

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 December 2015
AGENDA ITEM:	17
SUBJECT:	Rectory Grove and Waddon New Road Cycle lane and traffic calming
LEAD OFFICER:	Jo Negrini, Executive Director, Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport & Environment
WARDS:	Waddon

CORPORATE PRIORITY/POLICY CONTEXT:

The implementations will form an extension to the Pocket Places Reeves Corner Project to improve cycle and pedestrian connections around Old Town. It also supports the Access to Wandle Park project, improving cycling and walking connections between the town centre and Wandle Park. It will improve road safety for cyclists and 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.

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

Croydon’s Sustainable Community Strategy 2013-18, Goal One: A Better Borough

“...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)

“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)

Old Town Masterplan Supplementary Planning Document 2014

OT23 Rectory Grove (p131) and see appended image.

FINANCIAL IMPACT

The works will be fully funded with £75,000 TfL funding, identified as underspend from existing 2015/16 projects. This funding is an extension of the Pocket Places project

(receiving £184,000 in total - £72k of which is from Croydon (LIP) £112k coming from the People's Health Lottery).

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 implement a cycle route on Rectory Grove (see Annex 1), providing a cycle link to the existing Roman way shared use footpath and supporting the new trial cycle route being delivered under the Pocket Places Reeves Corner Project connecting North End to the Minster via Drummond Road. This will provide a west-east connection into the town centre.
- 1.2. Agree to implement a raised table at the junction of Rectory Grove and Waddon New Road, replacing the existing roundabout with soft markings.
- 1.3. Implement landscaping improvements to alter the nature of the street scene, to slow traffic improving safety for pedestrians and cyclists along Waddon New Road and Rectory Grove.
- 1.4. 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 and 1.2.
- 1.5. 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 and onward recommendation to the Cabinet Member for Transport and Environment.

2. EXECUTIVE SUMMARY

2.1 Recommendation 1.1 seeks to implement an advisory west-east cycle route along Rectory Grove to improve safety for cyclists and in line with Old Town Masterplan recommendations (p131). This route will create a cycling connection between Wandle Park, Reeves Corner and North End.

2.2 Recommendations 1.2 and 1.3 seeks to improve safety and access for pedestrians between Wandle Park to West Croydon by implementing a traffic calming scheme comprising of raised tables to replace speed cushions and the existing mini roundabout along Waddon New Road and Rectory Grove and tightening of the junction between the two roads.

- 2.3 This includes landscaping improvements, including tree planting, to enhance the entrance to Wandle Park and improve the highway environment. This landscaping is crucial to reducing traffic speeds and reasserting Waddon New Road and Rectory Grove as residential streets.
- 2.4 This proposal is a result of extensive engagement with local residents as part of a.) The Pocket Places project, over the past 18 months, b.) Preparation of the Old Town Masterplan Supplementary Planning Document which was adopted in 2014 and, c.) The previous Connect2 consultation.
- 2.5 The proposal will reduce current high levels of vehicles speeding in the area, improving safety for all street users.
- 2.6 The proposal supports the ambitions of Connected Croydon and the Old Town Masterplan, as well as supporting the Access to Wandle Park project.

3. DETAIL

- 3.1 Waddon New Road and Rectory Grove are residential roads in Waddon Ward.
- 3.2 During consultations as part of the Pocket Places project, the Old Town Master Plan and Connect 2, local residents have repeatedly raised concerns over the speed of vehicles using both roads and the difficulties for pedestrians crossing.
- 3.3 The roads are used by vehicles as a connection between West Croydon and the Roman Way and as a result vehicle speeds are often high: a recent four day 24 hour traffic survey (16/17/18/19 July 2015) showed 15% of vehicles travelling in both directions along Waddon New Road did so above the speed limit, whilst 7% of vehicles travelling along Rectory Grove to Waddon New Road were speeding. Some vehicles are using the roads as slipways on and off Roman Way.
- 3.4 The two roads provide a pedestrian and cycle link between Central Croydon and Wandle Park using the footbridge on the Waddon New Road. However there are currently no designated pedestrian crossing points on the roads.
- 3.5 Rectory Grove has been highlighted as needing an improved cycle route in the Old Town Masterplan. This cycle route will provide a complete cycling link between Wandle Park, the shared use space on the Roman Way and to Reeves Corner. The Access to Wandle Park project will provide wheeling channels for bikes on the Waddon New Road pedestrian footbridge, providing a full cycle connection from North End to the park.
- 3.6 At the junction of Waddon New Road and Rectory Grove, the existing mini roundabout will be replaced with a raised table with material markings instead of the raised roundabout.
- 3.7 Over-runnable textured build-outs on the corner radii will be used to tighten the junction to traffic whilst still allowing for bus turning movements. This will be managed to ensure pedestrians are kept a safe distance from turning buses.

- 3.8 Tightening the radii will slow vehicle speeds and create a much more comfortable crossing point for pedestrians.
- 3.9 An extended raised table will replace the existing speed cushion on Waddon New Road, near the bus stop. This will provide a safer courtesy crossing point for pedestrians to the bus stop and the Wandle Park footbridge.
- 3.10 Along Rectory Grove, two existing speed cushions will be replaced with raised table courtesy crossings. Tactile paving will be provided and 1 in 20 ramps will be used to allow for buses.
- 3.11 As the traffic survey has shown, the existing speed cushions are failing to slow traffic speeds sufficiently. Whilst also slowing speeds, the raised tables will provide informal crossing points for pedestrians and indicate to vehicle drivers that pedestrians are present.
- 3.12 Along Rectory Grove, a 1.5m eastbound advisory cycle lane will be introduced to further calm traffic and provide an inbound cycle link to the existing Roman Way shared footpath.
- 3.13 Consultation with TfL buses has commenced to ensure bus routes are not adversely affected by the proposal.

Wider connections:

- 3.14 The project also supports the Access to Wandle Park project, funded by a combination of GLA Big Green Funding and LBC S106. This is improving 3 areas around Old Town to improve walking and cycling connections between the town centre and Wandle Park.
- 3.15 Cycling in Croydon - 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.
- 3.16 Pocket Places Reeves Corner - The proposal is part of the Pocket Places Reeves Corner project. The Pocket Places project 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 project has worked closely with local residents and community members to co-design solutions to these barriers.

4. CONSULTATION

4.1 The Recommendations are a direct result of in-depth community engagement with local residents as part of the Pocket Places project. Over the last 18 months, the Pocket Places project has held regular consultations and co-design sessions with local residents to improve their streets. Traffic calming and pedestrian crossings were suggested by local people to make Rectory Grove and Waddon New Road safer for the people using them.

4.2 The Pocket Places engagement events have involved a wide range of stakeholders including local residents, businesses and ward councillors.

4.3 These recommendations are also a result of significant consultation with the local community for the preparation of the Old Town Masterplan Supplementary Planning Document which was adopted in 2014, and previous Connect2 consultation. Each consultation has highlighted the need to reduce traffic speeds and provide improved support for pedestrians along Rectory Grove and Waddon New Road.

4.4 The Old Town Masterplan consultations involved a wide range of stakeholders including local residents, businesses and TfL.

4.5 As part of these Recommendations, Pocket Places is in consultation with TfL buses. Local residents will also be consulted to finalise the designs. This will be part of the statutory consultation process but additional consultations may also be held with local residents.

4.6 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).

4.2 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

4.3 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 £75,000 has been funded by TfL to carry out these works.
- 5.2 The project is an extension to the Pocket Places Reeves 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.

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				
Expenditure	40	35		
Effect of decision from report				
Income	40	35		
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

2. The effect of the decision

- 2.1. Traffic calming schemes to encourage more walking, cycling and use of sustainable transport methods when travelling around Croydon.
- 2.2. A significant improvement to cycling in Croydon town centre and West-East links.
- 2.3. Good publicity for Croydon with regard to positive steps it is taking to improve cycling and walking.

3. Risks

- 3.1. There is a risk that noise levels for local residents will increase due to raised tables. To mitigate this risk, the raised tables used in the scheme will be wider than usual to reduce 'bump' noises and replace existing speed humps.

Consultation with local residents will be carried out before the scheme is implemented.

- 3.2. Bus routes will be adversely affected by the proposal. To mitigate this risk, raised tables will be wider and include 1 in 20 ramps to accommodate buses. Consultation with TfL buses has also commenced.
- 3.3. The route is otherwise unsafe for street users. An independent safety audit is being produced to identify any issues with the design for all road users.
- 3.4. Financial implications if not approved: TfL funding will be withdrawn as a result of failing to deliver the agreed outputs. Any spend incurred to date would need to be covered by LBC.
- 3.5. Financial implications of overspend/underspend: Any overspend will need to be secured by LBC, this could be from additional S106 or LIP funding. Any underspend will be returned to TfL

4. Options

- 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. Future savings/efficiencies

- 5.1. Although there may not be a direct saving for Croydon Council, research shows that improved cycling and walking facilities encourages more people to cycle and walk which has a tangible positive impact on the local community's fitness and health which in turn reduces NHS costs.

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 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.

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 improved walking and cycling facilities which will promote healthy lifestyles.

8.2 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

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 Recommendations. The Recommendations will increase the numbers of cycling and pedestrian journeys and support passive policing.

11 REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 Local residents and traffic surveys have identified the need to calm traffic speeds and provide better pedestrian and cyclist provisions on Waddon New Road and Rectory Grove. The traffic survey (see paragraph 3.3 for further details) identified a high number of vehicles travelling above the speed limit along these residential roads. The roads have also been earmarked as important pedestrian links by the Access to Wandle Park project but have no pedestrian crossing points. The Old Town Masterplan has identified the need for an improved cycle route along Rectory Grove.

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, appropriate and necessary

and the best response to the needs of the area. These will be reviewed as part of the consultation process.

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