

CROYDON COUNCIL

DECISION NOTICE: Traffic Management Matters by Cabinet Member for Sustainable Croydon

1	TITLE	Objections to Proposed Introduction of Electric Charge Point Parking Bays – Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road
2	DECISION REFERENCE NO.	N/A
3	KEY DECISION REFERENCE NO. (if applicable)	N/A
4	SUMMARY	<p>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.</p> <p>Officers have fully considered the objections and this report details the objections and the Officers' recommendations in response to these.</p>
5	ANY CONFLICT OF INTEREST DECLARED BY AN EXECUTIVE MEMBER CONSULTED by the decision maker in making the decision (if any)	N/A
6	ANY DISPENSATION GRANTED BY THE CE TO THE EXECUTIVE MEMBER CONSULTED in 4 above (dispensation may only be granted by the Chief Executive) (if any)	N/A
7	ANY RELEVANT DECISION BY EXECUTIVE DIRECTOR OF PLACE PURSUANT TO THE LEADER'S DELEGATION OF 6 June 2016 (if any) [ATTACH AND SUMMARISE]	N/A
8	COPY OF MINUTES OF THE TRAFFIC MANAGEMENT	Minutes of the Traffic Management Advisory Committee held on 7 July 2021 are attached for information.

	<p>ADVISORY COMMITTEE DETAILING REPRESENTATIONS MADE AT MEETING BY INTERESTED PARTIES TOGETHER WITH QUESTIONS ASKED BY AND OF COMMITTEE BOTH OF INTERESTED PARTIES AND OFFICERS (include here link to relevant webcast)</p>	<p>Webcast – https://webcasting.croydon.gov.uk/croydon/meetings/12688</p>
9	<p>RECOMMENDATIONS WITH REASONS FROM TRAFFIC MANAGEMENT ADVISORY COMMITTEE</p>	<p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon that the Cabinet Member:</p> <ol style="list-style-type: none"> 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.
10	<p>BACKGROUND PAPERS: Include here specific reference to the report to the Traffic Management Advisory Committee which must be attached and should include:</p> <ul style="list-style-type: none"> • Relevant legislation • Equalities and human rights considerations • Legal comments • Appendices (list them) 	<p>Committee report attached.</p>

11	ANY OTHER RELEVANT FACTORS TO TAKE INTO ACCOUNT	N/A
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Pursuant to the delegation from the Leader dated 26 June 2018 and having due regard to:

- the above referenced information;
- the attachments;
- the Council's public sector equality duty;
- the comments and recommendations from the Traffic Management Advisory Committee;
- the contents of the report to the Traffic Management Advisory Committee and supporting appendices;
- the minutes of the Traffic Management Advisory Committee including details of representations received from officers, members of the public and other interested parties and any subsequent questions asked by the traffic Management Advisory Committee (including viewing the webcast where necessary)

I hereby:

- request the following additional information to enable me to consider the matter*

- wish the following questions to be put to the Traffic Management Advisory Committee/officers/persons who made representations to the Committee/in response to the consultation to enable me to further consider the matter*:

- agree/do not agree* to the recommendations in section 9 above (as amended*) for the following reasons

(insert here reasons for the decision)

*** delete as appropriate**

The options I have considered and rejected in making this decision are the following:

.....

Print Name

Muhammad Ali
.....

Signature


.....

Title

Cabinet Member for Sustainable Croydon
.....

REPORT TO:	Traffic Management Advisory Committee 7 July 2021
SUBJECT:	Objections to Proposed Introduction of Electric Charge Point Parking Bays – Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road
LEAD OFFICER:	Sarah Hayward, Interim Executive Director of Place
CABINET MEMBER:	Councillor Muhammad Ali, Cabinet Member for Sustainable Croydon
WARDS:	Addiscombe East, Norbury & Pollards Hill and Waddon
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</p> <ul style="list-style-type: none"> • Croydon Local Plan – Feb 2018 • Local Implementation Plan 3; Section 2 Croydon Transport Objectives • Croydon's Community Strategy; Priority Areas 1, 2, 3 & 4 • The Croydon Plan 2nd Deposit; T4, T7, T35, T36, T42 and T43 • Croydon Corporate Plan 2015 – 18 • Croydon Parking Policy 2019 – 22; Section 2 • www.croydonobservatory.org/strategies/ 	
FINANCIAL IMPACT	
These proposals can be contained within available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	
1. RECOMMENDATIONS	
That the Traffic Management Advisory Committee recommend to the 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 fall 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
<u>Revenue Budget available</u>				
Expenditure	100	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget	0	0	0	0
<u>Capital Budget available</u>				
Expenditure	258	0	0	0
<u>Effect of Decision from report</u>				
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

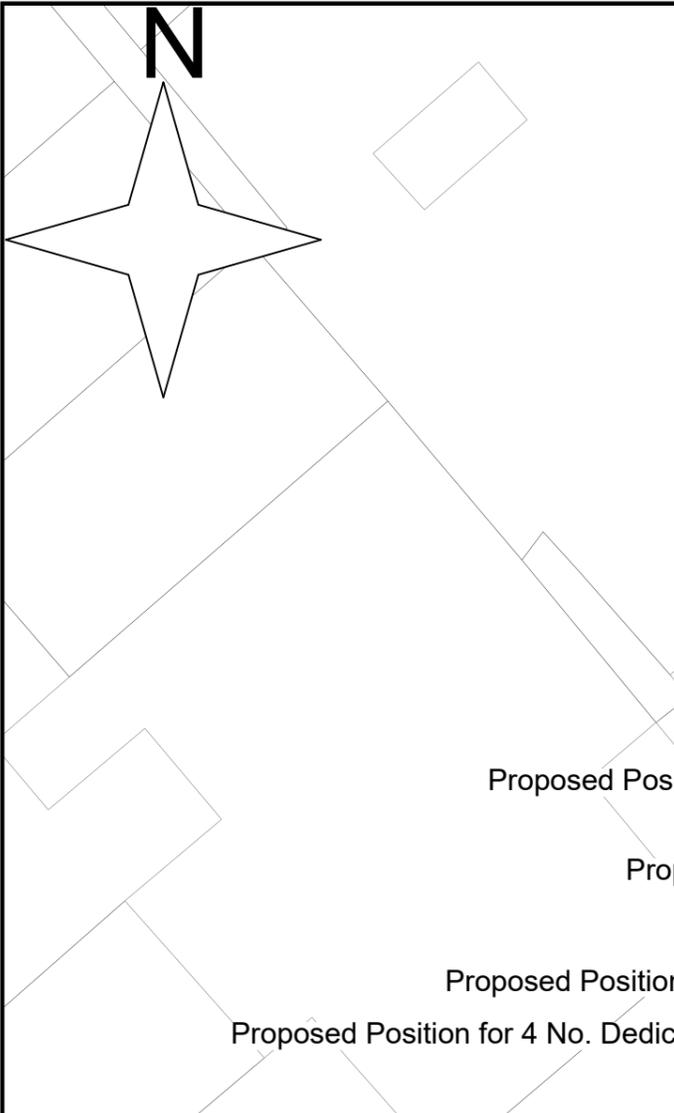
Appendix 2 – Sundridge Road

Appendix 3 – Northborough Road

Appendix 4 – Kemble Road

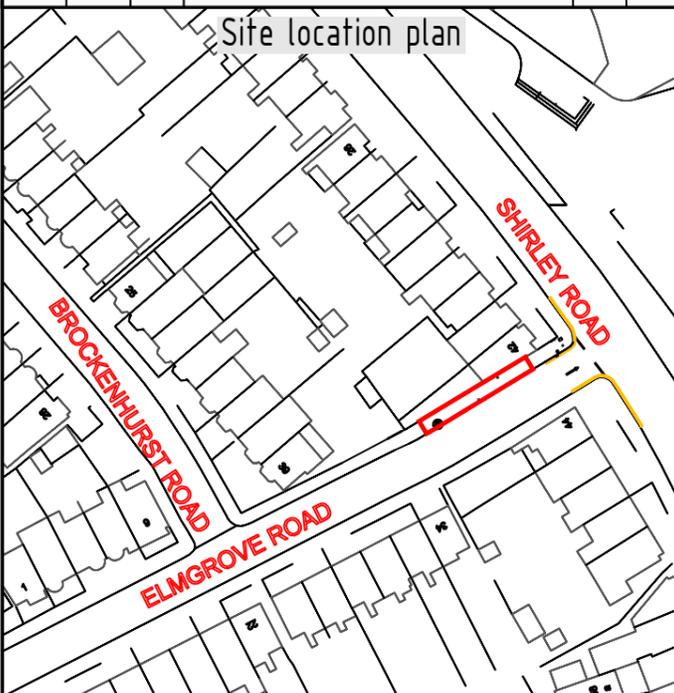
BACKGROUND PAPERS:

Local Government Act 1972

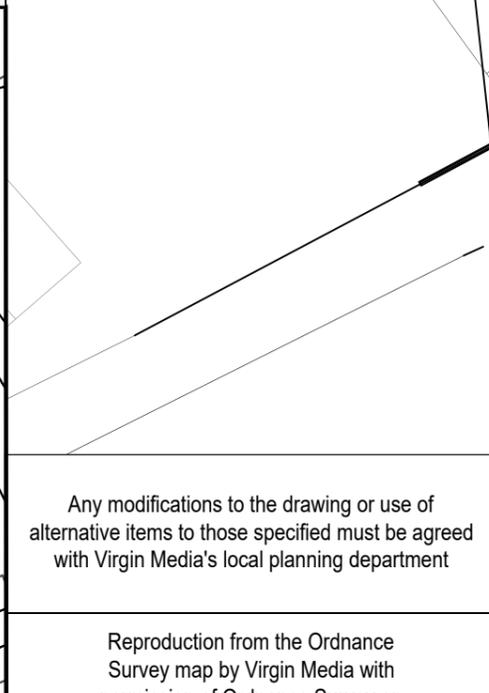


Reference:	NBU250281 CROY_L119
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Drawing No.	010 - TRO/TMO
Planned in accordance to: NSH3582 - Issue 1, NSH3132 - Issue 7, Site Visit & Drawing Guidance (18/05/2020), Partner Scoping Document - Issue 1.1, SoW for EVC Delivery v0.4, Statement of Requirements v0.7	

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		



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		



Legend:

	RG6 / RG11 Cable		Bench
	EVC Duct		Barrier
	EV infrastructure boundary		Existing Drain / Chamber
	EVC Parking Bay		Bollard / Sign
	EVC Charge Point		Bin
	EVC Feeder Pillar		Hedge
	Bollard placement		Tree & Bush
	Build out Island with protection		Lamp post

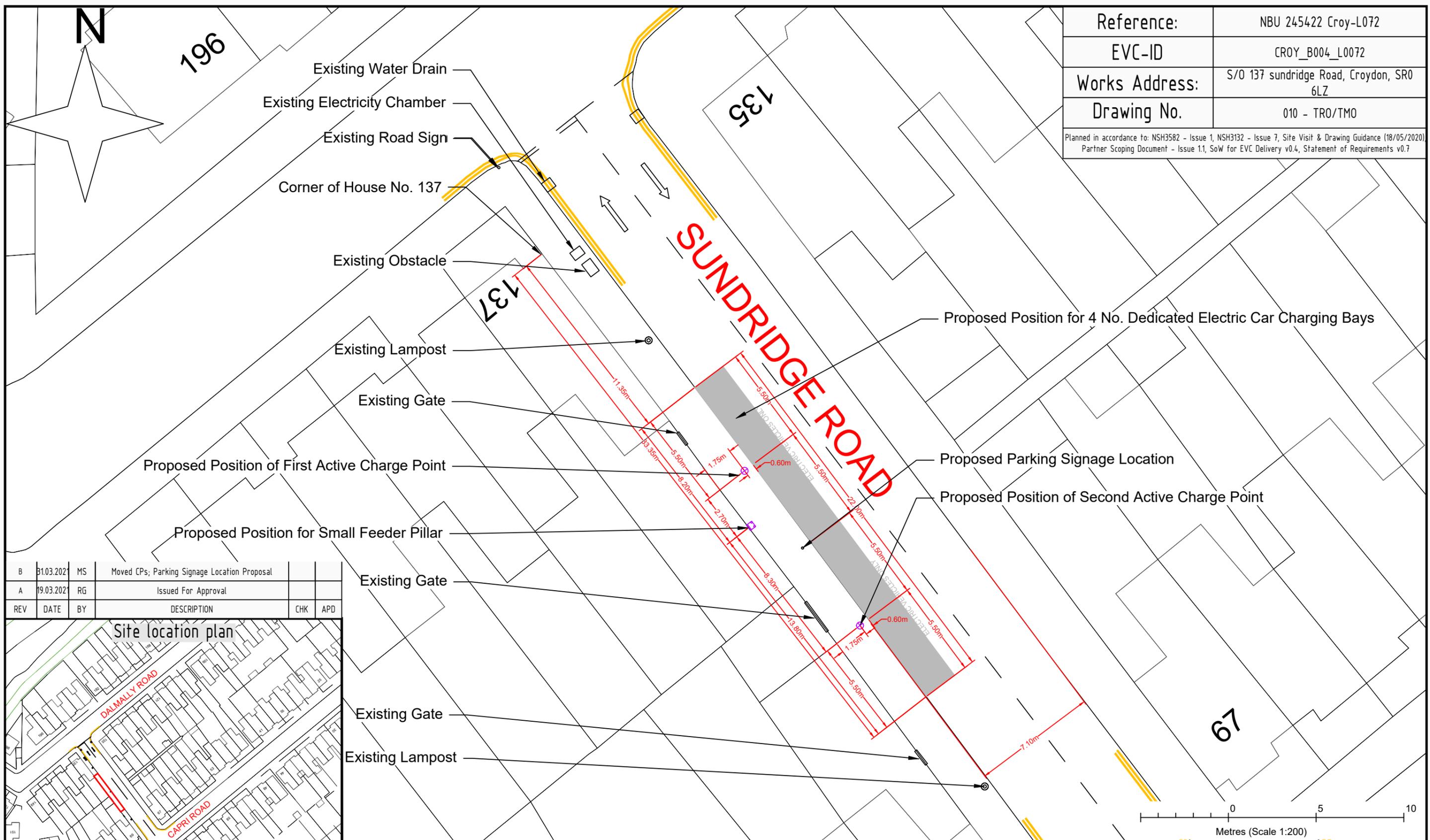
Drawing Scale is 1:200 when plotted at A3

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

Internal Use Only

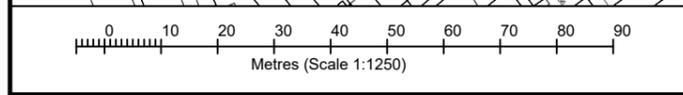
Any modifications to the drawing or use of alternative items to those specified must be agreed with Virgin Media's local planning department

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Reference:	NBU 245422 Croy-L072
EVC-ID	CROY_B004_L0072
Works Address:	S/O 137 sundridge Road, Croydon, SR0 6LZ
Drawing No.	010 - TR0/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	

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



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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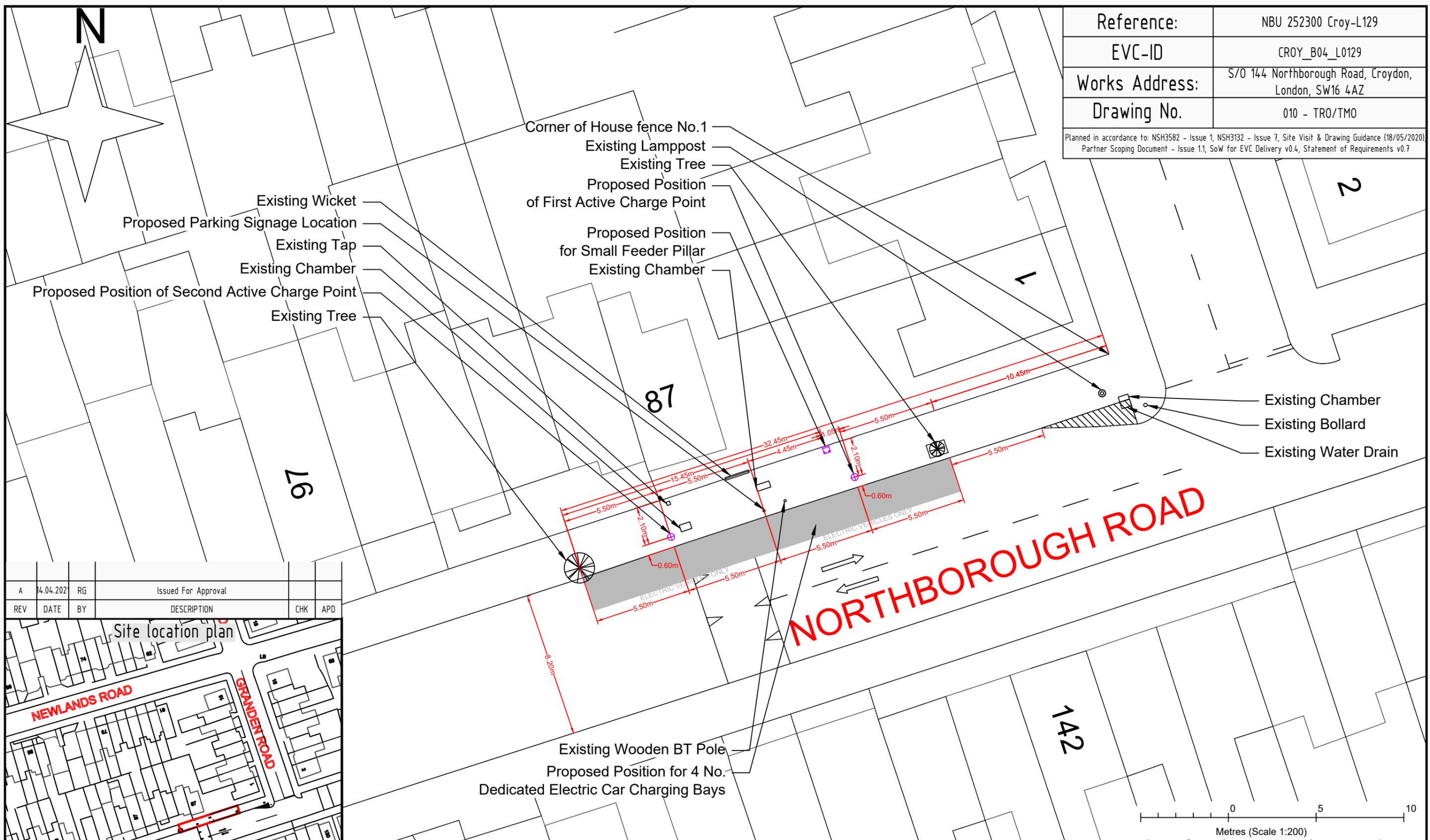
Legend:

- RG6 / RG11 Cable
- EVC Duct
- EV infrastructure boundary
- 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

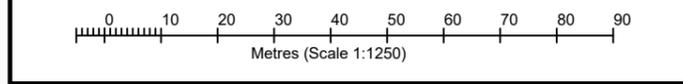
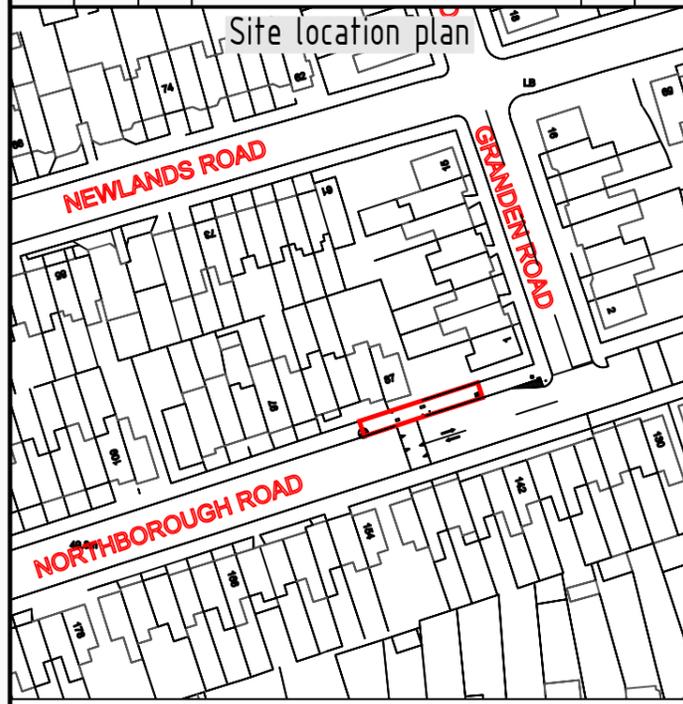
Originator:	Arkadiusz Panas
Company Name:	Quasar
Issue Date / No.:	31/03/2021 1
Office:	Sheffield
Line Manager:	Tomasz Polanowicz
Scale:	1:200

Internal Use Only



Reference:	NBU 252300 Croy-L129
EVC-ID	CROY_B04_L0129
Works Address:	S/O 144 Northborough Road, Croydon, London, SW16 4AZ
Drawing No.	010 - TR0/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	

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



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Legend:

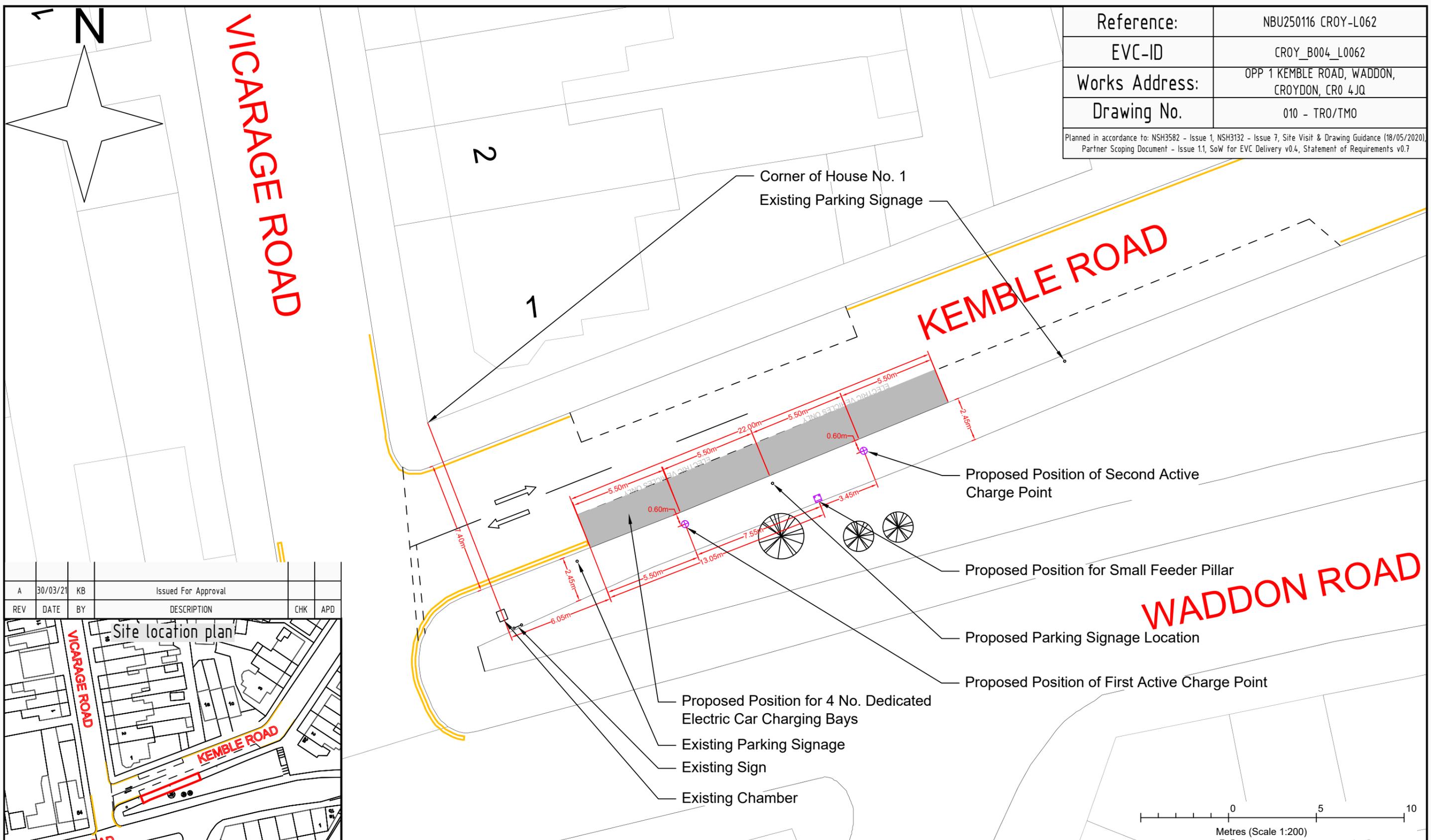
- RG6 / RG11 Cable
- EVC Duct
- EV infrastructure boundary
- EVC Parking Bay
- EVC Charge Point
- EVC Feeder Pillar
- Bollard placement
- Build out Island with protection
- Bench
- Barrier
- Existing Drain / Chamber
- Bollard / Sign
- Bin
- Hedge
- Tree & Bush
- Lamp post

Drawing Scale is 1:200 when plotted at A3

Originator:	Arkadiusz Panas
Company Name:	Quasar
Issue Date / No.:	14/04/2021 1
Office:	Sheffield
Line Manager:	Tomasz Polanowicz
Scale:	1:200

Internal Use Only

Reference:	NBU250116 CROY-L062
EVC-ID	CROY_B004_L0062
Works Address:	OPP 1 KEMBLE ROAD, WADDON, CROYDON, CR0 4JQ
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	



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

Site location plan

0 10 20 30 40 50 60 70 80 90
Metres (Scale 1:1250)

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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Legend:

- RG6 / RG11 Cable
- EVC Duct
- EV infrastructure boundary
- EVC Parking Bay
- ELECTRIC VEHICLES ONLY**
- EVC Charge Point
- EVC Feeder Pillar
- Bollard placement
- Build out Island with protection
- Bench
- Barrier
- Existing Drain / Chamber
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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

Internal Use Only

Traffic Management Advisory Committee

Meeting held on Wednesday, 7 July 2021 at 6.30 pm. This meeting was held remotely; to view the meeting, please click [here](#).

MINUTES

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

Also Present: David Wakeling (Parking Design Manager)
Cliona May (Democratic Services)

PART A

12/20 **Minutes of the Previous Meeting**

The minutes of the meeting held on 25 February 2021 were agreed as an accurate record.

13/20 **Disclosure of Interests**

There were none.

14/20 **Urgent Business (if any)**

There were no items of urgent business.

15/20 **Objections to Proposed Introduction of Electric Charge Point Parking Bays - Elmgrove Road, Sundridge Road, Northborough Road and Kemble Road**

David Wakeling, Parking Design Manager, introduced the [Report](#) which considered the objections received to the proposals to install Electric Vehicle (EV) Charging Bays in Elmgrove Road and Sundridge Road, Addiscombe East, Northborough Road, Norbury & Pollards Hill and Kemble Road, Waddon. Four sites had received objections out of the 19 sites in total. These were predominantly related to the loss of parking, noise pollution, visual intrusion and concerns that residents who do not live in the local area would use the bays. The council's response following consideration of the objections was to continue to recommend the proposals. David Wakeling went on to say that that demand for EV Charging Bays was set to exponentially increase in the coming years, which reflected the UK government policy to ban new petrol and diesel cars by 2030. The EV Charging Bay location proposals were designed

carefully to be positioned on flank boundaries to minimise the visual intrusion.

The Chair thanked the officer for his introduction and then invited the members of the public who registered to speak to make their representations. Two objections were received in relation to the proposals for Elmgrove Road and Northborough Road.

Max Mulvany spoke in objection to the Elmgrove Road EV Charging Bays proposal highlighted the following:

- He described the current parking situation as awful and that reducing the parking supply in that area would be even more detrimental.
- This area was surrounded by busy services and amenities, such as schools and the high street, and there was no protection from the overspill vehicles looking to park.
- He explained the stress of driving home from work and being unable to find a space within a half mile radius of his home in the current situation, and that losing four parking spaces on Elm Grove Road would have a knock-on effect and displace cars further.
- The claim that the objections were based on visual intrusion were not accurate and the concerns rested with reducing carers access for elderly residents and residents with young children who need to park close to their house.
- He stated that there were alternative locations suggested by residents.
- He suggested that officers should consider reducing and spreading the number of proposed bays; he was not opposed to the principle of the bays, however he was to this particular area at this given time.

The Chair thanked Max Mulvaney for his representation, ahead of inviting the next member of the public to speak.

Gulhan Kaynar spoke in objection to the Northborough Road EV Charging Bays proposal and highlighted the following:

- She outlined that the proposed EV Charging Bay was situated outside her front door, which was the only entrance affected.
- She said that there were many alternative locations on Northborough Road which were potentially suitable and would not affect residents.
- She described the feeling of insecurity of having a bay placed outside of her house, as a single occupancy, and passing drivers who were not residents of the area regularly using this space.
- She detailed that there was limited scientific evidence to support the safety of the EV Charging Bays and the effect on people's health.

Councillor David Wood joined the meeting at 6.41pm.

The Chair thanked the residents for their representations to the Committee. He invited David Wakeling to respond and provide any relevant clarifications.

David Wakeling made the following clarifications:

- Many alternative positions of the EV Charging Bays which seemed visibly suitable were in fact not because they did not have the required electricity supply in the road.
- The proposed bays were to provide electric charging facilities for the local residents and were not intended, or generally suitable, for passing users due to the slower charging power rate.
- There was, and increasingly will be, a requirement and demand for the EV Charging Bays across the borough.
- The bays might feel like a loss of space initially, however once these bays were installed residents would be enabled to purchase electric cars.
- There was no scientific evidence of health risks caused by EV Charging Bays.

Committee Member Questions and Debate

In response to Councillor Ali asking how the installation of EV Charging Bays would affect areas that already experienced parking pressures, David Wakeling stated that the parking demand in Addiscombe was notable, however they had consulted with residents in the past for proposals to introduce Controlled Parking Zones, which brought a negative response and was not taken forward. He also clarified that the EV Charging Bays were intended for the use of local residents and the spaces would only take a small percentage of the total parking space in the area, therefore existing parking pressures should not be negatively impacted.

The Chair asked for more details about the local interest from residents to introduce EV Charging Bays. David Wakeling replied that all of the proposed sites were requested by residents, with varying interest.

In response to Councillor Appleton asking how the allocation and provision of EV Charging Bays in Croydon compared to other boroughs, David Wakeling stated that they were behind inner London boroughs. In comparison to neighbouring boroughs, he explained that it was difficult to compare to Bromley due to the amount of off-street parking and that Croydon was behind Merton and Wandsworth. He stated that Croydon had a target to install 400 EV Charging Bays by 2022 and it was projected that 1000 would be needed by 2030 to satisfy demand.

Members across the committee expressed their sympathy with residents who may be negatively affected by the EV Charging Bays, however the consensus was that the proposals should be implemented for the reasons detailed by the officer and set out in the report. Members voted unanimously to support the recommendations as set out in the report to the Cabinet Member for Sustainability.

16/20 Objections to Proposed Introduction of Waiting & Loading Restrictions

David Wakeling, Parking Design Manager, introduced the [Report](#) which considered the objections received to introduce waiting and loading restrictions in various locations across the borough. The report sought to

amend the original proposals, which was outlined in the appendices. All of the sites proposed to introduce restrictions were in response to complaints about safety and accessibility.

Committee Member Questions and Debate

Councillor Luke Clancy raised concerns over emergency vehicle access on congested roads, explaining that those issues were exacerbated by the School Streets in the Grove Wood Hill area. He described a recent incident whereby a refuse lorry round and a school pickup time coincided and caused major traffic problems, where the lorry became stuck half way up the road. He said that Councillor Creatura had now raised this incident and made suggestion to the council to ensure that refuse rounds would not occur during peak school pick up hours. Councillor Clancy said this incident highlighted the risks of major congestion of serious accessibility concerns.

David Wakeling stated there were proposals to implement school time traffic restrictions in the Grove Hill Road area, following consultation with concerned local residents. He understood the Councillor's valid concerns regarding emergency vehicle access. School Streets did have an effect on the area in relation to congestion and he reassured that the council was in the process of mitigating those problems.

The Chair told the Committee that the aim of the School Streets scheme was to encourage healthy behaviour shifts and enable people to engage in active lifestyles.

Councillor Jewitt stated that she was pleased to see the proposal to adjust restrictions to the junctions in Thornton Heath because of the areas current parking issues.

Committee Members unanimously agreed to support the recommendations as set out in the report to the Cabinet Member for Sustainability.

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

This item was not required.

The meeting ended at 7.03 pm

Signed:

Date:

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