

Chapter 7 – PARKING AND ENFORCEMENT PLAN

Introduction

Croydon is an attractive place to live and work and is the second most populous Borough in London (338,500 residents). It has good accessibility by both road and rail, which has helped to create the buoyant and diverse economy it now enjoys, similar in size and complexity to recognised cities such as Newcastle or Glasgow. It has the largest retail and commercial sectors in the South outside London. However there are stark inequalities in Croydon, with significant pockets of deprivation as recognised in the Regional Framework for regeneration.

Croydon is a major employment centre for the South East with over 133,000 jobs, approximately half of which are filled by Croydon residents (1991 figures).

The large population and workforce - combined with a growth in retail and commercial floor space over the last two decades or so - has inevitably meant that there has been a dramatic growth in traffic over the years. Apart from the new tramway, the most significant component of traffic growth has been in the use of the car. This trend has been made worse by increased levels of freight on the roads.

Lifestyles and travel patterns have generally become increasingly car dependent, with out of town shopping centres being the most notable example and Government policies, such as the introduction of parental choice for children's education, have increased the number and distance of car journeys.

Initially, greater mobility undoubtedly offered improved access, convenience and freedom of choice for all of those with access to a car. Unfortunately in recent years traffic demands have been growing faster than our ability to deal with the problems they create - and the Government's forecasts suggest that traffic will continue to grow. There is a growing recognition that the greater freedom offered by the car has not been without its costs. The consequences can be seen in increasing congestion in many parts of the Borough, deterioration in environmental quality due to pollution, disturbance, severance and noise and disadvantages to the local economy because of delays caused by congestion.

Whilst the Borough is strategically located on the main road network, with access to the national motorway network via the A23 and A22 to the M23 and M25, a lack of investment in recent years has given rise to increased congestion on these routes, which is having an adverse impact on the economy of the Borough.

The Council has, over time, developed a number of policies for dealing with parking, these have now been brought together into a single strategic policy document, the Parking and Enforcement Plan. The objective of the Parking and Enforcement Plan is to bring together the various policies and strategies to deal with both on street and off street parking provision, control and enforcement. The policies will help to protect the environment, improve the transport system and promote public transport. The document is regularly reviewed and its effectiveness monitored to ensure that the plan remains up-to-date and that the policies have their intended effect.

The Mayor of London has produced a Transport Strategy, which aims to increase the efficiency, capacity reliability and quality of the Public Transport system in London. The Mayor's vision is to develop London as an exemplary sustainable world city, this is based on economic growth; social inclusivity; and improvements in environmental management and use of resources. In this context the Mayor sets out challenges, three of which have to be met by the Parking and Enforcement Plan: ensuring an accessible city; promoting a green city; and creating a city for people.

PART I - Strategy and Policy Framework

The following documents form part of the main policy framework for the Parking and Enforcement Plan. The main priority areas identified by the Council and which are affected by this document are:

- Providing better and fairer access
Making Croydon an inclusive place
- Regenerating the borough
Making Croydon an economically prosperous place
- Improving the environment
Making Croydon a clean and green place

1. NATIONAL PARKING POLICIES

1.1 ROAD TRAFFIC ACT 1991

1.1.1 The Road Traffic Act 1991 introduced a number of changes in connection with traffic law and set the principles for a complete change in direction in respect of parking enforcement in London. The Act decriminalised parking offences thereby allowing local authorities to carry out enforcement by the use of Council employed Parking Attendants rather than the Police.

1.1.2 Using the powers provided to Local Authorities under the Road Traffic Act 1991 (RTA91), Croydon designated the whole of the Borough as a Special Parking Area (SPA) in July 1994. With effect from that date, therefore, all parking offences in Croydon were decriminalised.

1.1.3 The following is a summary of the provisions made by the act:

- For London Boroughs to enforce all permitted parking, with no further involvement by the Police.
- For London Boroughs to create Special Parking Areas, within which they carry out all enforcement.
- For provisions applying within London, to be extended outside London.
- Parking offences to be decriminalised.
- For London Boroughs to carry out wheel clamping and tow away.
- To set up a central independent adjudication system for the resolution of disputes.
- A stream lined County Court (Civil) procedure for debt recovery.
- For local authorities to retain income from the issuing of penalty Charge Notices.

1.1.4 This Act also introduced the Priority "Red" Route controls on the main road network. Parking on these routes is still enforceable by the Police and Police Traffic Wardens.

1.2 Road Traffic Reduction Act 1997 - Under this Act the Council has a duty to prepare a report, as and when directed by the Secretary of State, relating to the levels of road traffic in the Borough. Specifically the report should contain: -

- an assessment of the levels of local road traffic;
- a forecast of the growth of this traffic;
- a target for a reduction in the level of local road traffic
- a target for a reduction in the rate of growth of local traffic;
- any other information or proposals which relate to levels of traffic and are required under guidance from the Secretary of State.

1.3 A New Deal for Transport

- 1.3.1 In 1999 the Government published its White Paper, which, along with a number of subsequent “daughter” documents, sets out the government’s integrated transport policy. Having regard to the comments received in the above mentioned consultation, the Government concludes within its White Paper that local authorities should have new powers. This includes enabling them to levy a charge on workplace parking, for the purpose of reducing congestion or traffic growth, or achieving other objectives contained in a local transport plan.
- 1.3.2 The Council has responded in support of these initiatives in principle, commenting that, as well as establishing the impact of introducing charges on planning and land use policies, the implications for local and regional regeneration strategies must be taken into account. The Council is also concerned that the White Paper’s initiatives on road user and work place parking charges are brought forward as part of a package of measures aimed at tackling the problems of congestion and pollution, promoting transport choice and reducing car dependency.
- 1.3.3 In London, the Greater London Authority (GLA) has been given powers to develop both road user charging and workplace parking levy schemes. The GLA provides a strategic authority for London and the Mayor has a duty to produce an integrated transport strategy for London. London boroughs, either individually or jointly will be empowered to introduce charging schemes in their areas, subject to the agreement of the Mayor.

1.4 London Planning Advisory Committee Road Traffic Reduction Advice 1999 - In 1999 the London Planning Advisory Committee (LPAC) published their Road Traffic Reduction Advice documents. In order to produce this advice LPAC had commissioned a study which sought to develop two key aims:-

- Stage 1 The setting of road traffic reduction targets, by sector, and the identification of an appropriate monitoring mechanism that can be used to measure achievement.
- Stage 2 The development of an integrated land use planning and transport policy framework, within which the Boroughs are able to meet these targets.

- 1.4.1 Having examined a number of issues or “needs” that could be tackled through road traffic reduction, the study concluded that a road traffic reduction target for Croydon should be set at 10%, based on 1997 traffic levels. Other conclusions that directly impact on parking are that:-
- Increasing charges for using the car is the only practical way of ensuring high levels of traffic reduction.
 - Outside Central London, traffic reduction measures should initially focus on a workplace-parking levy that would be applied across London, and radially based cordon charging and parking controls in larger suburban town centres.
- 1.4.2 LPAC’s Strategy for delivering the above “needs” consists of a package of land use and transport policy measures. Those measures that relate to parking are as follows:

Components of a Traffic Reduction Strategy for London

Mechanism	Future Year			
	2000	2003	2006	2010
1. Public Long Stay Parking Charge Increases	20%	50%	100%	200%
2. Public Short Stay Parking Charge Increases	-	-	-	100%
3. Central London Workplace Parking Levy (per annum)	-	£1,500	£2,000	-
4. Central London Workplace Parking Levy (per annum)	-	-	£2,000	-
5. London-wide Full PNR Parking Levy (per annum)	-	-	-	£3,000

Mechanism 1 and 2 are for consideration within this plan and forms part of the Pricing Policy. Mechanism 2 is generally regulated by inflationary pressures and adjusted in line with the minimum coinage accepted by the equipment, i.e. 10 pence. Mechanism 3, 4 and 5 are for consideration of the Mayor's Transport Strategy.

1.5. Planning Policy Guidance 13

1.5.2 In March 1994 the DoE/DoT published Planning Policy Guidance: Transport (PPG 13) which sets out Government policy and provides advice on how local authorities should integrate transport and land-use planning. A revised PPG13 was published in March 2001.

1.5.3 The key aim of the guidance is to ensure that local authorities carry out their land-use policies and transport programmes in ways which help to reduce growth in the number and length of motorised journeys, encourage alternative means of travel which have less environmental impact and hence reduce reliance on the private car.

1.5.4 In this way, local authorities will help meet the commitments in the Government's Sustainable Development Strategy to reduce the need to travel; influence the rate of traffic growth; and reduce the environmental impacts of transport overall. These objectives will also make a significant contribution to the goal of improving urban quality and vitality.

1.6 Planning Policy Guidance 6

1.6.1 In June 1996 the DoE published Revised Planning Policy Guidance: Town Centres and Retail Developments (PPG 6) which sets out Government policy and provides guidance on the planning aspects of retail development and the development of town centres.

- 1.6.2 The key objectives of the guidance are:
- to sustain and enhance the vitality and viability of town centres;
 - to focus development, especially retail development, in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car;
 - to maintain an efficient, competitive and innovative retail sector; and

- to ensure the availability of a wide range of shops, employment, services and facilities to which people have easy access by a choice of means of transport.
- 1.6.3 With particular regard to transport the guidance recognises that town centres are main attractors of journeys and that excessive traffic and parking problems can seriously affect their attractiveness. The guidance therefore looks to local authorities to promote effective management strategy of traffic demand which may include good access for public transport and cyclists, improved pedestrian environment, re-routing through traffic, traffic calming, park-and-ride and improved road junctions.

2. REGIONAL PARKING POLICIES

2.1 Mayor's Transport Strategy

- 2.1.1 Over the past decade rising population, increasing employment and growing tourism, have dramatically increased the demands on London's transport system. At the same time, investment has failed to provide adequate maintenance, with the effect of gross over crowding and decreasing reliability and the ever growing traffic congestion as a result. The Mayor's vision is to develop London as an exemplary sustainable world city; this is based on economic growth; social inclusivity; and improvements in environmental management and use of resources. In this context the Mayor sets out challenges, three of which have to be met by the Parking Plan: ensuring an accessible city; promoting a green city; and creating a city for people.
- 2.1.2 Below are the ten key priorities set out by the [Transport Strategy](#) followed by the policies and proposals relevant to this document.

The ten key priorities are:

- Reducing traffic congestion;
- Overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding, and increase both reliability and frequency of services;
- Making radical improvements to bus services across London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services;
- Better integration of the National Rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a London-wide, high frequency 'turn-up-and-go' metro service;
- Increasing the overall capacity of London's transport system by promoting access to international transport facilities; improved orbital rail links in inner London; and new Thames river crossings in east London;
- Improving journey time reliability for car users, which will particularly benefit outer London where car user dominates, whilst reducing car dependency by increasing travel choice;
- Supporting local transport initiatives, including improved access to local town centres and regeneration areas, walking and cycling schemes, safer routes to school, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of streetworks;
- Making the distribution of goods and services in London more reliable and sustainable and efficient, whilst minimising negative environmental impacts;
- Improving the accessibility of London's transport system so that everyone, regardless of any disability, can enjoy the benefits of living in, working and visiting the Capital, thus improving social inclusion;
- Bringing forward new integration initiatives to: provide integrated, simple and affordable public transport fares; improve key interchanges, enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are

improved and fully incorporated into London's transport system; and provide much better information and waiting environments;

Policies and Proposals

Objectives and Linkages

Policy 3.3 Transport investments will support sustainable economic growth by:

- tackling transport congestion and unreliability where they are acting as barriers to London's economic efficiency and competitiveness particularly in central London, Canary Wharf and west London;
- developing the network and capacity to meet the requirements of London's growth areas including central London, inner east London and the Thames Gateway (to support the designation of east London as London's strategic development focus), and west London;
- improving access to key regeneration and development areas including areas within the regional development corridors;
- improving access to and within town centres to develop their capacity and role;
- addressing the transport needs of Neighbourhood Renewal Areas particularly where this will complement other initiatives to improve access to employment;
- strengthening London's regional, national and international linkages.

Policy 3.9 Transport initiatives and plans should support social inclusion by taking account of the needs of all Londoners to access jobs, facilities and services through:

- taking account of the particular needs of deprived areas when determining programmes for transport improvements;
- addressing the needs of groups with specific travel requirements;
- introducing equality policies to seek to ensure that transport organisations' workforces at every level fully reflect London, particularly by increasing the employment of women, disabled people, and black and minority ethnic people at every level;
- ensuring that transport workers, particularly frontline staff, are trained to deal properly with the diverse requirements of people using the transport system, and continuing to ensure that all staff are protected from harassment and discrimination.

London's Transport System

Croydon Tramlink

Proposal 4D.3: The integration of Tramlink with other transport services will be pursued by developing interchanges, improving local information and signing, modifying bus routes, maximising access by walking and cycling, and providing facilities for park and ride where appropriate. These will help Tramlink increase its share of the transport market.

Proposal 4D.4: Transport for London and the relevant boroughs will work to ensure that everyone can benefit from the accessibility of Tramlink by making the surrounding street environment and supporting services equally accessible.

National Rail

Proposal 4E.10: Transport for London will work with the Strategic Rail Authority, Railtrack, the train-operating companies and the London boroughs to identify and implement a London-wide programme of improved access to National Rail stations, including the establishment of a core network of accessible stations.

Policy 4E.3: The Mayor will expect Railtrack and the London boroughs to consider individual proposals for parking enhancement at stations on their merits, having regard to the anticipated net gain for sustainable modes and the local environmental impacts, and will consider cases of strategic significance on the same basis.

Bus Network

Proposal 4F.2: Transport for London will devote greater resources to reviewing and improving the performance and reliability of individual routes, in partnership with the operators, boroughs and enforcement agencies.

Streets

Policy 4G.1: London's streets should be managed to assist the movement of people, goods and services –safely, expeditiously, reliably, securely and with minimum environmental impact; to ensure reasonable access to property, and to recognise their use as social spaces.

Policy 4G.2: In balancing the use of street space, account should be taken of the objectives of the Transport Strategy and the road and street hierarchy. On the TLRN and other 'A Roads' there is a general presumption in favour of distribution, particularly for those making business journeys, bus passengers and commercial vehicle operators. On other London roads there is a presumption in favour of access and amenity, particularly for residents, buses, pedestrians and cyclists.

Proposal 4G.3: All bus routes will be effectively enforced, to protect against illegal stopping and other traffic offences, using cameras wherever possible. All bus stops will have 24-hour bus stop clearways. This should be included in the borough's Parking and Enforcement Plans.

Proposal 4G.5: Programmes of improvements will be developed by Transport for London and the boroughs to make the street environment more accessible, removing barriers and obstructions that make it difficult or unsafe for pedestrians to use the street.

Proposal 4G.12: Transport for London, working with the police and the boroughs, will introduce camera enforcement on all 700-bus lanes in Greater London by April 2002.

Proposal 4G.20: All parking and loading controls should be managed fairly and effectively. Parking charges must be set to reflect the overall objectives of the Transport Strategy and the application of borough policies to individual locations.

Proposal 4G.22: The creation of new or extended Controlled Parking Zones will be supported, particularly in inner London, outer London town centres, and around Underground and rail stations where parking pressures and conflicts are acute.

Proposal 4G.23: Boroughs should review the provision and pricing of public off-street parking to ensure that this conforms with the objectives of the Parking Plan in their Local Implementation Plan and with the Transport Strategy. Boroughs should ensure that charges for off-street car parking give priority to short term users.

The Car User

Policy 4H.1: Within the context of the boroughs' road traffic reduction targets, to make car journeys safer and journey times more reliable whilst minimising their environmental impact.

Walking

Policy 4I.1: The Mayor, through Transport for London and the boroughs, will aim to create a connected, safe, convenient and attractive environment which encourages people to walk and enriches their experience of being out and about, making London one of the most walking friendly cities for pedestrians by 2015.

Proposal 4I.1: Transport for London will work with the boroughs and other relevant organisations to ensure the effective promotion and delivery of better conditions for pedestrians.

Proposal 4I.5: Transport for London, in conjunction with the London boroughs, will develop best practice guidance on audits of pedestrian facilities and accessibility, including issues related to safety and the needs of disabled people, for:

- all new major highway and traffic management proposals;
- local town centres and other major trip generators, including stations and large schools; and,
- public buildings and community facilities.

Cycling

Proposal 4J.5: Transport for London and the boroughs will increase the provision of secure cycle parking facilities, including at shopping centres and transport interchanges. The Mayor will also encourage the provision of these and other facilities required by cyclists at workplaces and places of education, and will expect the boroughs to require developers to:

- provide good cycle access to the development;
- install secure cycle parking; and
- provide showers, lockers and changing facilities.

Freight, Delivery and Servicing

Proposal 4K.5: Transport for London and the boroughs should reassess the London Lorry Ban, and ensure wider strategic objectives, freight policies and environmental concerns are taken into account in any future revisions.

Community Transport and Door-to-Door Transport

Policy 4N.4: Availability of door-to-door services for vulnerable groups and people with mobility problems should be improved with better co-ordination between existing providers and with fair eligibility and entitlement criteria.

Accessible Transport

Policy 4O.2: Disabled parking should be provided in convenient locations, for existing and new developments, to enable easy access to activities and facilities.

Seamless Journey

Policy 4P.2: Transport for London will work with its partners to:

improve interchange between public transport modes;

make it easier for people to access the public transport system via walking, cycling and taxi;

make interchanges accessible;

enable people to access the public transport system via motorised modes where this is essential, or meets broader strategic objectives.

2.2 TRAFFIC MANAGEMENT AND PARKING GUIDANCE FOR LONDON

2.2.1 Traffic Management and Parking Guidance for London states that: -

The Secretary of State expects that local authorities should assess parking provision and develop a parking strategy which includes statements of parking and enforcement priorities and quantifiable standards of performance, that these strategies should be published and that the objectives for local parking controls should include: -

Ensuring effective on-street enforcement, particularly on bus routes and main roads, to minimise the impact of car parking on other road users.

Improving co-ordination between boroughs, particularly across boundaries.

Introducing, extending or strengthening Controlled Parking Zones (CPZs) in areas of parking congestion and which are important local destinations.

Ensuring that parking space is effectively managed by time and price, to meet traffic and transport objectives.

Providing for the needs of people with a disability.

Providing convenient coach parking and pick up points at entertainment and other visitor locations.

Reviewing the cost of public parking so that it restrains non essential journeys by car and reduces the overall demand for parking.

Allocating parking space for specific users according to explicit priorities and criteria.

Adequately signing parking and loading controls, while seeking to minimise sign clutter.

Developing a comprehensive approach to the management of on-street and off-street parking.

The Secretary of State expects that there should be a sustained year by year reduction in publicly provided on-street and off-street commuter parking in all areas of Greater London where there is reasonable public transport provision and a much more determined use of parking charges and parking controls to encourage a shift from the use of the private car.

- 2.2.2 In line with the above Guidance, Croydon recognises that parking controls are an essential tool for both traffic management and road safety schemes.

2.3 The London Plan

- 2.3.1 The London Plan, is the Mayor's publication for the spatial development strategy for London. The Mayor is putting a strategic framework in place to manage the complexities of London's growth, so that all Londoners can share in its success. The Plan was published in February 2004.

- 2.3.2 The Mayor's vision is to develop London as an exemplary sustainable world city, based on three interwoven themes.

- Strong, diverse long term economic growth.
- Social inclusivity to give all Londoners the opportunity to share in London's future success.
- Fundamental improvements in London's environment and use of resources.

- 2.3.3 Chapter 3 - Connecting London, addresses four objectives out of six set out in the Plan:

- to make London a better city for people to live in – is addressed in Part A (Living in London).
- to make London a more prosperous city with strong and diverse economic growth – is addressed in Part B (Working in London).
- to promote social inclusion and tackle deprivation and discrimination – cuts across both Living and Working in London and is therefore addressed in Parts A and B.
- to improve London's accessibility – is addressed in Part C (Connecting London).

Parking strategy and standards

Policy 3C.22 Parking strategy

The Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people.

UDP policies and transport Local Implementation Plans should:

- adopt on- and off-street parking policies that encourage access by sustainable means of transport, assist in limiting the use of the car and contribute to minimising road traffic
- adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local circumstances and allowing for reduced car parking provision in areas of good transport accessibility
- reduce the amount of existing, private, non-residential parking, as opportunities arise
- recognise the needs of disabled people and provide adequate parking for them
- take account of the needs of business for delivery and servicing movements
- provide adequate facilities for coaches that minimise impact on the road network capacity and are off-road wherever possible
- generally resist the introduction of temporary car parks
- encourage good standards of car parking design.

Policy 3C.23 Parking in town centres

UDP policies and transport Local Implementation Plans should set out appropriate parking standards for town centres. These should help to enhance the attractiveness of town centres and to reduce congestion.

These standards should take into account:

- the standards set out in Annex 4
- the current vitality and viability of their town centres (see policies 3D.1 and 3D.2)
- regeneration and town centre management objectives
- existing on- and off-street parking provision and control
- public transport provision and the need to reduce travel by car
- pedestrian and cycle access.

2.4 Mayor's Air Quality Strategy

2.4.1 Poor air quality damages health and quality of life, particularly affecting the most vulnerable in society – the very young and older people and those with heart or lung problems. It is estimated that 1,600 deaths are brought forward and 1,500 breathing problem-related hospital admissions per year can occur in London as a result of air pollution.

2.4.2 The Mayor's aim is to improve London's air quality to the point where pollution no longer poses a significant risk to human health. The Mayor's Air Quality Strategy sets out policies and proposals to move towards this.

2.4.3 The Mayor will work to reduce pollution from road traffic in two ways.

Reducing the amount of traffic

The Mayor's Transport Strategy and draft London Plan set out measures that aim to reduce traffic in central London. Through investment in the public

transport network, congestion charging, appropriate planning and other mechanisms, the aim is to stop traffic growth in inner London and reduce the growth in outer London. Most of the increased demand for travel will be accommodated on greatly expanded and improved public transport services.

Traffic reduction is an essential tool in reducing emissions and improving air quality but there is a limit to how much can be achieved through this measure alone.

Reducing emissions from individual vehicles

Faster adoption of cleaner road vehicles is where the greatest opportunity for reducing emissions lies. This is therefore the focus of the Mayor's Air Quality Strategy.

The Mayor aims to accelerate the introduction of cleaner road vehicles and to take advantage of technological progress to reduce emissions of vehicles already on the road by:

- in the short term, targeting emissions reductions from the most polluting vehicles (mainly heavier diesel vehicles, such as buses, coaches, goods vehicles, waste vehicles, and taxis)
- increasing the take-up of newer, cleaner vehicles and technologies
- increasing the take-up of cleaner fuels
- investigating the feasibility of introducing one or more low emission zones in London, which would exclude the most polluting vehicles from specified areas
- in the long term, increasing the take-up of 'zero emission' forms of transport (such as hydrogen fuel cell vehicles).

3. LOCAL PARKING POLICIES

3.1 The Local Implementation Plan Policies

3.1.1 All London local authorities must prepare Local Implementation Plans (LIPs), as set out in the Greater London Authority Act 1999, containing their proposals for the implementation of the transport strategy in their area. This is a statutory document that set out a plan of how the borough proposes to implement the Mayor's Transport Strategy. In it Croydon presents a full set of transport initiatives and projects for implementation in the coming years.

3.1.2 THE ROAD HIERARCHY

TP1 The Council will adopt a road hierarchy comprising the Transport for London Road Network (TLRN), London Distributor Roads, Local Distributor Roads and Local Access Roads as the basis for its management of the road network.

In order to explain its policies for the road network in Croydon and the reasons for them, the Council has classified roads within the Borough into the following hierarchy:

Main Roads

- a) TLRN Road Network - Transport for London (TfL, the Mayor for London's transport executive) is the highway authority for a network of London's most important roads - the GLA roads, which the Mayor has decided to rename the Transport for London Road Network (TLRN). The TLRN in Croydon comprises the A22, A23 and A232.
- b) London Distributor Roads - these roads are intended to provide for movements within the Borough and to and from adjoining Boroughs.

On main roads, greater emphasis will be given to the through movement of people and goods.

Local Roads

- c) Local Distributor Roads - these roads are intended to provide access to local destinations and provide for movements within local areas.
- d) Local Access Roads - these roads are intended to provide access to property and are also important routes for cyclists.

On local roads greater emphasis will be given to the needs of residents, cyclists and to reducing through traffic.

TLRN AND LONDON DISTRIBUTOR ROADS

TP2 The Council will support measures to improve the operation of the Transport for London Road Network and implement measures on London Distributor Roads where these support the objectives of the Mayor for London's Transport Strategy and broadly meet the following criteria:

- a) **contribute to Croydon's economic regeneration and development,**
- b) **do not increase the net traffic capacity of the corridor unless essential to regeneration (TLRN only),**
- c) **provide a net benefit to Croydon's environment,**
- d) **improve safety for all users,**
- e) **improve conditions for pedestrians, cyclists, disabled people, public transport and business,**
- f) **integrate with other Croydon policies.**

The A22 and A23 are of particular importance because they connect Croydon and other parts of South London to the national motorway network. The A232 is the only major orbital route in outer south London.

London Distributor Roads cater for journeys within and across the Borough and with adjoining Boroughs. They also provide links between the TLRN and the Local Road Network. They provide access to Central Croydon and the other Town, District and Local Centres in the Borough and are important routes for bus services and good vehicles.

LOCAL DISTRIBUTOR ROADS

TP3 The Council will seek to ensure that Local Distributor Roads are used principally by local traffic. It will therefore implement measures to

safeguard local amenity and discourage the use of these roads by through traffic.

These roads distribute local traffic within local areas and also link these areas with the main road network. They are therefore important for local traffic movement. However, as local roads, they are expected to carry only local traffic, not through traffic that should be using the main road network. Hence, the safeguarding of local amenity will be given high priority and the use of these roads by motorised through-traffic will be discouraged.

Schemes for Local Distributor Roads will aim to improve conditions for local traffic, remove extraneous through-traffic, improve road safety, encourage cycling and walking and improve the local environment.

LOCAL ACCESS ROADS

TP4 The Council will implement measures to improve environmental quality on Local Access Roads.

The main function of these roads is to provide direct access to buildings and land. They are also important routes for cyclists. Hence, environmental quality is the main consideration on these roads.

Schemes on these roads will generally be traffic calming and other measures which aim to reduce traffic speeds, improve the local environment and driver awareness and behaviour, improve road safety and encourage cycling and walking. The introduction of 20mph speed limits will be considered where appropriate, with priority being given to residential areas with large numbers of children and outside schools, as will "Home Zones" in suitable locations as a method of calming traffic and improving the local environment.

3.1.3 CYCLING

TP11 The Council will provide and seek the provision of cycle parking facilities at locations likely to attract significant numbers of cyclists.

3.1.4 INTERCHANGE

TP20 The Council will investigate the feasibility of, and opportunities for, introducing Park & Ride or similar facilities in the Borough.

Park & Ride schemes have the potential to reduce car use and congestion in town centres and promote sustainable travel patterns. However, there are concerns that Park & Ride schemes can, if conditions are unsuitable, actually lead to more car journeys as trips that were previously made solely by public transport become part car, part public transport trips. Any Park & Ride facility in the Borough would therefore need to lead to an overall reduction in car journeys.

TP21 The Council will press for additional long-term parking facilities at railway stations south of Central Croydon where this will not create additional car travel. The Council will resist the loss of existing parking unless suitable alternative facilities are provided.

Improved car parking facilities at railway stations will encourage more drivers to leave their cars at stations and continue their journeys by rail. This will also reduce on-street parking around stations. Development of the existing car parks for other purposes

would reduce the availability of these important facilities. See Croydon Plan Policy **T25[A]** and Paragraph 10.28 and 10.29.

3.1.5 TAXIS AND MINICABS

TP22 The Council will encourage the provision of taxi ranks at major transport interchanges and within Central Croydon and the Town, District and Local Centres in the Borough.

Taxis play an important role in providing door-to-door services particularly for people with disabilities and those with heavy or bulky goods. The provision of taxi ranks will help ensure that taxis are available in places where people are most likely to need them. Also see Croydon Plan Policy **T27**.

3.1.6 PARKING

The Council will restrict the amount of car parking space in new development in order to promote sustainable transport choices and reduce growth in the number of motorised journeys. The availability of car parking is a significant factor in the decision as to whether or not to make a particular journey by car or by another mode. Car parking also takes up a large amount of space in development and reduces densities. Reducing the amount of parking provision in new development is therefore essential to promote sustainable transport choices and reduce the propensity to travel by car. The parking standards for new developments are included in Appendix K.

At present, public transport is inadequate to meet the needs of many disabled people. While this is the case, private car travel is the only practical option open to many people with disabilities. Parking spaces will need to be carefully positioned and designed.

TEMPORARY CAR PARKS

Temporary car parks can help to maintain the vitality and viability of existing town centres where there is a shortage of short-term parking. Temporary car parks will encourage increased car use and therefore should not be permitted for a period more than 12 months. See Croydon Plan Policy **T32[A]**.

OFF STREET PUBLIC CAR PARKING

TP25 The Council will manage its public car parks to:

- a) **give priority to shoppers and other short-stay parkers in Central Croydon and the Town, District and Local Centres in order to strengthen the economic vitality and improve the attractiveness of those Centres.**
- b) **reduce long-stay capacity as opportunities arise, in order to restrain growth in the number of motorised journeys.**

As part of the London Plan, the Mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible for disabled people

PPG6 seeks to strengthen the role of existing town centres in order to reduce the need to travel to out-of-town centre locations and hence reduce car use. It also makes it clear that some good quality parking is important in maintaining the vitality and viability of town centres and in enabling retail and leisure uses to flourish. Giving priority to short-stay parking in public car parks will improve the attractiveness of Central Croydon and the Town, District and Local Centres for shopping and leisure purposes.

PPG13 encourages local authorities to adopt parking policies that aim to reduce car commuting, which causes traffic congestion at peak travel times, in order to meet sustainable transport objectives. It states that parking policies should promote sustainable transport choices and reduce reliance on the car for work and other journeys. Reducing long-stay parking would help to reduce congestion, improve the attractiveness of Central Croydon as an employment location, have a positive impact on the environment and help to improve the reliability of buses. Opportunities to reduce long-stay parking in Central Croydon could arise, for example, from the introduction of Park & Ride schemes in the Borough or from significant increases in public transport capacity during peak-periods.

TP26 The Council will improve accessibility to public off-street car parks in Central Croydon and improve access arrangements.

Lack of information about the availability of parking spaces can lead to increased congestion and environmental damage as motorists search for parking spaces. Electronically controlled signs at major junctions around the town centre will reduce this problem. Improving access arrangements will reduce delays for motorists entering and leaving these car parks.

ON STREET PARKING

TP27 The Council will regulate the location and use of on-street parking facilities where this is necessary to safeguard the efficiency and safety of the road network for all road users and to encourage access by sustainable transport modes.

Effective regulation of on-street parking can have many benefits. For example, maintaining the free flow of bus services and traffic on major routes, ensuring unhindered access to premises, assisting the economic viability of local businesses by providing loading and unloading facilities, providing parking for certain groups (residents, doctors, disabled persons) and improving safety for pedestrians and other road users. Where appropriate, full public consultation will be carried out.

TP28 The Council will enforce parking regulations in order to safeguard the efficiency and safety of the road network for all road users.

The Council is empowered to enforce 'permitted parking' regulations (such as Pay and Display spaces) and other parking regulations (such as 'yellow line' restrictions and footway parking). This enables the Council to both enforce the regulations effectively and to be responsive to local problems.

3.1.7 FREIGHT

TP30 The Council will introduce measures which reduce the impact of goods vehicles (normally those over 7.5 tonnes gross weight) on amenity in residential areas, including local area lorry bans, width restrictions and parking controls.

Although goods vehicles represent only a small proportion of traffic on Croydon's roads, freight movement is crucial to the economy of the Borough. However, heavy goods vehicles are often perceived to cause more noise, pollution and vibration than other types of vehicle and are more visually intrusive in residential areas. In particular, the use of the Local Road network by through-lorries that should be using the Main Road network is unacceptable. Measures that have already been implemented have been successful in relieving residential areas of intrusive lorry movement.

TP31 The Council will retain the overnight and weekend ban on heavy lorry movements.

The ban has secured environmental improvements by reducing disturbance from heavy goods vehicles

TP32 The Council will retain the existing ban on overnight on-street lorry and coach parking.

Lorries and coaches over 5.0 tonnes gross weight are banned from parking overnight on the street. The ban has improved local amenity.

3.2 The Croydon Plan

3.2.1 The Croydon Plan (Unitary Development Plan) sets out the Council's policies and proposals for the development and use of land, the area highlighted here includes those relating to transport and traffic management. In all these respects, the Plan has to consider implications arising from social and economic issues and seek to complement area-wide regeneration objectives. It also considers wider environmental issues that are of global concern.

The Plan is in two parts. Part 1 sets out broad strategic policies for Croydon's future development. Part 2 is much more detailed and contains the reasoning behind the Part 1 policies and more specific local policies and proposals, together with the reasons for them.

The Plan builds on previous policies that encouraged commercial development in Central Croydon and the Town, District and Local Centres in the Borough. It gives priority to the regeneration of key sites and areas within the Borough and seeks to achieve a mix of uses, including residential, in locations highly accessible to services, facilities and public transport. This strategy not only supports the vitality and viability of these centres, but it makes the best use of the existing transport infrastructure, enabling people to make multi-purpose journeys and allowing for the efficient use of public transport. It also allows people the opportunity to live and work within an area, thus reducing the need to travel. The Plan also maintains long-established policies to protect the Metropolitan Green Belt and Metropolitan Open Land and includes new policies to protect and improve their environment.

3.2.2 PART ONE POLICY:

SP16[A]The Council will promote sustainable transport in planning decisions by:

- a) **Actively managing the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in Central**

- Croydon and other appropriate Town, District or Local Centres and near to major public transport interchanges;**
- b) Locating facilities which are accessed daily near the people that use them in Local Centres so that they are accessible by walking and cycling;**
 - c) Accommodating housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling;**
 - d) Ensuring that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling;**
 - e) Ensuring that strategies in the Croydon Plan and in the Council's annual Local Implementation Plan complement each other and that consideration of Croydon Plan allocations and local transport investment and priorities are closely linked;**
 - f) Using parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys;**
 - g) Giving priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;**
 - h) Ensuring that the needs of disabled people - as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments;**
 - i) Considering how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety;**
 - j) Protecting sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.**

REASONS FOR PART ONE

PPG13 sets out the Government's objectives for sustainable transport. These are to integrate planning and transport at the national, regional, strategic and local level to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling;
- Reduce the need to travel, especially by car.

The Council's Local Implementation Plan sets out the Council's proposals for taking forward the Government's and the Mayor's policies to promote sustainable forms of transport. The Local Implementation Plan is consistent with the transport policies in

the Croydon Plan which promote sustainable transport through land use based planning policy.

PPG6 is seeking to reduce the need to travel by encouraging the use of public transport, walking and cycling and reducing reliance on the private car, to facilitate multi purpose journeys and to ensure that everyone has access to a range of facilities. Jobs, shopping, leisure and tourist facilities should be located in town centres to take full advantage of high public transport accessibility levels. Paragraph 51 of PPG13 also states that *"in developing and implementing policies on parking, local authorities should take care not to create perverse incentives for development to locate away from town centres, or threaten future levels of investment in town centres."*

The London Plan details the Government's transport objectives in London. The London Plan seeks to achieve spatial development priorities by integrating development with existing and future public transport infrastructure and services as well as exploiting existing areas of good public transport accessibility.

The Council's transport strategy therefore seeks to support a wide range of sustainable transport aims and objectives. It possible that conflicts between different aims and objectives may arise from time to time at particular locations or in respect of particular schemes, etc. In order to resolve any such policy conflicts, the Council will adopt a hierarchical approach to transport in which priority will be given to road users as follows:

- Pedestrians
- Cyclists
- Public transport users and vehicles
- Essential car/delivery trips
- Private cars

It is also recognised that taxis can play an important role in supplementing public transport services, particularly for people with disabilities and those with heavy or bulky goods and that mopeds and motorcycles can provide an alternative to the car for some journeys, particularly where public transport is limited.

3.2.3 PART TWO POLICIES

ROADS AND TRAFFIC MANAGEMENT

THE ROAD HIERARCHY

The Local Implementation Plan contains details relating to the road hierarchy and traffic management. The Council has adopted a road hierarchy comprising the Transport for London Road Network, London Distributor Roads, Local Distributor Roads and Local Access Roads to manage the road network.

TRAFFIC GENERATION FROM DEVELOPMENT

T6 Planning permission will only be granted where the traffic generated by a development can be satisfactorily accommodated on nearby roads including the use of ameliorative measures such as public transport, cycling and walking.

PEDESTRIANS

T10 In major developments and other developments likely to attract significant numbers of pedestrians, the Council will seek the provision of pedestrian facilities, including facilities to assist pedestrians with disabilities and impaired mobility.

CYCLING

T14 In major developments and other developments likely to attract significant numbers of cyclists, the Council will seek the provision of cycling and cycle parking facilities. In considering applications for development, the Council will therefore have regard to the cycle parking standards set out in Appendix K.

PUBLIC TRANSPORT

PUBLIC TRANSPORT NETWORK

The Local Implementation Plan contains details relating to the public transport network including major public transport proposals, trains, light rail, buses, taxis and minicabs. The Local Implementation Plan promotes public transport use and an improved public transport network.

A safe and efficient public transport system integrated with land use is fundamental in promoting sustainable transport choice and reducing the need to travel. Developments which generate high demand for movement should be located in existing centres to take advantage of high levels of accessibility to public transport.

INTERCHANGE

T23[A] Major developments in close proximity to public transport interchanges and termini which will require increased use of public transport will be required to enable or provide those facilities.

T25[A] Development at railway stations that does not facilitate improved public transport or infrastructure will not be permitted if it would result in the loss of parking space

TAXIS AND MINICABS

T27 Applications for minicab offices will be permitted provided that they do not create traffic problems or harm residential amenity.

PARKING

CAR PARKING STANDARDS IN NEW DEVELOPMENT

T30[A] Development will not be permitted unless it provides car parking in accordance with the standards set out in Appendix K.

TEMPORARY CAR PARKS

T32[A] Planning permission will not be granted for temporary car parks unless:

- a) the provision would maintain the vitality and viability of the existing town centres; and
- b) there is a demonstrable shortage of short-term parking in the relevant town centre; and
- c) the management of the spaces ensures that they are available only for short-term use; and
- d) the use is proposed for no more than 12 months.

OFF STREET PUBLIC CAR PARKING

Council's policy on managing public car parks is detailed in the Local Implementation Plan. Priority is given to short-stay parking in Central Croydon and the Town, District and Local Centres to strengthen the economic vitality and improve the attractiveness of the centres. Parking policies promote sustainable transport objectives and a reduction in reliance on the car for work and other journeys. Reducing long stay parking will help to reduce congestion, improve attractiveness of Central Croydon as an employment location, improve the environment and reliability of buses.

PPG13 encourages local authorities to adopt parking policies that aim to reduce car commuting, which causes traffic congestion at peak travel times, in order to meet sustainable transport objectives. It states that parking policies should promote sustainable transport choices and reduce reliance on the car for work and other journeys. Reducing long-stay parking would help to reduce congestion, improve the attractiveness of Central Croydon as an employment location, have a positive impact on the environment and help to improve the reliability of buses. Opportunities to reduce long-stay parking in Central Croydon could arise, for example, from the introduction of Park & Ride schemes in the Borough or from significant increases in public transport capacity during peak-periods.

FREIGHT

T10 New commercial development will be expected to provide adequate on-site facilities for loading and unloading goods vehicles. Where it is not physically possible to do so, permission will be granted only where servicing from the public highway would not adversely affect bus and tram services or cause other traffic or safety problems.

ROAD SAFETY

T11 Developments should provide well located and convenient access for pedestrian and cyclists and should be well connected to the surrounding transport network. Permission will be refused where the roads, footpaths, services, parking areas and access points to the development do not meet contemporary safety and design standards.

3.3 Vision 2020 – Movement Strategy -

3.3.1 The Council has been active in promoting public transport in the Central Area resulting in good public transport connections with the trains, trams and bus services.

The growing emphasis is on improving the public realm for the needs of the pedestrian and cyclist whilst also maintaining the appropriate level of vehicular access and car parking. The strategic goals for transport in the Central Area are as follows:

- Provide safe and convenient movement of people and goods into, through and within Croydon, and therefore improve the environment and economic vitality for the Central Area.
- Optimise the use of Croydon's extensive public transport network to secure an accessible, well balanced and viable centre.
- Reduce the need for and impact of the private car in the Central Area, given the infrastructure capacity constraints, the need to improve air quality and emerging government policy and funding regimes.
- Increase the choices available and comfort levels for public transport and cycling movement to and around the Centre.

The strategic objectives for transport have been identified as:

- Optimise and expand Croydon's public transport systems, through improvements in the interchange between modes and promotion of new services e.g. East London Line Extension.
- Lessen the impact of the private car for example through the reduction of non-essential traffic.
- Provide safe and convenient pedestrian and cycle connections to main transport interchanges in the Central Area.
- The overall level of parking provision will be reduced and rationalised as new developments emerge.
- Introduce traffic management and a car-parking system that provides for the appropriate level of access for private and public transport vehicles.
- Reduce the severance effect of Wellesley Road.

3.3.2 Scope and Content

3.3.2.1 The principal objective of this supplementary planning guidance is to set out the principles for the movement of pedestrians and all vehicular traffic in and around the Central Area of the London Borough of Croydon.

3.3.2.2 The Vision 2020 Report and Parts 1 and 2 of this SPG, outline the principles for the renewal and development of the Central Area of Croydon over the next 20 years. The objectives and proposals regarding transport are translated in this guidance into actions and key schemes. The public realm guidance identified pedestrian priority areas and this document seeks to implement these areas by addressing traffic concerns. Other strategies and documents relating to transport both locally and from other Agencies have been incorporated into this guidance.

3.3.3 Context

3.3.3.1 Croydon has a large resident population and work force together with many visitors, whose rising affluence has led to increased car ownership. This along with the increasing levels of freight on our roads has resulted in the dramatic growth in road traffic over the years – and the Government's forecasts show that traffic will continue to grow. The situation for pedestrians can be improved and the Public Realm Guidance was developed to address these needs.

3.3.3.2 The Central Area has been subject to increasing congestion and deterioration in environmental quality due to air pollution, disturbance, severance, visual intrusion and noise, all of which detracts from the quality of life.

3.3.3.3 Continued improvements to the transport infrastructure are considered essential if the economy of the borough is to be sustained. The Vision 2020 Report fully recognised

this and identified the requirement for an effective transport system. The introduction of Tramlink in early 2000 as one of the most accessible and modern transport systems in Britain has already provided an additional integrated public transport option for local residents and businesses. However Croydon is developing a 24hr economy and this has implications for safety and security and transport.

3.3.3.4 This guidance has been developed to address the existing and anticipated movement problems. The guidance therefore takes a balanced approach, which aims to foster economic growth and improve the quality of life by developing and making the most effective use of the highway network, and by promoting the development of an efficient, safe, accessible and reliable public transport network. The proposed schemes seek to ensure that new transport measures do not have a significant adverse effect on the environment and complement the Council's existing and future land use planning aims.

3.3.3.5 Levels of parking associated with development over the last five decades have resulted in a growth of parking provision. To encourage the use of public transport the level and location of all proposed parking provision will be considered in light of its contribution to the efficiency of traffic movement. The predominant objective will be to minimise the level of parking associated with any new development.

3.3.4 Objectives

3.3.4.1 Improvements in the transport infrastructure are essential to ensure that the economy of the borough is sustained. The Council's key objectives are accordant with those of the Government. The Council's key objectives are:

- Reduce congestion and the dependency on car travel
- Reduce levels of air pollution and noise from transport
- Reduce the overall level of carparking in the town centre.
- Improve accessibility and encourage the use of environmentally-friendly modes of transport
- Raise awareness of the impact of transport and travel decisions
- Reduce the risk and perception of risk of danger from the use of all modes of transport
- Promote sustainable growth in terms of economic development and land-use planning
- 'Joined up thinking' e.g. making the link between air pollution, transport and health
- Partnership – everyone working together to achieve improvement.
- Reduce the severance affect of Wellesley Road.
- Close one town centre multi-storey carpark before 2006.

3.3.5 Principal Purpose

3.3.5.1 Vision 2020 takes a holistic view of the Town Centre for the future and deals with the issues and concerns in an integrated manner. The aims for this guidance are to optimise the operation and integration as well as expand the use of Croydon's public transport systems; lessen the impact of the private car; improve cycle and pedestrian access; introduce traffic management and parking systems that provide for appropriate levels of access; reduce the severance effect of Wellesley Road; reduce the levels of carparking in the town centre and improve the air quality and environment for all users. The approach adopted for this guidance ensures that Town Centre issues are dealt with in an integrated and co-ordinated manner rather than the ad-hoc approach used in the past. Carparking facilities associated with all new developments will be examined carefully to assess the impact of any parking on the environment, the effect on the

movement of public transport around the Central Area and the effect on the public realm.

3.4 Croydon's Community Strategy

3.4.1 Croydon's Community Strategy is a long-term plan to ensure a better quality of life for everyone in Croydon, now and for future generations to come. Developed by the Croydon Strategic Partnership, it aims to reflect the main priorities of our residents and communities, and to develop a shared vision for public, private, voluntary and community partners.

3.4.2 Our vision is to create a place which is safer, healthier, more prosperous and sustainable – a place where people choose to live, work, visit and socialise, and which is addressing the needs of the future

3.4.3 The Sustainable Transport aims are to reduce traffic congestion and its damaging effects through a range of measures for all sections of the community by:

- Reducing the need to travel
- Promoting walking and cycling by improving attractiveness and safety
- Improving public transport
- Promoting car sharing
- Converting road vehicles to cleaner fuels
- Ensuring patterns of new development reduce the need for car parking provision
- Improving integration between transport modes

3.5 Air Quality Action Plan

3.5.1 The whole borough has been designated as an Air Quality Management Area (AQMA). The existing Air Quality Action Plan was developed at a time when it was understood that the air quality objectives would be achieved by the measures set out in the Plan. It therefore has a notional end date of December 2005. During 2005 the Council will be revising the current Air Quality Action Plan. Its focus will still be on reducing emissions from road transport.

3.5.2 The Council's main strategy for improving air quality in Croydon currently centres around:

- Securing the implementation of a low emission zone (LEZ) for London in co-operation with the GLA, ALG and other London boroughs
- Reducing emissions from the Council's fleet and contractors' vehicles, including establishing pilot projects to run fleet vehicles on hydrogen and other cleaner fuels such as water diesel emulsion
- Working with business to reduce emissions from freight vehicles and prepare industry for the LEZ via the South London Freight Quality Partnership

3.6 Croydon's Basic Parking Principles

3.6.1 Parking controls and their enforcement play a key part in helping to deliver all parking policies, aims and objectives. These policies provide a clear basis for a hierarchy of parking controls. In general these are as follows:-

- Strategic Roads - carrying heavy volumes of through traffic are the most important in terms of ensuring the continuous movement of traffic. Parking and

loading controls on these roads would normally apply “At any time” or from “7.a.m. to 7.p.m.”. Traffic flow on these roads is generally heavy throughout the day and well into the night and congestion on them will have serious knock on effects to traffic on other roads. Permitted parking places will be limited and, where these are provided, would generally be for short stay periods only, generally up to one hour maximum. The cost of parking in a permitted space on these roads would be high, because of the strategic importance of the road.

- Borough and Local Distributor Roads – these are roads of local importance, distributing traffic and providing access to wider residential or commercial areas. The volumes of traffic carried are generally less than the strategic road network but these roads often run through district shopping centres and also have bus routes running along them. In some places “At any time” restrictions would be appropriate but most roads are likely to require lesser restrictions with peak period restrictions on loading, e.g. from “7.a.m. to 10.a.m.” and from “4.p.m. to 7.p.m.” Permitted parking places would generally be for short stay only, but with a maximum stay of up to 2 hours. The cost of parking in a permitted space on these roads during the day would be less than on a strategic road but would still be relatively high because of their importance as traffic routes and the need to ensure a turnover of parking to assist customers using the shops and assist residents in areas with parking difficulties. However, in District Centres parking charges need to be balanced against the economic well being of the centre.
- Local Access Roads – these are generally residential streets of little or no importance to through traffic movement. Within controlled parking zones controls would be more varied to suit local conditions and may vary from 9.a.m. to 5.p.m. to one hour off peak restriction, e.g. from “11.a.m. to 12 noon” where appropriate. Local roads are often narrow and parking close to corners or in narrow sections can obstruct the movement of essential services such as the Fire Brigade or rubbish collections. In these instances more stringent “At any time” restrictions may be required. A further option may be the introduction of permitted parking on the footway to provide sufficient width on the carriageway for access. In residential streets within controlled zones permitted parking places would generally be provided for a maximum stay of 2 hours, 4 hours, 8 hours or for unlimited time, depending upon the proximity to areas of demand, e.g. shops, railway stations etc. Charges would also vary ranging from relatively high charges closest to areas of demand reducing to free parking in locations at the greatest distance from parking demand areas.

3.6.2 Off-street Car Parks Charges– charges in off-street car parks will always be lower than on-street parking charges in the surrounding area. This is so as to favour the use of public off-street parking rather than the more obstructive on-street places. Public off-street parking charges are set so as to accommodate either short stay parking, close to shops to ensure high turnover of customers, or long stay parking, close to stations or commercial centre with high levels of commuters.

3.6.3 Period of Control for Bank Holidays – parking controls apply in exactly the same way on all days of the year. This is due to the changing nature of shopping and businesses opening hours which has resulted in very similar (sometimes higher) levels of parking on Bank Holidays compared to normal weekdays or weekends. Controls are, therefore, still required on these days so as to prevent obstruction and congestion.

- 3.6.4 Private Non-Residential Parking. Many businesses in Croydon provide private off street parking places free to their employees or customers. In many cases these cater for only one or two cars, but some of these car parks are very large, attracting huge numbers of motorists. The car movements to these larger car parks can have a significant effect upon the surrounding road network, often resulting in major congestion and pollution. Similarly the smaller car parks, when car traffic movements to and from them are taken together also add significantly to the total traffic movements through an area. Reducing the number or availability of such spaces, through encouragement of the introduction of green travel plans, for example, could have a significant effect in terms of enabling improvements in speed and reliability of public transport and encouraging further shifts to more sustainable travel modes.
- 3.6.5 Most other parking is private off street residential parking. This is where people park in their own personal parking spaces within their private property and off the highway. However, this too can have an impact upon the environment of an area. Many private properties in Croydon are made up of terraced housing with small front gardens. Residents often convert these gardens into private parking spaces, and are required to apply for a dropped crossing to enable them to cross over the footway to enter their property from the carriageway.

3.7 Pricing Policy

- 3.7.1 The Council carries out an annual review of all its parking pricing policies in line with Croydon's environmental objectives, investment, pricing policy priorities and DfT and the Mayor for London's objectives.
- 3.7.2 Consideration is generally given to the results of consultation with residents and businesses, in particular the Town Centre Traders and the findings from the Croydon Parking Survey.
- 3.7.3 In addition the Council is under obligation to maintain traffic flows for business to flourish and for safe access. Furthermore, as will be seen from the foregoing policies, Government and London Mayoral objectives include clear guidelines whereby Local Authorities are expected to take decisive steps, by means of a charging structure for parking spaces, to discourage the use of the private vehicle for short journeys.
- 3.7.4 Within Croydon there are currently 10 on street Controlled Parking Zones (CPZ) which cover Central Croydon and all the District Centres. The existing CPZs are under continuous review to achieve objectives in line with the guidance and policies set out in this Plan. Croydon is committed to Introducing, extending and strengthening Controlled Parking Zones (CPZs) in areas of parking congestion and which are important local destinations and ensuring that parking spaces are effectively managed by time and price, to meet traffic and transport objectives.
- 3.7.5 The annual review of parking pricing policies and provision is linked to the continuous development of a comprehensive approach to management of on-street and off-street parking through consistent charges and tariffs and provision of permits. This has proved to produce a good level of compliance from the public and has accomplished fair and consistent enforcement.
- 3.7.6 The review of parking provision expects that there should be a sustained year by year reduction in publicly provided on-street and off-street commuter parking where there is reasonable public transport provision and a much more determined use of parking charges and parking controls to encourage a shift from the use of the private car. so that it restrains non essential journeys by car and reduces the overall demand for parking.

- 3.7.7 The Proposals are published and are subject to consultation with residents and businesses, with the following aims:
- (i) Maintain the economic vitality of Croydon.
 - (ii) Provide pricing charges which are consistent with traffic and transport objectives.
 - (iii) Influence excessive demand from commuter and other all day parking.
 - (iv) in places where access is difficult consider the provision for other user groups in need.
 - (v) To influence price competitiveness with comparable privately operated car parks.
 - (vi) To maintain price competitiveness with adjoining shopping / business centres.
 - (vii) Redistribute significant over demand and queuing in circumstances where there is spare capacity in other parking places.
 - (viii) To finance progressive improvements and to maintaining the provision of quality parking of Council owned car parks.