

PART II - Local Strategy and Parking Controls

4. ON STREET PARKING

4.1 WAITING RESTRICTIONS

- 4.1.1 The majority of waiting restrictions in Croydon is on strategic and distributor roads, where they are largely introduced to remove obstructive parking at locations such as the approaches to traffic signal junctions or at bus stops. These also aim to assist in reducing traffic congestion and consequently air pollution.
- 4.1.2 Other than within Controlled Parking Zones (CPZs), there are fewer restrictions in residential areas. Where they are introduced it is generally at potentially dangerous locations such as too close to junctions, on bends, outside schools, where visibility of other motorists is obstructed and where restrictions may improve road safety and reduce accidents.
- 4.1.3 Waiting restrictions across the Borough are applicable over many different time bands and are regularly reviewed and amended in order to introduce more rationalisation or continuity of restrictions to reduce confusion amongst motorists. An example of the need for change is that many of the restrictions that were introduced 30 years ago apply from 8.a.m. to 6.30.p.m. In the last 30 years, with increasing traffic flows and congestion and with more flexible working arrangements, peak traffic periods have spread. Peak flows in the morning now generally arise between 7.a.m. and 10.a.m. and in the evening from 4.p.m. to 7.p.m.
- 4.1.4 Pressure on available on street parking space has lead to increasing abuse of the Highway Code's basic rules regarding parking in obstructive or dangerous places. More restrictions in conjunction with effective enforcement are, therefore, required to increase compliance with these basic rules and thereby improve road safety.
- 4.1.5 In order to deal with these changing situations there is an ongoing review, rationalisation and upgrading process for waiting restrictions, such that they are more readily understood by motorists and residents including disabled badge holders, and operate at appropriate times of day, taking account of traffic conditions and local circumstances.
- **Waiting restrictions will generally apply “At any time” on section of strategic roads and from “7.a.m. to 7.p.m.” on strategic and distributor roads.**
 - **“At any time” waiting restrictions will be introduced in locations where parking is potentially dangerous.**
 - **“At any time” waiting restrictions will gradually be introduced at most road junctions. Priority will be given to junctions with the highest personal injury collision records.**
 - **“Side road returns”, the distance that a waiting restriction extends away from the corner of a junction, will be a minimum of 10m.**

- **Any other location will be assessed and restrictions introduced subject to the road layout and traffic flows.**

The current list of parking restrictions, Schedule of Prescribed/Restricted Hours is shown in Appendix H.

4.2 Loading Restrictions

4.2.1 Stopping for the purpose of loading and unloading goods is permitted on a waiting restriction, as follows: -

- in designated parking places - 20 minutes,
- on yellow line waiting restrictions before 11am - unlimited,
- on yellow line waiting restrictions after 11am - limited to 20 minutes,

so long as the loading / unloading operation is a continuous process and is seen to take place.

4.2.2 In general loading restrictions are introduced in areas where such loading would be obstructive or dangerous or would increase congestion and delays during peak traffic periods.

4.2.3 Disabled “blue” badge holders are not permitted to park on loading restrictions and, with increasing numbers of such badges, it is regrettably becoming necessary to introduce such restrictions to prevent obstructive parking.

4.2.4 Croydon will review and improve parking and loading controls such that they are more effective and readily understood by motorists and residents. The aim will be to ensure that parking and loading controls protect buses and business traffic whilst ensuring necessary access for local shops, community facilities and residents, particularly for disabled people and operate at appropriate times of day, taking account of traffic conditions and local circumstances and where roads have appropriate parking and loading controls, with clear allocations of street space and explicit standards of enforcement, as described on the Advice Note “Making Better Provision for the Servicing and Delivery Needs of Businesses”. The review will be extended to cover all roads with busy bus routes

- **Loading restrictions on strategic and distributor roads, designated bus lanes and busy bus routes will generally apply from 7.a.m. to 10.a.m. and from 4.p.m. to 7.p.m.**
- **“At any time” loading restrictions will be introduced at all locations where there is a potential for dangerous obstruction.**
- **Any other location will be assessed and restrictions introduced where appropriate and subject to road layout, traffic flows and local circumstances.**

4.3 Overnight Parking Restrictions on Commercial Vehicles

4.3.1 The former Greater London Council decided to restrict the use of heavy goods vehicles, to improve the environment for Londoners. In 1974 regulations were introduced whereby commercial vehicles are banned from waiting overnight.

Vehicles of a maximum gross weight which exceeds 5 tonnes are banned from parking in any restricted street, between the time of 6.30 pm on any one day and 8 am on the following day. Roads not restricted are detailed in Appendix C.

- 4.3.3 Policy T40 and T41 of the Council's Croydon Plan 2nd deposit (UDP), pledges to retain the existing ban on overnight on-street lorry and coach parking. The intention is to secure environmental improvements by reducing disturbance from commercial vehicles.
- 4.3.3 The overnight lorry ban prevents large vehicles parking on street overnight, which can be detrimental to the environment of the Borough. For this purpose the Council provides off street car / lorry parks around the borough whereby heavy goods vehicles can park overnight, see appendix D. Whilst this provision is intended to reduce the need for lorry drivers to park on street and violate the ban, the actual usage of these lorry parks is relatively low.

4.4 Controlled Parking Zones (CPZs)

- 4.4.1 The principle of CPZs in Croydon is to control parking such that it is safe and unobstructive, ensuring unhindered access to premises and assisting in the economic viability of the local area, as such the council is committed to introducing new extending and strengthening existing controlled parking zones in areas of parking congestion. See appendix E for location plan.**
- 4.4.2 Parking in permitted bays within CPZs is generally controlled by the use of "Pay and Display" (P&D), which requires a valid ticket or permit to be displayed in the windscreen of a vehicle parked in a bay. In some CPZs parking bays may allow free parking, but usually restrict the length of stay to a maximum period, with no return permitted within a specified time.
- 4.4.3 To best utilise permitted parking areas, parking bays within CPZs in Croydon will generally operate on a "shared use" basis (i.e. the same bays may be used by motorists who have purchased and are displaying a valid P&D ticket or by residents or businesses that have purchased permits or any other type of valid permit).**
- 4.4.4 The hours of operation of the restrictions are displayed on signs at the entrances to the CPZ. There are no repeater sign plates within the CPZ to indicate the hours of operation of the restrictions within the boundary; there are only the yellow line markings. Some roads within a CPZ may have waiting restrictions with different hours of operation; these are both marked and signed.
- 4.4.5 Permitted parking places are marked with white paint and are separately signed to indicate the maximum length of stay and the type of control e.g. pay and display or free parking.
- 4.4.6 Permitted parking bays are normally 5.8m in length by 1.8m in width. The parking bay at the end of a row of bays may be reduced in length to a minimum of 4.5m but are generally 5.0m. Bays are not located closer than 9m to a junction and would normally be located no closer than 15m from a junction. Bays are normally set back 1.5m from a dropped crossing.
- 4.4.7 Different CPZs have different hours of operation depending upon the local objective some apply from "9.a.m. to 5.p.m.", others for only one hour during the

off peak period, e.g. "11.a.m. to 12 noon". The hours of operation of the yellow line restrictions and permitted parking bays within a CPZ are generally the same. However, in some instances, generally on strategic or distributor roads, permitted parking places may only operate "off peak", e.g. from "10.a.m. to 4.p.m." whereas the waiting restrictions may operate from 7.a.m. to 7.p.m.

4.4.8 The Central Croydon Controlled Parking Zones operates for longer than most zones, between the hours of 7 am and midnight throughout the week, in recognition of the changes in shopping and travel patterns and to address the extensive night-time economy of the town centre. This is required in order to maintain traffic flows, for safe access and for business to flourish. This has been introduced to encourage motorists using the various entertainment venues within the Town Centre and Sunday shoppers to use more competitively priced off-street car parks or travel by public transport. Furthermore, this proposal will significantly reduce the parking problem residents of the central zone encounter during evenings and weekends.

4.5 Pay and Display Only Bays

4.5.1 There are a small number of bays in the borough where parking is permitted only when paying and displaying usually in District Centres, busy shopping parades and are designed for high turnover and short stay only.

4.6 Footway Parking

4.6.1 **The Council will introduce exemptions to the London Wide Footway Parking Ban so as to prevent obstruction of the carriageway, as long as the Council's criteria regarding carriageway widths and prevention of obstruction of the footway are met. These exemptions would aim to assist in reducing traffic congestion and also to improve personal safety by reducing obstruction of emergency vehicles in residential areas.**

4.6.2 The Greater London Council (General Powers) Act 1974 introduced a ban on parking on the footway or on footway verges in all roads in London. The ban was enforced only to a limited extent by the Police, until 1994 when Local Authorities were given powers to enforce the decriminalised offence under the Road Traffic Act, 1991.

4.6.3 At that time it rapidly became clear that there was a need for exemptions to the ban in some places and the Council agreed a set of criteria to assess requests for exemptions. These have been reviewed and modified to take into account additional experience and local circumstances on a number of occasions.

4.6.4 **Croydon's footway and verge parking ban exemption criteria are as follows:-**

1. **Except in special circumstances, the following clearance widths are to be maintained when considering Footway and Verge Parking exemptions: -**

1.2m Minimum clear footway width to be retained

1.8m Assumed width for parked vehicles (standard bay width)

Clear carriageway width (i.e. excluding parked vehicles): -

6.0m Strategic Roads and Industrial Estate Roads

5.0m Borough Distributor Road

4.0m Local Distributor Roads

3.5m* Local Roads

***Note.** This is sufficient for emergency vehicles but would not allow moving vehicles to pass without giving way, i.e. effectively alternate one-way working past parked vehicles.

2. Generally, exemptions from the ban on footway parking are only introduced if all the following criteria are met: -
 - i). Carriageway widths will not accommodate vehicles parked wholly on the carriageway, on both sides, and still retain the clear width set out above.
 - ii). The footway width is sufficient to permit exemptions and retain the minimum clear distances as set out above.
 - iii). There is a history of parking over the footway by a significant number of vehicles.
 - iv). There is little or no private off-street parking space reasonably available.
 3. When assessing Minor Residential Roads (Local Roads), consideration is given to traffic levels and lengths of existing parking, which may restrict vehicles' ability to pass each other. If appropriate, the criteria for the next higher category, that of Residential Access Roads (Local Distributor Roads) may be applied.
 4. When assessing cul-de-sacs, consideration is given to the absence of through traffic and if considered appropriate exemptions may be introduced, even if not all the criteria set out above, are met.
 5. Areas of footway or verge will not be exempted where this leads to the possible obstruction of sight lines, crossovers, bus stops, statutory undertakers plant etc.
- 4.6.5** Where exemptions are introduced the following policies and standards regarding implementation will apply: -
1. Standard signs will be introduced where exemptions have been granted. Markings will generally also be provided to indicate the length and width of the exempted area on the footway or verge. Any parking that takes place on the footway or verge outside of those markings will be liable to prosecution.
 2. In the case of cul-de-sacs and verges, signs will be provided but markings will generally be omitted.
 3. Footways where parking is permitted will generally, only be strengthened where surveys reveal the existing "illegal" parking has resulted in damage.
 4. Where parking is permitted on grass verges, the condition of the verge will be monitored; with remedial measures considered, as appropriate.
 5. The provision of Footway or Verge parking will, generally, be subject to direct consultation with affected frontagers in addition to the normal Public Notice procedures.

4.7 Bus Stops, Bus Stop Clearways and Bus Lanes

4.7.1 Bus stops have traditionally been indicated in four different ways:-

- Provision of a bus stop flag and no markings
- Provision of a flag and advisory bay markings, without waiting restriction
- Provision of a flag with bay markings and waiting and loading restrictions (the hours of which vary to suit local conditions) with signs and markings.
- Provision of flag and bus stop clearway (no stopping) restrictions with signs and markings.

4.7.2 As part of a rolling programme to improve public transport reliability, comfort and safety and as part of the Major's Transport Strategy objectives, Croydon has supported the implementation of the London Bus Priority Network (LBPN) and, the London Bus Initiative (LBI). The introduction of new low floor buses, that provide improved accessibility for all, has made it increasingly important that all buses can get close to the kerb within bus stops. It is, therefore, essential to ensure that all bus stops are kept clear of extraneous parked vehicles.

4.7.3 The Council has, therefore, embarked upon a programme of converting all bus stops such that they are all designated as bus stop clearways with No Stopping "At any time" restrictions.

4.7.4 All bus stop "cages" are also being reviewed in order to increase their length to the standard 37m, wherever this is practicable, in order to allow for low floor bus access.

4.7.5 Bus lanes provide rapid segregated access for buses through areas of congested traffic, thereby improving public transport reliability. In order for these to operate effectively it is essential that they are kept clear of parked vehicles.

4.7.6 All bus lanes are provided with waiting and loading restrictions that apply for at least the same time periods as the hours of operation of the bus lane.

4.8 Park and Ride

4.8.1 Quick, easy and safe interchange is essential to integration between different modes of transport. Interchange facilities that are safe, attractive and convenient will assist existing users and encourage greater use of public transport, The Local Implementation Plan Policy state:

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.

There is evidence that car parking around some Tramlink stops in the Borough has increased since the introduction of Tramlink services and this demand may well increase further in the future. This matter will also be addressed as part of the Council's investigations.

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.

4.9 Parking Facilities for Disabled People

4.9.1 Many people are eligible for disabled “blue” badges that, if displayed in the windscreen of vehicles in which they are travelling, entitle them to make use of special parking facilities.

- Parking is permitted on any single or double yellow line waiting restriction for a maximum period of 3 hours (indicated by the “clock” which must also be displayed in the windscreen). This form of parking is only permitted so long as there is no obstruction or danger caused to other road users by such parking.
- Parking is allowed in any shared use parking bay or pay and display bay, at no charge and without time limit, unless specified by signs.

4.9.2 The use of disabled badges and the above concessions is only permitted if the disabled person to whom the badge has been issued is a driver or passenger in the vehicle at the time of the parking event. Any misuse of these badges is an offence and the concessionary badge may be withdrawn from the disabled person.

4.9.3 The Council will introduce disabled parking bays in locations where there is a need for reserved parking to help improve the access and mobility of people with a mobility handicap.

4.9.4 The criteria for the introduction of a disabled parking space outside a private residential property are as follows, these principles generally apply to any request for disabled bays on the public highway:-

1. The applicant must be able to prove that they are the holders of a “Blue Badge”.
2. The applicant must be the regular driver of the vehicle for which a bay is required.
3. If the applicant is a passenger in a vehicle then consideration will be given to providing a disabled parking bay only if the vehicle is kept at the same address. This is indicated on the Vehicle Registration Document (V5) and is mainly used for the transportation of the applicant who is an ‘Orange/Blue Badge’ holder.
4. There should be no alternative nearby off-street parking place available, at less than approximately 100 metres away from the applicant or the applicant’s regular driver if the applicant is the passenger, such as a car park or garage / drive within your property.
5. There should be a regular shortage of on-street parking space in the close vicinity, less than approximately 50 metres away, of the address at which the disabled bay is required.
6. The proposed location of a parking bay must not be such as to cause an obstruction of the Highway, or a danger to other road users, nor must it be more than approximately 50 metres away from the applicant’s address.
7. The hours of operation of disabled parking bay is “At Any Time”. Enforcement outside the working day, 7am to 7pm, however, is subject to the availability of enforcement staff on borough wide patrols.

A disabled parking bay will only be provided, if at all possible, in genuine cases of difficulty and is not exclusively for the applicant’s sole use since other ‘Blue Badge’

drivers can legally park their vehicles in this bay. Disabled parking bays are reviewed at regular intervals and if they are considered to be no longer necessary due to changed circumstances or are reported to be unused, they may be removed.

- 4.9.5 The bays will conform to design standards as detailed on the DoT Traffic Advisory Leaflet – Parking for Disabled People.

4.10 Parking Facilities for Medical Practitioners

4.10.1 The Council will introduce parking bays for medical practices only in respect of a surgery or consulting room in locations where there is a need for reserved parking to help improve the access by doctors and medical staff to regularly make emergency calls.

4.10.2 Requests for parking bays are normally considered only in respect of a surgery or consulting room. Such parking bays are only considered where there is a proven need and where this can be achieved without any adverse effect on other traffic or road users.

1. Such provision is given at the discretion of the Council, and subject to the condition that it is essential for the doctor concerned to regularly make emergency calls and that if no bay is provided this will seriously impede their duty.
2. An application is normally considered on the basis of a maximum of one bay per surgery or consulting room, unless the council is satisfied that exceptional circumstances apply to particular premises.
3. The Council should be satisfied that applicants cannot normally find suitable on-street parking space and that no public or private garage or other off-street parking facility is available within a reasonable distance of the surgery or consulting room.
4. The siting of the bay will be determined in the light of traffic conditions after consulting with the Police and London Buses. A marking will in no case be provided on any length of street where waiting or loading is prohibited, unless it can be accommodated without detriment to traffic movement or safety.
5. The siting of an approved marking should, subject to paragraph 4 above, be as convenient as practicable to the doctor's premises but it may not necessarily be immediately outside or on the same side of the road, or even in the same street.
6. Such permission is limited to a period of two years. Thereafter, continuation is allowed only on re-application and the grant of new permission, which in each case is limited to a period of two years.
7. The special facility may be withdrawn and the markings removed at any time if off-street parking space becomes available within a reasonable distance.

4.11 Provision of Special Parking Bays

4.11.1 The Council will introduce special parking bays in locations where there is a need for reserved parking to help improve the access and mobility of people with a mobility handicap and are generally provided for minibuses or private vehicles transporting people to receive therapy.

4.11.2 Special Parking Bays are generally provided for ambulances, minibuses or private vehicles transporting people with impaired mobility to places to receive therapy or help with their mobility problems. To be legally parked, the vehicles need to display a valid Neighbourhood Care Permit.

4.11.3 The provision of Special Parking Bays is considered under the same terms as those for the provision of parking facilities for medical practitioners above.

4.12 Motorcycle Parking

4.12.1 The Council will introduce measures to enhance and extend motorcycle parking bays and secure parking for motorcycles in locations where there is a need for reserved parking to help improve access to popular destinations such as urban centres, near to shops, amenities, offices, etc.

4.12.2 Motorcycles may play a role in providing a mode of transport which helps to reduce congestion from transport. The “New Deal for Transport” principles and the requirements of Traffic Management and Parking Guidance for London are aimed at encouraging more use of public transport and other more sustainable travel modes as alternatives to increases in car use.

4.12.3 Motorcycles comprise around 3% of all registered vehicles. Recent large increases in sales of mopeds and (a rise of 516% between 1993 and 1999) other commuter machines have resulted in further demand on existing motorcycle parking places, with indications that this trend will continue

4.12.4 Motorcyclists can park in standard on-street parking bays by paying and displaying in the same way as a car user. However, displaying the ticket purchased can be difficult as it can not easily be fastened to a secure area. Furthermore, because motorbikes take up relatively little space, other vehicles, either another motorbike or a car may attempt to park in the same bay and this can incur a penalty charge notice on both parties. It is felt that to remove charges would encourage some sections of the population to take up this mode of transport hastily or for the wrong reason.

4.12.5 Bays are provided upon request. All requests for new locations for parking ranks are investigated individually, as it is the request to expand existing sites. In 1999 an overview of Motorcycle parking provision across the town centre was taken and locations were selected and introduced on-street as a response to the fact that paying and displaying on-street is extended to motorcycles.

4.12.6 There are many ranks in and around the town centre, many of them are covered by CCTV and all multi-storey car parks have free secure parking. There are further locations on-street in the district centres and parking of motorcycles is free in all surface car parks run by the Council. Requests from a motorcycle groups to revoke the “solo” part of ranks was satisfied by amending the traffic orders of several parking ranks to allow side cars. Location of on-street ranks are in Appendix I.

4.12.7 Generally motorcycle parking facilities are concentrated close to popular destinations in urban centres, near to shops, amenities, offices, etc. There are a number of motorcycle bays provided in and around Croydon town centre, which are well used and where the demand is increasing. It is proposed to increase the number of motorcycle bays in areas that are at present not well provided for. Motorcycle bays are generally narrower than car parking bays and consequently create less obstruction to the flow of traffic.

4.12.8 The Transport Act 2000 contains a wide range of new powers to improve local transport services. Under miscellaneous and supplementary provisions the Act legislates on the provision of secure motorcycle parking. The Act provides a major step forward in preventing theft of motorcycles. It enables local authorities to

provide secure parking for motorcycles as well as bicycles at designated places on the highway or in off-street car parks.

- 4.12.9 At present the town centre motorcycle bays are covered by CCTV and could be considered to be within a secured area. Similarly Motorcycle bays are also located within secure car parks, with the exception of Dingwall Road carpark, and are monitored by CCTV and patrolling operators. This however does not stop theft from motorcycles from other bikers. However Police figures reveal that about 1800 motorcycles are stolen from the London area every year, mainly by opportunist thieves and they believe that street furniture to secure motorcycles and bicycles to, could considerably reduce this number of theft.
- 4.12.10 Officers have been investigating the introduction of various devices to secure motorcycles through physical restraint. Various systems set out to solve the problem of motorcycle theft when parking in public areas and can be used in isolation or in conjunction with pay and display machines.
- 4.12.11 At present all motorcycle bays operate on a twenty-four hour basis and no charge is made for their use.

4.13 Provision for Coaches

- 4.13.1 Coaches can set down and pick up in any borough road, as long as there is no obstruction of the highway.
- 4.13.2 Coach parking is provided in the coach and lorry parks, see Appendix D and on roads excluded from the 5T Coach and Lorry ban, see Appendix C.
- 4.13.3 A special dispensation in collaboration with the Metropolitan Police is provided to coaches of travelling supporters to Selhurst Park to park in designated roads near the ground for the duration of the match or event for reasons of crowd security and safety.
- 4.13.4 Coach Parking in the Town Centre is being addressed through land use, whereby developers are being asked to give a provision in particular for large mixed use and leisure developments such as Gateway (see the Croydon Plan Second Deposit Draft, 15.14a d).
- 4.13.5 Currently coaches stop to set down and pick up passengers at various locations in the borough many off-street, such as in front of the Fairfield Halls, in Spices Yard, by Purley Station and on-street in Thornton Heath High Street and Portland Road by the Leisure Centres, Addington Village Road and in Coulsdon. Many of these deal mostly with exchange students coming and going to the continent.

4.14 Provision of Access Protection Marking

- 4.14.1 This is a white marking provided along the carriageway in front of an entrance to off street premises, or where the kerb is dropped to provide a convenient crossing place for pedestrians, which should be kept clear of stationary vehicles
- 4.14.2 This marking is only provided in the absence of parking restrictions in or around the area where the marking has been requested.
- 4.14.3 The provision is only for premises of multiple occupation which have a known access problem due to obstructive parking, particularly where emergency services and refuse vehicles require access. In addition disabled badge holders and community services providers (doctors, district nurses, midwives, health visitors, priests, etc.), generally qualify for the use of these**

markings if they have difficulty in accessing their premises due to obstructive parking.

4.14.4A copy of the disabled badge is required to be provided where the marking is requested by a disabled person.

4.15 Obstruction

4.15.1 Any vehicle parked on the highway (other than in a designated parking place) could be considered to be causing an obstruction under the Highways Act 1980 section 137 or under common law, which allows the public to pass and re-pass unhindered over the public highway. Section 137 of the Highways Act describes the offence of wilful obstruction of free passage along a highway and its penalty. The term "wilful", however, makes it difficult to prosecute. Under Regulation 103 of the Road Vehicle (Construction and Use) Regulations 1986, it is stated that no person in charge of a motor vehicle should cause their vehicle to stand on a road so as to cause an obstruction. Furthermore, in section 22 of the Road Traffic Act 1988 (as amended by the 1991 RTA) is described that :

- "if a person in charge of a vehicle causes it to remain at rest on a road in such a position or circumstances as to involve danger of injury to other persons using the road he will be guilty of an offence".

Penalty points are obligatory for such an offence if found guilty.

4.15.2 Obstruction of the highway is an offence which is largely enforceable by the police rather than the Council. However, recent legislation has enabled the Council to enforce obstruction where this is due to double-parking or parking too far away from the kerb, under the London Local Authorities Act 2000. Also under the Local Authorities and Transport for London Act 2003, enables the Council to enforce any obstruction of vehicular cross-overs or dropped kerbs.

4.16 Cycle Parking

4.16.1 Under the provision of the Road Traffic Regulation Act 1984, Local Authorities have been granted powers to provide stand and racks for bicycles in roads or elsewhere. The Transport Act 2000 has extended the powers to provide secure cycle and motorcycle parking.

4.16.2 Croydon Council adopted its own cycling strategy in March 1998, following consultation with external organisations within the borough. The Strategy considers cyclists as a whole and sets out how cycling should be promoted and encouraged, thereby seeking to increase the proportion of journeys made by bicycle.

4.16.3 Council policy states that the Council will provide and seek the provision of cycle and secure cycle parking facilities at locations likely to attract significant numbers of cyclists such as railway stations, within and in the vicinity of Central Croydon, District and Local Centres and in shopping parades. This is an ongoing programme.

4.17 Variable Message Signs

4.17.1 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.

- 4.17.2 There are a number of variable message signs in the borough mainly directing and advising motorists on the direction and current availability of spaces in various multi-storey car parks in and around the town centre.
- 4.17.3 The Signs are very close to the end of their design life, as such the running and maintenance costs have been increasing in recent years. They now need to be replaced and upgraded. As part of the Town Centre developments, developers have been asked to fund this scheme and the proposal is to extend it and make it more comprehensive taking advantage of new technology.
- 4.17.4 Variable message signs are a very efficient and effective conveyor of “up to the minute” information, which ultimately help to reduce congestion by directing traffic away from crowded areas of the town centre and hence improve traffic flows which benefit public transport.

5. OFF STREET PARKING

5.1 New Developments

- 5.1.1 The Council is committed to improving facilities for off-street parking whilst regulating the growth in long-stay parking in Central Croydon by; controlling the amount of parking space in new office development; and management of new public parking stock.
- 5.1.2 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 pedestrians and cyclists whilst also maintaining the appropriate level of vehicular access and car parking. One of the strategic goals for transport in the Central Area is to reduce and rationalise the overall ratio of parking provision to floor area as new developments emerge. See Appendix K.
- 5.1.3 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.

5.2 Public Parking (Council) Off-Street Proposals

- 5.2.1 **It is proposed to continue an ongoing programme of car park refurbishment and maintenance. There are a number of fundamental improvements required to ensure that the car parks are brought up to customer expectations as well as ensuring that they meet the required safety standards. A programme of improvement projects has been drawn up which includes the following: decorations; provision of anti-graffiti coatings; signs; lighting, etc.**

5.3 Dropped Crossing for Vehicular Access

- 5.3.1 One of the most important rights for a property owner is the right at Common Law to access the highway at any point where his or her land touches it. Under

Planning Legislation there is no control on the area of land around the house, which can be covered with hard surfaces provided it is being used for domestic purposes. The right to request a dropped kerb crossover, however, is restricted by statute in two ways: -

1. Where a vehicular access is required onto a trunk or other classified road, commercial premises and properties of multiple occupation must obtain planning permission first.
2. In all other cases property owners can apply to the Council for a crossover and are required to meet the criteria as detailed below.

AGREEMENT/CRITERIA FOR INSTALLATION OF A VEHICLE CROSSOVER

1. Parking in front of an entrance or on any part of the pavement including the dropped crossing is an offence under Section 137 of the Highways Act 1980 as is allowing any vehicle parked within the property to overhang any part of the highway/pavement.
 2. The hardstanding / parking area within the property is to be constructed and usable before crossover is installed and may be subject to verification by the Council. The parking space provided will be a minimum of the length of the vehicle parked straight on to your property perpendicular to the road. Parking parallel to the footway is **not** allowed.
 3. The crossover provided by the Council will not extend beyond the frontage of the property and will be of a nominal standard width of 3.6m.
 4. It is the resident's responsibility to ensure that surface water from their drive does not discharge on to the pavement.
 5. It is the Council's policy to retain all trees on the highway to preserve the visual amenity of the area. Trees will only be removed to allow a crossover to be constructed when the tree has only been planted for less than a year. If a tree is to be removed then a replacement tree must be planted either outside your house or following consultation with affected households as close as possible in the same road. This may mean a significant delay between requests for a crossover and its construction, as the tree must be replaced prior to the existing tree being removed and the construction of the crossover, with all associated costs to be borne by the applicant.
 6. A statement of the largest vehicle that will normally be parked on the property must be provided, plus a signed confirmation that the criteria has been read and understood and that the signatory will abide by the above agreement.
- 5.3.2 Where an occupier of any premises adjoining or having access to the highway maintainable at public expense habitually takes or permits to be taken a vehicle across a kerbed footway or a verge in the highway to or from those premises, the Council may serve a Notice on the owner or occupier of the premises. If a Notice is served, regard should be taken on the following: -
- The need to ensure, so far as practicable, safe accesses to and egress from premises;
- The need to facilitate, so far as practicable, the passage of vehicular traffic on the highway
- 5.3.3. Once a Notice has been served the occupier is required to cease crossing the footway or verge with a vehicle and may make a formal application for a dropped kerb crossover to be constructed. The above criteria will then be considered.
- 5.3.4 In all cases, whilst taking account of the above criteria, if it is still considered that a danger to pedestrians or motorists could result from the provision of a dropped kerb crossover, the Council as Highway Authority can reject the application.

- 5.3.5 The full cost of inspection and construction of a dropped kerb crossover, including moving any street furniture or public utilities' plant, will be borne by the applicant and the works can only be carried out by the Council.

6 Parking Provision

- 6.1 The council operates a Multi-storey car park at Purley and several off-street surface car parks in central Croydon and the district centres at railway stations, parks and leisure centres, one of which is in the town centre, reserved exclusively for disabled badge holders and another 2 of which are used for night time lorry parking. See Appendix I
- 6.2 In addition to these Council managed car parks there are a number of multi-storey and surface car parks in Central Croydon and at railway stations around the borough that are open to the public and are privately managed.
- 6.3 Several of the car parks in Central Croydon are currently affected by major development proposals and the Council is ensuring that all new private developments with proposed parking facilities are included within their planning agreement arrangements whereby the Council has some measure of control over the management of the car park and particularly the level of parking charges to be levied. This is to ensure that the Council's Transport Strategy is not undermined by inappropriate parking charges or controls.
- 6.3.1 The Council's policy is to continue to restrict and control the growth of long-term parking in its car parks in Central Croydon and will seek to improve car parking facilities for shoppers and other short-term parkers in Central Croydon and the District and Local Centres.**
- 6.4 An increase in traffic congestion would reduce the attractiveness of Central Croydon as an employment location, would have an adverse impact on the environment and would adversely affect the reliability of buses. The Council recognises that car parking control is an essential tool in terms of restraining traffic and will use its powers to this end. Most long-term parkers in Central Croydon travel at peak periods when traffic levels are at their highest. There is, therefore, a need to ensure that any increase in long-term parking in Central Croydon is both consistent with the ability of the main road network to accommodate such an increase and would not lead to unacceptable adverse environmental impacts.
- 5.5 Most short-term parkers are shoppers, few of whom travel during the peak periods. In general, future increases can be accommodated without an increase in traffic congestion. Improved facilities for short-term parking will improve the attractiveness of Central Croydon, District and Local Centres for shopping and many other journey purposes. In addition it will be necessary to ensure that there is no adverse impact upon bus services.
- 5.6 A full breakdown of the provision of spaces in Croydon is included in Appendix I.