

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 December 2015
AGENDA ITEM:	16
SUBJECT:	Pitlake and Factory Lane crossings Implementation of zebra crossings, raised table and cycle path to improve connections to Wandle Park
LEAD OFFICER:	Jo Negrini, Executive Director Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport & Environment.
WARDS:	Broad Green
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>The zebra crossings and traffic calming implementations will form part of the wider ‘Access to Wandle Park’ project, improving pedestrian and cycle access from Croydon Town Centre through to Wandle Park. The improved crossings and traffic calming will help overcome some of the major barriers for pedestrians and cyclists accessing Wandle Park, including busy road infrastructure, tram lines and railway lines. The scheme will help make sustainable transport more accessible. The Recommendations are in accordance 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>FINANCIAL IMPACT</p> <p>The works will be funded by a combination of the GLA’s Big Green Fund and LBC S106 funding.</p>	

The total project cost is estimated at £88,320. A total of approximately £20,000 will be funded from the GLA and the remaining £66,320 from LBC S106 funding.

KEY DECISION REFERENCE NO.: NA

1. RECOMMENDATION

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

- 1.1. Agree to the implementation of a raised table on Clarendon Road on the junction of Pitlake, and at Theobald Road on the junction of Factory Lane to provide a safer crossing and to slow down traffic when turning at the junction (WPA-GA-01).
- 1.2. Agree to widen the Pitlake Lane eastern footway to provide a shared use, two-way cycle lane providing safe access between the Pitlake Car Park entrance and Clarendon Road (WPA-GA-01).
- 1.3. Agree to the introduction of the zebra crossings on Pitlake and Factory Lane to provide a safe crossing route for pedestrians and cyclists (WPA-GA-01)
- 1.4. Agree to the implementation of a raised table on Pitlake, and on Factory Lane at the locations of the zebra crossings to provide a safer crossing and to slow down traffic (WPA-GA-01). This is subject to further investigation and consultation.
- 1.5. Delegate to the General Manager of Enforcement and Infrastructure the authority to give notice and subject to receiving no material objections, to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended), to introduce Recommendations 1.1, 1.2 and 1.3.
- 1.6. 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 The proposal seeks approval to implement zebra crossings, raised tables and a new shared cycle path to create a safer crossing for pedestrians and cyclists via the Factory Lane car park, improving east-west connections between the town centre and Wandle Park.
- 2.2 The improvements form one of three projects which form the 'Access to Wandle Park' project, funded by the GLA and LBC.

- 2.3 This is a scheme identified in the Old Town Masterplan to improve walking and cycling connections through the Old Town. The movement parameters section of the Masterplan identifies improving pedestrian and cycling access to Wandle Park from Croydon Metropolitan Centre as a key strategic objective for the area and recommends the implementation as part of wider strategies to improve walking and cycling facilities and routes across the whole of Old Town.
- 2.4 The scheme also supports Connect2, which is improving pedestrian and cycle links between Wandle Park, Lloyd Park and South Norwood Country Park, via Croydon town Centre. This is a partnership project between Sustrans and LB Croydon.

3. DETAIL

Access to Wandle Park - background

- 3.1 The 'Access to Wandle Park' project provides three small scale implementations between Reeves Corner and Wandle Park to improve walking and cycling connections and encourage more residents and visitors to visit the park from the town centre.
- 3.2 Wandle Park is one of the three major parks on the outskirts of the Croydon Opportunity Area (the others being Park Hill and Duppas Hill) and is therefore of strategic importance to Croydon's vision for an improved and expanded 'Green Grid'. However, its location means it is disconnected and not immediately visible from much of the surrounding area.
- 3.3 Severance, due to busy roads and railways, is the biggest constraint for access to Wandle Park. This makes it difficult to navigate to by foot or cycle from central Croydon.
- 3.4 Significant investment from the Heritage Lottery Fund and other funds has transformed the park in the last two years. Wandle Park's improved layout and facilities spring from Croydon Council's 'Parks to be Proud Of' campaign which has generated renewed interest in the park. However, it remains an underused asset due to access barriers.
- 3.5 This project represents a chance to build on recent major improvement works in the park. The potential improvements at the three proposed sites would lead to shorter, less complicated trips, increased walking and cycling and so potentially result in reduced car use.

Access to Wandle Park – Pitlake and Factory Lane

- 3.6 The improvements proposed at Pitlake and Factory Lane is one of the three sites forming the 'Access to Wandle Park' project. Both roads are busy highways where large vehicles accessing the industrial sites along Factory Lane travel at speed. The entrance/exit from the pedestrian route through the car park is not well sign posted, does not feel accessible and has poor sight lines. It is a key route through to Wandle Park for pedestrians and cyclists but is currently an environment dominated by cars and traffic.

- 3.7 The zebra crossings offer a coherent route beneath Roman Way that connects Clarendon Road with Wandle Park via Theobalds Road as well as offering pedestrians and cyclists a consistent standard of protection from traffic flows on Factory Lane and Pitlake.
- Zebra crossings will mean journey time savings for pedestrians/cyclists without causing excessive traffic delay.
 - Improved comfort and safety (due to stop start) for cyclists.
 - Greater awareness of facility (due to carriageway striped markings) by drivers when driving.
- 3.8 The far side footway on Pitlake will be widened creating between 3-4m (exact width to be confirmed) wide shared-use space that allows cyclists a traffic free route taking users from Clarendon Road, through the car park pedestrian link before re-joining the carriageway on Theobald Road via the new zebra crossings.
- 3.9 Widening of footway on Pitlake will be achieved by taking space from the carriageway. The reduced carriageway width, together with the removal of centre lines and installation of sinusoidal humps, will help to calm traffic. Traffic turning into Clarendon Road will be further calmed by a side entry treatment.
- 3.10 Redesign of the current pedestrian route beneath Roman Way will improve feelings of safety and will be achieved by replacing guardrail with lit bollards. Removal of the guardrail improves permeability, allowing car park users to directly access the route.
- 3.11 Formalising the desire line with a zebra crossing will benefit motor traffic safety as drivers will have greater awareness of pedestrians crossing on Pitlake and Factory Lane.
- 3.12 Road humps will slow traffic on the approaches to the zebra crossings and on approaches to the underpass where there is poor visibility at the bends. These measures will improve safety for all road users.

Related schemes

Pocket Places Reeves Corner

- 3.13 The Pocket Places Reeves Corner Project (PPRCP) is a scheme being delivered in the area which also supports the objectives of the Access to Wandle Park project. The PPRCP is 'reclaiming' 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.

Cycling in Croydon

- 3.14 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.

4. CONSULTATION

- 4.1 The Recommendations are a result of in-depth consultation with the local community through community engagement events for the preparation of the Old Town Masterplan Supplementary Planning Document which was adopted in 2014, and also previous Connect2 consultation.
- 4.2 The Old Town masterplan consultations involved a wide range of stakeholders including local residents, businesses, TfL and other key stakeholders who are highly supportive of the proposed improvements.
- 4.3 Statutory consultation will be undertaken as part of the Traffic Regulation Order making process and with respect of the Public Notices. The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian).
- 4.4 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals
- 4.5 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 Cabinet Committee for a decision as to whether the scheme should be introduced as originally proposed, amended or abandoned and objectors informed of the decision.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 5.1 This change of use will be funded by a contribution of the GLA Big Green Fund and LBC S106. The total project cost is estimated at £88,320. A total of approximately £20,000 will be funded from the GLA and the remaining £66,320 from LBC S106 funding.

1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
Revenue Budget available		0	0	0
Expenditure	0	0	0	0
Income	0	0	0	0
Effect of decision from report				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Capital Budget available				
Expenditure	88	0	0	0
Effect of decision from report				
Expenditure	88	0	0	0
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2 Risk: Traffic flows on Pitlake may not attract new or inexperienced cyclists to Wandle Park.

Response: Creating a shared-use footway between Clarendon Rd and the Pitlake zebra provides a level of service suitable for inexperienced cyclists.

5.3 Risk: Will the Shared use path end abruptly at the zebra crossing thus meaning cyclists are forced to re-join the carriageway?

Response: The shared use path is to facilitate cyclists who wish to pass through the car park separated from traffic. The route alignment will be signposted as such.

Cyclists wishing to travel west on Pitlake will maintain their course on the carriageway. There is potential to continue the shared use path west of the zebra crossing if the proposed widening of footway is continued along Pitlake

5.4 Risk: Poor sightlines leaving carpark and entering Factory Road zebra crossing. Currently, it is difficult to see nearside, on-coming traffic due to the sloping parapet of Roman Way.

Response: This design relocates the crossing further south thus improving the sightlines. A further benefit of the relocation of crossing point is increased head height.

- 5.6 Future savings/efficiencies: Although there may not be a direct saving for Croydon Council, research shows that improved cycling and walking 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.
- 5.7: Financial implications if not approved: If this scheme is not approved, the GLA funding will be lost as a result of failing to meet the agreed output. This would be a minimum loss of £20,000, but the whole £58,800 GLA funding committed to the wider 'Access to Wandle Park' project is at risk. The £66,320 S106 funding will need to be reallocated.
- 5.8: Financial implications of overspend/underspend: Any overspend will need to be secured by LBC, this could be from additional S106 or LIP funding. The GLA funding will be spent as a priority to ensure that this funding contribution is spent by March 31st, and any LBC S106 underspends can be reallocated to other projects.

Approved by: Dianne Ellender, Head of Finance and Deputy S151 Officer Place Department

6. COMMENTS OF THE BOROUGH 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.
- 6.2 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.
- 6.3 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.

Approved by: Adrian Prescod

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 West to East cycle routes between Roman Way and North End. These are caused by one-way highways and the tramway on Church Street.

11.2 Installing the contra-flow cycle route will provide a route to significantly improve East-West cycle provision in Croydon town centre.

11.3 It will bring a significant improvement to cycling in Croydon town centre and West-East links between Roman Way and North End.
Good publicity for Croydon with regard to positive steps it is taking to improve cycling.

12. OPTIONS CONSIDERED AND REJECTED

12.1 This proposal also includes a demarcated pedestrian route across the carpark linking the 2 staircases that connect Roman Way with Pitlake and Factory Lane. This element of the design requires the removal of approximately 6 spaces from the car park currently leased to Royal Mail. This is a preferred option but is dependent on permission from Royal Mail to secure the car parking spaces.

12.2 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.

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