

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 JULY 2014
AGENDA ITEM:	16
SUBJECT:	PROPOSED ONE WAY WORKINGS AND ONE WAY WITH CYCLE CONTRAFLOW - VARIOUS LOCATIONS
LEAD OFFICER:	Executive Director of Development & Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	CROHAM, BROAD GREEN, SELHURST, BENSHAM MANOR, WOODSIDE
<p>CORPORATE PRIORITY/POLICY CONTEXT:</p> <p>The benefits of the recommendation as set out below is in line with Croydon's Community Strategy of creating a connected and sustainable city and improving the environment section 6.1C and also The Croydon Plan 2013-15</p> <ul style="list-style-type: none"> - Competing as a place - Manage need and grow independence - Protect the priorities of our residents and customers - Caring City, Improving health and wellbeing by reducing congestion 	
<p>LOCAL AREA AGREEMENTS(LAA) Targets –</p> <p>These are not applicable for this report</p>	
<p>FINANCIAL IMPACT</p> <p>The estimated cost of implementing the schemes as recommended in this report is £96,000 to be met from the Council's 2014/15 Local Implementation Plan allocation for accident prevention schemes.</p>	
<p>KEY DECISION REFERENCE NO.:</p> <p>Not a key decision</p>	

For General Release

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment to:

1.1 Agree to the informal consultation and the giving of public notices on the proposal to introduce one-way working with cycle contraflows in St Peters Street Croham, Broad Green Avenue Selhurst, Beaconsfield Road Selhurst, The Crescent Selhurst Watcombe Road Woodside and to introduce one way working over the entire length of Dennett Road Broad Green, Talbot Road Selhurst and associated signage as shown on the attached plans TH-0114, TH-0214, TH-0314, TH-0414, TH-0514, TH-0614, TH-0614, TH-0714, TH-0814.

1.2 Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to give notice and subject to receiving no material objections, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.1 above.

1.3 To report the results of the informal consultation and any comments [or material objections] received to the public notice to a future meeting of the Traffic Management Advisory Committee for consideration.

It is recommended that the Cabinet Member for Transport and Environment

2. Agree to Recommendations 1.1, 1.2 and 1.3 above.

2. EXECUTIVE SUMMARY

2.1 This report seeks agreement to the informal consultation and introduction of one-way working with cycle contraflow where appropriate in:-

- ◆ St Peters Street - Croham
- ◆ Dennett Road - Broad Green
- ◆ Broad Green Avenue - Selhurst
- ◆ Beaconsfield Road - Selhurst
- ◆ The Crescent - Selhurst
- ◆ Talbot Road - Selhurst
- ◆ Lucerne Road - Bensham Manor
- ◆ Watcombe Road - Woodside

As identified on the Drawings at Annex 1.

2.2 These proposals are in response to requests from local residents and local Ward Councillors to provide one-way working to mitigate traffic congestion and road safety concerns in these roads. This will encourage motorists to use the arterial routes and not use side roads as short cuts, this may increase

journey times for drivers. The estimated total combined cost of these works is £96,000.

- 2.3 The Council recognises problems with congestion and head on conflicts in residential streets and will endeavour to resolve this for residents and drivers. However, by simply implementing a one-way street for all traffic this then impacts on the network of routes available for drivers and cyclists in some cases, implementing one-way streets can force cyclists to use busy junctions or streets nearby, which they could otherwise have avoided.
- 2.4 The Council is a “Biking Borough” and as such has made a commitment to increase the number of journeys made by cyclists, in line with the Mayor of London’s Transport Plan. This includes the provision of a safe network of quieter routes for cyclists to use.
- 2.5 This can be achieved through the introduction of short lengths of one-way working with a narrow cycle contraflow at its entry point, which allows pedal cycles to travel safely against the flow of one-way traffic. The cycle contraflow is separated by a small traffic island and is indicated clearly with traffic signs and road markings. Details can be seen on the drawings within this report.
- 2.6 A further advantage of introducing only short sections of one-way working is that they still permit motorists to drive in both directions along the majority of the road and therefore do not disadvantage or inconvenience as many residents who might otherwise find a one-way system for the full length of road restrictive.

3. DETAIL

3.1 St Peters Street - Croham

- 3.1.1 To introduce a short section of one-way working in St Peters Street, operating in a southbound direction, with a cycle contraflow from the junction with Sussex Road. This will prevent through traffic from using St Peters Street in the northbound direction and remove traffic conflicts and congestion on this road. See drawing TH-0714.
- 3.1.2 St Peters Street is part of the London Cycle Network and is wide enough to safely allow cyclists to continue to use the road in both directions. It is therefore proposed that pedal cycles be exempt from the one-way working and a cycle contraflow be provided at the junction of Sussex Road. The one-way working will be for motorised vehicles only. This will prevent extraneous through traffic in the northbound direction, but enable cyclist to continue using the road in both directions.
- 3.1.3 The introduction of the one way system with cycle contraflow in St Peters Street is estimated to cost £12,000.

3.2 Dennett Road – Broad Green

3.2.1 To introduce one-way working throughout the entire length of Dennett Road in an eastbound direction with no-entry from London Road. This will prevent through traffic from using Dennett Road in the westbound direction and remove traffic conflicts and congestion on this road. See drawing TH-0614.

3.2.2 The introduction of one-way working throughout Dennett Road is estimated to cost £12,000. Due to the density of on street parking and narrow road width this road is not suitable for cycling against the main flow of traffic.

3.3 Broad Green Avenue - Selhurst

3.3.1 To introduce a short section of one-way working in Broad Green Avenue, operating in a westbound direction, with a cycle contraflow at the junction with London Road. This will prevent through traffic from using Broad Green Avenue in the eastbound direction and remove traffic conflicts and congestion, particularly around the sharp bend on this road. See drawing TH-0214.

3.3.2 Broad Green Avenue is wide enough to safely allow cyclists to continue to use the road in both directions. It is therefore proposed that pedal cycles be exempt from the one-way working and a cycle contraflow be provided at the junction of London Road. The one-way working will be for motorised vehicles only. This will prevent extraneous through traffic in the northbound direction, but enable cyclist to continue using the road in both directions.

3.3.3 The introduction of the cycle contraflow in Broad Green Avenue is estimated to cost £12,000.

3.4 Beaconsfield Road - Selhurst

3.4.1 To introduce a short section of one-way working in Beaconsfield Road, operating in a northbound direction, with a cycle contraflow from the junction with Whitehorse Road. This will prevent through traffic from using Beaconsfield Road in the southbound direction and remove traffic conflicts and congestion on this road. See drawing TH-0114.

3.4.2 Beaconsfield Road is wide enough to safely allow cyclists to continue to use the road in both directions. It is therefore proposed that pedal cycles be exempt from the one-way working and a cycle contraflow be provided at the junction with Whitehorse Road. The one-way working will be for motorised vehicles only. This will prevent through traffic in the northbound direction, but enable cyclist to continue using the road in both directions.

3.4.3 The introduction of the cycle contraflow in Beaconsfield Road is estimated to cost £12,000.

3.5 The Crescent - Selhurst

3.5.1 To introduce a short section of one-way working in The Crescent, operating in a southbound direction, with a cycle contraflow from the junction with

Northcote Road. This will prevent through traffic from using The Crescent in the northbound direction and remove traffic conflicts and congestion on this road. See drawing TH-0414.

3.5.2 The Crescent is part of the London Cycle Network and is wide enough to safely allow cyclists to continue to use the road in both directions. It is therefore proposed that pedal cycles be exempt from the one-way working and a cycle contraflow be provided at the junction with Northcote Road. The one-way working will be for motorised vehicles only. This will prevent extraneous through traffic in the northbound direction, but enable cyclist to continue using the road in both directions.

3.5.3 The introduction of the cycle contraflow in The Crescent is estimated to cost £12,000.

3.6 Talbot Road – Selhurst

3.6.1 To introduce one-way working throughout the entire length of Talbot Road in an eastbound direction with no-entry from Farnley Road. This will prevent through traffic from using Talbot Road in the westbound direction and remove traffic conflicts and congestion. This should also reduce traffic movements in this area attempting to bypass the mini-roundabout at the junction of Whitehorse Lane and Whitehorse Road. Due to the density of on street parking and narrow road width this road is not suitable for cycling against the main flow of traffic. See drawing TH-0814.

3.6.2 The introduction of one-way working throughout Talbot Road is estimated to cost £12,000.

3.7 Lucerne Road – Bensham Manor

3.7.1 To introduce one-way working throughout the entire length of Lucerne Road in a south-westbound direction with no-entry from Bensham Lane. This will prevent through traffic from using Lucerne Road in the north-eastbound direction and remove traffic conflicts and congestion on this road. Due to the density of on street parking and narrow road width this road is not suitable for cycling against the main flow of traffic. See drawing TH-0314.

3.7.2 The introduction of one-way working throughout Lucerne Road is estimated to cost £12,000.

3.8 Watcombe Road - Woodside

3.8.1 To introduce a short section of one-way working in Watcombe Road, operating in a southwestbound direction, with a cycle contraflow from the junction with Portland Road. This will prevent through traffic from using Watcombe Road in the northeastbound direction and remove traffic conflicts and congestion on this road. See drawing TH-0514.

3.8.2 Watcombe Road is wide enough to safely allow cyclists to continue to use the road in both directions. It is therefore proposed that pedal cycles be exempt from the one-way working and a cycle contraflow be provided at the junction

of Portland Road. The one-way working will be for motorised vehicles only. This will prevent through traffic in the north eastbound direction, but enable cyclist to continue using the road in both directions.

- 3.8.3 The introduction of the cycle contraflow in Watcombe Road is estimated to cost £12,000.
- 3.9 Funding for the design, consultation process and implementation is available within the "LIP" (Local Implementation Plan) funding for 2014-2015 provided by Transport for London (TfL).
- 3.10 The Council aims to introduce one-way workings where local residents and ward councillors have raised concerns as to road safety problems caused by through traffic movements or where this traffic causes unnecessary congestion and head on traffic conflicts. The introduction of one-way workings may increase traffic on surrounding roads.
- 3.11 The proposed one-way workings and cycle contraflows have been subject to detailed design processes and road safety audit to ensure that they meet the needs and safety requirements of those using them.
- 3.12 A number of illuminated signs are required for the proposed one-way workings as shown on the attached drawings.

4. CONSULTATION

- 4.1 Local residents who live on the roads where the one-way workings are proposed will receive a set of informal consultation documents, including a letter, plan and questionnaire, inviting their views on the proposal to introduce one-way workings in their road.
- 4.2 It is a legal requirement under section 6 of the Road Traffic Regulation Act 1984 that the Secretary of State is informed in writing of the proposal to establish one-way workings and the Chief Officer of the Police is consulted.
- 4.3 Official bodies such as the Fire Brigade, Cyclists Touring Club, The Pedestrian Association, Age UK, The Owner Drivers Society, The Confederation of Passenger Transport and bus operators are consulted separately at the same time as the public notice is issued. Up to 27 Bodies in total are consulted depending on the relevance of the proposal.
- 4.4 The appropriate public notices will be published in the local paper and posted on site in accordance with the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2014/15 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000
Revenue Budget				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital Budget				
Expenditure	96			
Effect of decision from report				
Expenditure	96			
Remaining budget	96,000			

5.2 The effect of the decision

These schemes are funded by Transport for London (TfL) from the Council's 2014/15 Local Implementation Plan allocation for Accident Prevention Schemes. A decision to proceed will result in that allocation is spent partially or wholly, subject to successful outcome of consultations.

5.3 Risks

There is a risk that if the one-way schemes cannot be implemented, for example, by negative outcome of feasibility studies or consultation, funding would then have to be reallocated. This would be subject to the agreement of TfL. Should this prove impossible then the funding would need to be returned.

5.4 Options

Should the schemes not be agreed then the do nothing option remains.

5.5 Savings/ future efficiencies

There are no savings or future efficiencies arising from this report.

Approved by: Tim Flood, on behalf of head of Finance, Development & Environment

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary 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 such matters as the effect on the amenities of any locality affected.
- 6.2 The Council needs to 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 HR implications that need to be addressed or considered from the report.
- 7.2 Approved by: Adrian Prescod, HR Business Partner, on behalf of Interim Director of Workforce, Chief Executive Department.

8. EQUALITIES IMPACT

- 8.1 The introduction of one-way working will reduce traffic congestion, improve road safety and provide environmental benefits for local residents

9. ENVIRONMENTAL IMPACT

- 9.1 The introduction of one-way working in the above sites will reduce the opportunity for vehicular conflicts and congestion, which will provide environmental benefits to those in the locality. However, the scheme will require the introduction of a number of illuminated signposts, which will have a negative design impact in terms of the street scene and result in terms of the street scene and result in additional energy usage and light pollution. Plugged No Entries maintain access for cyclists and benefits more sustainable modes of transport.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are no crime and disorder reduction impacts in this report.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 To regulate the traffic movement in the above sites to avoid vehicular conflict and congestion which will benefit residents and local road users. By inclusion of cycle facilities within short stretches of one way working a quiet road network avoiding busy road and junctions is preserved for safer cycling.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 To introduce one-way workings in the opposite direction. This would not necessarily reduce the problem of through traffic. To introduce parking restrictions along the above roads. This would be impracticle for residents living on the roads.

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BACKGROUND PAPERS:

None