

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT CABINET COMMITTEE 24 September 2012
AGENDA ITEM NO:	12
SUBJECT:	BOROUGH WIDE CYCLING PROJECTS 2012 - 13
LEAD OFFICER:	Executive Director of Planning and Environment
CABINET MEMBER:	Councillor Phil Thomas, Cabinet Member for Highways and Environmental Services Councillor Jason Perry, Cabinet Member for Planning, Transport and Sustainability
WARDS:	Woodside, Ashburton
CORPORATE PRIORITY/POLICY CONTEXT: These projects address the corporate policies adopted in the Corporate Plan 2010-2011 and Croydon's Draft Community Strategy 2010-2015. This report is in line with objectives to improve road safety for cyclists, and to make sustainable transport more accessible: <ul style="list-style-type: none">• Sustainable City: Facilitating a modal shift to sustainable transport• Connected City: Electric vehicles, cycling and walking facilities• Creative City: Improve arts, sports and recreational facilities• Caring City: Improving health and wellbeing• Croydon cycling Strategy 1998• Biking Borough Report July 2010	
FINANCIAL IMPACT The estimated cost to implement the schemes as recommended in this report is £12,000 to be met from Transport for London 2012-13 Local Implementation Plan Allocation.	
FORWARD PLAN KEY DECISION REFERENCE NO.: Not a Key Decision	

1 RECOMMENDATIONS

It is recommended that the Cabinet Committee agree:

- 1.1 To introduce a cycle contra flow section within the one way system in Woodside Green (slip road), south of its junction with Birchanger Road.
- 1.2 To enable cycling along footpath 653 between Stroud Road, Woodside and Lower Addiscombe Road (alongside Ashburton Park) by allowing permissive use for cyclists
- 1.3 Conversion of footway on Lower Addiscombe Road to shared use for cyclists and pedestrians, from the junction with footpath 653 to Ashburton Park main entrance.
- 1.4 Introduce regulatory and directional signage as appropriate for each individual intervention, to create a joined up network of routes facilitating easy wayfinding for cyclists around the Borough.
- 1.5 That delegated authority be given to the Head of Parking Services to carry out the Statutory consultation, serve notices and make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended), and the Highways Act 1980, in order to introduce the changes, subject to receiving no material objections on the giving of public notice. Any material objections received on the giving of public notice, where required, will be reported to a future Traffic Management Cabinet Committee for Members' consideration

2. EXECUTIVE SUMMARY

- 2.1 The purpose of the schemes as detailed in this report is to provide clearer, safer and more direct cycling links along key routes in various parts of the borough. This is achieved by selecting routes which are easy to follow, avoid heavy traffic and junctions, have practical and desirable destinations, and link up with existing well established cycle routes.

In particular, routes have been selected to:

- a) minimise potential conflict with motorised traffic
 - b) avoid hills where possible, to make the routes accessible to more cyclists and potential cyclists.
 - c) utilise "shared pathways" with pedestrians where practical, taking measures to ensure no danger to pedestrians results, by careful selection and design of shared use facilities.
- 2.2 The total cost of the package of measures, set out in the report and shown on the attached plans, is estimated to be £12,000, which will be met from the 2012/13 Local Implementation Plan (LIP) funding provided by Transport for London (TfL)

3. DETAIL

In 2010 Croydon Council became a “Biking Borough”. This is an initiative by the Mayor of London. The Mayor’s strategy aims to ensure that cycling is recognised as a major transport mode, right across the capital, from central London to the outer boroughs. Croydon Council have made a commitment to enable this to happen in the borough. These initiatives will help Croydon meet its target of 4% of journeys made by pedal cycle by 2026.

The Mayor wishes to create streets and spaces where everyone respects each other's right to use the road, where they stick to the rules of the road, and where everyone recognises their duty of care to other road users. He would like a reduction in cycling casualties, with a particular focus on reducing the risk of collisions between cyclists and HGVs and he would like to promote cycling as an enjoyable, everyday, healthy activity. Additionally, he wants to provide new routes and opportunities for commuting, leisure and other local cycling trips.

The initiatives in this report will help to increase the number of trips made by bicycle and will provide quiet, relatively safe, waymarked routes with practical destinations for the less confident cyclist.

It is proposed to introduce the improvement measures for cyclists as detailed in this report, subject to successful outcomes of road safety audits, informal and statutory consultation processes.

Each section has been investigated and individual sections can be implemented independently of the others, so in the event of an individual section being omitted then other sections are not at risk.

Cycle Contra flow - Woodside Green (slip road) from Birchanger Road to Woodside Green (main road)

Woodside Green slip road runs adjacent to Woodside Green and is a one way system with traffic allowed northbound only. It is proposed to revoke the one way working for cyclists only, so that cyclists may turn right along the slip road when coming from Dickensons Lane. This then enables a cycling link to be created whereby cyclists can turn left along Woodside Green then right onto Stroud Road, where easy access to a range of quiet back street cycle routes is already in existence. Refer to drawing SK02.

Stroud Road to Lower Addiscombe Road via Ashburton Park footpath

Public footpath number 653 runs alongside Ashburton Park and provides a connection from Stroud Road to Lower Addiscombe Road. Unlike the park, it is open 24 hours and has street lighting. The path is generally 3.0m wide so there should be no conflict with pedestrians. It is proposed to allow cyclists permissive rights to cycle along this section of footpath. Cycling along a public footpath is not permitted unless the Landowners have given consent. In the case of this footpath, Croydon Tramlink own the bridge on the north side of the tram way, and Croydon Council (Green Spaces) own the land to the south of the bridge. Both Croydon Tramlink and Croydon Council (Green Spaces) have

consented to this proposal, subject to the design conforming to DfT standards and road safety audit findings being acceptable.

The Oasis Academy is nearby and this provision will contribute to safer cycle routes to school. Many students and other cyclists use this path informally in any case, as it provides a traffic free alternative to Blackhorse Lane or Spring Lane, which are parallel routes and heavily trafficked at peak times. Refer to drawing SK01.

Lower Addiscombe Road shared footway (Cycle Track)

The section of footway where Lower Addiscombe Road meets footpath no 653 is of sufficient width to allow shared use. It is proposed to implement shared use from the junction of Shirley Road up to the main entrance of Ashburton Park, along Lower Addiscombe Road. The main benefit of having this facility is that it provides a safe access/egress route between the main carriageway and footpath 653 described above. Lower Addiscombe Road is also London Cycle Network Route 222, which is a strategic part of the London wide cycle network, connecting Croydon and Bromley. Refer to drawing number SK01.

4. CONSULTATION

4.1 Informal Consultation

These proposals have been discussed with the following stakeholders:

Croydon Council Cycle Forum
Biking Boroughs officer
Parks and Green Spaces
Croydon Tramlink
Croydon Council Access Officer
Croydon Council Road Safety Officer

Responses from these stakeholders have been positive.

Further consultation will be carried out with ward councillors and other key stakeholders during the design process and prior to implementation. Amendments or alterations to any of the projects will be accommodated where possible.

4.2 Statutory Consultation

Designation as a permissive cycle path along a public footpath requires permission from the landowner and a notice served, publicising the changes.

Installation of a shared pedestrian and cycle path (also known as a cycle track) on a footway which forms part of public highway requires a Council resolution, appropriate public consultation and a record of the decision making process including a plan in accordance with the Highways Act 1980.

In order to implement a contra flow cycle facility an amendment will be needed to the existing Traffic Management Order (TMO) in accordance with Section 6 of the Road Traffic Regulation Act 1984. This provides that objections may be made in response to the public notice that would then need to be considered.

In respect of all of the statutory consultations above, where the statutory procedure provides for the making of objections, any material objections received in response to the formal consultation will be referred back to this committee for consideration as to whether the Traffic Management Order should be confirmed.

5. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2012/13 £'000	2013/14 £'000	2014/15 £'000	2015/16 £'000
Revenue Budget available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital Budget available	12			
Expenditure	2			
Effect of decision from report				
Expenditure	10			
Remaining budget	0			

5.2 The effect of the decision

This report seeks to spend £12,000 on the range of measures and consultation. Both the consultation processes and the physical works will be funded by TfL and therefore will be at no cost to the Council.

5.3 Risks

Objections to some of the measures could delay or prohibit implementation. Should it be impossible to complete some of these interventions, then available funding would have to be utilised elsewhere (subject to TfL approval), or returned unspent.

The ongoing future maintenance of these schemes will fall to the Council to provide.

5.4 Options

The alternative option is to not introduce the measures. This would then not address the needs identified by the Biking Boroughs report and those who wish to cycle in

parts of Croydon.

5.5 Future savings/efficiencies

None

Approved by Tim Flood on behalf of Head of Finance, Planning & Environment.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that Sections 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provide powers to introduce and implement Traffic Management Orders. In exercising this power, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) 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. The Council must also have regard to matters such as the effect on the amenities of any locality affected.

6.2 The Council must comply with the necessary requirements of the Local Authorities Traffic Order Procedure) (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

6.3 Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.1 There are no Human Resources considerations arising from this report.

7.2 Approved by Adrian Prescod HR business partner, on behalf of the Director, Workforce and Community Relations

8. EQUALITIES IMPACT

Consideration has been given to the equalities impact of these proposals. The measures will improve safety for cyclists and enable more choices in transport modes. The carefully considered design of shared use paths will ensure that there is sufficient space to pass by each other without pedestrians and vulnerable users feeling intimidated by faster moving cyclists.

9. ENVIRONMENTAL IMPACT

Increased use of cycling reduces the number of car journeys made, and so reduces road congestion. Reduced CO2 and other emissions improves air quality.

10. CRIME AND DISORDER REDUCTION IMPACT

Allowing cycling along Ashburton Park footpath and similar routes increases natural surveillance of an area which is mostly empty and isolated after dark.

CONTACT OFFICER: Sue Ritchie, Senior Engineer, Network Improvements 020 8726 6000 ext 63823

BACKGROUND DOCUMENTS: None