

Traffic Management Advisory Committee

Meeting of held on Thursday, 12 July 2018 at 6.30 pm in Council Chamber - Town Hall

MINUTES

Present: Councillor Stuart King (Chair);

Councillors Muhammad Ali, Jeet Bains, Simon Hoar and Karen Jewitt and Robert Canning

Apologies: Councillor Chris Clark

PART A

1/18 **Minutes of the Previous Meeting**

The minutes of the meeting held on 6 February 2018 were agreed as an accurate record.

2/18 **Disclosure of Interests**

There were none.

3/18 **Urgent Business (if any)**

There were no items of urgent business.

4/18 **The Croydon Pedestrianised School Zone - Considerations and Proposed Extension**

The Traffic Management Advisory Committee considered the report in accordance with objectives to improve the safety of and reduce obstructive parking on the Borough's roads as detailed in: the Croydon Local Plan, November 2015; the Local Implementation Plan 2; the Transport Objectives; the Croydon's Community Strategy 2013-18, Priority Areas 1, 2 and 3; and the Croydon Corporate Plan 2015 – 18.

The report considered the proposed response to the challenges set out by the administration, which included the introduction of Pedestrianised Zones outside schools affected by illegal, dangerous and inconsiderate parking; to improve safety for children, parents, guardians and residents during school term time; and to ensure that these policy initiatives are embedded within the developing Transport Vision.

The Head of Parking Services explained that additional feedback had been received since the publication of the report; however, this did not raise any further concerns that were not highlighted in the report already.

Mr Graham Garbis addressed the Committee in his capacity as a local resident and explained that the introduction of the pilot scheme had increased pollution within the area. The scheme had not promoted parents and children to walk to school but instead were driving and parking outside the school zone causing congestion, increased illegal parking and increased pollution, noise and litter in the residential area. Mr Garbis explained that not only the main roads were severely affected by tailbacks and dangerous parking but the residential cul-de-sacs and back roads in the local area were congested too. He added that there were inaccuracies in the report and submitted objections and a local petition had not been noted.

Mr Peter Morgan addressed the Committee in his capacity as a local resident and explained that the report was incorrect and had not correctly recorded the amount of objections received by local residents. He noted that the Committee could not make an informed decision without visiting the affected areas. The residents who lived in the immediate area of the schemes were not in support and the permit system was burdensome.

Councillor Ian Parker addressed the Committee in his capacity as a Ward Councillor for the Coulsdon Town Ward and explained that significant concerns had been raised by local residents. There were existing problems in the area which needed to be addressed; however, the introduced pilot scheme had caused a high number of concerns, including: increased traffic and congestion in the surrounding areas; a danger concern for the children attending the schools; and restricted access to the schools. Councillor Parker suggested that the three proposed school zones be voted on separately by the Committee as there were unique concerns within each Ward and these needed to be mitigated suitably.

Councillor Luke Clancy addressed the Committee in his capacity as a Ward Councillor for the Coulsdon Town Ward and explained that he had been receptive to the scheme; however, it had caused further challenges in the area. There had been reports from local residents that their driveways were regularly being blocked and there was an increase in dangerous parking and driving. He added that at least two petitions from local residents had been circulated. Councillor Clancy seconded Councillor Parker's suggestion of voting on the three proposed school zones separately. He added that the pilot scheme should be extended to ensure a full study of the affected areas could be considered.

In response to the queries raised by the speakers the Head of Parking Services explained that the catchment areas had been reduced dramatically for the affected schools and, for example, the new cohort of children starting school in September 2018 lived within a 23 minute walk of Woodcoate Primary School.

It was noted that the lateness of the pupils at the three affected schools had improved significantly.

Parents and carers were able to park on site of the schools if they were blue badge holders or had short term medical illnesses. Croydon Council had worked with the schools regarding this and all the requests submitted had been resolved.

In response to the queries raised by speakers whether the scheme was legal or not the Head of Parking Services noted that there had been two legal challenges against Croydon Council, which had both unsuccessful and the report had been reviewed and agreed by legal services. The Traffic Management Order (TMO) had been advertised in advance and extensive consultation had taken place.

Councillor Hoar formally proposed to reword the recommendations and vote on the three proposed school zones separately as the areas faced significantly different challenges. He noted that he was not concerned with the South Norwood proposals as there had not been a high number of objections received from the effected local residents. Councillor Hoar explained that he was concerned that the safety of the children had not been improved as the traffic had been distributed elsewhere and they were more likely to be dropped off on the main road. Consequently, the pollution was being displaced and would negatively impact the neighbouring backroads.

In response to the concerns raised by Councillor Hoar the Head of Parking Services noted that a pedestrian crossing and lollypop-person had been introduced on the main road and all other safety issues had been mitigated. It was added that the pollution had increased in the surrounding roads; however, this could be seen as a positive as thus the pollution around the schools had reduced.

Councillor Canning noted that he had visited the two affected schools in the South Norwood ward but understood from the concerns raised, both by the present speakers and the objections recorded in the report, that the Woodcoate area had different issues and the school zone may not mitigate these. He noted that it would be interesting to see if the scheme was rolled out to other areas of the Borough if this was successful and he suggested a guidance should be created.

In response to Councillor Canning it was explained that the feedback received from the three schools had been very positive and supportive of the scheme, including Woodcoate Primary School. Croydon Council had introduced the scheme to these the selected three schools because the schools had approached the Council for help with their issues with inappropriate parking. It was explained that guidance had been provided to local authorities and this could be supplied to other local schools if requested.

Councillor Bains explained that there were existing problems in the Woodcoate area with the volume of traffic and dangerous parking; however, the pilot scheme had caused further problems with illegal parking, pollution and congestion. He noted that these problems needed to be resolved before the scheme was granted; therefore, he formally seconded Councillor Hoar's motion to vote on the three schools separately.

Councillor Jewitt noted that it was a positive scheme and would should resolve the high level of dangerous parking in the areas. She noted concern for children walking to school through the high levels of pollution from the Purley Way but car use should not be promoted in the Borough. The schools needed to work with parents to encourage walking to school and to also promote the scheme.

Councillor Ali noted that currently 75% of children lived within a 9-20 minute walking distance from the schools and it was essential to ensure the walk to school was made safe for children and parents. It was suggested that this could be achieved through wider dispersal of traffic in the area. He noted that once parents are aware of the benefits from the scheme then the car use level should reduce and ease the problems with congestion. The scheme would promote a healthy lifestyle and he was pleased that the air quality near the school would be improved. He added that he hoped the scheme would be rolled out to other local schools within the Borough.

The Head of Parking Services noted that additional enforcement had been located in the areas and a hotline had been set up for local residents to report any queries, such as their driveway being blocked by a vehicle. It was further clarified that they could not enforce charges on vehicles parked across the entrance to a driveway unless it was reported by the owner of the property.

The Chair explained that he was satisfied with the scheme and was pleased that a safer, healthier environment was being promoted. He explained that it was a well written, detailed report which was evidence based.

Following the motion proposed by Councillor Hoar and seconded by Councillor Bains regarding the separate vote, the Chair explained that the recommendations would be voted on individually.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider carefully the objections received in response to the Coulsdon, Woodcote Primary School and South Norwood, Heavers Farm Primary School and St Chad's Catholic Primary School Pedestrian Zone Pilot Schemes consultation exercise and the officer comments in response to the objections within this report.

- 1.2 Agree that the Director of Safety be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) as to:
- 1.3 Implement the permanent introduction of the Croydon Pedestrianised Zone at the Coulsdon, Woodcote Primary School, encompassing the following roads as shown in appendix C:
 - Dunsfold Rise
 - Meadow Rise
 - Fairfield Way
- 1.4 Implement the permanent introduction of the Croydon Pedestrianised Zone at Heavers Farm Primary School and St Chad's Catholic Primary School, South Norwood, encompassing roads as shown in appendix C
 - Dinsdale Gardens
 - Alverston Gardens
- 1.5 Officers to inform the objectors and those who responded in support of the decision.

5/18

Bourne Street and Vicarage Road Areas - Results of Informal Consultation on Possible Amendments to the Parking Controls

The Traffic Management Advisory Committee considered the report on the results of the informal consultation on the proposal to include the Bourne Street area (which is currently in the West Permit Zone) in the Central Permit Zone and extend the operational hours of the Vicarage Road area from a 0900 – 1700 hours operation to an 0800 – 2000 hours operation.

David Wakeling, Parking Design Manager, introduced the report and explained that the consultation regarding the proposal received a negative response; therefore, the officers were not proposing to make any changes currently.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

1. Consider the responses received to the informal consultation on including the Bourne Street area within the Central Permit Zone and extending the hours of the controls of Vicarage Road area from a 9am – 5pm to an 8am to 8pm operation.
2. Agree not to make amendments to the West Permit Zone to include the Bourne Street area into the Central Permit Zone and not to increase the hours of operation of the Vicarage Road area.

Proposed Introduction of Charging Points for Electric Vehicles (EVCP)

The Traffic Management Advisory Committee considered a report which recommended that Electric Vehicle Charging Points (EVCP) were introduced at various locations across the Borough to improve the availability of public charging points

In response to Councillor Ali the Parking Design Manager noted that the EVCPs would be fast charging but not the rapid chargers.

In response to Councillor Hoar it was explained that the EVCPs would be used by car clubs and ones for use of the public would be installed around the Borough in the near future.

The Chair noted that the report did not need to be brought to Committee; however, he had used his discretion to ensure it could be discussed. He welcomed comments from the Committee as to whether they would like to receive reports at the Traffic Management Advisory Committee when more EVCPs were introduced across the Borough.

Councillor Hoar noted that the installation of EVCPs should be made under delegated power by the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share); however, it would be positive to receive six monthly update reports to the Traffic Management Advisory Committee.

The Chair noted that he would like to introduce an annual parking report and this could include the installation of EVCPs. He added that future installations would be publicised in his bulletin.

Councillor Canning explained that he welcomed the report and the recommendations. He added that electric and hybrid vehicles should be promoted, however, it was crucial to not lose a lot of parking bays. Councillor Canning suggested that officers consult with Ward Councillors before installing EVCPs as they could provide knowledge to where they would be best located.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Agree to the proposals to introduce Electric Vehicle Charging Points (EVCP) at the locations detailed below and in Drawing Nos. PD 363 a – f.

On-street

- a. Colson Road – Addiscombe West
- b. Edridge Road – Fairfield
- c. St Aubyn's Road – Upper Norwood
- d. Tavistock Road – Fairfield

e. Woodcote Valley Road – Purley & Woodcote

Off Street

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

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

7/18

Princess Road Area - Objections to Proposed Extension of the Croydon CPZ (North Permit Area)

The Traffic Management Advisory Committee considered a report on objections received from the public following the formal consultation process on a proposal to introduce a new Controlled Parking Zone in the Princess Road Area with a combination of Shared-Use Permit/Pay & Display machines (eight hour maximum stay) and single yellow lines operating from 0900 – 1700 hours, Monday to Saturday.

Ms Maureen Thomas addressed the Committee in her capacity as a local resident and explained that signs had already been mounted in the Princess Road area stating that the parking bays were to be terminated. She explained that the proposals would not benefit the local residents as it would reduce the parking access and limit the residents' use of their drop curbs. Ms Thomas noted that there had been a lack of consultation between the local residents and Croydon Council and noted that an online petition had been organised and gained 86 signatures against the proposals.

Ms Joan Dillon addressed the Committee in her capacity as a local resident and representative for the local businesses in the area and explained that the report did not include all the objections that had been submitted by local residents; therefore, the Committee could not make an informed decision. She noted that the business trade would be impacted and customers would reduce at the result of the CPZ. Ms Dillon added that there needed to be a more meaningful dialogue between the local residents, businesses and Croydon Council.

Councillor David Wood addresses the Committee in his capacity as a Local Councillor for the Selhurst Ward and explained that he had received correspondence from local residents and businesses but was in favour of the extension of the Croydon CPZ. He noted concern for the cost impact it may have on local businesses and residents; however, he was mainly supportive

of the scheme as he received regular complaints from residents in his capacity as Ward Councillor due to the lack of parking restrictions in the area. If the proposal was agreed then it would be the third extension of the CPZ introduced in the Selhurst Ward since Councillor Wood had become a Councillor and he noted that they had improved the life of the local residents. He explained that Croydon Council had consulted with local residents and businesses and those who did not engage could not be considered to be opposed to the scheme.

In response to the queries raised by the speakers the Parking Design Manager explained that he was unaware of the suspension signs that had been installed but these could be easily removed pending the decision made by Committee. He noted that he had received a considerable amount of complaints from local residents regarding the parking problems in the area and had also received a positive response to the proposed extension to the CPZ. It was added that daily commuters were using the area to park in and this was impacting negatively on the residents and the extension of the Croydon CPZ should improve this.

In response to Councillor Canning it was explained that there was a low response rate from Whitehorse Road estate as residents had their own parking scheme and car park and were, therefore, not affected by on street parking. It was added that only extending the CPZ to the supportive roads would have a severe negative effect as they would be surrounded by CPZ and would increase parking problems.

Councillor Hoar agreed with the concerns raised by Councillor Canning and explained that the majority of residents in the south east of the proposal did not want the extension of the CPZ. The Parking Design Manager clarified that the majority of the residents collectively were in support of the scheme.

Councillor Jewitt noted that she was a resident close to Selhurst Park and the extension of a CPZ was currently being considered in the immediate area; therefore, the traffic would disperse to different areas and could affect the current area being discussed. She explained that the Princess Road area would currently not be able to cope with high volume of traffic and parking on match days. The Parking Design Manager confirmed to Councillor Jewitt that the hours of the CPZ could be extended if residents felt it was necessary when Selhurst Park was extended.

The Chair noted the low response rate and explained the challenges the officers had with engaging the residents. He noted that it was regrettable that signs had been mounted but ensured the residents present that a decision had not been pre-determined.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

1.1 Consider the responses to the objections received to the proposed

controlled parking zone in the Princess Road Area from Hartley Road, Devonshire Road, Pawson's Road and St. Saviours Road,

- 1.2 Agree to introduce a new Controlled Parking Zone into the above roads as shown on plan PD-345/01 for the reasons as set out in this report.
- 1.3 Authorise officers to inform the objectors and supporters of the above decision.

8/18

Exeter Road Area - Objections to the Proposed Extension of the Croydon CPZ (East Outer Permit Area)

The Traffic Management Advisory Committee considered a report on the objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road, with a combination of Shared-Use Permit/Pay & Display machines (eight hours maximum stay) and single yellow lines operating from 0900 – 1700 hours, Monday to Saturday

Mr Greg Bird addressed the Committee in his capacity as a local resident of Edward Road and explained that the written objections had been edited in the officers published report. He noted that the outcome from the questionnaire, distributed by Croydon Council, showed that residents in four roads voted against the proposal and residents in three roads voted in favour. Mr Bird further added that one could not assume that the residents who voted in favour of 0800 – 2000 hours CPZ would be in favour of 0900 – 1700 hours CPZ.

Ms Faith Batt addressed the Committee in her capacity as a local resident and explained that Croydon Council had initially canvassed 19 roads and 70% of residents were against the proposed extension of the CPZ; therefore, the proposal was reduced to seven roads but the positive rates were still low. She explained her main concern was that residents could pay for a permit but were not guaranteed a parking space and there was to be a loss of 13% of the parking spaces in the area. Ms Batt also explained that she had discussed the proposal with local residents and they had reported that they did not respond to the consultation as they believed Croydon Council had already determined that the CPZ was to be extended and those who were in favour of the proposal were under the impression they were to receive their own parking space. She further questioned why there was a £30 administration fee when applying for a permit.

Councillor Fitzsimons addressed the Committee in his capacity as Local Councillor for the Addiscombe West Ward and noted that he was pleased officers had immediately discounted the roads that had raised significant objections to the proposal. He explained that he was in support of the four roads that voted in favour of the CPZ but it should not be implemented on the

three roads that voted against. Councillor Fitzsimons also suggested to the officers that a review was completed as to how the spaces could be formed as a lot of the residents in the area owned small cars; therefore, instead of having individually marked spots, a strip of parking bays could accommodate more vehicles.

The Parking Design Manager responded to the queries raised by speakers and explained that there was marginal support overall for the proposed extension and it had been found that a more negative response was received initially but residents were more positive about it after the extensions were implemented. The area was very close to East Croydon station and it had been recognised that there was a problem with commuter parking. It was noted that it was possible to implement the extension of the CPZ on some of the roads but would cause issues for the roads who do not have a CPZ as it would disperse the commuter parking. The money to extend the Croydon CPZ was granted by TfL and if the proposal was not agreed then the money would be returned to TfL so Croydon Council would not be at a loss. The Parking Design Manager further explained that the £30 administration fee was a one-off cost and covered permit renewals, car changes and postage. It was explained to Councillor Fitzsimons that strip parking bays had been considered; however, the minimum size for an individual car parking space was 5.5 metres so would not increase the amount of spaces.

Councillor Bains noted it was unfair for residents to pay for a permit but not be guaranteed a parking space and inquired if there was anything that could be done to resolve this. He also suggested that diagonal parking bays could accommodate more parking spaces. In response to Councillor Bains the Parking Design Manager explained that diagonal bays would not be feasible due to the width of the roads but would not provide additional space anyway as space would be lost either end of the bays. The officer noted that spaces could not be guaranteed for residents; however, when observing roads neighbouring roads with the CPZ there were no problems with parking and residents could always get a space outside or close to their property.

Councillors Canning and Hoar agreed with Councillor Fitzsimons and noted that he was not in favour of the CPZ to be extended to Stretton Road, Rymer Road or Vincent Road as the residents were not in favour.

In response to the Chair the Parking Design Manager confirmed that open strip parking bays could be trialled and it would be relatively easy to change to individually marked spaces if it was not successful.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider the objections to extending the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Morland Avenue, Vincent Road, Leicester Road, Stretton Road, Edward Road, Rymer Road, and Exeter Road with a combination of Shared-Use Permit/Pay & Display

(8 hours maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

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

9/18 **Parking Charges 2018 / 2019**

The Traffic Management Advisory Committee considered a report on the parking charges for the coming year and was requesting comments on proposals that all permit charges remain at 2013/14 levels. It was proposed that residential parking bay suspension and dispensation charges and shop mobility charges also remained the same but the on and off-street parking charges were increased by a minimum of 10p for each 30 minute and 1 hour duration for on and offstreet parking respectively.

Mr Morgan addressed the Committee in his capacity as a local resident and noted that the officer's report was unclear as to what the charges would be and did not identify why the parking charges increases were needed. He also explained that the increase in parking charges would impact the local businesses and that the highstreets were already suffering within the Borough.

In response to the queries raised by Mr Morgan the Parking Design Manager explained that the standard rate for a 30 minute stay was being increased from 20p to 30p. He also noted that it was not being proposed that the one hour free parking in District Centres was to be removed and would therefore have an insignificant impact on small businesses.

In response to Councillor Hoar it was explained that there were increased complaints received regarding the number of permits granted to properties; therefore, the introduction of restriction to two permits per household was in response to this. It was added that currently only 26 households within the Borough had three or more permits and these would not be taken away if the charges were agreed by the Committee. The Chair added that Croydon Council should not allow one household to purchase three permits as there was limited spaces within the Borough and spaces could not be guaranteed.

Councillor Canning stated that it was positive to retain the one hour free parking in District Centres and inquired whether this was being the practise in neighbouring Boroughs. The Parking Design Manager confirmed that the parking charges were very similar to those in Kingston and Sutton.

That the Traffic Management Advisory Committee **RESOLVED** to provide comments to the Acting Cabinet Member for Environment, Transport and

Regeneration (job share) regarding proposals as detailed within the report, namely:

- 1.1 That charges for Parking Permits identified in Appendix A remain at 2013/14 levels.
- 1.2 To remove the option of a 3rd residents' permit at a household except in cases of permit renewals.
- 1.3 To continue the 1 hour free parking arrangement for district and local centre Pay & Display only parking bays.
- 1.4 Increase charges for commercial parking bay suspensions and parking dispensations detailed in paragraph 3.14 and identified in Appendix B.
- 1.5 Increase charges for Temporary Traffic Management Orders and Special Event Traffic Management Orders detailed in paragraph 3.15 and identified in Appendix B.
- 1.6 Increase Pay & Display / Pay by Phone charges in on-street bays by the minimum coinage of 10p for each 30 minute period and off-street car parks by 10p for each 60 minute period.
- 1.7 Increase Housing Residents' and Visitor Permits as outlined in paragraphs 3.6 to 3.8.

10/18

Lansdowne Road Area - Results of Informal Consultation on the Possible Extension of the Purley CPZ

The Traffic Management Advisory Committee considered a report on the results of the informal consultation on the proposal to extend the Purley Controlled Parking Zone into the Lansdowne Road Area which included the currently unrestricted roads Lansdowne Road and Sydney Avenue.

David Wakeling, Parking Design Manager, introduced the report and explained that the consultation regarding the proposal received a negative response; therefore, the officers were not proposing to make any changes currently.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Acting Cabinet Member for Environment, Transport & Regeneration (Job Share) that they:

- 1.1 Consider the responses received to the informal consultation on the proposal to extend the Purley Controlled Parking Zone into the Lansdowne Road area.
- 1.2 Agree not to proceed to the formal consultation stage regarding the proposal to extend the Purley Controlled Parking Zone into Lansdowne Road and Sydney Avenue as illustrated on Drawing No. PD 368.
- 1.3 Inform the organisers of the petitions of these decisions.

Objections to Proposed Parking Restrictions

The Traffic Management Advisory Committee considered a report on objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions in Cross Road, Addiscombe West, Stambourne Way/Shelford Rise, Crystal Palace & Upper Norwood; Southbridge Road/Tanfield Road/Brafferton Road/St. Andrew's Road/Keen's Road/Bramley Hill/Dering Road and Wellesley Road, Fairfield; Lower Barn Road, Purley Oaks & Riddlesdown, Upper Shirley Road, Shirley South, Bevan Court/Fleming Court/Coldharbour Road and Stapleton Gardens, Waddon and Davidson Road, Woodside.

Ms Zoe Henry addressed the Committee in her capacity as a local resident of Southbridge Road and explained that the introduction of "At any time" waiting restrictions was not suitable for the area as the single loading was required by residents to receive deliveries and drop off children, elderly and disabled residents.

Mr Michael Foster addressed the Committee in his capacity as a local resident of Southbridge Road and explained that the single yellow lines on Southbridge Road provided much needed parking spaces during the evening. The parking bays were often full and residents were paying for permits to park close to their property. Mr Foster added that the parking restrictions would cause problems for visitors in the area who would typically use the single yellow lines.

Mr Bharat Patel addressed the Committee in his capacity as a business owner in Southbridge Road and explained that there were only 10 small, individual businesses in the parade and there had recently been a dramatic reduce in custom since the introduction of single yellow lines. He noted that the business owners were relying on passing trade and this would reduce significantly if the proposed parking restrictions were agreed.

In response to the queries raised by the speakers representing Southbridge Road the Parking Design Manager explained that officers were proposing to dilute the scheme for Southbridge Road. The double yellow lines would only be introduced up to northern junction section of the road due to the negative response received to the consultation and because the main parking problems in the area were in the evening and on Sundays. It was clarified that single yellow lines would remain on majority of road.

Mr Edmunds and Mr Adgar addressed the Committee in their capacity as local residents of Lower Barn Road and explained that the officers were no longer recommending to introduce the previously proposed parking restrictions to Lower Barn Road. They outlined the objections that had been submitted that were noted in the officer's report.

Mr Jacob Cole addressed the Committee in his capacity as a local resident of Bevan Court and requested on behalf of the residents that the parking

restrictions were reduced by 42 inches on the left side of the road to improve the access to the resident footway. He noted that the proposed parking restrictions on the majority of the road would greatly reduce parking and traffic problems in the area.

Councillor Canning noted that he supported the suggestion made by Mr Cole and explained that the south east of the road widened and there was consequently no need for double yellow lines to continue the full length of the road. He explained that when visiting the site he had noted that the bins were only placed out in the first half of the road so it would not be a problem for refuse collection.

The Parking Design Manager explained that the first half of the road was a major concern due to the access for emergency vehicles; however, it would be possible to compromise and not propose parking restrictions on the south east side of the road.

The Chair proposed to amend the officer's recommendation for Lower Barn Road listed under 1.2. Councillor Jewitt seconded the Chair's proposal.

The Traffic Management Advisory Committee **RESOLVED** to recommend 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:
 - Cross Road, Addiscombe West
 - Stambourne Way, Crystal Palace & Upper Norwood
 - Wellesley Road, Fairfield
 - Southbridge Road, Fairfield/Waddon
 - Lower Barn Road, Purley Oaks & Riddlesdown
 - Upper Shirley Road, Shirley South
 - Bevan Court/Fleming Court and Stapleton Gardens, Waddon
 - Davidson Road, Woodside

- 1.2 Agree the following, for the reasons set out in this report:
 1. Cross Road, Addiscombe West - proceed with the proposal as shown in drawing no. PD 353a.
 2. Stambourne Way, Crystal Palace & Upper Norwood – proceed with the proposal as shown in drawing no. PD 365g.
 3. Wellesley Road, Fairfield - proceed with the proposal as shown in drawing no. PD 353f.

4. Southbridge Road/Tanfield Road/Brafferton Road/St. Andrew's Road/Keen's Road/Bramley Hill/Dering Road/, Fairfield/Waddon – proceed with the proposal but only to the northern junction with Dering road as shown in drawing no. PD 359d
 5. Lower Barn Road, Purley Oaks & Riddlesdown – not to proceed with the proposal as shown in drawing no. PD 353l at the current time but monitor parking and damage to the verge for future review.
 6. Upper Shirley Road, Shirley South – proceed with the proposal as shown in drawing no. PD 353g.
 8. Davidson Road, Woodside – extend the proposed restrictions as shown in amended drawing no. PD 353q.
- 1.3 Agree the following amended recommendation, as discussed at the Traffic Management Advisory Committee:
7. Bevan Court/Fleming Court/Coldharbour Road and Stapleton Gardens, Waddon – proceed with the proposals as shown in drawing no. PD 359k and PD 353n but only up to points 4 metres south east of the south eastern boundaries of nos.96 and 100 Coldharbour Road for Bevan Court and 4 metres south east of the south eastern boundaries of nos.114 and 118 Coldharbour Road for Fleming Court.
- 1.4 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.

12/18 **Exclusion of the Press and Public**

This item was not required.

The meeting ended at 21:43