

CROYDON COUNCIL

**DECISION NOTICE: Traffic Management Matters by Cabinet Member for
Environment Transport and Regeneration**

1	TITLE	Lakehall Road Area – Results of Informal Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ)
2	DECISION REFERENCE NO.	N/A
3	KEY DECISION REFERENCE NO. (if applicable)	N/A
4	SUMMARY	The report considers the results of the informal consultation on the possible introduction of parking controls into the Lakehall Road Area which includes, Attlee Close, Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Haslemere Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Norman Road, Penshurst Road, Torridge Road and Queenswood Avenue.
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	<p>COPY OF MINUTES OF THE TRAFFIC MANAGEMENT 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>Minutes of the Traffic Management Advisory Committee held on 12 December 2018 are attached for information.</p> <p>Webcast – N/A</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 Environment, Transport and Regeneration (job share) that they:</p> <p>1.1 Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Lakehall Road Area.</p> <p>1.2 Agree to proceed to the formal consultation stage for a proposal to introduce a new CPZ operational 9am – 5pm Monday to Saturday into Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Queenswood Avenue as shown on Drawing No.PD-382.</p> <p>1.3 If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice</p>
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)

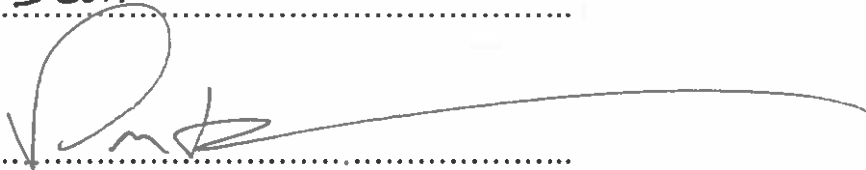
*** delete as appropriate**

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

.....
Print Name

PAUL SCOTT

.....
Signature



.....
Title

Cabinet Member for Environment Transport and Regeneration (job share)

.....

Agenda Item 5

Croydon Council
For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 12 DECEMBER 2018
AGENDA ITEM:	
SUBJECT:	LAKEHALL ROAD AREA – RESULTS OF INFORMAL CONSULTATION ON THE PROPOSED INTRODUCTION OF A CONTROLLED PARKING ZONE (CPZ)
LEAD OFFICER:	Shifa Mustafa, Executive Director of Place
CABINET MEMBER:	Councillor Paul Scott, Cabinet Member for Environment, Transport and Regeneration (job share)
WARDS:	Bensham Manor and West Thornton
CORPORATE PRIORITY/POLICY CONTEXT: This report is in accordance with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none">• The Croydon Plan; Transport Chapter.• The Local Implementation Plan; 3.6 Croydon Transport policies• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6• Croydon Corporate Plan 2013 – 18• www.croydonobservatory.org/strategies/	
FINANCIAL IMPACT: These proposals can be contained within the available budget.	
FORWARD PLAN KEY DECISION REFERENCE NO.: n/a	
1. RECOMMENDATIONS That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they: <ol style="list-style-type: none">1.1 Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Lakehall Road Area.1.2 Agree to proceed to the formal consultation stage for a proposal to introduce a new CPZ operational 9am – 5pm Monday to Saturday into Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Queenswood Avenue as shown on Drawing No.PD-382.	

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

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

3 DETAIL

- 3.1 A petition was received from residents of Lakehall Road in May 2017 requesting that a residents' permit scheme be introduced to help improve parking conditions.
- 3.2 The petition stated; "our road is parallel to Bensham Lane and people from Bensham Lane park on our road and walk through the alleyway when they come back from work and on top of our road there is a church hall where most evenings people arrange their parties and from 5pm till 9pm the whole road is filled with cars".
- 3.3 In response the Council commenced an informal consultation on the possible introduction of parking controls in the area starting on Monday 8 October 2018 and continuing until Monday 5 November 2018.
- 3.4 A total of 1296 sets of consultation documents which comprised of a letter, explaining the reasons for the consultation, a plan of the consultation area, a Frequently Asked Questions factsheet and a questionnaire (appended to this report) were sent to addresses within this area. Included in each pack was a pre-paid envelope for the return of the questionnaire.
- 3.5 Consultees were requested to register their "Yes/No" preference votes, as well as their choice of operational hours, either 9am to 5pm Monday to Saturday or 8am to 8pm every day, for a possible controlled parking scheme.

4 INFORMAL CONSULTATION

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

Table 1 – Response rates by road

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

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

Table 2 – Road by road responses

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

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

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

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

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

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

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

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

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

Table 4 - Those voting for parking controls:

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

Table 5 - Those voting against parking controls:

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

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

- 4.11 The consultation, despite being titled 'Lakehall Road area' to reflect streets from where the petition had been received, has been designed to ask residents and businesses within the entire consultation area whether or not they would like to see a CPZ introduced in their particular road as shown in drawing no.PD-332.
- 4.12 The introduction of a new CPZ requires the making of a Traffic Management Order. The legal process for making a Traffic Management Order requires formal consultation to take place in the form of Public Notices published in the London Gazette and a local newspaper (Croydon Guardian). Although not a legal requirement, this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- 4.13 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.

4.14 Once the notices have been published, the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received following the giving of public notice will be considered by the Executive Director of Place and may be referred to the Traffic Management Advisory Committee if the Executive Director in consultation with the Cabinet Member for Transport and Environment (job share) considers it appropriate for any other reason.

5 FINANCIAL CONSIDERATIONS

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

5.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2018/19	2019/20	2020/21	2021/22
	£'000	£'000	£'000	£'000
<u>Revenue Budget</u>				
<u>available</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<u>Effect of Decision from Report</u>				
Expenditure	0	0	0	0
Income	0	0	0	0
<hr/>				
Remaining Budget	0	0	0	0
<u>Capital Budget</u>				
<u>available</u>				
Expenditure	16	45	0	0
<u>Effect of Decision from report</u>				
Expenditure	2	19	0	0
<hr/>				
Remaining Budget	14	26	0	0

5.2 The effect of the decision

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

5.3 Risks

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

5.4 Options

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

5.5 Savings/ future efficiencies

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

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

6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, implement and revoke Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.
- 6.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.
- 6.3 Approved by: Sandra Herbert, Head of Litigation and Corporate Law, for and on behalf of Jacqueline Harris-Baker, Director of Law and Governance and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 Enforcement of new parking schemes will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.
- 7.2 Approved by: Sue Moorman, Director of Human Resources

8. CUSTOMER IMPACT

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

9. EQUALITIES IMPACT

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

10. ENVIRONMENTAL IMPACT

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

11. CRIME AND DISORDER REDUCTION IMPACT

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

12. REASONS FOR RECOMMENDATIONS

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

13. OPTIONS CONSIDERED AND REJECTED

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

REPORT AUTHOR

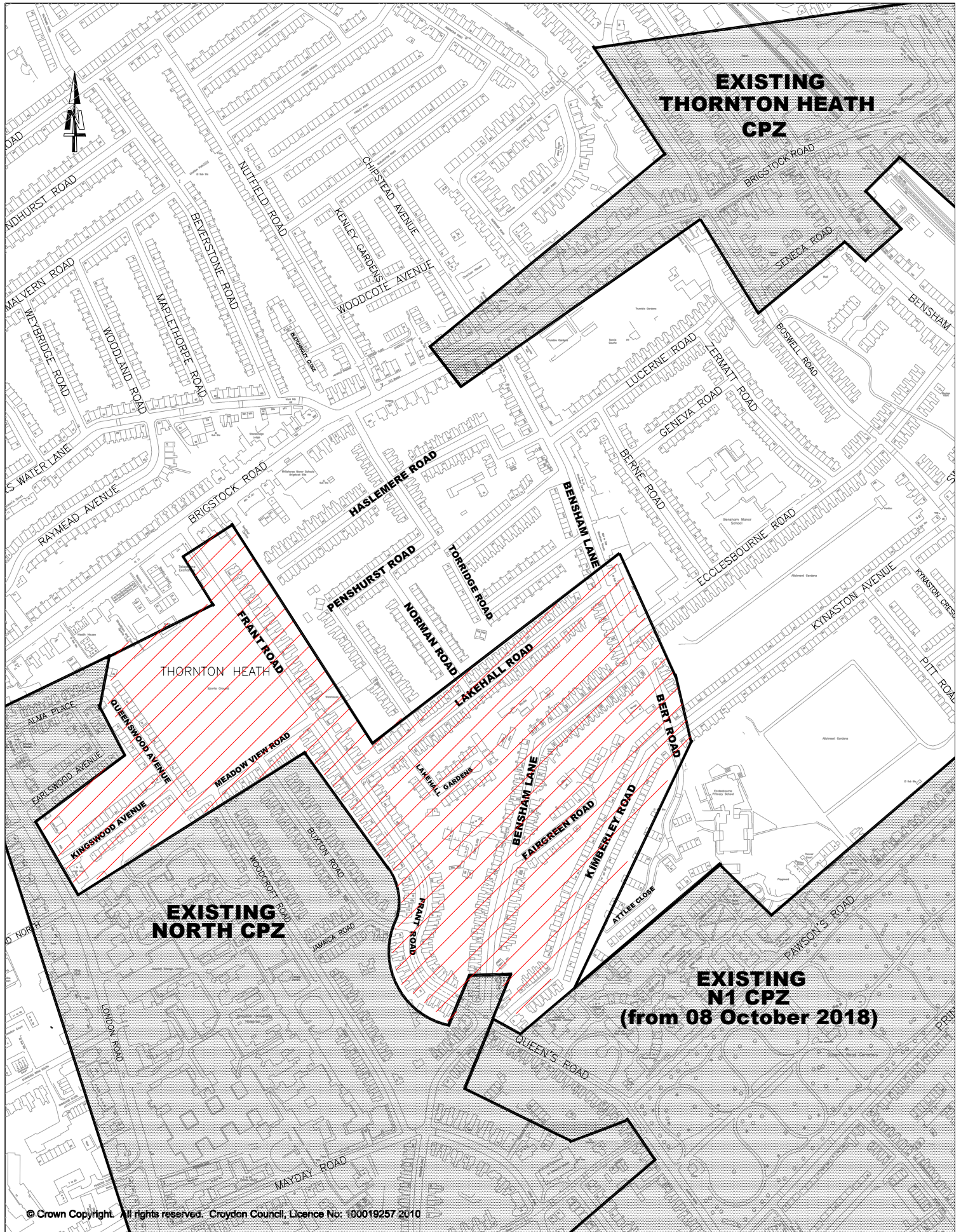
Paul Tarrant, Traffic Engineer,
Parking Design, Highway Improvements,
Streets, 020 8726 6000

CONTACT OFFICER:

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

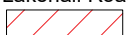
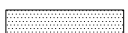
BACKGROUND DOCUMENTS

None



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Lakehall Road area

-  Proposed formal consultation boundary
-  Existing Controlled Parking Zones

CROYDON COUNCIL

Lakehall Road area

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 PO BOX No. 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale. NTS	Drawn PT	Checked DW	Rev. 00
Date.	Drawing Ref.		
November 2018	PD-382		

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

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

Important Parking Information

Possible Parking Scheme Questionnaire

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

Dear Occupier,

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

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

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

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

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

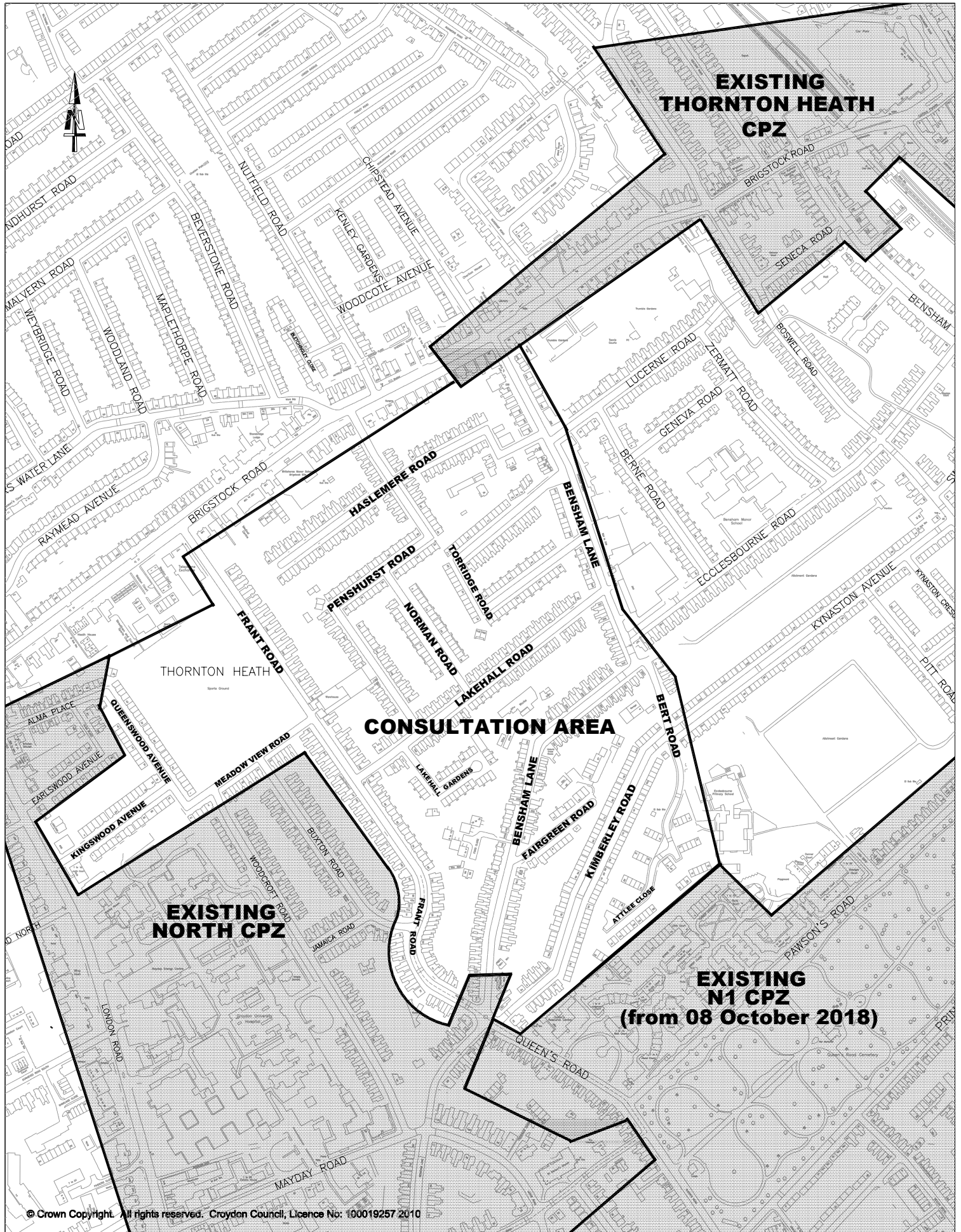
It is suggested that before completing the questionnaire you may wish to look at the enclosed Frequently Asked Questions (FAQ) sheet. Further information on parking and CPZs can also be found on the Council's website pages <https://www.croydon.gov.uk/transportandstreets/parking>.

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

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


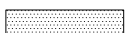
Yours faithfully,





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Lakehall Road area

-  Proposed consultation boundary
-  Existing Controlled Parking Zones

CROYDON COUNCIL

Lakehall Road area

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
 JO NEGRINI - EXECUTIVE DIRECTOR
 PO BOX No. 1462
 CROYDON
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN

Scale. NTS	Drawn PT	Checked DW	Rev. 00
Date.	Drawing Ref.		
OCTOBER 2018	PD-332		

Lakehall Road Area Consultation – QUESTIONNAIRE

Please ensure you complete this questionnaire and return it in the attached pre-paid envelope to reach us by **Monday, 05 November 2018**

Name*

Address*

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

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

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

Yes, controlled parking is needed

No, controlled parking is not needed

2. Please continue even if your response is '**No**' to the above question (in case the majority of your neighbours vote **in favour** of introducing a new CPZ), which option would you prefer?

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

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

Comments:

The results of the consultation will be presented in a report to the Traffic Management Advisory Committee for consideration at its next meeting at 6.30pm on 12 December 2018 in the Town Hall, Katharine Street, Croydon. The report will be available to view 7 days before the 12 December 2018 using the following link:

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

Please return using the pre-paid envelope provided

Controlled Parking Zone (CPZ) – Frequently Asked Questions

1. What is a Controlled Parking Zone?

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

2. At what times will the restrictions apply?

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

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

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

4. Who is eligible for parking permits?

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

5. What about our visitors?

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

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

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

7. Is this not just a money making scheme?

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

8. How much will permits cost?

Permit costs will match those of existing CPZs in the borough, which are currently:

Residents

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

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

Visitors

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

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

8. cont.

Businesses

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

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

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

8 hour max stay roads

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

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

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

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

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

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

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

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

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

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

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

15. What happens next?

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

Public Document Pack

Traffic Management Advisory Committee

Meeting of held on Wednesday, 12 December 2018 at 6.30 pm in F10, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Stuart King (Chair);
Councillors Muhammad Ali, Robert Canning, Chris Clark and Simon Hoar

Apologies: Councillors Jeet Bains and Karen Jewitt

PART A

1/17 **Minutes of the Previous Meeting**

The minutes of the meeting held on 17 October 2018 were agreed as an accurate record.

2/17 **Disclosure of Interests**

There were none.

3/17 **Urgent Business (if any)**

There were no items of urgent business.

4/17 **Lakehall Road Area - Results of Information Consultation on the Proposed Introduction of a Controlled Parking Zone (CPZ)**

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

The Parking Design Manager, David Wakeling, introduced the report and explained it was recommended that the Council proceeded to the formal consultation stage with a proposal to introduce controlled parking into Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road and

Queenswood Avenue, as shown on Drawing No. PD-382 in the agenda. Included in the formal consultation would be a detailed design and the local residents would have an opportunity to comment or object.

Mr John Fraser addressed the Committee in his capacity as a local resident and explained that he was objecting to the scheme because he believed the Thornton Heath ward should all become a CPZ to ensure there were no issues with displacement. He noted that he lived immediately outside the proposed CPZ area would create a “donut” of pay and display parking around the Ecclesbourne Road area and this would severely affect the roads. He requested that the Traffic Management Advisory Committee deferred the item for a few months to develop a full parking strategy for the Thornton Heath Ward.

Ms Heather Hinds addressed the Committee in her capacity as a local resident of Frant Road and explained that she was in support of the proposed CPZ. She noted that the majority of her neighbours were in support of the CPZ in 2015 when it was initially proposed; however, they were unable to attend the previous meeting where it was discussed to express their support. She explained that the area suffered from a high parking rate in connection with the hospital and the surrounding CPZs in the area had dispersed a high level of parking. It was added that neighbours’ cars were regularly damaged due to drivers squeezing in to small spaces; however, this was likely to be resolved if restrictions were introduced.

Ms Helen Mullens addressed the Committee in her capacity as a local resident and explained that the majority of her neighbours were in support of the CPZ. She noted that a high number of residents who objected to the proposal had double driveways and were therefore not affected by the current parking issues. It was added that the addition of CCTV in the area could help resolve the problems.

The Parking Design Manager noted that for similar proposals consultation would be conducted for a larger area and not just the petitioned area to try and mitigate the parking displacement. He also added that if the Traffic Management Advisory Committee agreed to implement the CPZ then it was likely to be introduced as there was a huge traffic problem in the area and there had been a positive response to the implementation of CPZs in neighbouring areas.

Councillor Hoar noted that the objector had raised valid points regarding the displacement issues; however, the current report was just agreeing to conduct formal consultation in the area and neighbouring areas would have the opportunity to request a CPZ in the future.

Councillor Canning stated that he would be supporting the officers’ recommendations and thanked the Parking Design Manager on the scheme ensuring the roads who were in support were included. In response to queries raised by Councillor Canning it was explained that there was not a direct

pedestrian link to the Croydon University Hospital site or Bensham Lane from the proposed CPZ area.

Councillor Ali noted that he was in support of the proposal and questioned whether there was an overarching strategy. The Parking Design Manager explained that there were highlighted areas in the Borough with particularly high parking stress where CPZs could be introduced; however, it was not planned to introduce a CPZ to include the whole Borough. The Parking team would continue to implement CPZs to areas, which suffered from parking issues, in response to residents' petitions.

Councillor Clark thanked the public speakers for attending the meeting and the Parking Design Manager for the report. He noted that he agreed with the concerns raised by Mr Fraser as there could be a "snowball effect" from introducing CPZs. He explained that he lived in an area with CPZ and it was unfortunate the residents had to pay to park in their area; however, it was unfortunately necessary in many cases. It was important that each proposal was considered on a case-by-case basis rather than implementing a CPZ across the full Borough. He added that he was inclined to support officers' recommendation as the proposal was for formal consultation and there would still be an opportunity for residents to object.

The Chair explained to the Committee that the informal consultations conducted were to help the Council gauge which areas would benefit from the introduction of a CPZ and whether residents were in favour or not. The formal consultation was a legal requirement under the traffic management regulations. In response to the Chair it was clarified that the design work would be carried out in January 2019, the formal consultation would begin in February/March 2019 and if the scheme was agreed it would be implemented in autumn 2019.

RESOLVED – That the Traffic Management Advisory Committee unanimously agreed to recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they:

- 1.1 Consider the responses received to the informal consultation on the proposed introduction of a CPZ into the Lakehall Road Area.
- 1.2 Agree to proceed to the formal consultation stage for a proposal to introduce a new CPZ operational 0900 hours – 1700 hours Monday to Saturday into Bensham Lane, Bert Road, Fairgreen Road, Frant Road, Kingswood Avenue, Kimberley Road, Lakehall Road, Lakehall Gardens, Meadow View Road, Queenswood Avenue, as shown on Drawing No.PD-382.
- 1.3 If formal consultation is agreed, delegate to the Highway Improvement Manager, Public Realm Directorate the authority to give the notice.

5/17 **Exclusion of the Press and Public**

This was not required.

The meeting ended at 7.02 pm