

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

---

**REPORT AUTHOR & CONTACT  
OFFICER:**

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

**APPENDICES:**

Electric Vehicle Charging Bay drawings, for:

Appendix 1 – Elmgrove Road

Appendix 2 – Sundridge Road

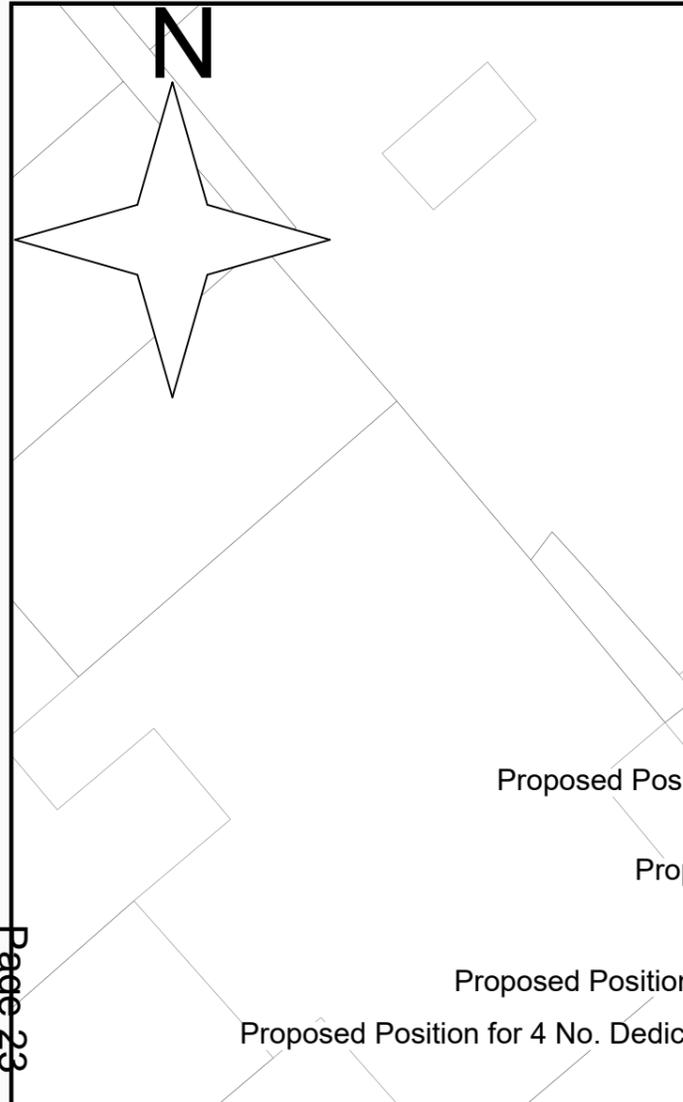
Appendix 3 – Northborough Road

Appendix 4 – Kemble Road

**BACKGROUND PAPERS:**

Local Government Act 1972

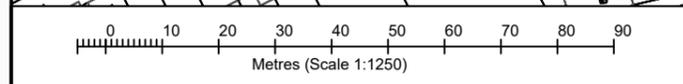
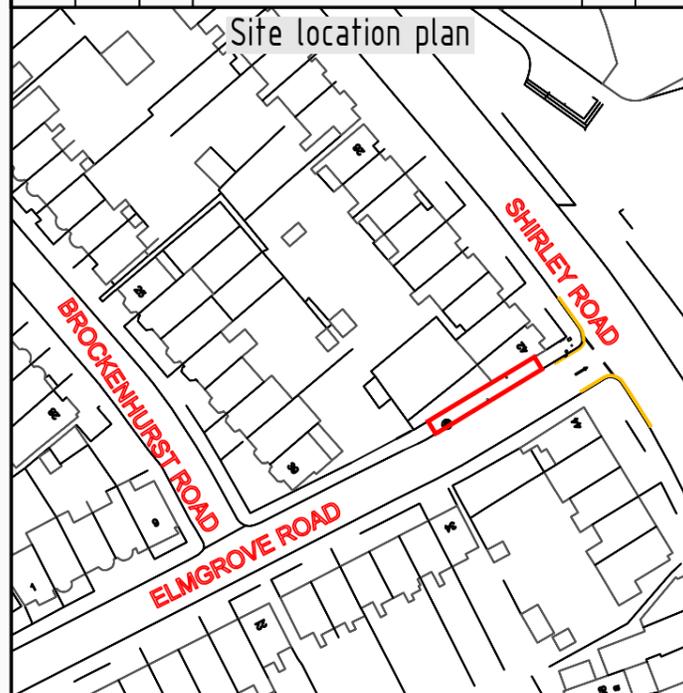
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Drawing No.	010 - TRO/TMO
Planned in accordance to: NSH3582 - Issue 1, NSH3132 - Issue 7, Site Visit & Drawing Guidance (18/05/2020), Partner Scoping Document - Issue 1.1, SoW for EVC Delivery v0.4, Statement of Requirements v0.7	

Page 23

REV	DATE	BY	DESCRIPTION	CHK	APD
B	09/04/21	KB	Site shifted away from tree, moved FP		
A	30/03/21	KB	Issued For Approval		



Existing Lowered Kerb

Any modifications to the drawing or use of alternative items to those specified must be agreed with Virgin Media's local planning department

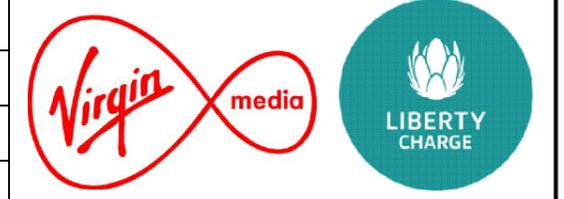
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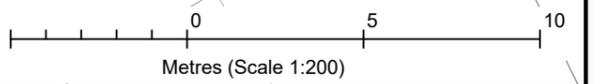
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- EVC Parking Bay
- EVC Charge Point
- EVC Feeder Pillar
- Bollard placement
- Build out Island with protection
- Bench
- Barrier
- Existing Drain / Chamber
- Bollard / Sign
- Bin
- Hedge
- Tree & Bush
- Lamp post

Drawing Scale is 1:200 when plotted at A3

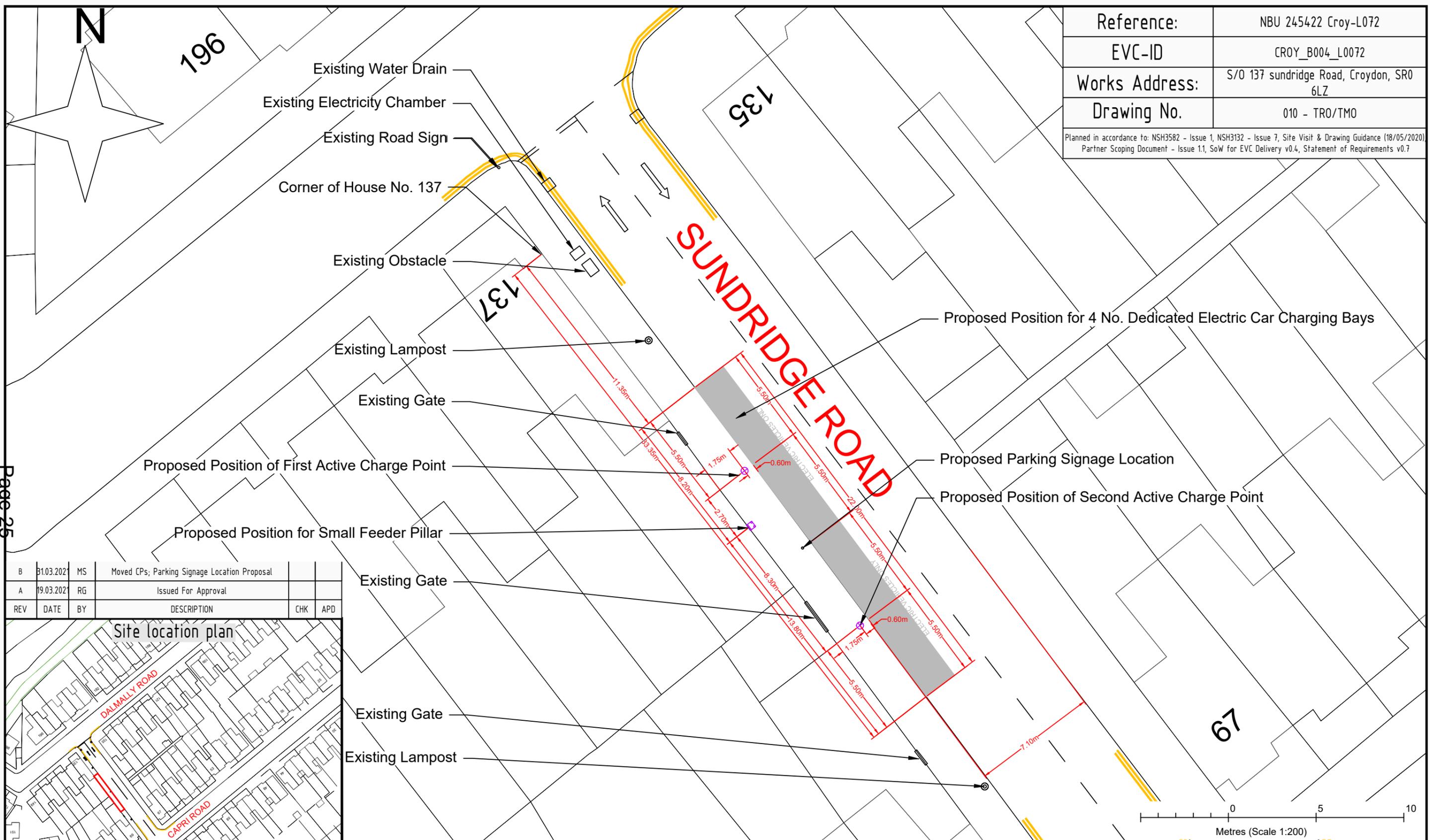
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Company Name:	Quasar
Issue Date / No.:	09/04/2021   1
Office:	Sheffield
Line Manager:	Tomasz Polanowicz
Scale:	1:200



Internal Use Only



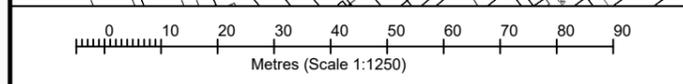
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Drawing No.	010 - TR0/TMO
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B	31.03.2021	MS	Moved CPs; Parking Signage Location Proposal		
A	19.03.2021	RG	Issued For Approval		
REV	DATE	BY	DESCRIPTION	CHK	APD



Existing Water Drain	Existing Electricity Chamber	Existing Road Sign	Corner of House No. 137	Existing Obstacle	Existing Lamppost	Existing Gate	Proposed Position of First Active Charge Point	Proposed Position for Small Feeder Pillar	Existing Gate	Existing Gate	Existing Lamppost
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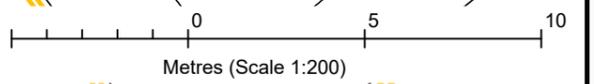
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- EVC Feeder Pillar
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- Build out Island with protection
- Bench
- Barrier
- Existing Drain / Chamber
- Bollard / Sign
- Bin
- Hedge
- Tree & Bush
- Lamp post

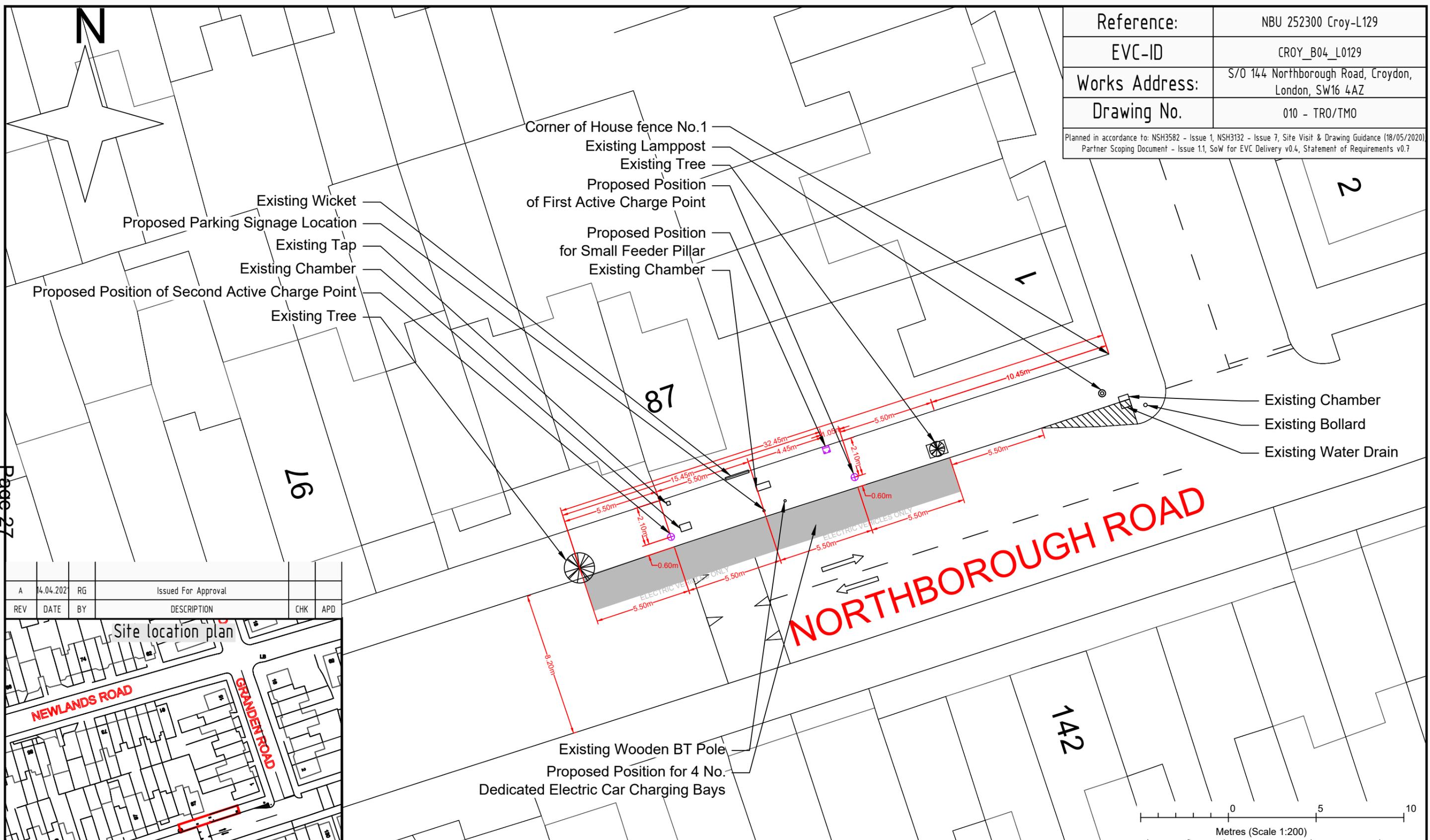
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Originator:	Arkadiusz Panas
Company Name:	Quasar
Issue Date / No.:	31/03/2021   1
Office:	Sheffield
Line Manager:	Tomasz Polanowicz
Scale:	1:200

Internal Use Only

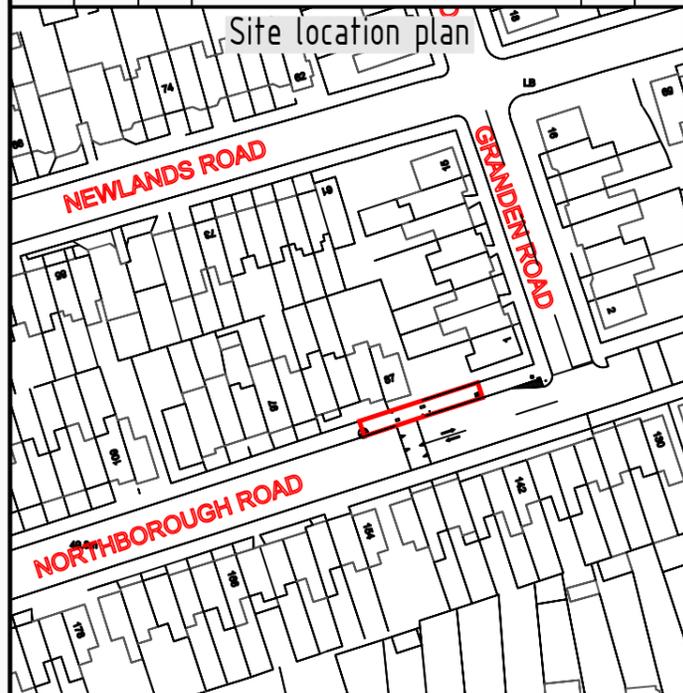


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REV	DATE	BY	DESCRIPTION	CHK	APD
A	14.04.2021	RG	Issued For Approval		



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**Legend:**

- RG6 / RG11 Cable
- EVC Duct
- EV infrastructure boundary
- EVC Parking Bay
- EVC Charge Point
- EVC Feeder Pillar
- Bollard placement
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- Bollard / Sign
- Bin
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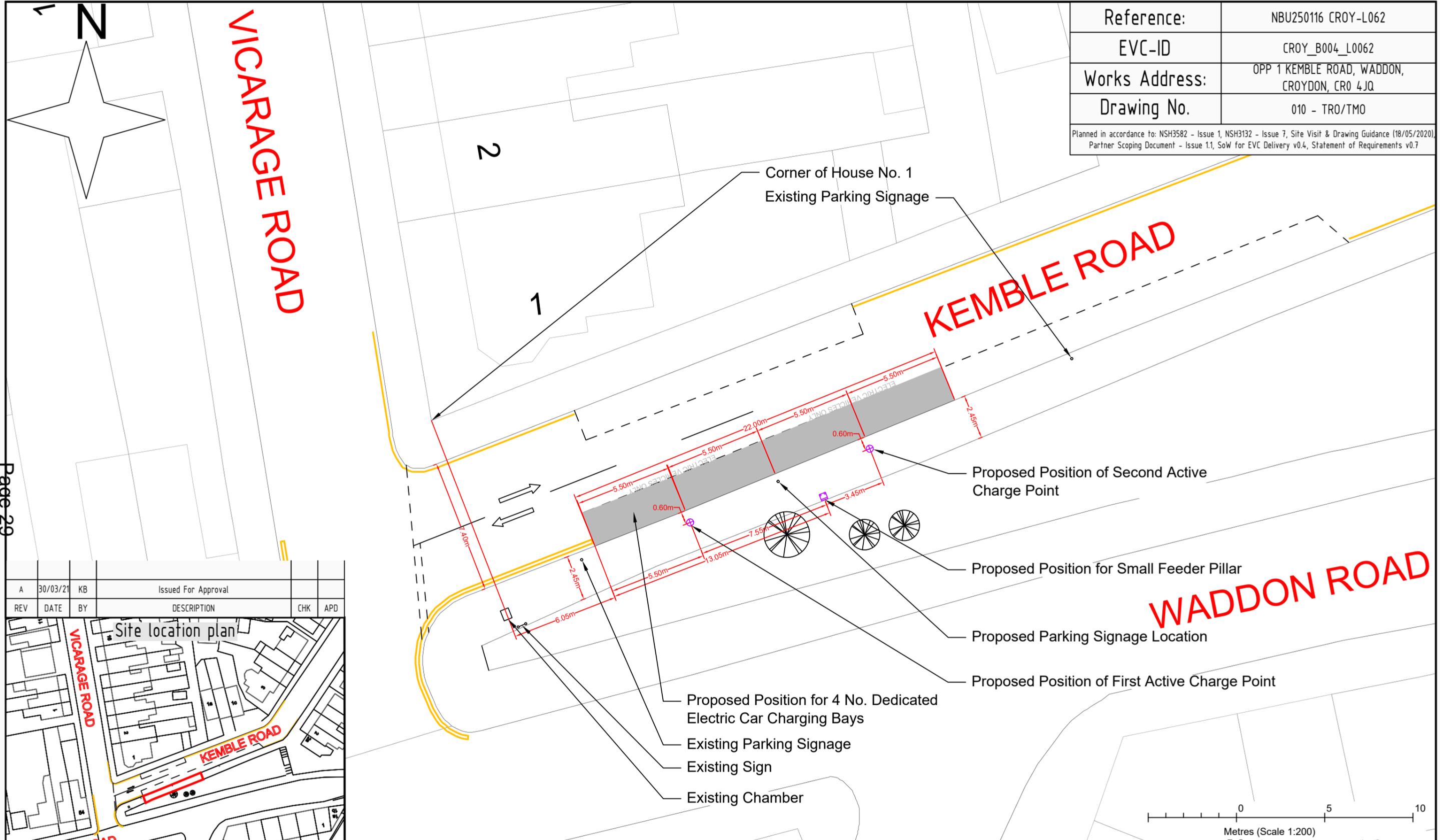
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Company Name:	Quasar
Issue Date / No.:	14/04/2021   1
Office:	Sheffield
Line Manager:	Tomasz Polanowicz
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Drawing No.	010 - TRO/TMO
Planned in accordance to: NSH3582 - Issue 1, NSH3132 - Issue 7, Site Visit & Drawing Guidance (18/05/2020), Partner Scoping Document - Issue 1.1, SoW for EVC Delivery v0.4, Statement of Requirements v0.7	



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A	30/03/21	KB	Issued For Approval		
REV	DATE	BY	DESCRIPTION	CHK	APD

Site location plan

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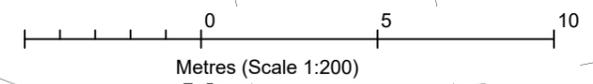
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- Bollard / Sign
- Bin
- Hedge
- Tree & Bush
- Lamp post

Drawing Scale is 1:200 when plotted at A3

Originator:	Arkadiusz Panas
Company Name:	Quasar
Issue Date / No.:	30/03/2021   1
Office:	Sheffield
Line Manager:	Tomasz Polanowicz
Scale:	1:200

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<b>REPORT TO:</b>	<b>Traffic Management Advisory Committee</b> <b>7 July 2021</b>
<b>SUBJECT:</b>	<b>Objections to Proposed Introduction of Waiting &amp; Loading Restrictions</b>
<b>LEAD OFFICER:</b>	<b>Sarah Hayward, Interim Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Muhammad Ali, Cabinet Member for Sustainable Croydon</b>
<b>WARDS:</b>	<b>Coulsdon Town, Crystal Palace &amp; Upper Norwood, Fairfield, Shirley South and Thornton Heath.</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<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"> <li>• Croydon Local Plan – Feb 2018</li> <li>• Local Implementation Plan 3; Section 2 Croydon Transport Objectives</li> <li>• Croydon's Community Strategy; Priority Areas 1, 2, 3 &amp; 4</li> <li>• The Croydon Plan 2<sup>nd</sup> Deposit; T4, T7, T35, T36, T42 and T43</li> <li>• Croydon Corporate Plan 2015 – 18</li> <li>• Croydon Parking Policy 2019 – 22; Section 2</li> <li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li> </ul>	
<b>FINANCIAL IMPACT</b>	
<b>These proposals can be contained within available budget.</b>	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision</b>	
<b>1. RECOMMENDATIONS</b>	
<p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon that the Cabinet Member:</p>	
<p>1.1 Consider the objections received to introduce waiting and loading restrictions in the locations listed below, including officers' recommendations in response to these objections.</p>	
<p>1.2 Agree for the reasons detailed in Section 3 to introduce amended proposals for waiting or loading restrictions at the locations below, illustrated in amended drawings PD424e, PD424m, PD430c, PD424r and PD424f.</p> <ul style="list-style-type: none"> <li>• Hermitage Road – Crystal Palace &amp; Upper Norwood</li> <li>• Heath Road j/w Norbury Road &amp; Luna Road – Thornton Heath</li> </ul>	

- Keeley Road – Fairfield
- Luna Road j/w Milner Road – Thornton Heath.
- Milner Road j/w Hamilton Road – Thornton Heath.
- Tanglewood Close – Shirley South
- Grove Wood Hill and The Chase – Coulsdon Town.

1.3 Delegate to the Public Realm Directorate the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in respect of the above proposals.

1.4 Inform the objectors of the decisions.

## **2. EXECUTIVE SUMMARY**

- 2.1 Requests have been received for waiting or loading restrictions to be introduced at various sites, mainly from members of the public where parked vehicles are causing either physical obstructions or obscuring sight lines. Following these requests and site visits by engineers to assess the access and obstruction issues raised, authority was obtained to delegate to the Highways Improvement Manager, Streets Directorate, the power to give notice and subject to receiving no material objections make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in respect of the sites concerned. Any material objections received on the giving of public notice were to be reported to the Executive Director, Place, or referred to the Traffic Management Advisory Committee (Annexes 1 and 2 refer).
- 2.2 The purpose of this report is to enable consideration of the twelve material objections received from members of the public following the formal consultation process on the proposals to introduce waiting or loading restrictions in Heath Road, Hermitage Road/Ryefield Road junction, Keeley Road, Milner Road, Tanglewood Close and Grove Wood Hill and The Chase. The formal public notice to introduce the proposals was published on 13 May 2021 and the public had up to 21 days to respond.
- 2.3 Officers have fully considered the objections and this report details the objections and the Officers' recommendations in response to these.

## **3. BACKGROUND**

- 3.1 The requests for (mostly) new yellow line waiting restrictions were received mainly from the public and are prioritised and programmed into the Parking Design's workload. The sites were included in a report for delegated authorisation through the Executive Director of Place to introduce the restrictions subject to formal consultation (public notice stage). The sites chosen for yellow line waiting restrictions were on the basis of securing the expeditious, convenient and safe movement of vehicular and other traffic including vulnerable road users such as pedestrians and cyclists.

## **4. OBJECTIONS AND RESPONSES**

4.1 Following a public notice of the proposals to introduce these restrictions, a total of twelve objections have been received to the proposals in Heath Road, Hermitage Road/Ryefield Road junction, Keeley Road, Milner Road, Tanglewood Close and Grove Wood Hill and The Chase. The stated grounds for the objections and the officers' responses and recommendations are outlined in the paragraphs below.

### **4.2 Hermitage Road/Ryefield Road Junction - Crystal Palace & Upper Norwood**

An objection was received to the proposed "at any time" waiting restriction at this junction. The objection was raised by a resident on the grounds that:

- The double yellow line should extend across the entry gates to our property to protect access and it should continue for a minimum one meter after our gates, for us to be able to go in and out.

### **4.3 Officers' Response**

Ten metre lengths of double yellow line were proposed at either side of this junction in accordance with the recommendation contained in the Highway Code that vehicles should not be parked within ten metres of a junction unless they are within an authorised parking bay. However, it is recognised that the proposed double yellow lines do not extend across the resident's vehicular access, and consequently there is a possibility that vehicles displaced from parking at the junction by the restrictions would block the resident's driveway. In view of this, it is proposed to extend the proposed double yellow lines across the vehicular access in Ryefield Road, as shown in amended drawing No. PD424e. It is not proposed to extend the restrictions for a further metre across the neighbouring property, as suggested by the objector, as the amended restrictions should be sufficient for safe access and egress.

### **4.4 Heath Road Junction with Norbury Road & Luna Road – Thornton Heath**

An objection was received to the proposed "at any time" waiting restriction at this junction. The objection was raised by a resident on the grounds that:

- The proposed restrictions will reduce parking spaces and cause friction between residents
- The proposals should be sign-posted publicly

### **4.5 Officers' Response**

The proposed ten metre lengths of double yellow line at this junction were put forward in response to complaints of obstructive parking. Whilst it is accepted that the proposals would reduce the amount of available parking space, this only affects locations close to corners where drivers are recommended not to park by the Highway Code. However, in response to the objector's concerns about preserving as much parking space as possible, it is proposed to reduce the restrictions from ten to seven metres at this junction as shown in amended drawing No. PD424m.

4.6 With regard to publication of the proposals, these were advertised in the local press, the London Gazette and on the Council's website, in addition to notification letters and plans being sent to affected frontages.

4.7 **Luna Road Junction with Milner Road and Milner Road Junction with Hamilton Road – Thornton Heath**

Five residents objected to the proposed "at any time" waiting restrictions at these junctions. The objections they raised were on the grounds that:

- The proposed restrictions will reduce parking spaces and cause friction between residents.
- The lengths of restriction are excessive.
- Where will delivery vehicles park if these restrictions are introduced?
- There do not seem to be any current parking issues – why are these restrictions being proposed?
- Who would want to buy a house with double yellow lines across the frontage?

4.8 **Officers' Response**

The restrictions are confined to junctions and bends in Milner Road where parking is not ideal, and have been proposed in response to complaints about obstruction, safety and access concerns in these locations. The lengths of the proposed restrictions were considered to be a proportionate response to the problems reported by complainants. Whilst double yellow lines prohibit waiting at any time, they do not prevent vehicles from stopping on them for loading and unloading purposes for up to forty minutes, so delivery vehicles would not be affected. There is no evidence to suggest that parking restrictions affect house prices and they can often be perceived as a positive thing, protecting access and sightlines and preventing obstruction.

4.9 However, in view of the strength of feeling expressed by the residents and in order to reduce the impact on available parking space, it is proposed to reduce the proposed restrictions to seven metres in length at all junctions and to remove the double yellow lines in Milner Road opposite the junction with Hamilton Road from the proposals, as shown on amended drawing No. PD424m.

4.10 **Keeley Road - Fairfield**

An objection was received to the proposed "at any time" waiting and loading restrictions outside Nos. 38 and 39 Keeley Road. The objection was raised by a Community Centre based in Keeley Road on the grounds that:

- They are based next to the accessible entrance to the Centrale Shopping Centre and have many user groups with access limitations (e.g. wheelchair users, blind groups and adults with learning difficulties and Autism) who benefit from ease of access via the lift in Centrale, which is close by, and also by being close to the street entrance where they can be dropped off and picked up by carers or family members. They also have domestic violence survivors attending recovery sessions who benefit from the reduced risk from their perpetrators by arriving and leaving by the front door and being able to be dropped off close by.

- They run a foodbank with food parcels delivered on Mondays and Tuesdays and volunteer drivers to deliver the food. Deliveries and collections require a brief ten to twenty minute period to load/unload outside the front door.

#### 4.11 **Officers' Response**

The upgraded waiting and loading restrictions in Keeley Road were proposed following a site meeting with a representative of the Centrale Shopping Centre, who was concerned that parking either side of their goods entrance was obstructing access and egress for large delivery vehicles. The current restrictions in Keeley Road operate from 8am to midnight, Monday to Sunday (waiting) and from 9am to 5pm, Monday to Sunday (loading). During the loading restrictions vehicles should not be parking on the yellow lines, even to load and unload goods, and disabled Blue Badge holders are also prohibited from parking. As a result of the site meeting, it was proposed to upgrade both sets of restrictions to operate "at any time".

4.12 Whilst the proposed loading restrictions would prevent vehicles parking, even to load or unload, they would not prevent vehicles stopping whilst dropping off or picking up a passenger. This means that vulnerable and disabled visitors would still be able to be dropped or collected at the front door of the Community Centre.

4.13 However, in view of the other issues raised by the objector, it is proposed to abandon the proposal for extended loading restrictions and to proceed with the upgrading of the existing single yellow line to double yellow lines only. This will mean that drivers loading or unloading their vehicles will continue to be permitted to park outside the Community Centre to do so before 9am and after 5pm, as they are now, which should assist collections and deliveries of food parcels for the food bank. Disabled Blue badge holders will still be able to be dropped off and collected in front of the Community Centre between 9am and 5pm, when the loading restrictions are in force, but will be prohibited from parking there for any longer than this process takes during these times. It is hoped that the upgraded waiting restrictions will deter parking outside of the times when loading restrictions are in force, in order to assist Centrale's large delivery vehicles by keeping the area near the entrance clear. The amended proposals are shown in drawing No. PD430c.

#### 4.14 **Tanglewood Close – Shirley South**

An objection was received to the proposed five metre extension to existing "at any time" waiting restrictions on the north-west side of this junction. The objection was raised by a resident on the grounds that:

- The resident supports the extension of restrictions but feels they should be extended by a further five metres as this would make it safer for traffic entering and leaving the Close.
- The Close is often used for large vehicles turning round and this further extension would assist them to do this more easily.
- Pedestrians crossing the Close, particularly those going to and from school would have a clearer view of the traffic in the Close, which is much busier now.

- The proposed restrictions are good but could be improved by an extension which would assist access and safety and prevent parking in a situation where traffic volumes are increasing.

#### 4.15 **Officers' Response**

The proposed five metre extension of existing restrictions at this junction was considered to be sufficient to deal with the issues raised by local residents with regard to safety, access and obstruction issues. However, it is accepted that an additional five metre extension would be more effective at dealing with the issues the resident has raised, and therefore it is proposed to extend the double yellow lines on the north-west side of the junction by ten metres as shown in amended drawing No. PD424r.

#### 4.16 **Grove Wood Hill and The Chase – Coulsdon Town**

Three objections were received to the proposed double yellow lines outside and opposite Nos. 30 and 32 Grove Wood Hill (one objection) and Nos. 28 and 30 The Chase (two objections). The objections are on the grounds that:

- The objectors cannot see how the restrictions will meet the objective of providing increased visibility in The Chase as drivers will now enter the cul-de-sac, be unable to park safely due to the restrictions, and either be forced to turn around or park dangerously in front of driveways or on kerbs.
- The objectors cannot see how the restrictions will meet the objective of preventing obstructive parking in The Chase as their driveways are obstructed every day and the proposed restrictions will result in the same number of drivers having fewer spaces to park, resulting in anti-social parking across driveways. Reducing parking without banning it altogether on the road will only cause drivers to park more obstructively on the road.
- The intention stated in the public notice cannot be met by the actions of the Order. The objector feels that the traffic in The Chase, which is a cul-de-sac, presents a clear danger to everyone every morning and needs to be banned – restricting parking will only make the chaos worse. The council should close the alleyway or ban parking on the road during this time or put the lines along a much greater part of the road across the alleyway to the top of the road deterring drivers from coming up the road in the first place.
- The parking department needs to address the parking issues at the entrance of The Chase. This situation did not exist prior to the school restrictions implemented in Meadow Rise and Dunsfold Rise. The left turn into The Chase from Woodcote Grove Road is a blind turn and when trying to exit The Chase if there are vehicles parked to the left it is necessary to be positioned towards the centre of the road which often leads to a situation (which occurs regularly during the day at school drop off and pick up times) where vehicles approaching from Woodcote Grove Road and trying to turn in have to make a sudden stop. There is regular congestion at the junction of the road at the mentioned times of the day which is not in keeping with the desired reduction in air pollution - unless the aim is to remove the traffic and resulting air pollutants from the

immediate school environment and inflict them on the closest streets instead.

- A double yellow line simply discriminates and penalises the residents of Grove Wood Hill. The road is virtually empty throughout the day apart from school drop off and pick up times. The length of the restriction is also excessive.
- If parents and guardians currently give no consideration to parking across residents' driveways in Grove Wood Hill they will simply ignore a yellow line unless it is stringently enforced.

#### 4.17 **Officers' Response**

Following the introduction of a school pedestrian zone in Fairfield Way, Dunsfold Rise and Meadow Rise, an increasing number of parents and guardians are using the alleyway (footpaths 158 & 159) parallel to Woodcote Grove Road that runs between Howard Road and Woodcote Primary School to take their children to the school. Parking close to the alleyway in Grove Wood Hill and The Chase has caused increasing concern for the safety of children crossing these roads and consequently it was proposed to introduce sections of double yellow line 'At any time' waiting restrictions across the entrances to the alleyways to increase sight lines for pedestrians and drivers.

- 4.18 The proposed restrictions meet the objectives of increasing visibility and reducing obstruction in that they provide an area free of parking where children and parents/guardians can cross the road more safely, unobstructed by parked vehicles. They also provide a passing place for vehicles.
- 4.19 The restrictions are considered to be required in order to alleviate the reported difficulties of parents/guardians and children crossing the road to use the footpath without an excessive reduction in available parking spaces. A wider scheme involving additional waiting restrictions and marked bays (either free or requiring a permit to park) could be considered if a supporting petition was received from 50% or more households in Grove Wood Hill and/or The Chase.
- 4.20 Stopping up (closing) the footpath is not an option as the legal process to achieve this requires the Council to provide evidence that the footpath is unnecessary or that a nearer or more commodious (convenient) alternative will be provided. Neither of these is the case. It is also not possible to include Grove Wood Hill or The Chase in the School Streets scheme to prevent traffic entering the road at school pick-up and drop off times, as these schemes are only implemented in roads that have a school entrance.
- 4.21 The objector's comments about the problems with obstructive parking at the junction of The Chase with Woodcote Grove Road have been noted and this location has been added to a list of locations where additional waiting restrictions have been requested for future investigation.
- 4.22 However, in view of the limited duration of the problem in the streets concerned, as described by the objectors, it is proposed to abandon the proposal to introduce double yellow line "at any time" waiting restrictions and to replace these with a single yellow line operating at school drop-off and pick

up times only (i.e. 8 to 9.30am and 2.30 to 4.00pm, Monday to Friday). It is also proposed to reduce the length of the restriction in Grove Wood Hill, as shown in amended drawing No. PD424f. This should improve the situation with regard to safety and visibility for children crossing the road to use the footpaths during school pick-up and drop off times, but reduce the impact on parking spaces for residents outside of these periods. It is accepted that regular enforcement of any restriction is required but it is also officers' experience that the presence of yellow line restrictions deters parking where drivers see that the restrictions are necessary, as they are in this case.

## **5 CONSULTATION**

- 5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notice was published, the public had up to 21 days to respond.
- 4.1 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement, this Council also writes to affected frontages to inform them of the proposals.
- 4.2 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

## **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 £93k unallocated to be utilised in 2021/2022.

## 5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2021/22 £'000	M.T.F.S – 3 year Forecast		
		2022/23 £'000	2023/24 £'000	2024/25 £'000
<b><u>Revenue Budget available</u></b>				
Expenditure	100	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	7	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	93	0	0	0
<b><u>Capital Budget available</u></b>				
Expenditure	0	0	0	0
<b>Effect of Decision from report</b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	0	0	0	0

## 5.2 The effect of the decision

5.3 The cost of introducing new waiting restrictions at all the sites originally on the public notice, including advertising the Traffic Management Orders and associated lining and signing has been estimated at £6,800.

5.4 These costs can be contained within the available revenue budgets for 2021/22.

## 5.5 Risks

5.6 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 lines and the supply and installation of any 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.

## 5.7 Options

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

## 5.9 Savings/ future efficiencies

- 5.10 No further savings have been quantified, although new parking restrictions do make an income contribution to the revenue budget. The introduction of these proposals would increase the potential to recover income in this way.
- 5.11 Approved by: Geetha Blood, Interim Head of Finance, Place and Resources on behalf of S151 officer.

## **6 COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

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

6.6 Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Governance and Deputy Monitoring Officer.

## **7. HUMAN RESOURCES IMPACT**

7.1 There are no human resources implications arising from this report.

7.2 Approved by: Jennifer Sankar, Head of HR Place & Housing, for and on behalf, of Sue Moorman, HR Director on 22 June 2021.

## **8. EQUALITIES IMPACT**

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

## **9. ENVIRONMENTAL IMPACT**

9.1 There are no environmental impacts arising from this report.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

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

## **11. REASONS FOR RECOMMENDATIONS**

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

## **12. OPTIONS CONSIDERED AND REJECTED**

12.1 Instead of double yellow line waiting restrictions the alternative would be to introduce single yellow line daytime restrictions. However, as most of the above locations are at junctions and other locations where parking could create obstruction at any time, double yellow lines are more appropriate as they reduce obstructive parking at all times. In locations where single yellow lines would be most effective, they have been proposed to be introduced.

---

**REPORT AUTHORS:**

Clare Harris – Senior Traffic Orders  
Engineer, Highway Improvements, Parking  
Design

020 8762 6000 (Ext. 47363)

David Wakeling, Parking Design Manager  
Highway Improvements, Parking Design

020 8762600 (ext. 88229)

**CONTACT OFFICER:**

David Wakeling, Parking Design Manager,  
Highway Improvements, Parking Design

020 8726 6000 (Ext. 88229)

**APPENDICES:**

Appendix 1 – Proposed Waiting Restrictions at Hermitage Road junction with  
Ryefield Road

Appendix 2 – **Revised:** Proposed Double Yellow Lines at:

- Heath Road Junction with Norbury Road
- Lunar Road Junction with Milner Road
- Milner Road junction with Hamilton Road

Appendix 3 – **Original:** Proposed Double Yellow Lines at Milner Road junction  
with Hamilton Road, Heath Road, Luna Road and Norbury Road

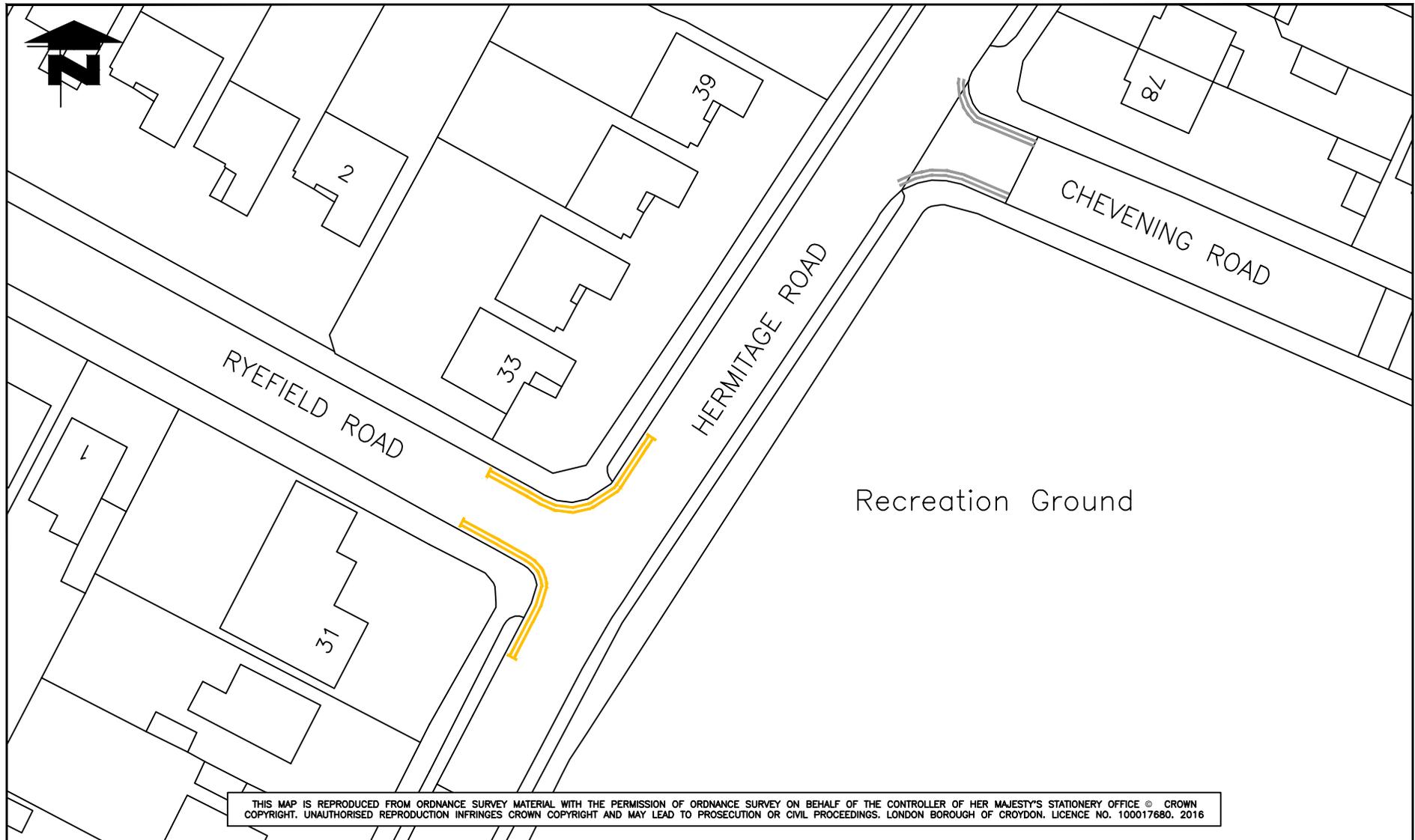
Appendix 4 – Proposed 'At Any Time' Loading restrictions at Keely Road

Appendix 5 – **Revised:** Proposed Waiting Restrictions Opposite  
Alleyways/Footpaths at Grovewood Hill and The Chase

Appendix 6 – **Original:** Proposed Waiting Restrictions Opposite  
Alleyways/Footpaths at Grovewood Hill and The Chase

**BACKGROUND PAPERS:**

Local Government Act 1972

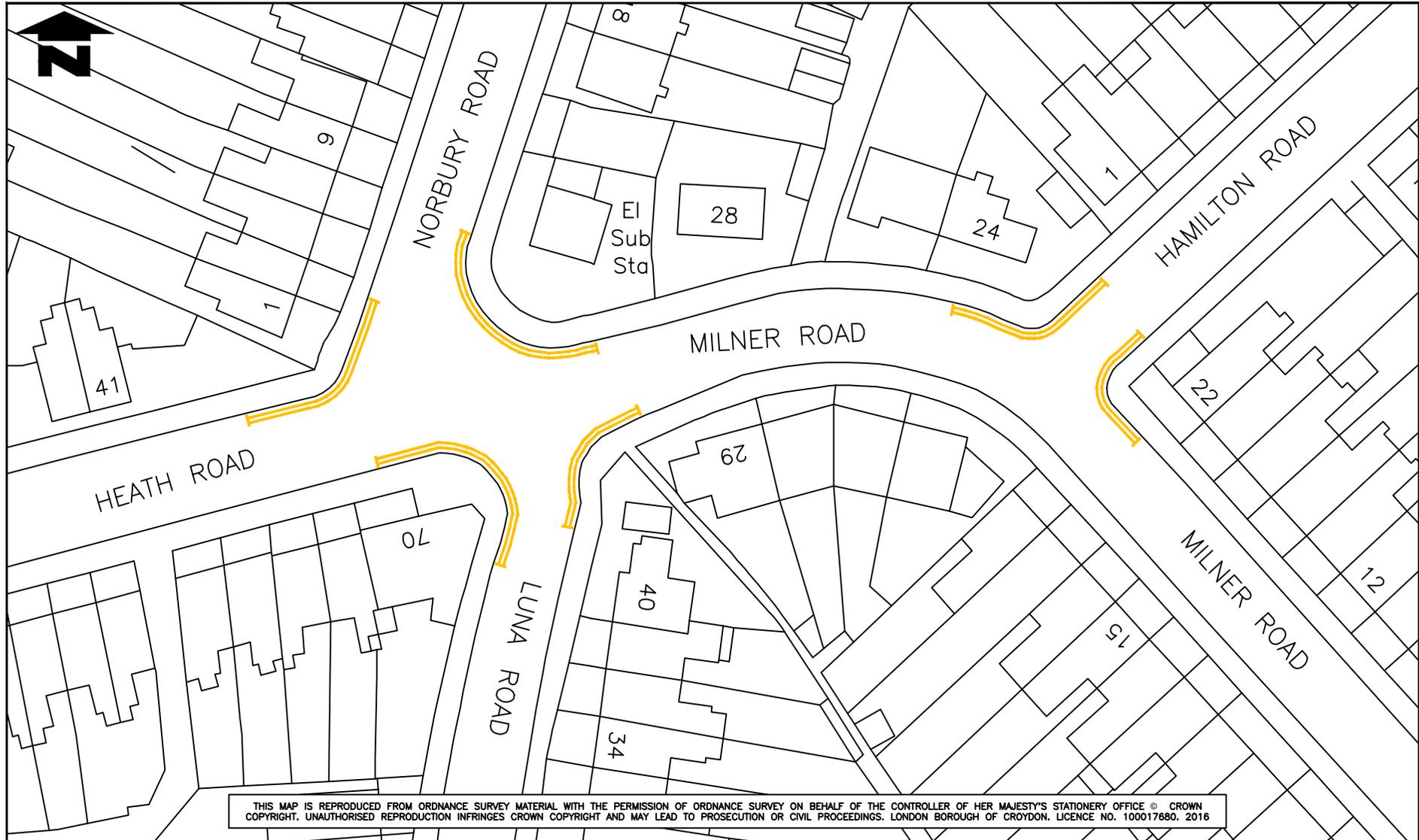


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NOTES	JOB NAME HERMITAGE ROAD J/W RYEFIELD ROAD.				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES	DRAWING NO PD - 424e	REVISION -
	DRAWING TITLE Proposed Waiting Restrictions.					STATUS -	
	DESIGNER HW	VERIFIED DJW	SCALE AT A4 1:500	DATE May 2020	HIGHWAY IMPROVEMENTS	<b>CROYDON</b>   Delivering <a href="http://www.croydon.gov.uk">www.croydon.gov.uk</a>   for Croydon	

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# REVISED PROPOSAL - JULY 21

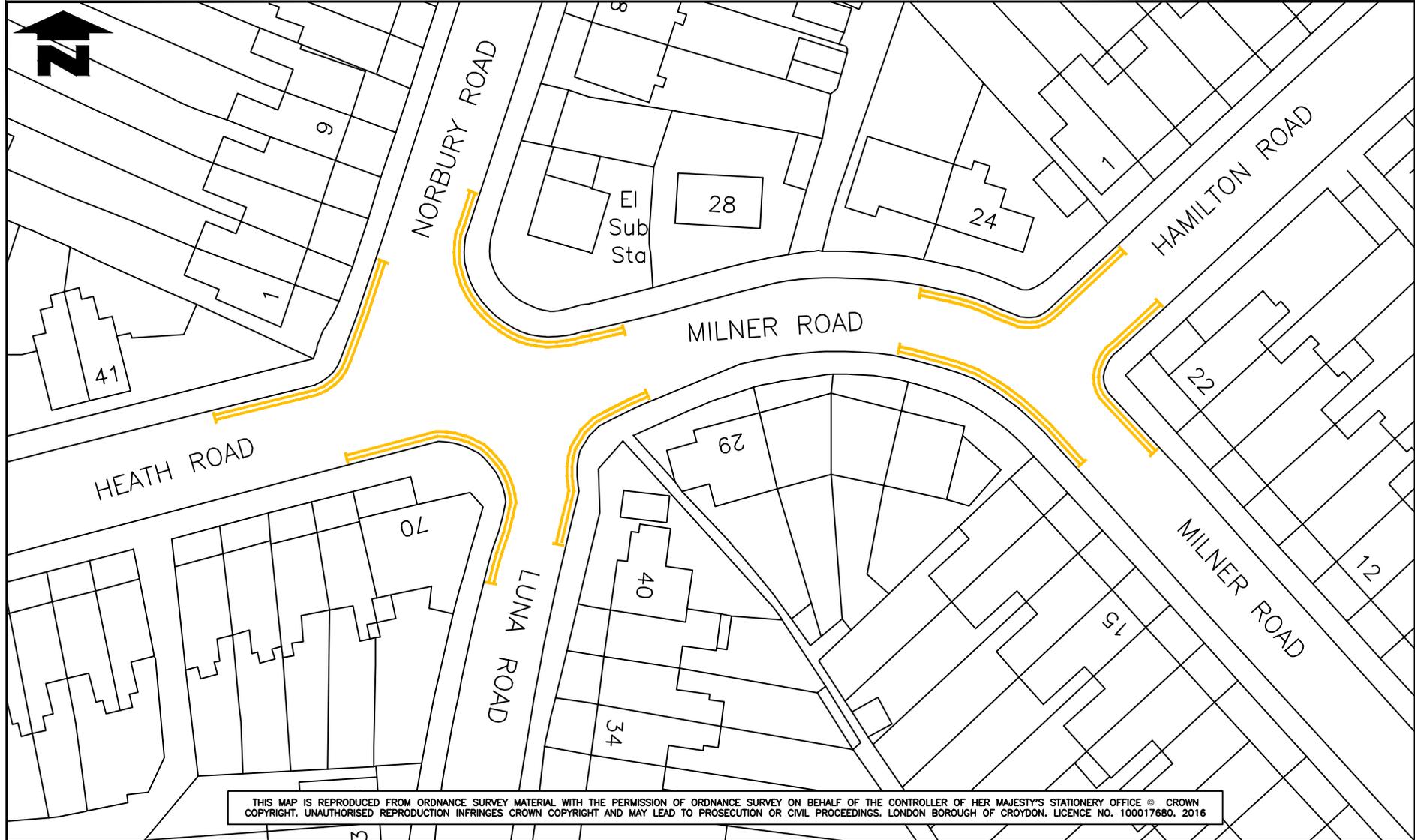


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NOTES	JOB NAME				<b>PLACE DEPARTMENT</b> STREETS DIVISION DIRECTOR - STEVE ILES	DRAWING NO	REVISION
	1. HEATH ROAD JUNCTION WITH NORBURY ROAD 2. LUNAR ROAD JUNCTION WITH MILNER ROAD 3. MILNER ROAD JUNCTION WITH HAMILTON ROAD.					PD - 424k	-
	DRAWING TITLE					STATUS	-
Proposed Double Yellow Lines At Various Junctions.				HIGHWAY IMPROVEMENTS	<b>CROYDON</b>   Delivering www.croydon.gov.uk   for Croydon		
DESIGNER	VERIFIED	SCALE AT A4	DATE				
HW	DJW	1:500	May 2020				

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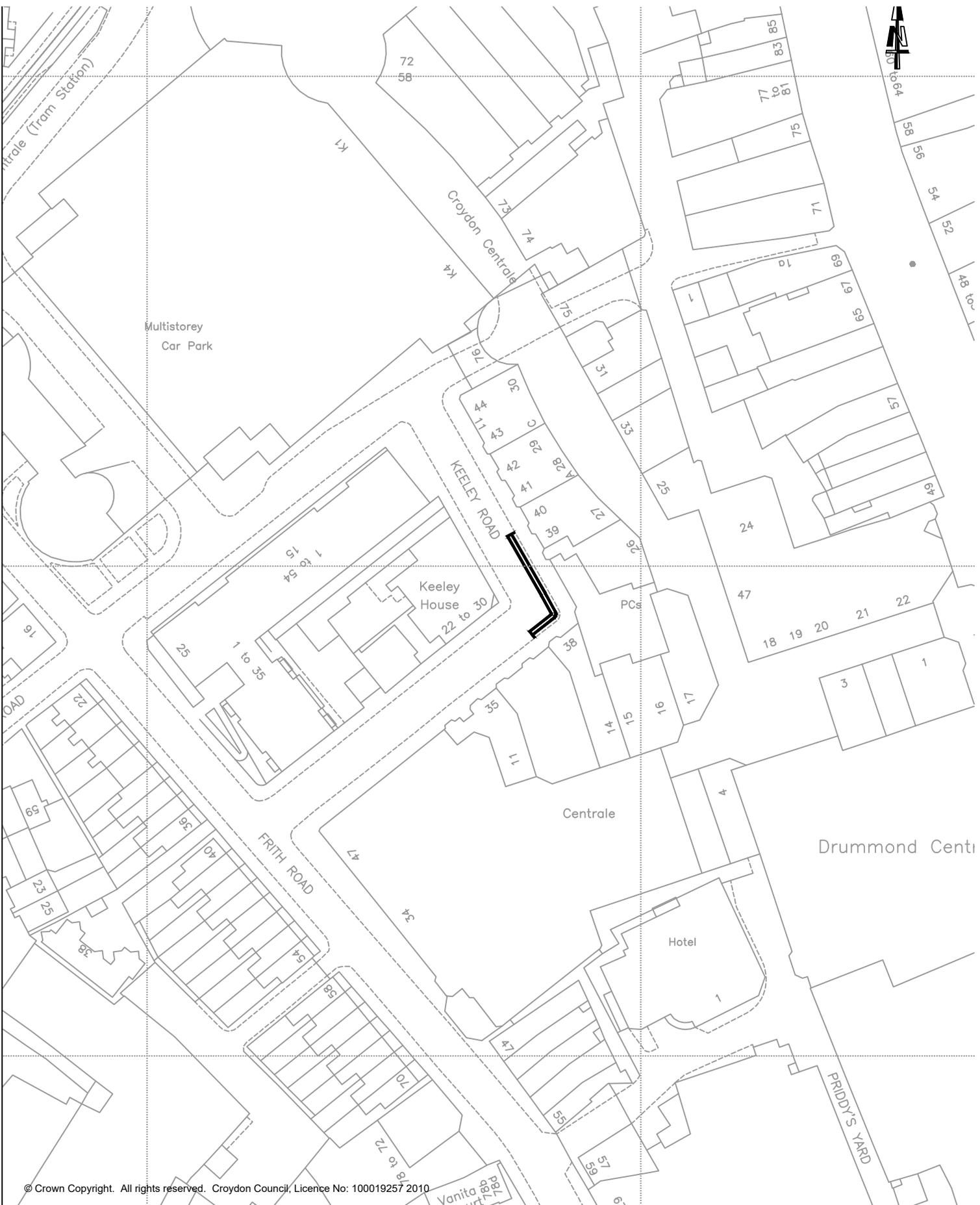
# PROPOSED - APRIL 20



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NOTES	JOB NAME MILNER ROAD JUNCTION WITH HAMILTON ROAD, HETH ROAD, LUNA ROAD AND NORBURY ROAD.				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES	DRAWING NO PD - 424m.	REVISION -
	DRAWING TITLE Proposed Waiting Restrictions At Junctions with Milner Road.					STATUS -	
	DESIGNER HW	VERIFIED DJW	SCALE AT A4 1:500	DATE April 2020		HIGHWAY IMPROVEMENTS	

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**Proposed "At Any Time"  
Waiting And Loading Restrictions**

**CROYDON COUNCIL**

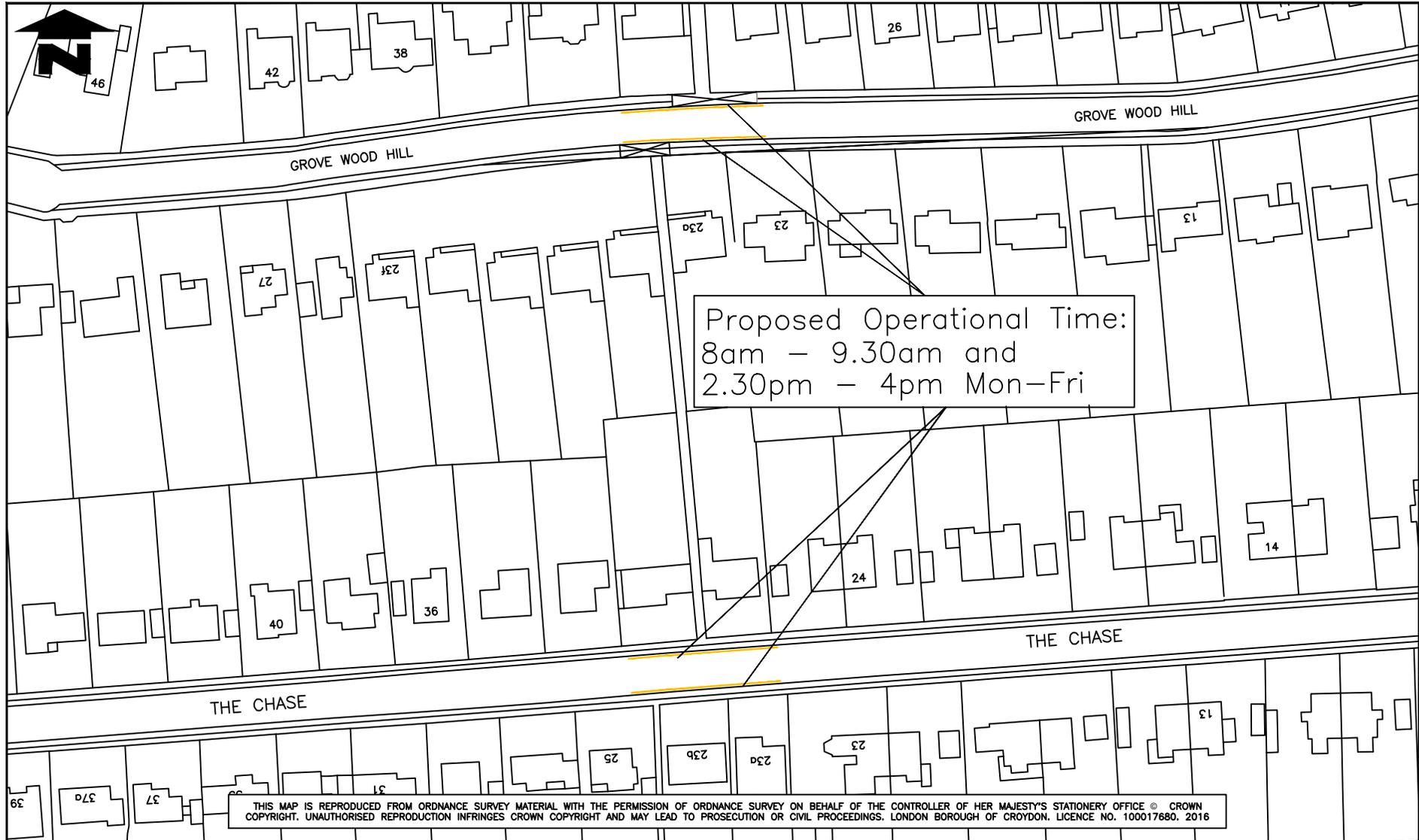
**KEELEY ROAD - CROYDON**  
Proposed "At Any Time" Loading Restrictions

PLACE DEPARTMENT  
SHIFA MUSTAFA - EXECUTIVE DIRECTOR  
BERNARD WEATHERILL HOUSE  
CROYDON  
CRO 1EA

HIGHWAY IMPROVEMENTS - PARKING DESIGN			
Scale: 1:1000	Drawn TOR	Checked DW	Rev. 00
Date:	AUGUST 2020		Drawing Ref. PD 430c

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# REVISED PROPOSAL - JULY 21



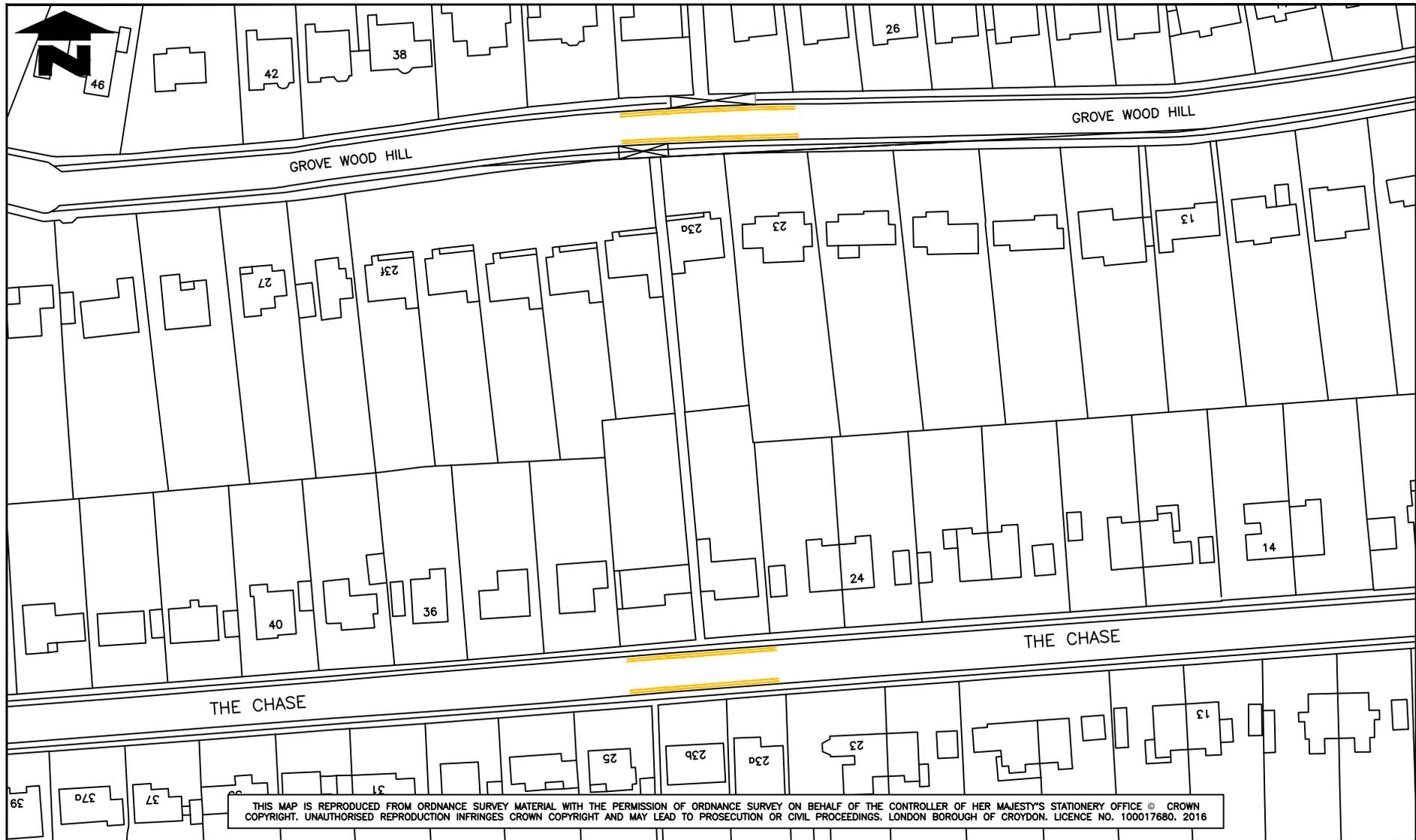
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NOTES	JOB NAME <b>GROVE WOOD HILL AND THE CHASE.</b>				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 424f	REVISION -
	DRAWING TITLE Proposed Waiting Restrictions Opposite Alleyways / Footpaths.						STATUS -	
	DESIGNER HW	VERIFIED DJW	SCALE AT A4 1:500	DATE March 2020	HIGHWAY IMPROVEMENTS		<b>CROYDON</b>   Delivering <a href="http://www.croydon.gov.uk">www.croydon.gov.uk</a>   for Croydon	

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# ORIGINAL PROPOSAL - MARCH 20



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NOTES	JOB NAME <b>GROVE WOOD HILL AND THE CHASE.</b>				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - STEVE ILES		DRAWING NO PD - 424f	REVISION -
	DRAWING TITLE Proposed Waiting Restrictions Opposite Alleyways / Footpaths.						STATUS -	
	DESIGNER HW	VERIFIED DJW	SCALE AT A4 1:500	DATE March 2020	HIGHWAY IMPROVEMENTS		<b>CROYDON</b>   Delivering <a href="http://www.croydon.gov.uk">www.croydon.gov.uk</a>   for Croydon	

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