

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 Shoesmith, 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 Rusbatch, 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)