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JOB NAME CROYDON QUIETWAY ROUTE 77			
DRAWING TITLE ROUTE OVERVIEW			
DESIGNER LM	VERIFIED SR	SCALE AT A4 NTS	DATE 12/02/15

DEVELOPMENT AND ENVIRONMENT DEPARTMENT
DIRECTOR - ANTHONY BROOKS

HIGHWAY IMPROVEMENTS

DRAWING NO

APPENDIX 1

CROYDON
www.croydon.gov.uk

Notes:

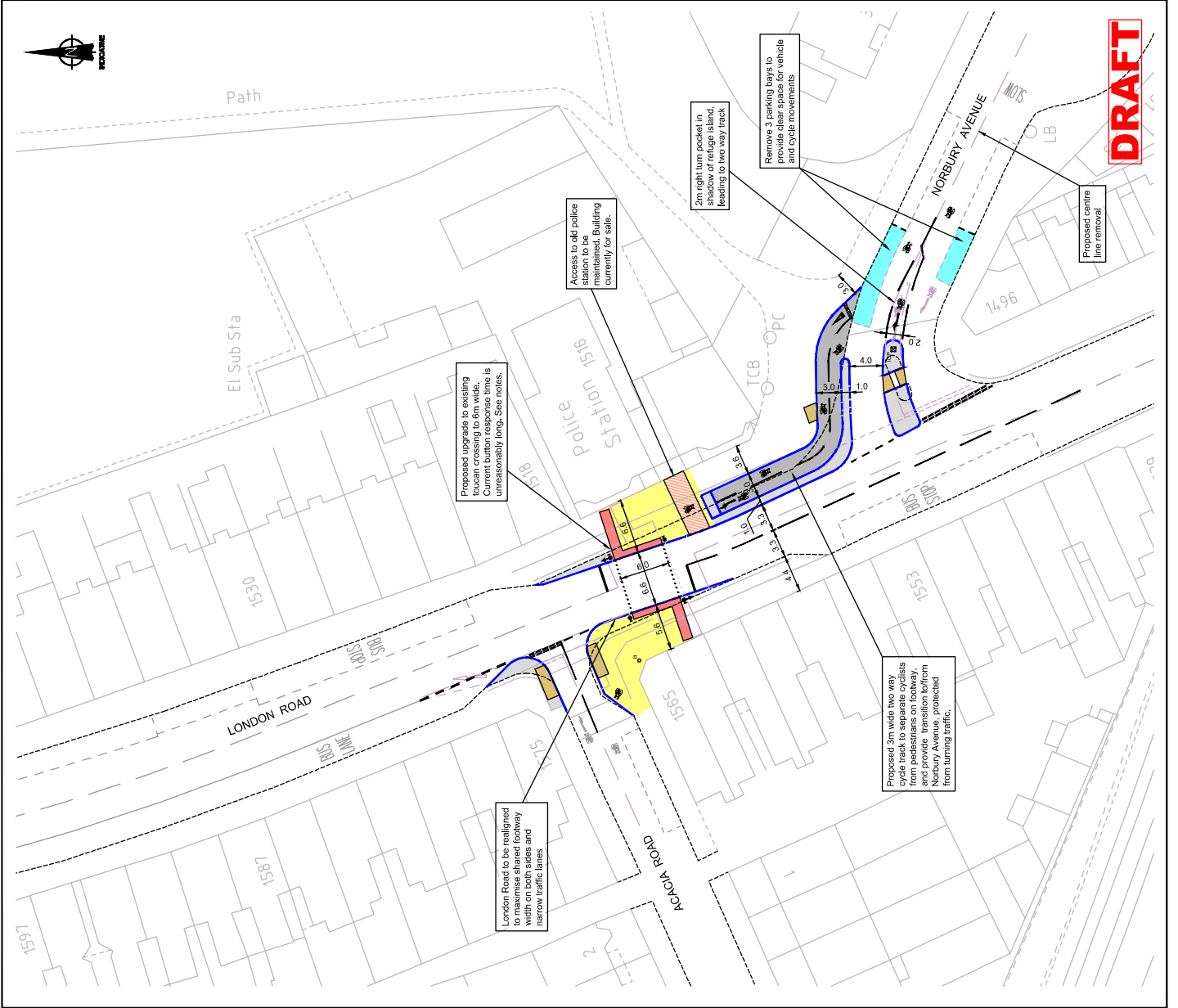
- London Road is TLRN and a bus route.
- Existing shared footway / toucan crossing was retained after Acacia Road.
- Emphasis on safety was discarded by TLR. Existing footway was widened to meet current needs to be reassessed. It is currently unreasonably long, resulting in ped's frequently crossing on the red phase whilst traffic is backed up on London Road.
- Existing access to the Police Station is maintained in this design. Bi-directional access is provided to the station as the necessary gap in the segregating island was seen to be an inviting point for cyclists to bypass the short-cut the toucan.
- ASL's are not provided on London Road due to the new stop line location being too close to Acacia Road.
- Proposed scheme on London Road connecting into this scheme, and have requested that proposed materials should be agreed between LB Croydon and TLR.

Key:	
[Yellow Box]	Walking/Cycling Space
[Grey Box]	Footway
[Light Blue Box]	Carriageway/Path Resurfacing
[Light Green Box]	Raised Table
[Green Box]	Green Surfacing
[Red Box]	Red Surfacing
[Blue Box]	Planting
[Dark Blue Box]	SUDS
[Orange Box]	Uncontrolled Crossing Textile Paving
[Light Blue Box]	Crossing Textile Paving
[Light Blue Box]	Parking Bay Modification
[Light Blue Box]	Sinusoidal Road Hump
[Light Blue Box]	Queensway Route Alignment
[Light Blue Box]	Keib
[Light Blue Box]	Dropped Keib
[Light Blue Box]	Yellow Line Marking
[Light Blue Box]	Tree
[Light Blue Box]	Sign & Post
[Light Blue Box]	Lamp Column

Rev	Description	Drawn	Date
B	Existing toucan retained	MWR	15/09/14
A	Norbury Ave revised	MWR	11/08/14

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Project: Waterloo to Croydon Quietway
Title: LONDON ROAD JUNCTION WITH NORBURY AVENUE
 Drawn: MWR
 Checked: TR
 Date: 03/06/2014
 Scale: A3: 1:500
 Status: **DRAFT**
 Drawing No: QW77-30-C-01-01
 Revision: B



Notes:

1. Sydenham Road roundabout is a recent urban realm scheme.
2. Zebra crossing in this location was originally proposed for CC Croydon, and supported by LB Croydon.
3. Further designs on this section of Sydenham Road were ceased due to the proposed tram extension project which will change this section of road completely.
4. This entrance to East Croydon Station is proposed as a temporary measure for road completion, until major redevelopment is complete.
5. Existing 10 cycle stands at station entrance is expected to become inadequate.

Rev	Description	Drawn	Date



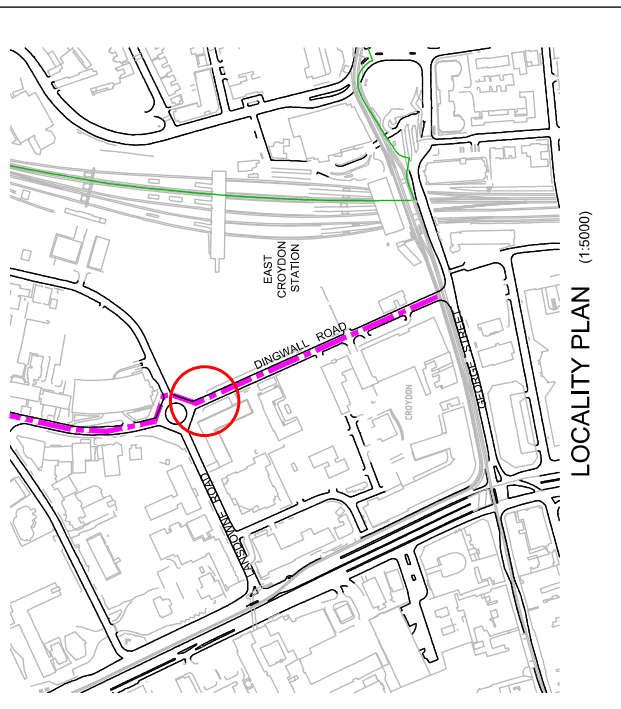
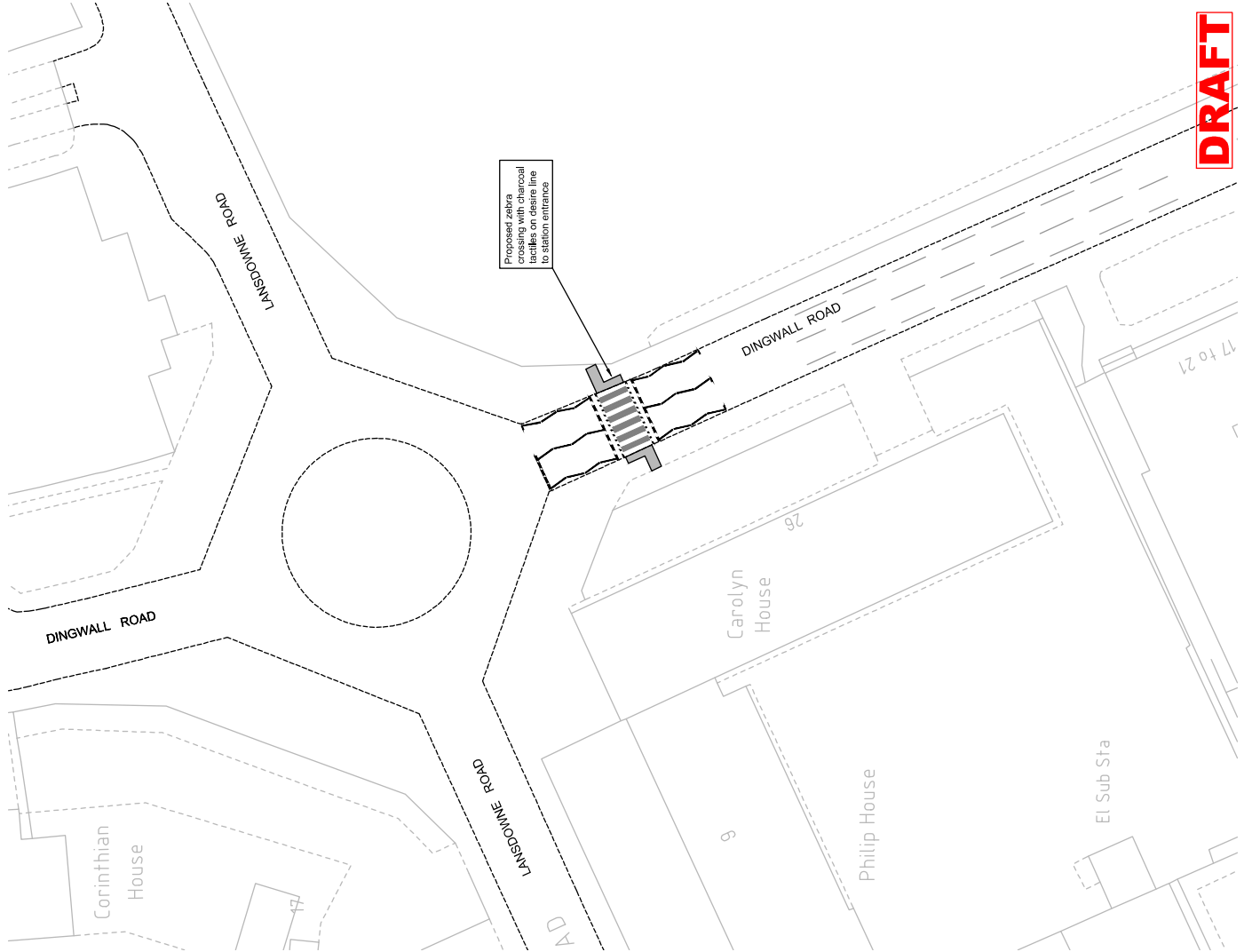
Project: Waterloo to Croydon Quietway

Title: DINGWALL ROAD ROUNDABOUT

Drawn: MWR
Checked: TR
Date: 18/09/14
Scale at A3: 1:500

Status: **DRAFT**

Drawing No: QW77-38-C-01-01
Revision: -



LOCALITY PLAN (1:5000)

Notes:

- Melfort Road is a bus route.
- Melfort Road currently has priority. The change of priority seeks make it easier for Quietway cyclists to cross the junction by the northbound uphill crossing. This will also have a calming effect on Melfort Road traffic.
- Brook road compensatory calming is provided in the form of centre line removal and cycle lanes, narrowing the vehicular carriageway.
- LECs are requested. The existing zebra is retained. It has therefore been relocated to allow space for the necessary markings. Unfortunately this is away from the desire line, but still provides a safe crossing point and traffic calming feature, with improved visibility for left turning traffic.

Key:	
[Yellow]	Walking/Cycling Space
[Grey]	Footway
[Light Grey]	Carriageway/Path Resurfacing
[White]	Raised Table
[Green]	Green Surfacing
[Red]	Red Surfacing
[Blue]	Planning
[Light Blue]	SUDS
[Orange]	Uncontrolled Crossing Tactile Paving
[Dark Orange]	Crossing Tactile Paving
[Light Purple]	Parking Bay Modification
[Dark Purple]	Seasonal Road Hump
[Pink]	Quietway Route Alignment
[Black]	Kerb
[Blue]	Dropped Kerb
[Yellow]	Yellow Line Marking
[Green]	Trees
[Black]	Sign & Post
[White]	Lamp Column

Rev	Description	Drawn	Date
A	Borough comments addressed	MWR	28/09/14

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Project: Waterloo to Croydon Quietway

Title: BROOK ROAD JUNCTION WITH MELFORT ROAD

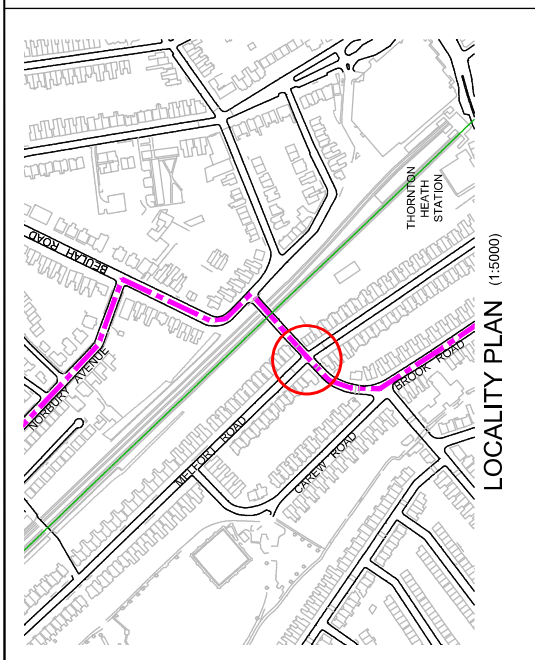
Drawn: MWR
Checked: TR
Date: 03/06/2014
Scale as A3: 1:500

Status: DRAFT

Drawing No: QW77-32-C-01-01
Revision: A



DRAFT



Notes:

1. Brigstock Road is a bus route and heavily trafficked.
2. Option 1 (not signalled) is the preferred option of LB Croydon.
3. Footways on junction corners are quite narrow due to shops displaying goods (excluding no. 35)
4. LB Croydon has expressed concern about HGV movements turning left out of Brook Road into Brigstock Road. The hope of the Quietways design is to remove HGV's from this route where possible.

Key:	
[Yellow]	Walking/Cycling Space
[Grey]	Footway
[Light Grey]	Carriageway/Path Resurfacing
[White]	Raised Table
[Green]	Green Surfacing
[Red]	Red Surfacing
[Blue]	Planting
[Light Blue]	SUDS
[Brown]	Uncontrolled Crossing Tactile Paving
[Dark Brown]	Crossing Tactile Paving
[Light Purple]	Parking Bay Modification
[Dark Purple]	Shoosdell Road Hump
[Pink]	Quietway Route Alignment
[Black]	Kerb
[Blue]	Dropped Kerb
[Yellow]	Yellow Line Marking
[Green]	Tree
[Black]	Sign & Post
[Black]	Lamp Column

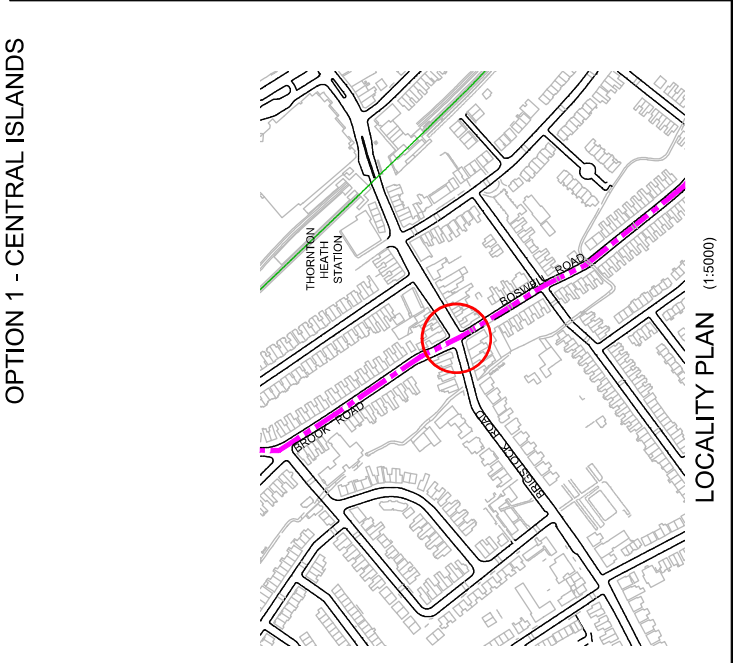
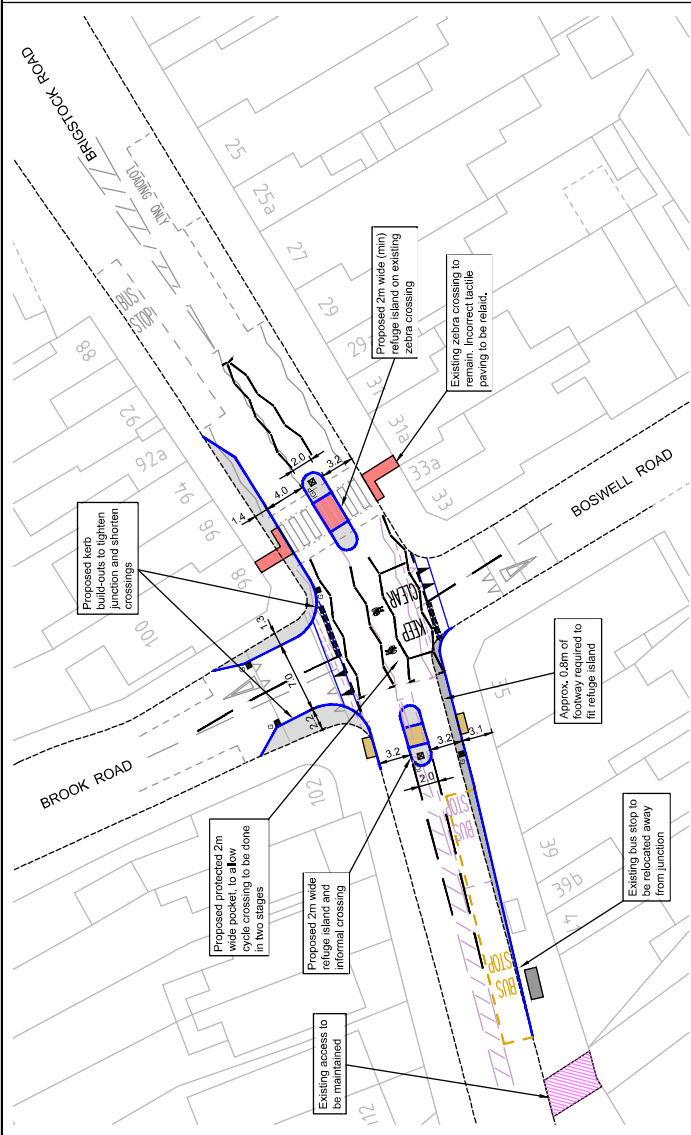
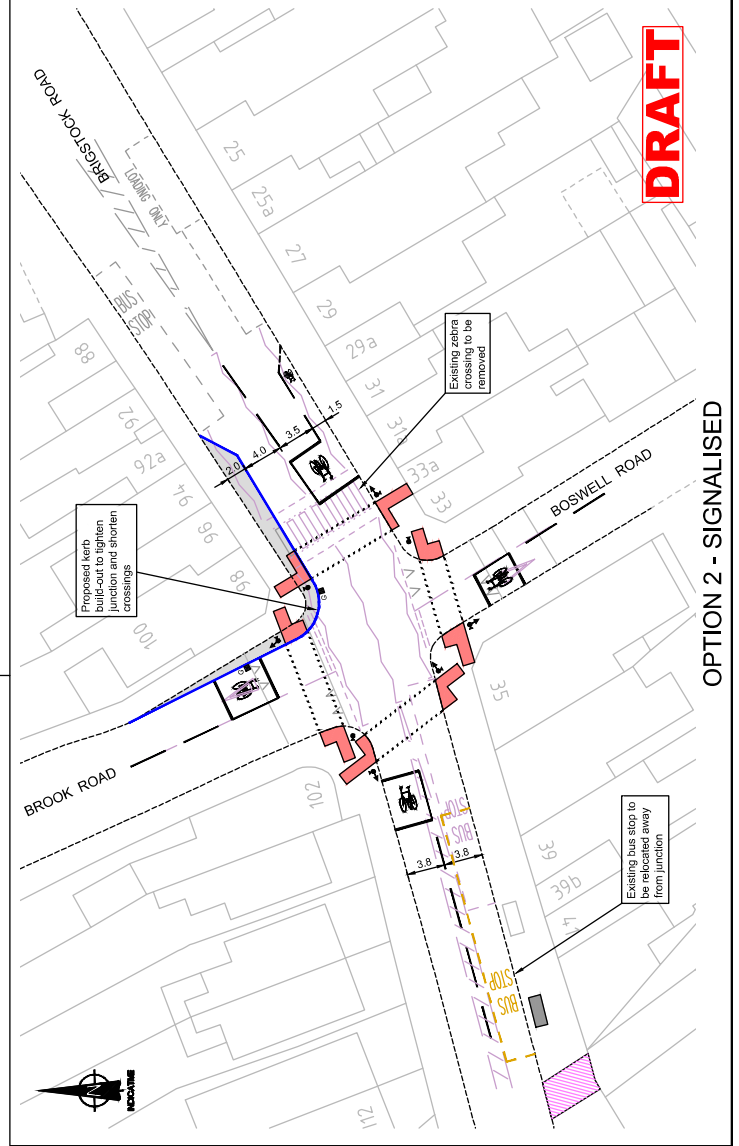
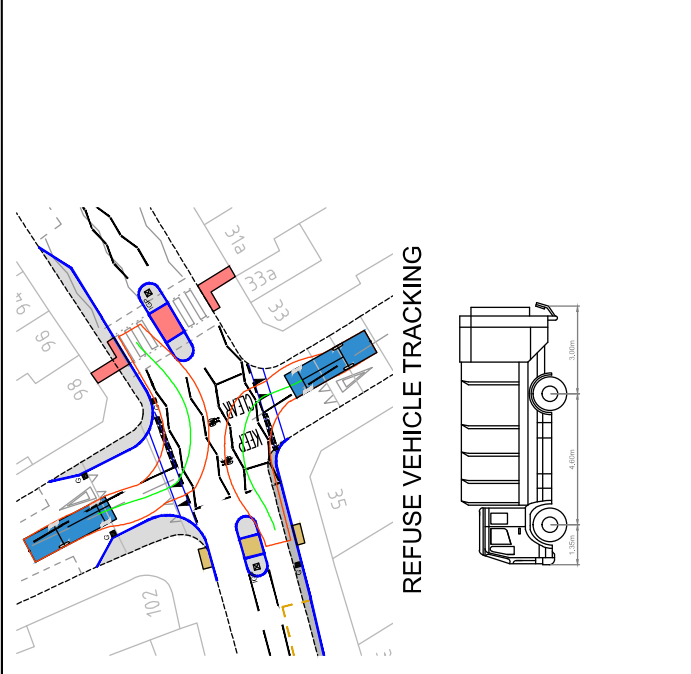
Rev	Description	Drawn	Date
B	Designs progressed	MWR	18/09/14
A	Til comments addressed	MWR	15/09/14

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Project: Waterloo to Croydon Quietway
Title: BROOK ROAD JUNCTION WITH BRIGSTOCK ROAD

Drawn: MWR
Checked: TR
Date: 04/05/2014
Scale at A3: 1:500
Status: DRAFT

Drawing No: QW77-33-C-01-01
Revision: B



Notes:

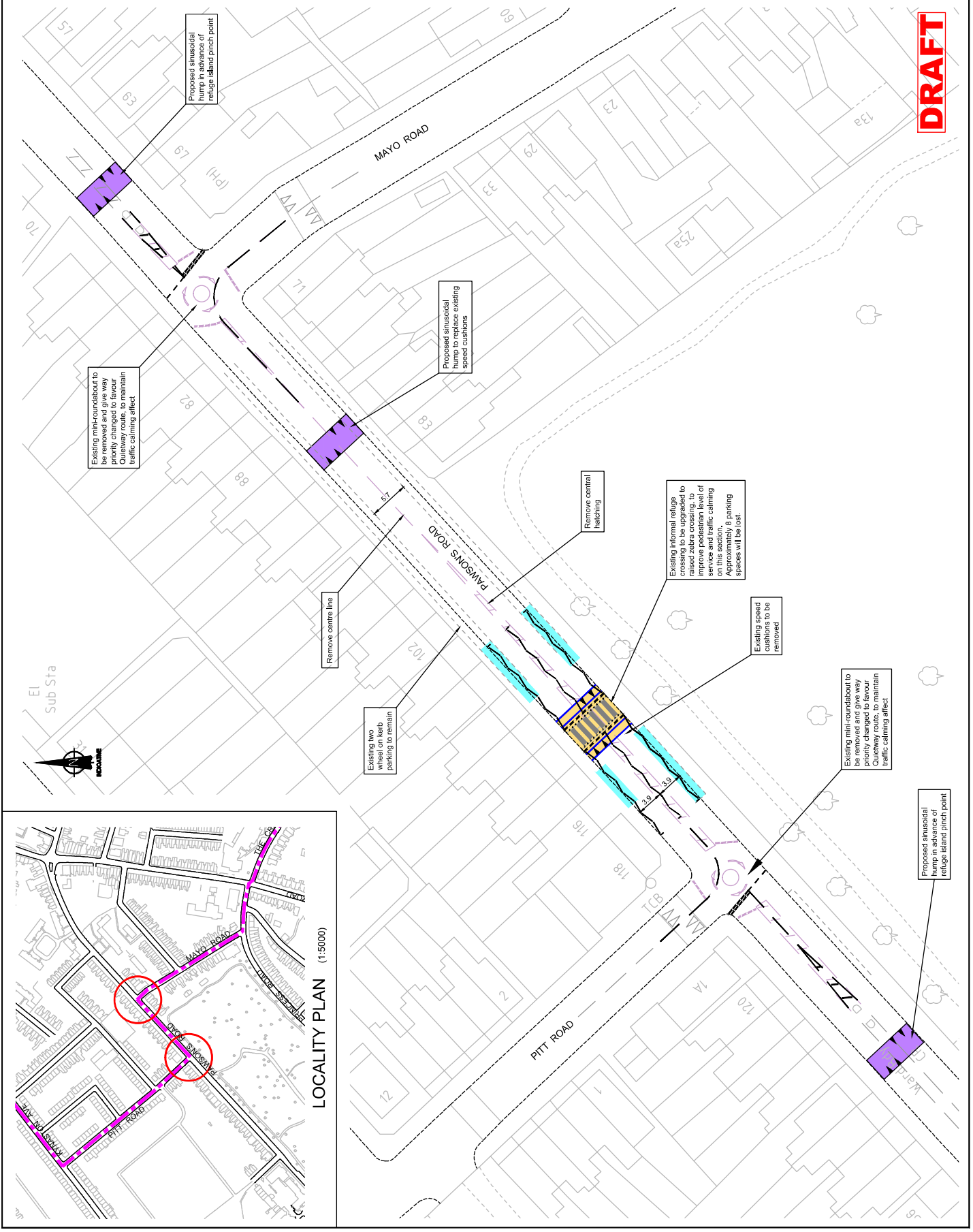
1. Pawsons Road currently has two wheel on kerb parking along the majority of both sides. To change the road to completely on carriageway parking would result in the awkward remaining width of approximately 3.7m.
2. The existing mini-roundabouts do not have a central island and are therefore deemed to be hazardous for cyclists. The proposed priority change seeks to give priority to cyclists on the Quietway route, whilst maintaining the existing traffic calming effect.
3. Proposed sinusoidal speed cushions seek to further reinforce the traffic calming on this section.

Key:	
	Walking/Cycling Space
	Footway
	Carriageway/Pavement Resurfacing
	Raised Table
	Green Surfacing
	Red Surfacing
	Planting
	SUDS
	Uncontrolled Crossing Tactile Paving
	Crossing Tactile Paving
	Parking Bay Modification
	Sinusoidal Road Hump
	Quietway Route Alignment
	Kerb
	Dropped Kerb
	Yellow Line Marking
	Tree
	Sign & Post
	Lamp Column

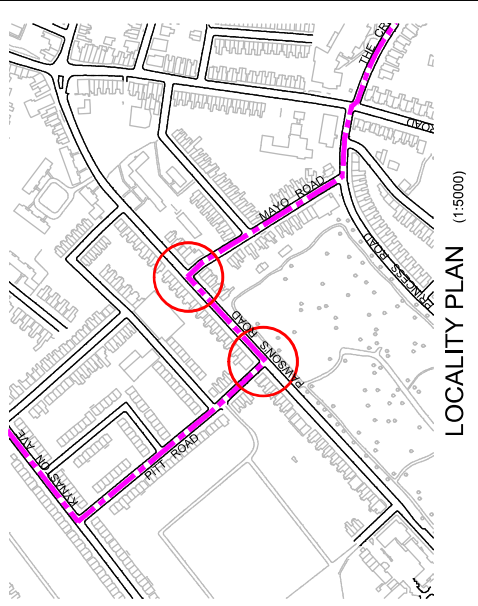
Rev	Description	Drawn	Date
A	Borough comments addressed	MWR	23/09/14

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Project: Waterloo to Croydon Quietway	
Title:	
PAWSONS ROAD JUNCTION WITH PITT & MAYO ROADS	
Drawn: MWR	Checked: TR
Date: 04/06/2014	Scale: A3
Status: DRAFT	1:500
Drawing No: QW77-34-C-01-01	Revision: A



DRAFT



Notes:

1. Whitehorse Road is a bus route, and has been agreed to remain a bus route.
2. The raised table option was the preferred option of TIL. The alternative refuge island pocket / two stage straight ahead option, was agreed to be too tight.
3. LB Croydon are currently proposing a no entry closure at the southern end of The Crescent, to reduce rat running.

Key:	
	Walking/Cycling Space
	Footway
	Carriageway/Pavement Resurfacing
	Raised Table
	Green Surfacing
	Red Surfacing
	Planting
	SU/CS
	Uncontrolled Crossing Tactile Paving
	Crossing Tactile Paving
	Parking Bay Modification
	Strasoidal Road Hump
	Queueing Route Alignment
	Kerb
	Dropped Kerb
	Yellow Line Marking
	Tree
	Sign & Post
	Lamp Column

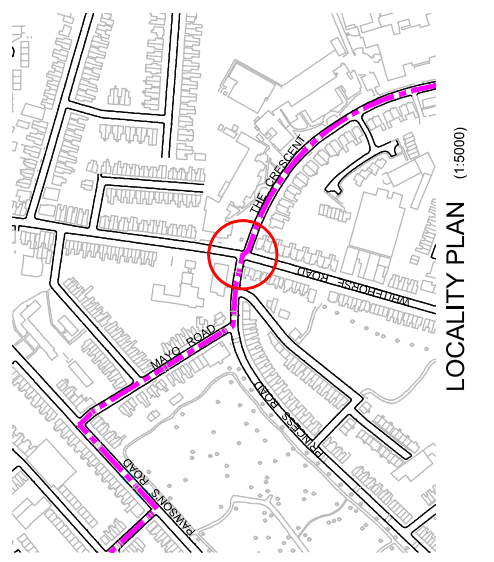
Rev	Description	Date
A	Option 2 removed	MWR 15/09/14

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Project: Waterloo to Croydon Quietway	
Title: PRINCESS ROAD JUNCTION WITH WHITEHORSE ROAD	
Drawn: MWR	Date: 04/06/2014
Checked: TR	Scale: A3
Status: DRAFT	1:250
Drawing No: QW77-35-C-01-01	Revision: A



DRAFT



Notes:

1. Northcote Road / Selhurst Road is a fairly busy, industrial road, with insufficient width to provide segregation. Therefore this scheme is more of a general traffic calming scheme, introducing protected right turn pockets as the major provision.
2. The proposed 1.2m refuge islands seeks to slow traffic on this section of road and promote cyclists into the primary position by default, so they can progress to the new protected right turn pocket ahead of traffic.
3. LB Croydon has expressed concern about HGV movements turning into Sydenham Road. The proposed 1.2m refuge islands and protected right turn movements as per LADS. The hope of the Quietways design is to remove HGV's from this route where possible. A suggested supporting measure to this design is to impose a weight limit to the bridge further south on Sydenham Road.
4. The proposed 1.2m refuge islands to slow traffic before reaching the pinch point.

Key:	
	Walking/Cycling Space
	Footway
	Carriageway/Path Resurfacing
	Raised Table
	Green Surfacing
	Red Surfacing
	Planting
	Unconformal Crossing / tactile Paving
	Cracking Tactile Paving
	Parking Bay Modification
	Sinusoidal Road Hump
	Quietway Route Alignment
	Kerb
	Dropped Kerb
	Yellow Line Marking
	Tree
	Sign & Post
	Lamp Column

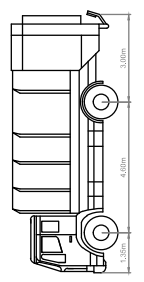
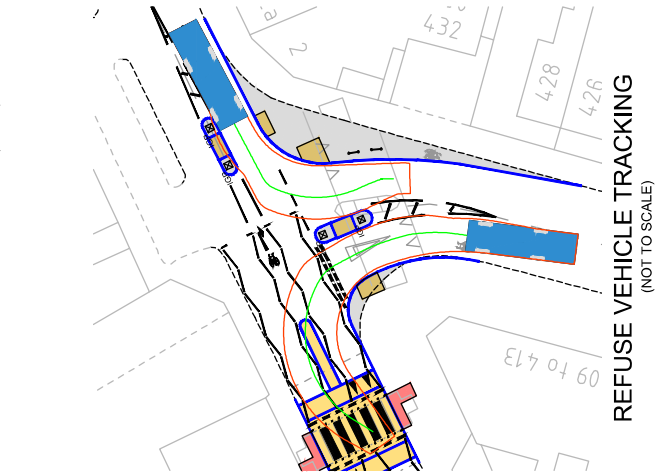
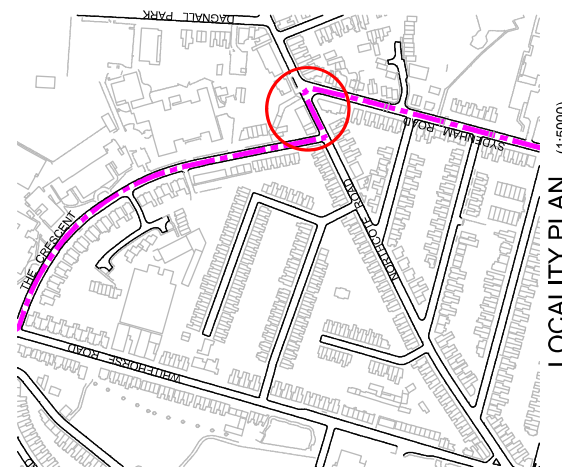
B	Borough comments addressed	MHR	20/09/14
A	TfL comments addressed	MWR	15/09/14
Rev	Description	Drawn	Date



Project: Waterloo to Croydon Quietway	
Title: NORTHCOTE ROAD JUNCTION WITH SYDENHAM ROAD	
Drawn: MVR	Date: 27/06/2014
Checked: TR	Scale: A3 1:500
Status: DRAFT	
Drawing No: QW77-36-C-01-01	Revision: B



DRAFT



Notes:

- There is currently no crossing provision for St Mary's School, LB Croydon are very much in favour of this proposal.

Rev	Description	Drawn	Date

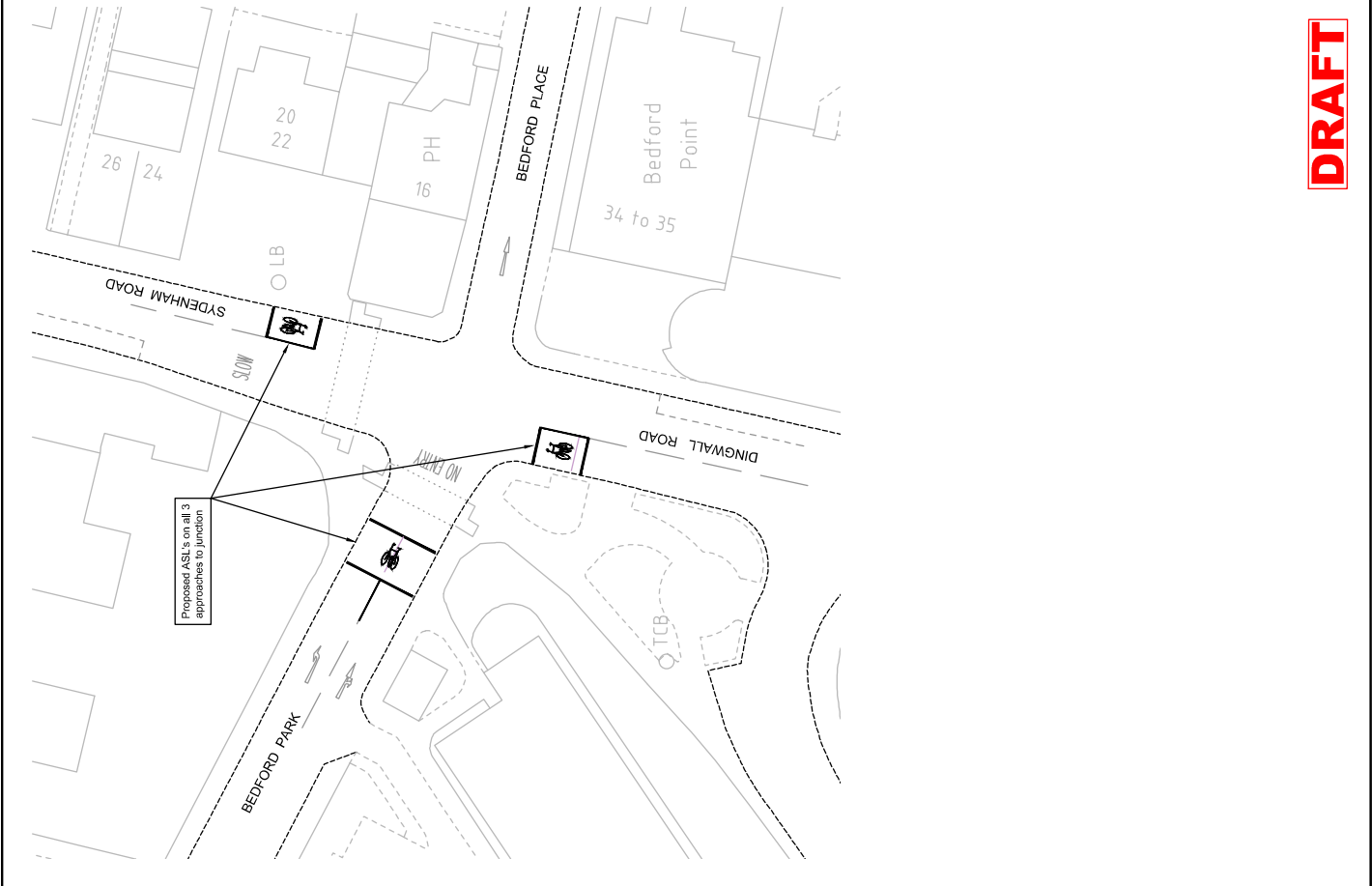
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Project: Waterloo to Croydon Quietway
 Title: SYDENHAM ROAD SHEET 2 OF 2

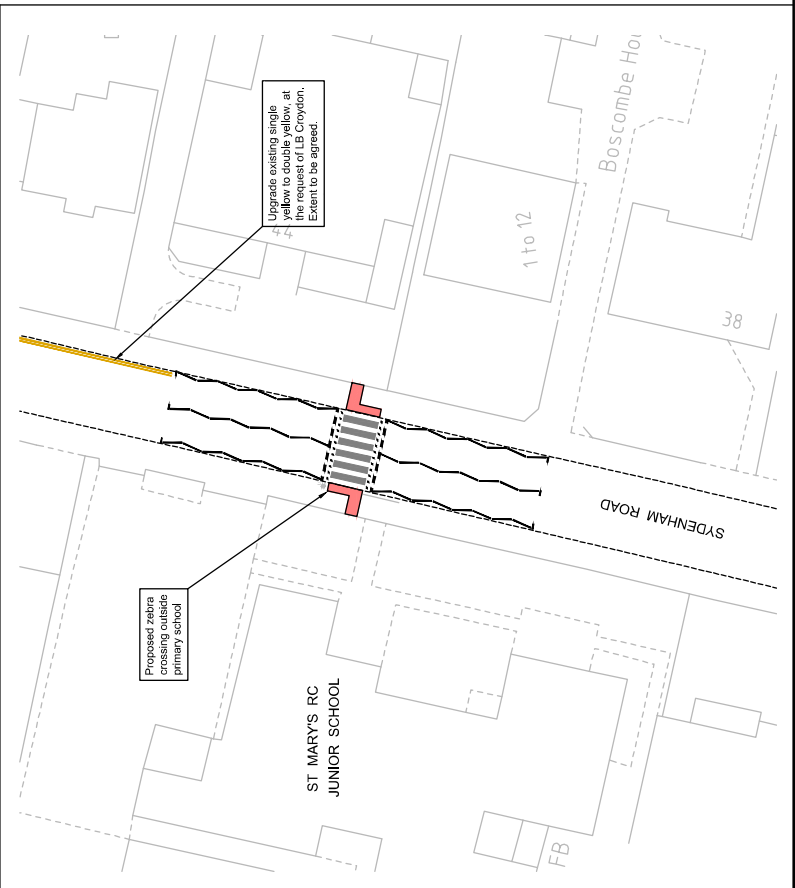
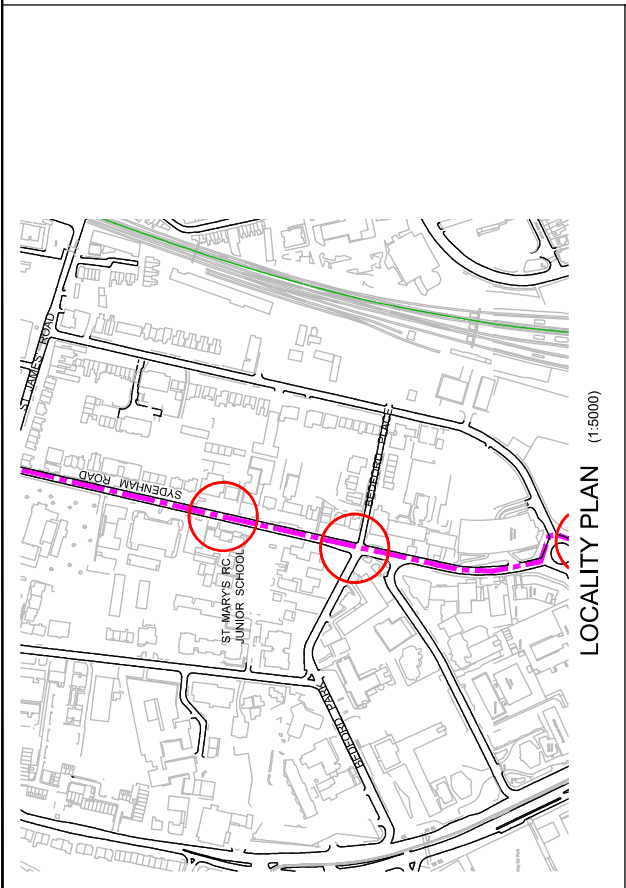
Drawn: WWR
 Checked: TR
 Date: 15/09/14
 Scale at A3: 1:500

Status: **DRAFT**

Drawing No: QW77-37-C-01-02
 Revision: -

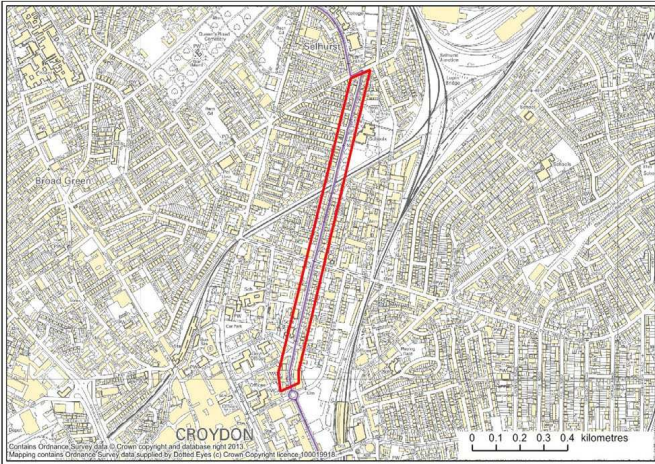


DRAFT



Minor Works 9: Sydenham Road

Unique Reference	MW9
Location	Sydenham Road
Highway Authority	Croydon
Description	Replace speed cushions with sinusoidal humps
Cost (£)	15,000



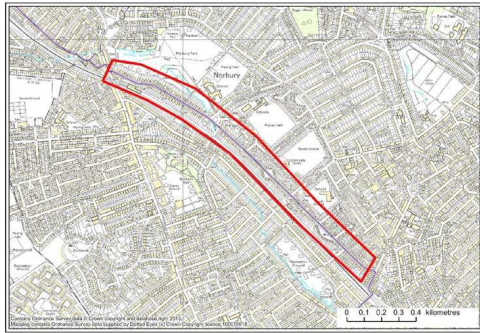
Map MW9: Sydenham Road



Photograph MW9: Sydenham Road, view north

Intervention 31: Norbury Avenue

Unique Reference	QW77-31-C-01-01
Location	Norbury Avenue
Highway Authority	Croydon
Existing Characteristics	Northern end is a wide residential street with parking on one or both sides of the road and hatching in the middle. The south 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 (see Appendix F for details).



Map 31: Norbury Avenue

Photograph 31: Norbury Avenue, view south.

Barriers for cyclists	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.
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Intervention Assessment		
Option	Option Description	Cost (£)
1	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. Capital costs are an upper level estimate at this stage.	185,000

Preferred option & rationale	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.
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Key characteristics	TLRN	N	SRN	N	Signals	N
	TMO	Y	Loss of parking	Y	Bus route	N

Key risks to delivery	<ul style="list-style-type: none"> Local residents object to proposals to close the road and potential loss of parking.
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Timescales	Winter 2015
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Deliverability	Complex
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Current status	<ul style="list-style-type: none"> Sustrans have written a brief on how a DIY Streets programme could work. LBC are supportive.
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Next steps	<ul style="list-style-type: none"> Undertake community engagement, including with local residents (see Section 6). Undertake detailed design.
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Note:	No concept design has been provided at this stage as the intention is for the community to co-design their own intervention.
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Intervention 32: Brook Rd / Melfort Road junction

Unique Reference	QW77-32-C-01-01
Location	Brook Rd / Melfort Road junction
Highway Authority	Croydon
Existing Characteristics	Crossroads where Melfort Road has priority. Zebra is on northern junction arm of Melfort Road. Brook Road slopes up eastbound.



Map 32: Brook Rd / Melfort Road junction **Photograph 32:** Melfort Road junction, view north-east, taken from Brook Road.

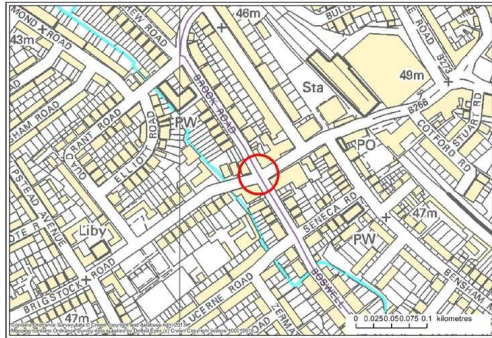
Barriers for cyclists	Potentially long wait times to cross Melfort Road and heavy traffic can make it intimidating for cyclists.
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Intervention Assessment		
Option	Option Description	Cost (£)
1	Alter priorities so that drivers on Brook Road and cyclists on the Quietway have priority. Create an advisory cycle lane for cyclists travelling uphill (eastbound). Relocate zebra further west up Melfort Road.	18,615

Preferred option & rationale	Altered priority will greatly improve wait times and experience for cyclists using the Quietway. Vehicles on Melfort Road will be forced to stop.					
Key characteristics	TLRN	N	SRN	N	Signals	N
	TMO	Y	Loss of parking	Y	Bus route	Y
Key risks to delivery	<ul style="list-style-type: none"> TfL Buses object to proposals to alter the priority due to potential increase in journey times. Local residents and businesses object to proposals to alter the priorities and remove parking. 					
Timescales	Autumn 2015					
Deliverability	Moderate					
Current status	<ul style="list-style-type: none"> Concept design approved by TfL. Concept design approved by LBC. 					
Next steps	<ul style="list-style-type: none"> Consult TfL Buses. Consult local residents and Councillors. Undertake detailed design. 					

Intervention 33: Brook Rd / Brigstock Rd / Boswell rd

Unique Reference	QW77-33-C-01-01
Location	Brook Rd / Brigstock Rd / Boswell rd
Highway Authority	Croydon
Existing Characteristics	Crossroads 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. One collision involving a cyclist has occurred here in the last three years (see Appendix F for details).



Map 33: Brook Rd / Brigstock Rd / Boswell rd

Photograph 33: Junction of Brook Road and Brigstock Road, view north

Barriers for cyclists	Potentially long wait times and intimidating for less confident cyclists.	
Intervention Assessment		
Option	Option Description	Cost (£)
1	Install traffic islands either side of the zebra and on the far side of the junction to create a space where cyclists can wait in between a two stage crossing movement.	54,026
2	Signalise the junction, with pedestrian crossings and advance stop lines for cyclists on all arms.	£109,515

Preferred option & rationale	Signals (option 1) will allow cyclists to safely cross Brigstock Road and will improve crossing facilities for pedestrians.					
Key characteristics	TLRN	N	SRN	N	Signals	Y
	TMO	Y	Loss of parking	Y	Bus route	Y
Key risks to delivery	<ul style="list-style-type: none"> TfL Buses object to proposals to signalise the junction due to potential increase in journey times. TfL Signals and Network Planning object to proposals to signalise the junction due to the potential impact on vehicle flows. Local residents and businesses object to proposals to signalise the junction and alter parking. 					
Timescales	Winter 2015					
Deliverability	Complex					
Current status	<ul style="list-style-type: none"> TfL Buses, Signals and Network Planning teams have been shown initial designs. LBC have concerns regarding HGVs not being able to turn onto/off Brigstock Road due to traffic islands. Consequently LBC support option 2. 					
Next steps	<ul style="list-style-type: none"> Continue discussions with TfL Buses, Signals and Network Planning teams. Undertake TfL modelling. Consult with local businesses, residents and Councillors. Undertake detailed design 					

Intervention 34: Pawsons Road

Unique Reference	QW77-34-C-01-01
Location	Pawsons Road
Highway Authority	Croydon
Existing Characteristics	Pitt Road has mini-roundabout at junction with Pawsons Road. Pawsons Road is fairly wide with central hatchings and two wheel on kerb car parking on either side. It also has speed cushions and central islands. Mayo Road also joins Pawsons Road on a mini-roundabout.



Map 34: Pawsons Road

Photograph 34: Junction of Pitt Road with Pawsons Road, view east

Barriers for cyclists	Mini-roundabout can be intimidating to cycle on. Speed cushions, traffic islands and parking encourage erratic, swerving behaviour from motorists.
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Intervention Assessment		
Option	Option Description	Cost (£)
1	Remove the two mini-roundabouts and replace with priority junctions with the Quietway route having priority. Replace the speed cushions and traffic island with a zebra crossing on a raised table. Replace speed cushions with sinusoidal road hump and install sinusoidals on Pawsons Road.	33,600

Preferred option & rationale	Priority junction is easier for cyclists to negotiate and significantly reduces cyclist wait times. Reducing the priority along Pawsons Road should slow vehicles and reduce rat-running behaviour. New sinusoidals will slow traffic.
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Key characteristics	TLRN	N	SRN	N	Signals	N
	TMO	Y	Loss of parking	Y	Bus route	N

Key risks to delivery	<ul style="list-style-type: none"> Local residents object to proposals to alter the priorities and parking provision.
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Timescales	Autumn 2015
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Deliverability	Moderate
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Current status	<ul style="list-style-type: none"> Concept design approved by TfL. LBC have recently resurfaced this road and are reluctant to remove the mini roundabouts.
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Next steps	<ul style="list-style-type: none"> Consult local residents and Councillors. Agree approach for detailed design with LBC and undertake detailed design.
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Intervention 35: Whitehorse Road / The Crescent junction

Unique Reference	QW77-35-C-01-01
Location	Whitehorse Road / The Crescent junction
Highway Authority	Croydon
Existing Characteristics	Whitehorse Road is a strategic residential road and part of the 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.



Map 35: Whitehorse Road / The Crescent junction

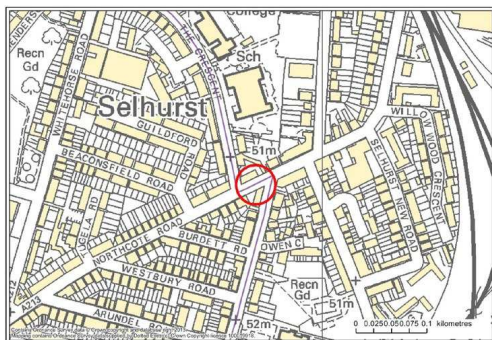
Photograph 35: Whitehorse Road junction, view west, taken from The Crescent with Princess Road on the right.

Barriers for cyclists	Potentially long wait times and intimidating for less confident cyclists.	
Intervention Assessment		
Option	Option Description	Cost (£)
1	Raise the entire junction and tighten the junction corner radii.	28,310

Preferred option & rationale	Raising the junction will slow traffic speeds through the junction, making the crossing less intimidating to cyclists.					
Key characteristics	TLRN	N	SRN	Y	Signals	N
	TMO	N	Loss of parking	N	Bus route	Y
Key risks to delivery	<ul style="list-style-type: none"> TfL Buses object to vertical deflection proposals due to potential impact on journey times. Local residents object to the proposed changes. 					
Timescales	Winter 2015					
Deliverability	Moderate					
Current status	<ul style="list-style-type: none"> Concept design approved by TfL. Concept design approved by LBC. 					
Next steps	<ul style="list-style-type: none"> Consult with TfL Buses. Consult local residents and Councillors. Undertake detailed design 					

Intervention 36: Northcote Road / The Crescent junction

Unique Reference	QW77-36-C-01-01
Location	Northcote Road / The Crescent junction
Highway Authority	Croydon
Existing Characteristics	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 island near the junction mouth. A zebra crossing sits between the two junctions.



Map 36: Northcote Road / The Crescent junction

Photograph 36: Northcote Road, view west

Barriers for cyclists	Northcote Road is a busy and intimidating road for less confident cyclists, especially when turning right.
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Intervention Assessment		
Option	Option Description	Cost (£)
1	Tighten the corner radii on Sydenham Road. Install a central median strip along Northcote Road and paint cycle markings in the centre of the lane. Install a traffic islands on the far side of each junction to create protected right turn pockets for cyclists. Place the existing zebra crossing on a raised table.	33,008

Preferred option & rationale	Tighter corner radii will reduce vehicle speeds into and out of Sydenham Road. A central median strip will reduce carriageway lanes to 3m meaning vehicles won't be able to overtake cyclists. Protected right turn pockets allow cyclists to wait safely for a gap in traffic.
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Key characteristics	TLRN	N	SRN	N	Signals	N
	TMO	Y	Loss of parking	N	Bus route	Y

Key risks to delivery	<ul style="list-style-type: none"> TfL Buses object to vertical deflection proposals due to potential impact on journey times. Local residents object to the proposed changes.
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Timescales	Winter 2015
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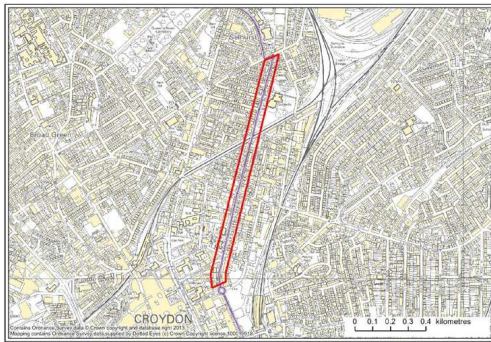
Deliverability	Moderate
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Current status	<ul style="list-style-type: none"> Concept design approved by TfL. LBC supportive of concept design but have concerns regarding traffic islands impeding turning into Sydenham Road by HGVs as this is a local distributor road. LBC have plans to have a plug no entry at the northern end of The Crescent, with a proposed section of one way.
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Next steps	<ul style="list-style-type: none"> Consult with TfL Buses. Consult local residents and Councillors. Undertake detailed design
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Intervention 37: Sydenham Road

Unique Reference	QW77-37-C-01-01
Location	Sydenham Road
Highway Authority	Croydon
Existing Characteristics	Long, straight residential road with parking on both sides in places and speed cushions in places. Narrow rail bridge in centre with mini-roundabout on junction with Gladstone Road. Crosses over two signalised junctions. Two collisions involving cyclists have occurred at the St James' Road junction in the last three years, one of which was serious (see Appendix F for details).



Map 37: Sydenham Road

Photograph 37: Sydenham Road, view south.

Barriers for cyclists	Long, straight road encourages rat-running and speeding vehicles resulting in an intimidating environment to cycle in.
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Intervention Assessment

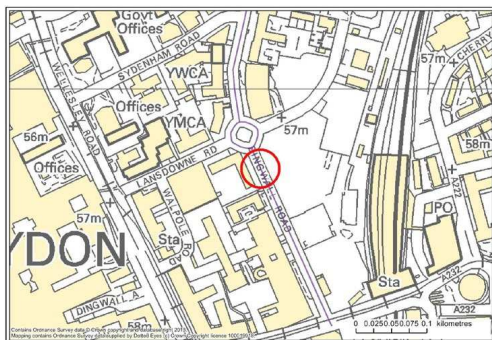
Option	Option Description	Cost (£)
1	Close Gladstone Road off to motor vehicles from Sydenham Road. Provide zebra crossing outside school and advanced stop lines at signals.	27,382

Preferred option & rationale	Closing Gladstone Road should decrease through traffic. New zebra crossing will benefit pedestrians and schools. Advanced stop lines will help cyclists to make turning movements and get ahead of motor vehicles.
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Key characteristics	TLRN	N	SRN	N	Signals	N
	TMO	Y	Loss of parking	N	Bus route	N
Key risks to delivery	<ul style="list-style-type: none"> Local residents object to the proposed changes to Gladstone Road closure. 					
Timescales	Winter 2015					
Deliverability	Moderate					
Current status	<ul style="list-style-type: none"> Concept design approved by TfL and LBC. 					
Next steps	<ul style="list-style-type: none"> Undertake community engagement, including with local residents and schools (see Section 6). Undertake detailed design 					

Intervention 38: Dingwall Road roundabout

Unique Reference	QW77-38-C-01-01
Location	Dingwall Road roundabout
Highway Authority	Croydon
Existing Characteristics	Recently upgraded roundabout with tree planting and flush footways. No formal crossing point for pedestrians heading to/from East Croydon station.



Map 38: Dingwall Road roundabout

Photograph 38: Dingwall Road, view north

Barriers for cyclists	The roundabout has recently been much improved, but the straight aspect of Dingwall Road can mean motor traffic travel at higher speeds.
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Intervention Assessment		
Option	Option Description	Cost (£)
1	Provide new zebra crossing on the existing pedestrian desire line south of the roundabout..	18,000

Preferred option & rationale	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.
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Key characteristics	TLRN	N	SRN	N	Signals	N
	TMO	Y	Loss of parking	N	Bus route	Y
Key risks to delivery	<ul style="list-style-type: none"> TfL Tramlink’s plans for a new tram line along Dingwall Road may conflict with these designs. TfL Buses object to the proposed new zebra. 					
Timescales	Autumn 2015					
Deliverability	Simple					
Current status	<ul style="list-style-type: none"> Concept design approved by LBC, although area is likely to change due to new tram line. 					
Next steps	<ul style="list-style-type: none"> Obtain latest plans for TfL for new Tramlink track on Dingwall Road and involve Tramlink in design process. Consult local residents and Councillors. Undertake detailed design 					

Intervention	Description	Option 1	Option 2
30: London Road	Kerb buildouts, Cycle track, Crossing upgrades, Pedestrian refuge	£ 79,060.00	£ 79,060.00
31: Norbury Avenue	Experimental Road Closure	£ 185,000.00	£ 185,000.00
32: Brook Rd / Melfort Road junc	Change give way priority, shift existing zebra crossing	£ 18,615.00	£ 18,615.00
33: Brook Rd / Brigstock Rd / Boswell Rd	OPTION 1: Pedestrian refuge islands, kerb buildouts OPTION 2: Signalise junction	£ 54,026.00	£ 109,515.00
34: Pawsons Rd	Remove 2 mini-roundabout, introduce priority give way, raised zebra	£ 33,600.00	£ 33,600.00
35: Whitehorse Rd / The Crescent junc	Raise junction and kerb buildouts	£ 28,310.00	£ 28,310.00
36: Northcote Road / The Crescent junc	Kerb buildouts, Sinusoidal humps, Raise Zebra, 3 Pedestrian Refuge Islands,	£ 33,008.00	£ 33,008.00
37: Sydenham Rd	Gladstone Road Closure, Zebra crossing, ASL's	£ 27,382.00	£ 27,382.00
Minor Works 9: Sydenham Rd	Replace speed cushions with sinusoidal humps	£ 15,000.00	£ 15,000.00
38: Dingwall Rd roundabout	Provide new zebra crossing on the existing pedestrian desire line south of	£ 18,000.00	£ 18,000.00
Subtotal		£ 492,001.00	£ 547,490.00
	Design (5%)	£ 24,600.05	£ 27,374.50
	Project Management (10%)	£ 49,200.10	£ 54,749.00
	TOTAL WORKS	£ 565,801.15	£ 629,613.50
	Contingency (40%)	£ 226,320.46	£ 251,845.40
		£ 792,121.61	£ 881,458.90

NOTE :

This does NOT include Monitoring (£30k over entire route) and Minor works (e.g. dropped kerbs, parking restrictions, lighting, drainage, resurfacing etc)