

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>20 OCTOBER 2014</b>
<b>AGENDA ITEM:</b>	<b>12</b>
<b>SUBJECT:</b>	<b>OBJECTIONS TO PROPOSED PARKING RESTRICTIONS VARIOUS LOCATIONS</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Development and Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Addiscombe, Ashburton, Croham, Fairfield, Heathfield, Norbury and Waddon</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>  This report is in line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in: <ul style="list-style-type: none"><li>• The Local Implementation Plan; 3.6 Croydon Transport policies</li><li>• Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6</li><li>• The Croydon Plan 2<sup>nd</sup> Deposit; T4, T7, T35, T36, T42 and T43.</li><li>• Croydon Corporate Plan 2013 – 15</li><li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li></ul>	
<b>FINANCIAL IMPACT:</b>  These proposals can be contained within available budget.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> n/a	
<b>1. RECOMMENDATIONS</b>  That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment to: <ol style="list-style-type: none"><li>1.1 Consider the objections and comments received to the proposed parking restrictions at the locations listed below:</li><li>1.2 Agree for the reasons at paragraph 3 to introduce the following:<ol style="list-style-type: none"><li>1.2.1 <b>Amberley Grove, Addiscombe</b> – proceed with the proposed “At any time” waiting restrictions;</li></ol></li></ol>	

- 1.2.2 **Sissinghurst Road and Wydehurst Road, Ashburton** - proceed with the proposed “At any time” waiting restrictions;
- 1.2.3 **Bynes Road and Sanderstead Road, Croham**– proceed with the proposed “At any time” waiting restrictions with amendments; introducing the extension to the double yellow lines on the south side only and abandoning those on the north side of Bynes Road and in Sanderstead Road;
- 1.2.4 **Wellesley Road, Fairfield** – proceed with the proposed “At any time” waiting restrictions;
- 1.2.5 **Barmouth Road, Heathfield** – proceed with the proposed “At any time” waiting restrictions with amendments; reducing the length from 10 metres to 7 metres outside the frontage of No. 48 Barmouth Road;
- 1.2.6 **Briar Avenue and Hillcote Avenue, Norbury** - proceed with the proposed “At any time” waiting restrictions.
- 1.2.7 **Waddon Court Road and Court Drive, Waddon** - proceed with the proposed “At any time” waiting restrictions;
- 1.2.8 **Lodge Avenue, Waddon** – to abandon the proposal to introduce “At any time” waiting restrictions.
- 1.3 Delegate to the Enforcement and Infrastructure Manager, Parking Services the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.2 above.
- 1.4 Inform the objectors and supporters of the above decisions.
- 1.5 It is recommended that the Cabinet Member for Transport and Environment agree to Recommendations 1.1, 1.2, 1.3, 1.4 and 1.5.

## **2. EXECUTIVE SUMMARY**

- 2.1 The purpose of this report is to consider comments and objections received from the public following the formal consultation process on proposals to introduce parking restrictions at various locations across the borough.

## **3. OBJECTIONS AND RESPONSES**

### **3.1 Amberley Grove, Addiscombe**

- 3.1.1 Amberley Grove is a dead-end 2-way narrow road, approximately 6.2 metres wide; with a turn-around area at the end of the road. Residents of Amberley Grove have raised concerns regarding vehicles parking on the “Keep Clear” turn-around area at the end of the road, making it impossible for motorists to turn around and hence forcing vehicles to reverse into a busy main road.

- 3.1.2 Four households have objected to the introduction of double yellow line 'At any time' waiting restrictions at the south-eastern extremity of Amberley Grove. They state that parking spaces in the road are extremely limited due to commuters parking for East Croydon Station and the high number of residents with vehicles; in that there are a high number of flats in the area.
- 3.1.3 The objectors also feel the removal of parking spaces will devalue their properties. Two suggest an alternative solution would be to introduce 'At any time' waiting restrictions across 2 access roads on either side of Amberley Grove, to provide a larger turning area for vehicles. At present these entrances have a 'Keep Clear' marking on the north-east side and an access protection marking on the opposite side. The objectors state that people often park across these advisory markings and the presence of double yellow lines would provide a turning area without losing a single parking space or affecting property values.
- 3.1.4 One objector states the advisory 'Keep Clear' marking at the south-eastern extremity of the road is observed by motorists and the proposed yellow lines are superfluous. They are also concerned that should they apply for a disabled parking bay in the future the existence of yellow lines may dissuade the Council from introducing such a bay.
- 3.1.5 Another objector suggests that, parking spaces are already very limited for residents, and the Council should consider the introduction of a 'residents only' permit scheme.
- 3.1.6 **Response** – Amberley Grove is a narrow cul-de-sac and heavily parked. There is an existing advisory 'Keep Clear' marking at the extremity of the road, however vehicles park on this marking forcing motorists to reverse along Amberley Grove and out into a busy road.
- 3.1.7 Introducing the proposed waiting restrictions across access roads further along the road would not improve parking spaces, as noted by the objectors, these areas are already used for parking despite the advisory markings. The position of these access roads at the commencement of the housing in Amberley Grove would not deter motorists from driving further along the road whilst looking for a parking space and similarly would result in the necessity to reverse approximately 60 metres along the road before being able to turn around to exit in the normal way.
- 3.1.8 It has not been proven either way that the presence of a section of road with waiting restrictions on has a detrimental effect on property values. The Council has a duty to ensure the safe and efficient movement of people and goods on the highway and unrestricted access for emergency services and on balance these safety and public interest factors override other considerations in this matter.
- 3.1.9 If an application was received and the applicant meets the Council's criteria for a disabled parking bay a bay would be proposed as close to the applicant's property as possible, taking into consideration road safety issues; the existence of yellow lines does not always thwart a bay being introduced.

- 3.1.10 A residents' only controlled parking zone would be expensive for the Council to implement and administer and also for the residents who would be required to purchase a parking permit. This type of scheme also would prove very restrictive for residents visitors. Controlled parking zones are proposed over an area rather than a road, as imposing them in one road would only transfer the problem of commuter parking to another road.
- 3.1.11 In view of the above, it is recommended to introduce the double yellow line "at any time" waiting restrictions at the south-eastern extremity of Amberley Grove as shown on Plan no.239a.

## **3.2 Sissinghurst Road and Wydehurst Road, Ashburton**

- 3.2.1 Concerns have been raised by local residents, supported by a Ward Councillor, regarding the lack of visibility at the junctions of Wydehurst Road and Sissinghurst Road due to vehicles parking close to the junction. A site visit confirmed the sightlines at this junction are compromised due to parked vehicles.
- 3.2.2 One objection has been received from a local resident objecting to the introduction of 'At any time' waiting restrictions at the junction of Sissinghurst Road and Wydehurst Road. The objector is concerned that the removal of parking space will create difficulties, especially for residents of Sissinghurst Road, where parking is already limited due to commuter parking, being near to a tram stop.
- 3.2.3 They feel the introduction of double yellow lines would encourage larger vehicles to use the junction as part of a 'rat-run'. They also comment that vehicles parking near the junction at present slow vehicles down and encourage greater care and attention by drivers. The objector also comments that delivery vehicles park up on the footway at the junction or drive across the footway and bollards should be installed to discourage this.
- 3.2.4 **Response** - The proposals would prevent obstructive parking at all times and promote road safety. Obstructive parking compromises safety by restricting visibility for all road users, especially pedestrians and those with mobility problems. It is appreciated that the introduction of waiting restrictions does have a negative impact on parking space but safety considerations also need to be balanced when considering each case. Visibility should be maintained at all times at junctions. Parking on a junction obstructs the sight lines and causes danger to motorists and parking within 10 metres of a junction is forbidden by the Highway Code.
- 3.2.5 There is no evidence to suggest that the introduction of double yellow lines at this junction would encourage large vehicles to use this junction under normal traffic conditions.
- 3.2.6 It is recommended to introduce the proposed double yellow line 'At any time' waiting restrictions in Sissinghurst Road and Wydehurst Road as shown on drawing number PD – 239b.

### 3.3 Bynes Road and Sanderstead Road, Croham

- 3.3.1 The council received a letter from a resident of Bynes Road regarding heavy goods vehicles parking outside residential properties to deliver to the nearby school and the resident has also stated that lorries cannot manoeuvre around the bend in Bynes Road due to parked cars and would therefore like to see the existing 7am to 7pm, Monday to Saturday waiting restrictions extended.
- 3.3.2 45 objections have been received from local residents to the introduction of double yellow line 'At any time' waiting restrictions in Bynes Road and Sanderstead Road.
- 3.3.3 Three letters of objection and another letter reproduced and signed by 42 local residents individually were received. The 42 signatories stated:
- "I would like to object to the proposal to extend and create double yellow line at the junction of Bynes Road and Sanderstead Road.  
The safety concerns are unfounded and the loss of approximately ten parking spots in this area is totally unacceptable."
- 3.3.4 One objector, who also presented the 42 signed letters, owns a business at the junction of Sanderstead Road and Bynes Road and comments there is no problem exiting Bynes Road into Sanderstead Road. They use the junction frequently when parking customer's vehicles and road testing. The objector suggests the proposed double yellow line on the south side of Bynes Road should be reduced by a car length to minimise the impact on the loss of parking space.
- 3.3.5 Two objectors comment that finding a parking space is already extremely difficult and often results in parking in another road and walking distances, which is undesirable at night and impacts on less physically able neighbours. The parking issue is compounded by non-residents working locally.
- 3.3.6 **Response** – The purpose of the proposed waiting restrictions is to create an unobstructed free traffic flow for vehicles negotiating the bend in Bynes Road. Heavy goods vehicles delivering to a nearby school cannot manoeuvre around the bend safely due to parked vehicles.
- 3.3.7 It is acknowledged that the proposal would reduce parking space significantly and it is considered abandoning introducing 'At any time' waiting restrictions would assist residents parking; however reducing the length of the proposed double yellow lines on the south side of Bynes Road would create difficulties for large vehicles as this is at the pinch point of the road.
- 3.3.8 For these reasons it is recommended to introduce an extension to the existing double yellow lines on the south side of Bynes Road only and abandoning those proposals to introduce double yellow lines on the north side of Bynes Road and in Sanderstead Road as shown on Plan PD-239e.

### **3.4 Wellesley Road, Fairfield.**

- 3.4.1 The Traffic Management Advisory Committee on 21 July 2014 approved the upgrading of existing 7am to 7pm, Monday to Saturday waiting restrictions to “At Any Time” to ensure that parking from a new residential development being constructed in the middle of the Newgate Gyrotory system does not create obstruction and safety concerns and allow residents of the new development to gain entrance/exit to their homes.
- 3.4.2 One objection has been received to the introduction of double yellow line “At any time” waiting restrictions in Wellesley Road. The objector states that the introduction of these restrictions would seriously affect his business, relying on passing trade and requiring daily restocking of goods, vehicles needing to wait outside his shop to load and unload.
- 3.4.3 **Response** – The introduction of “At any time” waiting restrictions does not prevent loading and unloading goods from vehicles, the objector would still be able to carry out this activity outside his business premises. There are no plans to alter the hours of operation of existing loading restrictions at this location under this proposal.
- 3.4.4 It is recommended to introduce the double yellow line “at any time” waiting restrictions in Wellesley Road as shown on Plan no.239f.

### **3.5 Barmouth Road, Heathfield**

- 3.5.1 A resident of Barmouth Road has contacted an MP regarding vehicles parking at the bend of Barmouth Road and at the junction with Spring Park Road obstructing driver’s sightlines creating an unacceptable safety risk.
- 3.5.2 Two objections have been received to the introduction of double yellow line ‘At any time’ waiting restrictions on the bend in Barmouth Road. The objectors stated that the length of the proposed restrictions is too extensive in such a residential road and that the potential loss of parking space would disadvantage local residents and create further problems.
- 3.5.3 One objection stated that due to inconsiderate parking on the bend several vehicles had been damaged by other vehicles trying to negotiate the bend. In addition refuse vehicles also experience difficulties; however, they feel that 10 metres either side of the bend is too excessive and that 3 metres would be sufficient to overcome manoeuvring problems.
- 3.5.4 The other objector agrees that waiting restrictions are necessary but is concerned that the proposals would inconvenience them due to almost daily hospital appointments and they are reliant upon family and friends driving them to these appointments and other trips. They feel that the loss of parking space outside their property would create difficulties.

- 3.5.5 **Response** – It is acknowledged that the proposal would displace parking on the bend in Barmouth Road. However, the bend is clearly unsuitable for parking, creating an unacceptable safety risk by obstructing driver's visibility and also producing manoeuvrability problems for larger vehicles using the bend.
- 3.5.6 The introduction of double yellow lines at this bend would not prevent passengers being picked up or set down, however reducing the proposed double yellow lines to 7 metres on the approach to the bend should be sufficient to provide turning space for large vehicles and provide more parking space for residents vehicles.
- 3.5.7 It is recommended to introduce the proposed 'At any time' waiting restrictions in Barmouth Road reducing the double yellow lines on the north-east side of the road to 7 metres and introducing 10 metres on the north-west side of the road as shown on drawing number PD – 239w.

### **3.6 Briar Avenue and Hillcote Avenue, Norbury**

- 3.6.1 A resident contacted a Ward Cllr requesting double yellow lines to be introduced in Briar Avenue near the junction of Green Lane and bollards to be installed in Briar Avenue, to protect the verge, due to lorries mounting the verge when travelling towards Green Lane and a request has been received from another local resident to introduce waiting restrictions at the bend in Hillcote Avenue. The resident has stated that heavy goods vehicles are having trouble manoeuvring around the bend, when there are vehicles parked there.
- 3.6.2 One objection has been received from a household in Green Lane to the introduction of 'At any time' waiting restrictions in Briar Avenue and in Hillcote Avenue.
- 3.6.3 The objector feels the proposals are unnecessary and inconvenient. They state there are many older residents in the area and residents will have to walk longer distances creating a safety hazard, especially in the evenings. The objector comments that residents will have difficulty loading and unloading goods from their vehicles and traders will lose custom as potential customers will have nowhere to park.
- 3.6.4 The objector states that no vehicles park on Hillcote Avenue during the day, only residents vehicles at night. The resident feels that parking on the pavement should be allowed.
- 3.6.5 **Response** – The 'At any time' waiting restrictions were proposed in Hillcote Avenue and Briar Avenue around the bends to aid large vehicles manoeuvring and prevent the need to mount the verge to pass traffic and surveys confirmed this.
- 3.6.6 The introduction of double yellow lines do not prevent vehicles waiting so residents may load and unload goods from their vehicles. Obstructive parking compromises safety by restricting visibility for all road users, especially pedestrians and those with mobility problems and the free flow of traffic should not be compromised.

- 3.6.7 Footway parking would not be appropriate at these locations. This measure has been applied on suitable locations across Croydon but regrettably, is unsuitable for Hillcote Avenue and Briar Avenue due to the existence of grass verges. The Council and residents normally do not want to see grass verges damaged from being driven over or parked on.
- 3.6.8 It is recommended to introduce the proposed double yellow line 'At any time' waiting restrictions in Hillcote Avenue and Briar Avenue as shown on drawing numbers PD – 239k and PD - 239j.

### **3.7 Waddon Court Road and Court Drive, Waddon**

- 3.7.1 The council received an email from a resident requesting double yellow line "At Any Time" waiting restrictions to be introduced at Court Drive and Waddon Court Road junction. It was claimed that cars park very close to the junction and the obstruction causes sightline difficulties for drivers. A site investigation confirmed that obstructive parking occurred very close to the junction.
- 3.7.2 A resident has objected to the introduction of 'At any time' waiting restrictions at the junction of Court Drive and Waddon Court Road. They comment that although they have off street parking facilities the proposals will prevent their visitors from parking outside their property, some of their visitors being elderly or disabled. The road is prone to commuter parking and parking space is limited. The objector also comments that waiting restrictions will devalue their property.
- 3.7.3 **Response** - Parking at this location is within 10 metres of the junction contrary to the advice in Rule 243 of the Highway Code and implementing the proposal is necessary to improve safety at this junction for all road users. Disabled badge holders would still be able to park on double yellow lines for up to 3 hours providing they do not cause an obstruction to vehicles.
- 3.7.4 It is recommended to introduce the proposed double yellow line 'At any time' waiting restrictions in Court Drive and Waddon Court Road as shown on drawing number PD – 239q.

### **3.8 Lodge Avenue, Waddon**

- 3.8.1 The residents of Lodge Avenue contacted the council regarding vehicles parking fully on the carriageway on the narrow section of Lodge Avenue causing an obstruction to vehicles trying to negotiate the narrow section of the road.
- 3.8.2 An objection has been received from a resident of Lodge Avenue to the proposal to introduce 'At any time' waiting restrictions in Lodge Avenue. The objector initially requested double yellow lines to prevent a vehicle from parking between 2 dropped kerbs and does not want yellow lines to extend across their driveway preventing them from parking across their driveway but only implementing them between their and their neighbour's driveways.
- 3.8.3 **Response** - The practice is not to introduce very short sections of yellow line waiting restrictions as these are impractical to introduce and very difficult to enforce as a



vehicle could completely park on the yellow line, making it virtually invisible. Also the problem being experienced is very common throughout the Borough and introducing short sections of restrictions would set a precedent.

3.8.4 There is a high demand on providing restrictions at junctions and other locations where parking creates safety and access concerns for general road users and therefore insufficient resources to tackle problems and locations affecting individual residents. The Council's Parking Enforcement Section can enforce the obstruction of driveways if a vehicle parks in an obstructive manner.

3.8.5 It is recommended not to proceed with the introduction of 'At any time' waiting restrictions in Lodge Avenue as shown on Plan No. 239r.

#### **4 CONSULTATION**

4.1 The purpose of this report is to consider comments and objections received from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.

4.2 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.

4.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

#### **5. FINANCIAL CONSIDERATIONS**

There is a revenue budget of £50k for CPZ undertakings and £50k for Footway Parking and Disabled Bays, from which these commitments if approved will be funded from. Attached to the papers of this meeting is a summary of the overall financial impact of this and other applications for approval at this meeting. If all applications were approved there would remain £35k un-allocated to be utilised.

## 1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2014/15	2015/16	2016/17	2017/18
	£'000	£'000	£'000	£'000
<b><u>Revenue Budget available</u></b>				
Expenditure	72	100	100	100
<b><u>Effect of Decision from Report</u></b>				
Expenditure	8	0	0	0
Income	0	0	0	0
<b><u>Remaining Budget</u></b>	<u>64</u>	<u>100</u>	<u>100</u>	<u>100</u>
<b><u>Capital Budget available</u></b>				
Expenditure	0	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	0	0	0
<b><u>Remaining Budget</u></b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

### 5.2 The effect of the decision

5.2.1 The cost of introducing the double yellow lines at various locations, as originally advertised, including advertising the Traffic Management Order, has been estimated at £8,000.

5.2.2 These costs can be contained within the available revenue budget for 2014/15.

### 5.3 Risks

5.3.1 Whilst there is a risk that the final cost will exceed the estimate, this work is allowed for in the current budget.

5.3.2 The cost per restriction is reduced by introducing a number of parking restrictions in one schedule and therefore spreading the costs.

### 5.4 Options

5.4.1 The alternative option is to not introduce the parking restrictions. This could have a detrimental effect on obstruction, road safety and traffic flows and goes against the wishes of residents and businesses, which could result in the Council receiving complaints due to obstructive parking affecting access and loading facilities.

## **5.5 Savings/ future efficiencies**

5.5.1 The current method of introducing parking controls is very efficient with the design and legal (Traffic Management Order) work being carried out within the department.

5.5.2 The marking of the yellow lines is carried out using maintenance rates through the Highway Division's annual contractor and these are lower than if the schemes were introduced under separate contractual arrangements.

5.5.3 Any signs that are required are sourced from the department's Direct Service Operator where rates are competitive.

5.6 Approved by: Graham Oliver Finance Business Partner D&E.

## **6. COMMENTS OF COUNCIL SOLICITOR AND MONITORING OFFICER**

6.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide powers to introduce and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to matters such as the effect on the amenities of any locality affected.

6.2 The Council must comply with the necessary requirements of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

6.3 Approved by: Gabriel MacGregor, Head of Corporate Law (for and on behalf of the Council Solicitor and Monitoring Officer)

## **7. HUMAN RESOURCES IMPACT**

7.1 It is anticipated that the additional enforcement of the new parking restrictions can be undertaken using existing resources.

7.2 Approved by: Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive Department.

## **8. EQUALITIES IMPACT**

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

## **9. ENVIRONMENTAL IMPACT**

- 9.1 Double yellow line waiting restrictions do not require signage therefore these proposals are environmentally friendly. Narrow 50mm wide lines can be used in environmentally sensitive and conservation areas.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

- 10.1 Waiting restrictions at junctions are normally placed at a minimum of 10 metres from the junction, which is the distance up to which the Police can place Fixed Penalty Charge Notices to offending vehicles regardless of any restrictions on the ground.

## **11. REASONS FOR RECOMMENDATIONS**

- 11.1 The recommendations are for new parking restrictions at locations across the Borough where there are particular concerns over safety and access due to obstructive parking. At each location, surveys have been undertaken which confirm the parking problem and justification to introduce new restrictions.

## **12. OPTIONS CONSIDERED AND REJECTED**

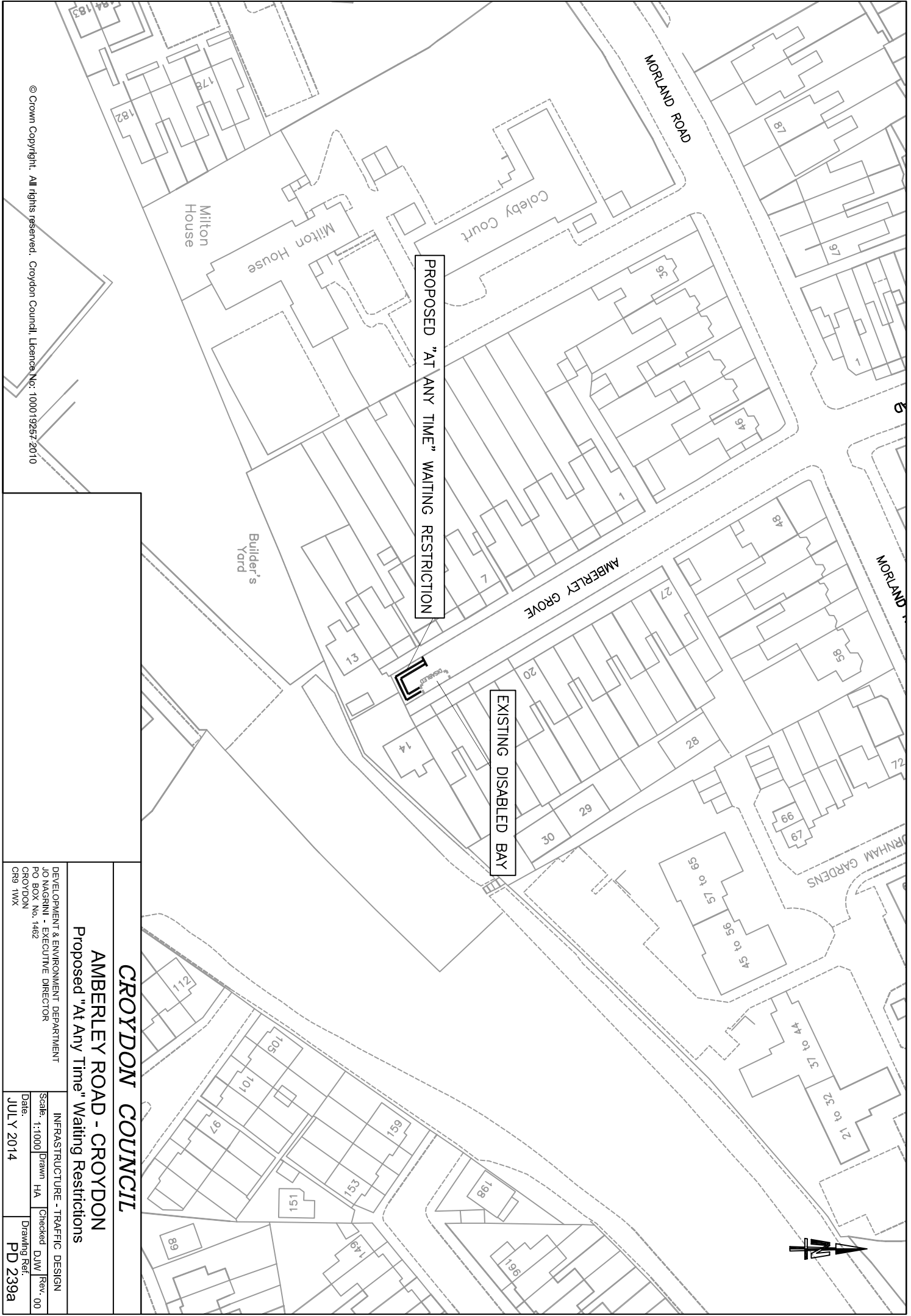
- 12.1 The alternative to double yellow line waiting restrictions would be single yellow line daytime restrictions. However, as the locations are at junctions or where obstructive parking causes traffic flow or road safety concerns, 'At any time' waiting restrictions are more appropriate to prevent obstructive parking at all times.

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**REPORT AUTHOR:** Jill Adams – Senior Traffic and Order Engineer  
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**CONTACT OFFICER:** David Wakeling, Parking Design Manager,  
Infrastructure Parking Design, 020 8726 6000  
(Ext. 88229)

## **BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:**



PROPOSED "AT ANY TIME" WAITING RESTRICTION

EXISTING DISABLED BAY

<b>CROYDON COUNCIL</b>	
<b>AMBERLEY ROAD - CROYDON</b>	
<b>Proposed "At Any Time" Waiting Restrictions</b>	
DEVELOPMENT & ENVIRONMENT DEPARTMENT	
JO NAGRINI - EXECUTIVE DIRECTOR	
PO BOX No. 1462	
CROYDON	
CR9 1WX	
Scale: 1:1000	Drawn: HA
Date: JULY 2014	Checked: DJW
	Rev: 00
	Drawing Ref: PD 239a

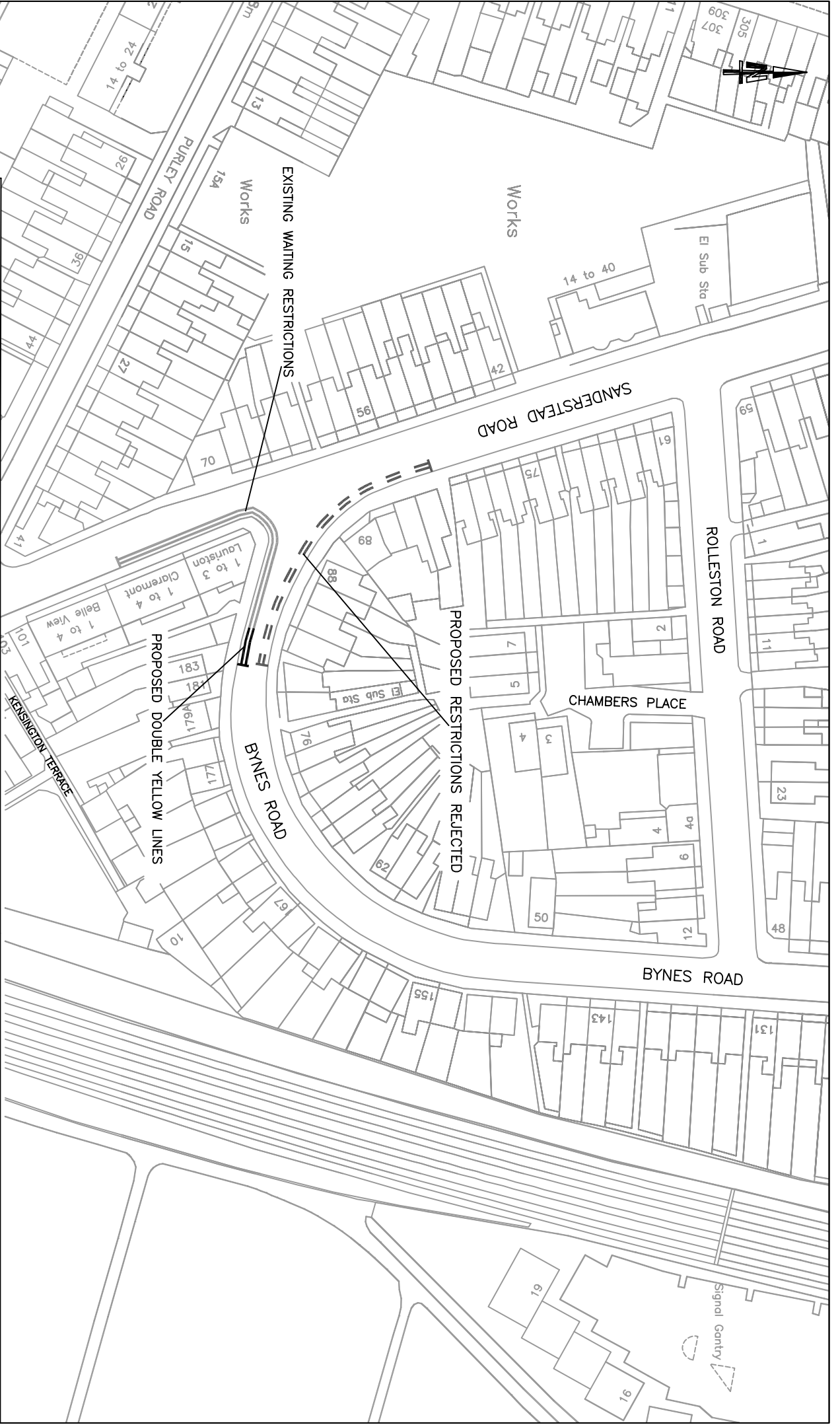


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SISSINGHURST ROAD / WYDEHURST ROAD - CROYDON  
 Proposed "At Any Time" Waiting Restrictions

**CROYDON COUNCIL**

DEVELOPMENT & ENVIRONMENT DEPARTMENT		INFRASTRUCTURE - TRAFFIC DESIGN	
JO NAGRINI - EXECUTIVE DIRECTOR		Checked DJW	
PO BOX No. 1482		Rev. 00	
CROYDON		Drawing Ref. PD 239b	
CR9 1WX			
Scale:	1:1000	Drawn:	HA
Date:	JULY 2014	Checked:	DJW



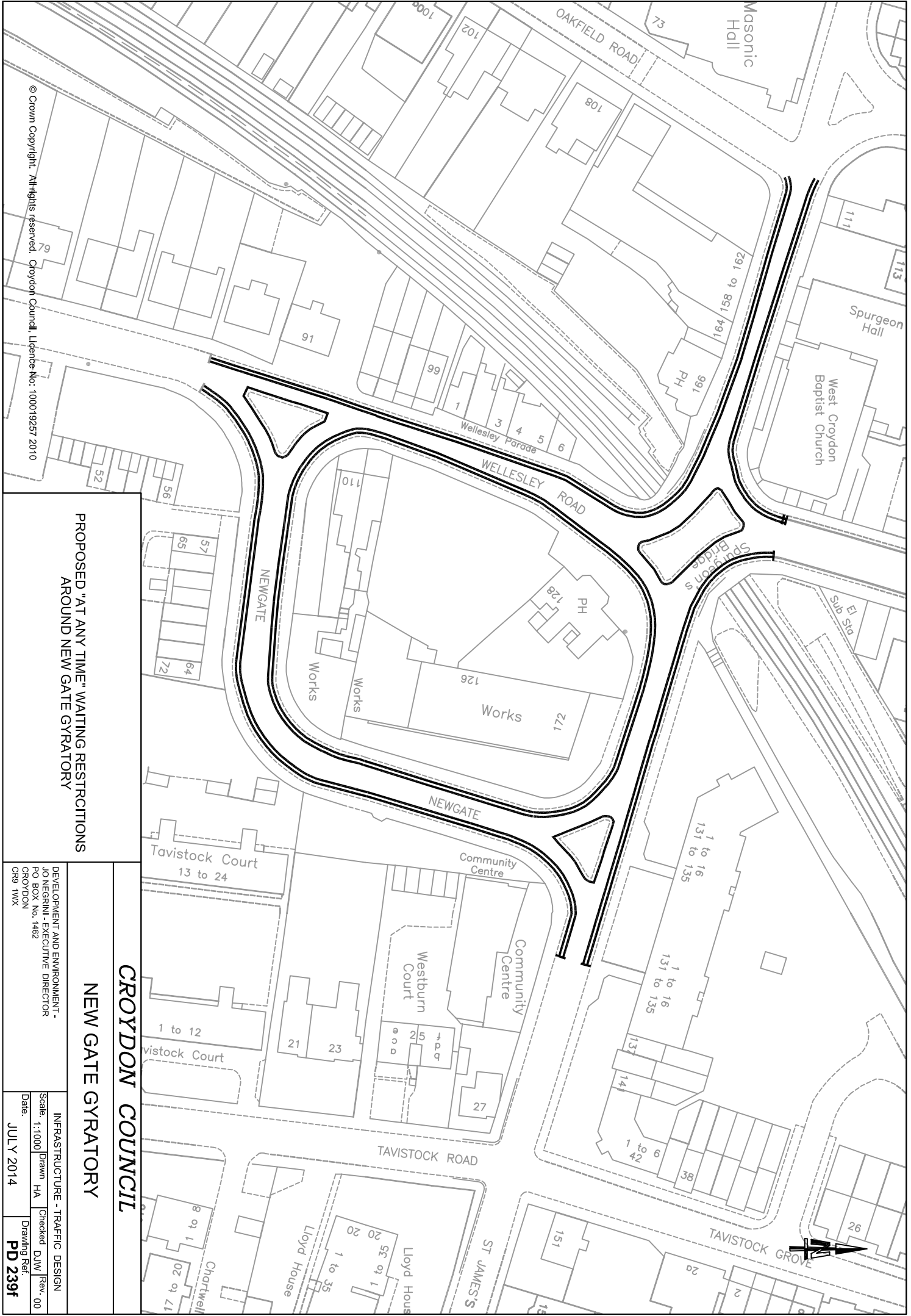
**REVISED DRAWING:**  
 Rev. 1: Proposed DYLS on the Northern kerb to be removed.

**PROPOSED WAITING RESTRICTIONS AT THE JUNCTIONS OF BYNES ROAD**

**CROYDON COUNCIL**

**BYNES ROAD**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT		INFRASTRUCTURE - TRAFFIC DESIGN	
JO NEGRINI - EXECUTIVE DIRECTOR		Checked DJW	
PO BOX No. 1482		Rev. 01	
CROYDON		Drawing Ref. PD 239e	
CR9 1WX		Date: SEPTEMBER 2014	



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**PROPOSED "AT ANY TIME" WAITING RESTRICTIONS  
AROUND NEW GATE GYRATORY**

<b>CROYDON COUNCIL</b>	
<b>NEW GATE GYRATORY</b>	
DEVELOPMENT AND ENVIRONMENT - JO NEGRINI - EXECUTIVE DIRECTOR PO BOX No. 1482 CROYDON CR9 1WX	
Scale: 1:1000	Drawn: HA
Date: JULY 2014	Checked: DJW
	Rev: 00
	Drawing Ref: <b>PD 239f</b>





REVISED DRAWING:  
 Rev. 1: Proposed 10m DYL O/S 48 Barmouth Rd, reduced to 7m

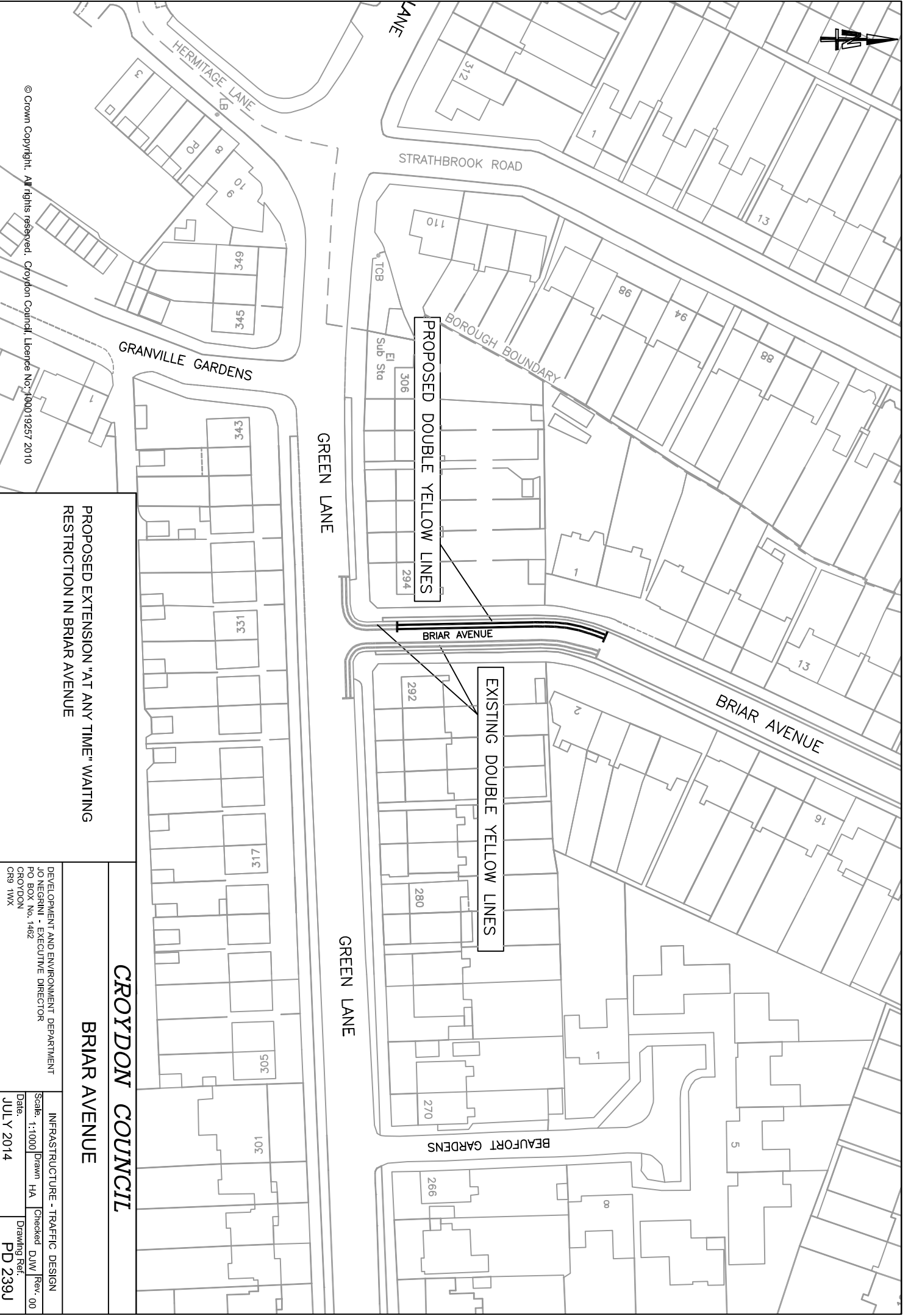
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**PROPOSED WAITING RESTRICTION  
 AT THE BEND IN BARMOUTH ROAD**

**CROYDON COUNCIL**

**BARMOUTH ROAD**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT JO NEGRINI - EXECUTIVE DIRECTOR PO BOX No. 1462 CROYDON CR9 1WX		INFRASTRUCTURE - TRAFFIC DESIGN	
Scale. 1:1000	Drawn HA	Checked DJW	Rev. 01
Date. SEPTEMBER 2014		Drawing Ref. PD239w	



PROPOSED DOUBLE YELLOW LINES

EXISTING DOUBLE YELLOW LINES

PROPOSED EXTENSION "AT ANY TIME" WAITING RESTRICTION IN BRIAR AVENUE

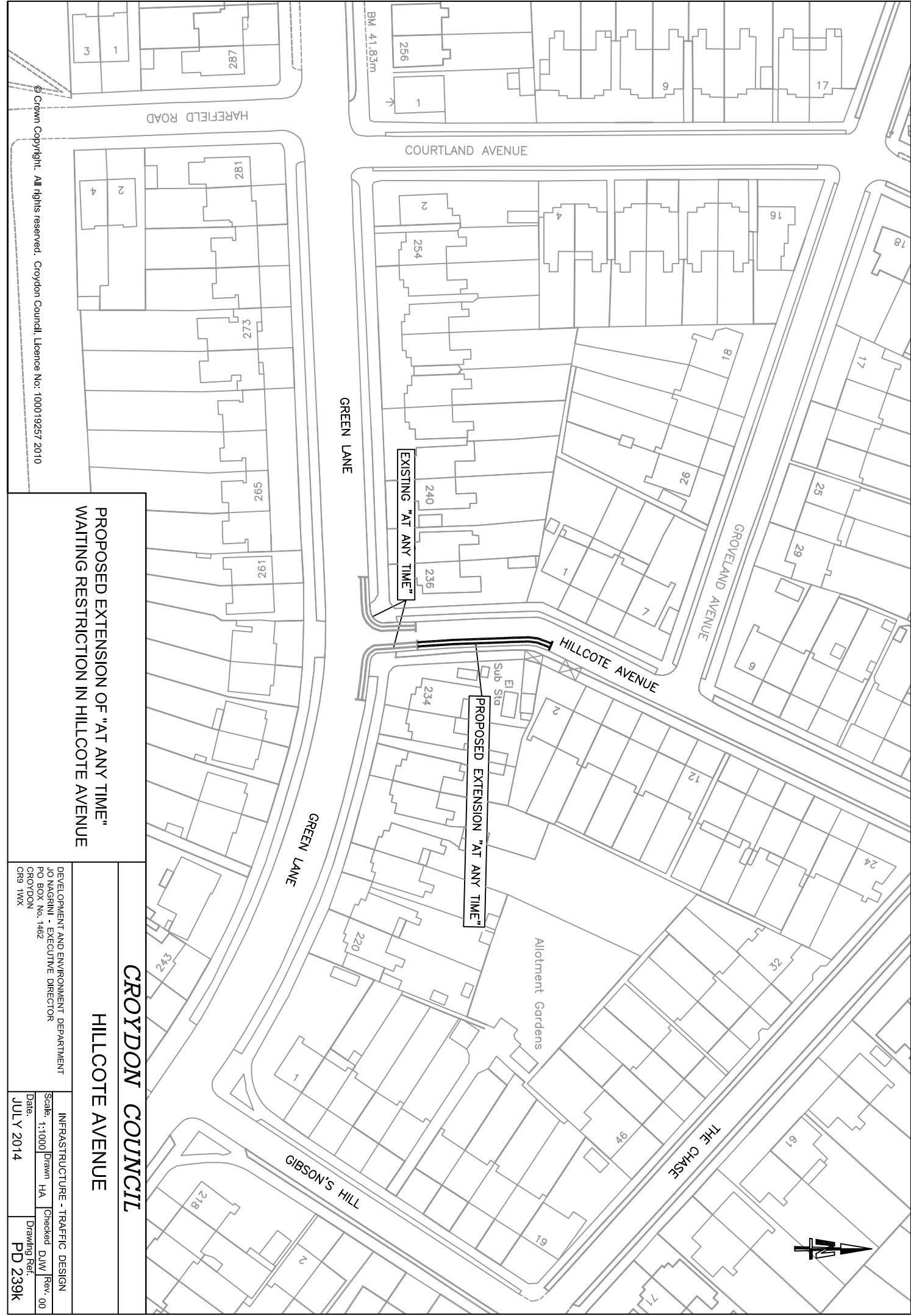
**CROYDON COUNCIL**

**BRIAR AVENUE**

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DEVELOPMENT AND ENVIRONMENT DEPARTMENT  
JO NEGRINI - EXECUTIVE DIRECTOR  
PO BOX No. 1482  
CROYDON  
CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN  
Scale: 1:1000  
Date: JULY 2014  
Drawn: HA  
Checked: DJW  
Rev: 00  
Drawing Ref: PD 239J



**PROPOSED EXTENSION OF "AT ANY TIME"  
WAITING RESTRICTION IN HILLCOTE AVENUE**

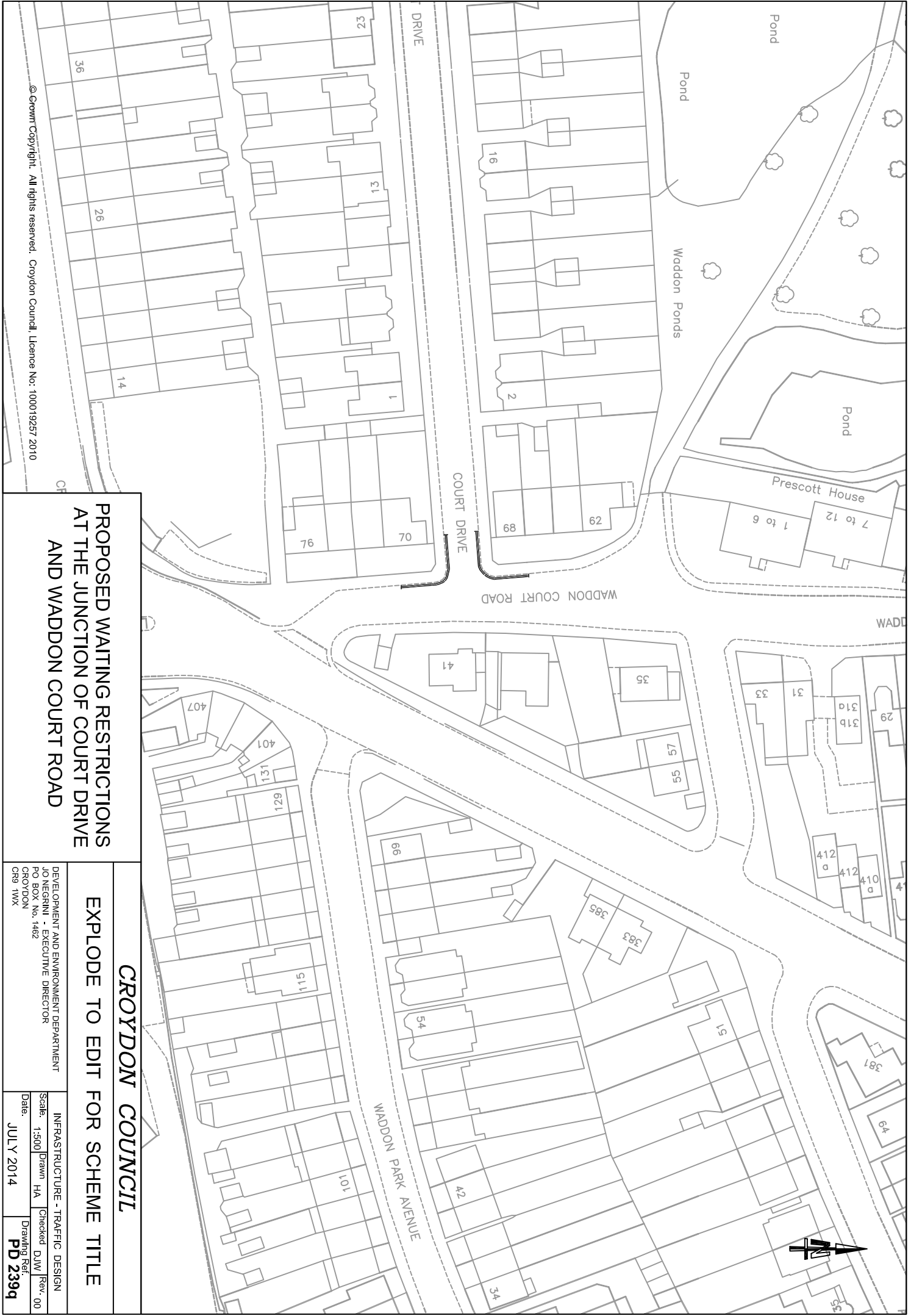
**CROYDON COUNCIL**

**HILLCOTE AVENUE**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT  
 JO NAGRINI - EXECUTIVE DIRECTOR  
 PO BOX No. 1482  
 CROYDON  
 CR9 1WX

INFRASTRUCTURE - TRAFFIC DESIGN  
 Scale: 1:1000  
 Date: JULY 2014  
 Drawn: HA  
 Checked: DJW  
 Drawing Ref: PD 239K

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**PROPOSED WAITING RESTRICTIONS  
AT THE JUNCTION OF COURT DRIVE  
AND WADDON COURT ROAD**

**CROYDON COUNCIL**

**EXPLODE TO EDIT FOR SCHEME TITLE**

DEVELOPMENT AND ENVIRONMENT DEPARTMENT		INFRASTRUCTURE - TRAFFIC DESIGN	
JO NEGRINI - EXECUTIVE DIRECTOR		Checked DJW	
PO BOX No. 1482		Rev. 00	
CROYDON		Date	
CR9 1WX		JULY 2014	
		Drawing Ref. <b>PD 239q</b>	



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**PROPOSED WAITING RESTRICTION  
OUTSIDE No. 2 LODGE AVENUE**

**CROYDON COUNCIL**

**LODGE AVENUE**

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

INFRASTRUCTURE - TRAFFIC DESIGN			
Scale: 1:1000	Drawn HA	Checked DW	Rev. 00
Date:	JULY 2014		Drawing Ref. PD 239r