

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>20 October 2014</b>
<b>AGENDA ITEM:</b>	<b>15</b>
<b>SUBJECT:</b>	<b>CONSULTATION RESULTS ONE WAY WORKINGS AND ONE WAY WITH CYCLE CONTRAFLOW - VARIOUS LOCATIONS</b>
<b>LEAD OFFICER:</b>	<b>Executive Director of Development &amp; Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>CROHAM, BROAD GREEN, SELHURST, BENSHAM MANOR, WOODSIDE</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> The benefits of the recommendation as set out below is in line with Croydon's Community Strategy of creating a connected and sustainable city and improving the environment (section 6.1C) and also The Croydon Plan 2013-15 <ul style="list-style-type: none"><li>- Competing as a place</li><li>- Manage need and grow independence</li><li>- Protect the priorities of our residents and customers</li><li>- Caring City, Improving health and wellbeing by reducing congestion</li></ul>	
<b>FINANCIAL IMPACT</b> The estimated cost of implementing the schemes as recommended in this report is £72,000, which is to be met from the Council's 2014/15 Local Implementation Plan allocation for accident prevention schemes.	
<b>KEY DECISION REFERENCE NO.:</b> Not a key decision	

**For General Release**

## **1. RECOMMENDATIONS**

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

- 1.1 Consider the responses to the Informal and Statutory consultations and agree to proceed with the permanent works signs and road markings for one-way working with cycle contraflow where appropriate for the following roads only, as shown on the relevant attached plans given in Appendix A:

St Peters Street - Croham  
Dennett Road – Broad Green  
Broad Green Avenue - Selhurst  
Talbot Road - Selhurst  
Lucerne Road – Bensham Manor  
Watcombe Road – Woodside

- 1.2 Consider the responses to the Informal and Statutory consultation in respect of The Crescent and Beaconsfield Road and agree not proceed with the scheme for these roads due to the reasons given in Section 3 of this report.
- 1.3 Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services authority make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.1 above.
- 1.4 Officers inform the objectors/respondents of the Cabinet Member's decision

## **2. EXECUTIVE SUMMARY**

- 2.1 These proposals are in response to requests from local residents and local Ward Councillors to provide one-way working. This will mitigate traffic congestion and road safety concerns in these roads. This will encourage motorists to use the arterial routes and not use side roads as short cuts
- 2.2 This report seeks a recommendation of agreement for the introduction of permanent works, signs and road markings for one-way working with cycle contraflow where appropriate (one way working) and as identified on the drawings at Appendix A in:-
- St Peters Street - Croham
  - Dennett Road - Broad Green
  - Broad Green Avenue - Selhurst
  - Talbot Road - Selhurst
  - Lucerne Road - Bensham Manor
  - Watcombe Road - Woodside

- 2.3 It also seeks a recommendation not to proceed with the introduction of one way working contra flow scheme in The Crescent.

### **3. DETAIL**

- 3.1 Consultation on these proposals were in response to requests from local residents and local Ward Councillors to provide one-way working to mitigate traffic congestion and road safety concerns in these roads.

3. On the 21<sup>st</sup> July 2014 (min A15/14) the Advisory Committee approved a report authorising the informal consultation for the roads listed below and subject to the results, where appropriate, to continue with a Statutory Consultation for the introduction of one-way working with cycle contraflow where appropriate:-

St Peters Street - Croham  
Dennett Road - Broad Green  
Broad Green Avenue - Selhurst  
Talbot Road - Selhurst  
Lucerne Road - Bensham Manor  
Watcombe Road – Woodside  
The Crescent - Selhurst  
Beaconsfield Road - Selhurst

At a total estimated cost of £96,000

- 3.2 The informal consultation concluded in September 2014 and the responses showed a majority in favour of the schemes for all roads except Beaconsfield Road. As a result, Officers did not proceed with a Statutory Consultation for Beaconsfield Road but did for all others.
- 3.3 Implementation of the one way proposals will require the introduction of illuminated no-entry signs, one way working signs and amendments to the existing carriageway markings. Where cycle contraflow sections are included these are segregated at the junction entry by small traffic islands to ensure that there are no conflicts with opposing traffic.
- 3.3 The total cost of the scheme including staff resources is now estimated to be a revised cost of £72,000.
- 3.4 Funding for the design, consultation process and implementation is available within the “LIP” (Local Implementation Plan) funding for 2014-2015 provided by Transport for London (TfL).
- 3.5 The proposed one-way workings and cycle contraflows have been through a detailed design processes and road safety audit to ensure that they meet the needs and safety requirements of those using them.

### **4. CONSULTATION**

## Informal Consultation

- 4.1 In August 2014 an informal consultation document including a questionnaire and plan were delivered by officers to residents of St Peters Street, Dennett Road, Broad Green Avenue, The Crescent, Talbot Road, Lucerne Road, Watcombe Road and Beaconsfield Road (including Guildford Road). The document was also available on the Council's website, inviting views and representations on the introduction of one way working in the above roads.

The breakdown of the resident's results and proposal details were as follows:

Road Name	No. of Questionnaires sent	Responses Received		For		Against	
		Number received	% of returns	Number received	% of returns	Number received	% of returns
St Peters Street	159	40	25	25	62	15	38
Dennett Road	181	32	18	22	69	10	31
Board Grn Avenue	113	13	11	7	54	6	46
Talbot Road	64	11	17	11	100	0	0
Lucerne Road	109	23	21	17	74	6	26
Watcombe Road	100	25	25	20	80	5	20
The Crescent	143	24	17	13	54	11	46
Beaconsfield Road	162	36	22	11	30	25	70

Other responses received from non-residents

Road Name	For	Against
St Peters Street	2	3
Dennett Road	4	1
Board Grn Avenue	2	
Talbot Road		2
Lucerne Road		2
Watcombe Road	5	1
The Crescent	6	3
Beaconsfield Road		2

- 4.2 The response rate for the informal consultation for one way workings is normally around 20%
- 4.3 Due to support from local residents for the one way workings statutory consultation commenced on the 17<sup>th</sup> September 2014 on the following roads

St Peters Street - Croham  
 Dennett Road - Broad Green  
 Broad Green Avenue - Selhurst  
 Talbot Road - Selhurst  
 Lucerne Road - Bensham Manor  
 Watcombe Road – Woodside  
 The Crescent – Selhurst

- 4.4 Due to lack of support from local residents during the informal consultation the proposal for Beaconsfield Road did not proceed to the Statutory consultation.

### **Statutory Consultation**

- 4.5 The legal process for introducing a one-way working requires that Statutory Consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although not a legal requirement, the Council also fix street notices to lamp columns in order to ensure that as many people as possible are aware of the proposal. Public notice of the one-way proposals was given in accordance with these requirements on 17th September 2014 giving members of the public wishing to object to the proposal 21 days to respond.
- 4.6 Official bodies such as the Fire Brigade, Ambulance Service, Police, Pedestrian Association, Age Concern, Cyclists Touring Club, Croydon Cycling Campaign, Confederation of Passenger Transport and Bus Operators were consulted separately at the same time as the public notice.
- 4.7 Following the publication of the public notices 2 objections have been received regarding Dennett Road and The Crescent

#### **Objection 1. Dennett Road**

There is no exception for cyclists included as part of the Dennett Road one-way implementation

#### **Response**

Dennett Road does not meet the requirements of the LCDS (London Cycle Design Standards) for cycle contraflows in that the carriageway width is insufficient and there are no passing places available. For safety reasons this route is considered unsuitable for contraflow cycling. For cyclists approaching Dennett Road from London Road there is no access in any case. There is however currently a cycle contraflow operating in Pemdevon Road which offers an alternative route for cyclists from London Road to Mitcham Road with very little increase in journey length. This can be accessed from London Road.

#### **Objection 2. Dennett Road**

The proposal seems to favour such traffic ("rat running") at the expense of local residents, as well as traffic on London Road.

As proposed, with the one permitted direction being from Mitcham Road towards London Road, all residents will be forced to leave via the busy London Road junction, and to reach Mitcham Road would have to travel via London Road and Canterbury Road first adding to congestion at the busy intersections along the way.

We would propose instead making the permitted direction from London Road towards Mitcham Road.

## **Response**

69% of residents were in favour of the direction proposed, that is, with no entry at Handcroft Road. Whilst it is appreciated that outbound or homebound journeys favour some and disadvantage others, there is a majority view that seems to favour the direction proposed in this and the previous report (annex 2).

## **Objection 1. The Crescent**

The Crescent is marked to become a part of a cycling route from Waterloo to East Croydon next year Quietway 77 (QW77) Quietways are routes for cyclists using quiet side roads across London. As such, the council should not carry out work on the road when it may have to be changed again next year. Any plans for the Crescent should take this into account and do enough to make the route pleasant and safe for cycling. For the Crescent, this will mean reducing the traffic volume to < 2000 PCUs Units per day,(PCUs are Passenger Car Units which are used to give each type of vehicle a value for traffic assessments) which in practice is likely to mean preventing its usage as a through-route for traffic in either direction.

## **Response**

The council accepts the objection and are committed to the route development of Quietway 77 and are working with TfL to deliver this. The design for the The Crescent will be looked at in the future when consultation for Quietway 77 has been completed.

## **Objection 2. The Crescent**

In my opinion the entire project would be simplified if entry was made from Northcote Road and the exit onto Whitehorse Road.

All the public services, including council vehicles enter from Northcote road. That is police, ambulance and deliveries etcetera. Most obstruction is created with the enlargement of The Crescent Primary School, and works at the Brit School. The major congestion is at the Whitehorse Road end of The Crescent from parents transporting their children to and from school. Given that the south end of The Crescent has a wider, straighter road, large delivery vehicles and coaches entering and exiting via the commercial entrance of the Brit School would have an easier turn in and out. This would mean that they would extensive and complicated manoeuvres when entering from Whitehorse Road. It is also worth noting that on the west side of The Crescent parking is provided.

If the north end was the exit any congestion issues would start at Whitehorse Road, resulting in road users having to wait and turn into The Crescent at the appropriate time and opportunity.

## **Response**

The design for the The Crescent will be looked at in the future when consultation for Quietway 77 has been completed.

## 5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

### 5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2014/15 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000
<b>Revenue Budget</b>				
Expenditure				
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>				
<b>Capital Budget</b>	96			
Expenditure				
<b>Effect of decision from report</b>				
Expenditure	72			
<b>Remaining budget</b>	24			

### 5.2 The effect of the decision

These schemes are funded by Transport for London (TfL) from the Council's 2014/15 Local Implementation Plan allocation for Accident Prevention Schemes. A decision to proceed will result in the allocation provided to Croydon being spent partially or wholly, subject to the successful outcome of the various consultations.

### 5.3 Risks

There is a risk that if the one-way schemes cannot be implemented, for example, by negative outcome of feasibility studies or consultation, funding would then have to be reallocated. This would be subject to the agreement of TfL. Should this occur the funding would need to be returned.

### 5.4 Options

Should the schemes not be agreed then the option to do nothing remains.

### 5.5 Savings/ future efficiencies

There are no savings or future efficiencies arising from this report.

Approved by: Dianne Ellender, on behalf of head of Finance, Development & Environment

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

- 6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, 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.
- 6.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.
- 6.3 Approved by: Gabriel MacGregor Head of Corporate Law on behalf of the Council Solicitor and Monitoring Officer

## **7. HUMAN RESOURCES IMPACT**

- 7.1 There are no HR implications that need to be addressed or considered from the report.
- 7.2 Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Director of Human resources, Chief Executive Department.

## **8. EQUALITIES IMPACT**

- 8.1 The introduction of one-way working will reduce traffic congestion, improve road safety and provide environmental benefits for local residents.

## **9. ENVIRONMENTAL IMPACT**

- 9.1 The introduction of one-way working in the above sites will reduce the opportunity for vehicular conflicts and congestion, which will provide environmental benefits to those in the locality. However, the scheme will require the introduction of a number of illuminated signposts, which will have a negative design impact in terms of the street scene and result in terms of the street scene and result in additional energy usage and light pollution. Plugged No Entries maintain access for cyclists and benefits more sustainable modes of transport.

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

- 10.1 There are no crime and disorder reduction impacts in this report.



## **11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

- 11.1 To regulate the traffic movement in the above sites to avoid vehicular conflict and congestion which will benefit residents and local road users by inclusion of cycle facilities within short stretches of one way working a quiet road network avoiding busy road and junctions is preserved for safer cycling.

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

- 12.1 To introduce one-way workings in the opposite direction. This would not necessarily reduce the problem of through traffic. To introduce parking restrictions along the above roads. This would be impracticle for residents living on the roads.

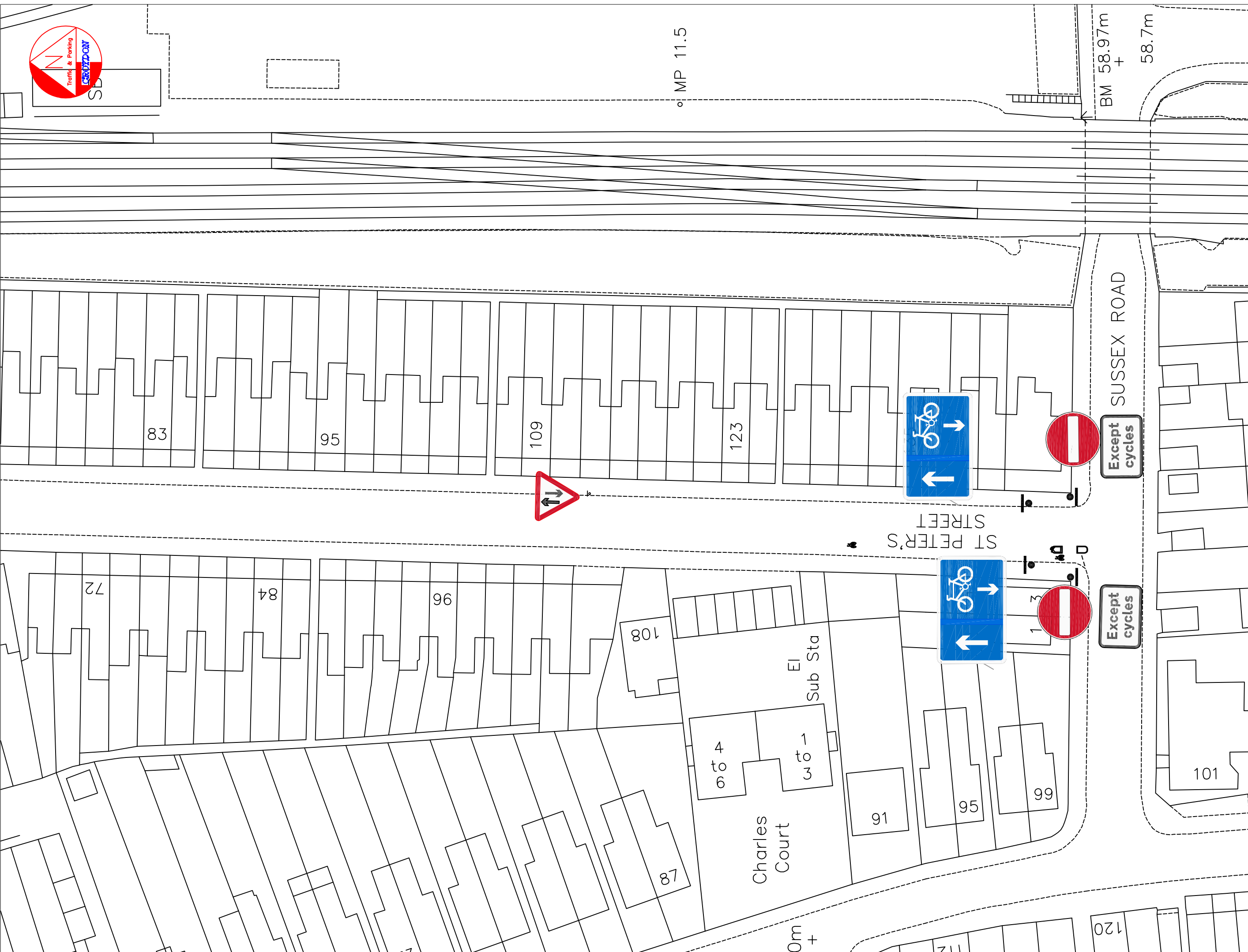
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### **CONTACT OFFICER:**

Sue Ritchie, Senior Engineer, Network Improvement Team  
0208 726 6000 ext 63823  
Russell Birtchnall, Engineer, Network Improvements Team  
0208 726 6000 ext 62178

### **BACKGROUND PAPERS:**

None



SB

Traffic & Parking  
CROYDON

MP 11.5

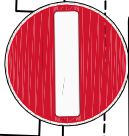
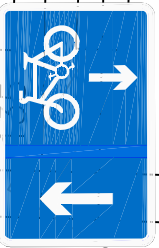
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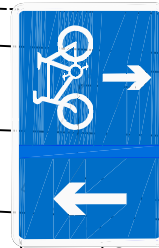
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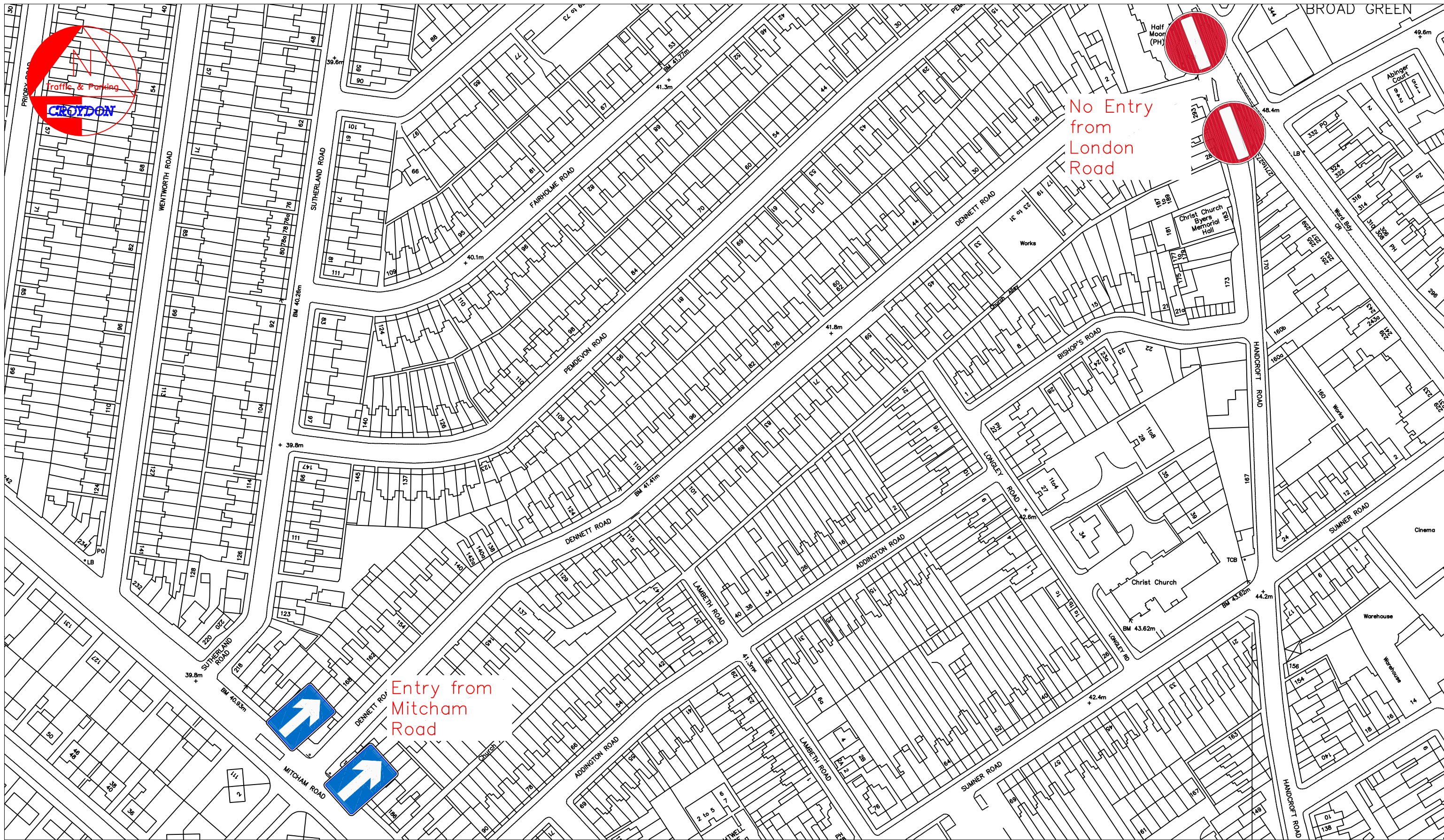
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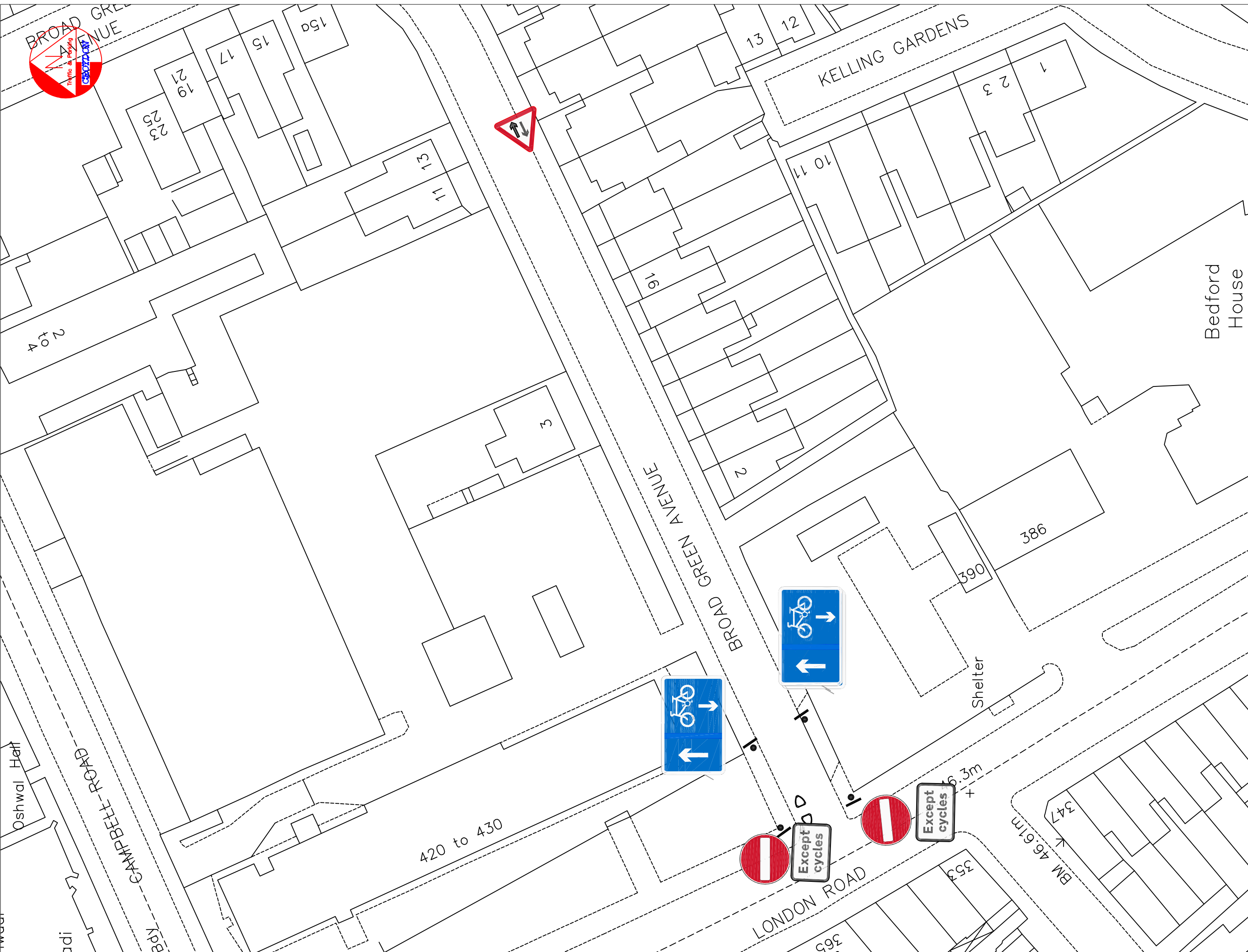
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DEPARTMENT OF PLANNING & ENVIRONMENT Director: Anthony Brooks		checked by RB	approved by RB	date 30/04/14
PUBLIC REALM DIVISION		drawing no. <b>TH - 0714</b>		

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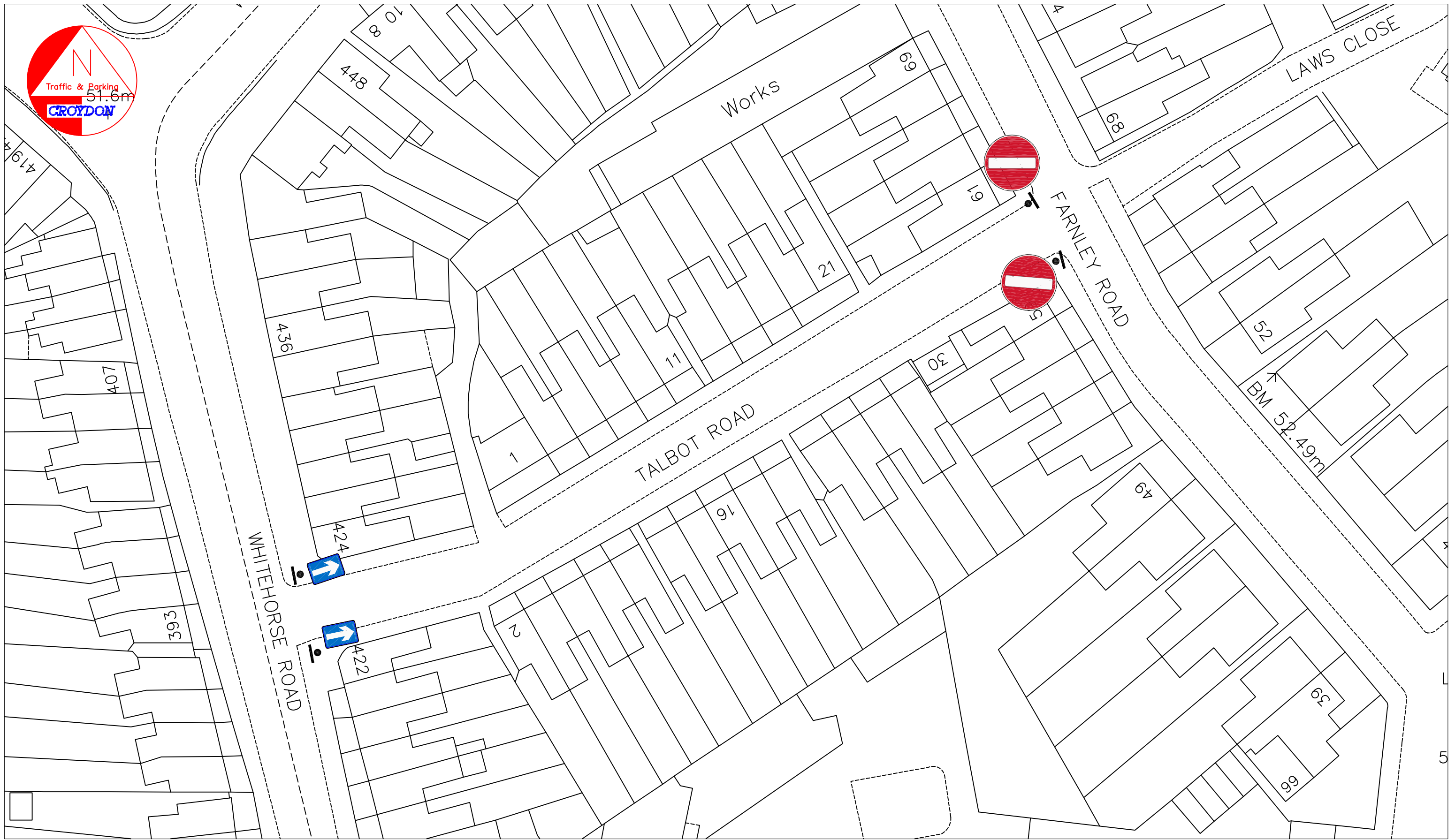
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<p>L: \TrafficManagement\frames\LOG03.bmp</p>	<p>scheme name <b>Dennett Road</b></p>	<p>scale <b>nts</b></p>	<p>drawn by <b>RB</b></p>	<p>date</p>
<p>DEPARTMENT OF PLANNING AND TRANSPORTATION Director: PHILLIP GOODWIN</p>	<p>drawing title <b>One Way Working</b></p>	<p>checked by</p>	<p>approved by</p>	<p>date <b>30/04/14</b></p>
<p>TRAFFIC &amp; PARKING DIVISION</p>	<p>drawing no. <b>TH-0614</b></p>			



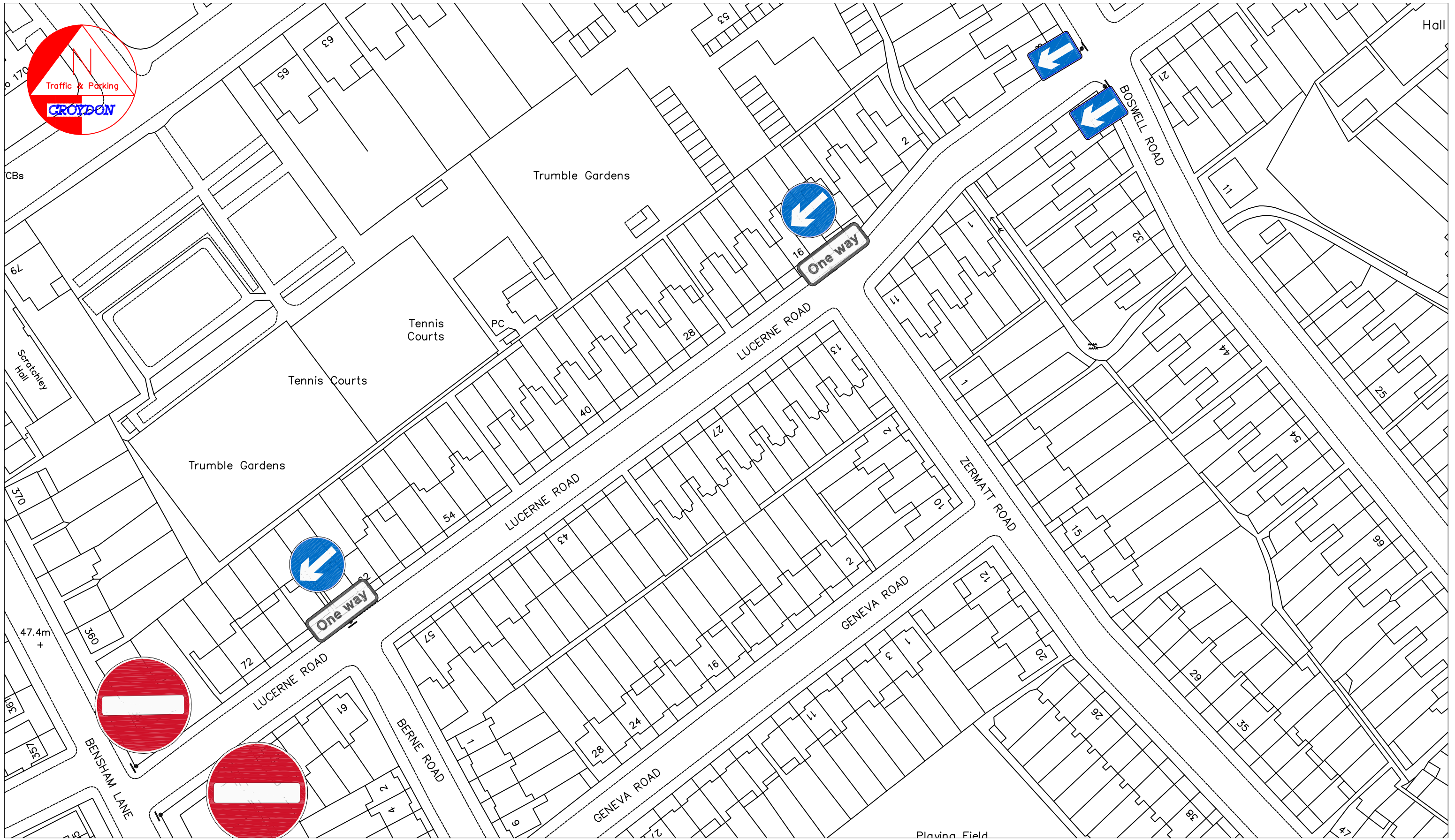
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DEPARTMENT OF PLANNING AND TRANSPORTATION Director: PHILIP GOODWIN		Plugged One way Working		
TRAFFIC & PARKING DIVISION				

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DEPARTMENT OF PLANNING AND TRANSPORTATION Director: PHILLIP GOODWIN	drawing title		checked by	approved by	date
TRAFFIC & PARKING DIVISION	One Way Working				30/04/14
			drawing no.		
			TH-0814		



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<p>L: \TrafficManagement\frames\LOG03.bmp</p>	<p>scheme name <b>Lucerne Road</b></p>	<p>scale nts</p>	<p>drawn by RB</p>	<p>date</p>
<p>DEPARTMENT OF PLANNING AND TRANSPORTATION Director: PHILLIP GOODWIN</p>	<p>drawing title <b>One way Working</b></p>	<p>checked by</p>	<p>approved by</p>	<p>date 30/04/14</p>
<p>TRAFFIC &amp; PARKING DIVISION</p>	<p>drawing no. <b>TH-0314</b></p>			

