

Croydon Council
For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16th December 2014
AGENDA ITEM:	18
SUBJECT:	CYCLE ROUTE IMPROVEMENTS Contraflow Cycle Lanes – Various Locations
LEAD OFFICER:	Jo Negrini, Executive Director of Development & Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	ADDISCOMBE, FAIRFIELD, THORNTON HEATH & WADDON
CORPORATE PRIORITY/POLICY CONTEXT:	
<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 - Mange need and grow independence - Protect the priorities of our residents and customers - Caring City, Improving health and wellbeing by reducing congestion 	
FINANCIAL IMPACT	
<p>The estimated cost of implementing the schemes as recommended in this report is £60,000 to be met from the Council’s 2014/15 LIP Local Transport Funding.</p>	
KEY DECISION REFERENCE NO.:	
Not a key decision	

1. RECOMMENDATIONS

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

- 1.1. Consider the proposals to improve facilities for cyclists, by exempting them from the existing one way working along the following roads, thereby allowing cyclists to travel in both directions. Plans attached as Appendix 1:
 - a. **Altyre Road (Fairfield)** from Hazledean Road to Addiscombe Road
 - b. **Edridge Road (Fairfield)** from Croydon Flyover to Coombe Road
 - c. **Violet Lane (Waddon)** from Ashley Lane to Hillside Road
 - d. **Cross Road (Addiscombe)** from Lower Addiscombe Road to Leslie Grove
 - e. **Grange Road (Thornton Heath)** from The Drive to Ross Road
 - f. **The Drive (Thornton Heath)** from The Retreat to Grange Road
- 1.2. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to carry out Statutory Consultation and 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. Where material objections are received these will be reported back to a future meeting of the Traffic Management Advisory Committee for determination by the Cabinet Member for Transport and Environment.

2. EXECUTIVE SUMMARY

- 2.1. This report provides details on proposals to improve cycling facilities in the roads listed in section 1.1 above. The proposals would exempt cyclists from existing one way workings to improve permeability and access.

3. DETAIL

- 3.1. 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 relatively quiet and safe routes with practical destinations for the less confident cyclist. They will open up more opportunities for safer and more attractive cycle journeys.

- 3.2. 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, in particular by avoiding busy road junctions.
- b. avoid hills where possible, to make the routes accessible to more cyclists and potential cyclists.

- 3.3 The streets with existing one-way working identified for contraflow cycling are shown below and attached as Appendix 1:

- a. **Altyre Road (Fairfield) from Hazledean Road to Addiscombe Road**
Altyre Road falls within Central Croydon Permit Zone. The existing controlled parking bays, waiting and loading restrictions are to remain unaffected by the proposed cycle facility. It is proposed to mark out a 1.5 metre wide advisory contraflow cycle lane on the western side of the carriageway. For further details see drawing number HWY-CYC-1195-002-01 attached as part of Appendix 1.
- b. **Edridge Road (Fairfield) from Croydon Flyover to Coombe Road**
Edridge Road falls within Central Croydon Permit Zone. The existing controlled parking bays, waiting and loading restrictions are to remain unaffected by the proposed cycle facility. The width of the carriageway does not allow for a marked out cycle lane and therefore the contraflow cycling facility will be introduced by means of marking out cycle logos on the carriageway and associated signage only. For further details see drawing number HWY-CYC-1195-001-01 attached as part of Appendix 1.
- c. **Violet Lane (Waddon) from Ashley Lane to Hillside Road**
Violet Lane falls within West Permit Zone. The existing controlled parking bays, waiting and loading restrictions are to remain unaffected by the proposed cycle facility. Violet Lane has an existing 20mph speed limit with speed reducing features. On the north south arm of Violet Lane the width of the carriageway does not allow for a marked out cycle lane and therefore the contraflow cycling facility will be introduced by means of marking out cycle logos on the carriageway and associated signage only. It is proposed to mark out a 1.5 metre wide advisory contraflow cycle lane together with a 1 metre wide hatched protective buffer around the bend on Violet Lane up to its junction with Hillside Road. For further details see drawing number HWY-CYC-1195-004-01 attached as part of Appendix 1.

d. **Cross Road (Addiscombe) from Lower Addiscombe Road to Leslie Grove**

Cross Road falls within the East Inner Permit Zone. The existing parking, waiting and loading restrictions are to remain unaffected by the proposed cycle facility. It is proposed to mark out a 1.5 metre wide advisory contraflow cycle lane together with a 0.8 metre wide hatched protective buffer around the bend on Cross Road on the eastern side of the carriageway. For further details see drawing number HWY-CYC-1195-003-01 attached as part of Appendix 1.

e. **Grange Road (Thornton Heath) from The Drive to Ross Road**

Grange Road falls within Thornton Heath Permit Zone. The existing controlled parking bays are to remain unaffected by the proposed cycle facility. The existing layout of this section of Grange Road effectively has unused 2 metres width of carriageway which can accommodate the proposed 1.5 metre wide contraflow cycle lane together with a 0.5 metre wide hatched protective buffer. To further enhance the proposed cycle facility it is proposed to convert some existing single yellow lines (operational Mon-Sat, 7am -7pm) to double yellow lines. The details are as follows:

- on the **eastern side of Grange Road**, from The Drive northwards to Ross Road.

- on the **western side of Grange Road**, for a length of 11 metres from the exit point of the proposed cycle by-pass (from The Drive into Grange Road). This will help to ensure that the exit from the cycle by-pass is not blocked by a parked vehicle. For further details see drawing number HWY-CYC-1195-005-01 attached as part of Appendix 1.

f. **The Drive (Thornton Heath) from The Retreat to Grange Road**

The Drive falls within Thornton Heath Permit Zone. The existing controlled parking bays, waiting and loading restrictions are to remain unaffected by the proposed cycle facility. The width of the carriageway does not allow for a marked out cycle lane and therefore the contraflow cycling facility will be introduced by means of marking out cycle logos on the carriageway and associated signage only. For further details see drawing number HWY-CYC-1195-005-01 attached as part of Appendix 1.

It is proposed to introduce the improvement measures for cyclists as detailed in this report and shown in drawings attached as Appendix 1. The introduction of these schemes is subject to approval from the Cabinet Member and subsequent satisfactory outcomes of road safety audits and statutory consultation processes.

The total cost of the package of measures, set out in the report and shown on the attached plans, is estimated to be £60,000 which will be met from the Council's 2014/15 LIP Local Transport Funding.

- 3.4 In general the implementation of the contraflow proposals will require the addition of an "except cycles" sign plate at each "No Entry" sign. Existing "One Way" signs will need to be replaced with a "One Way Contraflow" sign.

Amendments to the existing carriageway markings are made where a marked cycle lane is necessary. Cycle symbols are also marked on the carriageway to increase motorist awareness of oncoming cyclists, in addition to the contraflow signage

In addition to the above, other features may be necessary to ensure that the facilities are safe for use. The detailed drawings attached as Appendix 1 shows the proposals in full on a site by site basis.

- 3.5 The total cost of the scheme including staff resources is estimated to be £60,000.

4. **CONSULTATION**

Informal Consultation

- 4.1 Ward councillors were contacted regarding these proposals and invited to put forward any views they may have. The following feedback was received from ward councillors.

Councillor Sean Fitzsimons, Addiscombe Ward

I'm a strong supporter of contraflow Cycle Lanes and one from Lower Addiscombe Rd and up Cross Road is a good idea.

I should point out that I do have a concern about speeding cars and taxis on Cross Road and would suggest since physical measures to slow the traffic down, especially before the sharp bend.

Councillor Patricia Hay-Justice, Addiscombe Ward

Thank you for your notification, presently I see no reason for your proposals not to take place however I shall try and use the next day or so to contact key stakeholders within the area to solicit their views.

If you receive no other correspondence between now and your deadline please consider that I have nothing to add.

Councillor Hellen Pollard, Fairfield Ward

Thanks for your email. Both schemes look good to me. Can you tell me what consultation process you will be going through? My views are only those of one person, and I would like to gather views of a wide cross section of residents. Presumably you don't expect me to do that by 13 Nov.

Councillor Pollards query above was resolved by officers through email.

Statutory Consultation

- 4.2 The legal process for introducing contraflow cycling requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although not a legal

requirement, the Council also fix street notices to lamp columns in order to ensure that as many people as possible are aware of the proposal.

- 4.3 Official bodies such as the Fire Brigade, Ambulance Service, Police, Freight and Road Haulage Associations will be consulted separately at the same time as the public notice. Other organisations are also consulted, depending on the relevance of the proposal.

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	0	0	0	0
Income				
Effect of decision from report				
Expenditure	0	0	0	0
Income				
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Capital Budget				
Expenditure	91	100	100	100
Effect of decision from report				
Expenditure	60	0	0	0
Remaining budget	<u>39</u>	<u>100</u>	<u>100</u>	<u>100</u>

5.2 The effect of the decision

These schemes are funded by Council's 2014/15 LIP Local Transport Funding. There is £100k available for Cycling Initiative's to which £9k spend is currently committed. 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 schemes cannot be implemented, for example, by negative outcome of feasibility studies or consultation, funding would then have to be reallocated.

Local Cyclist stakeholder groups would feel let down by the Council if the schemes were not to go ahead.

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: Graham Oliver, Finance Business Partner, 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 human resources implications arising from this report.

7.2 Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive Department.

8. EQUALITIES IMPACT

8.1 People without access to cars will benefit if cycling in the borough is made easier.

9. ENVIRONMENTAL IMPACT

9.1 The introduction of cycle contraflow facilities will help to make to borough more permeable to cyclist and to reduce traffic congestion by making cycling more viable as an option. A modal shift to sustainable travel will help to improve air quality.

10. CRIME AND DISORDER REDUCTION IMPACT

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

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BACKGROUND PAPERS:

None

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