

## Appendix A –Consultation Responses Summary

Objection Theme	Summary of Issues Raised	Officer Response
<b>PROPOSED MANDATORY CYCLE LANES</b>		
Disruption of servicing arrangement for businesses	Loading bay is often taken up by customers who collect their food from fast food restaurants or other businesses and vehicles get stuck due to over sailing of loading bays.	We have increased the loading provision in the High St as much as possible alongside the amended highway layout. Signage and road marking and revised location for loading bays will make potential for enforcement easier. 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.
Facilities not needed for cycling	Low levels of use by cyclist do not justify scheme.	Levels of cycling are increasing as we establish a safe cycling network 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. The project 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. Over time will reach these other areas as well. 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 safer infrastructure such as this allow.
Impacts to bus routes	Southbound buses have to do a diversion around the Park Lane gyratory and onto the Edridge Road slip road.	Permanent proposals eliminate the need for all southbound buses to divert around Park Lane gyratory and onto the Edridge Road slip road.
Disruption of coach access arrangements	Proposals affect the operation of private hire coaches in Croydon	Access for private coaches has been possible during the temporary scheme when this one way working arrangement has been in place. We will work with businesses to identify what improvements can be made to coach access to the Croydon area and if necessary bring forward further proposals to accommodate private hire coaches in the town centre.
<b>PROPOSED PERMANENT INTRODUCTION OF AMENDMENTS TO PARKING &amp; LOADING BAYS &amp; "AT ANY TIME" WAITING AND LOADING RESTRICTIONS TO FACILITATE A MANDATORY CYCLE LANE</b>		

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Road Safety	Bus Stand in St Georges Walk which will have drivers stepping out of their vehicles potentially into traffic	Current designs to provide bus standing that provides islands to protect drivers from traffic. Positioning of this standing is being reviewed and will bring forward further proposals to address this issue as required.
Disruption of servicing arrangement for businesses	Proposals affect the operation of private hire coaches in Croydon	Access for private coaches has been possible during the temporary scheme when this one way working arrangement has been in place. We will work with businesses to identify what improvements can be made to coach access to the Croydon area and if necessary bring forward further proposals to accommodate private hire coaches in the town centre.
Impacts to bus journey times	Southbound buses have to do a diversion around the Park Lane gyratory and onto the Edridge Road slip road.	Permanent proposals eliminate the need for all southbound buses to divert around Park Lane gyratory and onto the Edridge Road slip road.
Impacts to bus journey times	Looping northbound buses around St George's Walk increases journey time heading towards West and East Croydon stations from the south.	Bus routing is being reviewed and will bring forward further proposals as necessary to address the issue of bus journey times.
Impacts to bus stops	It is considered that the relocation of bus stop KU will set passengers down further away from where they want to be	Bus stop locations are being reviewed and will bring forward further proposals as necessary to address this issue of where passengers are being set down as required.
Impacts to bus stops	Southbound buses: Bus stops on High Street (north of flyover, south of flyover and Coombe Road) are very close together which may be detrimental to journey times.	Bus stop locations are being reviewed and will bring forward further proposals as necessary to address this issue of the proximity of bus stops. as required.
<b>PROPOSED ZEBRA CROSSINGS</b>		
Better cycle lane connections needed	Arrangement at the High Street / Mint Walk zebra crossing needs to better connect the cycle lanes together.	Detailed design of crossing proposals to be reviewed to see if cycle connections can be further improved.