

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>3 March 2015</b>
<b>AGENDA ITEM:</b>	<b>10</b>
<b>SUBJECT:</b>	<b>CYCLE ROUTE IMPROVEMENTS</b> <b>Remove Cycle Ban – North End (Experimental Order)</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini,</b> <b>Executive Director of Development &amp; Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee,</b> <b>Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>BROAD GREEN , FAIRFIELD</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> 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 <ul style="list-style-type: none"><li>- Competing as a place</li><li>- Manage need and grow independence</li><li>- Protect the priorities of our residents and customers</li><li>- Caring City, Improving health and wellbeing by reducing congestion</li></ul>	
<b>FINANCIAL IMPACT</b> The estimated cost of implementing the schemes as recommended in this report is £15,000 to be met from the Council's Local Transport Funding 2014/15 LIP allocation from TfL.	
<b>KEY DECISION REFERENCE NO.:</b> Not a key decision	

**For General Release**

## **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 removing the existing cycling ban along North End under an **Experimental Traffic Order**, thereby allowing cyclists to travel in both directions at all times.
- 1.2. Consider giving approval to make the necessary Experimental Traffic Order in order to implement the Experimental Scheme for an 18 month trial period with the proposals as described in section 3 of this report.
- 1.3. 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.
- 1.4. Where material objections are received during the first 6 months of the Experimental Scheme they will be reported back to a future meeting of the Traffic Management Advisory Committee for further consideration by the Cabinet Member before a decision is made whether to make the scheme permanent or not.
- 1.5. Where no material objections are received the Enforcement and Infrastructure Manager, Highways and Parking Services is authorised to make the necessary Traffic Management Orders permanent.
- 1.6. To consider empowering the Enforcement and Infrastructure Manager, Highways and Parking Services to modify or suspend the operation of the order in the interests of expeditious, convenient and safe movement of traffic.

## **2. EXECUTIVE SUMMARY**

- 2.1. This report provides details on a proposal to improve cycling facilities along North End as given in section 1.1 and elsewhere in this report. The changes will help cyclists to gain easy and safe access to and through the Town Centre at all times.

## **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 to be 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 scheme as detailed in this report is to provide clearer, safer and more direct cycling by removing the existing cycling ban through North End on an experimental basis. This route will offer cyclists a safer, more direct route and avoid heavy traffic and junctions.

#### Current Cycling Provision - Traveling southbound along North End

- 3.3. Currently there is a 'at any time' ban in place on all vehicular traffic, including bicycles preventing them from moving southbound on North End. Therefore cyclists wishing to get from the northern end of North End to the southern end of North End are required to travel along Tamworth Road and Frith Road for approximately 700 metres in length. On this route they are faced with potential hazards such as buses, trams, HGV's and cars along some narrow roads like Frith Road which is also heavily parked on both sides. The final section of this route requires cyclists to dismount and walk the last 120 metres along Church Street and Crown Hill to North End. This route does not allow cycle movement in the reverse direction due to the one way system.
- 3.4. Alternatively cyclists could travel eastbound on Poplar Walk, then southbound on Wellesley Road, then westbound on George Street. This route is fraught with potential hazards such as buses, trams, HGV's. On this route cyclists will be expected to move alongside and on tram lines as well as bus lanes. They also expected to cross Wellesley Road on two separate occasions.

#### Current Cycling Provision - Traveling northbound along North End

- 3.5. Currently there is a vehicular ban in place from 10am to 6pm northbound on North End. Therefore cyclists wishing to get from the southern end of North End to the northern end of North End during the restricted hours have to travel south on High Street Croydon then east along Katharine Street (George Street is one way in opposite direction), then northbound on Wellesley Road which is fraught with potential hazards such as buses, trams, HGV's and cars before entering Station Road in West Croydon. This route is approximately 1200 metres in length.

These routes are indicated on a map as Appendix A of this report.

### Accident Data

- 3.6. The accident data for the existing routes as detailed above shows that there were 15 road accidents involving cyclists from the 1<sup>st</sup> of January 2009 to the 30<sup>th</sup> September 2014 (provisional data). Seven of the fifteen accidents were between buses and cyclists. Of the fifteen accidents two cyclists sustained 'Serious' injuries.
- 3.7. There have been no personal injury accidents reported during this period on North End. The accident data involving cyclists in the area described above is shown in Appendix B.

### Proposed Measure

- 3.8. Given the hazardous nature of the routes listed above for those on bicycles, it is not surprising that North End is an attractive route for cycling, although cycling is currently not permitted in one direction and is restricted during daytime in the opposite direction. Pedestrianised streets are also important routes and destinations in their own right.
- 3.9. It is proposed to lift the existing cycling ban on North End in both directions to allow 24 hour cycling. These proposals are to be introduced under an Experimental Order. This route dramatically reduces exposure of cyclists to potential hazards. It is not proposed to introduce a cycle lane of any sort at this stage.
- 3.10. In general the implementation of introducing cycling on North End 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. The additional signage can easily be accommodated on existing street furniture.
- 3.11. Under these proposals cyclists will have free movement on North End between George Street and Poplar Walk. However for cyclists moving in the northbound direction, the section of **North End between Poplar Walk and Tamworth Road** cause a break in the link to London Road as it only allows vehicular movement in the opposite direction.

### North End – Poplar Walk to Tamworth Road

- 3.12. This section of highway is currently One Way, permitting vehicular movement southbound only, therefore cyclists who wish to get to London Road from North End would either need to dismount and walk 50 metres to London Road or need to travel approximately 600 metres along Poplar Walk, Wellesley Road and Station Road negotiating many hazards. This section is critical in connecting cyclists from North End to London Road (West Croydon), which in turn makes it critical to these proposals to work effectively in traveling in a northbound direction on North End.

Following previous consultation the Council has been granted approval to amend the current highway layout to introduce a segregated contraflow cycle lane on this section of North End, thereby completing the link for cyclists

between North End and London Road. Construction on this section of North End is expected to commence during March 2015 and is expected to last for 10 months.

#### Hazard to pedestrians

- 3.13. The Department for Transport (DfT) in its Traffic Advisory Leaflet (TAL) 9/93, refers to a study which established whether genuine conflicts resulted from the sharing of space by pedestrians and cyclists in pedestrianised areas.

One of the main conclusions of the study is that observation revealed no real factors to justify excluding cyclists from pedestrianised areas.

Findings of the study were that 'Pedestrians change their behaviour in the presence of motor vehicles, but not in response to cyclists. **Cyclists respond to pedestrian density, modifying their speed, dismounting and taking other avoiding action where necessary.** Accidents between pedestrians and cyclists were very rarely generated in pedestrianised areas (only one pedestrian/cyclist accident in 15 years) at the sites studied.'

#### Experimental Order

- 3.14. Highway changes which require Experimental Traffic Orders can be introduced using powers under Section 9 of the Road Traffic Regulation Act 1984 (Experimental Schemes). There is no statutory requirement to publish the proposals for consultation before the changes are made to use of the Highway when using these powers, although it may still be desirable to do so. Such changes are subject to a six month consultation period starting from the date the relevant Experimental Traffic Management Order comes into effect. The Council can maintain the changes for a maximum period of 18 months during which time they can be modified or removed if necessary. They can also be made permanent if found to be working as desired, however, this decision can only be made after a 6 month consultation period has passed and all representations received, considered.
- 3.15. Experimental schemes do not have a minimum period for which they must remain in place. One benefit of introducing these proposals under an experimental order is that it allows the option of removing the scheme at short notice or immediately without the need of a consultation or notification if it is found to not have the desired effects or is found to be unsafe. Schemes are introduced as an experiment when their effects are not fully predictable.
- 3.16. As North End currently allows service vehicles to travel northbound during the hours of 6pm and 10am, it is necessary to replace the existing one way working signage with cycle contraflow signs to notify any vehicles moving in a northbound direction to expect cyclists in the opposite direction.
- 3.17. The total cost of the scheme including staff resources is estimated to be £15,000 which will be met from the Council's Local Transport Funding 2014/15 LIP allocation from TfL.

## 4. **CONSULTATION**

- 4.1 Experimental Orders do not require an Informal Consultation prior to their implementation. However, before introducing these experimental measures the Police are always consulted for their views.

### Statutory Consultation

- 4.2 The first six months of the experimental order is when members of the public can write in formally to support or object to the scheme, this forms the Statutory Consultation. The legal process requires that the formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian) together with relevant documents being made available for inspection at the council's principal offices. Although not a legal requirement, the Council also affix 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 **The effect of the decision**

This scheme will be funded by the Council's Local Transport Funding 2014/15 LIP allocation from TfL. A decision to proceed will result in that allocation is spent partially or wholly, subject to successful outcome of consultations.

### 5.2 **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.

### 5.3 **Options**

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

### 5.4 **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.

## **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 24 hour cycling facilities on North End will help to make the borough more permeable to cyclists and 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:**

Department for Transport (DfT) - Traffic Advisory Leaflet (TAL) 9/93

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