

For General Release

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| REPORT TO: | TRAFFIC MANAGEMENT ADVISORY COMMITTEE 29 April 2015 |
| AGENDA ITEM: | 15 |
| SUBJECT: | Connect2 –Proposed Zebra Crossing at the Junction of Park Hill Road and Chichester Road |
| LEAD OFFICER: | Jo Negrini, Executive Director of Place |
| CABINET MEMBER: | Councillor Kathy Bee, Cabinet Member for Transport and Environment Councillor Tim Godfrey, Cabinet Member for Culture, Leisure and Sport |
| WARDS: | Fairfield |

CORPORATE PRIORITY/POLICY CONTEXT:

The Connect2 project provides infrastructure to improve road safety for cyclists, and to make sustainable transport more accessible. As such it aligns with the following policies adopted in the Corporate Plan 2013-15 and Community Strategy 2013-18:

Corporate Plan 2013-2015 Priority A3: A place that meets physical and social Infrastructure needs

A3.4 - To improve the borough’s transport infrastructure with access to more sustainable modes of transport and a reduction of road casualties through delivery of the Local Implementation Plan

A3.5 - To lead the Connected Croydon programme as an exemplar of public realm investment to unlock private sector development, enhance the built environment and improve connectivity across and beyond the OAPF area

Croydon’s Sustainable Community Strategy 2013-18, Goal One: A Better Borough

“...We aim to improve the quality of our parks and green spaces, whilst protecting and enhancing their biodiversity. Local people can take an active role in protecting green spaces. At the same time we want to improve access and links to and through green spaces to encourage more physical activity including walking and cycling so that we attract increased investment in making Croydon a cycle friendly borough” (p13) and

“Working together we will...improve Croydon’s reputation as one of the greenest places in London by enabling local people to make use of the borough’s parks and open spaces through a range of new initiatives that encourage physical activity including walking and cycling (p14)

FINANCIAL IMPACT

Expenditure for the entire £3.3m Connect2 project was approved by Cabinet on 21 February 2011, minute reference A18/11.

The remaining £384,000 of expenditure is allocated to delivering the remaining with expenditure being approved as part of the £19,225,628 Connected Croydon budget line agreed at Cabinet on 10 February 2014 (Minute Ref A19/14)

The total budget for the Access to Wandle Park project is £196,650 which has been fully secured. Funding has been awarded from the GLA as part of its Big Green Fund and Section 106 contributions for various improvements to pedestrian and cycling routes to Wandle Park.

KEY DECISION REFERENCE NO.: This is not a Key Decision as defined in the Council's Constitution. The funding has already been committed.

1. RECOMMENDATIONS

To enable the delivery by Connect2 scheme as detailed in this report, the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment to :

- 1.1 Agree that the General Manager of Enforcement and Infrastructure be authorised to take the steps necessary to implement the Connect2 Scheme, including issuing any necessary notices under Section 23 of the Road Traffic Regulation Act 1984 (as amended), subject to no material objections being received in response to the giving of public notice;
- 1.2 Note that any material objections received on the giving of public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

2. EXECUTIVE SUMMARY

Cycling in Croydon

2.1 In 2010 Croydon Council became a "Biking Borough" (an initiative by the Mayor of London). The Biking Borough programme and Croydon's Core Strategy planning document identifies the implementation of key strategic walking and cycle links across the borough as a priority. The Mayor's Transport Strategy identifies the following targets:

- Cycling to be recognised as a major transport mode
- A target of 4% of journeys made by pedal cycle by 2026.
- A reduction in cycling casualties, with a particular focus on reducing the risk of collisions between cyclists and HGVs
- The promotion of cycling as an enjoyable, every day, healthy activity.

- New routes and opportunities for commuting, leisure and other local cycling trips.
- Streets and spaces where everyone respects the rules, each other's right of use, and recognises their duty of care.

Connect2 Core Route

2.2 The Croydon Connect2 Scheme (The Scheme) provides cycle and walking links to parks and green spaces. The Scheme is divided into 'Core' and 'Aspirational' sections, the locations of which are illustrated in Appendix A. The core sections are pivotal to making walking and cycling a more popular everyday way of traveling and must be delivered as part of Croydon's funding agreement with Sustrans (a walking and cycling charity that has provided £550,000 of funding for the scheme). The scheme has so far provided the core route between Wandle Park and Park Hill Recreation Ground including:

- Pedestrian and cycle crossings of Park Lane, the A232 Croydon Flyover, Roman Way and Barclay Road
- A walking route along the tram system between Wandle Park and Ampere Way Tramstops).
- New zebra crossings on Waddon Road and Charles Street

3.1 Eighty-five percent of the core £3.3m Connect2 network that improves cycle and walking links in Croydon is now in use. This part of the route is now substantially complete with some additional improvements (such as signage, decluttering and improved informal crossing points) being completed in 2015.

3.2 To complete the 'core route' it is proposed to create:

- New cycle routes in three of Croydon's Parks
- An 'on road' cycle link between Park Hill and Lloyd Park using Chichester Road and Deepdene Avenue
- A further cycle link between the New South Quarter development and Wandle Park (across the Tram System).
- A widened footway /cycleway between New South Quarter and Waddon Marsh Tram Stop.

The Big Green Fund –Access to Wandle Park

3.3 The Connect2 'Aspirational' Routes include opportunities which go beyond the boundaries of the funded scheme to make the Connect2 scheme even more useful. Whilst there is no commitment to make these during the lifetime of the Connect2 scheme, the London Borough of Croydon will use its best endeavours to draw these aspirations into the Connect2 scheme as the opportunity arises.

3.4 Aspirational routes completed include:

- The cycle route in Phase 2 of Addiscombe Railway Park

3.5 As part of the pursuit of opportunities for funding, the Mayor of London's Big Green Fund has awarded Croydon been for various improvements to pedestrian and cycling routes to Wandle Park. Proposals include pedestrian

crossings at Pitlake and improvements the attractiveness of public realm of the area. Section 106 contributions have also been secured as part of the wider project to improve Access to Wandle Park.

- 3.6 Aspirational routes not currently funded include:
- The remainder of the link between Wandle Park and South Norwood Country Park via West Croydon
 - A link between Ampere Way Tramstop and Therapia Lane
 - A link between Lloyd Park and New Addington.
 - The resurfacing of the cycle route in Phase 1 of Addiscombe Railway Park.
- 3.7 The feasibility of the remainder of the Wandle Park – South Norwood Route is currently being evaluated through the Croydon – Orpington Greenway study conducted by Sustrans, LB Croydon and LB Bromley and further funding opportunities are being pursued.

3. DETAIL

3.1 Proposed Public Notices to be put in place through the Traffic Management Advisory Committee.

CROSSING NOTICES

- 3.1.1 Connect2 Core Route: A new zebra crossing is proposed in Park Hill Road to the north of the junction with Chichester Road. This is to part of proposed changes to enable a safer pedestrian and cycle access between both sides of Chichester Road across the junction with Park Hill Road.
- 3.1.2 Access to Wandle Park: Two new zebra crossing are proposed on Pitlake either side of the Factory Lane car park. This is part of proposed changes to enhance pedestrian between West Croydon Station and Wandle Park. Currently there are no crossings on Pitlake, despite there being a significant volume of traffic on the road and this being a key route in to Wandle Park.
- 3.1.3 The three proposed zebra crossings will require the giving of public notice of the proposed zebra crossings under Section 23 of the Road Traffic Regulation Act 1984 (the 1984 Act). The 1984 Act does not make specific provision for formal objections to the making of the Traffic Management Order (TMO).
- 3.1.4 The position of the three proposed zebra crossings shown on the drawings are approximate and will be subject to a safety audit and potentially speed surveys, should these be requested by the Metropolitan Police.
- 3.1.5 If material objections are received to the proposed crossing notice these will be reported to a future Traffic Management Advisory Committee who will be asked to consider if they wish to recommend approval, amendment or rejection of any proposed prescribed route order amendments.

4. CONSULTATION

4.1 Approval is sought to progress the scheme by undertaking formal consultation through the Traffic Management Order and Public Notice process.

4.2 Formal consultation as part of the legal processes will include:

- Public Notices published in the Croydon Guardian and London Gazette. Although it is not a legal requirement this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies are consulted depending on the relevance of the proposals.
- Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received will be reported back to this Traffic Management Advisory Committee for a decision as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then informed of the decision.

4.3 Key community groups and any groups identified as part of Equality Impact Assessment will be specifically targeted during the formal consultation.

4.4 Where the statutory procedure provides for the making of objections, any approval for the scheme following consultations and any objections or material objections representations received in response to the formal consultation will be referred back to Traffic Management Advisory Committee for consideration as to whether the Traffic Management Order should be confirmed.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

| | Previous Year | Medium Term Financial Strategy – 3 year forecast | | |
|---------------------------------|-------------------------|--|-------------------------|-------------------------|
| | 2014/15 <i>£'000</i> | 2015/16 <i>£'000</i> | 2016/17 <i>£'000</i> | 2017/18 <i>£'000</i> |
| Capital Budget available | | | | |
| Connect2 | 456 | 384 | 60 | |

| | | | | |
|---------------------------------------|------------|-----------|---------|---------|
| Big Green Fund | | 197 | | |
| Effect of decision from report | | | | |
| Total Expenditure | | | | |
| Connect2 | 72 | 384 | 60 | |
| Big Green Fund | | 197 | | |
| Remaining budget | <u>384</u> | <u>60</u> | <u></u> | <u></u> |

5.1 The effect of the decision

- 5.1.1 Connect2 Core Route: The forecast cost of completing works will be met by funding already secured to deliver the Connect2 route. The decision to proceed will allow for the design works to continue, consultation to be undertaken and public notices issued on the proposals. Subject to the receipt of objections, Traffic Orders can then be prepared which will facilitate implementation of the scheme. The cost of implementing the remainder of the Connect2 Core scheme can be met within the remaining agreed budget of £324,000. This estimate includes items such as traffic infrastructure, lighting, landscaping, repaving, and resurfacing works. The cost of implementing the Traffic Management Orders are a small amount of the overall scheme cost.
- 5.1.2 Access to Wandle Park: Funding for the zebra crossings has been awarded from the GLA as part of its Big Green Fund and Section 106 contributions for various improvements to pedestrian and cycling routes to Wandle Park as part of the wider Access to Wandle Park project. The total budget for this project is £196,650 which has been fully secured.
- 5.1.3 There are no direct revenue costs of this scheme. The Connect2 scheme has been designed in accordance with Croydon's Public Realm Design Guide and will renew areas of footway and carriageway which are in need of repair. This capital investment will not cover revenue maintenance issues. The future revenue impact of the Connected Croydon Programme is being assessed by identifying the whole life costs of each scheme and a growth bid will be submitted to cover any increases in cost.

5.2 Risks

- 5.2.1 Grant funding may be lost as a result of the project not being completed. This risk is being mitigated through early engagement with the Sustrans. The project team has implemented a risk mitigation strategy in order to minimise risk and prevent timetable overrun. This strategy includes close monitoring of the programme, ensuring stakeholders are consulted and engaged as soon as possible within the design development process; and ensuring potential contractors are notified of the project as soon as possible to allow for appropriate resourcing and forward planning.

5.2.2 The cost of the scheme may increase beyond its budget due to technical constraints. Whilst every attempt has been made to avoid such an occurrence as part of the design process and the building in of contingency sums into the contracts, it may prove necessary to reconsider available options in the light of the site conditions received due to their financial implications. The costs forecast in 5.1 include a 10% construction contingency.

5.3 Options

5.3.1 The alternative would be the “do nothing” option and not provide the improved facilities. External funding will be lost as will the opportunity to regenerate this part of the borough, and attracting further investment to the borough.

5.3.2 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project. These plans will be reviewed as part of the consultation process.

5.4 Future savings/efficiencies

5.4.1 The Connect2 proposals will renew areas of footway / cycleway which are in need of repair. By allowing the scheme to proceed, capital funding is released from a variety of funding streams that enables footways in parks to be resurfaced.

5.4.2 Although there may not be a direct saving for Croydon Council, recent research shows that improved public realm and access to local facilities has a tangible impact on the local community’s health due to the increased wellbeing that these changes engender.

Approved by: Dianne Ellender, Head of Finance and Deputy Section 151 Officer

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

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

6.1.1 The Council must 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.

6.2 Subject to compliance with the statutory requirements detailed above there are no other direct legal implications arising from this report.

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 human resources implications arising from this report.

Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

8. EQUALITIES IMPACT

8.1 A full Equalities Impact Assessment has been completed for the Connect2 Project. The assessment highlights the potential for a positive impact for all user groups. All ages can benefit from this scheme by supporting young cyclists, promoting healthy lifestyles and installing walking routes.

8.2 The following specific equalities impacts for these projects as detailed in the EqIA are as follows:

- Pupils and students: -cycling or walking to go to school/college will benefit from better wayfinding and path quality.
- Working age group: -open up walking and cycling routes and give residents easier access to employment opportunities, services and facilities in Croydon Town Centre.
- Older and retired people: -- Improved access by use of dropped height kerbs; Providing good quality street furniture and places to meet and rest; Removal of existing restrictive street clutter enabling ease of access; Improved access to public realm, facilities and services
- Disability: -Dropped kerbs, different coloured and textured surfaces by junctions to help visually impaired users; Minimal level changes; Good quality street furniture; Well positioned street furniture that will not impede access for visually impaired.
- Sex/Gender: - Reducing fear of crime.

9. ENVIRONMENTAL AND DESIGN IMPACT

9.1 The proposals for Connect2 have been carefully developed to ensure a positive environmental and design impact and are in line with Croydon's public realm design guide.

9.2 The environmental impacts / benefits of the wider project include:

- Improved walking and cycling facilities for all people
- Increased provision of recreational facilities as part of the healthy lifestyle agenda.
- Increased public transport use by improving access to bus and tramstops.
- Enhanced biodiversity through additional tree planting.
- Minimization of carbon footprint in terms of new construction and ongoing maintenance activities.

- 9.3 The proposals to allow cycling in parks should also:
- lead to an improvement in the road safety aspects of the general highways environment by reducing the level of conflict between cyclists and drivers.
 - Increase of use of sustainable transport in and across the Borough
 - Involve the sustainable management of construction waste and re-use of materials on site where possible.
 - Be subtly designed (minimising the use of barriers, signage, etc), so as not to detract from each park's character.
 - Minimise the installation of hard surfaces in green spaces and using sustainable drainage systems wherever possible

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are positive crime and disorder reduction resulting from the scheme. The project will help to reduce crime and disorder by providing new lighting, increasing the numbers cycling and pedestrian journeys and ensuring that routes are well lit.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 There are no specific Data Protection considerations arising from this report. The Council's Procurement Strategy and Tenders and Contracts Regulations are accessible under the Freedom of Information Act 2000 as part of the Council's Publication Scheme. Information requested under that Act about the specific procurement exercise and contract which are the subject of this report, held internally or supplied by external organisations, will be accessible subject to legal advice as to its commercial confidentiality, or other applicable exemption, and whether or not it is in the public interest to do so.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project. These will be reviewed as part of the consultation process.

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BACKGROUND PAPERS

Appendix A: Figure 1: The Connect2 Network

Appendix B: Figures 2 & 3: Proposed Zebra Crossings