

Traffic Management Advisory Committee

Meeting held on Wednesday, 12 January 2022 at 6.30 pm. This meeting was held remotely. To view the meeting webcast, <https://webcasting.croydon.gov.uk/14178-Traffic-Management-Advisory-Committee>

MINUTES

Present: Councillor Muhammad Ali (Chair);
Councillor Patsy Cummings (Vice-Chair);
Councillors Karen Jewitt, David Wood, Oni Oviri and Luke Clancy

Apologies: Councillor Ian Parker

PART A

1/22 **Minutes of the Previous Meeting**

The minutes of the meeting held on 11 October 2021 were agreed as an accurate record.

2/22 **Disclosure of Interests**

There were none.

3/22 **Urgent Business (if any)**

There were no items of urgent business.

4/22 **London Road Corridor - Cycle Safety Scheme**

The Committee received a report which considered comments and objections received during a consultation on Traffic Management Orders (TMOs) to introduce permanent cycle lanes and other changes to the London Road between Brigstock Road and Bensham lane. The recommended measures would make permanent the current temporary cycle lanes (plus associated temporary restrictions and measures) and bringing about further improvements, including pedestrian crossing facilities and public realm improvements.

Ian Plowright (Head of Strategic Transport) provided the Committee with an introduction which set out:

- In May 2020 the Secretary of State for Transport released guidance on Network Management to Support Recovery from COVID-19. Croydon had responded swiftly to the call to enhance walking and cycling in the

borough and the London Road Corridor was one of the original measures implemented;

- The government had subsequently announced that the measures implement should remain in place and local authorities were encouraged to introduce more measures;
- The scheme had been implemented under a Temporary Traffic Management Order and the recommendation was to make the scheme permanent with improvement including increased pedestrian crossings;
- Objections had been received which were included in the report and covered the scheme not being necessary, loss of loading bays and slow traffic; and
- Members were informed that the Equalities Officer had suggested two further areas for more focus within the Equalities Analysis (EA) since publication relating to the affordability of electric bikes and to the provision of seating/rest areas. The EA covered the whole programme and would be revised and published with the next papers which covered cycle schemes.

Angus Hewlett (speaking on behalf of Croydon Cyclists) addressed the Committee in support of the scheme and set out the following:

- Croydon Cyclists welcomed the scheme but felt additional steps could be taken, such as ensuring the southern end of the scheme joined up with the Broad Green scheme;
- Safety concerns remained in relation to the side roads and it was suggested that level crossings could be introduced; and
- Measures should be put in place to reduce the risk of hook roads.

A statement was read out on behalf of John Hopper and set out that Qualityfix Ltd had been trading on London Road for over 50 years and he had written to the council over the previous two years to raise the following concerns:

- There was an accident waiting to happen as the cycle lane gave cyclists and scooter drivers too much confidence that they were protected and travelled too fast;
- Ambulances were regularly held up in traffic and could no longer pass due to the cycle lane;
- He was a cyclist and often cycled to work. He found that where there were no cycle lanes there were no issues and that cycle lanes caused more concern as pedestrians walked out and cars pulled out with looking;
- Shop keepers needed to trade and cycle lanes made it impossible to receive goods as they could not be transported to neighbouring roads;
- He had counted the number of cyclists who used the cycle lane over the previous two years at different points of the day and had found it was, on average 1-2 per hour; and
- He had heard that a 20mph speed limit may be introduced on London Road which he felt would create greater harmony.

Charlie King (Croydon Mobility Forum) informed the Committee that concerns had been raised by the Mobility Forum in relation to ensuring provision for

people to gain access to the kerb. In response, the Head of Strategic Transport advised that provision had been put in place to allow vehicles to move out of the way of ambulances which would also assist those requiring access to the kerb.

In response to questions raised by the Committee, officers provided the following information:

- The scheme was on the Strategic Road Network for which Transport for London (TfL) has the Traffic Management Duty. It is also responsible for Bus Services. Officers had worked closely with TfL, which was also keen to see people walk, cycle and use public transport;
- Analysis of cycling potential had been undertaken by TfL which had identified London Road as having high levels of potential / as a priority cycle corridor. TfL's 'Attitudes to Cycle' surveys repeatedly show concern about road danger being one of the main factors stopping people cycling and this scheme sought to respond to those concerns;
- The scheme responded to climate commission recommendations as any increase in cycling reduced the emissions. It was noted that there were an estimated 400,000 motorised trips (mostly car) made each weekday in Croydon that could be readily cycled if conditions were right. Tapping just a part of this potential would significantly reduce CO2 emissions from Croydon's road network;
- Suggestions for a bus route which took residents from the north of the borough to Croydon University Hospital were noted and would continue be raised with TfL via the Public Transport Liaison Panel;
- Parking and loading bays had been moved to side roads in the vicinity. 11 short term parking bays had been added to local roads and two loading bays had been introduced. It was hoped that the introduction of those bays would alleviate some of the concerns raised by businesses; and
- The intention was to implement public realm uplift in two areas with tree planting, however it was highlighted that works in 2022/23 were largely subject to TfL funding which was still to be approved.

RESOLVED: to recommend to the Cabinet Member for Sustainable Croydon to

1. Consider the comments and objections received in response to Notice published in respect of making permanent the temporary mandatory cycle lanes on London Road, and the implementation of associated permanent changes including pedestrian crossing facilities.
2. Consider the officer's response to the objections in Section 2 and Appendix C of the report.
3. Authorise the Highways Traffic Manager, Sustainable Communities Division to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) the effect of which would be to introduce the following measures as part of making permanent the temporary cycle lanes in London Road (between Brigstock Road and Bensham Lane) to:

- a. make permanent the existing temporary waiting and loading restrictions operating “at any time” in London Road between its junctions with Brigstock Road and Bensham Lane.
 - b. permanently remove all parking and loading bays from the above section of London Road.
 - c. provide short-term parking bays in side-streets as described at Section 2.5 ii of the report.
 - d. provide short-term loading bays in side streets as described at Section 2.5 iii of the report.
 - e. make permanent the existing temporary 20mph speed limit in London Road between its junctions with Brigstock Road and St James’s Road.
4. Authorise the Head of Highways and Parking to exercise powers under the Highways 1980 to:
- a. make permanent the existing temporary cycle lanes in London Road with permanent lightly segregated facilities and permanent sections of advisory cycle lanes on the carriageway between Brigstock Road and Bensham Lane.
 - b. install raised Zebra Crossings in London Road as described at Section 2.6 i of the report.
 - c. install raised side road entry treatments as described at Section 2.6 ii of the report.
5. The general effect of Recommendations 3 and 4 being to permanently install the measures in the scheme drawing at Appendix B of the report, in that part of London Road Croydon Council is Highway Authority.

5/22 **High Street, Croydon - Cycle Safety Scheme**

The Committee received a report which outlined comments and objections received during consultation on Traffic Management Orders (TMOs) for measures focussed on the High Street. It recommends making TMOs to implement permanent changes to the High Street, and neighbouring streets, principally to provide segregated cycle lanes in the High Street, improve the pedestrianised section of High Street, and improve pedestrian crossing facilities. Improvement to the public realm would accompany implementation of these measures.

Ian Plowright (Head of Strategic Transport) provided the Committee with an introduction which set out:

- This had been a temporary scheme in response to guidance issued by the Secretary of State for Transport on Network Management to Support Recovery from COVID-19;
- The scheme was located on a high priority cycling corridor, which had been identified in two Transport for London (TfL) analysis;
- The proposal for the permanent scheme was to move the cycle lane from east to west in much of the High Street and would include public realm uplift; and

- Objections had been received which were addressed within the report and included concerns relating to parking, loading and coach access.

Charles King (speaking on behalf of Croydon Council Mobility Forum) addressed the Committee and set out the following:

- Thanked officers for meeting with members of the Mobility Forum to discuss concerns in relation to the temporary scheme. Following the meeting it was felt that many of the issues had been resolved;
- It was noted that bus stops would be utilised much more and the proposed scheme would not require taxis to take longer routes which would cost more; and
- A meeting was requested with officers and representatives of Transport for London to discuss outstanding issues such as which buses would stop at which stop and enabling access to low kerbs for drops offs.

The Chair thanked Charles King and the Mobility Forum for their work on working with officers to improve the scheme.

Angus Hewlett (speaking on behalf of Croydon Cyclists) addressed the Committee and set out the following:

- The proposed scheme was a good compromise and alleviated the burden of buses running southbound;
- Queried whether further modelling had been undertaken in terms of the impact of the scheme on high street traffic. It was hoped that the volume of traffic on the High Street would be reduced;
- Noted that it was important that cycle schemes linked up and highlighted the Brighton Road scheme which was being developed;
- Queried how public realm would be recovered from traffic to support public transport; and
- Suggested that Fell Road could be used for bus routes turning left into Fell from the Fell Road slip road.

The Committee discussed the report and raised the following points:

- Committee Members were pleased to see the scheme had been changed from the temporary scheme and highlighted the improved bus routes; and
- Also queried whether Fell Road could be used for bus routes.

In response the Head of Strategic Transport confirmed a meeting would be arranged with TfL, to which the Chair of the Mobility Forum would be invited to. That meeting would discuss bus stops and the feasibility of turning buses left into Fell Road from the slip road.

RESOLVED: to recommend to the Cabinet Member for Sustainable Croydon to

1. Consider the comments and objections received in response to Notice published in respect of making permanent mandatory cycle lanes temporarily installed in High Street, and the implementation of

associated permanent changes including pedestrian crossing facilities in and around High Street.

2. Consider the officer's response to the objections in Section 2 and Appendix C of the report.
3. Authorise the Highways Traffic Manager, Sustainable Communities Division to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) the effect of which would be to introduce the following measures as part of making permanent the temporary cycle lanes in High Street between George Street and Fell Road to:
 - a. make permanent the existing temporary waiting and loading restrictions operating "at any time" in High Street, Croydon, between its junctions with George Street and Fell Road.
 - b. permanently amend parking and loading bays by relocating the:
 - Loading Bay outside No. 10 High Street to outside Nos. 1 and 3 High Street
 - Loading Bay outside No. 54 High Street Croydon to outside Nos. 39 to 45 High Street
 - Loading Bay, Permit Bay and Motorcycle Bay adjacent to Nos. 28 and 29 St George's Walk to outside Nos. 27 to 31 Park Street
 - Taxi Rank outside Nos. 4 to 6 High Street to Park Street adjacent to the flank wall of Nos. 7 to 11 High Street.
 - c. introduce one-way working in High Street southbound from the junction with Katharine Street, and in Katharine Street westbound between the junctions with Fell Road and High Street.
 - d. relocate bus stops and stands as necessary to accommodate the above changes.
4. Authorise the Head of Highways and Parking to exercise powers under the Highways 1980 to:
 - a. implement a two-way cycle lane on the carriageway in High Street, between George Street and Fell Road/Whitgift Street, the cycle lane sited on the:
 - i) west side between George Street and Park Street, and between Katharine Street and Fell Road / Whitgift Street;
 - ii) east side between Park Street and Katharine Street.
 - b. relocate the existing zebra crossing in Katharine Street adjacent to the flank wall of Nos. 27 to 37 High Street to a point 12 metres west of its current position, immediately adjacent to the eastern kerb-line of High St.
 - c. implement a new zebra crossing and parallel cycle crossing outside Nos. 83 to 85 High Street, south of the junction with Robert Street.
5. The general effect of Recommendations 3 and 4 being to permanently install the measures in the scheme drawing at Appendix B of the report.

6/22

Exclusion of the Press and Public

This item was not required.

The meeting ended at 7.15 pm

Signed:

Date:

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