

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 29 April 2015
AGENDA ITEM:	13
SUBJECT:	CYCLE ROUTE IMPROVEMENTS Quietway Route 77 (Waterloo to Croydon)
LEAD OFFICER:	Jo Negrini, Executive Director Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	NORBURY, UPPER NORWOOD, THORNTON HEATH, BENSHAM MANOR, SELHURST, FAIRFIELD
CORPORATE PRIORITY/POLICY CONTEXT: <p>These projects address the corporate policies adopted in the Corporate Plan 2011-2013 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:</p> <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	
AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS: <p>As part of Ambitious for Croydon, the new administration has plans to improve the way that the council delivers on its roads and transport agenda and have specifically identified the following as a priority:</p> <ul style="list-style-type: none">• Improve safety for cyclists and pedestrians. Ensure that these policy initiatives are embedded within the developing Transport Vision.	
FINANCIAL IMPACT <p>All costs of delivering the Croydon leg of Quietways Route 77, as recommended in this report are estimated to be approximately £890k, will be fully met from the Transport for London's (TfL) Quietways Budget.</p>	

KEY DECISION REFERENCE NO.:

Not a key decision

1. RECOMMENDATIONS

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

1.1.1 Consider and approve the proposed key design interventions within the borough designed by Sustrans on behalf of Transport for London (TfL) to improve safety and facilities for cyclists at key locations along the proposed Quietway Route 77 which runs from Waterloo to Croydon as shown on the plan at [Appendix 1](#) and detailed concept design drawings at [Appendix 2](#).

This report only details the part of the route that is located within the London Borough of Croydon (LBC). The other interventions along this route will be delivered by the other two boroughs it passes through and TfL where the route coincides with the red route.

The locations of the proposed interventions in LBC are listed below:

- **Intervention 30:** London Rd and its junction with Acacia Rd and Norbury Ave (*Norbury Ward*). On Red Route, to be delivered by TfL.
- **Intervention 31:** Norbury Ave (*Norbury Ward*)
Proposals for Norbury Avenue will be devised by Sustrans with the local community via a 'DIY Streets' project and will be the subject of a future recommendation.
- **Intervention 32:** Brook Road jw Melfort Road (*Bensham Manor Ward*)
- **Intervention 33:** Brook Rd jw Brigstock Road (*Bensham Manor Ward*)
- **Intervention 34:** Pawsons Rd and its jw Pitt Rd and Mayo Rd (*Selhurst Ward*)
- **Intervention 35:** Princess Rd jw Whitehorse Rd and The Crescent (*Selhurst Ward*)
- **Intervention 36:** Northcote Rd/Selhurst Rd and its jw The Crescent and Sydenham Rd (*Selhurst Ward*)
- **Intervention 37:** Sydenham Rd jw Gladstone Rd (*Selhurst Ward*)
Intervention 37: Sydenham Rd jw Dingwall Rd, James's Rd (*Selhurst Ward and Fairfield Ward*)
Intervention 37: Sydenham Rd (*Fairfield Ward*)
- **Intervention 38:** Sydenham Rd jw Dingwall Road (*Fairfield Ward*)
- **Intervention 38:** Dingwall Rd nr jw Lansdowne Rd (*Fairfield Ward*)

- 1.1.2 Delegate to the General Manager of Operations and Infrastructure (Highways and Parking) 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 1.1.1 above.
- 1.2 That the Traffic Management Advisory Committee agree, that should the final designs for the above interventions need modification for the reasons given in 2.4 of this report, such changes will be agreed by the Cabinet Member in consultation with the General Manager of Operations and Infrastructure (Highways and Parking) and without reference back to this Advisory Committee, prior to undertaking the Statutory Consultation.
- 1.3 Note that 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 of proposed key design interventions within the borough to improve safety and facilities for cyclists along the proposed Quietway Route 77 which runs from Waterloo to Croydon (the route). The route was identified as a Quietway by Sustrans as part of a feasibility study undertaken on behalf of TfL under the Mayor of London's Vision to improve cycling facilities across London. Key locations were identified where the existing cycling infrastructure requires intervention to improve safety and usability for the less confident cyclist along the proposed route.

Sustrans identified 38 locations requiring intervention along the entire route which passes through three London Boroughs.

This report only details, interventions 30 to 38, the part of the route that is located within the London Borough of Croydon (LBC). The locations of the proposed interventions in LBC are listed in section 1.1.1 above. Interventions 1 to 29 are to be delivered by the other two boroughs it passes through and TfL where the route coincides with the red route

- 2.2. Following the development of the interventions by Sustrans, LBC Officers were requested to review the designs and provide comments. This has been an ongoing process which has resulted in the refinement of the designs included in this report, however there remain some minor design issues which are still being resolved with Sustrans before the designs are finalised. If, subject to the statutory consultation, the project is to be delivered by spring 2016, it is necessary to seek approval to go out to statutory consultation at this stage.
- 2.3. As part of the Officer Recommendation 1.2 of this report, the committee is required to agree, that if modifications to the proposals as detailed in this report, shown in Sustrans drawings (**QW77-30-C-01-01B, QW77-32-C-01-01A, QW77-33-C-01-01B, QW77-34-C-01-01A, QW77-35-C-01-01A, QW77-36-C-01-01B, QW77-37-C-01-01A, QW77-37-C-01-02 and QW77-38-C-01-01**) attached as Appendix 2, become necessary, these will be agreed with the Cabinet Member, in consultation with the General Manager of Operations

and Infrastructure (Highways and Parking), at a later date before proceeding with the Statutory Consultation.

- 2.4. The possible modifications as anticipated in 2.3 above could be as a result of concerns from Road Safety Audit (RSA) and key stakeholders, such as TfL.

3. **DETAIL**

Biking Borough

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 would help to increase the number of trips made by bicycle and 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.

Sustrans

- 3.1. Sustrans, a charity which designs and lobbies for development of improved sustainable transport infrastructure have been appointed by TfL as the Design Agent to design and develop the Quietway programme. Sustrans will also coordinate and work with London Boroughs and other Managing Authorities (such as the Canal and Rivers Trust or The Royal Parks) who is tasked to deliver the key interventions.

Quietways

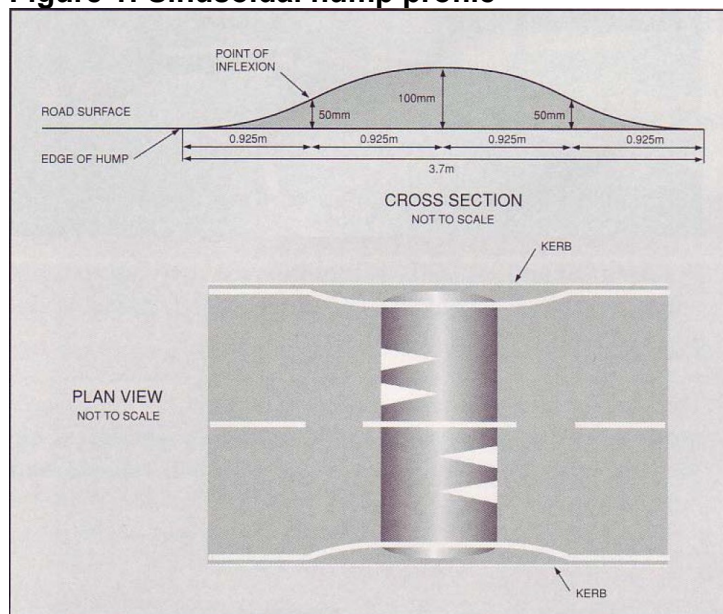
- 3.2. Quietways are part of the Mayor of London’s Cycling Vision to provide a network of routes on safer, lower-traffic back streets, aimed at new and less confident cyclists. They will be routes where people will want to cycle, by providing direct and comfortable journeys to key destinations across London, using parks and green spaces where suitable.
- 3.3. These routes will have easy to use signage and way finding to identify the routes and make it appeal to the less confident cyclists.
- 3.4. Quietways are a £120m programme to be delivered over 10 years.

- 3.5. The Quietways qualifying criteria defined by TfL and the Cycling Commissioner include:
- Directness and cohesion;
 - Attractiveness to users;
 - Traffic composition and impact to other users;
 - Buildability;
 - Political support; and
 - Network priority.

Quietway Route 77: Waterloo to Croydon

- 3.6. Much of the proposed 12 mile route already fulfills the Quietway criteria and the route utilises some good existing cycling infrastructure, notably parts of London Cycle Network routes 5 and 3.
- 3.7. Subject to approval from the Cabinet Member and subsequent satisfactory outcomes of road safety audits the introduction of the individual proposed interventions will progress to the statutory consultation processes. Subject to consideration of material objections by the Cabinet Member for Transport and Environment, once the necessary Traffic Management Orders have been made, it is expected to have the Quietway Route 77 delivered by spring 2016.
- 3.8. The total cost of the entire Waterloo to Croydon Quietway Route 77 delivery outside of the Central London Grid for Sustrans' preferred option is estimated to be £2,962,596. This includes contingency, project management, detailed design and monitoring. Minor works (e.g. dropped kerbs, parking restrictions, lighting, drainage, resurfacing etc) are also included in the costs. Summary of cost for the Croydon leg of Quietway Route 77 shown in Appendix 4.
- 3.9. These costs are Sustrans' estimates, not estimates provided by the boroughs. Please note that costs will vary when each borough undertakes detailed design.
- 3.10. The total cost of the package of measures which would be delivered in LBC, set out in this report, is estimated to be £890k which will be met from TfL Quietways Budget. Details and costs for each intervention from the Sustrans Route Delivery Plan are shown in Appendix 3. Appendix 4 shows a summary of costs for the Croydon leg of Route 77.
- 3.11. In addition to the above, other features may be necessary to ensure that the facilities are safe for use, such as the replacement of existing speed humps with sinusoidal speed humps. Sinusoidal speed humps are similar to round-top humps but have a shallower initial rise. They are preferred by cyclists as they provide a more comfortable ride than other varieties of speed humps.

Figure 1: Sinusoidal hump profile



- 3.12. Signage would also be provided at key locations (such as intersections) and at regular intervals along the route to ensure legibility for riders using both vertical signs and surface markings. Signage Guidance for Quietways is being developed by TfL to supplement the London Cycling Design Standards, LCDS (2014).
- 3.13. Sustrans developed the route and concept designs for interventions along the entire Quietway route 77. The proposed route runs from Waterloo to Croydon passing through three London Boroughs. Each Borough is tasked with delivering the proposed key interventions for their area.
- 3.14. The overview of the proposed route through the Borough of Croydon, shown in [Appendix 1](#), enters the borough at a boundary shared with the Borough of Lambeth in Norbury to the north-west of the Borough. The route then moves south-westerly passing through Thornton Heath and Selhurst, where the route changes to a southerly direction to its destination of East Croydon Station.
- 3.15. As part of the proposed overall scheme, interventions have been developed at key junctions along the route to improve safety for cyclists. For clarity, these interventions are also mapped in [Appendix 1](#).
- 3.16. LBC requested Sustrans to undertake Stage 1 Road Safety Audits (RSA) for their concept designs for the Croydon leg of Quietway Route 77. LBC received a copy of the completed RSA on 27 March 2015. LBC will review the RSA and incorporate recommendations or amend designs where appropriate.
- 3.17. These interventions listed below are subject to Road Safety Audits, approval from Stakeholders and public consultation:
- **Intervention 30:** London Rd and its junctions Acacia Rd and Norbury Ave (*Norbury Ward*). On Red Route, to be delivered by TfL
 - **Intervention 31:** Norbury Ave (*Norbury Ward*)
Proposals for Norbury Avenue will be devised by Sustrans with the local community

via a 'DIY Streets' project and will be the subject of a future recommendation.

- **Intervention 32:** Brook Road jw Melfort Road (*Bensham Manor Ward*)
- **Intervention 33:** Brook Rd jw Brigstock Road (*Bensham Manor Ward*)
- **Intervention 34:** Pawsons Rd and its jw Pitt Rd and Mayo Rd (*Selhurst Ward*)
- **Intervention 35:** Princess Rd jw Whitehorse Rd and The Crescent (*Selhurst Ward*)
- **Intervention 36:** Northcote Rd/Selhurst Rd and its jw The Crescent and Sydenham Rd (*Selhurst Ward*)
- **Intervention 37:** Sydenham Rd jw Gladstone Rd (*Selhurst Ward*)
- **Intervention 37:** Sydenham Rd jw Dingwall Rd, James's Rd (*Selhurst Ward and Fairfield Ward*)
- **Intervention 37:** Sydenham Rd (*Fairfield Ward*)
- **Intervention 38:** Sydenham Rd jw Dingwall Road (*Fairfield Ward*)
- **Intervention 38:** Dingwall Rd nr jw Lansdowne Rd (*Fairfield Ward*)

Intervention 30: London Rd and its junctions Acacia Rd and Norbury Ave
(*Norbury Ward*).

3.18. The proposals for this intervention would be delivered by TfL as its falls within TfL's Red Route. Does not require any approval or consultation by Croydon Council.

3.19. Acacia Road is a no-through road that joins London Road, which is a busy TLRN high street with three bus routes. The entry to Norbury Avenue has very wide corner radii with an informal pedestrian crossing traffic island. In between the junctions is a toucan crossing and shared-use footway to allow less confident cyclists on the existing LCN5 to make the same movement.

The LCN5 movement involves cyclists sharing the pavement with pedestrians which could cause conflict and is not direct. The existing toucan crossing has a very long wait time for the green signal. The wide corner radii encourage high speeds into Norbury Avenue.

3.20. It is proposed to:

- Realign and reduce the carriageway on London Road to maximise the shared footway width on both sides and reduce the crossing distance for pedestrians and cyclists.
- Widen the existing Toucan Crossing on London Road from 4m to 6m.
- Introduce a 3m wide two way segregated cycle by-pass with a 1m wide protective island. This facility gives cyclists a dedicated lane to providing a transition to/from Norbury Avenue and the existing Toucan crossing.
- The proposed cycle by-pass and protective island lends itself to tighten up the corner radii into Norbury Avenue to reduce entry speed of vehicles into Norbury Avenue.

- Increase the width of the existing right turn pocket central reservation for cyclists on Norbury Avenue on approach to London Road.
- Increase the size of the pedestrian refuge, offering more protection to pedestrians and reducing the crossing distance. This also allows for the wider right turn central reservation for cyclists.
- Reduce Red Route parking on either side of Norbury Avenue to accommodate these proposals.
- Re-programme the signal phasing to allow for shorter waiting times for the toucan crossing.

For further details see Sustrans drawing number QW77-30-C-01-01B attached as Appendix 2.

Intervention 31: Norbury Ave (*Norbury, Upper Norwood and Thornton Heath Wards*)

3.21. **Proposals for Norbury Avenue will be devised by Sustrans with the local community via a ‘DIY Streets’ project and will be the subject of a future recommendation.**

3.22. The northern end of Norbury Avenue is a wide residential street with parking on one or both sides of the road and hatching in the middle. The southern end is considerably narrower with parking either side. During peak times the road gets congested. Two collisions involving cyclists have occurred along this stretch in the last three years.

Norbury Avenue is an intimidating road to cycle on for less confident cyclists due to poor driver behaviour including high speeds. Parked cars force drivers to swerve and present a risk from doors opening into the path of cyclists.

3.23. The proposals for this intervention are to be developed by Sustrans with the local community, and then delivered by LBC.

3.24. Sustrans suggest the area requires a community-led ‘DIY Streets’ design approach.
The ideal outcome would be to close off the road to prevent through vehicle traffic.

3.25. Community-led design approach would enable local residents to solve the issues and would help to gather support for reducing traffic problems in the area.

3.26. No concept design has been provided at this stage as the intention is for the community to co-design their own intervention.

Intervention 32: Brook Road jw Melfort Road (*Bensham Manor Ward*)

3.27. The junction of Melfort Road and Brook Road forms a crossroads where Melfort Road has priority. There is a Zebra crossing is on northern junction arm of Melfort Road. Brook Road slopes up eastbound.

Potentially long wait times to cross Melfort Road and heavy traffic can make it intimidating for cyclists.

3.28. It is proposed to:

- Alter the junction priority from Melfort Road to give priority to Quietway alignment on Brook Road. This will also slow traffic on Melfort Road.
- Proposed calming on Brook Road to consist of centre line removal and introducing 1.5m wide cycle lanes.
- Existing zebra crossing on Melfort Road to be relocated approximately 5m further from junction with Brook Road, to make space for give way and zig-zag markings, improve inter-visibility, and allow a medium sized vehicle to clear the crossing and wait at the give-way line.
- Introduce 'at any time' parking restrictions on all approaches to the junction to improve sightlines.

3.29. LBC concern is that the priority change could cause the main volume of traffic shift from Melfort Road onto Brook Road. It would be beneficial to have the traffic in this area analysed.

3.30. An alternative compromise could be to signalise this junction.

3.31. LBC is required to undertake a Statutory Consultation to change the priority of the give way and to shift the extents of the zebra crossing and zig-zag markings.

3.32. This also requires approval by TfL Buses as Melfort Road is a bus route and the proposed changed priority could lead to increased journey times.

For further details see Sustrans drawing number QW77-32-C-01-01B attached as part of Appendix 2.

Intervention 33: Brook Rd jw Brigstock Road (Bensham Manor Ward)

3.33. The junction of Brook Road and Brigstock Road forms a crossroad where Brigstock Road, a wide high street and bus route, has priority. There is a zebra crossing over Brigstock Road on the eastern junction arm.

Potentially long wait times and intimidating for less confident cyclists crossing Brigstock Road.

3.34. Sustrans have offered two options for this junction.

3.35. **Option 1 – Central Islands:**

It is proposed to:

- Tighten the junction and shorten crossings distance by building-out the kerbs on both side of the entry to Brook Road.
- Introduce two 2m wide (min) refuge islands on Brigstock Road, either side of the junction with Brook Road. One island to be located on the existing zebra crossing.
- The existing zebra crossing to remain.

- The proposed pedestrian islands create a 2m wide pocket, to allow cyclists crossing Brigstock Road to do so in two stages.

LBC concern for this option is that the reduced running lanes as an effect of the proposed islands and kerb buildouts will reduce manoeuvrable space for larger heavy goods vehicles (HGV) to negotiate turns at the junction. This has potential to cause delays to all road users.

Another concern is that the proposed 2m wide pocket for cyclists in the middle of Brigstock Road would not always be available to cyclists as vehicles making right turn into Boswell Road and Brook Road respectively from Brigstock Road could be occupying the space. This will be an intimidating space for less confident cyclists.

3.36. **Option 2 – Signalised:**

It is proposed to:

- Signalise the junction, with pedestrian crossings and advance stop lines for cyclists on all arms.
- The signals will have a pedestrian phase on request.
- Remove the existing zebra crossing.
- Buildout the kerb on the north-eastern corner of the junction of Brigstock Road and Brook Road to shorten the crossing distance.

3.37. Signalising this junction is LBC preferred option.

3.38. LBC required to undertake a Statutory Consultation to remove the zebra crossing and introduce signal controls.

3.39. Signalising the junction requires approval by TfL Buses as Brigstock Road is a bus route and signalising it could lead to increased journey times.

3.40. Requires approval by TfL Signals and Network Planning as signalising the junction has potential to impact on vehicle flows.

3.41. For further details see Sustrans drawing number QW77-33-C-01-01B attached as part of [Appendix 2](#).

Intervention 34: Pitt Rd jw Pawsons Rd and Pawsons Rd jw Mayo Rd (Selhurst Ward)

3.42. Pawsons Road has two mini-roundabouts at its junctions with Pitt Road and Mayo Road respectively. Pawsons Road is fairly wide with central hatchings and formalised footway parking on either side. It also has two speed cushions and a central pedestrian refuge island.

Mini-roundabouts can be intimidating to cyclists. Speed cushions, traffic islands and parking encourage erratic swerving behaviour from motorists.

3.43. It is proposed to:

- Remove the two existing mini-roundabouts at the junctions of Pitt Road and Mayo Road with Pawsons Road and replace with a give way priority to favour the Quietway Route, to maintain the traffic calming effect.
- Remove the existing informal refuge island and replace it with a raised zebra crossing. This improves the level of service to pedestrians and serves as traffic calming.
- The proposed zebra crossing with its associated zig-zag markings will result in the loss of approximately 8 footway parking spaces. All other formalised footway parking to remain.
- Remove existing speed cushions, centre line and central hatch markings.
- Install 3 new sinusoidal humps on Pawsons Road. One before either approach to the proposed give ways at the junctions with Pitt Road and Mayo Road respectively and another between these two junctions.

3.44. Sustrans view is that the priority junction is easier for cyclists to negotiate and will significantly reduce Quietway cyclist waiting times. Removing the priority along Pawsons Road should slow vehicles and reduce rat-running behaviour. New sinusoidal humps will slow traffic.

3.45. LBC is required to undertake a Statutory Consultation to introduce a raised zebra crossing, sinusoidal speed cushions and to change the mini-roundabouts to priority give ways.

3.46. For further details see Sustrans drawing number QW77-34-C-01-01A attached as part of [Appendix 2](#).

Intervention 35: Princess Rd jw Whitehorse Rd and The Crescent (Selhurst Ward)

3.47. Whitehorse Road is a strategic residential road and part of the Strategic Road Network (SRN). Princess Road and The Crescent have raised side road entry treatments with informal pedestrian crossings. There is a pelican crossing on the north side of the junction on Whitehorse Road.

3.48. This junction has potentially long wait times and can be intimidating for less confident cyclists.

3.49. It is proposed to:

- Buildout the kerb at both exits of Princess Road and The Crescent onto Whitehorse Road to tighten the junction and reduce the stagger across the junction.
- Introduce a raised table for the entire junction including the entries into Princess Road and The Crescent. This will calm all traffic and improve access for cyclists and pedestrians.
- The existing signalised pedestrian crossing near this junction on Whitehorse Road is to remain.

3.50. LBC is required to undertake a Statutory Consultation to introduce a raised speed table.

3.51. Whitehorse Road is part of the SRN and would require approval by TfL Buses for the proposed vertical deflection which could impact journey times and passenger comfort.

3.52. For further details see Sustrans drawing number QW77-35-C-01-01A attached as part of Appendix 2.

Intervention 36: Northcote Rd/Selhurst Rd and its jw The Crescent and Sydenham Rd (Selhurst Ward)

3.53. Northcote Road is a busy bus route. The Crescent joins it at a T-junction with tight corner radii. Sydenham Road joins it at a wide T-junction with a speed hump and informal pedestrian crossing with a pedestrian refuge island near the junction mouth. A zebra crossing sits between the two junctions.

3.54. Northcote Road is a busy and intimidating road for less confident cyclists, especially when turning right.

3.55. It is proposed to:

- Introduce a sinusoidal hump on Northcote Road, west of its junction with The Crescent. This will calm traffic approaching the proposed Quietway route.
- Introduce a sinusoidal hump on Selhurst Road, east of its junction with Sydenham Road. This will calm traffic approaching the proposed Quietway route.
- Introduce a 1.2m wide pedestrian refuge island on Northcote Road just west of its junction with The Crescent.
- The above island allows for a protected right turn pocket for cyclists on Northcote Road across the junction of The Crescent.
- Raise the existing zebra crossing on Northcote Road for additional traffic calming and improved safety.
- Introduce a 1m wide textured median strip at carriageway level on both approaches to the zebra crossing to calm traffic and encourage primary position for cyclists.
- Introduce a 1m wide pedestrian refuge island on Selhurst Road just east of its junction with Sydenham Road.
- The above island allows for a protected right turn pocket for cyclists on Northcote Road across the junction of Sydenham Road.
- Buildout both kerbs at the entry of Sydenham Road tightening the junction radii to reduce the turning speeds and decrease the crossing distance for pedestrians.
- Relocate the existing refuge island and informal crossing on the entry of Sydenham Road to re-align to the improved pedestrian desire line (the proposed kerb buildout improves the pedestrian desire line).

3.56. Requires approval by TfL Buses for the proposed vertical deflection which could impact journey times on Northcote Road/Selhurst Road.

3.57. LBC have concerns regarding the proximity of proposed traffic island on Selhurst Road to the junction of Sydenham Road, this will impede manoeuvrability for large HGV turning left into Sydenham Road. The proposed island in conjunction with the proposed buildouts on Sydenham Road will make it almost impossible for large HGV to make the left turn into Sydenham Road.

3.58. LBC recommend doing vehicle swept paths for the largest vehicles using that junction daily, and then reduce the corner radii accordingly.

3.59. LBC recommend banning the right turn for vehicles from Northcote Road into Sydenham Road, this would reserve the right turn pocket on Northcote Road for cyclists. Vehicle would be able use Gloucester Road instead. This would also reduce any tailback on Northcote Road from vehicles waiting to make the right turn into Sydenham Road.

3.60. Currently there is informal footway parking taking place just after the extents of the double yellow lines (DYL) on Northcote Road, west of its junction with The Crescent. These vehicles parked at such close proximity to the proposed island could impede the ability of large HGV to negotiate the parked vehicles and the proposed island reducing the running lane to 3m.

LBC recommend extending the DYL to move the vehicles parked on the footway further away from the proposed island. The same treatment is recommended for the other proposed island.

3.61. For further details see Sustrans drawing number QW77-36-C-01-01B attached as part of Appendix 2.

Intervention 37: Sydenham Rd jw Gladstone Rd (Selhurst Ward)

3.62. Sydenham Road is a long, straight residential road with parking on both sides in places and speed cushions in places. There is a narrow rail bridge midway with mini-roundabout at its junction with Gladstone Road.

Gladstone Road is currently used as a rat-run from Gloucester Road to Sydenham Road by motorists avoiding the junction of Whitehorse Road and James's Road. The motorists also avoid the heavily calmed and heavily parked Gloucester Road.

Long, straight road encourages rat-running and speeding vehicles resulting in an intimidating environment to cycle in.

3.63. It is proposed to:

- Replace the two existing speed humps on the Sydenham Road Bridge with sinusoidal humps.
- Remove the existing mini-roundabout at the junction of Sydenham Road and Gladstone Road. This gives priority to the Quietway on Sydenham Road.
- Introduce a point closure at the entry of Gladstone Road to Sydenham Road, allowing access to cyclists only. This will reduce the rat-run traffic northbound on Sydenham Road.
- Create a turning facility at the point closure on Gladstone to assist small vehicles.

Refuse vehicles would not have enough space to turn. Should refuse vehicle access be necessary west of Neville Road, an alternative compromise would be to make this section of Gladstone Road one way eastbound.

3.64. For further details see Sustrans drawing number QW77-37-C-01-01A attached as part of Appendix 2.

Intervention 37: Sydenham Rd jw Dingwall Rd, James's Rd and Lower Addiscombe Rd (Selhurst Ward and Fairfield Ward)

- 3.65. This junction is signalised with narrow approach lanes into the junction.
- 3.66. It is proposed to:
- Introduce Advance Stop Lines (ASL) on all arms of the junction to assist cyclists making turning movements and get ahead of motor vehicles.
- 3.67. The narrow width of the carriageway does not allow for a feeder cycle lane into the proposed advanced cycle box.
- 3.68. For further details see Sustrans drawing number QW77-37-C-01-01A attached as part of Appendix 2.

Intervention 37: Sydenham Rd (Fairfield Ward)

- 3.69. There is currently no crossing provision for St Mary's RC Junior School.
- 3.70. It is proposed to;
- Introduce a zebra crossing outside St Mary's RC Junior School. The zebra crossing and its associated zig-zag markings are proposed to replace the existing school keep clear markings.
- 3.71. The width of the parking bays on this section of Sydenham Road is above standard at 2.5m wide. LBC recommend reducing these bays to 2m wide, thus freeing up more carriageway space for cyclists and vehicles.
- 3.72. For further details see Sustrans drawing number QW77-37-C-01-02 attached as part of Appendix 2.

Intervention 37: Sydenham Rd jw Dingwall Road (Fairfield Ward)

- 3.73. This junction is signalised.
- 3.74. It is proposed to:
- Introduce ASL on all 3 approaches to the junction to assist cyclists making turning movements and get ahead of motor vehicles.
- 3.75. The width of the parking bays on Dingwall Road is above standard at 2.5m wide. LBC recommend reducing these bays to 2m wide, thus freeing up more carriageway space for cyclists and vehicles.
- 3.76. The additional free space could be used to introducing feeder cycle lanes on Sydenham Road for cyclists to bypass vehicles to access the proposed advanced cycle box.
- 3.77. The additional free space could be used to extend the existing cycle lane on Dingwall Road into the proposed advanced cycle box for cyclists to bypass vehicles.

3.78. For further details see Sustrans drawing number QW77-37-C-01-02 attached as part of Appendix 2.

Intervention 38: Dingwall Rd nr jw Lansdowne Rd (Fairfield Ward)

3.79. At this junction the roundabout has recently been upgraded with tree planting and flush footways. No formal crossing point for pedestrians heading to/from East Croydon station.

3.80. The straight aspect of Dingwall Road can mean motor traffic travel at higher speeds.

3.81. Under the current highway layout is proposed to:

- Introduce a new zebra crossing on the existing pedestrian desire line to the station entrance south of the roundabout. The zebra crossing will benefit pedestrians by providing a formal crossing to the station. It will also slow traffic in both directions, making it safer for cyclists.

3.82. Requires approval by TfL Buses for the proposed zebra crossing which could impact journey times on Dingwall Road.

3.83. For further details see Sustrans drawing number QW77-38-C-01-01 attached as part of Appendix 2.

4. **CONSULTATION**

Statutory Consultation

4.1. The legal process for introducing these measures 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.

4.2. 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		
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'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	890	0	0	0
Effect of decision from report				
Expenditure	890	0	0	0
Remaining budget	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

5.2. The effect of the decision

All cost of delivering the Croydon leg of Quietways Route 77, as recommended in this report estimated to be approximately £890k, will be fully met from the Transport for London's (TfL) Quietways Budget.

There is currently £30k available for staffing resources to which £3.6k spend is currently committed. A decision to proceed will result in that allocation being spent partially or wholly, subject to successful outcome of consultations. Any unused funding for this year can be carried over to next financial year.

5.3. Risks

There is a risk that if the schemes cannot be implemented, for example, by negative outcome of feasibility studies or consultation, TfL would then have to reallocate the funding either within Croydon or another London Borough.

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: Dianne Ellender, Head of Finance and Deputy Section 151 Officer, Place Department.

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 HR, Resources 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 Quietway Route 77 through Croydon will help to make the borough more accessible to all levels of 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.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 The proposed scheme should assist the Council in encouraging more sustainable transport use such as walking and cycling by reducing vehicle speeds and improving safety and the perception that the streets are safer and more user friendly. Any modal shift to more sustainable transport achieved will also assist in improving air quality and reducing carbon emissions contributing to the Council's objectives

12. **OPTIONS CONSIDERED AND REJECTED**

12.1 None

CONTACT OFFICER:

Sue Ritchie, Senior Engineer, Network Improvement Team

0208 726 6000 ext 63823

Report Author Leonardo Morris, Engineer, Network Improvements Team

0208 726 6000 x63159

BACKGROUND PAPERS:

SUSTRANS: Quietway Route Delivery Plan Waterloo to Croydon September 2014 - Draft v1