

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>16 December 2015</b>
<b>AGENDA ITEM:</b>	<b>8</b>
<b>SUBJECT:</b>	<b>IMPROVING LOCAL ACCESS TO PUBLIC TRANSPORT – KING HENRYS DRIVE (SLIP ROAD) ONE WAY WORKING</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>New Addington</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> <ul style="list-style-type: none"><li>- 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</li><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> <p>The estimated cost of implementing the scheme as recommended in this report is £10,000 to be met from the Council’s 2015/16 Local Implementation Plan allocation for Bus Stop Enabling works.</p>	
<b>KEY DECISION REFERENCE NO.:</b> <p>Not a key decision</p>	

**For General Release**

## **1. RECOMMENDATIONS**

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

- 1.1 Agree to the giving of public notice of the intention to introduce one-way working at King Henrys Drive (slip road) as shown on the attached plan (HWY/PT/0001/01).
- 1.2 Delegate to the Highways Improvement Manager, Streets the authority to give notice and subject to receiving no material objections, to make the necessary Traffic Management Orders under Section 6 of the Road Traffic Regulation Act 1984 (as amended), in order to Implement Recommendation 1.1 above.
2. Note that any material objections received following the giving of public notice will be reported at a future meeting of the Traffic Management Advisory Committee for consideration.

## **2. EXECUTIVE SUMMARY**

- 2.1 This report seeks agreement to carry out statutory consultation and if no material objections are received to introduce one-way working in King Henrys Drive (slip road) New Addington.

## **3. DETAIL**

- 3.1 Introducing one way working in King Henrys Drive (slip road), with no entry signs at the southbound junction and one way arrows at the northern end with a cost of £10,000. See attached plan (HWY/PT/0001/01) setting out the proposed changes.
- 3.2 This proposal is in response to the major bus route changes that have been implemented by Transport for London (TfL) in which the buses now terminate at King Henrys Drive (slip road). TfL have requested a one-way working at King Henrys Drive (slip road) to mitigate traffic congestion, head-on traffic conflicts and to ensure provision of required space for bus movements on this road.
- 3.3 Funding for the design, consultation process and implementation is available within the "LIP" (Local Implementation Plan) Bus stop enabling works funding for 2015-2016 provided by Transport for London (TfL).
- 3.4 Transport for London (TfL) have raised concerns as to road safety problems that the buses are encountering. There are many instances of congestion due to head on traffic conflicts with cars and heavy goods vehicles which are only resolved by one vehicle having to reverse to resolve the conflict.
- 3.5 The proposals have been subject to a road safety audit to ensure that they meet the needs and safety requirements all road users here.

3.6 It is important to facilitate the passage of public service vehicles and to secure the safety and convenience of persons using or desiring to use public transport.

**4. CONSULTATION**

4.1 Statutory consultation legal process requires that formal consultation take place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian) in accordance with Section 7 of the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996. Although it is not a legal requirement, this Council also fixes notices to lamp columns in the vicinity of the proposed schemes to inform as many people as possible of the proposals.

4.2 It is a legal requirement under Section 6 and 7 of the Road Traffic Regulation Act 1984 that the Secretary of State, as the traffic authority is informed in writing of the proposal and consent is sought to establish one way workings. Before an order is made under Section 6, the Secretary of State is required to consult with the Commissioner of the Police if the order would impose new or additional duties on the police in this area.

4.3 Official bodies such as the Metropolitan Police, London Fire Brigade, London Ambulance Service, Cyclists Touring Club, The Pedestrian Association, Age UK, The Owner Drivers Society, The Confederation of Passenger Transport and bus operators are consulted separately at the same time as the public notice is issued. Up to 27 bodies in total are consulted depending on the relevance of the proposal to their services

**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
<b>Revenue Budget</b>				
Expenditure				
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>				
<b>Capital Budget</b>				
Expenditure	10			
<b>Effect of decision from report</b>				

Expenditure	10			
<b>Remaining budget</b>	<b>0</b>			

**5.2 The effect of the decision**

This scheme is funded by Transport for London (TfL) from the Council’s 2015/16 Local Implementation Plan allocation for bus enabling works. A decision to proceed with implementation of the proposals following a successful consultation will result in that allocation being spent partially or wholly.

**5.3 Risks**

There is a risk that if the scheme cannot be implemented, for example, due to the outcome of the statutory consultation, funding would then be reallocated. This would be subject to the agreement of TfL. If TfL are not in agreement with a proposal then the funding would need to be returned or reallocated.

**5.4 Options**

Should the scheme not be agreed then the other alternative is to take no action. However the road safety issues would remain and service delivery for TfL would be more difficult.

**5.5 Savings/ future efficiencies**

There are no savings or future efficiencies arising from this report.

Approved by: Dianne Ellender, on behalf of head of Finance, 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 consulting with appropriate bodies. Representations received as part of the consultation process 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 Improvements to the bus service in the locality will benefit those without, or those who cannot use cars. As bus services are required to be accessible this will benefit those who are less mobile.

## **9. ENVIRONMENTAL IMPACT**

9.1 The introduction of one-way schemes will reduce the opportunity for vehicular conflicts and congestion which will provide environmental benefits to residents and local businesses. Improved public transport may result in a reduction in the number of car journeys made in the locality.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

10.1 There are no crime and disorder reduction impacts.

## **11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

11.1 To improve the local bus services and facilities for bus passengers and improve accessibility for local residents.

## **12. OPTIONS CONSIDERED AND REJECTED**

12.1 No other options have been considered apart from do nothing.

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### **CONTACT OFFICER:**

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### **BACKGROUND PAPERS:**

None

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