

Traffic Management Advisory Committee Agenda

To: Councillor Muhammad Ali (Chair)
Councillor Patsy Cummings (Vice-Chair)
Councillors Karen Jewitt, David Wood, Luke Clancy and Ian Parker

Reserve Members: Jade Appleton, Robert Canning, Clive Fraser,
Jamie Audsley, Louis Carserides and Oni Oviri

A meeting of the **Traffic Management Advisory Committee** which you are hereby summoned to attend, will be held on **Monday, 21 March 2022** at **5.00 pm**. **This meeting will be held remotely**

Katherine Kerswell
Chief Executive
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

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www.croydon.gov.uk/meetings
Friday, 11 March 2022

Members of the public are welcome to view the webcast both live and after the meeting has completed at: <http://webcasting.croydon.gov.uk>

The agenda papers for all Council meetings are available on the Council website at: www.croydon.gov.uk/meetings

If you require any assistance, please contact Michelle Gerning
020 8726 6000 x47279 as detailed above.

AGENDA – PART A

1. **Apologies for Absence**

To receive any apologies for absence from any members of the Committee.

2. **Minutes of the Previous Meeting** (Pages 5 - 12)

To approve the minutes of the meeting held on Wednesday 12 January 2022 as an accurate record.

3. **Disclosure of Interests**

Members and co-opted Members of the Council are reminded that, in accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, they are required to consider **in advance of each meeting** whether they have a disclosable pecuniary interest (DPI), an other registrable interest (ORI) or a non-registrable interest (NRI) in relation to any matter on the agenda. If advice is needed, Members should contact the Monitoring Officer **in good time before the meeting**.

If any Member or co-opted Member of the Council identifies a DPI or ORI which they have not already registered on the Council's register of interests or which requires updating, they should complete the disclosure form which can be obtained from Democratic Services at any time, copies of which will be available at the meeting for return to the Monitoring Officer.

Members and co-opted Members are required to disclose any DPIs and ORIs at the meeting.

- Where the matter relates to a DPI they may not participate in any discussion or vote on the matter and must not stay in the meeting unless granted a dispensation.
- Where the matter relates to an ORI they may not vote on the matter unless granted a dispensation.
- Where a Member or co-opted Member has an NRI which directly relates to their financial interest or wellbeing, or that of a relative or close associate, they must disclose the interest at the meeting, may not take part in any discussion or vote on the matter and must not stay in the meeting unless granted a dispensation. Where a matter affects the NRI of a Member or co-opted Member, section 9 of Appendix B of the Code of Conduct sets out the test which must be applied by the Member to decide whether disclosure is required.

The Chair will invite Members to make their disclosure orally at the commencement of Agenda item 3, to be recorded in the minutes.

4. Urgent Business (if any)

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. Dingwall Road- Cycle Safety Scheme (Pages 13 - 88)

The report outlines comments and objections received during consultation on Traffic Management Orders (TMOs) for measures focussed on Dingwall Road, Croydon.

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

[To Follow]

7. Exclusion of the Press and Public

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

“That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended.”

PART B

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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 a 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.

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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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REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 March 2022
SUBJECT:	Dingwall Road– Cycle Safety Scheme
LEAD OFFICER:	Sarah Hayward, Acting Corporate Director of Sustainable Communities, Regeneration & Economic Recovery Steve Iles, Director of Sustainable Communities
CABINET MEMBER:	Councillor Muhammad Ali - Cabinet Member for Sustainable Croydon
WARDS:	Fairfield

SUMMARY OF REPORT:

The report outlines 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).

COUNCIL PRIORITIES 2020-2024

The proposed scheme address several of the Council's priorities, namely:

- *We will live within our means, balance the books and provide value for money for our residents*

The implementation of the recommended proposals is supported by grant funding from TfL and the DfT. In order to maximise future grant funding, Croydon Council needs to act swiftly delivering the measures called for by central government and TfL to support Walking and Cycling.

- *We will focus on tackling ingrained inequality and poverty in the borough. We will follow the evidence to tackle the underlying causes of inequality and hardship, like structural racism, environmental injustice and economic injustice.*

The proposals help deliver the Mayor of London's Healthy Streets objectives, bringing benefits in terms of healthy weight, improved air quality, free/low cost travel, and meeting climate emergency objectives. These benefits expected to accrue more strongly to the most deprived communities in the borough.

FINANCIAL IMPACT:

There is external funding and Growth Zone funding with which to implement the proposals in the remainder of this financial year:

Summary of Current Funding:

Section 106	£108,534.00
Growth Zone 21-22	£82,000.00
TfL Active Travel Funding 21-22	£50,000.00
South London Partnership	£2,173.90
TOTAL:	£242,707.90

Summary of Proposed Funding:

Growth Zone 22-23	£200,000.00
TOTAL:	£200,000.00

The £200,000 2022/23 Growth Zone funding is subject to approval of next year's Growth Zone funding programme by Cabinet. Construction will be phased to match confirmed funding.

All project spend is referred to Spending Control Panel for approval.

KEY DECISION REFERENCE NO.:

This is not a key decision. (This proposal is part of Key Decision 3621CAB approved by Cabinet on 26 July 2021.)

1. RECOMMENDATIONS:

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon that they:

- 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.

2. THE RECOMMENDED PERMANENT MEASURES

- 2.1 In May 2020, the Secretary of State for Transport issued Statutory Guidance on 'Network Management to Support Recovery from COVID-19'¹. The Guidance has been updated several times but continues to call on local authorities to act swiftly to introduce measures to facilitate walking and cycling including:

'installing cycle facilities with a minimum level of physical separation from volume traffic; for example, mandatory cycle lanes, using light segregation features such as flexible plastic wands; converting traffic lanes into cycle lanes (suspending parking bays where necessary); widening existing cycle lanes to enable cyclists to maintain distancing. Facilities should be segregated as far as possible, ie with physical measures separating cyclists and other traffic. Lanes indicated by road markings only are very unlikely to be sufficient to deliver the level of change needed, especially in the longer term'.

- 2.2 Croydon Council responded, swiftly implementing measures (including temporary cycle lanes and supporting changes) under Temporary TMOs on Dingwall Road and sections of Lansdowne Road with notices for Dingwall Road issued on 03 August 2020, as well as elsewhere in the Town Centre / Borough. Temporary TMOs operate for a period of up to 18 months. This report makes recommendation regarding the future of the temporary scheme, recommending making the cycle lanes permanent with associated changes, including improving pedestrian crossing facilities, as part of a wider programme to support Active Travel.
- 2.3 The report to 26 July 2021 Cabinet '2021/22 (Part) Local Implementation Plan Funding, Bus Priority Funding and Active Travel Funding Programme' (Agenda item 7²) recommended expenditure on, and implementation of a programme to deliver Croydon Local Implementation Plan objectives; Central Government's

¹ <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

² <https://democracy.croydon.gov.uk/ieListDocuments.aspx?CIId=183&MIId=2751>

Sustainable and Active Travel objectives; and the Mayor of London's/TfL's Streetspace Plan objectives. The report explains that the programme is guided by The Mayor of London's Streetspace Plan, in particular its Appendix 4 'Analysis for Temporary Strategic Cycle Network'. TfL has identified Croydon as the borough with the greatest potential for cycling, with over 400,000 trips made each weekday (in normal times) by motorised means (mostly by car) which could be readily cycled, if conditions and infrastructure allow³. The recommended scheme is located on one of the corridors with the highest potential for cycling / a high priority strategic cycling corridor (Norbury –Croydon – Coulsdon) identified in TfL's Strategic Cycling Analyses. This project is a key part of the programme recommended to Cabinet.

Detail

- 2.3 The Acting Corporate Director of Sustainable Communities, Regeneration & Economic Recovery agreed (1 October 2021, Ref TMDD 0111) to the publication of notices under the Road Traffic Regulation Act 1984 (as amended) (RTRA) and associated consultation, regarding the making of TMOs necessary to implement the proposal to make permanent temporary changes to assist cycling implemented in and around Dingwall Road.
- 2.4 Consultation started on 28 October, closing on 18 November. 17 responses were received, 8 supporting and 9 objecting. Objections and officer responses are summarised below in paragraphs 2.7-2.21. Additional detail on the issues raised is contained in Appendix C.

PERMANENT INTRODUCTION OF AMENDMENTS TO PARKING & LOADING BAYS & WAITING AND LOADING RESTRICTIONS TO FACILITATE A MANDATORY CYCLE LANE

- 2.5 The main element of the proposals is the creation of a permanent cycle lane in Dingwall Road. The two-way cycle lane would be a segregated and lightly segregated facility, provided on carriageway between
- Dingwall Road (south) – the west side of the carriageway between George Street and Lansdowne Road;
 - Dingwall Road (north) – both sides of the carriageway between Lansdowne Road and Bedford Park;
 - Lansdowne Road (west) the south side of the carriageway between Wellesley Road and Dingwall Road;
 - Lansdowne Road (east) the north side of the carriageway between Dingwall Road and the vehicular entrance to Vita Apartments, No. 1 Caithness Walk.
- 2.6 Signs and road markings will be used to mark the start and finish of the cycle lanes. At certain points the cycle lanes may be omitted to accommodate pedestrian crossings, vehicular access into properties and across key junctions. At these points the carriageway will be marked with cycle logos advising motorists of the presence of cyclists. In parallel, it is proposed to make changes to parking and loading bays and restrictions (as detailed in the Notice and

³ *Analysis of Cycling Potential 2016 TfL Policy Analysis Report (March 2017)*
<https://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf>

schedule to it at Appendix A), as part of making permanent the temporary cycle lane in Dingwall Road.

- 2.7 Public Notices advising of the proposed TMOs were published and objections were received expressing concerns regarding:

Disruption of servicing arrangement for businesses

- 2.8 Concerns were raised that vehicles accessing the existing lay-by outside AMP House would be prevented by cycle lane 'defenders' that would stop vehicles crossing over into the cycle lane. It was also thought that AMP House car park access would be restricted as vehicles would need to cross over the segregated cycle lane.

Access to Hotels not possible

- 2.9 The proposals affect the operation of private hire coaches in Croydon. It is considered that the hotels on the eastern end of Lansdowne Road cannot be accessed from Wellesley Road and there is insufficient spaces for coaches to unload and turn.

Illegal use by mopeds / electric scooters

- 2.10 Cars, mopeds and electric scooters are cutting across the junction closure at Lansdowne Road / Dingwall Road intersection and driving the wrong way down one way streets.

Impact on visually impaired and other vulnerable road users

- 2.11 Concerns were raised that it was dangerous/difficult for both pedestrians and cyclists to traverse the scheme and in particular this was difficult for those that are visually impaired or require assisted mobility. Speeding cyclists outside of cycle lanes were also considered a risk to vulnerable users.

Road congestion

- 2.12 General traffic has to travel further and sit in traffic in the new one way system. It is considered that this adds pollution, time and confusion to people's journeys.

Loss of parking for residents

- 2.13 The removal of on-street parking spaces makes it more difficult for residents to park. It is requested that on street parking should be increased on Sydenham Rd to permit holders as this road is hardly used in its current pay & display only form.

Loss of taxi facilities

- 2.14 There was no place for the taxis to rank.

Facilities and spending unnecessary

- 2.15 Expenditure on the scheme was thought to be non-essential spending in a time when the Council has significant financial problems. Responses thought that the previous road layout was not a problem for cyclists, particularly in comparison to the issues for cyclists on the A212 (Wellesley Road / Park Lane)

and cycle facilities at West Croydon / London Road. A request was made for surveys and information to demonstrate these changes are necessary and fit for purpose rather than just an opportunity to obtain funding.

Access problems for the Ruskin Square development

2.16 The changes which would render Ruskin Square estate unserviceable by the introduction of permanent one-way working arrangements.

2.17 The summary officer responses are presented below:

Servicing arrangement for businesses

2.18 It is proposed that the lay-by will be relocated in front of the cycle track in the permanent scheme to allow access by goods vehicles and taxis directly from the southbound vehicular carriageway without crossing the cycle lane. Access to AMP House (4 Dingwall Rd) across the cycle lane has been possible during the temporary scheme with road markings that allow vehicles to cross over the cycle lanes. These arrangements are to be maintained in the permanent scheme. Access to AMP House has also been possible during the temporary scheme when this one way working arrangement has been in place. The detail of all access will be reviewed to all business and developments, with any alterations required to suit specific vehicle needs made prior to construction.

Access to Hotels

2.19 Access to Hotels has been possible during the temporary scheme when this one way working arrangement has been in place. There has been no change to the no waiting or loading arrangements in front of the Premier Inn, the tram tracks do not impede access to Jurys Inn from Wellesley Road, and Walpole Road and Wellesley Grove are outside the scope of the current scheme. We will work with businesses to identify what improvements can be made to coach access to the wider East Croydon area and if necessary bring forward further proposals to accommodate private hire coaches where possible.

Use of cycling facilities by mopeds / electric scooters

2.20 Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues of illegal use by mopeds / electric scooters

Visually impaired and other vulnerable road users

2.21 We have designed both the temporary and permanent schemes to be compliant with design standards and best practice to help those users who are less mobile and / or visually impaired. The permanent scheme will reduce the overall number of light segregation units being used and look to replace these with higher quality segregation (such as stepped cycle tracks on Bedford Park as / when budget becomes available. The detailed design of the permanent scheme is planned to occur in March-April 2022. This will review the design to ensure that where possible cyclists are encouraged to remain within the cycle lanes and off the footways. This recognises that some cyclists will prefer to use the general traffic lanes as they are permitted to.

Road congestion

2.22 Traffic monitoring and modelling is ongoing and the implementation of permanent scheme is subject to the network assurance process conducted by Croydon with Transport for London to ensure that there is not an unacceptable impact on the transport network. The Traffic Management Act 2004 (TMA) places a Network Management Duty on local traffic authorities with the objective to secure the expeditious movement of traffic (which includes cycling, walking and public transport) so far as may be reasonably practicable having regard to their other obligations, policies and objectives and including the updated statutory guidance to reallocate road space to sustainable modes⁴. It is appreciated that some routes will be impacted by the amended highway layout, but it is anticipated that the reduced vehicular traffic over time as modal shift occurs with more short trips being walked or cycled which will bring benefits to car users in the future.

Residents Parking

2.23 We will look into an option that would introduce additional bays in Lansdowne Road (east) which will go some way to compensating for some of the loss of bays in Dingwall Road. Parking provision has to be balanced with the need to provide safe cycle infrastructure along a key route in Croydon in line with government requirements to reallocate roadspace to sustainable modes.

Taxi Facilities

2.24 Taxi facilities are being improved and extended at the rank on Lansdowne Road adjacent to Caithness Walk. In addition the part time taxi rank / loading bay is being reinstated and relocated on the Dingwall Road adjacent to AMP House.

Need for Cycling Facilities

2.25 London borough councils are required by law to implement the Mayor Transport Strategy (GLA Act 1999 section 145- section 153). The proposed scheme uses external grant and Growth Zone funding to deliver the Mayor of London's Healthy Streets objectives, bringing benefits in terms of healthy weight, improved air quality, free/low cost travel, and meeting climate emergency objectives. These benefits expected to accrue more strongly to the most deprived communities in the Borough.

2.26 A safe cycling network is a being established across Croydon. These routes are based on Transport for London's Strategic Cycling Analysis to plan a coherent cycle network across London in line with government requirements to reallocate roadspace to sustainable modes. In line with DfT and TfL design guidance, this network includes protected routes on busier roads such as these. The projects forms part of a series of interlinked schemes in the town centre that create a safe cycle 'loop' around the town centre and access to cycle routes out of the town centre to other parts of Croydon and over time will reach these other areas as well.

2.27 Transport for London's assess borough request for funding using their Strategic Cycling Analysis. This analysis is used to plan a coherent cycle network across

⁴ <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

London. As this scheme is located on one of the corridors with the highest potential for cycling / a high priority strategic cycling corridor to be improved (the Crystal Palace – Thornton Heath –Croydon via Quietway5) we have received funding. By providing safe cycling facilities on these strategic routes TfL considers that we are maximising the opportunity for people to switching their trips onto more sustainable modes. Croydon as the borough with the greatest potential for cycling with over 400,000 trips made each weekday (in normal times) by motorised means (mostly by car) which could be readily cycled, if conditions and infrastructure allow.

Ruskin Square

- 2.28 Access to Ruskin Square house has been possible during the temporary scheme when this one way working arrangement has been in place. Croydon will work with businesses and landowners to ensure that all required vehicle types can be accommodated in the updated one way working arrangements within the highway (and can therefore can be implemented as 'Phase 1' in the plans shown in Appendix B). It is considered that in order to facilitate the 2 Ruskin Square development it is likely that we will bring forward further proposals to amend highway operations in order to accommodate the servicing arrangements for this development (implemented as 'Phase 2' in the plans shown in Appendix B). Construction logistics plans for developments may also require temporary traffic orders to vary the operation of the highway during the building phase of these and other developments.

PROPOSED ZEBRA CROSSINGS

- 2.29 Notice was published of the proposal to relocate an existing zebra crossing and introduce a new zebra with parallel cycle crossing, to improve crossing facilities and safety for pedestrians and cyclists. The effect of the zig-zag markings associated with the crossings would be to prohibit all vehicles from stopping on the markings, to ensure visibility of pedestrians using the crossings.
- 2.30 Objection was received expressing the view that:

Impact on visually impaired and other vulnerable road users

- 2.31 Proposals were dangerous/difficult for both pedestrians and cyclists to traverse and for those that are visually impaired or require assisted mobility.

Facilities unnecessary

- 2.32 This is non-essential spending in a time when the Council has significant financial problems.

- 2.19 The summary officer responses are as follows:

Visually impaired and other vulnerable road users

- 2.20 We are designing the permanent scheme to be compliant with design standards and best practice to help those users who are less mobile and / or visually impaired. These standards include The Traffic Signs Manual (DfT 2006 -Last updated 2 March 2020)⁵, Inclusive Mobility: Using Tactile Paving Surfaces (DfT 2022)⁶, and Cycle Infrastructure Design Local Transport Note 1/20 (DfT 2020)⁷. The zebra crossings will have clear road markings and tactile paving to clearly direct users to the crossing points.

Need for Facilities

- 2.21 As in the above responses, London borough councils are required by law to implement the Mayor Transport Strategy (GLA Act 1999 section 145- section 153). The proposed scheme uses external grant and Growth Zone funding to deliver the Mayor of London's Healthy Streets objectives, bringing benefits in terms of healthy weight, improved air quality, free/low cost travel, and meeting climate emergency objectives. These benefits expected to accrue more strongly to the most deprived communities in the Borough.

3. CONSULTATION

- 3.1 Consultation (as part of the TMO process) included:

- Public Notices published in the Croydon Guardian and London Gazette. Although it is not a legal requirement, notices are also fixed to lamp columns in the vicinity of the proposed scheme, and occupiers potentially directly affected by the proposals are written to.
- Bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Confederation of Passenger Transport and bus operators are consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, are consulted depending on the relevance of the proposals. Ward Councillors, key community groups and any groups identified as part of Equality Analysis (including the Croydon Cycle Campaign, The Mobility Forum and Croydon Vision) were consulted.
- Once Notice is published, there are 21 days in which to comment or object. Relevant objections received are reported to the Traffic Management Advisory Committee with recommendation as to whether the scheme should be introduced as originally proposed, amended or not proceed. Objectors are informed of the decision.
- Objections received have been reported to TMAC (as set out above). All objectors (and supportive responders) are informed in writing of the outcome.

4. REASONS FOR RECOMMENDATIONS

- 4.1 The reasons for the recommendation are to:

- amend and make permanent measures implemented under time limited Temporary TMO;
- bring about further improvement for pedestrians and cyclists; and

⁵ [Traffic signs manual - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

⁶ [Inclusive mobility: using tactile paving surfaces - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

⁷ [Cycle Infrastructure Design \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

- deliver the measures outlined in Section 2 and Appendix B in the most efficient and cost effective way.

This in turn aiding delivery of central government’s, the Mayor’s and the Council’s Active, Healthy, Safe and Sustainable Travel objectives.

5. OPTIONS CONSIDERED AND REJECTED

5.1 Alternative design options have been considered. It has been concluded that the recommended proposals are the optimum means of delivering the objectives of the project, whilst balancing the needs of various streetspace users and matters within section 122 of the RTRA. The alternative options considered were:

- Option 1 -Do nothing. This would mean that the improvements to the cycle network needed in central Croydon would not come forward. External funding opportunities will be lost and we will not meet the statutory duty to implement the transport facilities needed to meet the Mayor’s Transport Strategy objectives. Central government has warned that the swift removal of measures implemented in response to the SoS for Transport’s Statutory Guidance, could result in the loss of future transport investment funding to the local authority.
- Option 2 -Reduced provision of active travel facilities. This option would result in fragmented facilities that would not meet the required design standards of TfL or the Department for Transport. External funding opportunities will be lost and we will not meet the statutory duty to implement the transport facilities needed to meet the Mayor’s Transport Strategy objective.
- Option 3 –More radical transformation: This option includes more radical proposals either to widen road space or significantly restrict the private motor vehicle to create space for sustainable modes. The former would require significant additional funding that is not available and the latter would be a level of change that would be difficult to manage.

6. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

6.1 Revenue and Capital consequences of report recommendations

	Current Year	Medium Term Financial Strategy – 3 year forecast		
	2021/22 £’000	2022/23 £’000	2023/24 £’000	2024/25
Revenue Budget Available				
Expenditure				
Effect of decision from report				

Expenditure				
Remaining Budget				
Capital Budget available	£243	£200		
Expenditure	£243	£200		
Effect of decision from report				
Expenditure				
Remaining Budget	0	0		

6.2 The effect of the decision

- 6.2.1 The making of the TMOs and the implementation of the measures to give effect to them and the implementation of associated measures and public realm improvement will incur expenditure as set out above. The proposals have been designed to be able to be implemented in a phased approach to fit with available funding, if necessary. Implementation of the final elements of the proposals is dependent on Cabinet approval of Growth Zone Transport investment funding for 2022/23. The current year funding will enable the core of the proposals to be implemented.
- 6.2.2 The scheme sits within the public highway and the maintenance responsibility remains with the Highways Service. Proposals have been designed in line with the Council's Public Realm Design Guide to ensure that the impact on revenue budgets is minimised using standard details and a standard palette of materials. The Council's Highways Service is also ensuring that the highway layout is rationalised and de-cluttered where possible, to reduce the number of items in the public realm requiring maintenance.
- 6.2.3 As part of detailed design, whole life costs are calculated in line with the Council's New Streets Procedure (2014). Values are applied over a thirty year calculation period. This is based upon a survey of councils that have adopted the County Surveyors Society Commuted Sums for Maintaining Infrastructure Assets (2009 edition).

6.3 Risks

- 6.3.1 The required level of quality may not be achieved by the scheme. Design proposals are reviewed to ensure that the proposed benefits of schemes are achieved. Quality is further assessed and monitored through the implementation of schemes to ensure that the benefits of schemes are realised.
- 6.3.2 Spend and delivery in 2022/23 is dependent on Growth Zone funding yet to be considered by Cabinet. The delivery of the proposals is designed such that the objectives can still be achieved in the absence of this funding, if necessary.
- 6.4 **Options**
- 6.4.1 The options considered are set out in Section 5
- 6.5 **Future savings/efficiencies**
- 6.5.1 The walking and cycling programme does not generate an income. The wider benefits of the programme to employment, transport, and health / environment have an estimated monetised value of £6.2m. The proposed financial outlay should be considered in the context of the external funding for the programme, and the wider non-cash benefits the programme will deliver.

(Approved by: *Gerry Glover, Interim Head of Finance Sustainable Communities*)

7. LEGAL CONSIDERATIONS

- 7.1 The Head of Litigation and Corporate Law comments on behalf of the Director of Law and Governance that sections 6, 45, 46, 47, 49, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (RTRA) provide the Council with the power to implement the changes proposed in this report. This legislation gives a local authority the power to make Traffic Management Orders (TMO) to control parking by designating on-street parking places, charging for their use and imposing waiting and loading restrictions on vehicles of all or certain classes at all times or otherwise.
- 7.2 In making such Orders, the Council must follow the procedures set out at Schedule 9, Part III of the Road Traffic Regulation Act 1984 and detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The said Regulations, prescribe inter alia, specific publication, consultation and notification requirements that must be strictly observed. In this case the Statutory Notice has been published and this Report focuses on taking account of representations made during the consultation stage and any material objections received to the making of the Order. This is in order for these to be taken into account by the Decision Maker when deciding whether or not to make the Order.
- 7.3 By virtue of section 122 of the RTRA, the Council must exercise its powers under that Act so as 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. These powers must be exercised so far as practicable having regard to the following matters:-

- The desirability of securing and maintaining reasonable access to premises.
- The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- The national air quality strategy.
- The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- Any other matters appearing to the Council to be relevant.

7.4 The Council must have proper regard to the matters set out at S122 (1) and (2) and specifically document its analysis of all relevant section 122 considerations when reaching any decision.

(Approved by: *Sandra Herbert, Head of Litigation and Corporate Law on behalf of the interim Director of Law and Governance and Deputy Monitoring Officer*)

7 HUMAN RESOURCES IMPACT

7.1 There are no Human Resources impact in regards to this report. If any should arise these will be managed under the Council's policies and procedures.

7.2 (Approved by: *Jennifer Sankar, Head of HR Housing & Sustainable Communities, Regeneration and Economic Delivery, for and on behalf Dean Shoemith, Director of Human Resources*)

8 EQUALITIES IMPACT

9.1 A full Equality Impact Analysis has been completed prior to consultation and has been update following the scheme consultation. This has identified the following key potential effects of the scheme on protected groups:

- The potential for increased cycling and walking facilities to have positive health impact for all user groups due to improvements in air quality with fewer cars on the road.
- The potential for through increased levels of active travel for all groups. Walking and cycling can be a low cost and affordable ways for many groups to exercise although for these benefits to be available to as many groups as possible the barriers of affordability for customised and electric bikes need to be addressed.
- The measures that will be introduced as part of the proposals will lead to potential reductions in road danger and improve the appearance of the street, thereby creating an improved street environment that a wider range of people can enjoy. Children, older people, pregnancy /

maternity groups and disabled people particularly benefit from a calmer and safer, street environment.

- Improvements to the street environment can benefit all groups with the provision of rest areas and public seating (carefully sited to avoid anti-social behaviour issues).
- The impact on more vulnerable user groups of the design of cycling facilities, particularly in relation to older users and blind and partially sighted user groups. The appearance of the cycle segregator units will need to contrast with the surrounding roads, kerbs and footways
- The impact on the, disabled, pregnancy and maternity and older groups on the loss of parking spaces. This has been mitigated where possible by the relocation of parking spaces.
- The impact on children, older people, pregnancy / maternity groups and disabled people of the previous changes to the location of taxi facilities has been mitigated by the reinstatement of taxi facilities to the southern end of Dingwall Road.

9.2 Care is now being taken with the detailed design to ensure that any potential impact of the proposals on the above users are either designed out or are mitigated and these proposals will be developed in more detail with key groups affected.

(Approved by: *Denise McCausland, Equality Programme Manager*)

9 ENVIRONMENTAL IMPACT

9.1 The walking and cycling programme delivers a number of environmental benefits. This is largely associated with the improving air quality and reducing CO2 production by promoting sustainable modes of transport.

10 CRIME AND DISORDER REDUCTION IMPACT

10.1 Improvements in walking and cycling should have a positive impact on crime and disorder by increasing footfall, improving the quality of the environment and introducing measures such as improved lighting.

12. DATA PROTECTION IMPLICATIONS

12.1 WILL THE SUBJECT OF THE REPORT INVOLVE THE PROCESSING OF 'PERSONAL DATA'?

YES

12.2 HAS A DATA PROTECTION IMPACT ASSESSMENT (DPIA) BEEN COMPLETED?

YES (for the consultation exercise conducted to inform this report and recommendations)

(Approved by: *Jayne Rusbach, Head of Highways and Parking Services on behalf of the Director of Sustainable Communities*)

CONTACT OFFICERS:

Jayne Rusbatch, Head of Highways and Parking Services
Matt Prior, Principal Engineer – Highway Improvements Team

APPENDICES TO THIS REPORT:

Appendix A – Published Notices and proposal drawing
Appendix B - Plan of measures recommended for implementation
Appendix C – Consultation responses summary plus officer response
Appendix D - Equalities Analysis

BACKGROUND DOCUMENTS – LOCAL GOVERNMENT ACT 1972

The report to 26 July 2021 Cabinet '2021/22 (Part) Local Implementation Plan Funding, Bus Priority Funding and Active Travel Funding Programme' (Agenda item 7)

Analysis of Cycling Potential 2016 TfL Policy Analysis Report (March 2017)

Statutory guidance Traffic Management Act 2004: Network Management to Support Recovery from COVID-19 DfT (2020 -Updated 30 July 2021)

Traffic Signs Manual DfT (2006 -Last updated 2 March 2020)

Inclusive Mobility: Using Tactile Paving Surfaces DfT (2022)

Cycle Infrastructure Design Local Transport Note 1/20 DfT (2020)

PUBLIC NOTICE

CROYDON COUNCIL
HIGHWAYS ACT, 1980 - SECTION 65
PROPOSED MANDATORY CYCLE LANES
DINGWALL ROAD AND LANSDOWNE ROAD, CROYDON

Croydon Council HEREBY GIVES NOTICE that to promote cycling and improve cycling facilities, it proposes to make permanent the existing temporary cycle lanes in Dingwall Road and Lansdowne Road, Croydon, using powers under the Highways Act 1980.

The cycle lanes will be a segregated facilities provided on the carriageway in the following locations:-

Dingwall Road (south) – the west side of the carriageway between George Street and Lansdowne Road;

Dingwall Road (north) – both sides of the carriageway between Lansdowne Road and Bedford Park;

Lansdowne Road (west) the south side of the carriageway between Wellesley Road and Dingwall Road;

Lansdowne Road (east) the north side of the carriageway between Dingwall Road and the vehicular entrance to Vita Apartments, No. 1 Caithness Walk.

Signs and road markings will be used to mark the start and finish of the cycle lanes. At certain points the cycle lanes may be omitted to accommodate pedestrian crossings, vehicular access into properties and across key junctions. At these points the carriageway will be marked with cycle logos advising motorists of the presence of cyclists.

A plan showing the proposals can be inspected from 9am and 4pm on Mondays to Fridays inclusive, at the Enquiry Counter, 'Access Croydon' Facility, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA.

Further information may be obtained by telephoning the Strategic Transport Team, Place Department on 020 8726 6000 Extension 62575.

Dated 28 October 2021
Hilary Dickson
Highways Traffic Manager
Place Department

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PUBLIC NOTICE

CROYDON COUNCIL

PROPOSED PERMANENT INTRODUCTION OF AMENDMENTS TO PARKING BAYS, “AT ANY TIME” WAITING AND LOADING RESTRICTIONS & ONE WAY WORKING TO FACILITATE MANDATORY CYCLE LANES – DINGWALL ROAD, LANSDOWNE ROAD & GEORGE STREET,

CROYDON

The Croydon (Prohibition and Restriction of Stopping, Loading and Waiting) and (Free Parking Places) (No. V42) Order 20-

The Croydon (On-Street Charged-For Parking Places) (No.V43) Order 20-

The Croydon (Traffic Movement) (No. V44) Order 20-

1. NOTICE IS HEREBY GIVEN that Croydon Council proposes to make the above Traffic Orders under the relevant sections of the Road Traffic Regulation Act 1984 as amended and all other enabling powers.
2. **The general effect of the Orders would be to introduce the following measures to make permanent the temporary mandatory cycle lanes in Dingwall Road and Lansdowne Road, Croydon :-**
 - (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 as described in the Schedule 1 to this Notice;
 - (c) To introduce one-way working in sections of Dingwall Road, Lansdowne Road and George Street, as described in Schedule 2 to this Notice;
 - (d) To maintain the diagonal road closure to the Lansdowne Road / Dingwall Road roundabout;
 - (e) To amend the map-based tiles to the Schedule attached to the above Orders so as to accurately represent the new arrangements as they exist on site.
3. A copy of the proposed Orders and all related documents can be inspected until the last day of a period of six weeks beginning with the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders, by email request to Parking.Design@croydon.gov.uk. Further information may also be obtained from the Parking Design team via email.
4. Persons desiring to object or make representations in relation to the proposed Orders should send a statement in writing of their objection and the grounds thereof to the Order Making Section, Parking Design Team, Place Department, Croydon Council, Floor 6, Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon CR0 1EA or email Parking.Design@croydon.gov.uk quoting the reference PD/CH/V42, V43 & V44 by 18 November 2021.
5. The proposed Orders are intended to introduce measures to facilitate a mandatory cycle lanes in Dingwall Road and Lansdowne Road.

Dated 28 October 2021
Hilary Dickson,
Highways Traffic Manager
Place Department

PUBLIC NOTICE

SCHEDULE 1 – AMENDMENT OF PARKING BAYS

Removal of Parking Bays
Construction loading bays outside 26 Dingwall Road
Disabled parking bay outside 28 Dingwall Road
Permit/payment parking bays outside 36-42 Dingwall Road (Viceroy Court)
Relocated/New Parking Bays
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.
Two disabled bays immediately adjacent to the taxi Rank on Lansdowne Road (east).

SCHEDULE 2 – ONE-WAY WORKING

Street Name	Details of One-Way Working
Dingwall Road (north)	Northbound (between the Lansdown Road junction and Sydenham Road).
Dingwall Road (south)	Southbound
Lansdowne Road (east)	Westbound (between the Dingwall Road junction and the Ruskin Square Car Park access layby)
Lansdowne Road (west)	Eastbound (a short section between Wellesley Road and the Walpole Road junction will remain two way)
George Street (east)	Eastbound (for buses, bicycles and taxis from the junction with Park Lane / Wellesley Road)

PUBLIC NOTICE

CROYDON COUNCIL
ROAD TRAFFIC REGULATION ACT, 1984

SECTION 23
PROPOSED ZEBRA CROSSINGS
DINGWALL ROAD & LANSDOWNE ROAD, CROYDON

Croydon Council HEREBY GIVES NOTICE that they propose to introduce a new zebra crossings as specified in the Schedule to this Notice to provide safe crossing facilities and improve road safety for pedestrians and cyclists.

The general effect of the zig-zag markings would be to prohibit all vehicles from stopping on the markings for any reason and to improve road safety by aiding pedestrians to cross safely.

Persons desiring to comment on the proposal should send a statement in writing to the Order Making Section, Parking Services, Parking Design Team, 6th Floor Zone C, Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA or by emailing parking.design@croydon.gov.uk quoting the reference PD/CH/V43a by 18 November 2021.

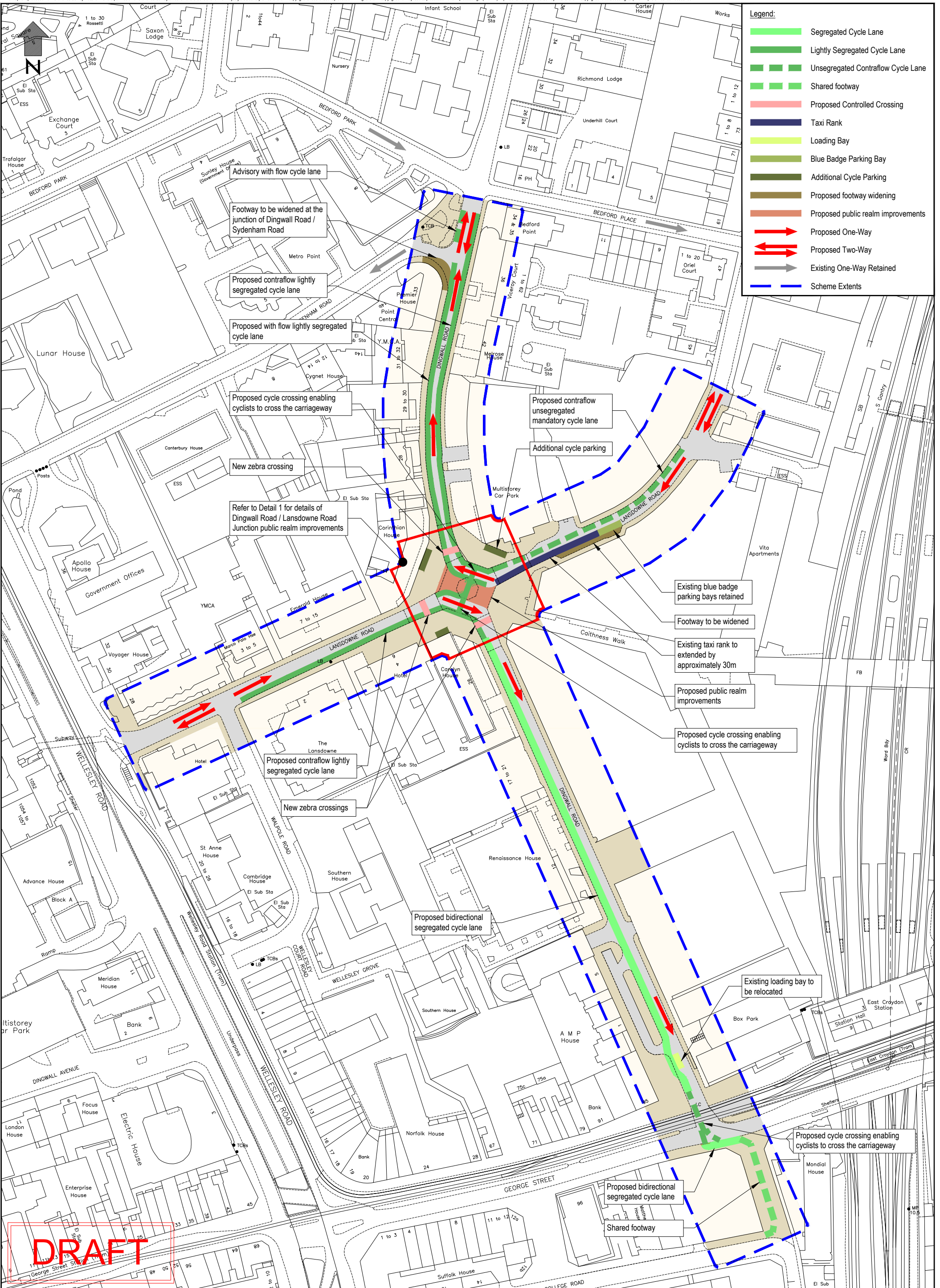
Further information may be obtained by telephoning the Strategic Transport Team, Place Department on 020 8726 6000 Extension 62575.

Dated this 28 October 2021
Hilary Dickson
Highways Traffic Manager
Place Department

Schedule
Proposed New Zebra Crossings

- The crossing point would be sited in 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.
- The crossing point would be sited in 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.
- The crossing point would be sited in 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.

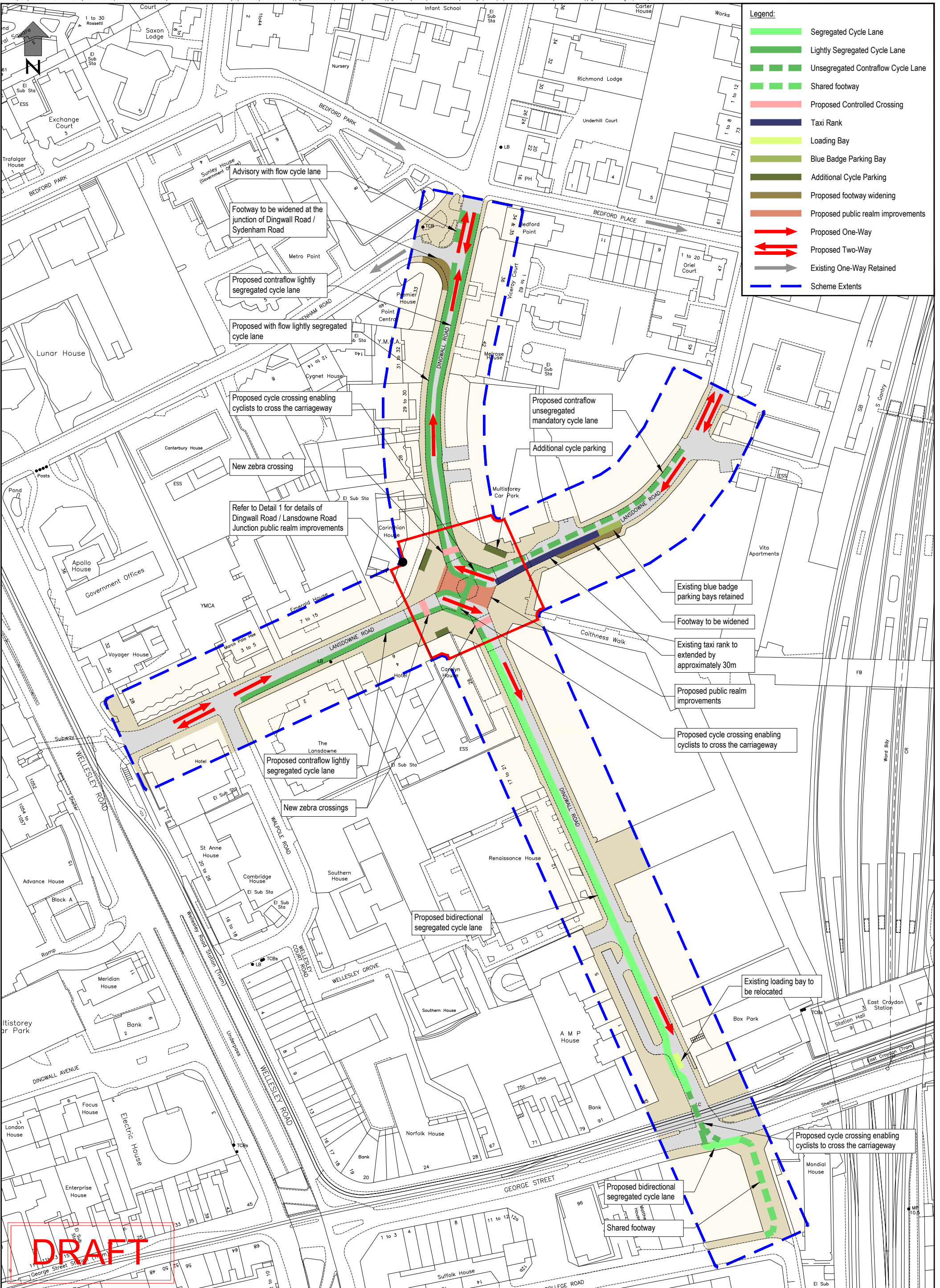
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- Legend:**
- ▬ Segregated Cycle Lane
 - ▬ Lightly Segregated Cycle Lane
 - ▬ Unsegregated Contraflow Cycle Lane
 - ▬ Shared footway
 - ▬ Proposed Controlled Crossing
 - ▬ Taxi Rank
 - ▬ Loading Bay
 - ▬ Blue Badge Parking Bay
 - ▬ Additional Cycle Parking
 - ▬ Proposed footway widening
 - ▬ Proposed public realm improvements
 - ▬ Proposed One-Way
 - ▬ Proposed Two-Way
 - ▬ Existing One-Way Retained
 - ▬ Scheme Extents

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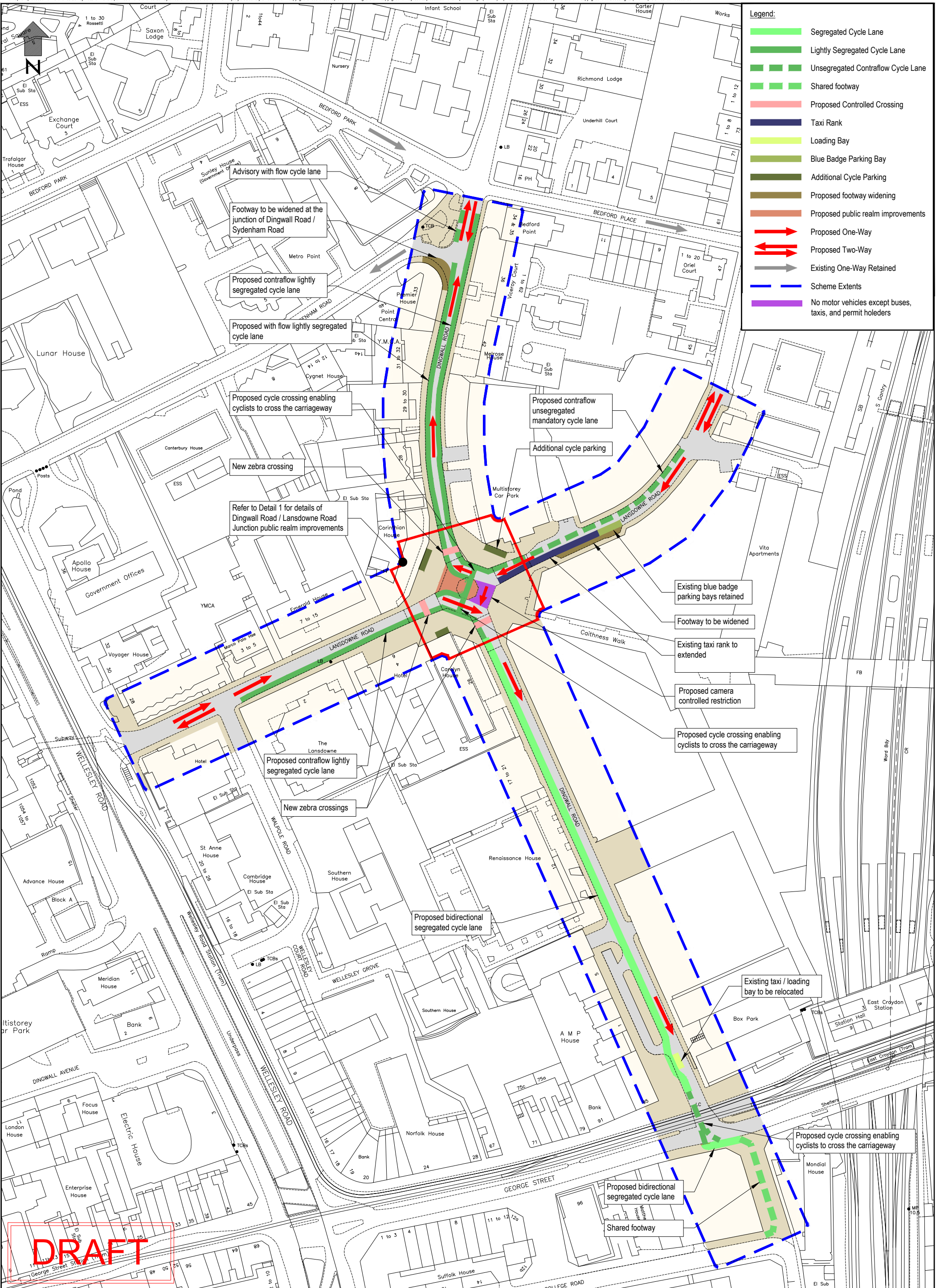
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 - ▬ Shared footway
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 - ▬ Loading Bay
 - ▬ Blue Badge Parking Bay
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 - ▬ Proposed footway widening
 - ▬ Proposed public realm improvements
 - ▬ Proposed One-Way
 - ▬ Proposed Two-Way
 - ▬ Existing One-Way Retained
 - ▬ Scheme Extents

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- Legend:**
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 - ▬ Unsegregated Contraflow Cycle Lane
 - ▬ Shared footway
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 - ▬ Taxi Rank
 - ▬ Loading Bay
 - ▬ Blue Badge Parking Bay
 - ▬ Additional Cycle Parking
 - ▬ Proposed footway widening
 - ▬ Proposed public realm improvements
 - ▬ Proposed One-Way
 - ▬ Proposed Two-Way
 - ▬ Existing One-Way Retained
 - ▬ Scheme Extents
 - ▬ No motor vehicles except buses, taxis, and permit holders

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Appendix C – Consultation Responses

Issue ID	Issue Description	LBC Response
1	<p>The scheme around Dingwalls Road and Lansdown Road is absolutely pointless. As a daily cyclist in Croydon this scheme doesn't help and just causes more road congestion. It's creating a cycle route for the sake of it and serves no useful purpose. It doesn't join two places that need to be cycled between and it just dumps you into non-cyclist friendly roads at either end.</p>	<p>A safe cycling network is a being established across Croydon. These routes are based on Transport for London's Strategic Cycling Analysis to plan a coherent cycle network across London in line with government requirements to reallocate roadspace to sustainable modes. In line with DfT and TfL design guidance, this network includes protected routes on busier roads such as these. The projects forms part of a series of interlinked schemes in the town centre that create a safe cycle 'loop' around the town centre and access to cycle routes out of the town centre to other parts of Croydon and over time will reach these other areas as well.</p>
	<p>For drivers who need to access these streets to reach their flats it creates a ridiculous detour.</p>	<p>It is appreciated that some routes will be impacted by the amended highway layout, but it is anticipated that this impact is limited and the reduced traffic over time as modal shift occurs with more short trips being walked or cycled which will bring benefits to car users in the future.</p>
	<p>The road and pavement here is wide enough to have a road and cycle lane in both directions.</p>	<p>In line with DfT and TfL design guidance, protected cycle route routes of these widths are required.</p>
	<p>If the council are going to insist on continuing with this scheme then something needs to be done to prevent food delivery motorbikes using the bike lanes and cutting the junction at Lansdowne Road/Dingwalls. Maybe some cameras or fencing to prevent them from turning left from Lansdown Road into Dingwalls Road towards Boxpark</p>	<p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p>
2	<p>Welcome making the orders permanent. Not sure what is meant by "lightly segregated cycle lane" vs "segregated". I consider bollards light seg, so I hope this isn't being watered down on some stretches.</p>	<p>Light segregation is the use of cycle lane defenders and the plastic bollards as opposed to full segregation by means of granite / precast concrete kerbs and metal bollards.</p> <p>Scheme proposals remain largely the same but amended to improve the general operation of the roads.</p>
	<p>There is already a fair bit of conflict at the junction of Dingwall and between cyclists, pedestrians, deliveroos and mopeds using the contra flow lanes illegally. Now a taxi rank to be added. This will need to be carefully laid out and, I suggest, enforced, to minimise conflict.</p>	<p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p>
3	<p>I'm glad you want to encourage more cycling in Croydon. Efforts have already been made, but I still feel I risk life and limb when using my bike among all those cars on the roads, when well- meant cycle lanes frequently and suddenly come to an end, because there is a parked car or a bus stop and I have to move right out into the road with the danger of being hit. I avoid cycling in Croydon and so does my family.</p>	<p>The projects forms part of a series of interlinked schemes in the town centre that create a safe cycle 'loop' around the town centre and access to cycle routes out of the town centre to other parts of Croydon and over time will reach these other areas as well.</p> <p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p>

Issue ID	Issue Description	LBC Response
		Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.
	<p>May I make some suggestions:</p> <p>Reasonably wide payments could be divided by a white line on the right to separate cyclists from pedestrians. For the sake of reducing pollution, pedestrians will need to accept walking only in twos and not fours. Their space would also be enough for prams and wheelchairs. The line would not be rigid and in a bright colour would shortly swerve where it needs to around a tree or a bus stop. Pedestrians would not have to feel threatened being aware of the shared space and having seen an illustrated sign saying 'Fair Play'. The white line would continue over the side roads giving motorists an early warning as they drive at 20 miles per hour. People will not use their bikes if tedious and repeated dismounting is required. However, at tight or specifically dangerous spots, dismounting should be requested.</p>	In line with DfT and TfL design guidance, protected cycle route routes of these widths are required.
	<p>There are plenty of alley ways and paths in parks where cycling is currently prohibited. Could these not also have a white dividing line or a sign indicating that space is to be shared ?</p> <p>I also suggest that existing walking/ cycling paths along the tram line are extended where possible. They conveniently connect with businesses, parks and work places. This means another motorist less!</p>	The projects forms part of a series of interlinked schemes in the town centre that create a safe cycle 'loop' around the town centre and access to cycle routes out of the town centre to other parts of Croydon and over time will reach these other areas as well.
	<p>As to tree planting. I am pleased to see that many new trees have been planted with clever water bags. However, businesses should be obliged to plant trees and shrubs in their big car parks in proportion to their customers' car pollution. The area by the new Aldi and Smiths on Purley way is a good example. However, it is in contrast to the huge and bare car park recently created in front of the new school opposite Lloyd Park .There are other such places.</p> <p>You and your team will already have many good ideas regarding the above subject and I wish you all the best for putting them in to practice.</p>	Whilst some of this comment relates to wider policy issues we note the need to provide and to maintain tree planting.
4	<p>I am writing to you to formally place my objection to this proposed scheme. I base my objection on two things. Firstly, the cycle lanes are not being used enough to be deemed a good use of this major artery through the city centre.</p>	This scheme is located on one of the corridors with the highest potential for cycling / a high priority strategic cycling corridor to be improved (the Crystal Palace – Thornton Heath –Croydon via Quietway5). By providing safe cycling facilities on these strategic routes TfL considers that we are maximising the opportunity for people to switching their trips onto more sustainable modes. Croydon as the borough with the greatest potential for cycling with over 400,000 trips made each weekday (in normal times) by motorised means (mostly by car) which could be readily cycled, if conditions and infrastructure allow.
	<p>They are also being misused by motorcyclists daily. Delivery drivers are blatantly and dangerously crossing the pedestrian/bike stands intersection outside the station. I have nearly been hit twice by them.</p>	Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.
	<p>Secondly, the loss of additional parking bays for central zone permit holders has forced us into a situation where we are fighting for the few bays left down Lansdowne Rd and Bedford Pl. Many days I return from work to find none available and am forced to pay for additional parking in a nearby street or parking garage. This is unacceptable considering I pay for my annual permit. If you are to keep these cycle lanes I would implore you to convert the bays in Sydenham Rd to permit holders as this road is hardly used in its current pay & display only form.</p>	We will look into an option that would introduce additional bays in Lansdowne Road (east) which will go some way to compensating for some of the loss of bays in Dingwall Road. Parking provision has to be balanced with the need to provide safe cycle infrastructure along a key route in Croydon in line with government requirements to reallocate roadsapce to sustainable modes.

Issue ID	Issue Description	LBC Response
5	<p>I work in Corinthian House and have over the last couple of days almost been knocked down by three scooter riders on pavements and using a shortcut over the new cycle route on Lansdowne Road/Dingwall road roundabout. Scooters now use the cycle routes along this road and it has become dangerous for pedestrians traversing this interchange. In addition I have just witnessed a car squeeze through the bollards on the roundabout and go the wrong way down Dingwall Road. This prompted my email and is now becoming a daily occurrence. Wands are now missing and commonly strewn across the junction.</p> <p>Unfortunately the recent changes to this junction have made it dangerous/difficult for both pedestrians and cyclists to traverse. This is without considering the impact on those that are visually impaired or require assisted mobility.</p> <p>Please can you raise this as an urgent matter of public safety.</p>	<p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p>
6	<p>I encourage you to sit and observe the traffic and the number of motor scooters using the cycle lanes on Dingwall Road and cutting across the old roundabout (and using the pavements).</p> <p>There is not an easy solution to this unfortunately as it has largely been created by the new road layout. I commute by a mixture of car, bike and train depending on the weather and convenience. I see the only solution is to return the junction to how it was or re-think it by putting in place a Dutch style roundabout with segregated cycle lanes, or better defined pavements with kerbs to protect pedestrians.</p> <p>As a cyclist, I rarely had problems on the roundabout as it was – indeed the main issues for me were traversing and navigating the A212, trying to get to West Croydon and onto London Road.</p> <p>As a driver I am now forced to drive further and sit in traffic for longer by the new one way system, this is clearly not beneficial to the environment or local area.</p> <p>Problems with the current layout:</p> <p>I have seen cars increase their speed as there is no natural stop at the roundabout any more – the painted give way lines are not enforceable and are just ignored by drivers.</p> <p>No place for taxi rank or dropping off, including delivery drivers to flats opposite – so the road and cycle lanes gets easily blocked.</p> <p>Excessive road furniture such as wands creating a hazard when knocked over or removed.</p>	<p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p> <p>The projects forms part of a series of interlinked schemes in the town centre that create a safe cycle 'loop' around the town centre and access to cycle routes out of the town centre to other parts of Croydon and over time will reach these other areas as well.</p> <p>It is appreciated that some routes will be impacted by the amended highway layout, but it is anticipated that this impact is limited and the reduced traffic over time as modal shift occurs with more short trips being walked or cycled which will bring benefits to car users in the future.</p> <p>New zebra crossings to reinforce pedestrian priority are provided</p> <p>The new proposals provide additional space for taxis and loading.</p> <p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p> <p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p>

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	There is not an efficient way for takeaway delivery drivers to go from Box Park northbound – meaning they use cycle lanes and pavements	Delivery drivers using powered vehicles should exit from Dingwall Road into George Street. Signage to be reviewed to ensure vehicle routing is clear.
	<p>These are just a few things I have observed.</p> <p>I have attached 2 photos from this lunchtime – scooter riders cutting across the east side of the roundabout and delivery drivers blocking cycle lane, poor parking on approach to roundabout</p>	<p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p>
7	Even with the additional facilities, there are still numerous instances of cyclists on the footway. More messaging required to educate users.	<p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p>
8	Local groups e.g. cycle forums to be advised of the schemes to ensure local knowledge gained	Cycle forum has been consulted and the detailed design of the permanent scheme will be reviewed and amended as necessary.
9	Can there be physical presence in the Town Centre for residents to seek information on these schemes. Ward Councillors to be present if available.	We will review the level of information provided in the town centre and the potential to hold further engagement events.
10	No concerns over that one. I also don't see how the modernisation assists your scheme, it doesn't provide anything you want.	The projects forms part of a series of interlinked schemes in the town centre that create a safe cycle 'loop' around the town centre and access to cycle routes out of the town centre to other parts of Croydon and over time will reach these other areas as well.
11	I'm writing in favour of the proposed changes at the three locations noted above. These have been key in unlocking cycling for me, making me feel happy and safer cycling around the centre. they're clearly well used and should be kept and expanded upon to extend the areas they make safe.	The projects forms part of a series of interlinked schemes in the town centre that create a safe cycle 'loop' around the town centre and access to cycle routes out of the town centre to other parts of Croydon and over time will reach these other areas as well.
12	<p>I have previously submitted complaints about the changes made on Lansdowne Road but never received a response - which I believe is not acceptable and doesn't meet your own published standards.</p> <p>I am deeply unhappy about the changes for the following reasons:</p> <p>1. the route to get to my parking space at 15 Lansdowne road is now much longer - as I have to drive down past the Home Office and effectively round the back roads to get back to what was a bus lane to access. This adds pollution, time and confusion and is unacceptable</p> <p>2. delivery drivers often cancel orders as they cannot find the route - this has caused much disruption and stress - particularly during lockdown when I was shielding and left without groceries - this is still the case now -and it's hit and miss if I get a delivery as they cannot find the property and now it's one single lane cannot park to deliver - unacceptable to cut off access for all of the residents on the road</p>	<p>It is appreciated that some routes will be impacted by the amended highway layout, but it is anticipated that this impact is limited and the reduced traffic over time as modal shift occurs with more short trips being walked or cycled which will bring benefits to car users in the future.</p> <p>The new proposals provide additional space for loading.</p> <p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p>
	3.cost of taking taxis has increased with the new required route	The new proposals provide additional space for taxis including the reinstatement of facilities in the vicinity of Boxpark,

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	4. During dark nights I have tripped several times over the plastic inserts in the road. I complained about this but never received a response. I have seen others trip and fall also. On one occasion I had to return home as I badly injured my knee - tore my trousers and had to call in work to tell them I'd be late. These are dangerous...	The detailed design of the permanent scheme will be reviewed and amended as necessary.
	5. Some of the poles have been removed/damaged - this is a hazzard	The detailed design of the permanent scheme will be reviewed and amended as necessary.
	6. The cycle lane is used rarely and sometimes by motorbikes and I was almost knocked down by one	<p>This scheme is located on one of the corridors with the highest potential for cycling / a high priority strategic cycling corridor to be improved (the Crystal Palace – Thornton Heath –Croydon via Quietway5). By providing safe cycling facilities on these strategic routes TfL considerers that we are maximising the opportunity for people to switching their trips onto more sustainable modes. Croydon as the borough with the greatest potential for cycling with over 400,000 trips made each weekday (in normal times) by motorised means (mostly by car) which could be readily cycled, if conditions and infrastructure allow.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with the motorbike issues.</p>
	7. The bike racks and surrounding area are used by motorbikes and it's dangerous... I have also had two incidents with speeding cyclists (on the rare occasion they do use the lanes) not indicating and almost knocking me off my feet when they cut across this area rather than using it properly.	<p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues, noting that cyclists can use general traffic lanes the same as other road users and this would not be an issue for enforcement, .</p>
	I object to the lansdowne road changes being made permanent I would like a response to complaints sent over the last 18 months (Your website said that I would not receive an acknowledgement - is this because you don't want me to have any evidence of submission and so there's no need to reply - as I cannot go to the Ombudsman for your failure to reply as I have no evidence of submission).	We apologise for the lack of response to your previous correspondence. Objections to this consultation that have been received will be reported to TMAC. All objectors (and supportive responders) will be informed in writing of the outcome.
	<p>Regarding below: I really object to Croydon council spending money on non essentials when you're basically bankrupt and there are people sleeping on the streets... I don't believe that you're even considering this to be honest. And parking/waiting/loading - will this include supermarket deliveries? If not - then I object to this too. Suggest your enthusiastic enforcement agents stop ticketing supermarket delivery vehicles rather than more (costly) changes.</p> <ul style="list-style-type: none"> • Public realm enhancements (including paving, tree planting, seating, lighting and rain gardens). This will help people enjoy the town centre by making it more attractive, providing shade and shelter, and places to stop, rest and enjoy. • Associated changes to parking, waiting and loading to accommodate the above changes and to improve and extend taxi facilities. 	<p>The new proposals provide additional space for loading.</p> <p>London borough councils are required by law to implement the Mayor Transport Strategy (GLA Act 1999 section 145- section 153). The proposed scheme uses external grant and Growth Zone funding to deliver the Mayor of London's Healthy Streets objectives, bringing benefits in terms of healthy weight, improved air quality, free/low cost travel, and meeting climate emergency objectives. These benefits are expected to accrue more strongly to the most deprived communities in the Borough.</p>

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13	<p>[REDACTED] on behalf of [REDACTED], hereby set out our objection in respect of the proposed Traffic Regulation Orders affecting Dingwall Road / Lansdowne Road, Croydon. Our concerns centre upon the significant implications for the ongoing and future servicing and operation strategy for Ruskin Square as a whole, but also Plot B04/B05 ('2 Ruskin Square'), currently under construction, which is directly serviced from Dingwall Road. The TRO as currently proposed would render the Ruskin Square masterplan unserviceable.</p> <p>We would be pleased to enter into further dialogue with yourselves post the submission of these comments, in order to reach an acceptable solution that protects the servicing arrangements for this key regeneration project in the heart of Croydon, to the satisfaction of all parties.</p> <p>Background We understand that the Council's proposals are to introduce permanent changes to Dingwall Road, George Street and Lansdowne Road, including:</p> <ul style="list-style-type: none"> • Provision of 'with traffic' and contraflow cycle lanes on Lansdowne Road, Dingwall Road (north) and Sydenham Road including the removal of the bus lane • Provision of a bi-directional cycle lane on Dingwall Road (south). • Removal of the Lansdowne Road/ Dingwall Road junction to create new public space for pedestrians. • New zebra crossings will be added to Dingwall Road (north and south) and Lansdowne Road (west). • Provision of a new signal-controlled cycle crossing across George Street, • Public realm enhancements, to include paving, tree planting, seating lighting and rain gardens. • Changes to parking, waiting and loading in order to improve and extend the existing taxi rank on Lansdowne Road (east), while it is proposed that the taxi rank on Dingwall Road (adjacent to Boxpark) is to be reinstated. <p>The servicing access for 2 Ruskin Square and the access to the shared servicing route for the entire Ruskin Square estate are located on Dingwall Road. As a result of the proposed TRO, the specific changes which would render Ruskin Square unserviceable, would be the introduction of permanent one-way working arrangements, where Lansdowne Road (west) becoming eastbound only and would then feed traffic onto Dingwall Road (south), which would be converted to allow southbound traffic only..</p> <p>Additionally, Lansdowne Road (east) will be converted to one-way working arrangements, so that traffic flows westbound towards the Dingwall Road/Lansdowne Road junction and then travels northbound along Dingwall Road (north) which will be converted to one-way working also. It is noted that the egress from the Ruskin Square shared servicing route is located on Lansdowne Road (east). Vehicles will be able to turn out either east or west from this access, due to the one-way working arrangements commencing to the west of this access junction.</p> <p>Impact on Delivery and Servicing Arrangements</p> <p>The vehicle tracking previously produced by [REDACTED] on behalf of [REDACTED] in support of the most recent application for Plots B02 (3 Ruskin Square) have been reviewed. These drawings are as follows:</p> <ul style="list-style-type: none"> • 110010/AT/D03/REV B (Plot B02 accessed by Refuse Vehicle) • 110010/AT/E01/REV A (Plot B02 accessed by 10m Rigid) <p>The drawings are provided for reference. Due to the site layout, location of the bus lane (as was the case at the time) and limited width available on Dingwall Road, the tracking referenced above shows these vehicles all accessing the site from the south. The implementation of the two-way cycle lane on the west side of Dingwall Road, which would then be southbound only for traffic, would completely remove the possibility of service vehicles to enter the main Ruskin Square service road from the south as has been assumed and required for the majority of plots on the Ruskin Square estate, where access is provided from the internal service road.</p> <p>Furthermore, the installation of a permanent cycle lane along the western side of Dingwall Road, replicating the temporary arrangements that have been implemented during the COVID-19 pandemic reduces the available</p>	<p>Dialogue has been entered into to resolve issues.</p> <p>Ongoing work with the landowners to ensure that all required vehicle types can be accommodated in the updated one way working arrangements within the highway. Delivery vehicle tracking has been reviewed and detailed design of the scheme amended will ensure that service deliveries are accommodated.</p>

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	<p>carriageway space on Dingwall Road for vehicle manoeuvres. This further compromises the ability of service vehicles to enter the Ruskin Square estate service road from the north, notwithstanding the commentary above on the requirement to approach the wider Ruskin Square site from the south.</p> <p>This is demonstrated on an update to the swept path analysis previously prepared for Plot B02, which now includes the current temporary two-way cycle lane on Dingwall Road (and which is assumed to form the basis of the permanent scheme that the Council is looking to implement). The updated swept path is on drawing 110010/SK13/AT01 rev B. This highlights that there is no tolerance either side of the vehicle as it enters the service road and that the vehicle has to be driven in a specific manner as it approaches from the north, effectively hugging the centre of the road. As a consequence, the body of the vehicle then swings out into the southbound part of the cycle lane and not only could this come into conflict with cycle lane protectors that are provided, cyclists would be at risk of being struck.</p>	
	<p>Implications for the Occupier of 2 Ruskin Square</p> <p>Should the one-way working of Dingwall Road and Lansdowne Road be permanently implemented as proposed, then this will have a significant detrimental impact on the specific operational requirements for the occupier of 2 Ruskin Square and the ability to fully service the building.</p> <p>Summary In Summary, [REDACTED] objects to the works proposed within the TRO for Dingwall Road and Lansdowne Road. As currently proposed, the works will render this key regeneration project unserviceable. We would however be pleased to enter into further detailed discussions with the Council on this matter, so that an acceptable arrangement can be found that addresses these concerns to the satisfaction of all parties.</p>	<p>Ongoing work with the landowners to ensure that all required vehicle types can be accommodated in the updated one way working arrangements within the highway and if necessary bring forward further proposals to amend the one way working to accommodate all future servicing arrangements.</p>
14	<p>DINGWALL ROAD / LANSDOWNE ROAD TRAFFIC REGULATION ORDERS PD/CH/V42, V43 & V44 [REDACTED] hereby set out our objection in respect of the proposed Traffic Regulation Orders affecting Dingwall Road / Lansdowne Road, Croydon.</p> <p>Primarily, our concerns relate to the impact the proposals will have immediately outside AMP House, particularly with regard to the installation of a segregated cycle lane at the southern end of Dingwall Road and Dingwall Road (south) becoming one-way southbound traffic only.</p> <p>We understand that, in its entirety, the Council's proposals are to introduce permanent changes to Dingwall Road, George Street and Lansdowne Road, including:</p> <ul style="list-style-type: none"> • Provision of 'with traffic' and contraflow cycle lanes on Lansdowne Road, Dingwall Road (north) and Sydenham Road. • Provision of a bi-directional cycle lane on Dingwall Road (south). • Removal of the Lansdowne Road/ Dingwall Road junction to create new public space for pedestrians. • New zebra crossings will be added to Dingwall Road (north and south) and Lansdowne Road (west). • Provision of a new signal controlled cycle crossing across George Street, • Public realm enhancements, to include paving, tree planting, seating lighting and rain gardens. • Changes to parking, waiting and loading in order to improve and extend the existing taxi rank on Lansdowne Road (east), while it is proposed that the taxi rank on Dingwall Road (adjacent to Boxpark) is to be reinstated. <p>AMP House operates as a serviced office building and provides a co-working space for a number of different occupiers. At ground floor are a number of food outlets who also operate delivery services from the units with mopeds parked outside on the forecourt. A lay by is located directly outside the front of the building which is used by vehicles and motorcycles for day to day deliveries to and from the building. As such, due to the range of different occupiers in the building, there is a requirement for deliveries to arrive and leave the building to suit their specific</p>	<p>Access to AMP House has been possible during the temporary scheme when this one way working arrangement has been in place. The detail of all access will be reviewed to all business and developments, with any alterations required to suit specific vehicle needs made prior to construction.</p>

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	<p>needs throughout the working day.</p> <p>As a result of the above changes, AMP House could only be serviced by vehicles travelling in a southbound direction along Dingwall Road, after having followed the proposed new one-way routing along Bedford Park – Sydenham Road – Wellesley Road – Lansdowne Road – Dingwall Road and then exiting onto George Street. As such, the servicing route for vehicles to the building would become convoluted and extended from its current arrangement.</p>	
	<p>In addition, the installation of a permanent cycle lane along the western side of Dingwall Road, would reduce the available carriageway space on Dingwall Road. More fundamentally, it is not clear how a vehicle would be able to access the existing lay by outside AMP House when travelling from the north. It is assumed that the bi-directional cycle carriage way would be lined with 'defenders' that would stop vehicles crossing over into the cycle lane. Similarly, access to the AMP House car park would be restricted as vehicles would need to cross over the segregated cycle lane.</p> <p>Summary In summary, [REDACTED] objects to the works proposed within the TRO for Dingwall Road and Lansdowne Road. As set out above, these will severely impact the servicing arrangements for all the uses and occupiers in the building and also the access to the car park at AMP House. We would be grateful if you could take these comments into consideration and would be pleased to enter into further discussions with the Council on this matter, so that an acceptable arrangement can be found that addresses the concerns raised.</p>	<p>It is appreciated that some routes will be impacted by the amended highway layout, but it is anticipated that this impact is limited and the reduced traffic over time as modal shift occurs with more short trips being walked or cycled which will bring benefits to car users in the future.</p>
15	<p>I would like to comment on, and object to, aspects of the proposals for these two areas as they affect the operation of private hire coaches in Croydon. Reference to "normal times" describes the pre-pandemic situation. A feature of traffic restrictions in many boroughs is that they fail to take account of the needs of private hire coaches. It is of course the case that coaches were not seen on the road when the traffic restrictions were introduced because people had stopped travelling by coach due to lockdowns, were fearful of being in a confined space or because there was no venues open for them to go to. Private hire coaches are important in the transport mix as they cater for the trips which the public bus services do not undertake.</p> <p>This scheme has to be re-designed for it fails to accommodate the needs of private hire coaches and their passengers. There are hotels on the western end of Lansdowne Road -- in particular Jury's Inn which cannot be accessed from Wellesley Road due to the presence of tram tracks. Indeed, Travelodge in Norfolk House cannot be accessed by standard-length coaches as Walpole Road and Wellesley Grove do not provide facilities for coaches to turn around. Travelodge passengers have therefore been set down/picked up in Lansdowne Road in normal times. The routing for coaches to access the Lansdowne Road hotels in normal times has been to enter Dingwall Road from George Street and turn left into Lansdowne Road to pick up/set down beside the appropriate hotel. I fail to see from your proposals how coaches can serve those hotels. Dingwall Road needs to be two-way and the cycle lane on the western section of Lansdowne Road needs to be removed permanently. When serving those hotels I have never noticed a large volume of car traffic neither have I seen a large volume of cyclists on Lansdowne Road. There is no justification for that section of cycle lane. I must therefore raise strong objections to the proposals for Dingwall Road and the western section of Lansdowne Road.</p> <p>There is also a need for coaches to serve East Croydon Station. A typical journey in normal times was for passengers arriving by train at East Croydon to be taken by coach to Selsdon Park Hotel. We could not use the bus station outside of the station and had to invite passengers to trot up Altyre Road to board the coaches. That was far from satisfactory. A pick up/set down facility needs to be provided at East Croydon Station for coaches -- presumably Dingwall Road would be an appropriate location for this.</p>	<p>Access to Hotels has been possible during the temporary scheme when this one way working arrangement has been in place. There has been no change to the no waiting or loading arrangements in front of the Premier Inn, the tram tracks do not impede access to Jurys Inn from Wellesley Road, and Walpole Road and Wellesley Grove are outside the scope of the current scheme. We will work with businesses to identify what improvements can be made to coach access to the wider East Croydon area and if necessary bring forward further proposals to accommodate private hire coaches where possible.</p>

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16	<p>I wish to register my opposition to the above proposals. In August 2020 you imposed a Notice of Temporary Restrictions of Traffic and Parking in response to the Covid 19 pandemic to facilitate commuting and exercising whilst maintaining social distancing. Given the nature of the pandemic and the need to undertake urgent actions it may be considered reasonable to have implemented measures without reference to detailed studies of road usage and behaviours of pedestrians and cyclists.</p> <p>Following the easing of restrictions and the changes to guidance from central Government, it would also be reasonable to expect detailed studies of road usage by car drivers, pedestrians and cyclists to be undertaken to understand the efficacy and benefits of those changes implemented.</p>	<p>This scheme is located on one of the corridors with the highest potential for cycling / a high priority strategic cycling corridor to be improved (the Crystal Palace – Thornton Heath –Croydon via Quietway5). By providing safe cycling facilities on these strategic routes TfL considers that we are maximising the opportunity for people to switching their trips onto more sustainable modes. Croydon as the borough with the greatest potential for cycling with over 400,000 trips made each weekday (in normal times) by motorised means (mostly by car) which could be readily cycled, if conditions and infrastructure allow.</p>
	<p>I am unaware and have certainly not witnessed any surveys of traffic and usage being undertaken during the time that these measures have been in place, nor aware of any published information that supports the decision that led to the specific measures put in place as part of the temporary order, nor that could be referenced to support making these temporary measures permanent.</p> <p>Please could you reassure residents of the detailed and verifiable studies that have been carried out that can be considered as evidence to support the decisions that led to these particular measures and justify the basis for these measures to be made permanent?</p>	<p>Traffic monitoring and modelling is ongoing and the implementation of permanent scheme is subject to the network assurance process conducted by Croydon with Transport for London to ensure that there is not an unacceptable impact on the transport network. The Traffic Management Act 2004 (TMA) places a Network Management Duty on local traffic authorities with the objective to secure the expeditious movement of traffic (which includes cycling, walking and public transport) so far as may be reasonably practicable having regard to their other obligations, policies and objectives and including the updated statutory guidance to reallocate road space to sustainable modes¹. It is appreciated that some routes will be impacted by the amended highway layout, but it is anticipated that the reduced vehicular traffic over time as modal shift occurs with more short trips being walked or cycled which will bring benefits to car users in the future.</p>
	<p>From my own observations, the removal of the roundabout at Lansdown Road has resulted in a dangerous configuration of roads resulting in cycle and scooter riders ignoring the road markings, cutting across the central island and making crossing the road at this point extremely hazardous. You'll note from any observations that you may have made over the course of the temporary traffic order that the cycle racks have not been used to any great effect. Invariably (and I'm being generous here), you would have noted no more than 1 or 2 cycles stored in the racks at any one time. This in itself does not suggest that there isn't an increase in cycle usage along the new cycle lanes however as a resident who frequently walks these roads, it is obvious that there has not been an increase in cycle usage. The benefit, if it can be described as such has been for the ever-increasing numbers of delivery bikes and scooters servicing Boxpark. There's little that can be said in terms of Safer Streets or Healthy Neighbourhoods when you risk being mown down from numerous directions by someone delivering a takeaway. On the few occasions when police have been deployed in this location, it has been evident that they have spoken to cyclists and scooter riders for riding in a dangerous manner, ignoring the road markings.</p>	<p>The detailed design of the permanent scheme will be reviewed and amended as necessary.</p> <p>Increased signage to identify the correct use of these facilities and enforcement measures are proposed to assist with these issues.</p>
	<p>As far as traffic is concerned, please can you explain what studies have been carried out to monitor patterns of car usage, what assumptions have been made and what dates were any studies carried out. Since before 2020 the opening of the UKVCAS office on the corner Bedford Place and Dingwall Road has resulted in a significant increase in traffic. With this office being open 7 days a week and offering appointments from early morning until early evening we have to endure a massive increase in cars circling the building, parking illegally and occupying the available parking bays. As part of the temporary measures, you removed the 12 Zone C/Pay and Display bays that were located from the Bedford Park/Place junction along Dingwall Road. Despite holding not only the contact details but also the money from residents who had paid the annual charge for Zone C parking, you failed to make any effort to contact residents to advise them of this 'temporary' change or seek views as to how this change might impact those who found themselves unable to park in bays that their permit had previously covered. The result of this change is</p>	<p>We will look into an option that would introduce additional bays in Lansdowne Road (east) which will go some way to compensating for some of the loss of bays in Dingwall Road. Parking provision has to be balanced with the need to provide safe cycle infrastructure along a key route in Croydon in line with government requirements to reallocate roadspace to sustainable modes.</p>

¹ <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

Issue ID	Issue Description	LBC Response
	<p>that the only remaining Zone C bays that are reasonably close and accessible to residents are rarely available and lead to further traffic circling whilst seeking a space. From a potential maximum of 33 spaces (dual usage for Zone C and Pay and Display purposes across Lansdowne Rd, Dingwall Rd and Bedford Place), there now remains a total of 21 across Lansdowne Road and Bedford Place. The nearest alternative Zone C spaces are to the south of East Croydon station in Altyre Road – hardly good for the environment driving there in the hope of making use of your residents permit.</p> <p>It would be reasonable to have thought that those who planned these changes might have considered the impact that the removal of these bays would have on residents and perhaps made changes to the 12 bays located in Sydenham Road, designating these as dual Zone C / Pay and Display. Sadly, there has been no such change made and no indication that this change might be introduced as part of making these temporary changes permanent. Notwithstanding the unlikely possibility that this change might be made, there is the further difficulty of this road frequently being used as a holding area for Rail Replacement Buses, leading to parking suspensions being in place at weekends. Due to the changes in the roads, this has now become a road that is heavily used, often with vehicles speeding and not infrequently with vehicles driving the wrong way along this stretch of one-way road to avoid the junction with Wellesley Road.</p>	
	<p>Without any studies or surveys of the streets to reference, either before, during or after the implementation of these proposals, I fail to understand how it is possible to justify making these proposals permanent. Making knee-jerk decisions and implementing schemes in response to a pandemic should surely mean that the continuation of such schemes must be carefully evaluated in light of the assumptions made at the time, alongside detailed evidence of the results from these schemes. Changes as a result of the pandemic have already seen the cancellation of the Dingwall Road tram loop – seen as non-essential. As your own TMA meeting heard on 11th Nov, the business case for the Network Rail CARS scheme, including redevelopment of East Croydon station is also being reconsidered in light of the changes in post-Covid travel habits and lack of funding. On this basis, please explain what modelling, surveys and information you have available that convinces you that these changes are necessary, well considered and fit for purpose rather than simply taking the opportunity to make changes funded by TFL in the hope that ‘if we build it, they will come’.</p> <p>In summary, I clearly object to the proposal to make these temporary changes permanent. I have no objection to the principle of cycle and pedestrian roads but if these are to be welcomed, widely used and successful, they need to be implemented in the correct way, based on detailed, current evidence. In consulting these changes, there has been no information made available that justifies the changes being proposed.</p>	<p>Traffic monitoring and modelling is ongoing and the implementation of permanent scheme is subject to the network assurance process conducted by Croydon with Transport for London to ensure that there is not an unacceptable impact on the transport network. Throughout the trial of the scheme increases in cycling have been observed without a significant impact on other modes.</p> <p>The Traffic Management Act 2004 (TMA) places a Network Management Duty on local traffic authorities with the objective to secure the expeditious movement of traffic (which includes cycling, walking and public transport) so far as may be reasonably practicable having regard to their other obligations, policies and objectives and including the updated statutory guidance to reallocate road space to sustainable modes². It is appreciated that some routes will be impacted by the amended highway layout, but it is anticipated that the reduced vehicular traffic over time as modal shift occurs with more short trips being walked or cycled which will bring benefits to car users in the future.</p>

² <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

Issue ID	Issue Description	LBC Response
17	<p>I have stumbled across details of the above proposed traffic order this evening and, whilst I note that the consultation exercise closed yesterday, I hope that you will accept my comment confirming my full approval of them.</p> <p>It has been much more pleasant walking into central Croydon by foot without the same levels of traffic which Lansdowne Road used to experience.</p> <p>Whilst we still have a few inconsiderate motorists determined to try out their car's acceleration, incidents like these are now very much the exception.</p> <p>The public realm improvements look exciting and I wonder whether you could check out the availability of foxglove trees for planting.</p> <p>I first encountered them in Germany so that they would make German tourists feel very welcome when they arrived in Croydon.</p> <p>They are majestic trees and are quite stunning in May.</p> <p>There is one in Sunnyhill Road, Streatham (near the top of the hill) which shows that they are quite hardy and the tree looks quite mature even though it is probably under 20 years old.</p> <p>Planting an avenue of Paulownia tomentosa would also show that the council was thinking more imaginatively.</p> <p>London Plane trees are plain in every sense of the world.</p> <p>Paulownia tomentosa foxglove tree/RHS Gardening</p>	<p>Landscape proposals will be reviewed and incorporated into the detailed design where appropriate.</p>

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Stage 1 Initial Risk Assessment - Decide whether a full equality analysis is needed

1.1 Analysing the proposed change

1.1.1 What is the name of the change?

Walking and Cycling Programme / Walking and Cycling Strategies

1.1.2 Why are you carrying out this change?

Please describe the broad aims and objectives of the change. For example, why are you considering a change to a policy or cutting a service etc.

The purpose of the programme is to increase the amount of walking and cycling that occurs in Croydon. This is in order to:

- Provide facilities the new journeys that are created by the growth of the borough
- Improve air quality, safety and environmental performance
- Improve the health of people living, working and visiting the Borough
- Improve access for all sections of the community
- Preserve and enhance the quality of the Borough's built and natural environment

The programme is needed to define / lead / coordinate / deliver these objectives where previously implementation has been split between different teams in the Council.

Walking and Cycling Strategies are being produced to support this programme.

The concept of the Walking and Cycling Programme originated from the Head of Strategic Transport. The programme has support from the Director of Planning and Strategic Transport, the political level, Sustrans and Transport for London.

The Croydon Corporate Plan, Core Strategy, Transport Vision, and The Mayor of London's Transport Strategy all seek to increase the amount of walking and cycling that occurs in Croydon.

1.1.3 What stage is your change at now?

See **Appendix 1** for the main stages at which equality analyses needs to be started or updated.

Programme Definition Stage (at time of initial EqIA)

1.2 Who could be affected by the change and how

1.2.1 Who are your internal and external stakeholders?

- All Council staff (as pedestrians / cyclists / people with mobility issues)
- The wider community in Croydon, workers and visitors to Croydon.
- Specific Teams in the Council: Public Health, Spatial Planning, Regeneration, Highways, Strategic Transport, Development.
- Transport for London, Greater London Authority, Sustrans.
- Transport campaign groups, The Ramblers Association, Croydon and London Cycle Campaigns

1.2.2	What will be the main outcomes or benefits from making this change for customers / residents, staff, the wider community and other stakeholders?
<p>Benefits:</p> <ul style="list-style-type: none"> • Increased travel choices • Air quality improvements • Health benefits of active travel • Reduced pressure on roads • Increased quality of the environment • Increase use of facilities • Safer access to schools and other facilities <p>Outcomes:</p> <ul style="list-style-type: none"> • Improved cycle facilities • Improved walking facilities • Improved public realm & environmental quality 	
1.2.3	<p>Does your proposed change relate to a service area where there are known or potential equalities issues? Please answer either "Yes", "Don't know" or "No" and give a brief reason for your response If you don't know, you may be able to find more information on the Croydon Observatory (http://www.croydonobservatory.org/)</p>
<p>The EqIA for the walking and cycling programme has identified that the change could potentially impact on the following groups:</p> <ul style="list-style-type: none"> • Age • Disability • Sex / Gender <p>1.0 Age 1.1 Young People</p> <p>Pupils and students cycling or walking to go to school/college will benefit from better wayfinding and path quality. A study “South East London Greenways Area study – Consultation Document December 2009” by Sustrans explains “Sedentary lifestyles are causing an obesity epidemic and increasing the risk of health problems such as diabetes heart attack and stroke “ The study goes on to quote the following “In London more than one fifth of children are classed as obese” There is guidance from the National Institute of Health and Clinical Excellence promoting the creation of build environments which promote physical activity. A statistic from the NHS quotes that one in 5 children will leave primary school obese and overall 22% of the children in Croydon are classed as obese.</p> <p>The change promotes walking and cycling which cleaner forms of transport and should therefore help improve air quality for this group.</p> <p>Changing the Parks Byelaws have encouraged cyclists to use the parks as alternative routes. One of the main aims of the change route is to be accessible enough for a 12 year old to cycle the route unaccompanied by an adult. Currently, cycle routes are not well designed or maintained and parents are reluctant to let children cycle unaccompanied due to safety issues. As part of the design we have been working towards safe cycling routes that are accessible for all and allow young people to take regular exercise and use parks as a place to learn how to cycle.</p>	

The cycling in parks consultation has raised concerns about cyclists coming into conflict with young people. Young people in parks may be more distracted by activities such as play and less aware of the rules around cycling. This risk can be mitigated by safety and enforcement measures. This also has to be viewed in the context that the parks are already informally used by cyclists (although use is likely to increase). By formalizing routes some risks of pedestrian / cycle conflict can be reduced by amended layouts, signage, improving sightlines, improving widths and other measures.

Footway level cycle tracks have raised concerns about about cyclists coming into conflict with young people. This can be mitigated by providing clear changes in surfacing and improved signage and markings.

Consultation on increasing the share of roadspace given over to cycling has identified concerns that not all groups can cycle (including some in this protected group). This is particularly the case in some of the more hill areas of Croydon. Whilst some routes can be designed to minimise the gradient and electric bikes make a difference (for those who can afford these) it is necessary to ensure that alternative forms of transport are available.

1.2 Working age group

The “Greenways Area Study” from Sustrans highlights that the current growth in London’s population is putting stress on the Transport systems.

Due to this stress on an already over capacity system walking is a key mode of travel. The study quotes “over 20% of journeys in the capital are on foot”. The study explains there is a target to increase journeys made on foot by 1million trips from 2009/10-2001/12.

The study explains that “cycling in London has grown considerably in recent years” On the TFL road network “between 2000/01 and 2007/08 91% more cyclists were observed passing selected counting points”.

The change will open up walking and cycling routes and give the working age group easier access to employment opportunities, services and facilities in Croydon Town Centre.

There is an aim to encourage the use sustainable modes of transport rather than cars (creating modal shift).

The change will also encourage active travel, with accompanying health benefits, especially where time pressured commuters find it difficult to fit in exercise in their daily routine

The change promotes walking and cycling which cleaner forms of transport and should therefore help improve air quality for this group.

Consultation on increasing the share of roadspace given over to cycling has identified concerns that not all groups can cycle (including some in this protected group). This is particularly the case in some of the more hill areas of Croydon. Whilst some routes can be designed to minimize the gradient and electric bikes make a difference (for those who can afford these) it is necessary to ensure that alternative forms of transport are available.

1.3 Older and retired people

The proposed routes will see walking routes upgraded which may be seen as an improvement for older people. This includes dropped kerbs, decluttering and widening existing footways, providing new crossings, better surfacing, signage, lighting, seating and more attractive routes.

As with some other groups there are concerns that older and retired people walking may come into conflict with cyclists. This risk can be mitigated by safety and enforcement measures. This also has to be viewed in the context that routes are already informally used by cyclists (although use is likely to increase). By formalizing routes some risks of pedestrian / cycle conflict can be reduced by amended layouts, signage, improving sightlines, improving widths and other measures. Older and retired people can also benefit from improvements to their health that 'active travel' such as cycling create.

The change promotes walking and cycling which cleaner forms of transport and should therefore help improve air quality for this group.

Footway level cycle tracks have raised concerns about about cyclists coming into conflict with this protected group. This can be mitigated by providing clear changes in surfacing and improved signage and markings.

Consultation on increasing the share of roadspace given over to cycling has identified concerns that not all groups can cycle (including some in this protected group). This is particularly the case in some of the more hill areas of Croydon. Whilst some routes can be designed to minimize the gradient and electric bikes make a difference (for those who can afford these) it is necessary to ensure that alternative forms of transport are available.

1.4 Disability

The change will see walking infrastructure upgraded which may be seen as an improvement for people with mobility impairments. This includes dropped kerbs, side road entry treatments, decluttering and widening existing footways, providing new crossings, better surfacing, signage, lighting, seating and more attractive routes.

As with some other groups there are concerns that disability groups walking may come into conflict with cyclists. This risk can be mitigated by safety and enforcement measures. This also has to be viewed in the context that routes are already informally used by cyclists (although use is likely to increase). By formalizing routes some risks of pedestrian / cycle conflict can be reduced by amended layouts, signage, improving sightlines, improving widths and other measures.

Disability groups can also benefit from improvements to their health that 'active travel' such as cycling create. Whilst not the view of all disabled people, Wheels for Wellbeing (based in South Norwood Country Park, an award-winning charity supporting disabled people of all ages and abilities to enjoy the benefits of cycling) state that "Cycling can be easier than walking, a way to keep independent, fit and healthy, a mobility aid, and a useful form of everyday transport. Inclusive cycling means everyone can cycle regardless of age, health condition or impairment."

Wheels for Wellbeing state that many aren't aware of the fact that disabled people cycle. Growing numbers do, with some using standard two-wheeled bicycles and others using non-standard cycles - for transport, leisure or sport. However, there are a number of physical, financial and attitudinal barriers that continue to prevent more disabled people in the UK from taking up cycling. These can be summarised as:

- **Cycling infrastructure:** There is a lack of fully inclusive infrastructure across cycle networks. Narrow cycle lanes, steps, speed reduction treatments, physical obstacles, barriers and potholes reduce accessibility for non-standard cycles, which are often wider, longer and heavier than standard bicycles. Accessibility can also be reduced for disabled cyclists who ride on two wheels but who may not be able to lift, carry or walk their cycle.
- **Cycling facilities:** The majority of cycle parking and storage facilities fail to cater for the needs of disabled cyclists. Without reliably available parking facilities at their destination (and fully integrated modes of transport along the way) disabled cyclists will often be

discouraged from venturing out in the first place, thus limiting their options for active travel.

- **Cost:** Non-standard cycles (including specially adapted bicycles) are typically more expensive than standard road bikes, with access to hire and loan schemes also limited. Disabled people are more likely to be on lower incomes than those who are non-disabled, creating a further financial disadvantage when it comes to purchasing the right cycle.
- **Imagery, language and perceptions:** Representations of non-standard cycles and visibly disabled cyclists are absent from most cycling literature. Disabled cyclists are further excluded from cycling culture through use of the word 'bicycle' as a bi-word for a cycle, the branding of e-assist as 'cheating', the perception that cycling is for the fit and athletic, and assumptions like: all cyclists are able to carry or wheel their cycle. This leads to many disabled people assuming, wrongly, that cycling is not an option.
- **Cycles not recognised as mobility aids:** Many disabled people find cycling easier than walking. However, under existing legislation cycles are not listed as a mobility aid (unlike wheelchairs and mobility scooters), meaning disabled cyclists may be asked to dismount in designated non-cycling zones (despite the fact that walking, wheeling or lifting a cycle might be physically impossible for some).¹

The change promotes walking and cycling by cleaner forms of transport and should therefore help improve air quality for this group.

Footway level cycle tracks have raised concerns about about cyclists coming into conflict with this protected group. This can be mitigated by providing clear changes in surfacing and improved signage and markings (including tactile paving).

Consultation on increasing the share of roadspace given over to cycling has identified concerns that not all groups can cycle (including some in this protected group). This is particularly the case in some of the more hilly areas of Croydon. Whilst some routes can be designed to minimize the gradient and electric bikes make a difference (for those who can afford these) it is necessary to ensure that alternative forms of transport are available.

1.5 Sex/Gender

The Greenways study highlights the disparity between men and women making cycle trips: "Approximately twice as many cycle trips made in London are by men and boys than rather women and girls."

Opening new routes will create alternative options for cycling on quieter routes which allow the less confident cyclists of any gender to take up opportunities to cycle. Recent evidence suggests that women cyclists are more affected by bad driver behaviour.²

The change promotes walking and cycling which cleaner forms of transport and should therefore help improve air quality for this group.

¹ Wheels for Wellbeing *A guide to inclusive cycling* (November 2017)

² <https://www.theguardian.com/lifeandstyle/2015/jun/11/female-cyclists-bad-driving-harassment-study-uk-women-men-near-miss>

1.2.4 Does your proposed change relate to a service area where there are already local or national equality indicators?

You can find out from the Equality Strategy (<http://intranet.croydon.net/corpdept/equalities-cohesion/equalities/docs/equalitiesstrategy12-16.pdf>). Please answer either "Yes", "Don't know" or "No" and give a brief reason for your response

Health and Social Inequality

A key priority for the Council is to work with our partners to make Croydon a stronger fairer place for all our communities. Croydon's Opportunity and Fairness Plan 2016-20 outlines action to tackle inequalities such as educational attainment, health, homelessness, unemployment, crime and social isolation, particularly in the borough's six most deprived wards. Successful delivery of walking and will create more opportunities for Croydon residents and contribute towards greater equality, fairness and better outcomes for all.

Walking and cycling can help people become fitter and healthier. More than one in three of our ten to eleven year-olds are overweight or obese, nearly two in three Croydon adults are overweight or obese and young people in Croydon are growing up in a borough where it's normal to be overweight. We need infrastructure and cultural changes to enable everybody to incorporate exercise into their daily travel routine.³

Walking and cycling can also help to provide better access to employment. After cycling to keep fit and for the fun of it, the reason most Londoners give for cycling more, is to save money, and it is cheaper than the alternatives. Using their 'cycletoworkcalculator', Britain's largest cycling organisation, British Cycling, estimates that a London commuter who buys a bike for £500 to travel to work would save £565 a year. This assumes they drive a small car 10 miles to and from work each day, with costs of 37p a mile based on Automobile Association (AA) running cost figures. Their bike would pay for itself in under four months, and the cyclist would burn an average of 500 calories a day.⁴ This will not be suitable for everybody (depending on the characteristics of their journey to work and personal circumstances) and costs will vary for larger households.

Consultation on increasing the share of roadspace given over to cycling has identified concerns that not all groups can cycle (including some in this protected group). This is particularly the case in some of the more hill areas of Croydon. Whilst some routes can be designed to minimize the gradient and electric bikes make a difference (for those who can afford these) it is necessary to ensure that alternative forms of transport are available.

Walking

Improving walking is part of increasing the activity levels of the people of Croydon. Inactivity is having profound health effects and is a major contributory factor to the levels of obesity in Croydon. In Croydon, one in three children aged 10-11 are overweight or obese. For adults the situation is more serious. Over half of all adults are overweight or obese. This equates to over 170,000 residents. Children in Croydon are growing up in a borough where it is normal to be overweight. From 2007 to 2015, the estimated annual cost of obesity to the NHS in Croydon is predicted to rise by 24%6 (£11.2 million)⁵.

Health inequalities mean that these impacts are felt unequally. Most deprived 4-5 and 10-11 year olds are 2 times more likely to be obese than least deprived⁶.

³ Croydon's Cycling Strategy 2018-23

⁴ Croydon's Cycling Strategy 2018-23

⁵ CroydonJoint Strategic Needs Assessment (JSNA) 2013/14 Key-Topic 2 Healthy Weight

⁶ Public Health England: Health inequalities in London (2015)

A transport network that favours the motor car over walking can increase inequality. In London up to household incomes of £75k, household car access rises as income increases, flattening off after that point.⁷

Cycling

Croydon does not collect regular quantitative or qualitative data on cycle use however there are other data sources on cycling.

Dr Rachel Aldred, University of Westminster states that:

"Britain's hostile roads force people cycling to tool up, speed up, man up or – more often – give up."

Cycling UK⁸ states that in Britain, cycling is highly unequal. Women, older people, and disabled people are all under-represented. Transport for London (TfL) reports that 74% of cycle trips there are made by men, while across England men are twice as likely to cycle to work as are women. Patterns seen in high-cycling countries (such as the Netherlands) can be found in the UK. In Cambridge, there is a roughly equal gender balance and more than one-in-four commuting over-65-year-olds still doing so by cycle. This is compared to London, where 5.2% of commuters aged 30-34 ride to work but under 2% of those aged over 60 do. Providing good cycling environments is particularly important for low-income people without car access, and for people in rural areas with limited other transport options. The recent iConnect⁹ study showed that people without cars benefitted more from high-quality separated infrastructure for walking and cycling. Cycling can be an inclusive transport mode, but only if we ensure that the cycling network is democratic and inclusive. We know what people want, and we know the status quo is exclusive. My Near Miss Project¹⁰ research showed that slower cyclists are experiencing three times as many near misses for a given journey distance as quicker cyclists. This feeds through into inequalities experienced by gender, as women – on average – cycle somewhat more slowly than men.

The Cycling in Croydon report to Scrutiny Committee (2014) heard that there are many benefits to cycling including:

- Improved health outcomes including tackling obesity and increasing levels of physical activity by building exercise into everyday lives.
- Cycling as a mobility aid for disabled people. Members heard that cycling is the second most popular form of exercise for disabled people.
- Improving mental health, a sense of well-being and tackling social isolation including in older people.
- Reductions in air pollution and CO2 levels (which benefit all).

More widely, Members heard that there is a lack of cycling infrastructure to provide safe routes for cyclists including children and families and which take account of the needs of disabled cyclists. The Croydon 'donut' – an area surrounding the town centre - is difficult for cyclists to penetrate and cycle through legally and safely despite reasonable routes to and from the outer reaches of the Borough. Contributors at the meeting stated that narrow residential roads when combined with motor vehicles also makes for a difficult cycling environment. Members heard that one head teacher in the borough had banned children from cycling to school as he felt that cycling was not safe enough. The Committee heard that introducing safe routes to schools for parents and children presents a significant opportunity to increase cycling and active travel in the borough.

⁷ TfL Roads Task Force – Technical Note 12 How many cars are there in London and who owns them?

⁸ Article September 2015 in Cycling Magazine

⁹ <http://www.iconnect.ac.uk/>

¹⁰ <http://www.nearmiss.bike/>

Increase cycling in parks will make parks an area affected by the proposed change. Croydon does not currently collect park use data, however there is (2010) data from the Wandle Park project. This data gives some indication of the current representation of user groups in Croydon's parks.

- Age Groups: All age-groups were relatively well-represented in the park apart from the 17-24 age group.
- Ethnicity: Black and minority ethnic groups form only 29% of park users whilst being 41% of the catchment area population. A gap remains in activities for women from these groups to participate in.
- Gender: Surveys indicate that the majority of the users of the park are women. According to a national study ¹¹ 51% females visit a park with children compared with 36% of males. As children's play is the second most popular activity in parks it follows that women will tend to be the primary users of open space.
- The Older Community: Over 60s make up 15% of the local catchment area population and are frequent park users. These groups have cited deterrents from visiting parks as poor facilities, poor access, poor provision of seating and poor management and maintenance. Some of the members of these groups are intimidated by the young people, although many members recognise the importance of providing facilities for young people.
- Young People and Families: These groups were well represented although a gap was. Males in the 13-19 age group were better represented in the existing audience due to the relatively good provision of facilities. In 2010 there was a lack of facilities and activities that appealed to teenage girls.
- Information about disabilities and other protected characteristics was not available from this data.

Filling Gaps

Additional information is needed to provide information about disabilities and other protected characteristics.

More data is will be collected and we have taken further steps to ensure all groups are involved in the project (as detailed below in the rest of this assessment).

This includes Croydon Vison, Wheels for Wellbeing, the Mobility Forum, the Cycle Forum, Schools, Friends of Parks Groups and Croydon residents.

Information about disabilities and other protected characteristics which has not been available previously will be sought from surveys. As this data is not collected in Traffic Management Order Consultations this will have to be by additional surveys.

¹¹ 'The use of Public Parks in England' 2003 by Sport England, English Heritage and The Countryside Commission

1.2.5	Analyse and identify the likely <u>advantage</u> or <u>disadvantage</u> associated with the change that will be delivered for stakeholders (customers, residents, staff etc.) from different groups that share a “protected characteristic”	
	Likely Advantage 😊	Likely Disadvantage ☹️
Disability	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>The public realm proposed will be accessible and inclusive, with minimal level changes and good quality street furniture providing opportunities for a resting.</p> <p>This risk needs to be balanced with the potential health benefits to this group of active travel.</p>	<p>Cyclist on shared surfaces may come into conflict with this group. This risk can be mitigated by safety and enforcement measures and improved signage and markings.</p> <p>Cycle routes need to be designed to provide access for non-standard cycles.</p> <p>Improvements to the cycling network have the ability to improve outcomes for all groups. Current use of cycling is focused more able bodied groups. The Council is engaged in ongoing work to widen participation in walking and cycling as ‘active travel’ The Council needs to ensure this is inclusive and includes people living with a disability.</p> <p>Rest areas to be considered (these are often difficult to install due to concerns regarding antisocial behaviour).</p>
Race/ Ethnicity	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as ‘active travel’. The Council needs to ensure this is inclusive and includes people of all races / ethnicity.</p> <p>Specific engagement with underrepresented groups is recommended.</p>
Sex	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as ‘active travel’ The Council needs to ensure this is inclusive and includes people of all genders.</p> <p>Fear of crime and road safety issues have been identified as likely contributing factors.</p>
Gender reassignment	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all, providing access to local amenities and cycle routes.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as ‘active travel’. The Council needs to ensure this is inclusive and includes people of all genders.</p> <p>Fear of crime and road safety issues have been identified as likely contributing factors.</p>
Age	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>One of the main aims of the change route is to be accessible enough for a 12 year old to cycle the route unaccompanied by an adult. Currently, cycle routes are not well designed or maintained and parents are reluctant to let children cycle unaccompanied due to safety issues. As part of the design we</p>	<p>Cyclist on shared surfaces may come into conflict with this group. This risk can be mitigated by safety and enforcement measures</p> <p>Current use of cycling is focused on younger and more able bodied groups. The Council is engaged in ongoing work to widen participation in walking and cycling as ‘active travel’. The Council needs to ensure this is inclusive and includes people of all ages.</p>

	<p>have been working towards safe cycling routes that are accessible for all and allow young people to take regular exercise and use parks as a place to learn how to cycle.</p> <p>The change will open up walking and cycling routes and give the working age group easier access to employment opportunities, services and facilities in Croydon Town Centre.</p> <p>The change promotes walking and cycling which cleaner forms of transport and should therefore help improve air quality for this group.</p> <p>The proposed routes will see walking routes upgraded which may be seen as an improvement for older people. This includes dropped kerbs, decluttering and widening existing footways, providing new crossings, better surfacing, signage, lighting, seating and more attractive routes.</p>	<p>Rest areas to be considered (these are often difficult to install due to concerns regarding antisocial behaviour).</p>
Religion /Belief	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all religions / beliefs.</p> <p>Specific engagement with faith groups is recommended.</p>
Sexual Orientation	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all sexual orientation.</p> <p>Fear of crime and road safety issues have been identified as likely contributing factors.</p>
Pregnancy and Maternity	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p>	<p>Cyclist on shared surfaces may come into conflict with this group. This can be mitigated by designing in a 'comfort zone' and / or providing clear demarcation of the area for cyclists and the area for other users.</p> <p>Rest areas to be considered (these are often difficult to install due to concerns regarding antisocial behaviour).</p>
Social inclusion issues	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this work achieves the predicted outcomes in terms of social inclusion.</p>
Community Cohesion Issues	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The council needs to ensure we engage with community groups across protected characteristics. Opportunities to support and develop current initiatives such as the Interfaith Bike Rid and Wheels for Wellbeing will be investigated. Further work is also required to identify other groups who can be encouraged to walk and cycle.</p>
Delivering Social Value	<p>Improvements to the walking and cycling network have the ability to improve</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across</p>

outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.

groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'

1.2.6	<p>In addition to the above are there any other factors that might shape the equality and inclusion outcomes that you need to consider?</p> <p>For example, geographical / area based issues, strengths or weaknesses in partnership working, programme planning or policy implementation</p>
<p>The focus of improvements to the walking and cycling network will start initially in the town centre and then spread out to areas in the immediate vicinity. Eventually the network will spread out to the rest of the borough but due to the borough's topography this will be limited in some of the more hilly parts of the south of the borough. This could potentially have an impact on protected groups.</p> <p>Consultation on increasing the share of roadspace given over to cycling has identified concerns that not all groups can cycle (including some in this protected group). This is particularly the case in some of the more hill areas of Croydon. Whilst some routes can be designed to minimize the gradient and electric bikes make a difference (for those who can afford these) it is necessary to ensure that alternative forms of transport are available.</p>	
1.2.7	<p>Would your proposed change affect any protected groups more significantly than non-protected groups?</p> <p>Please answer either "Yes", "Don't know" or "No" and give a brief reason for your response. For a list of protected groups, see Appendix.....</p>
<p>The change could potentially impact on the following groups:</p> <ul style="list-style-type: none"> • Age • Disability • Sex / Gender • Preganancy and maternity 	
1.2.8	<p>As set out in the Equality Act, is your proposed change likely to help or hinder the Council in advancing equality of opportunity between people who belong to any protected groups and those who do?</p> <p>In practice, this means recognising that targeted work should be undertaken to address the needs of those groups that may have faced historic disadvantage. This could include a focus on addressing disproportionate experience of poor health, inadequate housing, vulnerability to crime or poor educational outcomes <i>etc.</i></p> <p>Please answer either "Yes", "Don't know" or "No" and give a brief reason for your response.</p>
<p>Yes - Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel', particularly to improve health outcomes. As current use of walking, cycling is not evenly distributed across groups, the Council needs to ensure all protected groups are engaged as part of this process.</p>	

1.2.9	<p>As set out in the Equality Act, is the proposed change likely to help or hinder the Council in eliminating unlawful discrimination, harassment and victimisation in relation to any of the groups that share a protected characteristic?</p> <p>In practice, this means that the Council should give advance consideration to issues of potential discrimination before making any policy or funding decisions. This will require actively examining current and proposed policies and practices and taking mitigating actions to ensure that they are not discriminatory or otherwise unlawful under the Act</p> <p>Please answer either "Yes", "Don't know" or "No" and give a brief reason for your response.</p>
<p>Yes - Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel', particularly to improve health outcomes. As current use of walking, cycling is not evenly distributed across groups, the Council needs to ensure all protected groups are engaged as part of this process.</p>	
1.2.10	<p>As set out in the Equality Act, is your proposed change likely to help or hinder the Council in fostering good relations between people who belong to any protected groups and those who do not?</p> <p>In practice, this means taking action to increase integration, reduce levels of admitted discrimination such as bullying and harassment, hate crime, increase diversity in civic and political participation etc.</p> <p>Please answer either "Yes", "Don't know" or "No" and give a brief reason for your response</p>
<p>Yes - Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel', particularly to improve health outcomes. As current use of walking, cycling is not evenly distributed across groups, the Council needs to ensure all protected groups are engaged as part of this process.</p>	

1.3 Decision on the INITIAL equality analysis

If you answer "yes" or "don't know" to ANY of the questions in section 1.2, you should undertake a full equality analysis. This is because either you already know that your change or review could have a different / significant impact on groups that share a protected characteristic (compared to non-protected groups) or because you don't know whether it will (and it might).

Decision	Response
<p>Yes, further equality analysis is required</p>	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel', particularly to improve health outcomes.</p> <p>Full EQIA will be undertaken as part of the Delivery Phase of the programme, we will ensure this is an inclusive process and that we engage with residents and communities from all protected groups to ensure we identify any equality and inclusion issues and actions to mitigate these</p>

Stage 2 FULL EQIA

Use of evidence and consultation to identify and analyse the impact of the change

Use of data, research and consultation to identify and analyse the probable impact of the proposed change

This stage focuses on the use of existing data, research, consultation, satisfaction surveys and monitoring data to predict the likely impact of proposed change on customers from diverse communities or groups that may share a protected characteristic.

Please see Appendix 2 (section 2) for further information.

<p>2.1</p>	<p>Please list the documents that you have considered as a part of the equality analysis review to enable a reasonable assessment of the impact to be made and summarise the key findings.</p> <p>This section should include consultation data and desk top research (both local and national quantitative and qualitative data) and a summary of the key findings.</p>
<p><u>Wheels for Wellbeing – Guide to Inclusive Cycling (November 2017)</u> It is a common myth that disabled people don't (or can't) cycle. According to TfL, in London alone 15% of disabled people use a cycle to get around occasionally or often, compared to 18% of non-disabled people. Many other myths around disabled cyclists abound.</p> <p><u>DfT inclusive transport strategy (2018)</u> Disabled people should have the same access to transport as everybody else, to be able to go where everyone else goes and to do so easily, confidently and without extra cost. This will be delivered through the key themes of the Inclusive Transport Strategy:</p>	

- Promotion of passenger rights and enforcement - All passengers should be clear on what the service they can expect, and confident that reporting non-compliance will lead to enforcement.
- Better Staff Training - Transport staff (frontline and managerial) should have greater understanding of the needs of disabled people and their legal rights, and therefore provide better assistance.
- Improved Information - Information should be provided in formats that all passengers can access and understand, both before and during a journey.
- Inclusive Physical infrastructure - Vehicles, stations and streetscapes should be designed and built so that they are inclusive and easy to use.
- Future of Inclusive Transport - New services and business models enabled by advances in technology should provide opportunities for all, and be designed from the outset with disabled people in mind.

London Cycle Design Standards (2014)

The six core design outcomes, which together describe what good design for cycling should achieve, are:

- Safety,
- Directness,
- Comfort,
- Coherence,
- Attractiveness and
- Adaptability.

These are based on international best practice and on an emerging consensus in London about aspects of that practice that we should adopt in the UK. They are important not just for cyclists but for all users of streets, public spaces, parks and watersides, where investment in cycling has the potential to improve the quality of place.

Cyclists and pedestrians should not be forced together where there is space to keep them apart, creating unnecessary conflict which can only increase as the number of cyclists rises. We have a strong preference against schemes requiring cyclists and pedestrians to share the same highway space, wherever they can be avoided. It will be necessary to use some shared areas in our cycle routes, particularly where the space is wide, but we will prefer to create delineated cycle tracks across it, perhaps with sloping, pedestrian-friendly kerbs or different surfacing.

Cyclists and pedestrians should not share the same space at crossings and junctions. Clearly delineated separate and/or parallel routes should be provided for cyclists and pedestrians. Typical bad cycle design deals with junctions by making cyclists pretend to be pedestrians, bringing them on to the pavement and having them cross the road, often in several stages, on toucan crossings.

Inclusive Transport Strategy: Achieving Equal Access for Disabled People Implications for Low Volume Shared Surface Streets (Topic Note produced by Phil Jones Associates, 2018)

The temporary withdrawal of LTN 1/11 and request that Local Authorities pause the development of shared space schemes which incorporate a level surface has the potential to result in some confusion amongst authorities and built environment professionals. This is particularly the case for what have been termed 'shared surface' streets on new developments, but which could also now be called 'pedestrian prioritised' streets.

Visually impaired people are faced with the challenges of navigating and crossing busy level surface streets such as Exhibition Road. There is a strong case for continuing to promote and provide shared surface/pedestrian prioritised streets where traffic volumes are low, particularly in new residential developments. This type of design has been in recommended Government

guidance for over 50 years and has been applied extensively throughout the country. It is recommended in Manual for Streets, which remains in force as Government guidance.

National Planning Policy Framework (2018)

Paragraph 110 states that applications for development should:

- Give priority to pedestrian and cycle movements, both within the scheme and with neighbourhood areas...
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards...

Cycle Infrastructure Design Local Transport Note 1/20 July 2020

The built environment should be accessible to all, including young people, older people, and disabled people. The concept of 'inclusive design' underpins the document, although it is acknowledged that what individual people consider to be acceptable will vary. Design should begin with the principle that all potential cyclists and their machines should be catered for in all cycle infrastructure design. Cycle routes must be accessible to recumbents, trikes, handcycles, and other cycles used by disabled cyclists. Many current tracks and lanes are too narrow or constrained to meet these objectives. To allow faster cyclists to overtake, and make room for non-standard bikes, cycle tracks should ideally be 2 metres wide in each direction, or 3 to 4m (depending on cycle flows) for bidirectional tracks though there may have to be exceptions.

Data collected by Transport for London⁸ found that the proportion of disabled Londoners who sometimes use a cycle to get around (15%) is only slightly less than for non-disabled Londoners (18%), demonstrating that cycling is an important mode of transport for everyone. The role of cycling as an aid to mobility is often overlooked. It can help many people to travel independently, but only if the infrastructure is accessible to a range of cycles used by people with children and disabled people. It is therefore very important to ensure that new cycle infrastructure is designed for use by everyone.

It is particularly important to make local disability groups aware of changes, which may impact on their ability to navigate, or to gain access to facilities such as disabled parking spaces. Engagement sessions with local disabled people may help identify and communicate alternative accessible routes. The provision of travel buddies to help visually impaired people learn to adjust to changes along previously familiar routes at the start of trial schemes may be particularly helpful and is recommended.

Designers should consider comfort for all users including children, families, older and disabled people using three or four-wheeled cycles. Families are more likely to use off-carriageway facilities. Young children may need additional space to wobble or for an accompanying parent to ride alongside.

Local authorities are bound by the Equality Act 2010 in discharging their functions, which includes managing their road networks. Designers should provide infrastructure that is accessible to all, and the dimensions and other features set out in this guidance should help ensure that their designs comply with the Public Sector Equality Duty. An Access Audit should be undertaken of all proposals to ensure that a scheme meets the needs of those with protected characteristics under the Equality Act 2010, particularly people with a disability. The Access Audit (also formerly known as a DDA audit, Disability Discrimination Act Audit or Disabled Access Audit) is an assessment of a building, a street environment or a service against best-practice standards to benchmark its accessibility for disabled people. It may form part of an overall Equality Impact Assessment.

Deliberately restricting space, introducing staggered barriers or blind bends to slow cyclists is likely to increase the potential for user conflict and may prevent access for larger cycles and disabled people and so should not be used.

It is more difficult for pedestrians, especially disabled people, to cross a two-way cycle track where they do not have priority.

Kerbed island separation or light segregation (see Figure 6.15) that provides a buffer zone of at least 0.5m between cyclists and parked vehicles is recommended to minimise risk of collision between cyclists and vehicle doors. A clear, level width of 2.0m is required alongside disabled parking bays to allow users to unload a wheelchair and turn within the space.

Where a shared use facility is being considered, early engagement with relevant interested parties should be undertaken, particularly those representing disabled people, and pedestrians and cyclists generally. Engaging with such groups is an important step towards the scheme meeting the authority's Public Sector Equality Duty.

Bus stop boarders introduce an area of shared use directly at the point where people board and alight the bus. Because of the potential for conflict this brings between pedestrians and cyclists, this layout is best suited to bus and tram stops with less frequent services and lower passenger and pedestrian volumes. Where a bus/tram stop boarder is being considered, early engagement with relevant interested parties should be undertaken, including those representing disabled people, and pedestrians and cyclists generally. Engaging with such groups is an important step towards the scheme meeting the authority's Public Sector Equality Duty.

Reducing traffic flow to enable cycling in mixed traffic streets can be achieved through a range of measures involving area-wide treatments across a neighbourhood, usually with enhancements to the appearance of key streets as illustrated in Figure 7.3. 31 Inclusive mobility (DfT, 2005)

Encouraging through traffic to use main roads can provide benefits for pedestrians and residents, particularly children and vulnerable adults, as well as enabling cycling. This can be achieved through implementing measures such as turning bans and one way streets, and by mode filtering (see paragraph 7.1.5). These measures also have the benefit of making short journeys quicker on foot or cycle compared to driving, providing a disincentive to using a car for short trips. Care should be taken that traffic management measures do not exclude disabled people. Good quality inclusive walking environments should be provided throughout, as set out in Inclusive mobility.³¹ Access and car parking for blue badge holders should be retained for these areas. Disabled cyclists who cannot dismount and walk their cycles will need to be allowed access.

Vehicle Restricted Areas - There should always be a preference for allowing cyclists to access VRAs unless there is good evidence that this would cause significant safety problems. However, the possible impacts on pedestrians, and disabled people particularly, must be considered carefully. Visually impaired people, in particular, may not feel comfortable sharing a pedestrianised area with cyclists.

Textured surfaces such as block paving and setts can help reinforce speed reduction. They provide a visual and audible reminder that the section of carriageway is a low speed environment. Because these can create high levels of discomfort, in particular for disabled cyclists, older and younger cyclists, they should be used sparingly. Overrun areas can be used around junctions to help visually narrow the entrance to the junction while maintaining access for larger vehicles.

Measures can be used to reduce cycle speed which are broadly similar to those used for motor traffic, albeit at reduced scale, including horizontal deflection, sinusoidal speed humps and thermoplastic rumble strips. These traffic calming devices will inevitably also introduce potential hazards and discomfort for disabled users (both pedestrians and cyclists). They should be used sparingly and only in response to site-specific problems that cannot be addressed in another way.

2.2 Please complete the table below to describe what the analysis, consultation, data collection and research that you have conducted indicates about the probable impact on customers or staff from various groups that share a protected characteristic.

Group's with a "Protected characteristic" and broader community issues	Description of potential advantageous impact	Description of potential disadvantageous impact	Evidence Source
Disability	<p>If cycles routes are designed to provide access for non-standard cycles, this will lead to increase use of cycling for this protected group</p> <p>Address the needs of people with disabilities and reduced mobility in relation to all modes of transport</p> <p>Visually impaired people are faced with the challenges of navigating and crossing busy level surface streets such as Exhibition Road. There is a strong case for continuing to promote and provide shared surface/pedestrian prioritised streets where traffic volumes are low, particularly in new residential developments.</p> <p>Disabled people should have the same access to transport as everybody else, to be able to go where everyone else goes and to do so easily, confidently and without extra cost</p> <p>Convenient, safe and reliable access for all to local amenities and cycle routes, particularly where non-standard bikes and trikes are safely accommodated.</p>	<p>Cyclist on shared surfaces may come into conflict with this group.</p> <p>This risk can be mitigated by safety and enforcement measures.</p> <p>Cycle routes need to be designed to provide access for non-standard cycles..</p> <p>Improvements to the cycling network have the ability to improve outcomes for all groups. Current use of cycling is focused more able bodied groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel, particularly working with Wheels for Wellbeing and the Mobility Forum. The Council needs to ensure this is an inclusive network and includes people living with a disability.</p> <p>Impacts on bus passengers due to relocations of bus stops.</p>	<p>Scheme consultations</p> <p>Census information, TfL travel information</p> <p>Scheme consultation reponses</p> <p>Mobility Forum and Wheels for Wellbeing Engagement.</p> <p>Subject literature.</p>
Pregnancy and Maternity	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups, particularly where non-standard bikes and trikes are safely accommodated.</p> <p>The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Outcomes will vary between walking and cycling and will depend on the individual circumstances eg different stages of pregnancy.</p>	<p>Cyclist on shared surfaces may come into conflict with this group.</p> <p>This risk can be mitigated by safety and enforcement measures.</p> <p>Cycle routes need to be designed to provide access for h non-standard cycles.</p>	<p>Scheme consultation responses</p>
Age	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Use of walking cycling to be increased across this, group is beneficial, particularly to help maintain activity amongst the elderly and also to set good 'active' travel patterns for younger groups. Safe walking and cycling routes are particularly important for young families as it is at this</p>	<p>Cyclist on shared surfaces may come into conflict with this group.</p> <p>This risk can be mitigated by safety and enforcement measures.</p> <p>Cycle routes need to be designed to provide access for non-standard cycles.</p> <p>Impacts on bus passengers due to relocations of bus stops.</p>	<p>Scheme consultations</p> <p>Census information, TfL travel information</p>

Group's with a "Protected characteristic" and broader community issues	Description of potential advantageous impact	Description of potential disadvantageous impact	Evidence Source
	<p>stage that car usage increases due to the lack of safe and convenient alternatives.</p> <p>Alternatives to the private motor vehicle, will potentially provide additional benefit to some age groups more than other groups, Personal car ownership varies by age and gender as follows:</p> <ul style="list-style-type: none"> • Broadly, car ownership increases with age up to around 50-60 years old and then declines beyond that. • On average, 46 per cent of men and 34 per cent of women have access to a car in London. • Across all age bands, car ownership is lower amongst women, with this gap increasing beyond age 40.¹² 		
Race/ Ethnicity	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Variations in rates of walking and cycling have been observed across different races / ethnicities, with cultural factors likely to play a role. Work with schools and other community groups is important in ensuring the potential benefits of walking and cycling are distributed as far as possible.</p> <p>By providing alternatives to the private motor vehicle, potentially will provide additional benefit to non-white ethnic groups. Car ownership is highest amongst London residents of White ethnic origin, with car ownership around a third lower amongst Black and Mixed or Other ethnic groups. Asian families are more likely than other ethnic minority groups to own a car. Note that car ownership patterns vary substantially between different groups within the 'Asian' categorisation, so that Bangladeshi households, for example, are much less likely to own a car than Indian households.¹³</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all races / ethnicity</p>	<p>Census information, TfL travel information, scheme consultation responses</p>
Gender	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Cycling rates in particular vary with gender and research has linked this to the lack of safe infrastructure. Similarly walking rates vary and this has been linked to perceptions of personal safety, particularly on unlit</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel' The Council needs to ensure this is inclusive and includes people of all genders, and focusing on safety issues.</p>	<p>Census information, TfL travel information, scheme consultation responses (most recently October 2021).</p>

¹² Transport for London: *Roads Task Force – Technical Note 12 -How many cars are there in London and who owns them?* (2013)

¹³ Transport for London: *Roads Task Force – Technical Note 12 -How many cars are there in London and who owns them?* (2013)

Group's with a "Protected characteristic" and broader community issues	Description of potential advantageous impact	Description of potential disadvantageous impact	Evidence Source
	<p>routes with a lack of overlooking.</p> <p>Alternatives to the private motor vehicle, will potentially provide additional benefit to females at lower income levels more than other groups, due to the interaction between income, gender and car ownership. At lower income levels, the difference between male and female car ownership is greater, with the gap reducing as income rises. So, in households with an income less than £25k a year, car ownership amongst women is 68 per cent of that for men, whereas amongst households with a household income over £100k, car ownership amongst women is 91 per cent that of men.¹⁴</p>		
Gender reassignment	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Whilst no specific research has identified the impacts on this protected group, cycling rates in particular vary with gender and research has linked this to the lack of safe infrastructure. Similarly walking rates vary and this has been linked to perceptions of personal safety, particularly on unlit routes with a lack of overlooking.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all genders and focusing on safety issues.</p>	<p>Census information, TfL travel information, scheme consultation responses</p>
Religion /Belief	<p>Whilst no specific research has identified the impacts on this protected group, rates of walking and cycling are likely to vary in line with other related socioeconomic and cultural factors.</p> <p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Significant travel times to get to places of worship have been observed as religious communities are often widely dispersed. There is therefore potential to facilitate these journeys through improved walking and cycling networks.</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all religions / beliefs. The interfaith bike ride is a good example of this work.</p> <p>Significant use of cars to get to places of worship has been observed as religious communities are often widely dispersed. The potential reallocation of roadspace away from the private motor vehicle will provide new travel opportunities but will have some dis-benefits for car users.</p>	<p>Census information, TfL travel information, consultation</p>
Sexual Orientation	<p>Whilst no specific research has identified the impacts on this protected group, rates of walking and cycling are likely to vary in line with other socioeconomic and cultural factors.</p> <p>Improvements to the walking and cycling network have the ability to</p>	<p>Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all sexual orientation.</p>	<p>Census information, TfL travel information, scheme consultation responses</p>

¹⁴ Transport for London: Roads Task Force – Technical Note 12 -How many cars are there in London and who owns them? (2013)

Group's with a "Protected characteristic" and broader community issues	Description of potential advantageous impact	Description of potential disadvantageous impact	Evidence Source
	improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.		
Social inclusion	<p>Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.</p> <p>Alternatives to the private motor vehicle, can potentially improve social inclusion. Analysis of car ownership by household characteristics, including the presence of children in the household and life stage has been undertaken by Transport for London using the London Travel Demand Survey 2005/11:</p> <ul style="list-style-type: none"> • Household car ownership is higher in households with children than those without, in each income band. The difference is greatest at household incomes between £25,000 and £49,999, and smallest at incomes over £75,000. Overall, 68 per cent of households with children have access to at least one car, compared to 52 per cent of households who do not have children. • Of the households with children, car access is highest in households where the youngest child is old enough to attend school (5 – 17). Overall, households with under 5s have similar car access rates to those with no children under 18, although 85 per cent of pre-school households in the £25,000 - £49,999 income band have access to a car, compared to 76 per cent of households with no under 18s. • Young adults, and those under 44 with no children have the lowest rates of household access to a car, at 44 per cent. Households with retired people have only slightly higher access at 48 per cent, although this is considerably higher for those with incomes above £25,000. • As one would expect, the general trend is for household car access to rise as household income increases, Figure 7 shows that car ownership rises steadily with income amongst households with incomes of up to £75k a year. Beyond this point, car ownership no longer rises with income, remaining at just over 80 per cent on average.¹⁵ 	Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this work achieves the predicted outcomes in terms of social inclusion.	Census information, TfL travel information, scheme consultation responses
Community	Improvements to the walking and cycling network have the ability to	Current use of walking cycling as travel modes is not evenly distributed	Census information, TfL travel

¹⁵ Transport for London: *Roads Task Force – Technical Note 12 -How many cars are there in London and who owns them?* (2013)

Group's with a "Protected characteristic" and broader community issues	Description of potential advantageous impact	Description of potential disadvantageous impact	Evidence Source
Cohesion	improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.	<p>across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'.</p> <p>The council needs to ensure we engage with community groups across protected characteristics. Opportunities to support and develop current initiatives such as the Interfaith Bike Rid and Wheels for Wellbeing will be investigated. Further work is also required to identify other groups who can be encouraged to walk and cycle.</p>	information, scheme consultation responses
Delivering Social Value	Improvements to the walking and cycling network have the ability to improve outcomes for all groups. The change aims to provide convenient, safe and reliable access for all to local amenities and cycle routes.	Current use of walking cycling as travel modes is not evenly distributed across groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'	Census information, TfL travel information, scheme consultation responses

2.3	Impact scores
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PROTECTED GROUP	Description of potential impact	LIKELIHOOD OF IMPACT	SEVERITY OF IMPACT	EQUALITY IMPACT	Mitigation
Age	Cyclist on shared surfaces may come into conflict with this group.	2	2	4	This risk can be mitigated by through safety measures in scheme designs (as set out in LTN 1/20 ¹⁶ and enforcement measures.
	Cycle routes need to be designed to provide access for non-standard cycles	1	2	2	This is mitigated by the design of routes to an accessible standard as set out in LTN 1/20 ¹⁷ .
	Impacts on bus passengers due to relocations of bus stops.	2	2	4	Proposed schemes should assess the location of bus facilities, engaging where necessary with operators and customer groups to understand their travel patterns and to mitigate any impacts through the design process.
	Current use of walking cycling as travel modes is not evenly distributed across all groups.	2	2	4	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups. A 'vehicular cycling' approach (cyclists as 'vehicles', integrated with rather than segregated from motor traffic) which has traditionally shaped UK cycling policy has proved particularly unattractive to women, older people, and those who are less physically able. ^{.18} The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is an inclusive for people of all ages.
Disability	Cyclist on shared surfaces may come into conflict with this group.	2	2	4	This risk can be mitigated by through safety measures in scheme designs (as set out in LTN 1/20 ¹⁹ and enforcement measures.
	Cycle routes need to be designed to provide access for non-standard cycles	1	2	2	This is mitigated by the design of routes to an accessible standard as set out in LTN 1/20 ²⁰ .
	Improvements to the cycling network have the ability to improve outcomes for all groups. Current use of cycling is focused more able bodied groups.	1	2	2	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups. A 'vehicular cycling' approach (cyclists as 'vehicles', integrated with rather than segregated from motor traffic) which has traditionally shaped UK cycling policy has proved particularly unattractive to women, older people, and those who are less physically able. ^{.21} The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel, particularly working with Wheels for Wellbeing and the Mobility Forum. The Council needs to ensure this is an inclusive network and

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¹⁶ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

¹⁷ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

¹⁸ 'Does More Cycling Mean More Diversity in Cycling?' Rachel Aldred, James Woodcock & Anna Goodman *Transport Reviews*, Vol 36 (2016) <https://www.tandfonline.com/doi/full/10.1080/01441647.2015.1014451>

¹⁹ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

²⁰ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

²¹ 'Does More Cycling Mean More Diversity in Cycling?' Rachel Aldred, James Woodcock & Anna Goodman *Transport Reviews*, Vol 36 (2016) <https://www.tandfonline.com/doi/full/10.1080/01441647.2015.1014451>

					includes people living with a disability.
	Impacts on bus passengers due to relocations of bus stops.	2	2	4	Proposed schemes should assess the location of bus facilities, engaging where necessary with operators and customer groups to understand their travel patterns and to mitigate any impacts through the design process.
	Current use of walking cycling as travel modes is not evenly distributed across all groups.	2	2	4	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups. A 'vehicular cycling' approach (cyclists as 'vehicles', integrated with rather than segregated from motor traffic) which has traditionally shaped UK cycling policy has proved particularly unattractive to women, older people, and those who are less physically able. ^{.22} The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people with mobility issues.
Gender	Current use of walking cycling as travel modes is not evenly distributed across all groups.	2	2	4	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups. A 'vehicular cycling' approach (cyclists as 'vehicles', integrated with rather than segregated from motor traffic) which has traditionally shaped UK cycling policy has proved particularly unattractive to women, older people, and those who are less physically able. ^{.23} The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel' The Council needs to ensure this is inclusive and includes people of all genders, and focusing on safety issues.
Gender reassignment	Current use of walking cycling as travel modes is may not be evenly distributed across groups.	1	2	2	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups.
Marriage / Civil Partnership	Current use of walking cycling as travel modes is may not be evenly distributed across groups.	1	2	2	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups.
Race	Current use of walking cycling as travel modes is not evenly distributed across groups.	2	2	4	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups. The Council is engaged in ongoing work to research and widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all races / ethnicity
Religion or belief	Current use of walking cycling as travel modes is may not be evenly distributed across groups. .	1	2	2	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups.
	Significant use of cars to get to places of worship has been observed as	2	2	4	Proposed schemes should assess the location of faith groups, engaging where

²² 'Does More Cycling Mean More Diversity in Cycling?' Rachel Aldred, James Woodcock & Anna Goodman *Transport Reviews*, Vol 36 (2016) <https://www.tandfonline.com/doi/full/10.1080/01441647.2015.1014451>

²³ 'Does More Cycling Mean More Diversity in Cycling?' Rachel Aldred, James Woodcock & Anna Goodman *Transport Reviews*, Vol 36 (2016) <https://www.tandfonline.com/doi/full/10.1080/01441647.2015.1014451>

	religious communities are often widely dispersed. The potential reallocation of roadspace away from the private motor vehicle will provide new travel opportunities but will have some dis-benefits for car users.				necessary to understand their travel patterns and to mitigate any impacts through the design process. The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups.
Sexual Orientation	Current use of walking cycling as travel modes is may not be evenly distributed across groups.	1	2	2	The Council should study and respond to the infrastructural preferences of under-represented groups, how prevailing images and stereotypes of cycling may affect under-represented groups.
Pregnancy or Maternity	Cyclist on shared surfaces may come into conflict with this group.	2	2	4	This risk can be mitigated by through safety measures in scheme designs (as set out in LTN 1/20 ²⁴ and enforcement measures.
	Cycle routes need to be designed to provide access for non-standard cycles	1	2	2	This is mitigated by the design of routes to an accessible standard as set out in LTN 1/20 ²⁵ .

EQUALITY IMPACT SCORE

<p>SEVERITY OF IMPACT SCORE Use the key below to score the severity of impact of the proposed change on each of the protected groups, by inserting either 1, 2, or 3 against each protected group.</p> <p>1 = Unlikely to impact 2 = Likely to impact 3 = Certain to impact</p>	3	3	6	9
	2	2	4	6
	1	1	2	3
<p>Calculate the equality impact score for each protected group by multiplying likelihood of impact score x severity of impact score.</p>		1	2	3
<p>LIKELIHOOD OF IMPACT SCORE Use the key below to score the likelihood of the proposed change impacting each of the protected groups, by inserting either 1, 2, or 3 against each protected group.</p> <p>1 = Unlikely to impact 2 = Likely to impact 3 = Certain to impac</p>				

²⁴ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

²⁵ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

2.4 Are there any gaps in information or evidence missing in the consultation, data collection or research that you currently have on the impact of the proposed change on different groups or communities that share a protected characteristic? If so, how will you address this?

It is always difficult to predict the impact of individual schemes on all groups. Therefore as part of any scheme consultation, ward councillors (who have good local knowledge), key community groups and any groups identified as part of Equality Impact Assessment will be specifically targeted during the formal consultation. This includes the Croydon Cycle Campaign, The Mobility Forum and Croydon Vision.

Whilst we will monitor impacts on all protected groups, specific protected groups that we aim to target are as follows:

- Age
- Social inclusion
- Disability
- Race/ Ethnicity

Social inclusion

Recent research²⁶ on loneliness during the pandemic has three main findings:

- People who felt most lonely prior to Covid in the UK now have even higher levels of loneliness. This increase began as physical distancing, shielding and lockdown measures were introduced in the UK, in March 2020.
- Adults most at risk of being lonely, and increasingly so over this period, have one or more of the following characteristics: they are young, living alone, on low incomes, out of work and, or with a mental health condition.
- The impact on wellbeing from people at risk of loneliness is likely to be compounded by other economic and social impacts experienced by the same people, such as those experiencing job losses and health anxieties.

Research also found that risk factors for loneliness were near identical before and during the pandemic. Young adults, women, people with lower education or income, the economically inactive, people living alone, and urban residents had a higher risk of being lonely. Some people who were already at risk for being lonely (e.g. young adults aged 18-30, people with low household income, and adults living alone) experienced a heightened risk during the COVID-19 pandemic compared to before COVID-19. Further, being a student emerged as a higher risk factor during lockdown than usual.²⁷

Digital exclusion is a key driver of social isolation. It is important to ensure that people without internet access or who do not use the internet still receive information in an appropriate format and are helped to get online if they wish to do so.

Communities are self-organising and there are many imaginative responses such as that are helping to keep people connected. In terms of transport improvements there is an opportunity to work with community groups to improve the local area and provide opportunities for increasing social inclusion:

²⁶ How has Covid and associated lockdown measures affected loneliness in the UK? What Works Wellbeing in partnership with UCL. 2020.

²⁷ Who is lonely in lockdown? Cross-cohort analyses of predictors of loneliness before and during the COVID-19 pandemic. Feifei Bu, Andrew Steptoe, Daisy Fancourt

“There’s definitely the issue of meeting other neighbours and being connected to them. If everyone got involved it would make a massive difference. A lot of people I know in London don’t know anyone, they don’t know any neighbours, nothing. London can be a lonely place for a lot of people. We’ve got a lot of hostel-type accommodation in Thornton Heath – if you’re just put there and you don’t know anybody, then you are going to be pretty miserable, and you are going to throw rubbish on the streets because you’re not going to be happy with where you’re are, what you’re doing, you’re going to have no commitment at all to the area. Thornton Heath Community Action Team’s objective is...to make Thornton Heath cleaner and greener. We have some really committed members. 20 to 30 people turn up even when it’s raining. Amy, Thornton Heath Community Action Team.”²⁸

²⁸ Croydon Opportunity & Fairness Commission Final report *A better Croydon for everyone* (2016)
https://www.croydon.gov.uk/sites/default/files/2021-02/Croydon_Opportunity_%26_fairness%20Commission_final_report.pdf

2.5 If you really cannot gather any useful information in time, then note its absence as a potential disadvantageous impact and describe the action you will take to gather it.

Please complete the table below to set out how will you gather the missing evidence and make an informed decision. Insert new rows as required.

Group's with a "Protected characteristic" and broader community issues	Missing information and description of potential disadvantageous impact	Proposed action to gather information
Disability	Information on the detailed impact of individual schemes on protected groups Use of walking and cycling facilities by protected groups.	Through the consultation process on individual schemes Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Pregnancy and Maternity	Information on the detailed impact of individual schemes on protected groups Use of walking and cycling facilities by protected groups.	Through the consultation process on individual schemes Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Age	Information on the detailed impact of individual schemes on protected groups Use of walking and cycling facilities by protected groups.	Through the consultation process on individual schemes Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Race/ Ethnicity	Use of walking and cycling facilities by protected groups.	Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Gender	Use of walking and cycling facilities by protected groups.	Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Transgender	Use of walking and cycling facilities by protected groups.	Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Religion /Belief	Use of walking and cycling facilities by protected groups.	Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Sexual Orientation	Use of walking and cycling facilities by protected groups.	Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Social inclusion	Use of walking and cycling facilities by protected groups.	Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Community Cohesion	Use of walking and cycling facilities by protected groups.	Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.
Delivering Social Value	Use of walking and cycling facilities by protected groups.	Identify the potential for data to be gathered at a more local level on annual basis through travel surveys.

Stage 3 Improvement plan

Actions to address any potential disadvantageous impact related to the proposed change

This stage focuses on describing in more detail the likely disadvantageous impact of the proposed change for specific groups that may share a protected characteristic and how you intend to address the probable risks that you have identified stages 1 and 2.

3.1 Please use the section below to define the steps you will take to minimise or mitigate any likely adverse impact of the proposed change on specific groups that may share a protected characteristic.				
Equality Group (Protected Characteristic)	Potential disadvantage or negative impact e	Action required to address issue or minimise adverse impact	Action Owner	Date for completing action
Disability	<p>Cyclist on shared surfaces may come into conflict with this group.</p> <p>Cycle routes need to be designed to provide access for non-standard cycles.</p> <p>Impacts on bus passengers due to relocations of bus stops.</p>	<p>This risk can be mitigated by safety and enforcement measures.</p> <p>Improvements to the cycling network have the ability to improve outcomes for all groups. Current use of cycling is focused more able bodied groups. The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people living with a disability.</p> <p>We will continue to work with organizations such as Wheels for Wellbeing to ensure that the network is suitable for accessible bicycles.</p> <p>Review schemes to ensure that bus impacts are minimized and / or mitigated to ensure disabled access.</p>	<p>Programme Manager</p> <p>Head of Strategic Transport</p>	<p>Ongoing on scheme by scheme basis</p> <p>Ongoing – reviewed annually</p>
Pregnancy and Maternity	<p>Cyclist on shared surfaces may come into conflict with this group. This can be mitigated by designing in a 'comfort zone' and / or providing clear demarcation of the area for cyclists and the area for other users.</p>	<p>This risk can be mitigated by safety and enforcement measures.</p> <p>Cycle routes need to be designed to provide access for non-standard cycles.</p> <p>Use of walking cycling to be increased across group.</p>	Programme Manager	Ongoing on scheme by scheme basis
Age	<p>Cyclist on shared surfaces may come into conflict with this group. This risk can be mitigated by safety and enforcement measures</p> <p>Current use of walking & cycling is focused on younger and more able bodied groups.</p>	<p>This risk can be mitigated by safety and enforcement measures.</p> <p>The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all ages.</p>	<p>Programme Manager</p> <p>Head of Strategic Transport</p>	<p>Ongoing on scheme by scheme basis</p> <p>Ongoing – reviewed annually</p>
Race/ Ethnicity	<p>Current use of walking & cycling as travel modes is not evenly distributed across groups.</p>	<p>The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all races / ethnicity.</p>	Head of Strategic Transport	Ongoing – reviewed annually
Gender	<p>Current use of walking & cycling as travel modes is not</p>	<p>The Council is engaged in ongoing work to widen participation in walking and</p>	Head of Strategic	Ongoing –

	evenly distributed across groups.	cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all genders.	Transport	reviewed annually
Transgender	Current use of walking & cycling as travel modes is not evenly distributed across groups.	The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all genders.	Head of Strategic Transport	Ongoing – reviewed annually
Religion /Belief	Current use of walking & cycling as travel modes is not evenly distributed across groups.	The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all or no religion / belief	Head of Strategic Transport	Ongoing – reviewed annually
Sexual Orientation	Current use of walking & cycling as travel modes is not evenly distributed across groups.	The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and includes people of all sexual orientation.	Head of Strategic Transport	Ongoing – reviewed annually
Social inclusion	Current use of walking & cycling as travel modes is not evenly distributed across groups.	The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'. The Council needs to ensure this is inclusive and specifically includes people living with a disability and older groups, ensuring that the network is designed to accommodate a wide range of non-standard bikes and promoting walking and cycling to these groups.	Head of Strategic Transport	Ongoing – reviewed annually
Community Cohesion	Current use of walking & cycling as travel modes is not evenly distributed across groups.	The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel'.. The council needs to ensure we engage with community groups across protected characteristics, supporting events like the interfaith bike ride which is about celebrating diversity and different faiths in the Borough and thereby will help us work towards achieving community cohesion.	Head of Strategic Transport	Ongoing – reviewed annually
Delivering Social Value	Current use of walking & cycling as travel modes is not evenly distributed across groups.	The Council is engaged in ongoing work to widen participation in walking and cycling as 'active travel' This is linked to enhancing corporate social responsibility /social value in relation to supporting improved environmental outcomes such as cycling and walking to work, schools , etc.	Head of Strategic Transport	Ongoing – reviewed annually

3.2	How will you ensure that the above actions are integrated into relevant annual department or team service plans and the improvements are monitored?
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The service plan for the Strategic Transport Team includes projects that:

- will take physical measures to improve the walking and cycling network and mitigate any concerns of protected groups.
- Increase access to walking and cycling across protected groups.

Discussions are progressing with other teams with regards to enforcement on pedestrian and cycle facilities. Measures agreed working with community groups on awareness of the rules and regular patrols by the relevant enforcement officers.

3.3	How will you share information on the findings of the equality analysis with customers, staff and other stakeholders?
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The equality analysis will be published on the council's website. It will also be provided, used and reviewed as part of the ongoing programme of consultation on walking and cycling schemes.



Section 4	Decision on the proposed change
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4.1	Based on the information in sections 1-3 of the equality analysis, what decision are you going to take?
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Decision	Definition	Yes / No
We will not make any major amendments to the proposed change because it already includes all appropriate actions.	Our assessment shows that there is no potential for discrimination, harassment or victimisation and that our proposed change already includes all appropriate actions to advance equality and foster good relations between groups.	No
We will adjust the proposed change.	We have identified opportunities to lessen the impact of discrimination, harassment or victimisation and better advance equality and foster good relations between groups through the proposed change. We are going to take action to make sure these opportunities are realised.	Yes
We will continue with the proposed change as planned because it will be within the law.	We have identified opportunities to lessen the impact of discrimination, harassment or victimisation and better advance equality and foster good relations between groups through the proposed change. However, we are not planning to implement them as we are satisfied that our project will not lead to unlawful discrimination and there are justifiable reasons to continue as planned.	No
We will stop the proposed change.	The proposed change would have adverse effects on one or more protected groups that are not justified and	No


	cannot be lessened. It would lead to unlawful discrimination and must not go ahead.	
4.2	Does this equality analysis have to be considered at a scheduled meeting? If so, please give the name and date of the meeting.	
No		
4.3	When and where will this equality analysis be published? An equality analysis should be published alongside the policy or decision it is part of. As well as this, the equality assessment could be made available externally at various points of delivering the change. This will often mean publishing your equality analysis before the change is finalised, thereby enabling people to engage with you on your findings.	
The equality analysis will be made available on the Council's website and will be available during consultations on individual schemes.		
4.4	When will you update this equality analysis? Please state at what stage of your proposed change you will do this and when you expect this update to take place. If you are not planning to update this analysis, say why not	
This analysis will be updated annually as a minimum. There will also be further reviews of this document as each scheme goes forward for consultation.		
4.5	Please seek formal sign of the decision from Director for this equality analysis? This confirms that the information in sections 1-4 of the equality analysis is accurate, Comprehensive and up-o-date.	

REVIEW OF EQIA

REVISION HISTORY		
Initial EQIA		
Officers approval	Name and position	Date
Report author	 Tom Sweeney Programme Manager – Walking and Cycling	4/4/17
Director	 Director of Planning and Strategic Transport	19/6/17
Feedback on Equality Analysis (Stage 1)		
Name of Officer	Yvonne Okiyo	
Date received by Officer	8.7.18	Please send an acknowledgement
Should a full equality analysis be carried out?	Yes	A full equality analysis will be required as part of the delivery phase of the programme in order to identify any equality and inclusion issues and put in place actions to mitigate these.
Review By	Summary of Changes	Revision Date
Tom Sweeney	Above review incorporated into initial EQIA	10/07/18

Full EQIA		
Review By	Summary of Changes	Revision Date
Tom Sweeney	Initial Full EQIA	17 June 2019
Yvonne Okiyo	Review by lead on equality analysis	04 July 2019
Tom Sweeney	Reviewed following Streetspace scheme implementation and in line with new LTN1/20.	2 August 2021
Denise McCausland	Review of EQIA by corporate Equalities	14/12/21
Tom Sweeney	Document updated following above comments.	20/12/21
Tom Sweeney	Table of impacts added	01/02/22

Decision on the FULL equality analysis

Officers that must approve this decision	Name and position	Signature	Date
Head of Strategic Transport on behalf of the Director of Planning and Sustainable Regeneration	Ian Plowright		02/02/22

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