

# Traffic Management Advisory Committee Agenda



To: Councillor Stuart King (Chair)

Councillors Jane Avis, Sara Bashford, Robert Canning, Vidhi Mohan and Pat Ryan.

Reserves:

Councillors Jamie Audsley, Simon Brew, Sherwan Chowdhury, Stephen Mann, Andrew Pelling and Andy Stranack.

A meeting of the **TRAFFIC MANAGEMENT ADVISORY COMMITTEE** which you are hereby summoned to attend, will be held on **Tuesday 9th May 2017 at 6:30 p.m.** in **The Council Chamber, Town Hall, Katharine Street, Croydon , CR0 1NX**

JACQUELINE HARRIS-BAKER  
Director of Law and Monitoring Officer  
London Borough of Croydon  
Bernard Weatherill House  
8 Mint Walk, Croydon CR0 1EA

Victoria Lower  
Members' Services Manager  
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[www.croydon.gov.uk/agenda](http://www.croydon.gov.uk/agenda)  
28 April 2017

Members of the public are welcome to attend this meeting. If you require any assistance, please contact Victoria Lower as detailed above.

## **AGENDA - PART A**

**1. Apologies for absence**

**2. Minutes (Page 1)**

To agree the minutes of the meeting held on 8 February 2017 as an accurate record.

**3. Disclosure of Interest**

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality in excess of £50. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Business Manager at the start of the meeting. The Chairman will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

**4. Urgent Business (if any)**

To receive notice from the Chair of any business not on the Agenda which should, in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

**5. Objections to Proposed Parking Restrictions (Page 5)**

The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce 'At any time waiting restrictions in Belfast Road, Woodside, Blakemore Road, West Thornton and Fox Hill Gardens, Woodside and Redford Avenue, West Thornton.

**6. The Crescent Area - Objections to the Proposed Extension of the Croydon CPZ (East Outer Permit Zone) (Page 21)**

The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Beaconsfield Road, Bullrush Close, Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Northcote Road, Owen

Close, The Crescent, Tugela Road, Selhurst Road, Saracen Close and Sydenham Road (between the boundary of the existing CPZ and Selhurst Road) with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

**7. Croydon Area-Wide 20mph Speed Limits – Areas 3, 4 & 5 Statutory Consultation-Report on objections (Page 41)**

This report details the objections received in response to the statutory (formal) consultation for the introduction of a maximum 20mph speed limit for the Croydon Areas 3, 4 & 5 which are shown in the plans HWY-MPH-0000-005, 006 & 007 in Annex 1.

**8. [The following motion is to be moved and seconded as the “camera resolution” where it is proposed to move into part B of a meeting]**

That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.

**AGENDA - PART B**

None

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## Traffic Management Advisory Committee

Meeting held on Wednesday 8 February 2017 at 6:30 p.m. in F10, Town Hall,  
Katharine Street, Croydon CR0 1NX

### MINUTES – PART A

**Present:** Councillor Stuart King (Chair)

Councillors Jane Avis, Sara Bashford, Robert Canning, Vidhi Mohan,  
and Pat Ryan

**Also Present:** Councillors Sean Fitzsimons, Patricia Hay-Justice, Mark Watson

### MINUTES – PART A

#### **A01/17 Minutes**

Minutes of the meeting held on 19 December 2016 were agreed as a correct record and signed by the Chair, with the correction that Councillor Robert Canning gave his apologies for the meeting.

#### **A02/17 Disclosure of interest**

There were no disclosures of interest.

#### **A03/17 Urgent business (if any)**

There were no items of urgent business.

#### **A04/17 South Norwood objections to loss of parking bays and bus stop relocation**

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Consider the objections received in response to the public notice detailing the Council's proposal to:
  1. Relocate parking bays on Market Parade with the loss of one 30minute short stay bay (Plan 3516805A-1200-RM-MP2 Rev. D) and subsequently the affected introduction of double yellow

- lines resulting in the above.
2. The loss of two Pay and Display (4 hour limit) or Permit Holder bays on Apsley Road (Plan 3516805A-1200-RM-MP2 Rev. D)
  3. The loss of two Pay and Display (4 hour limit) or Permit Holder bays on Ingatestone Road (Plan 3516805A-1200-RM-MP2 Rev. D)
2. Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement 1.1.1 and 1.1.3 above.
  3. Inform the objectors of the above decision.

**A05/17 Petition from the residents of Addiscombe Court Road and Tunstall Road: Introduction of “No Entry” traffic restrictions with short one way working and pedal cycle bypass in Addiscombe Court Road and Canning Road**

The Traffic Management Advisory Committee considered the report on a petition from the residents of Addiscombe Court Road and Tunstall Road.

The Committee noted the concerns raised by residents and the need for a full consultation to ensure that further displacement did not occur on the surrounding roads. Members further noted that any changes would possibly lead to longer journey times, however would reduce the public safety risk that was being experienced.

Officers confirmed that the consultation would begin in March or April 2017, and would return to a future meeting of the Traffic Management Advisory Committee in May or July 2017. Monitoring would be taken place before and after any implementation of changes to the traffic flow of the roads and surrounding area to understand any displacement that may occur.

The Chair thanked the work of the residents association, ward councillors and Council officers which had produced some helpful documentation which was appended to the report.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Consider the proposals to make Addiscombe Court Road and Canning Road no entry at their junctions with Addiscombe Road as shown on appended drawings.

2. Agree to the informal consultation with residents within the area shown on the appended plan.
3. Consider the responses to the informal consultation and report back to a future meeting of the Traffic Management Advisory Committee with a recommendation taking in those responses from local residents.

**A06/17 Sutherland Road Area – Objections to the proposed extension of the Croydon CPZ (North Permit Zone)**

The Traffic Management Advisory Committee considered the objections from the public following the formal consultation process on the proposal to extend the existing Croydon Controlled Parking Zone (North Permit Area) to Greenside Road, Pemdevon Road, Sutherland Road, Wentworth Road, Priory Road, Canterbury Road, Wortley Road, Donald Road and Lancing Road with a combination of Shared-Use Permit/Pay & Display machines (12 hours maximum stay) and single yellow lines operating from 8am to 8pm, Monday to Sunday.

Concerns were raised that a number of people had objected to the proposals, in particular in Canterbury Road. However, it was noted that a high number of objections had been received from residents of new developments who would not be eligible for a permit under the scheme.

Suggestions were made that the consulted area could be split, with the area south of Canterbury Road being 8am – 8pm Monday to Sunday, while Canterbury Road and north would become 9am – 5pm Monday to Saturday. It was suggested that another consultation would need to take place for the area to be split into two schemes.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Consider the objections to extending the existing Croydon Controlled Parking Zone (North Permit Area) to Greenside Road, Pemdevon Road, Sutherland Road, Wentworth Road, Priory Road, Canterbury Road, Wortley Road, Donald Road and Lancing Road with a combination of Shared-Use Permit/Pay & Display (12 hours maximum stay) and single yellow lines operating 8am to 8pm, Monday to Sunday.
2. Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone into the above roads as shown on drawing no. PD - 329 for the reasons as set out in this report.
3. Inform the objectors and supporters of the above decision.

## **A07/17 Parking Charges 2017/2018**

The Traffic Management Advisory Committee considered the proposed parking charges for 2017/2018 and were informed that the estimated income loss would be in the region of £155,000 which would be contained within the existing parking account budget. The officer notified the Committee that the one hour free parking charge would not be implemented until July 2017 due to a consultation having to take place and changes to the parking machines.

The Traffic Management Advisory Committee **RESOLVED** to recommend to the Cabinet Member for Transport and Environment that they:

1. Introduce a new 1 hour free parking to replace the existing 30 minute free parking policy for district and local centres.
2. To retain the existing rates for all other parking charges including permits identified in Appendix 1, temporary, permanent and special event Traffic Management Orders identified in Appendix 2 and on and off-street parking charges identified in Appendix 3 & 4.
3. Authorise the Highway Improvement Manager, Streets Directorate to give notice of Recommendation 1.1 and subject to receiving no material objections on the giving of public notice to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended).
4. Note that any relevant objections received to the proposed introduction of free one hour parking in district and local centres will be included in a report to be considered by the Executive Director of Place.
5. That depending on whether any objections are received that the proposed free 1 hour parking for district and local centres are implemented from Monday 3 July 2017.

## **A08/17 [The following motion is to be moved and seconded as the “camera resolution” where it is proposed to move into part B of a meeting]**

The Chair informed the Committee that there was no business to be conducted in Part B of the agenda, in accordance with the Council's openness and transparency agenda.

The meeting ended at 8.15 pm



# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  9 May 2017
<b>AGENDA ITEM:</b>	<b>5</b>
<b>SUBJECT:</b>	<b>OBJECTIONS TO PROPOSED PARKING RESTRICTIONS</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>South Norwood, West Thornton and Woodside</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>• Croydon Local Plan – Nov 2015</li><li>• Local Implementation Plan 2; 2.8 Transport Objectives</li><li>• Croydon's Community Strategy 2013-18; Priority Areas 1, 2 &amp; 3</li><li>• Croydon Corporate Plan 2015 – 18</li><li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li></ul>	
<b>FINANCIAL IMPACT:</b>  The cost of the proposed parking restrictions is £9k which can be met from the Streets revenue budget for 2017/18.	
<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 that they:  1.1 Consider the objections received to the proposed parking restrictions and the officer's recommendations in response to these in: <ul style="list-style-type: none"><li>• Fox Hill / Fox Hill Gardens, South Norwood</li><li>• Blakemore Road / Silverleigh Road, West Thornton</li><li>• Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road and Grove Road, West Thornton</li></ul>	

- Belfast Road junctions with Albert Road, Aylett Road, Brocklesby Road, Napier Road, Notson Road and Seymour Place, Woodside

1.2 Agree the following, for the reasons set out in this report:

- Fox Hill, South Norwood – proceed with the proposal as shown in plan no. PD-323e.
- Blakemore Road / Silverleigh Road, West Thornton – proceed with the proposal as shown in plan no. PD-323c.
- Redford Avenue junctions, West Thornton – proceed with the proposal as shown in plan no. PD-323d.
- Belfast Road junctions, Woodside – proceed with the proposal as shown in plan no. PD-323b.

1.3 Delegate to the Highway Improvement Manager, Highways, the authority to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) in order to implement recommendation 1.2 above.

1.4 Note: the officer to inform the objectors of the above decision.

## **2. EXECUTIVE SUMMARY**

2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to introduce 'At any time' waiting restrictions in Belfast Road, Woodside; Blakemore Road, West Thornton; Fox Hill Road, Woodside and Redford Avenue, West Thornton.

## **3. OBJECTIONS AND RESPONSES**

### **3.1 Fox Hill, South Norwood**

A request has been received from a local resident via their Ward Councillor for parking restrictions to be introduced at this junction, due to parked vehicles creating limited visibility for motorists entering and leaving Fox Hill Gardens. Photographs provided by the local resident and site visits have confirmed that parking very close to the junction on both sides of Fox Hill Gardens impairs sightlines for road users entering Fox Hill.

3.2 Eight local residents have objected to the proposed restrictions in Fox Hill Gardens for the following reasons:-

- The presence of parked cars in both directions from this location, slow down traffic movements, the proposed restrictions may increase traffic speed.
- The proposed restrictions will only marginally improve visibility and will make little difference in safety.
- The said proposal has been suggested before and was rejected for the reasons of safety by local residents.

- The proposed 'At any time' waiting restrictions will reduce at least 4 available parking spaces.
  - Having 'At any time' waiting restrictions will effectively widened the road and will cause traffic to speed at this location.
  - There has not been any related accidents involving vehicles leaving Fox Hill Gardens. However, there have been several accidents on Fox Hill Road resulting in excessive speeding by vehicles.
- 3.3 **Response-** The 'At any time' waiting restrictions have been proposed to improve safety and access to and from Fox Hill Gardens. The request for 'At any time' waiting restrictions originated from a resident of the road who is finding parked cars at this location causing a visibility issue for those pulling out of the cul-de-sac. The original proposal which was proposed in 2010 which was to introduce 10 metre double yellow lines in Fox Hill either side of Fox Hill Gardens to improve road safety and access. This proposal was rejected due to concern over loss of parking space and increases in speeding.
- 3.4 Officers have visited the site on a number of occasions and have observed vehicles parking in Fox Hill within 5m of Fox Hill Gardens making it very difficult to enter Fox Hill without compromising road safety. With the problem still remaining, the Council has proposed to reduce the original 10 metre 'At any time waiting restrictions proposal to 7 metres which will still improve sightlines at this junction as shown in plan no.PD-323e.
- 3.5 **Blakemore Road junction with Silverleigh Road, West Thornton**  
A request has been received from a local resident via their Ward Councillor for double yellow lines to be introduced in Blakemore Road with Silverleigh Road in Thornton Heath. A number of junctions in this area have been treated with 'At any time' waiting restrictions which has helped to improve road safety and access.
- 3.6 One objection was received from a local resident in Silverleigh Road to the proposed 'At any time' waiting restrictions at Blakemore Road junction with Silverleigh Road. The objector states that this is an unnecessary proposal and is not needed in this area, and feels the junction of Blakemore Road does not need to be kept clear as part of it has a no entry restriction going into Blakemore Road.
- 3.7 **Response** – Surveys by officers have confirmed that parking close to the junction does compromise safety and access with sightlines being compromised. Rather than the usual 10m returns (The distance quoted in the Highway Code where parking should not take place) it is proposed to introduce shorter 7m returns as it is recognised that parking in this area is at a premium. Currently vehicles have been witnessed parking within 5m of the junction which apart from potentially obstructing larger vehicles severely restricts visibility sightlines for drivers. It is worth noting that this is currently one of the only junctions in the area not protected by yellow line waiting restrictions. It is therefore proposed to proceed with the proposal as shown on the plan no.PD-323c.3.11

**3.8 Redford Avenue junctions with Fairlands Avenue, Ashley Road, Goldwell Road & Grove Road – West Thornton**

A request has been received from a local resident via their Ward Councillor for 'At any time' waiting restrictions to be placed in a number of junctions with Redford Avenue due to high volume of parked vehicles. The same request has also been received from a resident in Grove Road to have 'At any time' waiting restrictions to be placed at the junction of Redford Avenue with Grove Road due to manoeuvrability issues by refuse trucks. A number of junctions in this area have been treated with restrictions which has helped to improve road safety.

**3.9** Nine local residents have objected and a petition has been received from the Grove Estate Residents Association objecting to the proposed 'At any time' waiting restrictions in Redford Avenue for the following reasons:-

- The new proposed double yellow line restrictions placed at every junction will further reduce parking in Redford Avenue which is already limited for parking space.
- The double yellow line restrictions will not improve safety at these junctions.
- The new proposed 'At any time' waiting restrictions are unnecessary to have them placed at every junction in Redford Avenue.
- Not a lot of traffic in the area and no accidents have been reported which does not warrant double yellow lines to be placed in Redford Avenue.

**3.10 Response** – Officers have visited Redford Avenue on a number of occasions and have observed vehicles parking within 5m of the four junctions along this road compromising access and safety with visibility sightlines being severely restricted. This issue was raised around 7 years ago and at the time 10m returns were proposed but following strong objections led by the local residents association the committee agreed not to proceed but to monitor parking for future review. With the problem still remaining, the Council is recommending that the returns be reduced to 7 metres, recognising that parking is at a premium in this area. The petitioners and the further nine objectors maybe unaware that Veolia refuse trucks have trouble negotiating these junctions due to parking and the concern is that emergency access would be compromised especially by the fire appliances. For these reasons it is proposed to proceed with the proposals as shown in plan no.PD-323d.

**3.11 Belfast Road junctions with Albert Road, Aylett Road, Brocklesby Road, Napier Road, Notson Road and Seymour Place, Woodside**

The 'At any time' waiting restrictions proposal was initially requested by Veolia (Croydon's waste management company) to introduce double yellow line restrictions at the Belfast Road junctions due to problems with refuse trucks regularly being unable to gain access to the cul-de-sacs. Surveys have shown that vehicles regularly park very close to the junctions causing obstruction to larger vehicles and potentially the emergency services.

- 3.12 Three objections were received from local residents in Belfast Road and from the neighbouring side road Aylett Road, to the proposed 'At any time' waiting restrictions at the Belfast Road junctions. The three objectors have mentioned a number of reasons for objecting to the proposals which are; the proposals will have a negative effect on the local community, as introducing 'At any time' waiting restrictions will reduce the number of available parking spaces. Residents will struggle to find a parking space in close proximity to their homes. The introduction of the 'At any time' proposal will not improve safety concerns. The three objectors request that the Council withdraw the proposed 'At any time' waiting restrictions in Belfast Road.
- 3.13 **Response** – The three objectors may be unaware that Veolia are having issues gaining access to the side roads from Belfast Road as parked vehicles are causing obstruction. There is concern that if refuse vehicles are experiencing problems emergency access could also be compromised. Sightlines for drivers entering Belfast Road from the side roads are restricted due to parked vehicles. One of the objectors has stated that safety will not be improved. However, the proposed 'At any time' waiting restrictions will increase visibility at the side roads which has been proven with existing 'At any time' waiting restriction schemes. It is proposed to proceed with the proposals as shown on plan no.PD-323b.

#### 4. **FINANCIAL CONSIDERATIONS**

There is a revenue budget of £100k for various parking restrictions and bays, (Footway Parking and Disabled Bays) from which these commitments, if approved, will be funded. 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 are approved, a budget of £83k will remain to be utilised in 2017/2018 (taking into account £8k that is committed for a separate schedule of parking restrictions).

#### 4.1 Revenue and Capital consequences of report recommendations

	Current Financial Year	M.T.F.S – 3 year Forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<b><u>Available Revenue Budget</u></b>				
<b>Expenditure</b>	100	100	100	100
<b>Income</b>	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	9	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>91</u>	<u>100</u>	<u>100</u>	<u>100</u>
<b><u>Available Capital Budget</u></b>				
Expenditure	0	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

#### 4.2 The effect of the decision

4.2.1 The cost of introducing new waiting restrictions at all the sites originally on the public notice, including advertising the Traffic Management Orders and associated lining and signing has been estimated at £9,000.

4.2.2 These costs can be contained within the available revenue budgets for 2017/18.

#### 4.3 Risks

4.3.1 The cost per restriction is reduced by introducing a number of parking restrictions in one schedule and therefore spreading the legal costs. The marking of the restrictions and the supply and installation of signs and posts where necessary is carried out using the new Highways Contract and the rates are lower than if the schemes were introduced under separate contractual arrangements.

#### 4.4 Options

4.4.1 The alternative option is to not introduce the parking restrictions. This could cause traffic obstruction and have a detrimental effect on road safety.

#### **4.5 Savings/future efficiencies**

- 4.5.1 No further savings have been quantified, although new parking restrictions do make an income contribution to the revenue budget. The introduction of these proposals would increase the potential to recover income in this way.

Approved by: Luke Chiverton, Head of Finance (People & Resources)

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

- 5.1 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 (so far as is 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.
- 5.2 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.
- 5.3 Approved for and on behalf of Jacqueline Harris-Baker, Director of Law, Council Solicitor and Acting Monitoring Officer.

### **6. HUMAN RESOURCES IMPACT**

- 6.1 There are no human resources implications arising from this report.
- 6.2 Approved by: Jason Singh, Head of HR Employee Relations on behalf of the Director of HR.

### **7. EQUALITIES IMPACT**

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

### **8. ENVIRONMENTAL IMPACT**

- 8.1 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.

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

- 9.1 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. This can be varied according to the circumstances applying at different locations.

## **10. REASONS FOR RECOMMENDATIONS**

- 10.1 The recommendations are for new 'At any time' waiting restrictions at locations across the Borough where there are particular concerns over safety and access due to obstructive parking. At each location surveys have been undertaken which confirm that road safety issues exist and double yellow lines would encourage the safe movement of vehicular and other traffic (including pedestrians).

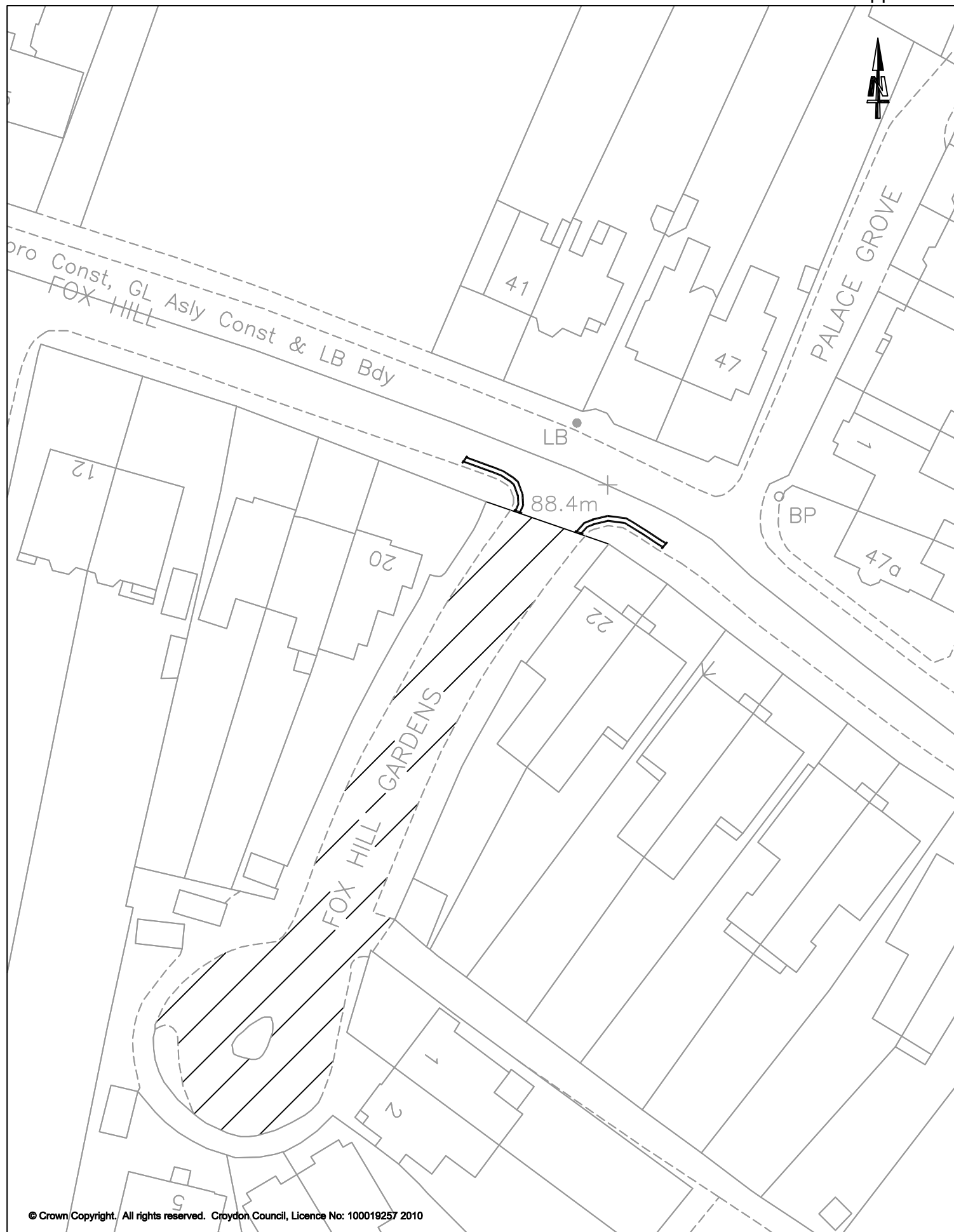
## **11. OPTIONS CONSIDERED AND REJECTED**

- 11.1 Instead of double yellow line waiting restrictions the alternative would be single yellow line daytime restrictions. However, as most of the above locations are at junctions and other locations where parking could create obstruction at any time, double yellow lines are more appropriate as they reduce obstructive parking at all times.

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<b>REPORT AUTHOR:</b>	Paul Tarrant – Traffic Engineer, Highway Improvement, 020 8604 7363 (Ext. 47363)
<b>CONTACT OFFICER:</b>	David Wakeling, Parking Design Manager, Highways Improvement, 020 8667 8229
<b>BACKGROUND PAPERS:</b>	None
<b>APPENDICES:</b>	Appendix 1 – Proposal of 'At anytime' waiting restrictions in Fox Hill  Appendix 2 – Proposal of 'At anytime' waiting restrictions in Blakemore Road and Silverleigh Road  Appendix 3 – Proposal of 'At anytime' waiting restrictions in Redford Avenue  Appendix 4 – Proposal of 'At anytime' waiting restrictions in Belfast Road





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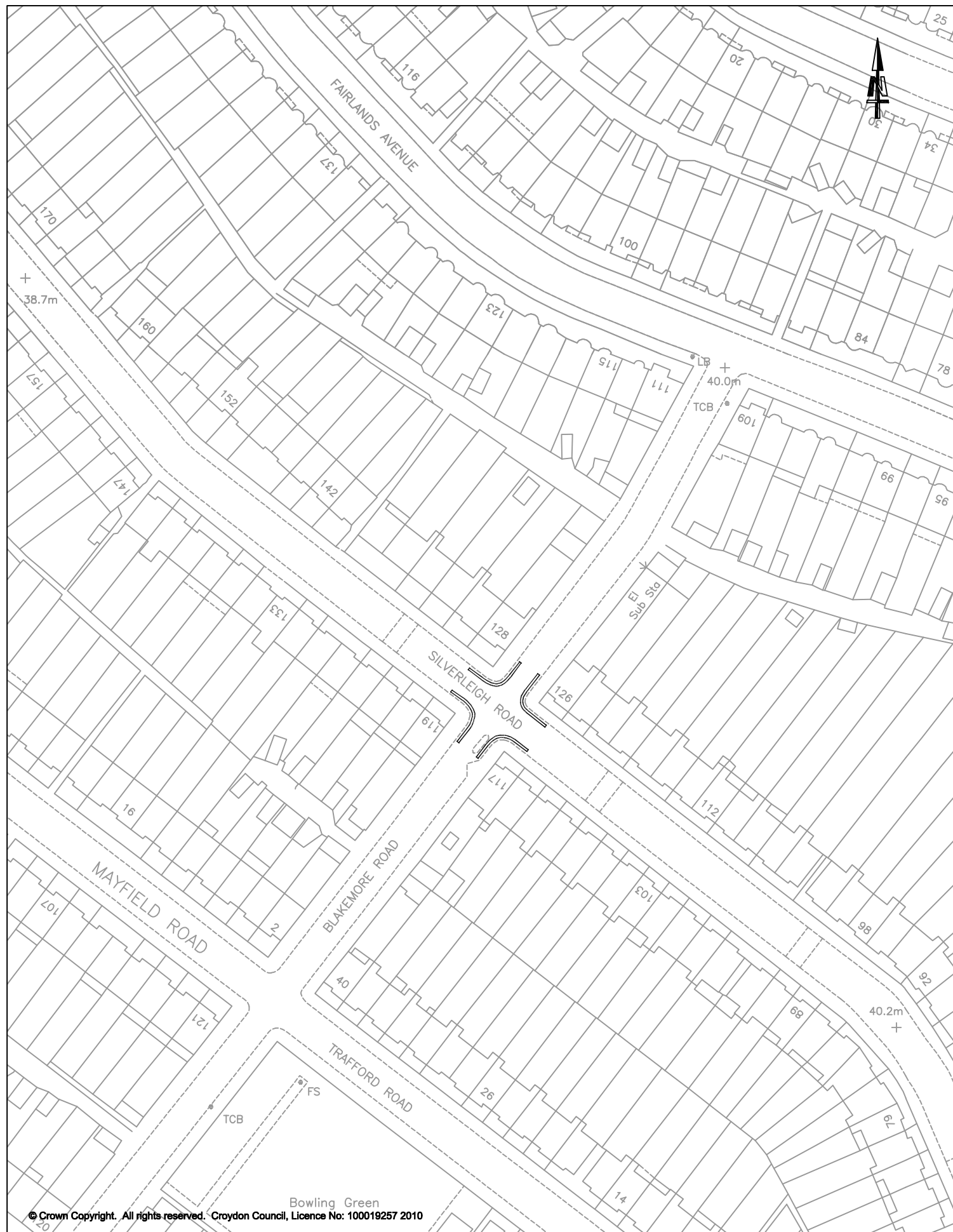
== Proposed of 'At anytime' waiting restrictions in Fox Hill

**CROYDON COUNCIL**

PARKING DESIGN  
HIGHWAYS DIVISION  
Floor 6, Zone C  
Bernard Weatherill House  
CR0 1EA


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**CROYDON COUNCIL**

 Proposed 'At anytime' waiting restrictions  
 in Blakemore Road and Silverleigh Road

PARKING DESIGN  
 HIGHWAYS DIVISION  
 Floor 6, Zone C  
 Bernard Weatherill House  
 CR0 1EA

INFRASTRUCTURE - TRAFFIC DESIGN			
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Proposed 'At anytime' waiting restrictions in Redford Avenue

**CROYDON COUNCIL**

PARKING DESIGN  
HIGHWAYS DIVISION  
Floor 6, Zone C  
Bernard Weatherill House  
CRO 1EA

INFRASTRUCTURE - TRAFFIC DESIGN			
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**==** Proposed of 'At anytime' waiting restrictions in Belfast Road

**CROYDON COUNCIL**

PARKING DESIGN  
HIGHWAYS DIVISION  
Floor 6, Zone C  
Bernard Weatherill House  
CR0 1EA

INFRASTRUCTURE - TRAFFIC DESIGN			
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# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>9 May 2017</b>
<b>AGENDA ITEM:</b>	<b>6</b>
<b>SUBJECT:</b>	<b>THE CRESCENT AREA – OBJECTIONS TO THE PROPOSED EXTENSION OF THE CROYDON CPZ (EAST OUTER PERMIT ZONE)</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>SELHURST</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 2015 – 18</li><li>• <a href="http://www.croydonobservatory.org/strategies/">www.croydonobservatory.org/strategies/</a></li></ul>	
<b>FINANCIAL IMPACT:</b>  The cost of the controlled parking restrictions proposed in this report is estimated to be £61k. The capital expenditure required will be funded from the £100k allocated to controlled parking schemes within Croydon's 2017/18 Local Implementation Plan (LIP) funding provided by TfL.	
<b>FORWARD PLAN KEY DECISION REFERENCE NO.:</b> Not a Key Decision	
<b>1. RECOMMENDATIONS</b>  That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:  1.1 Consider the objections to extending the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Beaconsfield Road, Bullrush Close,	

Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Northcote Road, Owen Close, The Crescent, Tugela Road, Selhurst Road, Saracen Close and Sydenham Road (between the boundary of the existing CPZ and Selhurst Road) with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

- 1.2 Agree for the reasons detailed in this report to extend the Croydon Controlled Parking Zone into the above roads as shown on drawing no. PD - 319.
- 1.3 Officers to inform the objectors and supporters of the above decision.

## **2. EXECUTIVE SUMMARY**

- 2.1 The purpose of this report is to consider objections received from the public following the formal consultation process on a proposal to extend the existing Croydon Controlled Parking Zone (East Outer Permit Area) to Beaconsfield Road, Bullrush Close, Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Northcote Road, Owen Close, The Crescent, Tugela Road, Selhurst Road, Saracen Close and Sydenham Road (between the boundary of the existing CPZ and Selhurst Road) with a combination of shared-use Permit/Pay & Display bays (8 hour maximum stay) and single yellow lines operating 9am to 5pm, Monday to Saturday.

## **3. BACKGROUND**

- 3.1 In October 2016 residents of the above roads were consulted about the possible extension of the East Outer Permit Zone to include their roads. The consultation was carried out in response to two petitions. One was from residents of the uncontrolled section of Gloucester Road (between the existing East Outer Zone boundary and Selhurst Road) requesting parking controls. The other was a petition received from residents of The Crescent, Beaconsfield Road and Saracen Close, requesting one-way working due to conflicting traffic issues with parking preventing passing places.
- 3.2 Officers reported the requests in separate reports to the Traffic Management Advisory Committee on 26 April 2016 and the Cabinet Member for Transport and Environment authorised the informal consultation on a possible extension of the East Outer Permit Zone to determine support for parking controls (minutes A26/16 & A27/16 refer).
- 3.3 The results of the consultation were reported to this committee in December 2016 (minute A67/16 refers) and it was agreed that residents of Beaconsfield Road, Bullrush Close, Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Northcote Road, Owen Close, The Crescent, Tugela Road, Selhurst Road, Saracen Close and Sydenham Road (between the boundary of the existing

CPZ and Selhurst Road) should be formally consulted on the making of Traffic Management Orders to introduce the proposed scheme.

- 3.4 The proposed scheme was advertised in the local press and residents were formally consulted by letter on 1 February 2017, allowing them 21 days to formally object. A total of 13 objections were received.

## 4. OBJECTIONS AND RESPONSES

### 4.1 Objections 1, 2 & 3

Three residents (two from the same address) of The Crescent made identical objections on the grounds that:

- The scheme isn't necessary as there are no parking problems.
- They could not find any neighbours who were happy with the scheme.

- 4.2 **Response** – Whilst these residents may not have experienced any parking problems, the majority of consultation respondents from The Crescent (57%) were in favour of a permit parking scheme. This suggests that parking problems exist in the street. In addition, only 4 objections (two from one household and two others) have been received from The Crescent, which also indicates that residents there are generally happy with the introduction of the proposed scheme.

### 4.3 Objection 4

A resident of The Crescent is objecting on the grounds that:

- There was limited opportunity for residents to participate in the consultation due to inconsistent distribution (the resident alleges that many residents did not receive the consultation document).
- Residents (people) were not invited to give their views only properties were asked to respond.
- Inconsistent inclusion of residents' views which may have altered the decision (the resident included specific objections which they state were not registered in the committee report of December 2016).
- There is no evidence to back up the claim that the problem with parking is due to shoppers and commuters.
- If 50% of those consulted voted against CPZ why did the proposal go ahead?
- How can the term "strong support" be justified when even if there is one resident per property the percentage in favour would be 7.3%?
- The term "strongly in favour" was applied to The Crescent and Saracen Close this cannot be accepted.
- If CPZ goes ahead there is no guarantee that residents, having purchased a permit would be able to park.
- Other identified reasons contributing to parking problems not being addressed for the benefit of residents (resident states that abandoned vehicles and vehicles offered for sale on the highway have not been dealt with).
- The initial consultation it seems was "triggered" by residents of Gloucester

Rd and not by any other residents. Why for the second or is it the third time CPZ is being threatened? On each previous occasion it was abandoned, once supported by a petition against CPZ signed by 57 residents.

- The presumption that introducing CPZ to these roads to resolve traffic issues, is, I believe flawed for the following reasons (the resident states that the problems are mainly due to parents dropping off their children at school, and as they disregard the existing restrictions, a CPZ will not resolve the issue – more enforcement of the existing restrictions is required).
- If CPZ is introduced residents will be paying for something that does not resolve the issue they have petitioned about, and clearly will be irreversible.
- CPZ is an ill-conceived proposal which has not been researched enough to convincingly resolve many of the issues described above.
- Although I acknowledge the council has no legal requirement to post public notices on e.g. lampposts to engage the local residents. But I haven't seen one.

#### 4.4 Response

- Consultation documents were delivered to each address within the consultation area by a company that specialises in such deliveries. There were no complaints that consultation documents had not been received.
- Croydon Council, like most other local authorities, considers responses from households rather than individuals when carrying out a consultation about parking. The purpose of such a consultation is to enable the council to analyse the views from the properties along a road/group of roads rather than from individuals. This provides a better representation of the road/s as a whole. If individuals were consulted, this would enable those properties with more adults to have a greater influence. In addition, as access to the electoral register is limited and it is possible that some residents may not be on the register, addressing consultation documents to individuals would make the consultation process more complicated and is likely to result in some residents being omitted from the consultation.
- The committee report of December 2016 presented the consultation results from The Crescent area to the Traffic Management Advisory Committee. As part of this, the comments made by respondents were examined and categorised. Whilst it is not practical to include full details of every comment made, the most common ones are listed in the committee report. It is unlikely that any comment would alter the decision of the committee to progress a proposed scheme if the consultation results show a majority in favour.

- The original reason for this consultation was a petition from residents in the remaining uncontrolled section of Gloucester Road, who were suffering parking problems due to the displacement of vehicles caused by an extension to the East Outer Permit Zone, which came into operation in February 2016. That extension was introduced in response to a previous petition, from residents of Selhurst New Road, who indicated that they wanted parking restrictions introduced. It is Officers' experience that when areas near stations are afflicted with parking problems, this is usually due to commuter parking, and as Selhurst New Road is near a station, this was the conclusion. Therefore it was also natural to conclude that any vehicles displaced by the CPZ extension into the remaining section of Gloucester Road would also be commuters. Whilst shoppers were not an obvious issue, the proximity of local businesses to Selhurst New Road was also thought to be a factor in the parking problems there.
- Whilst the proportion of responses in favour was 50% in the wider consultation area, the proportion of responses in favour was 53% in the area where parking controls are proposed to be introduced.
- Parking consultations are carried out by household rather than by person, for the reasons explained previously. In our experience, the proportion of those in favour from some of the roads, as detailed in the committee report, would constitute "strong support".
- In our experience, the response rates and levels of support from Saracen Close (a 41% response rate with 57% in favour of the scheme) and The Crescent (a 28% response rate with 57% in favour of the scheme) warrant the term "strongly in favour". This is because there was both a good response rate (of more than 25%) and a clear majority in favour.
- It is not possible to guarantee that parking spaces will be available when a scheme is introduced. However, our previous experience of the many CPZs already in existence in the Borough shows that more spaces become available with the removal of commuter parking and the control of short term visitor parking via pay and display machines.
- Both abandoned vehicles and those offered for sale on the public highway can be dealt with by the Council if they are reported. It is unclear whether the objector has ever reported these issues to request any action. However, if the proposed scheme is introduced, any vehicles parked during the controlled hours will be required to display a permit or pay and display ticket and those that do not will receive Penalty Charge Notices.
- When a consultation area is decided, officers are required to consider both the road where the consultation originated and also the possible impact of the introduction of parking controls on surrounding roads. The consultation area in this case took into account the potential for displacement parking from the adjacent East Outer Zone. The proposed zone extension includes those roads where there was majority support and also those most likely to be affected by displacement parking if they were not included.

- The petition from The Crescent requested one-way working due to traffic congestion and conflict. Parking is an issue in the roads concerned, with few passing places. Previous experience has shown that when parking controls are introduced the need for one-way working reduces. An example of this is when parking controls were introduced in Dennett Road, West Croydon. The need for one-way working was dramatically reduced and infrastructure installed for one-way working following a petition was subsequently removed. With regard to parking enforcement, the introduction of a permit parking scheme will involve regular visits to the area by Civil Enforcement Officers, which should help to deter obstructive parking.
- It is the view of Officers that the proposed scheme will address the issues raised in the residents' petition. It is our experience that residents, even those who are initially against the introduction of parking controls, usually find that they improve the parking and traffic situation. It is rare for residents to want such schemes reversed. However, should residents petition the Council to have the controls removed after their introduction, such a request would be considered.
- Although the objector may not have seen them, public notices were displayed in the area where the scheme is proposed to be introduced on lamp posts and sign posts. The scheme was also advertised in the local press and residents were notified of the proposed scheme and their right to formally object to its introduction by letter.

#### 4.5 **Objection 5**

A resident of Guildford Road is objecting on the grounds that:

- The operational times proposed will not be beneficial to residents as their parking problems mainly occur in the evening

#### 4.6 **Response**

The consultation gave residents two options for the operational hours of the scheme. Either (option 1) 9am to 5pm, Monday to Saturday, or (option 2) 8am to 8pm, Monday to Sunday. The results showed that the majority of respondents from the consultation area (57%) were in favour of option 1.

#### 4.7 **Objection 6**

An objection has been received from a resident of Guildford Road on the grounds that:

- The scheme is only being introduced to make money for the Council and residents are not in favour of it.
- The introduction of "parking meters" is not in the interests of residents.
- The cost of permits will rise year after year.

#### 4.8 **Response**

- The results of the consultation show that the majority of respondents are in favour of this scheme, which was initiated by residents' demand in the form of two petitions from the area.
- Pay and display machines assist residents by limiting visitor parking and ensuring a regular turnover of vehicles, so that spaces become available throughout the day.

- Permit charges are reviewed each year but are not necessarily increased. The cost of the first resident permit per household last increased in 2012/13 from £76 to £80 (the second and third permit charges remained the same). Since then, all resident permit charges have remained static and there is no plan to increase them this year.

#### 4.9 **Objection 7**

An objection has been received from a resident of Guildford Road on the grounds that:

- They pay their Council Tax and do not want to pay for parking.
- Parking in the street is fine.

#### 4.10 **Response**

Controlled Parking Zones are required to be self-financing, so it is not possible to implement a scheme without introducing parking charges. Although the objector is satisfied with the status quo, the consultation results from the area indicate that the majority of respondents are not happy with the current parking situation.

#### 4.11 **Objection 8**

An objection has been received from two residents of Guildford Road and Beaconsfield Road on the grounds that:

- The scheme will reduce the number of available spaces.
- Not every road in the proposed area had a majority in favour.
- Some of the corner properties included in the zone have a large number of vehicles and will take up spaces in the road.
- Yellow lines will be marked in front of garages but they are not used for vehicles, and are instead being used for storage or laundry.
- Two of the four disabled bays in Beaconsfield Road are not used and are taking up space unnecessarily.

#### 4.12 **Response**

- When a controlled parking scheme is introduced, parking spaces are marked where parking is safe and appropriate and yellow line waiting restrictions are marked where parking would obstruct or block sightlines (e.g. in front of driveways and near junctions). Whilst this can have the effect of reducing the number of available parking spaces during the controlled hours, the introduction of a parking scheme also tends to reduce the number of vehicles parked by removing commuter parking, limiting visitor parking and capping the number of permits which a household can purchase. This generally makes parking easier for residents. Regulating the spaces for parking can have a positive effect by reducing wasted space where some drivers leave more space than necessary between neighbouring vehicles.
- Whilst not every road within the proposed zone extension had a majority in favour of parking controls, the area overall had a majority (53%) of respondents in favour. As explained in the committee report of December 2016, some roads were included because if they were excluded, they would have been sandwiched between controlled roads and suffered displacement parking as a result.

- It is the Council's policy to include corner properties in controlled parking areas. These are properties that are located in roads that are excluded from the zone, but are on the corners of roads that are included. Consequently the residents of corner properties may already park in the controlled roads and may wish to continue to do so. As with all other residents in the zone, these properties will be limited to a maximum of three permits per household.
- It is not possible to block access to off-street parking facilities and the Council is obliged to place yellow lines in front of all dropped kerbs within Controlled Parking Zones. If a resident notifies us that their garage or driveway is no longer used for parking, we can remove waiting restrictions and install additional bays.
- When residents inform us that a disabled bay is no longer needed or report that a disabled bay is not used, we investigate and remove bays as appropriate. As a result of a recent investigation one of the disabled bays in Beaconsfield Road is in the process of being revoked.

#### 4.13 **Objection 9**

A resident of Beaconsfield Road supports the introduction of parking controls but has concerns on the grounds that:

- The management of parking in the area seems to require an unnecessary extension of the yellow lines and double yellow lines which will limit the number of parking spaces. In Beaconsfield Road why does the existing double yellow line outside 59 need to be extended?
- The map residents received has not been updated and shows a disabled parking bay outside No 51 Beaconsfield Road which is no longer in use and needs to be removed; a disabled bay has been marked out outside 42/44 Beaconsfield Road which is not shown on the plan.
- At the top of Beaconsfield Road to the right of No 56 there is currently space for 2 cars, the plan does not make it clear whether there are any parking bays.
- Who will be allowed to apply for parking permits; I have heard that residents in Whitehorse Road, outside of the zone, will be allowed to apply for permits to park in the zone! I am concerned that having paid for a permit we will still encounter difficulties in parking because of the limited number of spaces.
- The number of parking bays will accommodate less cars than park now due to the size of the bays; would it not be better to mark out the areas for permit parking but not as individual bays as they do in other boroughs e.g. Kingston

#### 4.14 **Response**

- Yellow lines have been marked at junctions and in front of driveways where parking would not be appropriate. The 3-metre extension of the existing double yellow line outside No. 59 Beaconsfield Road has been proposed because there is not enough space to fit another parking bay there as it would be too close to the adjacent junction with Guildford Road.
- The disabled bay outside No. 51 is in the process of being revoked following a report that it is no longer in use. The new bay outside No. 42 has been taken into account in the Traffic Management Order for the new scheme.



- According to our records, the space to the right of No. 56 Beaconsfield Road is occupied by a dropped kerb and two disabled bays and the plan supplied to residents shows this.
- All residents and businesses within the zone boundary will be eligible to apply for permits. As explained previously, corner properties on roads not included in the zone are within the zone boundary but will be limited to a maximum of three permits, as will all residents within the zone. Although the number of proposed permit/pay and display spaces in Beaconsfield Road will be lower than the number available whilst the road is uncontrolled, the permit scheme should reduce the level of parking and improve the availability of spaces.
- Parking bays within CPZs are generally marked as individual spaces. The advantage of this is that it prevents selfish parking as each vehicle must be contained within the bay markings and also ensures that sufficient room to manoeuvre is preserved in those spaces that are in the middle of a run of bays.

#### 4.15 **Objection 10**

An objection has been received from a resident of Beaconsfield Road on the grounds that the scheme will decrease the number of parking spaces available and this will be a particular problem in the evening.

#### 4.16 **Response**

As stated above, although the number of proposed permit/pay and display spaces in Beaconsfield Road will be lower than the number available whilst the road is uncontrolled, the permit scheme should reduce the level of parking and improve the availability of spaces.

#### 4.17 **Objection 11**

A resident of Gloucester Road has objected on the grounds that the permit costs too much and this is in addition to Council Tax and car insurance. The resident also feels that the installation of pay and display machines will make the area depressing and objects to her visitors having to pay when they visit her.

#### 4.18 **Response**

As explained previously, parking schemes are required to be self-financing and it is not possible to introduce them free of charge. The current cost of the first resident's permit purchased by a household is £80 per annum. This is a fraction of the overall cost of running a car and the associated expenses and works out at less than £1.60 per week. Pay and display charges will vary from 40p for 30 minutes to £6.40 for an 8 hour maximum stay. Alternatively, visitor permits can be purchased for £4 for a full day, which is significantly cheaper. The installation of pay and display machines is necessary to the scheme. They will be sited so as to cause as little visual intrusion as possible.

#### 4.19 **Objection 12**

An objection has been received from a couple in Saracen Close on the grounds that:

- There have always been spare parking spaces – more than the number proposed.
- A high number of residents are retired and require visits from carers.

- The resident is a member of an organisation for older people that meets regularly at their house and members need to park nearby.
- The resident has friends who are Blue Badge holders and is concerned they would have to walk to find a pay and display machine to park.
- Older residents requiring DIY jobs done would be charged more by tradesmen because parking charges would be factored in.
- The worst parking problem in the area is footway parking in Northcote Road and Whitehorse Road.

#### 4.20 **Response**

- Although these residents have not had a problem finding parking spaces in Saracen Close, the majority of respondents from Saracen Close (57%) supported the introduction of a controlled parking scheme.
- Carers visiting residents have the option of pay and display parking or using a resident visitor permit provided by the resident.
- The scheme should improve the situation for visitors by removing commuter parking and limiting short-term parking via pay and display, to ensure a turnover of vehicles so that spaces are regularly available.
- Blue Badge holders are able to park in permit/pay and display bays within the zone without payment or time limit providing a valid badge is displayed. They can also park on single or double yellow lines (providing that they are not obstructing) for a maximum of 3 hours, as long as a valid badge and time clock are displayed and the clock is set to the time of arrival.
- Pay and display charges will vary from 40p for 30 minutes to £6.40 for 8 hours, with 4 hours costing £3.20. Alternatively, residents can supply tradesmen with a visitor permit at a cost of £4.00 for the day. Trades people operating in London are used to dealing with parking controls and paying parking charges. The charges in Croydon compare favourably with other boroughs and are unlikely to have a major impact on the prices residents are charged.
- Residents of Saracen Close were made aware of the parking charges involved when they were consulted about the scheme and still voted in favour, which indicates that they do not regard the charges as a problem.
- The introduction of a controlled parking scheme in Northcote Road will enable the Council to mark bays to control the extent to which vehicles park on the footway and ensure that footway bays are only placed where they can be accommodated. Whitehorse Road is not included in the proposed controlled parking zone extension but is already subject to a footway parking scheme (between Boulogne Road and The Crescent). Vehicles parking outside the markings of the partial footway bays may receive Penalty Charge Notices.

#### 4.21 **Objection 13**

An objection has been received from a resident of Northcote Road on the grounds that:

- Many residents in the road do not want the controlled zone.
- The objector has had previous problems with their children running off and delaying the purchase of a pay and display ticket, which has resulted in the objector getting Penalty Charge Notices. The objector is concerned that this will continue to happen in Northcote Road

- There would be no allowance for trailers or carts that have a mobility scooter in them.
- There will be less space than there is now.
- Not everyone can afford a permit, our cars cost enough.

#### 4.30 **Response**

- Whilst there was not a majority in favour of the parking scheme in Northcote Road, the road has been included because if it were omitted from the zone, it would be sandwiched between controlled roads and would be likely to suffer from displacement parking as a result.
- Civil Enforcement Officers will use their discretion to allow a driver time to purchase a pay and display ticket, based on the proximity of the pay and display machine and whether the driver is seen. This should allow most drivers sufficient time to purchase a ticket. Drivers also have the option to use the Ringo mobile phone system to purchase parking time, which can be done from your vehicle.
- Most parking bays, even those specifically for disabled badge holders, are not large enough to accommodate a vehicle with a trailer attached. A car with a trailer attached would require two permit/pay and display spaces in order to park and it would be unlikely to find two vacant bays together, as well as being unfair on the majority of vehicles that do not have trailers attached. However, a vehicle displaying a disabled badge and clock with a trailer attached is unlikely to be ticketed on a yellow line restriction, providing it is not obstructing and the 3 hour maximum stay is adhered to.
- Although the scheme is likely to reduce the number of spaces, residents should find that parking is easier as the number of vehicles will be reduced, due to the introduction of parking controls.
- Residents were aware of the cost of permits at the time of the initial consultation taking place. The cost of the first permit per household is a small proportion of the cost of owning a vehicle.

## 5 **CONSULTATION**

- 5.1 The purpose of this report is to consider comments and objections from the public following the giving of public notice of the proposals. Once the notices were published, the public had up to 21 days to respond.
- 5.2 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.
- 5.3 Organisations such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK and bus operators are consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal. No comments were received from any of these organisations.

## 6. FINANCIAL CONSIDERATIONS

The required capital expenditure will be funded via an allocation within the TfL LIP grant funding allocated to Croydon for 2017/18. Total funding of £100k is included for controlled parking schemes in 2017/18. 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 not be sufficient funding in 2017/18.

### 1 Revenue and Capital consequences of report recommendations

	Current Financial Year 2017/18 £'000	M.T.F.S – 3 year Forecast		
		2018/19 £'000	2019/20 £'000	2020/21 £'000
<b><u>Revenue Budget available</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b><u>Effect of Decision from Report</u></b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining Budget</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b><u>Capital Budget available</u></b>				
Expenditure	100	0	0	0
<b><u>Effect of Decision from report</u></b>				
Expenditure	61	0	0	0
<b>Remaining Budget</b>	<u>39</u>	<u>0</u>	<u>0</u>	<u>0</u>

### 2 The effect of the decision

- 2.1 The cost of extending controlled parking into the Gloucester Road / The Crescent area has been estimated at £61,000. This includes the provision of Pay & Display machines, signs and lines and a contribution towards the legal costs.

- 2.2 This cost can be contained within the available capital funding for controlled parking schemes within the TfL Local Implementation Plan (LIP) funding allocation for 2017/18.

### **3 Risks**

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

### **4 Options**

- 4.1 The alternative option is not to introduce the parking controls. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction, road safety and traffic flow problems.

### **5 Savings/ future efficiencies**

- 3.2 If controlled parking is introduced future income will be generated from Pay & Display takings and permit sales, together with enforcement of these controls through vehicle removals and Penalty Charge Notices. CPZ schemes have proven to be self-financing usually within 4 years of introduction.

Approved by: Luke Chiverton, Head of Finance (Place & Resources)

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

- 7.1 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 (so far as is 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.

- 7.2 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 have been considered and responded to in this report.

- 7.3 Approved for and on behalf of Jacqueline Harris-Baker, Director of Law, Council Solicitor and Acting Monitoring Officer.

## **8. HUMAN RESOURCES IMPACT**

- 8.1 Extending East Outer Permit Zone into The Crescent area will require increased enforcement duties by Civil Enforcement Officers. It is anticipated that this additional enforcement can be undertaken using existing resources.

Approved by: Jason Singh, Head of HR Employee Relations on behalf of the Director of HR.

## **9. EQUALITIES IMPACT**

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

## **10. ENVIRONMENTAL IMPACT**

- 10.1 Evidence from nearby roads where controls have recently been introduced has shown that reducing the density of parking, especially during the daytime, has resulted in far easier street cleaning and therefore a general improvement in the environment.

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

- 11.1 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.

## **12. REASONS FOR RECOMMENDATIONS**

- 12.1 The recommendation is to extend the existing Controlled Parking Zone into Beaconsfield Road, Bullrush Close, Gloucester Road (from the existing CPZ boundary to Selhurst Road), Guildford Road, Northcote Road, Owen Close, The Crescent, Tugela Road, Selhurst Road, Saracen Close and Sydenham Road (between the boundary of the existing CPZ and Selhurst Road), since the majority of residents in this area voted in favour of parking controls and a parking scheme should ensure adequate parking facilities for residents, visitors and for local businesses.
- 12.2 Also the introduction of marked bays away from driveways, junctions and other locations where parking causes problems, with yellow line waiting restrictions in between, will ensure the expeditious, convenient and safe movement of all road users.

## **13. OPTIONS CONSIDERED AND REJECTED**

- 13.1 An alternative option is not to introduce the parking controls. This could have a detrimental effect on residents in that they would continue to suffer with parking issues in relation to obstruction, road safety and traffic flow problems.

13.2 Consideration was given to not introducing parking controls in these roads due to the objections received. However, the number of objections is low and the consultation showed that there is support for parking controls in the area proposed.

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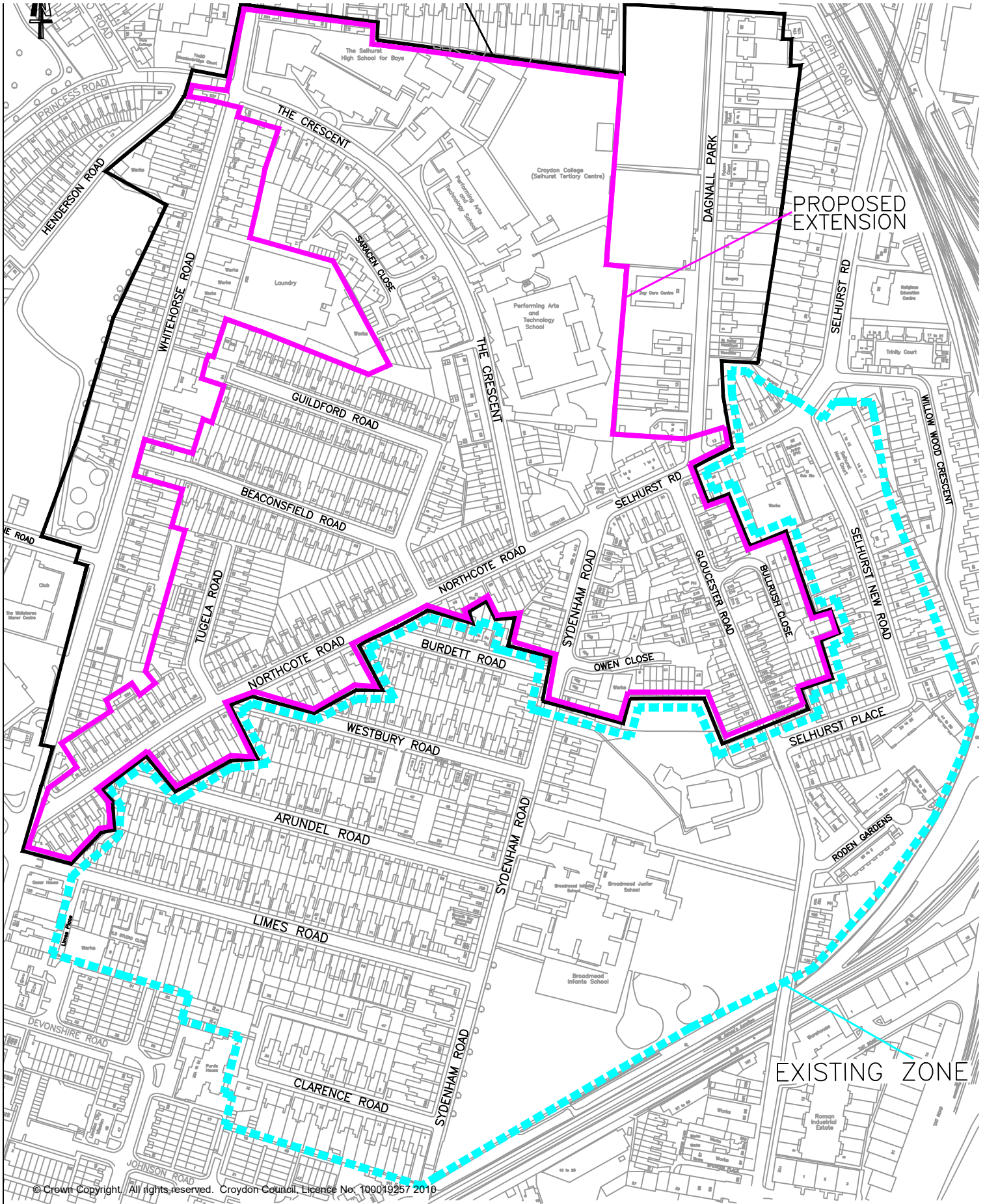
**CONTACT OFFICER:** David Wakeling, Parking Design Manager,  
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**BACKGROUND PAPERS:** None

**APPENDICES:** Appendix 1 – Proposed extension boundary of  
Gloucester Road & The Crescent Area  
  
Appendix 2 – Proposed extension of the  
existing East Outer Controlled Parking Zone in  
The Crescent area

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**CROYDON COUNCIL**

**GLOUCESTER ROAD & THE CRESCENT AREA**

**PROPOSED EXTENSION BOUNDARY OF GLOUCESTER ROAD & THE CRESCENT AREA**

PLACE DEPARTMENT  
HIGHWAYS IMPROVEMENTS  
STEVE ILES - DIRECTOR OF STREETS  
BERNARD WEATHERILL HOUSE  
8 MINT WALK  
CROYDON  
CR9 1WX

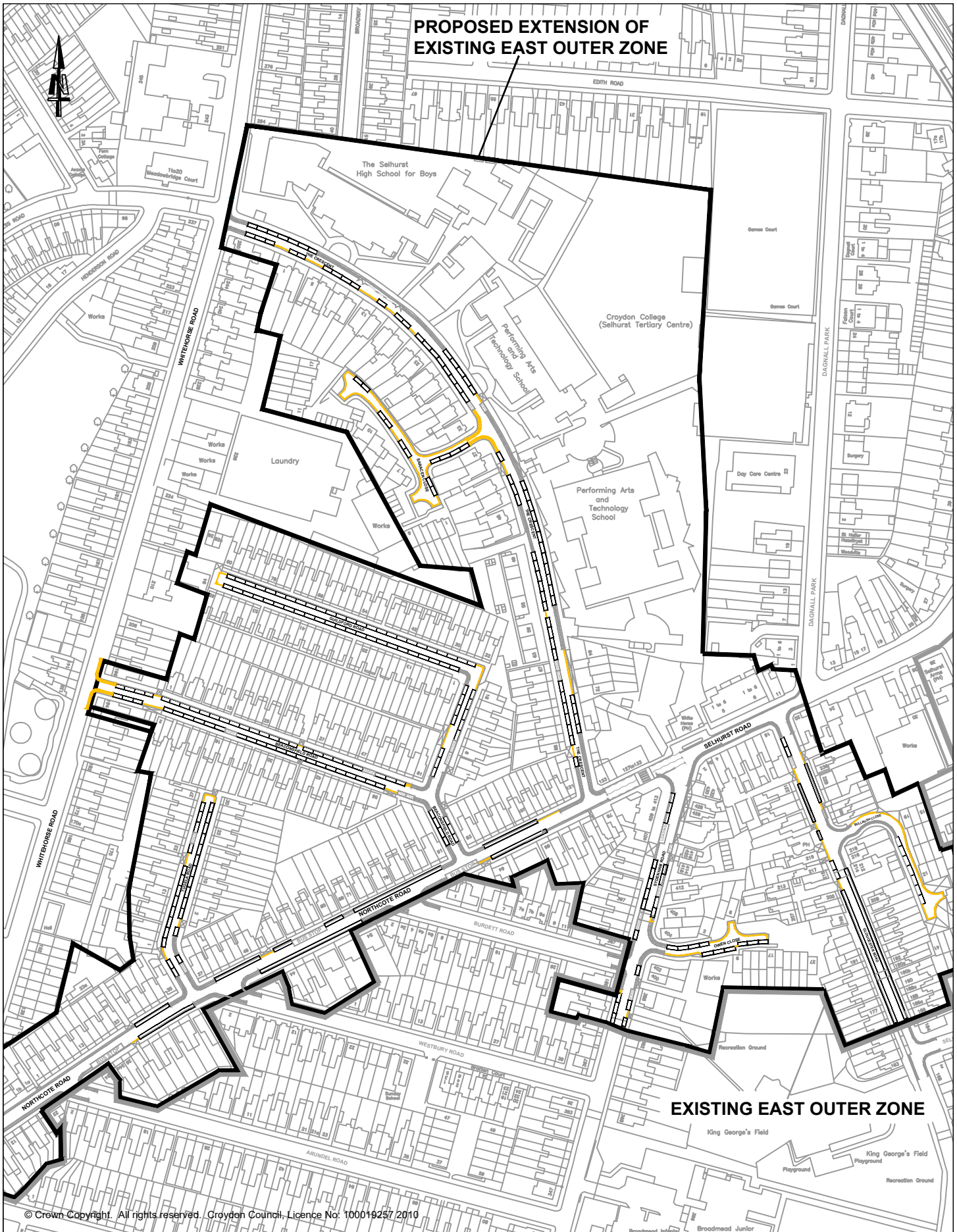
INFRASTRUCTURE - TRAFFIC DESIGN

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Date: | Drawing Ref.

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**PROPOSED EXTENSION OF EXISTING EAST OUTER ZONE**

**EXISTING EAST OUTER ZONE**

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**KEY:**

	Existing Controlled Parking Zone Boundary
	Proposed Controlled Parking Zone Boundary
	Existing Disabled Parking Bay
	Existing crossover
	Existing Single Yellow Line
	Existing Double Yellow Line
	Proposed Parking Bays
	Proposed Single Yellow Line
	Proposed Double Yellow Line

**CROYDON COUNCIL**

**PROPOSED EXTENSION OF THE EXISTING EAST OUTER CONTROLLED PARKING ZONE IN THE CRESCENT AREA**

PLACE DEPARTMENT  
HIGHWAYS IMPROVEMENTS TEAM (6C)  
SHIFA MUSTAFA - EXECUTIVE DIRECTOR  
BERNARD WEATHERILL HOUSE  
8 MINT WALK  
CROYDON  
CR0 1EA

INFRASTRUCTURE - TRAFFIC DESIGN			
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Date: JANUARY 2017	Page 39 of 90 Drawing Ref: PD 242b		

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<b>REPORT TO:</b>	<b>Traffic Management Advisory Committee</b> <b>9 May 2017</b>
<b>AGENDA ITEM:</b>	<b>7</b>
<b>SUBJECT:</b>	<b>Croydon Area-Wide 20mph Speed Limits – Areas 3, 4 &amp; 5</b> <b>Statutory Consultation - Report on objections</b>
<b>LEAD OFFICER:</b>	<b>Shifa Mustafa</b> <b>Executive Director – Place</b> <b>Steve Iles – Director of Streets</b>
<b>CABINET MEMBER:</b>	<b>Councillor Stuart King</b> <b>Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Broad Green, Coulsdon East, Coulsdon West, Croham, Fairfield, Fieldway, Heathfield, Kenley, New Addington, Norbury, Purley, Sanderstead, Selsdon &amp; Ballards, Shirley, Waddon, West Thornton</b>
<p><b>CORPORATE PRIORITY/POLICY CONTEXT:</b></p> <p>This project addresses the corporate policies adopted in the Corporate Plan 2015-2018 to enable Growth, Independence and Liveability. This report helps address the Liveability strategy of the Plan with particular emphasis on the Transport vision to:</p> <ul style="list-style-type: none"> <li>• Implement the 20-year Transport Vision to improve safety and access for all road users, particularly pedestrians, cyclists and people travelling by public transport.</li> <li>• Implement an area-wide 20mph maximum speed limit scheme across Croydon, on an area by area basis, subject to public consultation in each area.</li> </ul>	
<p><b>AMBITIOUS FOR CROYDON &amp; WHY ARE WE DOING THIS:</b></p> <p>As part of Ambitious for Croydon, there are plans to improve the way that the council delivers on its roads and transport agenda, including :</p> <ul style="list-style-type: none"> <li>• Introducing 20mph speed limits to all roads except major through routes and those where there are proven reasons for them being impracticable.</li> <li>• Improve safety for cyclists and pedestrians. Ensure that these policy initiatives are embedded within the developing Transport Vision.</li> </ul>	

**FINANCIAL IMPACT:**

The cost of implementing an area-wide 20mph speed limit across North-West Croydon, South-East Croydon and South-West Croydon referred to as areas 3, 4 & 5 respectively, is estimated to be £592,500. The cost of this proposal if approved is to be met from the £600,000 Transport for London (TfL) allocation secured through the Local Implementation Plan (LIP) for 2017/2018 and 2018/19.

**KEY DECISION REFERENCE:**

**08.17.TE** - This is a Key Decision as defined in the Council's Constitution. The decision may be implemented from 1300 hours on the expiry of 5 working days after it is made, unless the decision is referred to the Scrutiny & Overview Committee by the requisite number of Councillors

**1. RECOMMENDATIONS**

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

- 1.1 Consider the objections received in response to the statutory (formal) consultation and the officer comments in response to the objections within this report and agree, that the Highway Improvements Manager, Streets Division, be authorised to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) so as to
  - a) Implement the maximum 20mph speed limit for North-West Croydon Area 3 as identified on plan HWY-MPH-0000-005.
  - b) Implement the maximum 20mph speed limit for South-East Croydon Area 4 as identified on plan HWY-MPH-0000-006.
  - c) Implement the maximum 20mph speed limit for South-West Croydon Area 5 as identified on plan HWY-MPH-0000-007.
- 1.2 Consider the representations received concerning other roads to be included or excluded from the 20mph speed limits in Areas 3, 4 & 5 and authorise the Highway Improvements Manager, Streets Division, to issue any notice required and make any necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) after determination of any objections received.
- 1.3 Officers to inform the objectors and those who responded in support of the decision

**2. EXECUTIVE SUMMARY**

- 2.1 This report details the objections received in response to the statutory (formal) consultation for the introduction of a maximum 20mph speed limit for the Croydon Areas 3, 4 & 5 which are shown in the plans HWY-MPH-0000-005, 006 & 007 in Annex 1. Roads within each area which are to retain their existing

maximum speed limit are also listed on the same plans and in the Public Notices attached in Annex 2.

- 2.2 A list of roads suggested by respondents to be added to the 20mph limits in each area is included in this report. A list of roads suggested by respondents to remain at 30mph in each area is also included in this report. These lists are in Annex 3.
- 2.3 All objections received in response to the Public Notice for the Croydon Areas 3, 4 & 5 20mph limits scheme together with an officer response to each objection is in Section 5 of this report.

### **3. DETAIL**

#### **3.1 Background**

- 3.1.1 On 16 September 2014, the Council's 'Streets and Environment Scrutiny Sub-Committee' considered an officer report titled '20mph proposal for Croydon'. Members on this sub-committee represented views both in support and in opposition to the 20mph proposal.

The report can be accessed at

<https://secure.croydon.gov.uk/akscroydon/users/public/admin/kab14.pl?operation=SUBMIT&meet=2&cmte=SES&grpId=public&arc=1>

The sub-committee debated the potential effects of reducing the speed limit to 20mph in residential and built-up areas of the borough and considered the evidence from schemes currently in place (such as Portsmouth, Bristol, Islington and Camden), road safety data and enforcement issues by listening to the views of a range of organisations/campaign groups such as the Metropolitan Police, Living Streets, Institute of Advanced Motorists, 20s Plenty for Us, Croydon Cyclists, Alliance of British Drivers. Organisations who submitted information for the sub-committee to consider represented those who supported and opposed 20mph speed limits.

- 3.1.2 In November 2014, a working group consisting of the Cabinet Member for Transport and Environment, council officers, the Metropolitan Police and a representative from 20's plenty for Us, Croydon Cycling Campaign and Living Streets was set up to consider the various aspects of the proposal and how implementation was to happen. The group was known as the '20mph Working Group'.

Following a series of meetings by the working group, it was agreed that an area-wide 20mph proposal across Croydon would best be dealt with by treating one area at a time, of a sufficient size such that over a three year period the whole of Croydon will have had the opportunity to consider whether or not they would support the lowering of the maximum speed limit in their area.

- 3.1.3 Officers made a further report to the council's Cabinet meeting in March 2015 outlining how the project would be taken forward. It was decided at that meeting that the procedure to be followed for the areas covering the borough of Croydon was as outlined below:

- Seek public opinion (informal consultation) from residents/businesses in

the relevant area to gauge whether sufficient support exists for undertaking a statutory consultation (formal consultation) for a maximum 20mph speed limit.

- Produce an officer report detailing the results of the public opinion sought for consideration by the Executive Director. If support is determined and the Executive Director approves the undertaking of a statutory consultation, proceed with this course of action.
- Following the statutory consultation, produce an officer report for the Traffic Management Advisory Committee to consider. This report to contain details of the initial public opinion (informal consultation results) together with all objections received during the subsequent statutory consultation (formal consultation). Following consideration of the report, the Cabinet Member for Transport and Environment will make the decision whether or not the scheme should be approved for implementation.
- If scheme approved, then implement scheme.

3.1.4 Having followed the above process in the implementation of the first two areas in the north of the borough, it became evident that the target date of March 2018 to engage and statutorily consult the remaining three areas could not be met. The informal consultation followed by statutory consultation (formal consultation) would result in areas 3, 4 & 5 not being completed within these timescales.

It was felt necessary to simplify the process in response to feedback from the consultations carried out in areas 1 and 2, as there were questions about why people were being asked again about their views. By simplifying the process, people still have the opportunity to express their views at the formal stage.

3.1.5 In December 2016 a decision was taken by the Council's Cabinet meeting to take the consultation process direct to the statutory consultation (formal consultation) stage in order to accelerate the progress of the scheme. (Decision reference **A123/16**)

3.1.6 Although not the subject of this report, having followed the above procedure for the first two areas (previously referred to as North Croydon or Area 1 and north-east Croydon or Area 2), the implementation of the first two maximum 20mph schemes were completed in September 2016 and March 2017 respectively. Monitoring of the first area implemented, Area 1, is to commence in the next six months. The following sections of this report are in respect of the North-West Croydon, South-East Croydon and South-West Croydon 20mph proposal (also known as Areas 3, 4 & 5).

3.1.7 The public notices (statutory consultation) in respect of the Croydon areas 3, 4 & 5 maximum 20mph proposal were given on 18 January 2017. The closing date for representations to be received by was 15 February 2017, giving 7 days more than the required 21 days allowed for such statutory consultations. Areas 3, 4 & 5 were each subject to a separate notice and statutory consultation. The details of representations made objecting to the scheme are provided in later sections of this report.



- 3.1.8 Manchester City Council was recently reported by some of the national media to have halted the roll out of their own 20mph limits on residential streets. The reason given was that the reduction in average speeds were not as large as had been expected. Despite the reports of the scheme being halted, the council reported an overall average speed reduction of 0.7mph, cyclist casualties reported as reduced by 42% citywide and in the residential 20mph areas the fall was as low as 12%. The fall in pedestrian casualties was reported by the Council as 29% citywide and in the residential 20mph areas as low as 14%. The figures compare periods in 2012-14 with 2014-16.
- 3.1.9 In contrast to Manchester, the City of Edinburgh Council plans to continue with its roll out of the 20mph limits and has undertaken to proceed with their own city wide implementation. Edinburgh had already completed a pilot area in the south of the city. The Council Leader described the pilot scheme as having a positive impact.
- 3.1.10 On a London-wide basis, around 40% of residents live in a street which currently has a 20mph maximum speed limit. Croydon has implemented its first two 20mph maximum speed limit areas in the north of the borough. Area 1 came live in early September 2016, with Area 2 following in late March 2017. Post-implementation monitoring happens from 12 months after the new speed limit is in place, so it is still too early to draw any conclusive data from our own new 20mph areas.
- 3.1.11 There have been few complaints or correspondence received since the areas 1 & 2 in Croydon had their new speed limits in place. Generally complaints received have been regarding new signage and drivers exceeding the new speed limits. It is recognised that driver behaviour is not expected to change suddenly and compliance with the new limits is unlikely to happen overnight. It takes time for this behaviour change to happen and in line with experience elsewhere it is expected that compliance will improve over time.

## **3.2 Vision Zero**

- 3.2.1 As part of Croydon's efforts to reduce road casualties further, the Streets, Environment and Homes Scrutiny Sub-Committee explored the Vision Zero concept at its meeting on 28 March 2017. Vision Zero is a concept which first originated in Sweden in 1994 and was introduced in 1997 when the Swedish parliament adopted it as the official road policy. The concept is founded upon the belief that the loss of a single life through a road accident is not an acceptable price to pay for mobility.
- 3.2.2 Vision Zero has resulted in success with Sweden having one of the lowest annual rates of road deaths in the world – in 2013 the number of road deaths in Sweden was 264, a drop of four-fifths since 1970.
- 3.2.3 According to Sweden's Vision Zero policy, system design should be based on the premise that humans make mistakes. The same understanding should influence roadway design, where traffic calming, well-marked crosswalks and pedestrian zones, and separated bike lanes can help minimize the consequences of a mistake.

3.2.4 Outside of Sweden a number of cities and countries have launched Vision Zero schemes to eliminate road fatalities whilst enabling mobility, including a number of cities in the United States. In 2014 the Mayor of New York City, Mayor de Blasio, launched Vision Zero in the City and since the introduction of the policy New York City has been able to counter the national trend. 2016 saw 230 traffic fatalities, the lowest in records, and marked three years of successive decline and a 23% reduction since 2013.

### **3.3 Vision Zero in London**

3.3.1 At the Transport for London (TfL) Board meeting on 15 December 2016, the Board approved the Business Plan which included a reference to a “New Vision Zero target for road safety measures. The Business Plan goes on to say that, “In 2017, we will increase our ambition by adopting a ‘Vision Zero’ approach to road safety. This means maximising safety in all our road schemes, from infrastructure improvements to behaviour change and enforcement risks they pose to vulnerable road users. It is an important part of the Healthy Streets approach, because less traffic means streets are safer and more attractive for walking, cycling and using public transport.” Following the approval of the Business Plan, TfL will likely be reviewing what Vision Zero will mean in London and how it will be implemented.

3.3.2 The introduction of the area wide 20mph speed limits across the borough is an important measure that will complement any future commitment to Vision Zero by Croydon. Whilst road safety for our more vulnerable road users remains at the forefront of our thinking behind this project, it is expected that the 20mph speed limits will also bring environmental improvements, community cohesion, and the promotion of healthier lifestyles.

### **3.4 A safer and liveable borough for Croydon’s Residents**

3.4.1 The speed of traffic is a key factor in many collisions, and it is certainly a major factor in the severity of the injuries sustained in any collision.

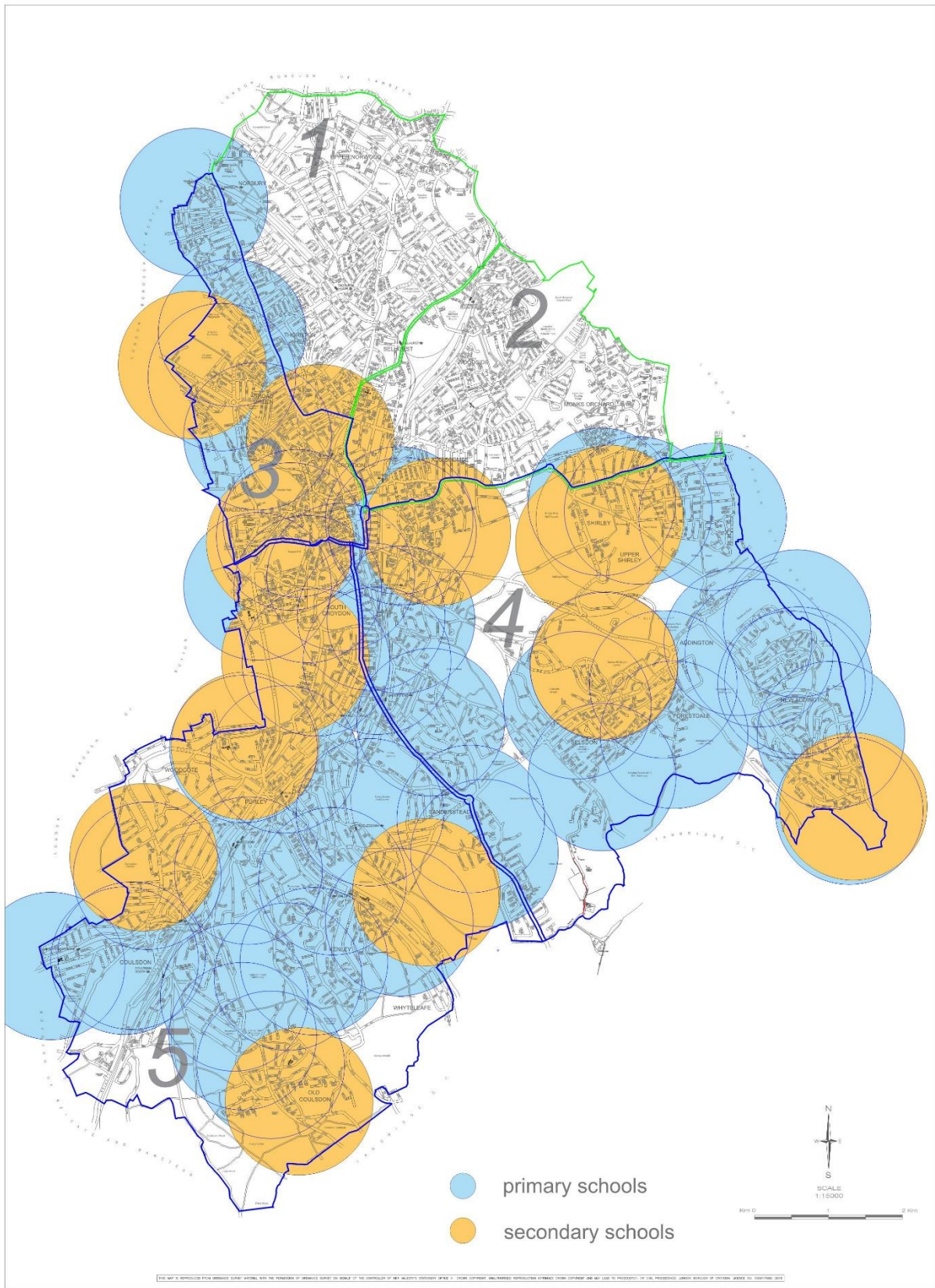
3.4.2 According to the Royal Society for Prevention of Accidents (RoSPA), if a pedestrian is hit by a vehicle travelling at 30mph there is a 8% chance that they will be fatally injured, compared to just a 1.5% chance at 20mph. Slower speeds will also reduce the opportunity for collisions occurring due to the shorter stopping distances. Average stopping distance in the Highway Code for a car travelling at 30mph is 23 metres, while at 20mph it is around half this distance at just 12 metres. Finally, according to RoSPA, slower speeds give people greater time to observe one another and take avoiding action, so it is clear that any reduction in speed not only reduces the severity of injuries, but also the chance of the collision taking place.

3.4.3 This is backed up by research by the Department for Transport (DfT) that shows that a 1mph reduction in speed can result in a 6% reduction in collisions. Based on Croydon’s current record of 896 collisions in 2015 an average 1mph speed reduction across the entire borough could result in 54 fewer collisions a year.

3.4.4 Whilst no-one likes to put a value on a life, according to the Department for Transport, the average costs to society per reported casualty based on 2015

data is, £15,450 per slight casualty, £200,422 per serious casualty and £1,783,556 per fatal casualty.

- 3.4.5 The road safety benefits from a reduction in traffic speeds is one of the key reasons why the borough is working towards the introduction of area wide 20mph speed limits in residential areas. This is designed to achieve those aims to improve road safety, particularly for our more vulnerable road users. Two such vulnerable groups are pedestrians and cyclists, both of which have a casualty record that is not reducing in line with our other successes of accident reduction for other road users, such as private cars and other motor vehicles. The introduction of the area wide 20mph speed limits across the borough is considered to offer the best opportunity to rectify this problem as well as bringing other benefits (according to RoSPA) such as environmental improvements, community cohesion, and promoting healthier lifestyles by making active travel choices more attractive. Road safety for the more vulnerable road users remains the primary aim of this project.
- 3.4.6 The plan below shows the schools in Croydon Areas 3, 4 & 5 and the areas around each school within a 10-15 minute walking distance (1km or 0.63 miles). This map demonstrates the areas in this part of the borough where a 20mph limit will provide road safety benefits for pupils and their parents/carers walking to school.



### **3.5 Further Measures to reduce Casualties – Education, Enforcement and Compliance**

3.5.1 The introduction of 20mph speed limits is not an end in itself, and further reductions in casualties can be achieved by other measures designed to complement the 20mph speed limits. Post-implementation monitoring will highlight areas where non-compliance by drivers is happening on a regular basis. Where necessary, further measures such as traffic calming schemes can be considered to reduce speeding, as can targeted enforcement via the Metropolitan Police.

3.5.2 Croydon Council and Croydon Borough Metropolitan Police have issued the following joint statement regarding enforcement of speed limits:

*'The Metropolitan Police service and Croydon Council are committed to any initiative that might help reduce the number of road traffic collisions and subsequent casualties. We will continue to work together to address issues of speeding and provide physical solutions or enforcement action where there are high numbers of recorded collisions, complaints or high degrees of non-compliance. This will not change with the introduction of 20mph limits, but engineering solutions or enforcement action will only be targeted at sites where intelligence indicates that this is appropriate and proportionate for the situation. We further envisage Roadwatch, the Council's speed display signs and ANPR systems, and other engineering and enforcement methods, to all be part of the solution in aiding compliance.'*

3.5.3 The Council also carries out road safety education in schools, delivers the “Safe Drive Stay Alive” educational campaign which targets young drivers, and in particular drives home the message that speeding costs lives and highlights the devastating and tragic personal impact on casualties, families and friends, as well as the wider community.

## **4 STATUTORY CONSULTATION**

4.1.1 The Public Notices for the Croydon areas 3, 4 & 5 maximum 20mph speed limit appeared in the Croydon Guardian on 18 January 2017. The Notices were also published in the London Gazette on the same date as required by regulations.

4.1.2 In order to ensure that in particular residents and businesses were made aware of the statutory consultation and their right to object, officers arranged the putting up of public notices on lamp columns in every street in the areas. The street notices for each area are attached as Annex 2 in this report.

4.1.3 To ensure that every household had an opportunity to make their views heard a letter delivery was arranged by officers. The letter contained background information about the purpose of the scheme, its benefits and how to respond to the public notice concerning the proposal.

4.1.4 The council wrote to emergency services and public bodies which is usual practise and a regulatory requirement when carrying out a statutory consultation. No objections were received. Those contacted via letter or email were: Age UK, London Ambulance Service, Appyparking (software company that map parking

restrictions), CTC (Cycling UK), Croydon Cycling Campaign, Fire Service, Freight Transport Association, Road Haulage Association, Croydon Mail Centre, The Pedestrians Association, TfL, London Travel Watch, Police, Surrey County Council, L.B. Sutton, L.B. Lambeth, L.B. Merton.

- 4.1.5 Information regarding the statutory consultation and how to make a representation was also contained within the public notices and on the council website.
- 4.1.6 3357 representations were received in respect of the Areas 3, 4 & 5 maximum 20mph speed limit proposal. All received representations were considered carefully and a determination made as to whether it was a relevant objection or not. It is usual to provide an officer response to such objections as the Council should consider these before determining whether or not to uphold an objection.
- 4.1.7 It should be noted that the purpose of a public notice in relation to a statutory consultation is to invite objections to the scheme.
- 4.1.8 No objections to the scheme proposal were received from the Metropolitan Police, ambulance and fire services.
- 4.1.9 As part of the statutory consultation inviting objections, the Council received just over one hundred representations in support of the proposed speed limits.

The table in Section 5 of this report contains a summary of numbers of objections/representations received. A breakdown of numbers received on a specific subject or element of the 20mph speed limit scheme proposal up to the end of the statutory consultation period was produced.

## **4.2 Objections**

- 4.2.1 Representations have been received commenting on and objecting to the scheme. Each representation was considered, and officers have determined which responses constituted a relevant objection. Categories for all the objections received were defined and each relevant objection has been broadly classified as per the table below.

4.2.2 A summary of objection numbers received concerning each category heading is shown in the table below:

<b>Objection</b>	<b>AREA 3</b>	<b>AREA 4</b>	<b>AREA 5</b>	<b>AREAS 3, 4, &amp; 5 COMBINED</b>
<b>Process objections</b>	344	474	555	1373
<b>Congestion/delays</b>	779	1471	1674	3929
<b>Pollution/emissions</b>	521	817	874	2212
<b>Accidents and Prevention</b>	295	190	201	686
<b>Enforcement</b>	602	996	1077	2675
<b>Cost to the public and organisations/business</b>	398	453	490	1341
<b>20mph blanket scheme is inappropriate/unjustified</b>	407	360	690	1457
<b>20mph scheme will not achieve its objectives</b>	637	702	763	2102
<b>Alternative suggestions to 20mph blanket scheme</b>	791	933	1368	3092
<b>TOTAL</b>	<b>4774</b>	<b>6396</b>	<b>7692</b>	<b>18862</b>
<b>Representations in support</b>				103

### **4.3 Methodology in counting numbers of objections received.**

4.3.1 If a respondent has objected on more than one of the above categories then each category has been counted as an individual objection.

A number of respondents have objected via email on a single category, once per each area, on up to as many as all 9 categories, which gives rise to up to 27 responses per individual. Each of these has been counted as a single objection i.e. 27 objections were counted.

The majority of respondents have replied with 1 email, covering 1, 2, or all 3 speed limit areas and individuals typically cover anything between one and ten points in their correspondence.

4.3.2 The total number of individuals who responded to the statutory consultation was approximately 2050 and the total number of single objections counted was 18862.

## 5 OBJECTIONS

### 5.1 Objection 1 – Process

#### 5.1.1 Objection:

The Areas in the north of the borough were allowed to have their say via an opinion survey as to whether they support a 20mph limit or not. Areas 3, 4 & 5 have not been allowed to take part in an opinion survey and this is unfair.

#### Response:

Due to the time constraints and need to simplify the process described in sections 3.1.4 and 3.1.5 of this report the informal consultation (opinion survey) was not available to areas 3, 4 & 5. However, in areas 3, 4 & 5 every household has been written to, as in the north of the borough. Every household/property has been given an opportunity to put their views in to the Council regarding the 20mph speed limit. Each address in the three areas was sent a newsletter about the scheme, a copy of the public notice and guidance on how to make an objection or representation. Officers are confident that they have used all available means to ensure that letters were delivered to every household and street, and where there were reports of missed delivery they have followed this up by redelivering.

The process followed for areas 3, 4 & 5 is compliant with the statutory process and requirements. Whilst the informal consultation (opinion survey) for areas 1 & 2 went beyond that, it is not considered that residents in areas 3, 4 & 5 were disadvantaged by this approach, as evidenced by the large number of responses received

#### 5.1.2 Objection:

There was insufficient Public Notification about scheme. The notification was not in accordance with Government Guidance. Letters have not been received by residents.

#### Response:

The legislation which lays out how Local Authorities undertake statutory consultation for the Croydon Area 20mph maximum speed limits is the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996. The relevant paragraph from these regulations is copied below:

#### ***Publication of proposals***

*7.—(1) An order making authority shall, before making an order,—*

*(a) publish at least once a notice (in these Regulations called a “notice of proposals”) containing the particulars specified in Parts I and II of Schedule 1 in a newspaper circulating in the area in which any road or other place to which the order relates is situated;*



*(b) in the case of an order under section 6 of the 1984 Act, publish a similar notice in the London Gazette;*

*(c) take such other steps as it may consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions and, without prejudice to the generality of this sub-paragraph, such other steps may include—*

*(i) in the case of an order to which sub-paragraph (b) does not apply, publication of a notice in the London Gazette;*

*(ii) the display of notices in roads or other places affected by the order; or*

*(iii) the delivery of notices or letters to premises, or premises occupied by persons, appearing to the authority to be likely to be affected by any provision in the order.*

The notice was published in the Croydon Guardian on 18 February and also in the London Gazette on the same date.

Whilst this is not a legal requirement, notices were put up on lamp columns on every street affected. Newsletters with scheme details and how to object to the proposals were delivered to all affected addresses (over 90,000). Where reports of non-delivery were received, they were followed up by redelivery. As such it is considered that the process followed does comply with the requirements of legislation.

## **5.2 Objection 2 – Congestion/delays**

### **5.2.1 Objection:**

Scheme will create and/or increase congestion. The main roads are already congested so why push more traffic onto the main roads.

### **Response:**

The two negative effects which come to mind as a result of congestion are an increase in journey times and the possibility of an increase in air pollution. It is considered that any significant increase in congestion is unlikely and these two issues have been addressed below.

The maximum speed limit is just one of a number of factors influencing journey time. In general, side roads/residential roads are seen as a means of access to and from the main road network and therefore not designed to cater for large volumes of through-traffic. The council has not proposed to change the maximum speed limit to 20mph on the main road network which will continue to cater for through-traffic. If these facts are accepted, the extra delay can only be attributed to a small part of the typical journey. On average such a journey is likely to be less than 800 metres or ½ mile from ones' home to the main road network and so the extra delay will be minimal. A vehicle driving at a constant 30mph compared to one which drives in exactly the same conditions but at 20mph will theoretically be quicker by 26 seconds over an 800 metre stretch (½ mile). On many residential roads in the borough it is rather difficult to find an 800m stretch where one can travel at 30mph throughout its length and this would negate any theoretical time advantage gained.

There are many influencing factors to be taken account of and there is no mathematical formula which can provide an accurate prediction of delays as traffic/road conditions vary all the time. In general, it is accepted that there could be some minor increase which will however be outweighed by the road safety benefits.

Any resultant shift to active travel modes such as cycling and walking would help to reduce the number of trips made by motor vehicles, which in turn could help to reduce congestion. Data published recently by RoSPA supports this where other 20mph limits have been implemented.

### **5.3 Objection 3 – Pollution/emissions**

#### **5.3.1 Objection:**

Vehicles driving at lower speeds and the use of lower gears will result in increased emissions. Vehicles on roads for longer periods will increase noise and emissions. This will contribute to poor air quality.

#### **Response:**

There are two broadly opposing views regarding the impact that slower speeds have on vehicle emissions and fuel use, suggesting the overall picture is inconclusive. It is believed that motor vehicles generally operate most efficiently at speeds higher than 20mph so decreasing vehicle speeds could result in higher emissions and fuel use. On the other hand, a lower speed limit in urban areas could possibly encourage smoother driving with reduced acceleration and braking, which would tend to reduce emissions and fuel use.

With regard to driving styles, studies carried out by Imperial College London observed that, across several routes in central London, a greater range of speeds occurred on 30 mph segments compared to 20mph segments. A larger proportion of time was spent accelerating and decelerating on 30 mph segments suggesting that 20 mph routes may facilitate smooth driving. These studies also identified the need for further research into emissions resulting from non-exhaust sources including brake and tyre wear.

Modal shift to walking/cycling or public transport as a result of a safer and more attractive environment for active travel would reduce emissions, as well as improving the health of individuals. Recent data available from RoSPA supports this.

### **5.4 Objection 4 – Accidents and Prevention**

#### **5.4.1 Objection:**

Most accidents happen on main roads which are staying at 30mph, and statistics don't say which accidents happened at 30mph or 20mph. No evidence to say accidents were caused by speeding. There is no cost benefit from this 20mph proposal. Accident levels in residential streets are already low.

**Response:**

Facts that are known about casualties on a national scale are that in 2015, 747 people were killed, 15,517 were seriously injured and 133,753 slightly injured in reported road collisions on built up roads in Great Britain. A large proportion of these accidents occurred on residential roads, with 90 deaths on B roads in built-up areas and 292 deaths on other minor roads in built-up areas. (RoSPA). So 382 out of 747 fatalities occurred on B roads and minor roads in built up areas in Great Britain.

TfL data is that for all severities in 2015 (severities consist of slight, serious and fatal injuries), 65% occurred on A roads, 8% on B roads and 13% on C roads, with 14% on unclassified roads. This further supports the case that a large proportion of casualties happen on residential roads.

Research by the Department for Transport (DfT) shows that a 1mph reduction in speed can result in a 6% reduction in collisions. Based on Croydon's current record of 896 collisions in 2015, an average 1mph speed reduction across the entire borough could result in 54 fewer collisions a year.

The cost benefit achieved by accident prevention, even by a small reduction in vehicle speeds, has been established and there is a clear benefit. Whilst no-one likes to put a value on a life, according to the Department for Transport, the average costs to society per reported casualty based on 2015 data is, £15,450 per slight casualty, £200,422 per serious casualty and £1,783,556 per fatal casualty.

The evidence is that a significant number of collisions happen on residential roads and these can be reduced by a relatively small reduction in average vehicle speeds. There is also a clear cost benefit to the public resulting from speed reduction.

**5.4.2 Objection:**

Drivers will be concentrating on their speedometers and concentrate less on the road.

**Response:**

Officers can find no evidence that suggests driving at 20mph would require any more attention paid to a speedometer than driving at any other speed, be it 20mph, 60mph or 70mph.

**5.4.3 Objection:**

Extra signs will cause confusion.

**Response:**

The signage will be designed and installed in accordance with the Traffic Signs Regulations and General Directions 2016. This is the national standard for road signs and a legal requirement. Therefore Croydon's 20mph limits will be signed just the same as the other residential roads in London which already have a 20mph speed limit and this should not give rise to confusion for motorists.

#### 5.4.4 **Objection:**

The scheme will make roads more dangerous and give a false sense of security to pedestrians. 20mph speeds do not give more time to cross road as claimed by the Council. Lower speeds allow vehicles to drive closer and so more difficult for pedestrians to cross.

#### **Response:**

A car travelling at 20mph travels at 8.9m/s. At 100m distance it allows 11.2 seconds time to cross. At 30mph (13.3m/s) this crossing time is reduced to 7.5 seconds. When roads are congested the crossing time is not likely to vary as speeds are low anyway, so it is not thought there would be any net change by having a 20mph limit. Pedestrians who cross roads are likely to make a judgement based on what they observe vehicles doing rather than on the actual speed limit of the road.

Evidence from RoSPA is that lower speed limits improves road safety and assists pedestrians and cyclists to move around more safely.

### 5.5 **Objection 5 – Enforcement**

#### 5.5.1 **Objection:**

No enforcement will be likely. The Police don't have resources to enforce the 20mph speed limit. The Police will not enforce or have refused to enforce. Enforcement is impossible or impractical.

#### **Response:**

As stated earlier in this report, the police in Croydon say they will continue working with the Council to address speeding problems. Please refer to paragraph 3.5.2 for the police statement regarding enforcement.

The Road Safety Camera Partnership, who manage the speed ("Gatso") cameras in London will continue this means of enforcement with the cameras already at their current sites in the borough. Similarly, the mobile enforcement camera sites around the borough will continue as usual where the speed limit changes.

#### 5.5.2 **Objection:**

Existing 30mph is not enforced nor observed, that is the problem. All will suffer as a result of a few.

#### **Response:**

A recent report from the police states that there have been 21,581 speeding fines issued and 781 Traffic Offences Reports, all relating to speed, in Croydon from April 2016 to March 2017.

It is not correct to say there is no enforcement. It is recognised that there are places where speeding issues are persistent and difficult to deal with and the Council are continuing to work with the police to eliminate this.

Evidence from DfT and RoSPA shows that 20mph limits will reduce average vehicle speeds and this contributes to a reduction in the number of collisions. Evidence is also that maximum speeds are reduced by a greater amount than the average speed reduction.

**5.5.3 Objection:**

Existing 20mph schemes/schemes in the north of borough are not enforced and are totally ignored so why bring in more?

**Response:**

Officers are aware of recent enforcement carried out on the Upper Norwood area of Area 1 Croydon – North. Police stopped motorists and advised them of their excessive vehicle speed, following this up by writing to contraveners in an effort to ensure future compliance, without enforcing in a fashion that could be viewed as too heavy handed, given the very recent implementation of the scheme. The police have said they will enforce the 20mph speed limit on roads just as they enforce 30mph.

Highway authorities elsewhere who have undertaken similar schemes have not anticipated that everyone would drive within the 20mph new speed limit from the outset. Over time however, compliance is expected to increase as motorists become more familiar with the new limits.

Croydon Council will work with the police to target areas where non-compliance is persistent. The Council will look to implement further measures to reduce speeding at prioritised sites, where this is warranted.

**5.6 Objection 6 – Cost to the public and organisations/business**

**5.6.1 Objection:**

Increased fuel use through driving at 20mph

**Response:**

Generally the response to this objection is similar to the response given for increased emissions, which are of course directly proportional to fuel consumption. Any significant change to fuel consumption is likely to be marginal and unlikely to result in increased costs. This was evidenced by traffic studies by Imperial College London.

**5.6.2 Objection:**

Major roads will carry more traffic resulting in greater cost to individuals and businesses through delays.

**Response:**

The majority of delays occur in the peak hour times and it is not anticipated that there will be a major displacement of vehicles onto main roads simply because residential roads are 20mph. This has not been observed in the 20mph speed limit areas recently rolled out, although it is too early to see any longer term trends in traffic distribution. Area 1 Croydon-North was the first area to be made 20mph, implemented in September 2016, and there have been no reports nor

complaints about increased congestion/journey times and the associated costs resulting from the new speed limit.

RoSPA data also indicates that modal shift to active travel modes reduces the number of trips made by private car which helps to reduce congestion and delays.

**5.6.3 Objection:**

I object to have to pay out of increased council tax (TfL/GLA forms part of Council Tax).

**Response:**

The area wide 20mph speed limits are funded from the public purse so there is a direct link with council tax and Greater London Authority/Transport for London which give grant from the tax payer. The police, other emergency services and the NHS are also funded by the tax payer and they would have to fund the cost of accidents. The 20mph limits with the associated casualty reduction will more than compensate for the cost of the scheme implementation. Cost of casualties have already been discussed in the report.

**5.6.4 Objection:**

The scheme cost is too high and the scheme cost is not justified.

**Response:**

The cost benefit of 20mph limits has been discussed in the "Vision Zero" section of this report. According to the Department for Transport (DfT) the average costs to society per reported casualty based on 2015 data is, £15,450 per slight casualty, £200,422 per serious casualty and £1,783,556 per fatal casualty.

The total cost of all the personal injury collisions recorded in Croydon from 2011 to 2015 is therefore estimated to be around £166,034,856. However, this figure should be used with some caution as it is based on national averages and does not take into account the yearly variations in costs that occurred during this period.

The cost of introducing 20mph limits in Areas 3, 4 & 5 is around £600,000, funded by TfL via Local Implementation Plan funding. If a single fatality is prevented then it would be difficult to dispute that this does not represent value for money to the public.

Even a marginal reduction in speeds will reduce the number of collisions (RoSPA data) and there is a cost saving to be made, this is justification for the reduced speed limit in terms of public money saved.

**5.6.5 Objection:**

Money would be better spent repairing pot holes/resurfacing/street cleaning. It would be better spending money on the NHS or more urgent causes

**Response:**

The funding for this proposal is via the TfL LIP programme of schemes. This was agreed with TfL in 2014-15 and the funding relates directly to the outgoing

Mayor for London's (Boris Johnson's) Transport Strategy. This funding was approved to deliver the 20mph speed limits and cannot be transferred to carry out highway maintenance operations such as road repairs or cleansing operations.

Reducing casualties will create savings within the NHS which has the potential to be far more substantial than the cost of the 20mph schemes.

**5.6.6 Objection:**

Scheme is to generate income from fines

**Response:**

The Council does not receive any income from speeding fines and does not have any legal powers to enforce speed on the roads. The aim of the proposal is to reduce the number and severity of road traffic casualties.

**5.6.7 Objection:**

Will be burden on Police resources (very expensive to Police)

**Response:**

The police will continue to enforce speed limits on 20mph roads just as they have done when the same roads had a 30mph speed limit.

**5.6.8 Objection:**

Signs will be ignored/scheme disrespected (waste of money).

**Response:**

This is not expected to be the case, but if it is then that will be established as part of the monitoring of the scheme. This is not a reason to not proceed with the roll out of 20mph speed limits. If there are areas of persistent non-compliance then there are options for further physical interventions, road safety education, and enforcement as appropriate, depending on the nature of the road and driver behaviour.

Evidence from DfT and RoSPA shows that 20mph limits will reduce average vehicle speeds and this contributes to a reduction in the number of collisions. Evidence is also that maximum speeds are reduced by a greater amount than the average speed reduction.

**5.7 Objection 7 – 20mph blanket scheme is inappropriate/unjustified**

**5.7.1 Objection:**

Roads should be considered on an individual basis / No proper analysis carried out

**Response:**

The aim of this project is to improve road safety on all residential roads within the area. In addition, having individual residential roads in an area at 20mph and others in the same vicinity at 30mph would create confusion for motorists as the speed limit would be changing from road to road. The area based approach is clearer for motorists to understand. The distinction between the

main road network and the residential road network assists drivers to understand what the speed limits are far more clearly than the alternative individual roads approach to speed limits.

**5.7.2 Objection:**

Blanket speed limit restrictions are wrong as they are based on officer/elected members opinion.

**Response:**

The decision to undertake speed limit reduction is to reduce road traffic casualties and this is based on evidence not opinion. Lowering the speed limit reduces the number collisions and reduces the severity of injuries for those collisions that do occur.

The scope of the 20mph limits being proposed were developed by the working group, as described in 3.1.2 of this report. It is not correct to say this was based on elected members/officers opinion. The purpose of the working group was to advise on any decisions, based on experience of other areas outside of Croydon.

**5.7.3 Objection:**

It is unnecessary/illogical/unreasonable to move traffic at 20mph when there is no need, weather is good, roads are clear.

**Response:**

Collisions occur when all of the road conditions given above are prevalent. The reason for having area based 20mph limits are to prevent collisions and reduce the severity of those that do occur.

**5.7.4 Objection:**

Existing residential roads are already narrow/parked/traffic calmed

**Response:**

Not all residential roads in Croydon are narrow, parked or traffic calmed. Many residential roads are wide and/or with little parking and it is quite possible to drive in excess of a 20mph or even 30mph speed limit on these roads.

It is also accepted that there are a number of roads or sections of these roads where it is difficult to achieve speeds greater than 20mph in a car. Whether there is a 20mph limit in place or not would therefore not influence speeding in these particular roads (or sections of road) by cars and larger vehicles. The Council does however receive complaints regarding motorcycles and mopeds who do ride inconsiderately and at excessive speeds. A narrowed road would not prevent this.

It would be confusing for motorists if speed limits on residential roads changed from 30 to 20 from street to street in an effort to target streets more vulnerable to speeding. This justifies the need for a consistent approach.

**5.7.5 Objection:**

Existing 20mph zones will become less effective.



**Response:**

20mph zones by definition have physical traffic calming features (eg speed humps or cushions, chicanes) which physically deter speeding. They are self-enforcing via the traffic calming features, so no change in vehicle speed would be anticipated via roll out of new 20mph limits. Generally there are very few complaints of excessive speed reported by residents in these zones.

20mph limits can rely on signage only, but it is often the case that there may be speed humps or cushions within a 20mph speed limit area.

Any existing 20mph limit areas would simply become part of the new area wide speed limits. These will be monitored as part of new areas already rolled out or proposed, and problem areas targeted for further measures if traffic speeds are too high.

Some of the existing 20mph limits are on the main road network and are quite distinctive. Many are outside schools or in district centres and are supplemented by signage which makes it quite clear to motorists they are entering an area with a distinct characteristic and this helps to remind motorists to observe the speed limit.

**5.7.6 Objection:**

People will be penalised for driving above 20mph when some roads are perfectly safe to drive above that limit.

**Response:**

As part of the statutory consultation some respondents are putting forward certain roads they feel should remain at 30mph and these are being considered as part of this consultation process. The list of roads put forward can be found in Annex 3. Likewise, roads which some respondents think should be 20mph are also included in Annex 3.

A number of London local authorities have recently implemented 20mph speed limits on all of their roads but Croydon Council has chosen not to do this and will consider excluding some roads from this roll out of 20mph speed limits as part of this consultation.

**5.7.7 Objection:**

20mph speed impractical/causes strain on vehicle

**Response:**

A motorist driving on urban London roads which are typical of many in our borough will know that the range of speeds driven at are quite wide and highly variable. In slow moving traffic a driver would spend part of the journey driving at speeds as slow as 0.5mph and also up to the speed limit, even in a short stretch of road. Much time is spent at low speeds, requiring constant gear changing and this would no doubt cause strain on a car engine.

It is driving style and driving behaviour rather than speed limit which causes strain on motor vehicles. Adopting a smooth driving style reduces engine strain

no matter what the speed limit or traffic condition is. Driving styles/behaviours which include regular acceleration and braking cause engine, brake and tyre wear and increased fuel consumption/emissions.

**5.7.8 Objection:**

Some roads naturally will not feel like a 20mph road

**Response:**

As part of the statutory consultation some respondents are putting forward certain roads they feel should remain at 30mph and these are being considered as part of this consultation process. The list of roads put forward can be found in Annex 3. Roads which some respondents say should be 20mph are also included in Annex 3.

**5.7.9 Objection:**

Learner drivers will have less practice at driving at 30mph

**Response:**

At present around 40% of London's residents live on a road with a 20mph limit. It is not difficult to find 30mph roads and 40mph roads both in the borough and adjoining boroughs where learner drivers can avail themselves of this experience. The main road network in Croydon is proposed to remain at its current speed limit.

**5.8 Objection 8 – 20mph scheme will not achieve its objectives**

**5.8.1 Objection:**

The scheme will not achieve its objectives to encourage walking, encourage cycling.

**Response:**

Responses in the opinion surveys where 20mph limits were previously consulted on revealed that many respondents said they would walk or cycle more if roads were made 20mph. This view was also reflected by those who were not in favour of 20mph limits, many said it would encourage them to walk or cycle. In area 2, North-east Croydon, 12% of respondents said they would consider cycling more if the area had a 20mph limit. 11% of respondents said they would walk more if the area had a 20mph limit.

Recent RoSPA data (City of Edinburgh Council 20mph limits) shows modal shift of 3% reduction in car journeys, 7% increase in journeys by foot, 5% increase in journeys by bicycle.

**5.8.2 Objection:**

The scheme will not achieve its objectives to improve the environment

**Response:**

It is important to highlight the contribution that 20mph zones and limits can have in encouraging more physical activity, such as walking and cycling, by contributing towards a safer and more pleasant environment. The money spent

on the schemes can also greatly improve the character of a residential area and quality of life of the residents. A modal shift toward more walking and cycling, as well as public transport use, would improve air quality as well as the public health benefits. The figures shown for City of Edinburgh Council in the previous paragraph show there is evidence for this.

**5.8.3 Objection:**

The scheme will not achieve its objectives to stop fast driving at late night/early morning

**Response:**

It is difficult to find an intervention that can be applied on a borough wide basis which could completely eliminate speeding. Physical traffic calming is effective at speed reduction, but to install this in a borough wide basis would not be possible due to the magnitude of investment required.

The Council will continue to work with the police to reduce the incidence of speeding and dangerous driving, by prioritising streets where incidence of this kind of driving behaviour is persistent. As well as enforcement by the police, the Council can install additional signage, speed display devices and Automatic number plate recognition (ANPR) cameras or physical traffic calming where problems of speeding persist.

**5.8.4 Objection:**

The scheme will not achieve its objectives to discourage through traffic

**Response:**

When the main road network is not busy then a motorist has a choice - whether to travel through smaller side streets at 20mph or stay on the main road network, which allows them to travel up to 30mph. Their journey on main roads can often be more continuous, i.e. fewer junctions and turns to negotiate, less need to give way to oncoming traffic in narrower roads. It is likely that at times some will choose the main road network rather than drive through an area with a 20mph speed limit.

**5.9 Objection 9 – Alternative suggestions to 20mph blanket scheme**

**5.9.1 Objection:**

Roads should be considered on an individual basis

**Response:**

This has been covered elsewhere in this report, the option of having individual residential roads in an area at 20mph and others in the same vicinity at 30mph would create confusion for motorists as the speed limit would be changing from road to road. The area based approach is consistent and clearer for motorists to understand. The distinction between the main road network and the residential road network assists drivers to understand what the speed limits are far more clearly than the alternative individual roads approach to speed limits.

**5.9.2 Objection:**

The 20mph speed limit should only be outside schools/hospitals/busy High streets etc.

**Response:**

This would not achieve the objective of making residential roads safer and more pleasant places to live. The casualty rate on these roads would not be improved. Referring back to the plan in this report showing which roads lie within a 1km radius from many of the borough's schools in areas 3, 4 & 5, it can be seen that the proposal will incorporate the majority of roads in the immediate vicinity of any given school.

**5.9.3 Objection:**

Council should consider a part time 20mph speed limit only

**Response:**

Part time speed limits would not be practical to implement on residential roads. It would be difficult to determine what times are appropriate and for which roads and the signage required would be more complicated. Motorists would find this confusing as there would not be a consistent time which would suit all roads. 20mph at all times is easier for all to understand.

**5.9.4 Objection:**

A blanket 20mph speed limit is not the right approach

**Response:**

The evidence that 20mph speed limits reduce speed and accidents shows that it is an approach that can reduce casualties. This is the aim of the proposal. There is research and case studies to support this and some of this research from DfT, RoSPA and Imperial College London has already been referred to in this report.

**5.9.5 Objection:**

25mph is appropriate/safe speed for many of the roads and so why force everyone to 20mph

**Response:**

The Traffic Signs Regulations and General Directions 2016 prescribes what highway signage can be used by a highway authority. 25mph is not included as a permissible speed limit on the highway in the United Kingdom.

**5.9.6 Objection:**

Targeted traffic calming would be a better approach

**Response:**

Targeted traffic calming is costly and to cover a borough the size of Croydon is not possible with the funding available. There are also detriments to residents through increased noise and vibration for some physical traffic calming. The benefits of a borough wide scheme in terms of sustainable travel, improving the environment and improving safety for all would not be achieved. The current

proposal is to implement the 20mph speed limits and then target priority areas where non-compliance is shown through monitoring. Such targeting can include physical measures to slow traffic, along with enforcement and other measures.

## 6 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

### 6.1

#### 1. Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2017/18	2018/19	2019/20	2020/21
	£'000	£'000	£'000	£'000
<b>Revenue available</b>				
Expenditure				
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>				
<b>Capital available</b>				
Expenditure	300	300		
<b>Effect of decision from report</b>				
Expenditure	292.5	300		
<b>Remaining budget</b>	<u>(7.5)</u>	<u>0</u>		

#### 2. The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2017/2018 and 2018/2019 Local Implementation Plan allocation. A decision to proceed will result in that allocation being spent partially or wholly.

#### 3. Risks

There is a risk that if the current scheme for Croydon areas 3, 4 & 5 is not agreed to proceed, the allocated funding may not be fully spent.

#### 4. Options

The only alternative options are to do nothing should this recommendation not proceed, or find alternative schemes which would then be subject to agreement with TfL.

#### 5. Future savings/efficiencies

Although there will be no direct savings and efficiencies as a result of this scheme there may be indirect savings within the Council and with partner organisations if casualty rates are reduced as a result of implementation.

Approved by: Luke Chiverton, Head of Finance (Place and Resources).

## **7 COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

7.1 The Council Solicitor comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary 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 such matters as the effect on the amenities of any locality affected.

7.2 The Council needs to 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 have been considered as part of the decision making process.

Approved by: Jacqueline Harris-Baker, Director of Law, Council Solicitor and Monitoring Officer

## **8 HUMAN RESOURCES IMPACT**

8.1 There are no immediate human resources impacts arising from this report

Approved by Jason Singh, Head of HR Employee Relations on behalf of the Director of HR.

## **9 EQUALITIES IMPACT**

9.1 The Council is proposing the introduction Croydon Area Wide 20mph Speed Limits to improve road safety through a reduction in the number of injury collisions, to encourage walking and cycling, thus making a positive contribution to improving health and tackling obesity, improving accessibility, reducing congestion, improving the local environment, improving the quality of life for all groups (including those that share a protected characteristic) and strengthening community cohesion.

9.2 The proposal is likely to improve conditions for all the protected groups and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities. In reducing the perception of road danger the scheme should enable the protected groups to make more and better use of their local streets.

9.3 The proposal is likely to benefit in particular, certain groups that share a "protected characteristic such as people with a disability, older people and children in providing additional road safety (as pedestrians), whilst in comparison the more able pedestrians would benefit to a lesser degree.

9.4 An initial equalities impact assessment has been carried out on this proposal

and it is considered that a full assessment is not necessary at this stage, as the changes are likely to benefit a number of groups that share a “protected characteristic” as detailed in the initial assessment. However the scheme if implemented shall be monitored as it progresses and if any negative impact on the protected groups do emerge, a full assessment will be carried out to identify any mitigating actions that may be required.

## **10 ENVIRONMENTAL IMPACT**

- 10.1 Road casualty reduction is a Public Health priority. It is anticipated that the reduction in speed limits to 20mph in residential and commercial areas will help to reduce collisions and the severity of the outcome of some collisions. It is estimated that over 98.5% of pedestrians involved in a collision at 20mph survive, compared with only 92% at 30mph (ROSPA factsheet). A review of the impact of introducing 20mph zones in London over a twenty year period (Grundy et al 2009) demonstrated a reduction in road casualties particularly amongst young children. It is expected that the scheme will support people to choose more physically active lifestyles by opting to make healthier active travel choices such as walking and cycling which in turn will help to reduce emissions and improve air quality by reducing congestion.

## **11 CRIME AND DISORDER REDUCTION IMPACT**

- 11.1 There are no direct implications arising from the proposals.

## **12 REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

- 12.1 The proposed scheme is designed to reduce both the number and injury severity of road traffic casualties.
- 12.2 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling, by reducing vehicle speeds, improving road safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved as a result of the wider implementation of 20mph speed limits will also assist in improving air quality and reducing carbon emissions, contributing to the Council’s objectives

## **13 OPTIONS CONSIDERED AND REJECTED**

- 13.1 A 20mph zone (which requires physical traffic calming, such as road humps) was considered for the area, however this was rejected on the grounds of high cost. A 20mph zone must be self-enforcing, which would require extensive traffic calming features. Construction costs for these would far exceed the budget available for the 20mph speed limits proposal.

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**CONTACT OFFICER:** Mike Barton-Service Manager Highway Improvement x61977  
Sue Ritchie-Senior Engineer Highway Improvement x63823

**ANNEXES:**

- 1) Croydon Areas 3, 4 & 5 Plans
- 2) Public Notices
- 3) List of additional roads suggested within the areas to consider a) remaining at 30mph and b) additional roads to include as 20mph

**BACKGROUND PAPERS:** Detailed analysis spreadsheet – responses to statutory (formal) consultation.



# NORTH-WEST CROYDON (AREA 3) MAXIMUM 20mph SPEED LIMIT PROPOSAL

**KEY**

 MAXIMUM 20 MPH SPEED LIMIT BOUNDARY AS DEFINED IN SCHEDULE 1 OF THE SPEED LIMIT TRAFFIC MANAGEMENT ORDER (TMO)

NOTE : ROADS WHICH WILL RETAIN THEIR CURRENT SPEED LIMIT ARE EXPLAINED IN SCHEDULE 2 OF THE SPEED LIMIT ORDER.

 MAIN ROADS WITHIN THE BOUNDARY WHICH WILL RETAIN THEIR EXISTING SPEED LIMIT

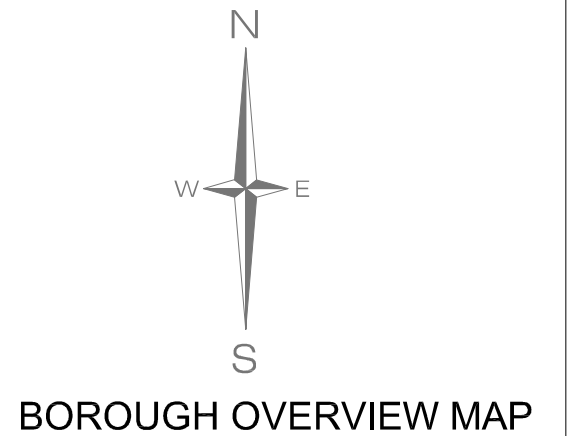
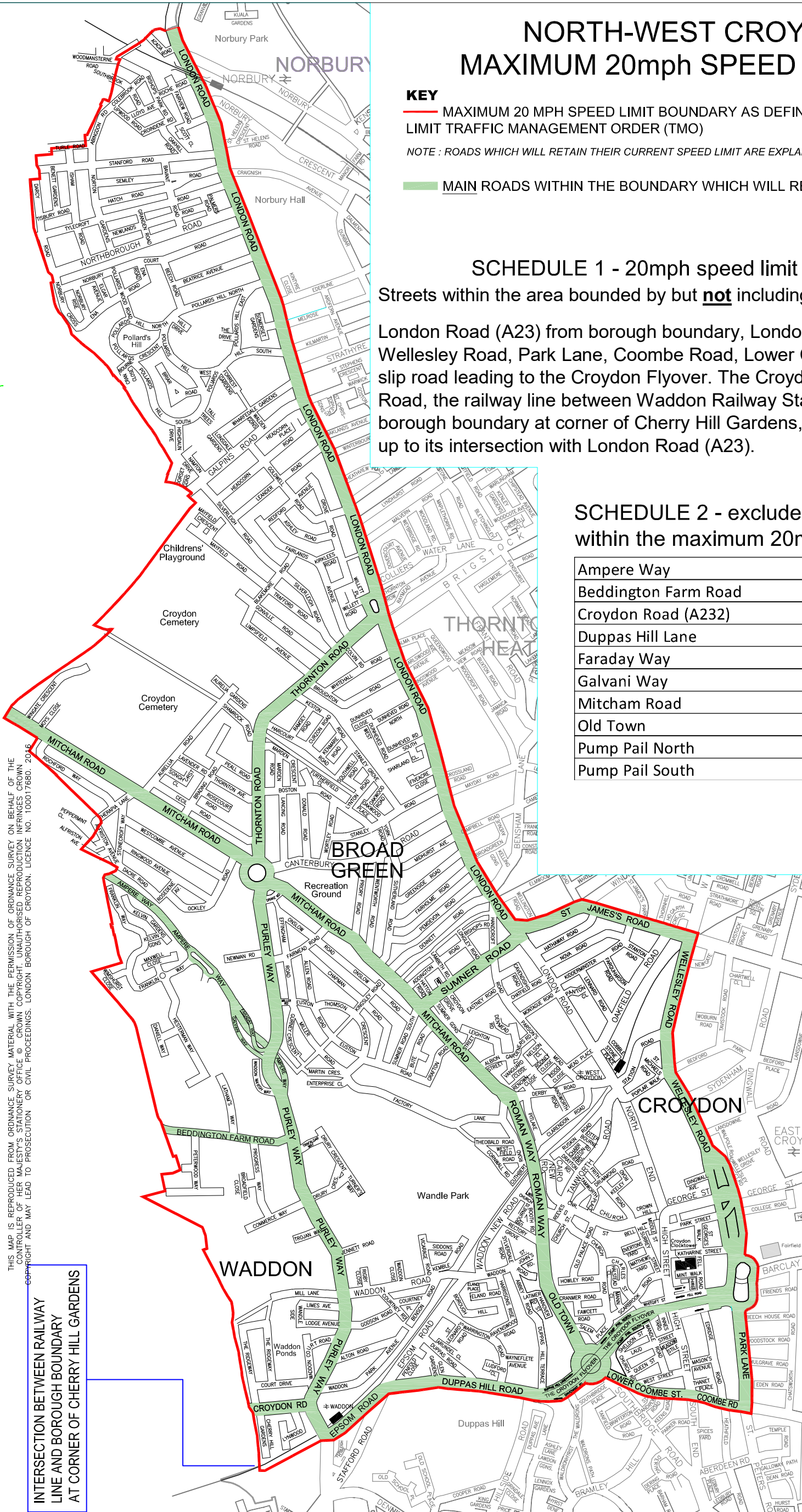
## SCHEDULE 1 - 20mph speed limit area boundary

Streets within the area bounded by but **not** including:

London Road (A23) from borough boundary, London Road (A235), St James's Road, Wellesley Road, Park Lane, Coombe Road, Lower Coombe Street, Davenant Road, the slip road leading to the Croydon Flyover. The Croydon Flyover, Duppas Hill Road, Epsom Road, the railway line between Waddon Railway Station up to its intersection with the borough boundary at corner of Cherry Hill Gardens, the borough boundary (clockwise) up to its intersection with London Road (A23).

## SCHEDULE 2 - excluded roads /sections of road within the maximum 20mph speed limit area boundary

Ampere Way	Purley Way
Beddington Farm Road	Roman Way
Croydon Road (A232)	Sumner Road
Duppas Hill Lane	The Croydon Flyover
Faraday Way	The Underpass
Galvani Way	Thornton Road
Mitcham Road	<b>All roads/section of road with and existing 20mph speed limit</b>
Old Town	<b>All private roads</b>
Pump Pail North	
Pump Pail South	



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INTERSECTION BETWEEN RAILWAY LINE AND BOROUGH BOUNDARY AT CORNER OF CHERRY HILL GARDENS

JOB NAME <b>North-West Croydon 20mph Speed Limit</b>			
DRAWING TITLE <b>AREA 3 NORTH-WEST CROYDON - Max 20mph SPEED LIMIT AREA</b>			
DESIGNER WA	VERIFIED MB	SCALE AT A3 NTS	DATE 23/12/16

**PLACE DEPARTMENT**  
STREETS DIVISION  
DIRECTOR - Steve Iles

**HIGHWAY IMPROVEMENTS**

DRAWING NO  
HWY-MPH-0000-005

**CROYDON**  
www.croydon.gov.uk

# SOUTH-EAST CROYDON (AREA 4)

# MAXIMUM 20mph SPEED LIMIT PROPOSAL

## KEY

— MAXIMUM 20 MPH SPEED LIMIT BOUNDARY AS DEFINED IN SCHEDULE 1 OF THE SPEED LIMIT TRAFFIC MANAGEMENT ORDER (TMO)

NOTE : ROADS WHICH WILL RETAIN THEIR CURRENT SPEED LIMIT ARE EXPLAINED IN SCHEDULE 2 OF THE SPEED LIMIT ORDER.

— MAIN ROADS WITHIN THE BOUNDARY WHICH WILL RETAIN THEIR EXISTING SPEED LIMIT

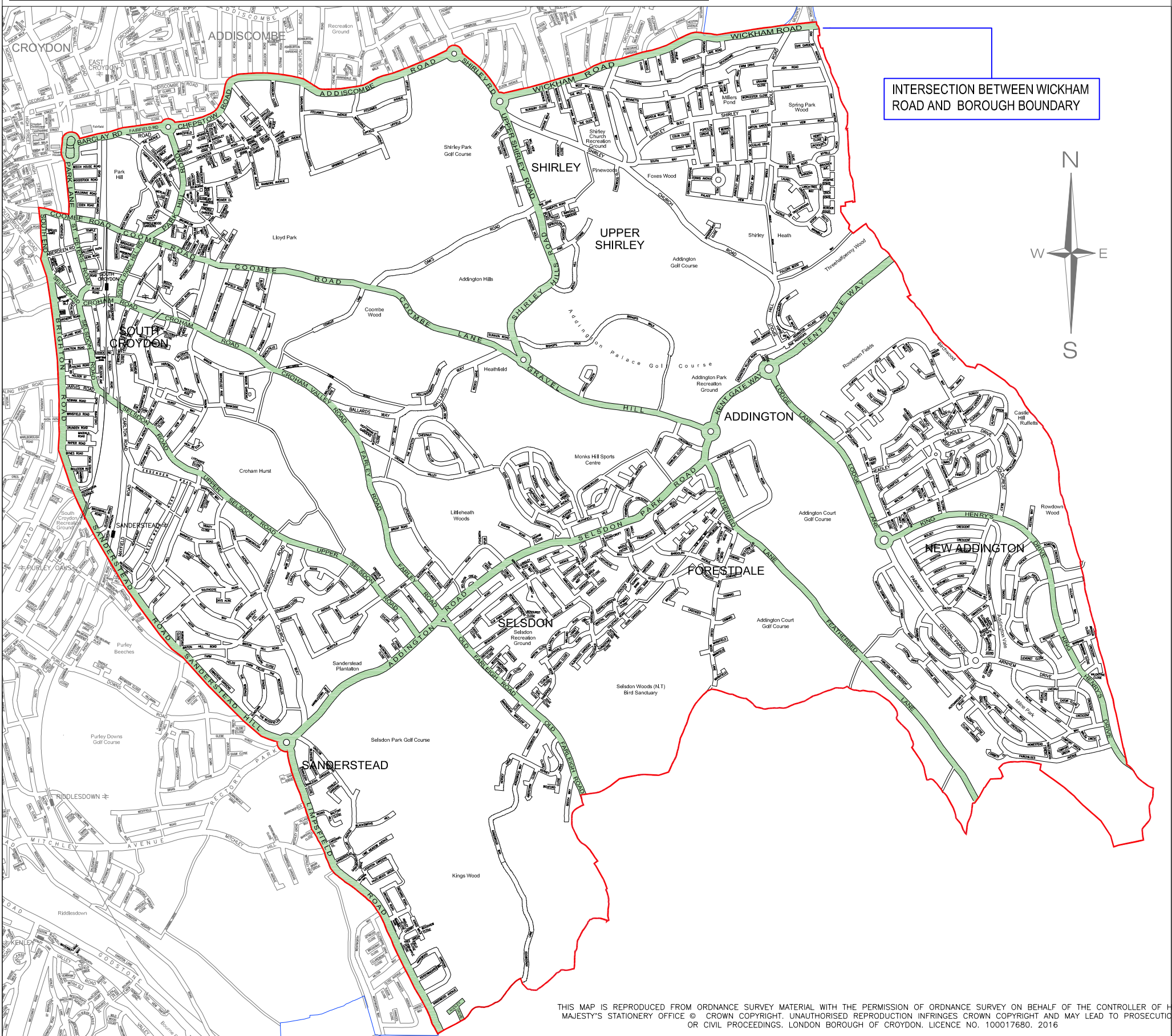
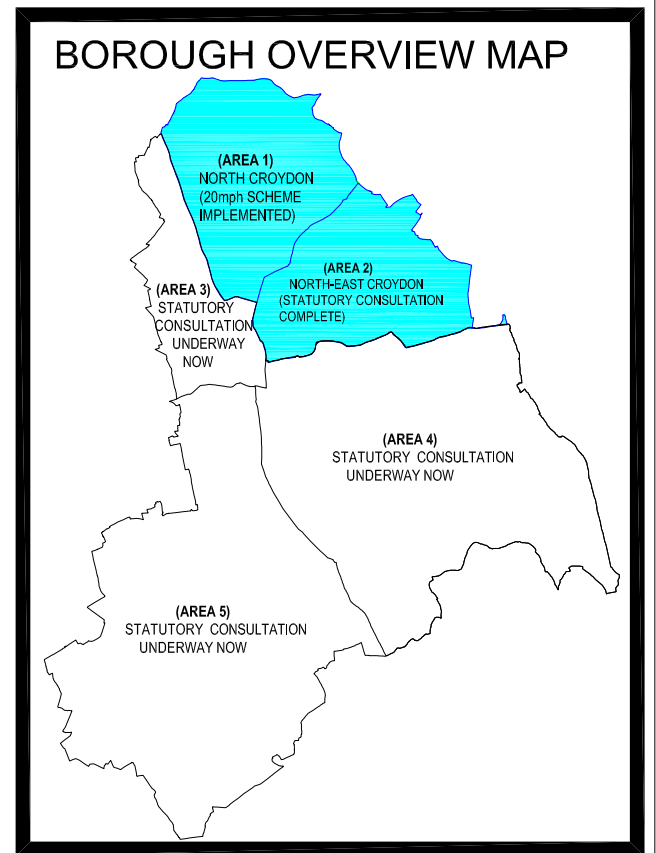
## SCHEDULE 1 - 20mph speed limit area boundary

Streets within the area bounded by but **not** including:

Wickham Road (A232) from borough boundary, Shirley Road (A232), Addiscombe Road (A232), Chepstow Road (A232), Fairfield Road, Barclay Road (A232), Park Lane, Coombe Road, South End, Brighton Road, Sanderstead Road, Sanderstead Hill, Limpsfield Road up to the borough boundary, borough boundary anti clockwise up to Wickham Road (A232).

## SCHEDULE 2 - excluded roads /sections of road within the maximum 20mph speed limit area boundary

Addington Road	Farley Road	Park Hill Road	Upper Selsdon Road
Audley Drive	Featherbed Lane	Selsdon Park Road	Upper Shirley Road
Coombe Lane	Gravel Hill	Selsdon Road	Lodge Lane between Kent Gate Way and King Henry's Drive
Coombe Road	Kent Gate Way	Shirley Hills Road	<b>All private roads</b>
Croham Road	King Henry's Drive	South Park Hill Road	<b>All roads/section of road with an existing 20mph speed limit</b>
Croham Valley Road	Old Farleigh Road	St Peter's Road	

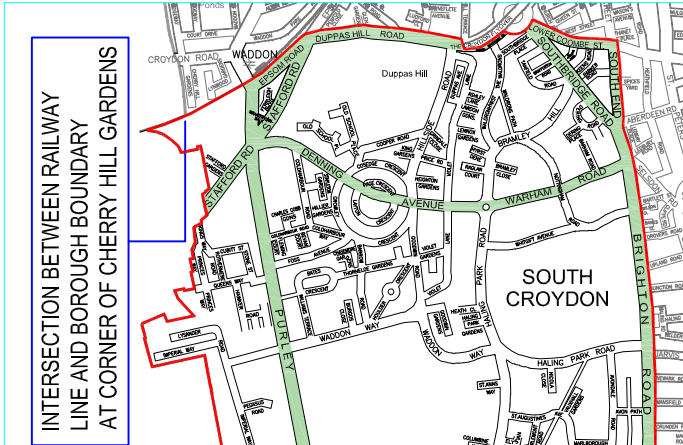
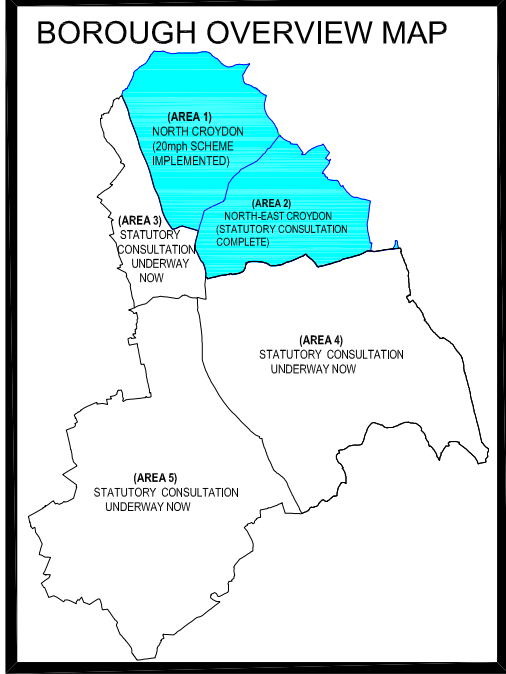


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JOB NAME <b>South-East Croydon 20mph Speed Limit</b>				PLACE DEPARTMENT STREETS DIVISION DIRECTOR - Steve Iles		DRAWING NO HWY-MPH-0000-006	
DRAWING TITLE <b>AREA 4 SOUTH-EAST CROYDON - Max 20mph SPEED LIMIT AREA</b>							
DESIGNER WA	VERIFIED MB	SCALE AT A3 NTS	DATE 23/12/16	HIGHWAY IMPROVEMENTS			

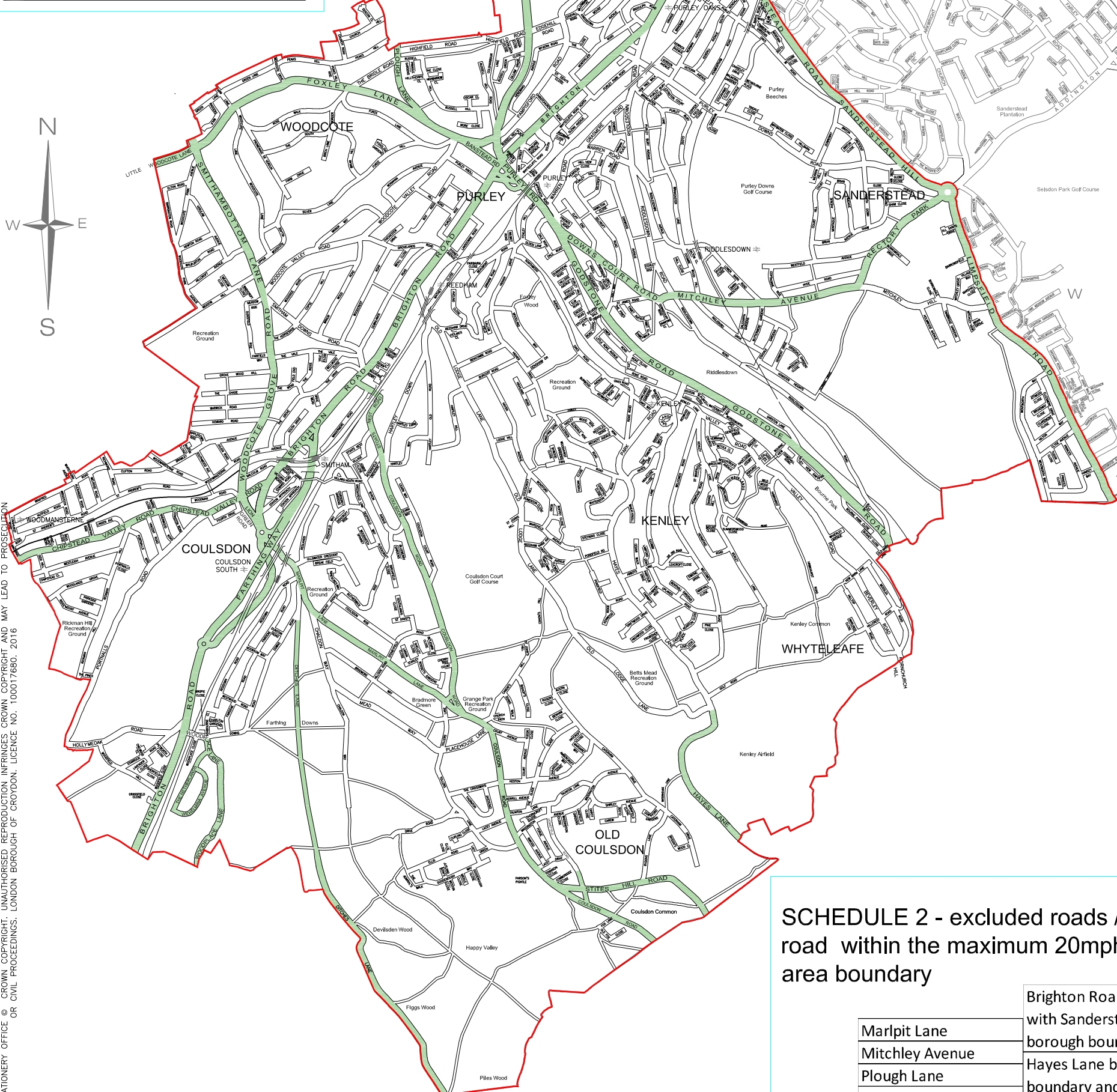
# SOUTH-WEST CROYDON (AREA 5)

# MAXIMUM 20mph SPEED LIMIT PROPOSAL



**KEY**

- MAXIMUM 20 MPH SPEED LIMIT BOUNDARY AS DEFINED IN SCHEDULE 1 OF THE SPEED LIMIT TRAFFIC MANAGEMENT ORDER (TMO)
- NOTE: ROADS WHICH WILL RETAIN THEIR CURRENT SPEED LIMIT ARE EXPLAINED IN SCHEDULE 2 OF THE SPEED LIMIT ORDER.
- MAIN ROADS WITHIN THE BOUNDARY WHICH WILL RETAIN THEIR EXISTING SPEED LIMIT



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DRAWING NO  
HWY-MPH-0000-007  
**CROYDON**  
www.croydon.gov.uk

PLACE DEPARTMENT  
STREETS DIVISION  
DIRECTOR - Steve Iles  
HIGHWAY IMPROVEMENTS

JOB NAME  
South-West Croydon 20mph Speed Limit  
DRAWING TITLE  
AREA 5 SOUTH-WEST CROYDON - Max 20mph SPEED LIMIT AREA  
DESIGNER  
WA  
VERIFIED  
MB  
SCALE AT A3  
NTS  
DATE  
23/12/16

## SCHEDULE 2 - excluded roads / sections of road within the maximum 20mph speed limit area boundary

**SCHEDULE 1 - 20mph speed limit area boundary**  
Streets within the area bounded by but **not** including:  
Lower Coombe Street, Davenant Road, the slip road leading to The Croydon Flyover, The Croydon Flyover, Duppas Hill Road, Epsom Road, the railway line between Waddon Railway Station up to its intersection with the borough boundary at corner of Cherry Hill Gardens, the borough boundary (anti-clockwise) up to its intersection with Limpsfield Road, Limpsfield Road, Sanderstead Hill, Sanderstead Road, Brighton Road, South End up to its intersection with Lower Coombe Street.

Marlpit Lane	Brighton Road from junction with Sanderstead Road up to borough boundary
Mitchley Avenue	Hayes Lane between borough boundary and Old Lodge Lane
Plough Lane	Homefield Road from the south-eastern boundary of Wheelwright Cottage, Homefield Road and its junction with Coulsdon Road
Purley Road	Woodplace Lane from borough boundary to junction with Downs Road
Purley Way	<b>All roads/section of road with an existing 20mph speed limit</b>
Banstead Road	<b>All private roads</b>
Chipstead Valley Road	
Coulsdon Road	
Denning Avenue	
Ditches Lane	
Downs Court Road	
Farthing Way	
Foxley Lane	
Godstone Road	
Lion Green Road	
Little Woodcote Lane	
Rectory Park	
Smitham Bottom Lane	
Southbridge Road	
Stafford Road	
Stites Hill Road	
Stoats Nest Road	
The Netherlands	
Warham Road	
Wilhelmina Avenue	
Woodcote Grove Road	
Woodcote Road	

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**CROYDON COUNCIL****PROPOSED 20MPH SPEED LIMIT NORTH-WEST CROYDON (AREA 3)****The Croydon (20mph Speed Limit) (No.A61) Traffic Order 20-**

1. NOTICE IS HEREBY GIVEN that Croydon Council propose to make the above Order under Sections 84, 87 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act, 1984 as amended and all other enabling powers.
2. **The general effect of the Order would be to prohibit any motor vehicle exceeding a speed of 20 miles per hour in the area described in Schedule 1 to this Notice, excluding the roads bounding the area (as specified) and those roads/sections of roads within the boundary listed in Schedule 2 to this Notice. Roads within the boundary of the new area to which an existing 20mph speed limit applies will continue to retain their speed limits under their respective Orders.**
3. A copy of the proposed Order and of all related Orders, of the Council's statement of reasons for proposing to make the Order and of the plans which indicate each length of road to which the Order relates, can be inspected from 9am to 4pm on Mondays to Fridays inclusive until the last day of a period of six weeks beginning with the date on which the Order is made or, as the case may be, the Council decides not to make the Order, at the Enquiry Counter, 'Access Croydon' Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA.
4. Further information may be obtained by telephoning the Streets Division, Highways Team, Place Department, telephone number 020 8726 6000 extension 52831.
5. Persons desiring to object to the proposed Order should send a statement in writing of their objection and the grounds thereof to the **Order Making Section, Parking Design Team, Place Department, Croydon Council, Floor 6 Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon CR0 1EA** or by emailing [objections@croydon.gov.uk](mailto:objections@croydon.gov.uk) quoting the reference **PD/CH/A61 by 15 February 2017**.
6. The Order is intended to introduce a 20mph speed limit in in the area of the London Borough of Croydon specified in the Schedule to this notice. Reducing traffic speeds provides more time for pedestrians to cross the road which should particularly benefit children, the elderly and those with mobility problems. For further details on the proposal please visit **[www.croydon.gov.uk/20mph](http://www.croydon.gov.uk/20mph)**

Dated 18 January 2017

Mike Barton  
Highway Improvement Manager  
Place Department

**SCHEDULE 1 – 20mph speed limit area**

Streets within the area bounded by but ***not*** including:

London Road (A23) from borough boundary, London Road (A235), St James's Road, Wellesley Road, Park Lane, Coombe Road, Lower Coombe Street, Davenant Road, the slip road leading to the Croydon Flyover, The Croydon Flyover, Duppas Hill Road, Epsom Road, the railway line between Waddon Railway Station up to its intersection with the borough boundary at corner of Cherry Hill Gardens, the borough boundary (clockwise) up to its intersection with London Road (A23).

**SCHEDULE 2 – excluded roads within the 20mph speed limit area boundary**

Ampere Way	Pump Pail South
Beddington Farm Road	Purley Way
Croydon Road (A232)	Roman Way
Duppas Hill Lane	Sumner Road
Faraday Way	The Croydon Flyover
Galvani Way	The Underpass
Mitcham Road	Thornton Road
Old Town	<b>All roads/section of road with an existing 20mph speed limit</b>
Pump Pail North	
	<b>All private roads</b>

**CROYDON COUNCIL**

**PROPOSED 20MPH SPEED LIMIT SOUTH-EAST CROYDON (AREA 4)**

**The Croydon (20mph Speed Limit) (No.A62) Traffic Order 20-**

1. NOTICE IS HEREBY GIVEN that Croydon Council propose to make the above Order under Sections 84, 87 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act, 1984 as amended and all other enabling powers.
2. **The general effect of the Order would be to prohibit any motor vehicle exceeding a speed of 20 miles per hour in the area described in Schedule 1 to this Notice, excluding the roads bounding the area (as specified) and those roads/sections of roads within the boundary listed in Schedule 2 to this Notice. Roads within the boundary of the new area to which an existing 20mph speed limit applies will continue to retain their speed limits under their respective Orders.**
3. A copy of the proposed Order and of all related Orders, of the Council's statement of reasons for proposing to make the Order and of the plans which indicate each length of road to which the Order relates, can be inspected from 9am to 4pm on Mondays to Fridays inclusive until the last day of a period of six weeks beginning with the date on which the Order is made or, as the case may be, the Council decides not to make the Order, at the Enquiry Counter, 'Access Croydon' Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA.
4. Further information may be obtained by telephoning the Streets Division, Highways Team, Place Department, telephone number 020 8726 6000 extension 52831.
5. Persons desiring to object to the proposed Order should send a statement in writing of their objection and the grounds thereof to the **Order Making Section, Parking Design Team, Place Department, Croydon Council, Floor 6 Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon CR0 1EA** or by emailing [objections@croydon.gov.uk](mailto:objections@croydon.gov.uk) quoting the reference **PD/CH/A62 by 15 February 2017**.
6. The Order is intended to introduce a 20mph speed limit in in the area of the London Borough of Croydon specified in the Schedule to this notice. Reducing traffic speeds provides more time for pedestrians to cross the road which should particularly benefit children, the elderly and those with mobility problems. For further details on the proposal please visit [www.croydon.gov.uk/20mph](http://www.croydon.gov.uk/20mph)

Dated 18 January 2017

Mike Barton  
Highway Improvement Manager  
Place Department

**SCHEDULE 1 – 20mph speed limit area**

Streets within the area bounded by but ***not*** including:

Wickham Road (A232) from borough boundary, Shirley Road (A232), Addiscombe Road (A232), Chepstow Road(A232), Fairfield Road, Barclay Road (A232), Park Lane, Coombe Road, South End, Brighton Road, Sanderstead Road, Sanderstead Hill, Limpsfield Road up to the borough boundary, borough boundary anti clockwise up to Wickham Road (A232).

**SCHEDULE 2 – excluded roads within the 20mph speed limit area boundary**

Addington Road	Farley Road	Park Hill Road	Upper Selsdon Road
Audley Drive	Featherbed Lane	Selsdon Park Road	Upper Shirley Road
Coombe Lane	Gravel Hill	Selsdon Road	Lodge Lane between Kent Gate Way and King Henry's Drive
Coombe Road	Kent Gate Way	Shirley Hills Road	<b>All private roads</b>
Croham Road	King Henry's Drive	South Park Hill Road	<b>All roads/sections of road with an existing 20mph speed limit</b>
Croham Valley Road	Old Farleigh Road	St Peter's Road	



**CROYDON COUNCIL****PROPOSED 20MPH SPEED LIMIT SOUTH-WEST CROYDON (AREA 5)****The Croydon (20mph Speed Limit) (No.A63) Traffic Order 20-**

1. NOTICE IS HEREBY GIVEN that Croydon Council propose to make the above Order under Sections 84, 87 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act, 1984 as amended and all other enabling powers.
2. **The general effect of the Order would be to prohibit any motor vehicle exceeding a speed of 20 miles per hour in the area described in Schedule 1 to this Notice, excluding the roads bounding the area (as specified) and those roads/sections of roads within the boundary listed in Schedule 2 to this Notice. Roads within the boundary of the new area to which an existing 20mph speed limit applies will continue to retain their speed limits under their respective Orders.**
3. A copy of the proposed Order and of all related Orders, of the Council's statement of reasons for proposing to make the Order and of the plans which indicate each length of road to which the Order relates, can be inspected from 9am to 4pm on Mondays to Fridays inclusive until the last day of a period of six weeks beginning with the date on which the Order is made or, as the case may be, the Council decides not to make the Order, at the Enquiry Counter, 'Access Croydon' Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA.
4. Further information may be obtained by telephoning the Streets Division, Highways Team, Place Department, telephone number 020 8726 6000 extension 52831.
5. Persons desiring to object to the proposed Order should send a statement in writing of their objection and the grounds thereof to the **Order Making Section, Parking Design Team, Place Department, Croydon Council, Floor 6 Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon CR0 1EA** or by emailing [objections@croydon.gov.uk](mailto:objections@croydon.gov.uk) quoting the reference **PD/CH/A63 by 15 February 2017**.
6. The Order is intended to introduce a 20mph speed limit in in the area of the London Borough of Croydon specified in the Schedule to this notice. Reducing traffic speeds provides more time for pedestrians to cross the road which should particularly benefit children, the elderly and those with mobility problems. For further details on the proposal please visit [www.croydon.gov.uk/20mph](http://www.croydon.gov.uk/20mph)

Dated 18 January 2017

Mike Barton  
Highway Improvement Manager  
Place Department

**SCHEDULE 1 – 20mph speed limit area**

Streets within the area bounded by but ***not*** including:

Lower Coombe Street, Davenant Road, the slip road leading to The Croydon Flyover, The Croydon Flyover, Duppas Hill Road, Epsom Road, the railway line between Waddon Railway Station up to its intersection with the borough boundary at corner of Cherry Hill Gardens, the borough boundary (anti-clockwise) up to its intersection with Limpsfield Road, Limpsfield Road, Sanderstead Hill, Sanderstead Road, Brighton Road, South End up to its intersection with Lower Coombe Street.

**SCHEDULE 2 – excluded roads within the 20mph speed limit area boundary**

Banstead Road	Purley Way	Hayes Lane between borough boundary and Old Lodge Lane
Chipstead Valley Road	Rectory Park	
Coulsdon Road	Smitham Bottom Lane	Homefield Road from the south-eastern boundary of Wheelwright Cottage, Homefield Road and its junction with Coulsdon Road
Denning Avenue	Southbridge Road	
Ditches Lane	Stafford Road	
Downs Court Road	Stites Hill Road	
Farthing Way	Stoats Nest Road	
Foxley Lane	The Netherlands	Woodplace Lane from borough boundary to junction with Downs Road
Godstone Road	Warham Road	
Lion Green Road	Wilhelmina Road	
Little Woodcote Lane	Woodcote Grove Road	<b>All roads/section of road with an existing 20mph speed limit</b>
Marlpit Lane	Woodcote Road	
Mitchley Avenue	Brighton Road from junction with Sanderstead Road up to borough boundary	<b>All private roads</b>
Plough Lane		
Purley Road		

## **ANNEX 3**

### **List of additional roads within areas 3, 4 & 5 to consider:**

#### **a) Roads suggested to remain at 30mph**

Pampisford Road, Purley Downs Road, Mitchley Hill, Haling Park Road, Old Lodge Lane, Hayes Lane, Park Road, Mayfield Road, Carlton Road, Oaks Road/Northwood Avenue (Kenley), Oaks Road (Shirley), Conduit Lane, Mead Way, Farley Road, Playhouse Lane, Mitchley Avenue, Sanderstead Hill, Sanderstead Road, Shirley Church Road, Woodcote Valley Road, Portnalls Road, Smitham Downs Road, Howard Road, Riddlesdown Road, Woodmansterne Road, St Andrews Road, Park Hill Road, Woodcote Grove Road, London Road, Factory Lane, Waddon Road, High Street area 3, Northwood Avenue, Canterbury Road, Ballards Road, Warwick road, Grasmere Road, roads south of the a232 between Upfield and Radcliffe road, Whytecliffe Road South, Bradmore Way, Caterham Drive, Bencombe Road, Burcott Road, Haydn Avenue, Higher Drive, Abbots Lane, Warren Road, Waddon Way, Hollymeoak Road, Ewhurst Road, Church Road, Oaks Hill, West Hill, Fitzjames Road, Grimwade Avenue, Sandilands, Parkway, Mapledale Avenue, Croham Valley Road, Upfield, Radcliffe Road, Roads within 1) Selsdon Road/Upper Selsdon Road, 2) Addington Road, and 3) Brighton Road/Sanderstead Road/Sanderstead Hill, Selsdon Road, Grange Road, Croham Manor Road, Chaldon Way, Fairdean Road, Reddown Road, Ashcroft Rise, The Bridle, Woodplace Lane, The Netherlands, Wilhelmina Avenue, Deepfield Way, Spout Hill, Little Heath Road, Melville Road, Ballards Way, Croham Park Avenue, St Peters Rd, Spencer Road, Castlemain Rd, Courtwood Lane, Marpit Lane, Woodland Grove, Rickman Hill, Bridle Road, West way, Shirley Way, Waddon, High Street (Surrey Street to South End), Epsom Road, Tamworth Road, Portnalls Road, Foxley Hill Rd, Bramley Hill, Lodge Hill, Olden Lane, Dale Rd, Sunnysdene Rd, Foxley Gardens, Elm Rd, Cross Rd, Stevens Place, Roke Lodge Rd, Sylverdale Rd, Burwood Ave, Frensham Rd, Kenmore Rd, Highland Rd, Foxley Rd, Cumberlands, Peak Hill Rise, Farm Lane, Hillside Ave, Sussex Rd, Oaks Rd, Ridgemon Avenue, Woodcote Valley Road, Foxley Hill Road, Featherbed Lane, Ditches Lane, Valley Road, Hartley Down, Waddon Hill, King Henry's Drive, Upper Shipley Road, Lodge Lane, Old Farleigh Road, Croham Road, Borrowdale Drive

b) **30mph roads suggested to include as 20mph**

Chipstead Valley Road, Coulsdon Town Centre, Woodplace Lane, Marlpit Lane B276, Brighton Road, Ditches Lane, The Netherlands, Wilhelmina Avenue, Mayfield Road, Carlton Road, Purley Downs Road, Park Hill Road, Sanderstead Road, Park Street, High Street Selsdon Road, Purley (area of Brighton Road around one way system), Stites Hill Road, Limsfield Road, Godstone Road, Norfolk Road, Ingleboro Drive, Bingham Road, Sanderstead Hill, Selsdon Vale Estate, Jubilee Way, Tollers Estate, Purley Town Centre, Coulsdon Road , Placehouse Lane, Woodcote Grove Road, Bradmore Green, Coulsdon Road and Stites Hill Road, Southbridge Road, B2032, Tollers Lane, Norman Avenue, Foxley Lane, Meadway.