

Traffic Management Advisory Committee

Meeting held on Tuesday, 5 February 2019 at 6.30 pm in F10, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Stuart King (Chair);
Councillors Muhammad Ali, Jeet Bains, Chris Clark and Vidhi Mohan

Apologies: Councillor Simon Hoar and Karen Jewitt

PART A

1/19 Minutes of the Previous Meeting

The minutes of the meeting held on 12 December 2018 were agreed as an accurate record.

2/19 Disclosure of Interests

There were none.

3/19 Urgent Business (if any)

There were no items of urgent business.

4/19 High Street Croydon - Experimental Traffic Restriction Order - Outcome of Experimental Scheme

The Committee considered the report which outlined the outcomes of surveys and monitoring of the experimental closure of High Street, Croydon, to motor traffic, between Park Street and Katharine Street. Members were informed by officers that if the decision was not made to make the Traffic Restriction Order permanent then the High Street would have to be reopened to motor traffic.

The Committee were informed that the experimental order commenced in October 2017 which also enabled free of charge public events to take place in collaboration with the Croydon BID, including the Wimbledon Live showings. Traffic reviews had been undertaken and local businesses had been surveyed to understand the impact of the experimental order, and feedback showed that businesses had experienced an increase in trade following the pedestrianisation of High Street. It was noted that in April the High Street would be reopened to bus movements to enable the removal of bridge links for the RNF construction at St Georges Walk.

Members requested further background to the data within the appendices; in particular the footfall figures at pages 21 and 22 of the agenda. Officers stated the data was from two of Croydon BID's cameras which were located by North End, near West Croydon, and High Street. The data suggested that footfall at North End had decreased whilst footfall on High Street had increased following the experimental order. The Chair stated that his interpretation of the data was that a general reduction in footfall had been experienced in Croydon which was due to the economic climate; however the trend had been bucked on the High Street which had seen an increase following the introduction of the experimental order. As such, the Chair concluded, it could be reasonable to suggest that the experimental order had had a positive impact on the area. Furthermore, the Chair noted that local businesses had reported increased trade during the period.

In response to Member questions the Chair noted that following the introduction of the experimental order there had been a discussion at the Mobility Forum in relation to the impact. Following the discussion three disabled parking bays were located on Park Street which had addressed the concerns by the Forum.

Members queried how a permanent Traffic Restriction Order would fit in with the long term plan for the town centre and were informed that it facilitated the wider programme; including supporting the night time economy and the Healthy Streets agenda. It was further noted that the centre of Croydon was undergoing a large amount of regeneration and the TRO would help to ensure the area continued to be used with further plans to introduce additional public realm to the area which would complement future plans.

In response to Member questions officers stated that five locations had been identified within the borough by the Police as possible locations for hostile vehicle attacks. Risk assessments were being undertaken to ensure the public was protected and further public realm improvements would be made to mitigate the risk. A risk assessment for the area around High Street would be undertaken which would take into consideration future plans for Katherine Street and Park Street also.

Concerns were raised by some Members that a full years data was required and more events needed to take place before the decision to make the Order permanent should be made. The Chair noted that the experimental order was for 18 months only, and it was necessary to make a decision otherwise the road would have to be reopened. In addition, it was stated by officers that if it was found to not work with the wider traffic management for the centre of Croydon, during and following the regeneration of the town, then a decision could be made in future to remove the Order and reopen the road to motor movements.

Members noted that the data and survey results suggested the experimental order had been successful. It was further noted that in future years the town centre would be in transition with an increase in Meanwhile usages of some areas which were intended to mitigate the risk of leaving the town centre as a

building site during all the construction. The Chair stated that it was important to the Administration that work continued to improve the public realm space during this period to ensure the town centre remained a usable and active space.

RESOLVED: That the Traffic Management Advisory Committee recommend to the Cabinet Member for Environment, Transport and Regeneration (job share) that they

1. Consider the public responses to surveys and monitoring carried out during the Experimental Traffic Order restrictions and highway changes relating to the effect of closing the High Street to motor vehicle traffic from 16 October 2017;
2. Agree to proceed with the making of a permanent Traffic Management Order to keep the High Street closed to motor vehicle traffic;
3. Agree to make permanent the related amendments to one way working, bus lanes, taxi ranks, loading bays and motor cycle bays - High Street Croydon, Park Lane, Park Street and St Georges Walk;
4. Agree to make permanent the revocation of 5 pay and display only parking bays in the Park Lane slip road;
5. Agree to make permanent 3 disabled parking bays located Park Street with reduction of the loading bay length; and
6. If the above measures are agreed delegate to the Highway Improvements Manager the authority to make the Experimental Traffic Orders permanent.

5/19 **Exclusion of the Press and Public**

This item was not required.

The meeting ended at 6.50 pm

Signed:

Date:

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