

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16th December 2015
AGENDA ITEM:	6
SUBJECT:	CONSULTATION RESULTS AND PETITION FOR ONE WAY WORKING WITH CYCLE CONTRAFLOW BEVERSTONE ROAD MAPLETHORPE ROAD
LEAD OFFICER:	Jo Negrini Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	BENSHAM MANOR
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 £16,000 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 the Cabinet Member for Transport and Environment to:

1.1 Consider the petition and objections received, to the consultation and, subsequent public notice for the introduction of one-way working with cycle contraflow in Beverstone Road and Maplethorpe Road as shown on drawing HWY/TRS/1264/001/01, including officer responses to these.

1.2 Agree, for the reasons detailed in section 4, to implement the one-way working with cycle contraflow in Beverstone Road and Maplethorpe Road and to authorise the Highway Improvements Manager, Streets, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) and to proceed with the permanent works signs and road markings.

1.3 That officers inform the objectors of the Cabinet Member's decision.

2. EXECUTIVE SUMMARY

2.1 A petition signed by 104 residents of Beverstone Road was received on 20/04/15. The petition requested measures to improve traffic flow and road rage problems in Beverstone Road.

2.2 Informal consultation was carried out and the majority of residents were in favour of one way working. A petition was also received on the 10/08/15 signed by 52 residents stating that they do not want a cycle contra flow in Beverstone Road.

2.3 This report seeks a recommendation of agreement for one-way working with cycle contraflow as identified on the drawing and for the introduction of permanent works, signs and road markings.

2.4 The Council recognises problems with congestion and motorist conflicts due to head on congestion (which can only be resolved by one car reversing) 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 cyclists. In some cases, implementing one-way streets can force cyclists to use busy junctions or main roads nearby, which they could otherwise have avoided.

2.5 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.

2.6 This can be achieved through the introduction of one-way working with a cycle contraflow, which allows pedal cycles to travel safely against the flow of one-way traffic. The cycle contraflow is indicated clearly with traffic signs and road markings. Details can be seen on the drawing within this report.

3. DETAIL

3.1 Informal consultation on these proposals was undertaken in response to a petition signed by 104 residents of Beverstone Road.

3.2 On the 7th July 2015 on the recommendation of the Traffic Management Advisory Committee, the Cabinet Member approved a report authorising the informal consultation for one way working in Beverstone Road and Maplethorpe Road and subject to the results, where appropriate, to proceed issue a public notice for the introduction of one-way working with cycle contraflow.

3.3 A petition was received stating that parking will need to be removed to facilitate a cycle contra flow. This is not an accurate assessment of requirements as no parking will need to be removed. A letter and various emails have been sent to the author of the petition explaining this. No reply has been received from the author.

3.4 The recommendation if approved will secure the expeditious and safe movement of vehicles by removing the need for motorists to reverse if there is an oncoming vehicle.

3.5 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).

3.6 Implementation of the one-way working and cycle contraflow 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.

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

4. CONSULTATION

4.1 In July 2015 an informal consultation document including a questionnaire and plan were delivered by officers to residents of Beverstone Road and Maplethorpe 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 residents results are as follows.

Road Name	No. of Questionnaire sent	Responses Received		For		Against	
		Number received	% of returns	Number received	% of returns	Number received	% of returns
Beverstone Road	141	54	38	47	87	7	13
Maplethorpe Road	62	22	35	15	68	7	32
Total	203	76	37	62	82	14	18

- 4.2 A petition signed by 52 residents of Beverstone Road has also been received in respect to the proposed one way working with cycle contraflow stating

“We do not want a cycle contraflow in Beverstone Road”

We the undersigned want a one way system not a cycle contra flow system in Beverstone Road

Officers Response

The petition stated that parking will need to be removed to include a cycle contra flow. This is not accurate.

Beverstone Road and Maplethorpe Road are wide enough to provide a cycle contra flow without the need to introduce any parking restrictions.

Unfortunately the information on the Council's website page for cycling stated that to implement cycle contraflows, on street parking would need to be removed on the contraflow lane side of the road. This information was out of date and no longer correct. This has been removed from the website and updated with accurate details about contraflows..

A cycle contraflow does not require the removal of parking nor does it require a marked cycle lane. It does require signage and cycle logo road markings to make drivers aware there is or may be oncoming traffic in the form of pedal cycles which they must be aware of. The petition author has been made aware of this.

The recommendation is therefore to proceed with the contraflow cycle facility which will not impact on parking for the residents of Beverstone and Maplethorpe Roads.

- 4.3 Due to support from a majority of local residents for the one way working, the statutory consultation commenced on the 23rd September 2015

Statutory Consultation

- 4.4 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 23rd September 2015 giving members of the public wishing to object to the proposal 21 days to respond.

- 4.5 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.
- 4.6 Following the publication of the public notices 2 objections have been received.

Objection 1.

We do not want a cycle contra flow in Beverstone Road. Due to information regarding cycle contra flows on the council’s website.

Officers Response

See paragraph 4.2

Objection 2.

I am against the one way working in Maplethorpe Road as it will increase traffic flow.

Response

The introduction of one way working may increase traffic flows, but it will reduce the head on conflicts which are a major problem in Beverstone Road and Maplethorpe Road. These are problematic as currently cars need to reverse to resolve the conflicts.

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	16			
Effect of decision from report				
Expenditure	16			
Remaining budget	0			

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, 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: Louise Phillips, Business Partner, 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 Borough 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, Resources 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 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 additional energy usage and light pollution.
Cycle contraflows maintain access for cyclists and benefit 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. The regulation of 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.

- 12.2 To introduce parking restrictions along the above roads. This would be problematic for residents living on the roads.
 - 12.3 To not implement a cycle contraflow. This reduces the availability of quieter safer roads and routes for cyclists to use.
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BACKGROUND PAPERS: None

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