

CROYDON COUNCIL

DECISION NOTICE: Traffic Management Matters by Cabinet Member for Sustainable Croydon

1	TITLE	The Crystal Place and South Norwood Low Traffic Neighbourhood – Experimental Order following Addendum Report
2	DECISION REFERENCE NO.	N/A
3	KEY DECISION REFERENCE NO. (if applicable)	6520SC
4	SUMMARY	<p>The Cabinet Member for Sustainable Croydon has resolved:</p> <ol style="list-style-type: none">1. Subject to Spending Control Panel agreeing to the spending of ring fenced grant funding to implement an Experimental Low Traffic Neighbourhood at Crystal Palace and South Norwood ‘Experimental LTN’ by the making of an Experimental Traffic Regulation Order (Experimental TRO) to operate for up to 18 months, to:<ol style="list-style-type: none">a. prohibit access and egress by motor vehicles (other than certain exempt vehicles) at the following locations:<ol style="list-style-type: none">i. Sylvan Hill at the common boundary of Nos.11 and 13ii. Lancaster Road junction with Goat House Bridgeiii. Fox Hill junction with Braybrooke Gardensiv. Stambourne Way junction with Auckland Roadv. Bus gate introduced at the common boundary of Nos. 86 and 84a (Auckland Road Surgery) Auckland Roadb. These restrictions to be enforced through Automatic Number Plate Recognition (ANPR) camera technology.c. The restrictions shall not apply in respect of:<ol style="list-style-type: none">i. a vehicle being used for fire brigade, ambulance or police purposes;ii. anything done with the permission of a police constable in uniform or a civil enforcement officer;iii. a vehicle being used for the purposes of a statutory undertaker in an

emergency, such as the loss of supplies of gas, electricity or water to premises in the area, which necessitates the bringing of vehicles into a section of road to which the order applies;

- iv. buses;
- v. licensed taxis
- vi. Dial-a-Ride vehicles;
- vii. vehicles to which a valid exemption permit has been provided.

d. Introduce two disabled persons Blue Badge parking bays outside Nos 84 and 86 Auckland Road.

2. Instruct officers to continue to seek to work with those in Bromley Council to mitigate effects predicted to arise from the Experimental LTN in certain residential access streets in Bromley and to address concerns about potential effects on air quality.
3. Delegate to the Director of Public Realm the authority to vary the provisions of the Experimental TRO including the exemptions to the restrictions.
4. In relation to Equality, agree:
 - a. that the equality implications of the recommended Experimental Traffic Regulation Order have been the subject of careful consideration in compliance with the Council's obligations under sections 1 and 149 of the Equality Act 2010;
 - b. nevertheless there should be further equality impact analysis including through focused engagement with the members of groups with protected characteristics potentially most affected by the proposed change in and around the area of the Experimental LTN during the operation and any change of the Experimental TRO;
5. Ensure that a recommendation on the future for the Experimental LTN be brought to the Traffic Management Advisory Committee at the appropriate time if considered desirable prior to the expiry of the Experimental TRO and in any event as soon as is practicable after 12 months of the experimental order being in place.

5	ANY CONFLICT OF INTEREST DECLARED BY AN EXECUTIVE MEMBER CONSULTED by the decision maker in making the decision (if any)	N/A
6	ANY DISPENSATION GRANTED BY THE CE TO THE EXECUTIVE MEMBER CONSULTED in 4 above (dispensation may only be granted by the Chief Executive) (if any)	N/A
7	ANY RELEVANT DECISION BY EXECUTIVE DIRECTOR OF PLACE PURSUANT TO THE LEADER'S DELEGATION OF 6 June 2016 (if any) [ATTACH AND SUMMARISE]	N/A
8	COPY OF MINUTES OF THE TRAFFIC MANAGEMENT ADVISORY COMMITTEE DETAILING REPRESENTATIONS MADE AT MEETING BY INTERESTED PARTIES TOGETHER WITH QUESTIONS ASKED BY AND OF COMMITTEE BOTH OF INTERESTED PARTIES AND OFFICERS (include here link to relevant webcast)	<p>Minutes of the Traffic Management Advisory Committee held on 15 February 2021 are attached for information.</p> <p>Webcast – https://webcasting.croydon.gov.uk/meetings/11732</p>
9	RECOMMENDATIONS WITH REASONS FROM TRAFFIC MANAGEMENT ADVISORY COMMITTEE	<p><u>Recommendations in the Report to the Traffic Management Committee held on 12 January 2021 (the 'January 2021 Report')</u></p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon that they:</p> <p>1.1 Consider:</p> <p>a) the responses received to the informal consultation on the options for the future of the Crystal Place and South Norwood Temporary Low Traffic Neighbourhood and other feedback.</p>

		<ul style="list-style-type: none"> b) the Mayor of London’s Transport Strategy and the Council’s plan to implement it within the Borough (the Croydon Local Implementation Plan). c) the Council’s statutory duties, including its duties under the Road Traffic Regulation Act 1984, in particular its duties under s.9, s.121B and s.122, its duties under the Traffic Management Act 2004, in particular its duty under s.16, its duties under the Equality Act 2010, in particular under s.1 and s.149 (the public sector equality duty). d) the statutory guidance ‘Traffic Management Act 2004: network management in response to COVID-19’ as updated on 13 November 2020. e) the other matters within and referred to within this report. <p>1.2 Agree to the removal of the measures implementing the Temporary Low Traffic Neighbourhood as soon as practicable and in any event prior to the implementation of the recommended Experimental TRO.</p> <p>1.3 Agree (subject to Spending Control Panel agreeing to the spending of ring fenced grant funding) to implement an Experimental Low Traffic Neighbourhood at Crystal Palace and South Norwood ‘Experimental LTN’ by the making of an Experimental Traffic Regulation Order (Experimental TRO) to operate for up to 18 months, to:</p> <p>1.3.1 prohibit access and egress by motor vehicles (other than certain exempt vehicles) at the following locations:</p> <ul style="list-style-type: none"> (a) Sylvan Hill at the common boundary of Nos.11 and 13 (b) Lancaster Road junction with Goat House Bridge (c) Fox Hill junction with Braybrooke Gardens (d) Stambourne Way junction with Auckland Road (e) Bus gate introduced at the common boundary of Nos. 86 and 84a (Auckland Road Surgery) Auckland Road <p>These restrictions to be enforced through Automatic Number Plate Recognition (ANPR) camera technology, shall not apply in respect of:</p>
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		<ul style="list-style-type: none"> (a) a vehicle being used for fire brigade, ambulance or police purposes; (b) anything done with the permission of a police constable in uniform or a civil enforcement officer; (c) a vehicle being used for the purposes of a statutory undertaker in an emergency, such as the loss of supplies of gas, electricity or water to premises in the area, which necessitates the bringing of vehicles into a section of road to which the order applies; (d) vehicles to which a valid exemption permit has been provided; (e) licensed taxis at the bus gate only. <p>1.3.2 Introduce two disabled persons Blue Badge parking bays outside Nos. 84 and 86 Auckland Road.</p> <p>for the reasons set out in this report and summarised at paragraph 3.12 and 15.3 of the report.</p> <p>1.4. Delegate to the Director of Public Realm the authority to vary the provisions of the Experimental TRO including the exemptions to the restrictions.</p> <p>1.5 Instruct officers to continue to seek to work with those in Bromley Council to mitigate effects predicted to arise from the Experimental LTN in certain residential access streets in Bromley.</p> <p>1.6 In relation to Equality to agree:</p> <ul style="list-style-type: none"> i) that the equality implications of the recommended Experimental Traffic Regulation Order have been the subject of careful consideration in compliance with the Council's obligations under sections 1 and 149 of the Equality Act 2010; ii) nevertheless there should be further equality impact analysis including through focused engagement with the members of groups with protected characteristics potentially most affected by the proposed change in and around the area of the current LTN during the operation and improvement of the Experimental TRO <p>1.7 That a recommendation on the future for the Experimental LTN be brought to the Traffic</p>
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Management Advisory Committee at the appropriate time.

Key Points raised at Committee on 12 January 2021

During the debate at the Traffic Management Advisory Committee, the following key points were raised:

- Response from local schools with regards to access by staff members
- Access for care workers to assist those residents in need of home care, whether by professionals or family members
- Access for residents using car clubs
- Period of the experimental order
- Engagement with the London Borough of Bromley Council

Recommendations in the Addendum to the January 2021 Report

The recommendations made to the Traffic Management Advisory Committee in the January 2021 report are maintained subject to the following changes:

Having considered the revised Equality Analysis, the Traffic Management Advisory Committee recommend to the Cabinet Member for Sustainable Croydon that:

2.1. The categories of vehicle to which Automatic Number Plate Recognition (ANPR) camera technology (Recommendation 1.3.1 in the January 2021 Report), shall not apply is extended to include:

- (a) a vehicle being used for fire brigade, ambulance or police purposes;
- (b) anything done with the permission of a police constable in uniform or a civil enforcement officer;
- (c) a vehicle being used for the purposes of a statutory undertaker in an emergency, such as the loss of supplies of gas, electricity or water to premises in the area, which necessitates the bringing of vehicles into a section of road to which the order applies;
- (d) buses;
- (e) licensed taxis
- (f) Dial-a-Ride vehicles;
- (g) vehicles to which a valid exemption permit has been provided.

for the reasons set out in the report and summarised at paragraph 3.12 and 15.3 of the January 2021 Report.

		<p>2.2. The Cabinet Member consider the revised Equality Analysis when making their decision in relation to recommendations 1.1 and 1.3 - 1.7 in the January 2021 Report.</p> <p><u>Key issues raised at Committee on 15 February 2021</u></p> <p>During the debate at the Traffic Management Advisory Committee, the following key points were raised:</p> <ul style="list-style-type: none"> - Timetable for recommendations and whether the introduction of the LTN should take place following the further ruling in the TfL case; - Access for those with disabilities but without a blue badge; - Access for delivery vehicles; - Response from the London Borough of Bromley Council whose position remains the same and the need for continuing engagement; - Dialogue with local schools. <p><u>Endorsement of the Recommendations</u></p> <p>Councillors Michael Neal and Luke Clancy stated that they did not endorse the recommendations made to the Cabinet Member for Sustainable Croydon.</p> <p>Councillors Robert Canning, Karen Jewitt and Paul Scott endorsed the recommendations made to the Cabinet Member for Sustainable Croydon.</p>
10	<p>BACKGROUND PAPERS: Include here specific reference to the report to the Traffic Management Advisory Committee which must be attached and should include:</p> <ul style="list-style-type: none"> • Relevant legislation • Equalities and human rights considerations • Legal comments • Appendices (list them) 	<p>Attached:</p> <ul style="list-style-type: none"> • January 2021 Report & appendices • Addendum to the January 2021 Report • Letter from Bromley Chief Executive • Letter from Steve Reed MP • Letter from Ellie Reeves MP • The Executive Decision notice published on 4 February 2021, in regards to the decision taken by the Cabinet Member for Sustainable Croydon to remove the measures implementing the Temporary Low Traffic Neighbourhood and to request further information to be reported to TMAC on 15 February 2021.

11	ANY OTHER RELEVANT FACTORS TO TAKE INTO ACCOUNT	N/A
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Pursuant to the delegation from the Leader dated 11 January 2021 and having due regard to:

- the above referenced information;
- the attachments;
- the Council's public sector equality duty and having specifically considered the revised Equality Analysis;
- the comments and recommendations from the Traffic Management Advisory Committee;
- the contents of the January 2021 Report and supporting appendices;
- the contents of the Addendum to the January 2021 Report
- the minutes of the Traffic Management Advisory Committee on 12 January 2021 and 15 February 2021 including details of representations received from officers, members of the public and other interested parties and any subsequent questions asked by the traffic Management Advisory Committee (including viewing the webcast where necessary)

I hereby:

Agree to the recommendations in paragraphs 1.1 – 1.7 of section 9 above as amended by the recommendations made in the Addendum to the January 2021 Report identified at 2.1 – 2.2 of Section 9 above for the following reasons

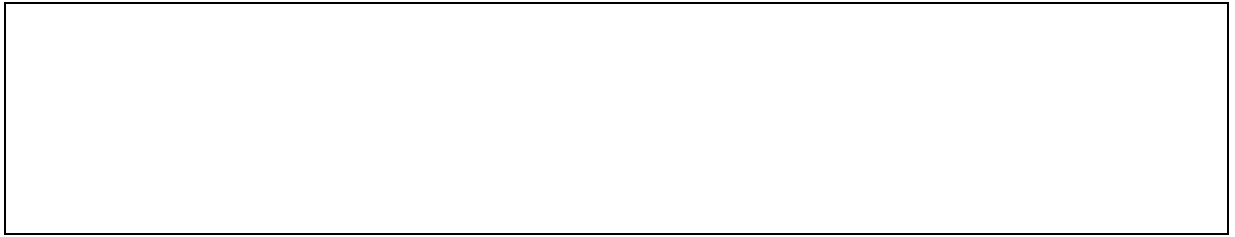
I agree that the recommended Experimental LTN addresses many of the concerns and criticisms levelled at the Temporary LTN. It particularly takes into account the revised Equality Analysis and addresses exemptions required for buses; licensed taxis and Dial-a-Ride vehicles and extends the eligibility for permits to:

- *Vehicles of staff employed at Cypress School and Harris Academy Crystal Palace;*
 - *Vehicles used by care givers of sick and/or disabled residents within the area of the LTN;*
 - *Vehicles registered by Blue Badge holders;*
- without unduly compromising air quality and climate change policy objectives.*

The options I have considered and rejected in making this decision are the following:

The options considered and rejected are:

- 1) Not implementing an LTN
- 2) Implementing a Permanent LTN
- 3) Awaiting the outcome of the TfL appeal before taking a decision on an LTN.



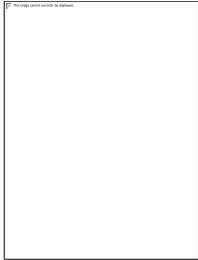
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Print Name

Councillor MUHAMMAD ALI

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Signature



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Title

Cabinet Member for Sustainable Croydon

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