

Croydon Council

For General Release

REPORT TO:	COUNCIL 26 January 2015
AGENDA ITEM NO:	10
SUBJECT:	RESPONSES TO PETITIONS PRESENTED TO COUNCIL ON BEHALF OF THE PEOPLE OF CROYDON ON 1 DECEMBER 2014
LEAD OFFICER:	Julie Belvir, Director of Democratic and Legal Services
WARDS:	ALL
CORPORATE PRIORITY/POLICY CONTEXT: This report is prepared in keeping with paragraph 3.22 of the Council Procedure Rules at Part 4A of the Constitution.	

1. RECOMMENDATIONS

- 1.1 The Council is asked to note the response to the petition presented by Councillors at its last ordinary meeting as detailed in paragraph 4 of the report.

2. EXECUTIVE SUMMARY

- 2.1 This report details Cabinet Member response to the petition presented to Council on 1st December 2014. All Members have the opportunity to ask questions on the responses to any of the petitions.

3. BACKGROUND

- 3.1 Part 4A of the Constitution allows Councillors to present petitions to meetings of the Full Council.
- 3.2 The Constitution requires a response to that petition to be presented at this meeting.
- 3.3 A period of up to ten minutes is permitted for questions on the response to the petition.

4. RESPONSES TO PETITIONS

a) Petition presented by Councillor Yvette Hopley on behalf of residents

"We the undersigned petition Croydon Council to object to the Transport for London proposal to extend the existing 359 Bus Service from Selsdon to Purley via Purley Downs Road."

Response from Councillor Kathy Bee, Cabinet Member for Transport and Environment.

Whilst recognising the concerns of the petitioners, the Council does wish to take opportunities to provide its residents with greater travel choices and to broaden access to public transport. For these reasons the Council will work with Transport for London to see how the concerns of the petitioners can be best addressed but the Council is broadly supportive of the proposals to extend the existing 359 bus route along Purley Downs Road and onto the Purley area. The tram services in New Addington and Forestdale area were previously amended following their introduction some years ago however travel patterns have now settled down and this has enabled Transport for London to review the supporting bus services.

The review has identified that many journeys previously carried out by bus are now carried out by tram and this allows some bus services to be redistributed to provide broader coverage. Part of this proposed redistribution is the extension of the existing 359 route along Purley Downs Road to provide a direct connection between Purley and the New Addington and Forestdale area and importantly to provide a bus service in a part of the Borough that is currently without access to bus services. The figures produced by Transport for London suggest that the proposed extension of the 359 bus route will enable approximately 600 more homes to have reasonable access to bus services and to the broader public transport network.

As will be appreciated, Transport for London is the public transport authority for London and has the power to introduce new routes and services. The Purley Downs Road area is currently poorly served by bus services and the review provides an opportunity to address the shortfall. Transport for London is however looking for support and guidance from the Council and the Council's own transport policies are positive towards increasing access to public transport. Access to public transport provides the Borough's residents with greater travel choices, providing greater flexibility in accessing education, employment and other services and activities and this is increasingly important from the viewpoints of the economic prosperity of the Borough and environmental sustainability but also important in providing travel choices for an ageing population.

The petition does not indicate what aspect of the proposed extension of the 359 bus route raises concern. It may be that residents in Purley Downs Road are concerned at the potential to position bus stops outside their homes. The Council's officers are of the view that if this is indeed the cause of the concerns

then there is ample scope in Purley Downs Road to locate bus stops sensitively and away from residential frontages.

Should Transport for London proceed with the proposed extension of the 359 bus route then the Council will liaise with Transport for London to ensure the extension is introduced in the most sensitive manner.

b) Petition presented by Councillor Maggie Mansell on behalf of residents:

“We residents of Norbury (NY6 area) call on Croydon Council to implement a one way traffic scheme in Oakhill Road (southwards from Croindene Road), Abingdon Road (eastwards from Turle Road) and Colebrook Road (eastwards from Abingdon Road) to reduce congestion, and bad temper incidents when vehicles are unable to pass each other. Such a temporary scheme recently improved traffic flow in our roads during road works at Streatham Common Station Railway Bridge. This is particularly sensitive in Abingdon Road because of the school and in Oakhill Road and Colebrook Road because of vehicle parking on both sides of the road. We residents of Norbury (NY6 area) also call on Croydon Council for chicanes at both ends of Oakhill Road and for traffic calming humps in Bishops Park Road and at both ends of Oakhill Road along with the implementing of the 20mph speed limit in Oakhill Road, Croindene Road, Bishops Park Road, Upwood Road, Colebrook Road, Lloyd Avenue, Fairview Road and Roche Road for the safety of the many school children and elderly residents using these roads.”

Response from Councillor Kathy Bee, Cabinet Member for Transport and Environment.

Officers have been asked to develop plans for a one-way system as requested, which will be considered for inclusion in a future bid for funding to Transport for London and a future work programme.

Traffic congestion in this area is thought to be predominantly attributed to the issues that arise at arrival and dispersal times for the Norbury Manor primary school. For this reason, officers will make contact with the school over their School Travel Plan and promote any initiatives to reduce vehicular congestion and encourage other more sustainable modes of travel.

The new administration has also pledged to investigate and introduce area wide 20mph speed limits where local residents are in favour. Oakhill Road, Abingdon Road and Colebrook Road, along with other roads in the Norbury Manor area, will all be included for consideration for such treatment. Traffic calming measures may also be considered as part of this project, in those areas where traffic speeds are found to have remained high.

c) Petition presented by Councillor John Wentworth on behalf of residents:

‘We the Residents Association of Beaumont Road, Upper Norwood call on Croydon Council to: introduce a 20mph speed limit in Beaumont Road, Bradley

Road and Moore Road SE19 together with associated enforcement measures, also involving Woodend, so as to improve road safety, create a cleaner area and to address school expansion concerns'

Response from Councillor Kathy Bee, Cabinet Member for Transport and Environment.

The new administration has pledged to investigate and introduce area wide 20mph speed limits where local residents are in favour. Beaumont Road, Bradley Road, Moore Road and Woodend will all be included in an area that will be considered for such treatment.

At this time, officers are investigating all possible options with a view to developing a clear policy on the introduction of area wide 20mph speed limits. This will also require a bid for funding to Transport for London (TfL) via the Local Implementation Plan (LIP) process. Provided that this application meets with financial approval, a full programme of works is expected to start in the 2015/16 financial year.

The Metropolitan Police have advised the council that they will enforce any 20mph limit in the same way that they enforce the existing 30mph limit. At this time, it is felt that enforcement action is the most appropriate way to deal with speeding issues. Physical measures to restrict traffic speeds can be introduced, where speeding persists, but need to be considered most carefully given the noise and vibration problems that these features can cause.

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BACKGROUND DOCUMENTS: