

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 7 July 2015
AGENDA ITEM:	8
SUBJECT:	Drummond Road & Reeves Corner Temporary Contra-flow and Segregated Cycle Lane
LEAD OFFICER:	Ian Plowright, Head of Transport Strategy
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Broad Green and Fairfield
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>The Drummond Road and Reeves Corner contra-flow and segregated cycle lane will provide a much needed West-East cycle-route from Croydon Minster to North End and and a safe route in both directions. It will improve road safety for cyclists and to make sustainable transport more accessible. The route aligns with the following policies adopted in the Corporate Plan 2013-15, Community Strategy 2013-18 and Old Town Masterplan:</p> <p>Corporate Plan 2013-2015 Priority A3: A place that meets physical and social Infrastructure needs</p> <p>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</p> <p>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</p> <p>Croydon’s Sustainable Community Strategy 2013-18, Goal One: A Better Borough</p> <p>“...the public realm needs to be sustainable, adapting to climate change, robust and multifunctional, providing well designed, connected open spaces where people want to be, and assisting in the establishment of healthy, safe and cohesive communities” (p13)</p> <p>“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)</p> <p>Old Town Masterplan Supplementary Planning Document 2014 Proposed new cycle routes in Old Town (p67)</p>	
<p>FINANCIAL IMPACT The installation of the temporary contra-flow cycle lane for a period of 18 months will cost £50,000. £10,000 of the funding derives from the Sustrans Pocket Places Project, £30,000 will be allocated from 2015/2016 LIP funding and £10,000 will be allocated from 2016/2017 LIP funding. It is anticipated that if the</p>	

temporary cycle lane is a success funding will be sought to make the contra-flow and segregated route permanent. The estimated cost of converting the temporary cycle route in to a permanent route is £150,000.

KEY DECISION REFERENCE NO.: N/A

1. RECOMMENDATION

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

- 1.1. Consider the proposals to improve cycling conditions on the West-East between Croydon Minster and North End by linking the Connect2 scheme at Croydon Minster to North End, incorporating part of Church Street, the Reeves Corner Island and Drummond Road under an Experimental Traffic Order as shown on drawings CPP-10-C-01-10 and CPP-10-C-01-11 appended to this report.
- 1.2. Approve the making of the necessary Experimental Traffic Order in order to implement the Experimental Scheme for up to an 18 month period with the proposals as described in section 3 of this report.
- 1.3. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to carry out Statutory Consultation and make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.2 above.
- 1.4. Note that where material objections are received during the first 6 months of the Experimental Scheme they will be reported to a future meeting of the Traffic Management Advisory Committee for further consideration by the Cabinet Member before a decision is made whether to make the scheme permanent or not.
- 1.5. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to make the necessary Traffic Management Orders permanent if no material objections are received, and to modify or temporarily or permanently suspend the operation of the order if deemed necessary for any reason.

2. EXECUTIVE SUMMARY

- 2.1 The project aims to provide a vital two-way route linking the Connect2 scheme at Croydon Minster to North End as current West-East cycling provision between Croydon Minster and North End is poor, as are safe cycle routes in both East-West and West-East directions.

- 2.2 Vehicle Tracking has been carried out to test the safety of the route.
- 2.3 A safety audit has commenced.
- 2.4 Consent is required from the landowner of the Reeves Island site. The designs have been issued with the designs for their consideration.
- 2.5 The installation of a temporary contra-flow and segregated cycle lane would have several advantages: The segregation materials required for a temporary route are cheaper and will enable live testing of the route prior to the Council making a decision as to whether the benefits warrant investing substantial funds to make the route permanent.
- 2.6 Further, the early introduction of the cycle route will play a significant role in reducing and preventing congestion and pollution in Croydon Town Centre by encouraging people are to choose to cycle through Croydon Town Centre.
- 2.7 The approach of installing temporary cycle routes to test their success has proved very successful in New York City, USA.
- 2.8 The cycle lane will require the removal of one lane of vehicular traffic on Drummond Road and the section of Church Street that faces the Reeves Corner Island.
- 2.9 Drummond Road and Church Street have low traffic volumes and it is considered that the loss of one lane on these roads would not have an undue negative network impact when balanced against the benefit of the proposals for cyclists.
- 2.10 The plans will require moving the 264 bus stop a short distance to Drummond Road. This is in line with the recommendations within the Old Town Masterplan SPD (2014).
- 2.11 Traffic surveys have been conducted at peak times which are evening rush hour 5.30-6.30pm and Saturday 5-6.30pm and it is not considered that the implementation of the traffic route will not have an adverse impact on traffic flows.
- 2.12 The impact of the temporary cycle route on all modes of transport – including buses, private motor vehicles and trams will be monitored closely. In the unlikely event that it does lead to significant congestion, then it will only take a period of 3 days to remove the cycle route.
- 2.13 In addition to improving provision for cyclists, the proposals will widen the footway at the east side of Church Street thus increasing space for pedestrians at Reeves Corner and pedestrian access to the Reeves Corner island site.

3. DETAIL

Cycling in Croydon

- 3.1 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, everyday, 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.

Pocket Places Reeves Corner

3.2 The Drummond Road and Reeves Corner Temporary Contra-Flow Cycle Lane has been developed as part of The Pocket Places Reeves Corner Project (PPRCP). The PPRCP seeks to 'reclaim' a series of 'pocket places' for people around Reeves Corner to reduce barriers to walking and cycling and re-knit the social and physical fabric of the area. The objectives of the project are:

- Work with communities around Reeves Corner to support them to work together to improve cohesion and involvement in decisions that affect their neighbourhoods
- Improve street infrastructure
- Improve human activity and interaction in Reeves Corner area
- Increase walking and cycling

3.3 The temporary cycle route will run from the Connect2 link at Croydon Minster, along Church Street, and across the Meanwhile space on Reeves Corner. The route will pass through 'shared space' on the Reeves Corner island site. Appropriate cyclist behaviour will be encouraged through strategically placed planters and seating on Reeves Corner. The route will then cross the tram tracks using the existing pedestrian facility of a dropped kerb with additional signage. At this point the temporary segregated dividers bolted to the carriageway will be placed along the length of Drummond Road. Cyclists will give way to oncoming buses and cars that are turning right on to Drummond Road from the Centrale carpark and underpass. The route then continues up to North End.

3.4 Croydon Council is the Traffic Authority (excluding traffic signals) and Highway Authority for Wellesley Road.

4. CONSULTATION

4.1 Experimental Traffic Orders do not require an Informal Consultation prior to their implementation. However, the consultation which has been carried out to date is detailed below. Further, before introducing these experimental measures the Police are always consulted for their views.

4.2 The proposed temporary cycle lane has come forward following in-depth consultation with the local community through a series of community

engagement event and co-design workshops for the PPRC project and also the Old Town Masterplan Supplementary Planning Document that was adopted in 2014.

- 4.3 The proposed temporary cycle lane is a result of in-depth consultation with the local community through a series of community engagement event and co-design workshops for the PPRC project and also the Old Town Masterplan Supplementary Planning Document that was adopted in 2014.
- 4.4 The consultations involved a wide range of stakeholders including the Croydon Cycling Campaign who are highly supportive of the temporary route.
- 4.5 TfL, tram and bus divisions are being consulted on the route.

Statutory Consultation

- 4.6 The first six months of the experimental order is when members of the public can write in formally to support or object to the scheme, this forms the Statutory Consultation. The legal process requires that the formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian) together with relevant documents being made available for inspection at the council’s principal offices. Although not a legal requirement, the Council also affix street notices to lamp columns in order to ensure that as many people as possible are aware of the proposal.
- 4.7 Official bodies such as the Fire Brigade, Ambulance Service, Police, Freight and Road Haulage Associations will be consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 5.1 Part of the cost of the cycle route is being met from the Pocket Places Reeves Corner Project which has already been funded through £70,000 Local Improvement Partnership (LIP) funding from TfL and £70,000 Sustrans Funding granted from the People’s Health Trust. £10,000 will be allocated from the Pocket Places Reeves Corner Project. £30,000 is allocated from the 2015/2016 LIP funding and £10,000 is allocated from the 2016/2017 LIP funding. The Strategic Transport Service internal staff costs are covered by the existing Strategic Transport budget and internal Spatial Planning Service staff costs are a capital recharge to the project.

1 Revenue and Capital consequences of report recommendations

Current year	Medium Term Financial Strategy – 3 year forecast		
2015/16 £’000	2016/17 £’000	2017/18 £’000	2018/19 £’000

Revenue Budget available		0	0	0
Expenditure	0	0	0	0
Income	0	0	0	0
Effect of decision from report		0	0	0
Expenditure	0			
Income	0			
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Capital Budget available		0	0	0
Expenditure	40	10		
Effect of decision from report				
Income	40	10		
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 The effect of the decision

- 5.2.1 Allow for temporary cycle lane to be installed
- 5.2.2 A significant improvement to cycling in Croydon town centre and West-East links between Roman Way and North End.
- 5.2.3 Good publicity for Croydon with regard to positive steps it is taking to improve cycling.
- 5.2.4 Linking up the existing Connect2 cycle link to North End.

5.3 Risks

- 5.3.1 The route causes disruption to bus services. To mitigate this risk, we have conducted traffic surveys and worked closely with TfL to allay their concerns that the temporary trial would disrupt their services. If an unacceptable level of disruption does occur the route can be removed within 3 days.
- 5.3.2 The route causes significant and unacceptable delay to private motor vehicles on Drummond Road. If this occurs the route can be removed within 3 days.
- 5.3.3 Because of the temporary nature of the installation, the concept of the route diluted to a point that the route is not a useful trial of the permanent solution. To mitigate this risk the route will be designed carefully to be as similar as possible to a permanent route.
- 5.3.4 The route is unsafe. To mitigate this risk a safety audit has been produced.

5.4 Options

- 5.4.1 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 plans will be reviewed as part of the consultation process.

5.5 Future savings/efficiencies

- 5.5.1 Installing a temporary cycle route carries less financial risk than installing a permanent cycle route. This is because a temporary route will be cheaper to install than a permanent cycle route and a temporary cycle route will also be cheaper to alter or remove than a permanent route would be.
- 5.5.2 Although there may not be a direct saving for Croydon Council, research shows that improved cycling facilities encourages more people to cycle which has a tangible positive impact on the local community's fitness and health which in turn reduces NHS costs.

Approved by: Louise Phillips, nominated deputy to Dianne Ellender, Finance Department Head of the Place Department.

6. COMMENTS OF THE BOROUGH 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. No provision of an experimental traffic order shall come into force before the expiration of the period of seven days beginning with the day on which a notice of making in relation to the order is published.

Approved by: Gabriel MacGregor Head of Corporate Law on behalf of the Council Solicitor and Monitoring.

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 the Director of Human Resources.

8. EQUALITIES IMPACT

- 8.1 This project has the potential for a positive impact on all user groups. All ages can benefit from this cycle route which will support young cyclists and promote healthy lifestyles.

9. ENVIRONMENTAL IMPACT

- 9.1 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
 - A reduction in the need to travel by car in Croydon city centre.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are positive crime and disorder reduction resulting from the project. The project will help to reduce crime and disorder by increasing the numbers of cycling and pedestrian journeys in the area.

11 REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 The Old Town Masterplan and Reeves Corner Pocket Places Project both identified a lack of East to West cycle routes between Roman Way and North End. These are caused by one-way highways and the tramway on Church Street. Installing the contra-flow cycle route will provide a route to significantly improve East-West cycle provision in Croydon town centre.

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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Old Town Masterplan: Proposed new cycle routes in Old Town





