

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 06 October 2015
AGENDA ITEM:	18
SUBJECT:	Wellesley Road Improvements: Proposed Cycle Contraflows in Bedford Park and Poplar Walk
LEAD OFFICER:	Jo Negrini, Executive Director of Development and Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Fairfield

CORPORATE PRIORITY/POLICY CONTEXT:

The Wellesley Road Improvements project provides walking and cycling infrastructure to improve the quality of Croydon town centre and make it a safer, more accessible and thriving metropolitan centre. 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

FINANCIAL IMPACT The finance for the delivery of this project has been confirmed in the following documents:

- These proposals can be contained within available budget.

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

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

- 1.1 The proposals as part of the Wellesley Road Improvements project to:
 - 1.1.1 Introduce an exemption for pedal cycles to the existing one way working and pedal cycle contraflows on Bedford Park and Poplar Walk , as shown in

Appendix B; and

1.1.2 the removal and relocation of parking spaces on Bedford Park.

- 1.2 Authorise the Highway Improvements Manager, Streets Division, to give the necessary public notices to effect the above and, subject to receiving no material objections, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement the proposals in 1.1 above.
- 1.3 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

- 2.1 Traffic Management Cabinet Committee 24 June 2013 (Minute Ref A33/13) agreed that: the consultation on the Wellesley Road scheme be commenced; that the General Manager of Infrastructure be authorised to take the steps necessary to implement the Wellesley Road Improvements, including issuing any necessary public notices for the traffic orders, subject to no material objections being received in response to the public notice.
- 2.2 Objections to the ensuing public notices for the traffic orders were reported back to Traffic Management Cabinet Committee 17 December 2013 (Minute Ref A66/13). The proposed orders were confirmed with the exception of the proposed shared use cycle tracks on Wellesley Road, Poplar Walk, Bedford Park and Lansdowne Road and the toucan crossings for cyclists on Wellesley Road.
- 2.3 Traffic Management Cabinet Committee agreed that these cycle route proposals should wait until a wider network of cycle routes was established. As and when these routes were established, a new report would be brought back to seek approval to implement the cycle proposals.
- 2.4 Croydon Council have been working with Transport for London to establish these wider cycling routes and officers are now in a position to seek Traffic Management Advisory Committee's approval to take the steps necessary implement cycle contraflows on Bedford Park and Poplar Walk including issuing any necessary public notices for the traffic orders.
- 2.5 The proposed cycle routes differ from the 2013 proposals in that if implemented the cyclists will:
 - Use the carriageway / on road contraflows rather than shared footway / cycleways;
 - Cross the junction with Wellesley Road on carriageway rather than by using a shared pedestrian / cyclist 'toucan' crossing; and,
 - Can connect up to the wider cycling network through the establishment of the Waterloo – Croydon Quietway.

It is considered that these changes will address some of the concerns behind the representations made in 2013 as referred to above.

3. DETAIL

3.1 Traffic Orders and Public Notices envisaged to be put in place through the Traffic Management Advisory Committee.

PRESCRIBED ROUTE ORDER

- 3.1.1 Changes to the prescribed route orders under Section 6 of the Road Traffic Regulation Act 1984 (the 1984 Act) will be required. These changes enable the Council to amend the direction that cycles can travel along the roads, thereby improving cycle access in the town centre.
- 3.1.2 This requires the Highway Authority to serve a public notice in accordance with this section of the 1984 Act giving notice of the proposed changes. The Act makes provision for anyone to submit a formal objection to the proposed prescribed route order amendments. Stakeholders in the vicinity are notified by letter. Notices are also published in the press and displayed in the vicinity of the proposed changes.
- 3.1.3 If material objections are received to the proposed prescribed route order amendments 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.

WAITING AND LOADING RESTRICTIONS

- 3.1.4 Any extension of waiting and loading restrictions will require the Highway Authority to serve a public notice in accordance with Section 6 of the Road Traffic Regulations Act 1984. Changes in restrictions are required to create the cycle contraflow and to allow goods to be unloaded for local businesses and residents along the roads without blocking the carriageway.
- 3.1.5 This requires the Highway Authority to serve a public notice in accordance with this section of the 1984 Act giving notice of the proposed changes. The Act makes provision for anyone to submit a formal objection to the proposed amendments to waiting and loading restrictions. Stakeholders in the vicinity are notified by letter. Notices are also published in the press and displayed in the vicinity of the proposed changes.
- 3.1.6 If material objections are received to the proposed waiting and loading restrictions 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 waiting and loading restriction amendments.

PARKING CHARGING REGIME

- 3.1.7 The proposed scheme will result in net the loss of 19 parking spaces on Bedford Park. This is in addition to proposals to introduce 2 Car Club Bays in place of Pay & Display Only bays which were presented to Traffic Management Advisory Committee on 7 July 2015. It is envisaged that these 2 proposed Car Club Bays will be relocated on Bedford Park as part of these proposals currently in front of Traffic Management Committee in this report.
- 3.1.8 Changes to the Parking Charging Regime under Road Traffic Regulation Act 1984 under Section 46a (for on-street bays) will be required. A change in Parking Charging Regime is recommended because the road layout needs to be reconfigured to create a safe cycle contraflow.
- 3.1.9 This requires the Highway Authority to serve a public notice of variation in accordance with this section of the 1984 Act giving notice of the proposed changes. Stakeholders in the vicinity are notified by letter. Notices are also published in the press and displayed in the vicinity of the proposed changes.
- 3.1.10 The Act makes no provision for submission of formal objections to the proposed Parking Charging Regime. If material objections are received to the proposed Parking Charging Regime amendments 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 Parking Charging Regime amendments.

4. CONSULTATION

- 4.1 Approval is now 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		
	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000
Capital Budget available				
Expenditure	497	2807		
Effect of decision from report				
Total Expenditure	497	2807		
Remaining budget	0	0	0	
	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000
Revenue Budget Available				
Forecast Income	0	0	63	0
Effect of decision from report				
Lost income	0	0	(29)	0
Remaining budget	0	0	34	0

5.2 The effect of the decision

- 5.2.1 The finance for the scheme was agreed by Cabinet on 6 July 2009 (Minute Reference A73/09) and 9 July 2012 (Minute Reference A76/12) and the Mayor of London's Recovery Fund Agreement for Wellesley Road (dated March 2014). This report seeks the approval for proceeding with the order making for the delivery of the proposed scheme. The decision to proceed will allow for the design works and consultation to continue, and public notices issued on the proposals.
- 5.2.2 The above figures are an estimated cost of implementing the entire project. This estimate includes items such as landscaping, repaving, and resurfacing works. The cost of implementing the Traffic Management Orders are a relatively small amount of the overall scheme cost. There are no separate costings available for these elements of the scheme.
- 5.2.3 The loss of 19 of a total of 46 parking bays on Bedford Park has revenue implications for the Council. The total parking income for Bedford Park in 2014/15 was £50,730. To calculate the loss in revenue we have applied a pro rata reduction in income to the forecast income. The lost revenue is estimated at £26,192 a year (£28,949 when the 2 proposed car club bays are included). A growth item in the revenue budget will be required to offset the loss of income.
- 5.2.4 It is expected that some of the users of the car parking spaces will relocate to under occupied on-street Council spaces on Sydenham Road and others will relocate to the off street NCP car parks. It is likely that there will be some increase in the parking revenue received by the Council from the increased use of the Sydenham Road spaces. This may offset the losses above but this has not been included in the figures above as this is difficult to reliably forecast.
- 5.2.5 Parking bays will need to be suspended as part of the construction works in 2016/17. This is subject to a charge which has been estimated to cost £15,000. This cost will be met out of the capital budget for the project and is included in the capital figures for 2016/17.

5.3 Risks

- 5.3.1 The cost of the scheme may increase beyond its budget due to technical constraints as the Wellesley Road proposals is comprised of an extensive and complex mix of alterations to the local infrastructure. 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. A construction contingency is available to deal with this risk.

5.4 Options

- 5.4.1 The alternative would be the "do nothing" option and not provide the crossing facilities. External funding will be lost as will the opportunity to regenerate this part of the town centre, attracting in investment to the borough.
- 5.4.2 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 will be reviewed as part of the consultation process.

5.5 Future savings/efficiencies

- 5.5.1 There are no financial savings or efficiencies arising from this report.
- 5.5.2 Although there may not be a direct saving for Croydon Council, recent research shows that improving walking and cycling routes to local facilities has a tangible impact on the local community's health due to the increased wellbeing that walking and cycling 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 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.

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 Equality Impact Assessment has been carried out as a part of the project. Introduction of the proposed scheme will provide improved facilities and should lead to a reduction in pedestrian casualties in the area and provide equality of access to services for all including vulnerable members of the community.

9. ENVIRONMENTAL IMPACT

- 9.1 The proposals for Wellesley Road / Bedford Park / Poplar Walk will be carefully developed to ensure a positive environmental and design impact. The main environmental impacts / benefits of the wider project will include:
- Improved pedestrian and cycle facilities for all people
 - Enhanced biodiversity through additional planting.
 - Minimization of carbon footprint in terms of new construction and ongoing maintenance activities.

- An improvement in the road safety aspects of the general highways environment by reducing the level of conflict between pedestrians, cyclists and drivers.

9.3 On the proposed construction contract we will promote the following to minimize the environmental impact of the scheme:

- The sustainable management of construction waste re-use of materials on site.
- Promote use of sustainable / recycled material.
- Reduction of waste generated and reuse of materials.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are positive crime and disorder reduction resulting from the improvement Wellesley Road / Bedford Park / Poplar Walk. The project will help to reduce crime and disorder by providing new lighting, increasing pedestrian and cycle trips and ensuring that routes are well lit.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 To enable the delivery by March 2017 of the Wellesley Road Improvements as detailed in this report

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.

CONTACT OFFICER: Tom Sweeney, Project Manager. Ext 62575

BACKGROUND PAPERS

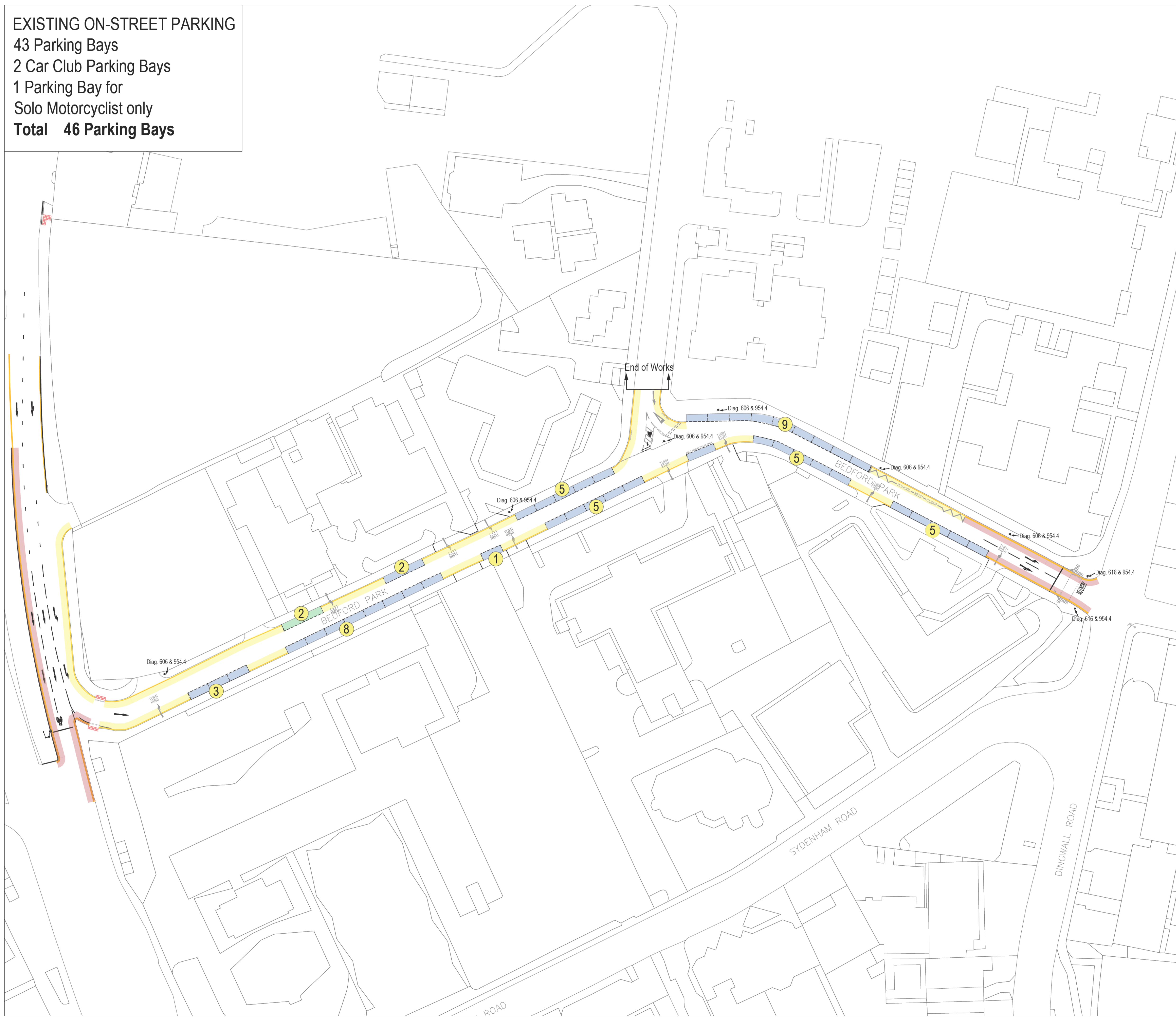
Appendix A: Figure 1: Existing Layout Bedford Park
 Figure 2: Existing Layout Poplar Walk

Appendix B: Figure 3: Proposed Layout Bedford Park
 Figure 4: Proposed Layout Poplar Walk

EXISTING ON-STREET PARKING

- 43 Parking Bays
- 2 Car Club Parking Bays
- 1 Parking Bay for Solo Motorcyclist only
- Total 46 Parking Bays**

- Key:**
- Double Yellow Line (diagram 1018.1)
 - Single Yellow Line (diagram 1017)
 - Pay & Display On-street Parking Bays
 - Car Club On-street Parking Bays
 - 5 Number of On-street Parking Bays



Mark	Revision	Drawn	Date	Chkd
A	Amended Parking Spaces	AS	24/09/15	GD

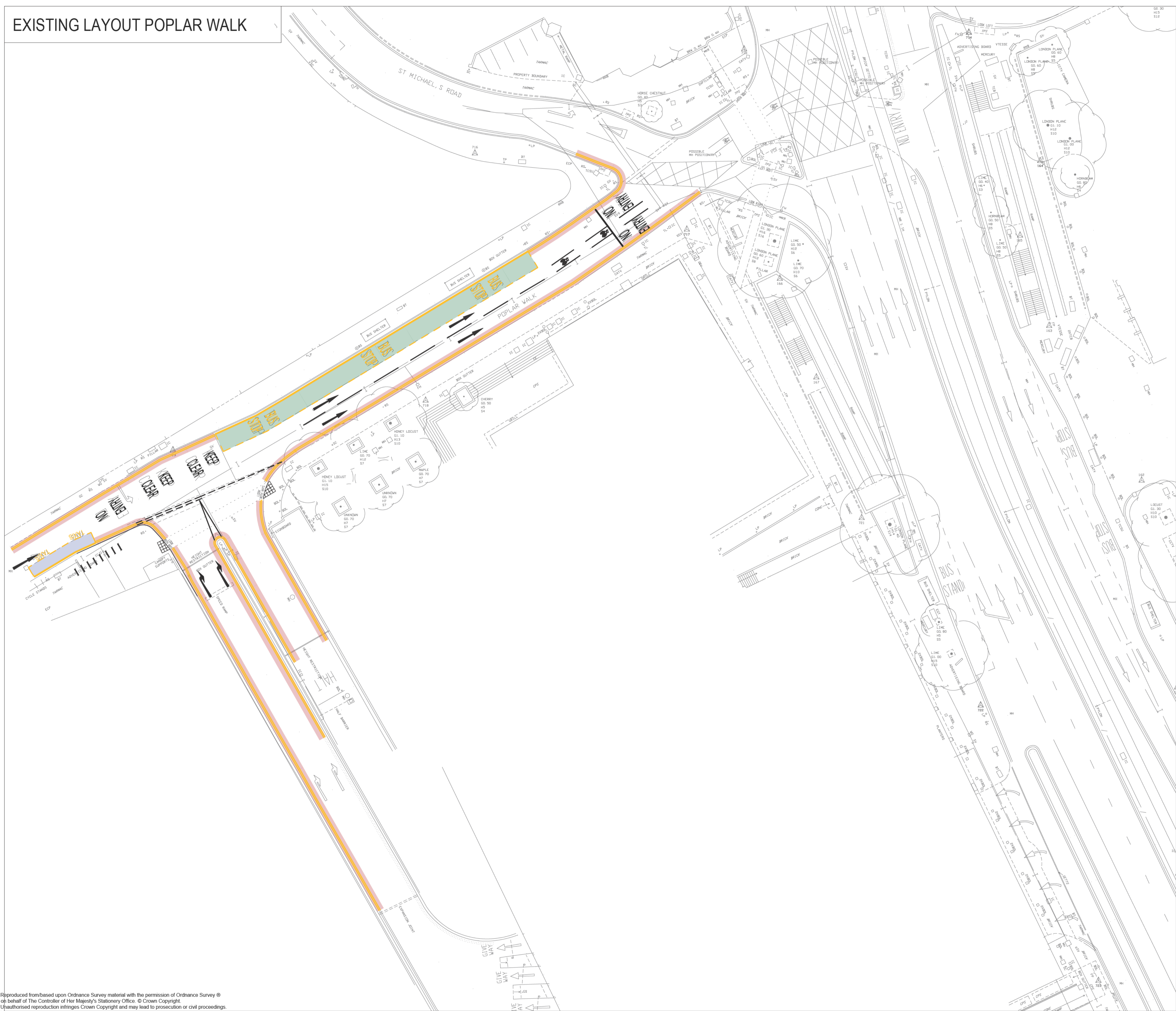
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Drawing Issue Status
FOR INFORMATION

**WELLESLEY ROAD PHASE 1
 BEDFORD PARK - POPLAR WALK
 EXISTING PARKING PROVISION**

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1:500	GD	
Drawing Number	Revision	
24856/003/072	A	

EXISTING LAYOUT POPLAR WALK





- Key:
- Double Yellow Line (diagram 1018.1)
 - Taxis Parking Bays
 - Bus Stop

Mark	Revision	Drawn	Date	Chkd

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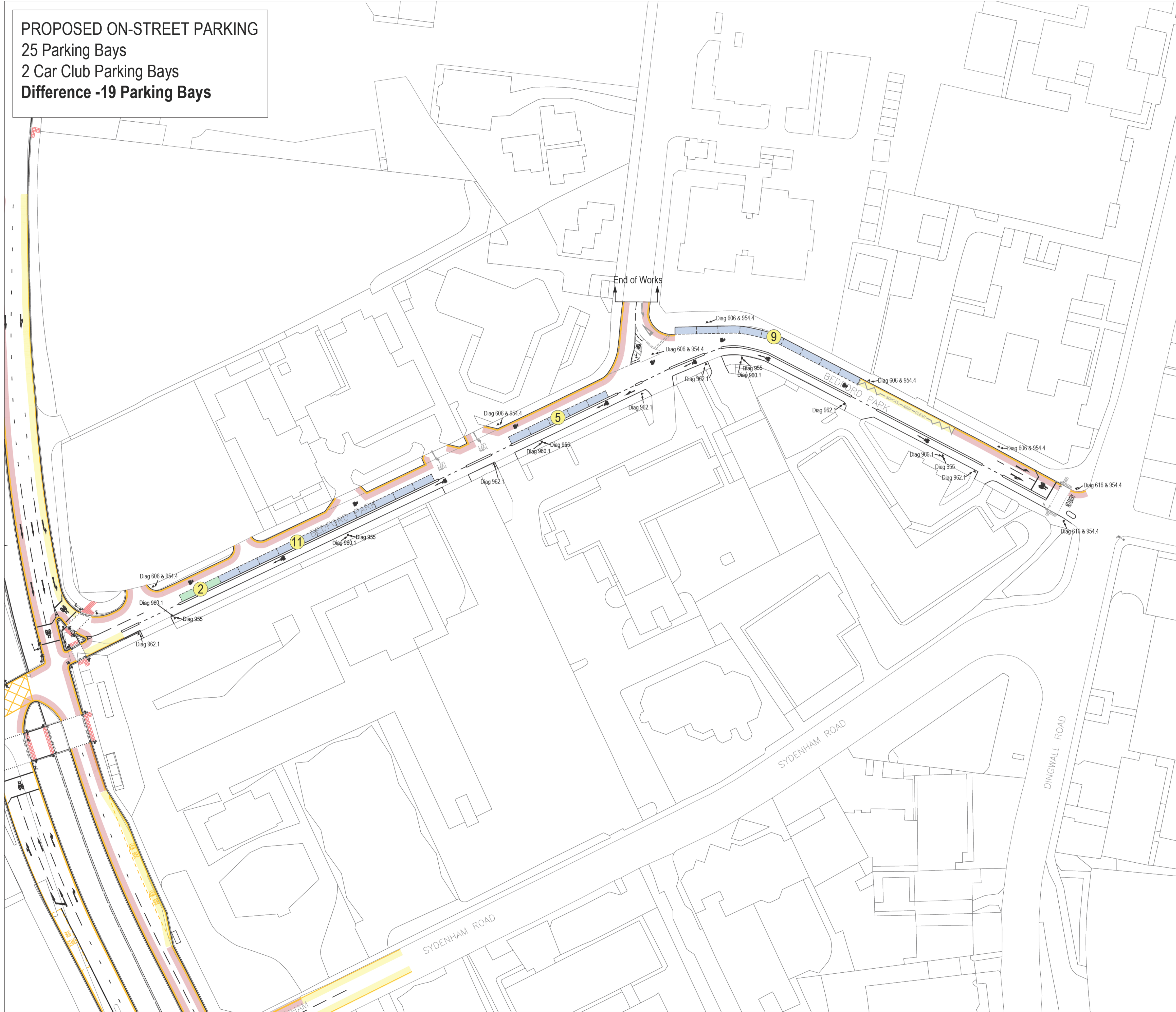
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WELLESLEY ROAD PHASE 1
EXISTING LAYOUT POPLAR WALK

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PROPOSED ON-STREET PARKING
 25 Parking Bays
 2 Car Club Parking Bays
Difference -19 Parking Bays

- Key:**
- Double Yellow Line (diagram 1018.1)
 - Single Yellow Line (diagram 1017)
 - Pay & Display On-street Parking Bays
 - Car Club On-street Parking Bays
 - 5 Number of On-street Parking Bays




A	Amended Parking Spaces	AS	24/09/15 GD
Mark	Revision	Drawn	Date Chkd

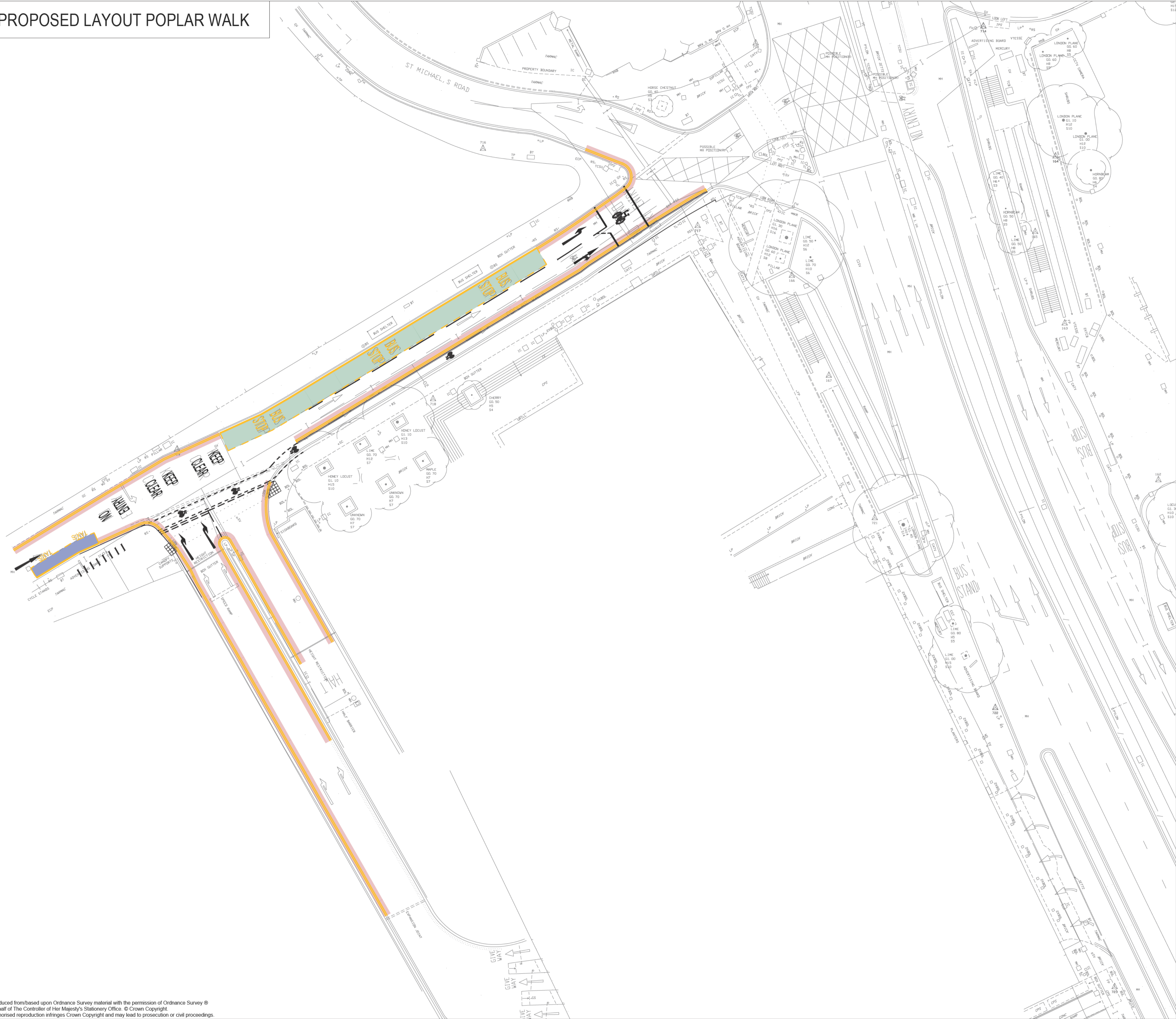
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Drawing Issue Status
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**WELLESLEY ROAD PHASE 1
 BEDFORD PARK - POPLAR WALK
 PROPOSED PARKING PROVISION**

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24856/003/073	A	

PROPOSED LAYOUT POPLAR WALK





- Key:
- Double Yellow Line (diagram 1018.1)
 - Taxi Parking Bays
 - Bus Stop

Mark	Revision	Drawn	Date	Chkd

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PROPOSED LAYOUT POPLAR WALK

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