

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 7 th July 2015
AGENDA ITEM:	17
SUBJECT:	PROPOSED SHORT SECTION OF ONE WAY WORKING WITH CYCLE CONTRAFLOW BEAUMONT ROAD
LEAD OFFICER:	Jo Negrini Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	UPPER NORWOOD
CORPORATE PRIORITY/POLICY CONTEXT: <ul style="list-style-type: none">- 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 and also The Croydon Plan 2013-15- Competing as a place- Manage need and grow independence- Protect the priorities of our residents and customers- Caring City, Improving health and wellbeing by reducing congestion	
LOCAL AREA AGREEMENTS(LAA) Targets – These are not applicable for this report	
FINANCIAL IMPACT The estimated cost of implementing the schemes as recommended in this report is £12,000 to be met from the Council's 2015/16 Local Implementation Plan allocation for accident prevention schemes.	
KEY DECISION REFERENCE NO.: Not a key decision	

1. RECOMMENDATIONS

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

1.1 Agree to officers carrying out informal consultation with residents of Beaumont Road to determine residents views on the proposal that there be a short section of one way working (with an exemption for pedal cycles) in Beaumont Road, Upper Norwood as shown on drawing HWY/TRS/1264/005/001.

1.2 Agree, that subject to the informal consultation indicating that it is appropriate to proceed with the proposal in 1.1 above, authorise the Enforcement and Infrastructure Manager, Highways and Parking Services to give public notice and subject to receiving no material objections, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended);

1.3 To note that any material objections received to the giving of public notice will be reported (with the responses to the informal consultation by way of background information) to a future meeting of the Traffic Management Advisory Committee for consideration and onward recommendation to the Cabinet Member.

2. EXECUTIVE SUMMARY

2.1 This report seeks agreement to the informal consultation and, if appropriate, proceeding to give public notice for the introduction of a short section of one-way working with cycle contraflow at:-

- Beaumont Road-Upper Norwood
As identified on the Drawings at Annex 1

2.2 These proposals are 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 Beaumont Road. This will encourage motorists to use the arterial routes and not use side roads as short cuts. This may increase journey times for drivers. The estimated total combined cost of these works is £12,000.

2.3 The Council recognises problems with congestion and head on conflicts in residential streets and will endeavour to resolve this for residents and drivers. However, by simply implementing a one-way street for all traffic this then impacts on the network of routes available for drivers and cyclists. In some cases, implementing one-way streets can force cyclists to use busy junctions or streets nearby, which they could otherwise have avoided.

2.4 The Council is a "Biking Borough" and as such has made a commitment to increase the number of journeys made by cyclists, in line with the Mayor of

London's Transport Plan. This includes the provision of a safe network of quieter routes for cyclists to use.

- 2.5 Using a short section of one way working with cycle contraflow ("Plugged no-entries") as an alternative to one way systems involves the introduction of a short length of one way street with a narrow "cycle by-pass" at its entry point. This allows bicycles only to travel safely against the flow of one way traffic. The cycle by-pass is separated by a small traffic island and is indicated clearly with traffic signs. Details can be seen on drawings within this report.
- 2.6 An advantage of "plugged no-entries" as opposed to a one way system for the entire street is that it is still permitted to drive in both directions and therefore does not disadvantage or inconvenience many residents who might find the one way system restrictive.

3. DETAIL

- 3.1 Beaumont Road- Upper Norwood
 - 3.1.1 To introduce a short section of one-way working in Beaumont Road, operating in an eastbound direction, with a cycle by-pass at the junction with Convent Hill. This will prevent extraneous through traffic from using Beaumont Road in the Westbound direction and remove traffic conflicts and congestion on this road. See drawing HWY/TRS/1264/005/001
 - 3.1.2 Beaumont Road is wide enough to safely allow cyclists to continue to use the road in both directions. It is therefore proposed that pedal cycles be exempt from the one-way working and a cycle bypass be provided at the "plugged no-entry". The one-way working will be for motorised vehicles only. This will prevent extraneous through traffic in the northbound direction, but enable cyclist to continue using the road in both directions.
 - 3.1.3 The introduction of the one way system with cycle contraflow in Lebanon Road is estimated to cost £12,000.
- 3.2 Funding for the design, consultation process and implementation is available within the "LIP" (Local Implementation Plan) funding for 2015-2016 provided by Transport for London (TfL).
- 3.3 The Council aims to introduce one-way workings where local residents and ward councillors have raised concerns as to road safety problems caused by through traffic movements or where this traffic causes unnecessary congestion and head on traffic conflicts. The introduction of one-way workings may increase traffic on surrounding roads.
- 3.4 The proposed "plugged no entry" will be subject to detailed design processes and road safety audit to ensure that they meet the needs and safety requirements of those using them.

3.5 A number of illuminated signs are required for the proposed one-way workings as shown on the attached drawings.

4. CONSULTATION

4.1 Local residents who live on the road where the one-way workings are proposed will receive a set of informal consultation documents, including a letter, plan and questionnaire, inviting their views on the proposal to introduce one-way workings in their road. This will also be available on the council's web site.

4.2 It is a legal requirement under section 6 of the Road Traffic Regulation Act 1984 that the Secretary of State is informed in writing of the proposal to establish one-way workings and the Chief Officer of the Police is consulted.

4.3 Official bodies such as the Fire Brigade, Cyclists Touring Club, The Pedestrian Association, Age UK, The Owner Drivers Society, The Confederation of Passenger Transport and bus operators are consulted separately at the same time as the public notice is issued. Up to 27 Bodies in total are consulted depending on the relevance of the proposal.

4.4 Subject to the informal consultation indicating that it is appropriate to proceed, the necessary public notices will be published in the local paper and posted on the Croydon Council web-site in accordance with the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 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				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget	_____	_____	_____	_____
Capital Budget				
Expenditure	12			
Effect of decision from report				

Expenditure	12			
Remaining budget	<u>0</u>	<u> </u>	<u> </u>	<u> </u>

5.2 The effect of the decision

These schemes are funded by Transport for London (TfL) from the Council’s 2015/16 Local Implementation Plan allocation for Accident Prevention Schemes. A decision to proceed will result in that allocation is spent partially or wholly, subject to successful outcome of consultations.

5.3 Risks

There is a risk that if the one-way scheme 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 prove impossible then the funding would need to be returned.

5.4 Options

Should the schemes not be agreed then the do nothing option 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, Place Department

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 human resources implications arising from this 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 a short section of one-way working with cycle contraflow at the above site 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. Cycle contraflows 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 in the 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 problematic for residents living on the roads.

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TMAC20150707 AR17

BACKGROUND PAPERS:

None