

**Croydon Council  
For General Release**

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 JULY 2014</b>
<b>AGENDA ITEM:</b>	<b>20</b>
<b>SUBJECT:</b>	<b>PROPOSED CONVERSION OF EXISTING SIGNAL CROSSING AT RECTORY GROVE TO A TOUCAN CROSSING</b>
<b>LEAD OFFICER:</b>	<b>Executive Director of Development &amp; Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Waddon</b>
<p><b>CORPORATE PRIORITY/POLICY CONTEXT:</b></p> <p>This project addresses the following corporate policies adopted in the Corporate Plan 2013-2015 and Croydon’s Draft Community Strategy. This report is in line with objectives to improve road safety for pedestrians, cyclists, and to make sustainable transport more accessible:</p> <ul style="list-style-type: none"> <li>~ Sustainable City: Facilitating a modal shift to sustainable transport</li> <li>~ Connected City: Electric vehicles, cycling and walking facilities</li> <li>~ Caring City: Improving health and wellbeing.</li> </ul> <p>The Recommendation as set out in this report are in line with objectives to improve the safety on the Borough’s roads as detailed in:</p> <ul style="list-style-type: none"> <li>- The Croydon Plan: Transport Chapter</li> <li>- The Local Implementation Plan; 3.6 Croydon Transport Policies</li> <li>- Croydon’s Community Strategy; Priority Areas 1, 3, 4 and 6.</li> </ul>	
<p><b>FINANCIAL IMPACT:</b></p> <p>Capital funding of £100,000 is available from TfL to be spent in 2014/15 on cycling projects. The estimated cost for this scheme is £10,000 and is to be funded from the available £100,000 funding. The council’s own Revenue budget is not affected by this project.</p>	
<p><b>FORWARD PLAN KEY DECISION REFERENCE NO: Not a Key Decision</b></p>	

<p><b>1. RECOMMENDATIONS</b></p> <p>That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:</p> <p>1.1. Agree to the conversion of the existing pedestrian phase within the signalised junction of Rectory Grove/Roman Way to a ‘Toucan phase which will allow cyclists to use the crossing.</p>
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1.2. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services, the authority to issue the necessary public notices and implement Recommendation 1.1 above in accordance with the Road Traffic Regulation Act 1984 (as amended).

It is recommended that the that Cabinet Member for Transport and Environment:

1.3. Agree to Recommendations 1.1 and 1.2 above.

## **2. EXECUTIVE SUMMARY**

2.1 The report recommends that the existing signalised crossing at Rectory Grove/Roman Way be converted to a Toucan crossing so that two existing discontinuous sections of cycle routes can be joined to form a single continuous route between the junction of Roman Way/Factory Lane through to Old Town roundabout.

## **3. DETAILS**

3.1 For a number of years, Transport for London (TfL) have been in the process of modernising their signals infrastructure across London. The modernisation of their existing signals comes at no cost to local authorities, however where a council may wish to amend certain existing aspects of the signalisation, TfL have been willing to accommodate such changes at a small additional cost to the local authority.

3.2 In 2012/13 the council introduced a cycle scheme whereby cyclists were allowed to share the existing footway which runs between Factory Lane/Roman Way junction through to the junction of Rectory Grove/Roman Way junction. In 2012/13 the council continued this shared route from the Rectory Grove/Roman Way junction through to Old Town roundabout. There was insufficient funding at the time to modernise the signals at the junction of Rectory Grove/Roman Way to convert the pedestrian crossing facility to a Toucan crossing, which would have allowed cyclists to go through the junction without having to dismount. This resulted in the two sections of cycle routes to work independently of each other as cyclists are currently required to dismount and push their bikes across the junction. See drawing number RG/TOUCAN/001 showing an overview of the existing cycle routes.

3.3 Under their modernisation programme, TfL are currently in the process of replacing the signals equipment at the junction of Rectory Grove/Roman Way, however they are obliged to only replace like for like. Officers have however been in discussion with TfL and have their agreement that they would be willing to incorporate the additional features to convert it to a Toucan crossing provided the council bears the extra expense incurred. The Council is able to meet the additional cost from the 2014/15 Local Implementation plan funding.

3.4 It should be noted that the conversion of the signal crossing to a Toucan will not introduce any additional delay to general traffic as cyclists will be utilising the existing pedestrian phase.

3.5 The proposed recommendation seeks to secure the expeditious, convenient and safe movement of cyclists. The crossing is close to a number of tram stops and Wandle Park, so it is likely to be used by cyclists, both on local and wider journeys.

#### 4. CONSULTATION

4.1 The conversion of a pedestrian phase to a 'Toucan' requires the Council to issue public notices and informing the Secretary of State in accordance with Section 23 of the Road Traffic Regulation Act 1984 following which, the changes can be made.

### 5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

#### 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
<b>Revenue</b>				
<b>Budget available</b>				
Expenditure				
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>				
<b>Capital</b>				
<b>Budget available</b>				
Expenditure	10			
<b>Effect of decision from report</b>				
Expenditure	10			
<b>Remaining budget</b>				

#### 2 The effect of the decision

In case the council does not proceed with this scheme there could be an underspend of £10,000 if the money is not spent on other cycling schemes. Failure to spend a TfL allocation within the same financial year means that the underspend will have to be returned to TfL which has implications for future funding award.

#### 3 Risks

A decision by TMCC to not proceed with the scheme would mean an underspend of an estimated £10,000. This money would need to be returned to

TfL as money unspent or reallocated to another cycling project.

An underspend of TfL approved money in this financial year could result in reduced funding in future years.

#### **4 Options**

Do nothing: This would then not address the need to encourage cycling by providing enhanced and safer cycle routes throughout the Borough. TfL funding would be lost unless it can be reallocated elsewhere.

#### **5 Future savings/efficiencies**

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

Approved by: Tim Flood, on behalf of Head of Finance and Deputy S151 Officer  
Chief Executive's Department

### **6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

6.1 The Council Solicitor comments that the Council may establish crossings for pedestrians on roads for which they are the traffic authority (section 23 Road Traffic Regulation Act 1984 (as amended) (the Act). 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 Before amending the crossing , the Council must adhere to section 23 of the Act which includes giving public notice of the proposal and informing the Secretary of State.(as required by Section 23(2) of the Act)

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 implications arising from this report.

Approved by: Adrian Prescod, HR Business Partner, for and on behalf of Interim Director of Workforce, Interim, Chief Executive Department.

### **8. EQUALITIES IMPACT**

8.1 The proposal is intended to promote sustainable modes of travel by encouraging cycling.

### **9. ENVIRONMENTAL IMPACT**

9.1 Introduction of the proposed schemes will encourage pollution free sustainable modes of travel to various destinations without having a negative environmental impact.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

10.1 Allowing cycling along certain routes increases natural surveillance of areas.

## **11 REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

11.1 To provide an infrastructure which caters for the need of pedestrians and cyclists and thereby promote Sustainable means of transport which fits in with the council's corporate policies. .

## **12 OPTIONS CONSIDERED AND REJECTED**

### **12.1 Do Nothing**

If the Council did nothing it would be failing to provide a safe network for cyclists which would ultimately discourage cycling. The Council seeks to improve the junction to secure the expeditious, convenient and safe movement of cyclists.

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#### **CONTACT OFFICER:**

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**BACKGROUND DOCUMENTS** *None*