

Traffic Management Advisory Committee

Meeting held on Monday, 21 March 2022 at 5.00 pm. This meeting was held remotely.

MINUTES

Present: Councillor Muhammad Ali (Chair);
Councillor Patsy Cummings (Vice-Chair);
Councillors, Robert Canning (In Place of David Wood), Karen Jewitt and
Ian Parker

Also

Present: Steve Iles (Director of Sustainable Communities, Sustainable Communities)
Jayne Rusbach (Head of Highways & Parking Services, Sustainable
Communities) and Matthew Prior (Programme Engineer, Highway
Improvements)

Apologies: Councillor David Wood

PART A

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

The minutes of the meeting held on Wednesday 12 January 2022 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 **Dingwall Road- Cycle Safety Scheme**

The Committee received a report which considered comments and objections received during consultation on Traffic Management Orders (TMOs) for measures focussed on Dingwall Road, Croydon. It recommends making TMOs to implement permanent changes to the Dingwall Road, Croydon, and neighbouring streets, principally to provide segregated cycle lanes in the Dingwall Road, and improve taxi, waiting and loading, and pedestrian crossing facilities. Improvement to the public realm would accompany

implementation of these measures (including paving, tree planting, seating, lighting and rain gardens).

Jayne Rusbatch (Head of Highways & Parking Service) provided the Committee with an introduction which set out:

- In May 2020, the Secretary of State for Transport issued Statutory Guidance on 'Network Management to Support Recovery from Covid-19' to support active travel, and in response, on 3 August 2020 the council, under Temporary Traffic Management Order (TMOs), introduced cycling facilities on Dingwall Road and sections on Landsdowne Road – which was changed to a one way road.
- Consultation for a permanent TMO changes was undertaken in October and November 2021 which received seventeen responses, which as a result, proposals (Phase 2) was amended to accommodate the Ruskin Square development servicing needs.
- Proposal concerns: Phase 1: to keep permanent the one-way system for motor vehicles; cycle facilities in place to be upgraded to a segregation or light segregation; key changes to Ruskin roundabout (such as extending taxi rank, improving pedestrian routes, implementing public realm). Phase 2: concerns on the servicing arrangements when in operation, introduce bus-gate arrangement at Ruskin Square to ease flow on TFL (Transport for London) transport.

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

- Face to face consultation with residents was limited due to the ongoing pandemic, though letters were sent to all residents on Landsdowne Road and Dingwall Road, with social media updates and information available on the council's website, which included all plans. There was also ongoing communication made with TFL Taxis and bus services, and local businesses.
- To ensure mopeds and scooters are deterred from using the cycle lanes, the design process will be subject to road safety audit. The council is currently engaging with cycle and moped delivery companies and when the scheme is launched we can look to work in partnership with the Police to carry out targeted education and enforcement.

The Committee discussed the report and raised the following points:

- Sustainable transport including cycling is very important and improvements to cycle infrastructure will support and encourage more people to cycle in Croydon.
- The scheme is a good balance of cycling and pedestrian provision alongside working with public transport.

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

1.1 Consider the comments and objections received in response to Notices published 28 October 2021 in respect of making permanent mandatory cycle lanes temporarily installed in Dingwall Road and Lansdowne Road, and the implementation of associated permanent changes including pedestrian crossing facilities in and around Dingwall Road.

1.2 Consider the officer's response to the objections in Section 2 and Appendix C of this report.

1.3 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 Dingwall Road and Lansdowne Road to:

(a) To make permanent the existing temporary waiting and loading restrictions operating "at any time" in Dingwall Road (entire length) and Lansdowne Road (between Wellesley Road and the vehicular entrance to Vita Apartments, No. 1 Caithness Walk);

(b) To permanently amend/relocate parking bays by:

i) The removal of construction loading bays outside 26 Dingwall Road, the removal of a disabled parking bay outside 28 Dingwall Road, the removal of permit/payment parking bays outside 36-42 Dingwall Road (Viceroy Court).

ii) The provision of relocated / new parking bays with an extended taxi rank in Lansdowne Road (east) situated on the south side between Dingwall Road and the access to Dingwall Road multi story car park, and two disabled bays immediately adjacent to the taxi Rank on Lansdowne Road (east).

(c) To introduce one-way working in sections of Dingwall Road, Lansdowne Road and George Street i) Dingwall Road (north) -Northbound (between the Lansdowne Road junction and Sydenham Road)

ii) Dingwall Road (south) -Southbound

iii) Lansdowne Road (east) -Westbound (between the Dingwall Road junction and the Ruskin Square Car Park access layby)

iv) Lansdowne Road (west) -Eastbound (a short section between Wellesley Road and the Walpole Road junction will remain two way)

v) George Street (east) -Eastbound (for buses, bicycles and taxis from the junction with Park Lane / Wellesley Road)

(d) To maintain the diagonal road closure to the Lansdowne Road / Dingwall Road roundabout;

1.4 Authorise the Head of Highways and Parking to exercise powers under the

Highways Act 1980 to:

(a) implement a segregated cycle lane on the carriageway in Dingwall Road and Lansdowne Road, , the cycle lane sited as follows:

- i) Dingwall Road (south) – the west side of the carriageway between George Street and Lansdowne Road;
 - ii) Dingwall Road (north) – both sides of the carriageway between Lansdowne Road and Bedford Park;
 - iii) Lansdowne Road (west) the south side of the carriageway between Wellesley Road and Dingwall Road;
 - iv) Lansdowne Road (east) the north side of the carriageway between Dingwall Road and the vehicular entrance to Vita Apartments, No. 1 Caithness Walk.
- (b) implement new zebra crossings sited as follows:
- i) Dingwall Road (north) at its junction with the Lansdowne Road/Dingwall Road roundabout. The zig-zag markings would extend for five metres either side of the crossing point.
 - ii) Dingwall Road (south) at its junction with the Lansdowne Road/Dingwall Road roundabout. The zig-zag markings would extend for four metres to the south of the crossing point and for 11 metres to the north-west of the crossing point.
 - iii) Lansdowne Road (west) at its junction the Lansdowne Road/Dingwall Road roundabout. The zig-zag markings would extend for five metres either side of the crossing point.

1.5 Continue to liaise with Developer at Ruskin Square with respect to access arrangements as per Phase 2 plan at Appendix B:

- (a) Implement a left turn for Authorised Vehicles from Lansdowne Road (east) to Dingwall Road (south)

The general effect of Recommendations 1.3 and 1.4 being to permanently install the measures in the scheme drawing Phase 1 at Appendix B.

5/22

School Streets – Proposed New Experimental Traffic Management Orders at 10 locations

The Committee received a report which outlined the recommendations on the future ten School Street schemes which were implemented between September and November 2020 under an Experimental Traffic Management Order that came into force on 1 September 2020.

Jayne Rusbatch (Head of Highways & Parking Service) provided the Committee with an introduction which set out:

- School streets purpose aimed to discourage travel to school by car and promoted more active travel such as walking or cycling, which also improved air quality and reduced road congestion outside of schools.
- Vehicle access restrictions was only operational during drop offs and pick up times of school term and was enforced by number plate cameras (ANPR); there was a number of exemptions to access these roads during the restricted times.

- There were ten school streets as part of a wider programme including another ten additional schemes to be implemented in 2022/2023 subject to funding from TFL.
- As part of the Statutory Guidance on Network Management to support recovery from Covid-19' to support active travel, the Council implemented a tranche of schemes across ten schools between September and December 2020 under Experimental Traffic Management Order (ETMOs) for a period of eighteen months. This expired in February 2022.
- A number of objections had been received during the objection period, which was disrupted due to the restriction of a pandemic lockdown in December 2020 and resulted in a suspended enforcement of the ten experimental school street schemes between December 2020 and March 2021. The objection period was not extended, following the amendment of the ETMO in October 2020 and whilst this was an administrative oversight, this would not have changed the recommended way forward as we need to undertake a meaningful consultation.

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

- To ensure that administrative processes are adhered to, a new tracker for Traffic Management Order consultations is to be implemented.. Legally previous responses from the first consultation period could not be considered, though we have considered the responses in recommending adding additional signage on the approaches to four of the school streets.
- There is a dedicated team who prepare the Traffic Management Orders within the Highways and Parking service. To ensure that administrative processes are adhered to, a new tracker for Traffic Management Order consultations is to be implemented. This tracker will log and all trtraffic orders (including experimenatal and temporary orders); the service will notify objectors who had responded to the first ETMO consultation so that if they wish to they can respond again, as their initial response can not be taken forward.
- The proposed monitoring equipment to be installed was consistent with the equipment used to minotir air quality and traffic in the healthy neighbourhoods. For the initial six months the equipment will be installed in the School Streets, and after that period it can be relocated to monitor the effects of the schemes to address concerns of traffic dispersal and air quality onto immediate adjacent other roads.
- Individuals receiving PCNs in error (outside of the restricted time) could appeal though the appeal process. There were exemption permits in

place for those using the roads during the restricted times, and for schools specifically there was a process in place for a exemption permit to be applied for visitors to the schools.

- There were existing arrangements for schools to email in advance of their visitors to process and provide permit exemptions, even for the unexpected visitor as there was a time period between the contravention being processed and the issuing of a PCN; a web portal is being developed to streamline the exemption process for schools.

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

- 1.1 Note that the School Streets Experimental Traffic Management Order (ETMO) (order reference 2020/30) in respect of the 10 school street areas identified at 1.4 below, effective from 1 September 2020 expired on 28 February 2022 (the 'Expired ETMO').
- 1.2 Note that 123 representations were received during the first six months of the Expired ETMO being in force (detailed in Appendix A) and that a petition was received from residents of Court Avenue / Tudor Close at full Council on 5 July 2021, the content of which is discussed, in section 4.3.10.
- 1.3 Note that the six month period for objection:
 - 1.3.1 coincided with school closures for the period from 13 December 2020 to 8 March 2021;
 - 1.3.2 did not coincide with a period of 'business as usual' traffic due to the ongoing Coronavirus pandemic and resulting periods of lockdown;
 - 1.3.3. contained inconsistent enforcement; and
 - 1.3.4. was not extended to enable objections to be received for six months from the point of amendment of the Expired ETMO on 30 October 2022; the result of which is that the objection period was insufficient for the Council to take a decision on progressing the expired ETMO to a permanent traffic regulation order.
- 1.4 That the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon to introduce 10 School Streets at the following sites:
 - (i) Christ Church CofE Primary School (Purley Oaks & Riddlesdown)
 - (ii) Downsview Primary School (Norbury Park)
 - (iii) Ecclesbourne Primary School (Bensham Manor)
 - (iv) Harris Primary Academy Haling Park (South Croydon)
 - (v) Keston Primary School (Old Coulsdon)

- (vi) Harris Primary Academy Croydon (Broad Green)
- (vii) Oasis Academy Reylands (Woodside)
- (viii) Ridgeway Primary School (Sanderstead)
- (ix) St Thomas Becket Catholic Primary (Woodside)
- (x) St Joseph's Catholic Junior School (Crystal Palace & Upper Norwood)

By the making of 10 ETMOs to operate for up to 18 months as detailed at paragraph 4.2.1 of this report.

- 1.5 Authorise officers to inform the relevant stakeholders of the decision
- 1.6 To delegate to the Road Space Manager, Sustainable Communities Division to vary the ETMOs once made as part of the experiment.
- 1.7 Authorise officers to install the relevant equipment that allows the collection of traffic and air quality data for the 10 School Street sites.
- 1.8 Authorise officers to install the identified additional advanced warning signs at 4 School Street sites.

6/22 **Exclusion of the Press and Public**

This was not required.

The meeting ended at 5.47 pm

Signed:

Date: