

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6 th October 2015
AGENDA ITEM:	6
SUBJECT:	INFORMAL CONSULTATION RESULTS PROPOSED SHORT SECTION OF ONE WAY WORKING WITH CYCLE CONTRAFLOW BEAUMONT ROAD
LEAD OFFICER:	Jo Negrini Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	UPPER NORWOOD
CORPORATE PRIORITY/POLICY CONTEXT:	
<ul style="list-style-type: none"> - 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 and also The Croydon Plan 2013-15 - Competing as a place - Manage need and grow independence - Protect the priorities of our residents and customers - Caring City, Improving health and wellbeing by reducing congestion 	
LOCAL AREA AGREEMENTS(LAA) Targets –	
These are not applicable for this report	
FINANCIAL IMPACT	
There is no financial impact.	
KEY DECISION REFERENCE NO.:	
Not a key decision	

For General Release

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree to:-

1.1 Consider and note the responses to the informal consultation, on the proposal to proceed with the introduction of a short section of one way working with a cycle contraflow at Beaumont Road-Upper Norwood, received from residents of

Beaumont Road,
Moore Road,
Woodend,
Bradley Road, and
Convent Hill.

1.2 Agree not to proceed with the proposals to introduce a short section of one way working with cycle contraflow in Beaumont Road.

2. EXECUTIVE SUMMARY

2.1 This report seeks agreement not to proceed with introduction of a short section of one way working with a cycle contraflow at:-

- Beaumont Road-Upper Norwood

3. DETAIL

3.1 Beaumont Road- Upper Norwood

3.1.1 Consultation on these proposals was in response to meetings with local residents and local Ward Councillors to provide one-way working to mitigate traffic congestion and road safety concerns in Beaumont Road.

3.1.2 On the 7th July 2015 the Traffic Management Advisory Committee resolved to recommend to the Cabinet Member for Transport and Environment that they approve a report authorising the informal and statutory consultation and the making of the necessary Traffic Management Orders for a short section of one way working with cycle contraflow in Beaumont Road, subject to any material objections being received, This was agreed by the Cabinet member for Transport and Environment.

3.1.3 The informal consultation concluded in August 2015 and the responses showed there was limited support for a short section of one way working with cycle contraflow in Beaumont Road.

4. INFORMAL CONSULTATION

4.1 In July 2015 an informal consultation document including a questionnaire and plan were delivered by officers to residents of Beaumont Road, Moore Road, Woodend, Bradley Road and Convent Hill. The document was also available on the Council's website, inviting views and representations on the introduction of one way working in Beaumont Road

The breakdown of the informal consultation results are shown in the tables below:

Road Name	No. of Questionnaires sent	Responses Received		For		Against	
		Number received	% of returns	Number received	% of returns	Number received	% of returns
Beaumont Road	32	18	56%	7	39%	11	61%
Moore Road	92	16	17%	5	31%	11	69%
Woodend	26	5	19%	3	60%	2	40%
Bradley Road	76	21	28%	8	38%	13	62%
Convent Hill	45	14	31%	5	36%	9	64
No address		7		1		6	
Total For Area	271	81	30%	29	36%	52	64%

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				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget	_____	_____	_____	_____
Capital Budget				
Expenditure				
Effect of decision from report				
Expenditure				
Remaining budget	_____	_____	_____	_____
	0			

5.2 **The effect of the decision**

These schemes are funded by Transport for London (TfL) from the Council's 2015/16 Local Implementation Plan allocation for Accident Prevention Schemes. A decision not to proceed will result in the funding being reallocated.

5.3 **Risks**

There is a risk that if the one-way scheme cannot be implemented, for example, by negative outcome of feasibility studies or consultation, funding would then have to be reallocated. There are a number of schemes which will be considered. This would be subject to the agreement of TfL. Should this prove impossible then the funding would need to be returned.

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: Approved by: Louise Phillips, Business Partner, 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 Human Resources, Resources department.

8. EQUALITIES IMPACT

8.1 The introduction of one-way working will reduce traffic congestion, improve road safety and provide environmental benefits for local residents

9. ENVIRONMENTAL IMPACT

9.1 The introduction of a short section of one-way working with cycle contraflow at the above site will reduce the opportunity for vehicular conflicts and congestion, which will provide environmental benefits to those in the locality. However, the scheme will require the introduction of a number of illuminated signposts, which will have a negative design impact in terms of the street scene and result in additional energy usage and light pollution. Cycle contraflows maintain access for cyclists and benefits more sustainable modes of transport.

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 To regulate the traffic movement in the above sites to avoid vehicular conflict and congestion which will benefit residents and local road users. By inclusion of cycle facilities in the one way working a quiet road network avoiding busy road and junctions is preserved for safer cycling.

12. OPTIONS CONSIDERED AND REJECTED

12.1 To introduce one-way workings in the opposite direction. This would not necessarily reduce the problem of through traffic. To introduce parking restrictions along the above roads. This would be problematic for residents living on the roads.

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BACKGROUND PAPERS:

None