

**For General Release**

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>16 December 2015</b>
<b>AGENDA ITEM:</b>	<b>18</b>
<b>SUBJECT:</b>	<b>Reeves Corner/Church Street</b> <b>Temporary Change of Use from footway to one-way cycle lane</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director, Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Broad Green and Fairfield</b>

**CORPORATE PRIORITY/POLICY CONTEXT:**

The recommendations will form part of the Drummond Road and Reeves Corner contra-flow and segregated cycle lane. This cycle lane will provide a much needed West-East cycle-route from Croydon Minster to North End. It will improve road safety for cyclists and make sustainable transport more accessible. The route aligns with the following policies adopted in the Corporate Plan 2013-15, Community Strategy 2013-18 and Old Town Masterplan.

**Corporate Plan 2013-2015 Priority A3: A place that meets physical and social Infrastructure needs**

A3.4 - To improve the borough’s transport infrastructure with access to more sustainable modes of transport and a reduction of road casualties through delivery of the Local Implementation Plan

A3.5 - To lead the Connected Croydon programme as an exemplar of public realm investment to unlock private sector development, enhance the built environment and improve connectivity across and beyond the OAPF area

**Croydon’s Sustainable Community Strategy 2013-18, Goal One: A Better Borough**

“...the public realm needs to be sustainable, adapting to climate change, robust and multifunctional, providing well designed, connected open spaces where people want to be, and assisting in the establishment of healthy, safe and cohesive communities” (p13)

“Working together we will...improve Croydon’s reputation as one of the greenest places in London by enabling local people to make use of the borough’s parks and open spaces through a range of new initiatives that encourage physical activity including walking and cycling (p14)

**Old Town Masterplan Supplementary Planning Document 2014**

Proposed new cycle routes in Old Town (p67)

**FINANCIAL IMPACT**

This recommendation will be paid for by the funding that has already been allocated and approved for the temporary Drummond Road and Reeves Corner contra-flow and

segregated cycle lane. Full details, as agreed during the 7<sup>th</sup> July 2015 TMAC meeting, below:

“The installation of the temporary contra-flow cycle lane for a period of 18 months will cost £50,000. £10,000 of the funding derives from the Sustrans Pocket Places Project, £30,000 will be allocated from 2015/2016 LIP funding and £10,000 will be allocated from 2016/2017 LIP funding. It is anticipated that if the temporary cycle lane is a success funding will be sought to make the contra-flow and segregated route permanent. The estimated cost of converting the temporary cycle route in to a permanent route is £150,000.”

**KEY DECISION REFERENCE NO.: NA**

## **1. RECOMMENDATION**

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

- 1.1. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to carry out Statutory Consultation and make an Experimental Traffic Order to change the use of a section of footway on the Reeves Corner island site to a one-way cycle lane (the Experimental Scheme) as shown on Drawing attached. The Experimental Traffic Order will not continue in force for longer than 18 months.
- 1.2. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority, if no material objections are received, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to make a the Experimental Scheme permanent.
- 1.3. Note that where material objections are received during the first 6 months of the Experimental Scheme they will be reported 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.
- 1.4. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to modify or temporarily or permanently suspend the operation of the Experimental Traffic Order if it appears to them it is essential (a) in the interests of the expeditious, convenient and safe movement of traffic, (b) the interest of providing suitable and adequate on-street parking facilities, or (c) for preserving or improving the amenities of the area through which any road traffic affected by the order runs.

## **2. EXECUTIVE SUMMARY**

- 2.1 The recommendation is to change the use from footway to a one-way cycle lane of a section of the west side of Church Street at Reeves Corner (see Annex 1).
- 2.2 The change of use from footway to cycle lane provides an essential contribution to the Drummond Road and Reeves Corner contra-flow and segregated cycle lane scheme.
- 2.3 The project aims to provide a vital cycle route linking the Connect2 scheme at Croydon Minster to North End as current West-East cycling provision between Croydon Minster and North End is poor, as are safe cycle routes in the same direction.
- 2.4 Pedestrian counts along the indicated footway have been conducted over four 24 hour periods and it is not considered that the implementation of the change of use will have an adverse impact on pedestrian movement.
- 2.5 Currently it is extremely difficult for pedestrians to cross on to the indicated footway and very few do so.
- 2.6 As part of the temporary route, the footway at the east side of Church Street will be widened thus increasing space for pedestrians travelling through Reeves Corner.
- 2.7 The impact of the change of use on pedestrians will be monitored very closely and if it does lead to significant conflict, then it will only take a period of 3 days to remove the cycle route.
- 2.8 The Drummond Road and Reeves Corner cycle lane designs are in line with the recommendations of the Old Town Masterplan.
- 2.9 The change of use will be part of a temporary 18 month cycle lane trial, which has several advantages: The materials required for a temporary route are cheaper and will enable live testing of the route prior to the Council making a decision as to whether the benefits warrant investing substantial funds to make the route permanent.
- 2.10 Further, the early introduction of the cycle route will play a significant role in reducing and preventing congestion and pollution in Croydon Town Centre by encouraging people to choose to cycle through Croydon Town Centre.

## **3. DETAIL**

### Cycling in Croydon

- 3.1 In 2010 Croydon Council became a “Biking Borough” (an initiative by the Mayor of London). The Biking Borough programme and Croydon’s Core Strategy planning document identifies the implementation of key strategic walking and cycle links

across the borough as a priority. The Mayor's Transport Strategy identifies the following targets:

- Cycling to be recognised as a major transport mode;
- A target of 4% of journeys made by pedal cycle by 2026;
- A reduction in cycling casualties, with a particular focus on reducing the risk of collisions between cyclists and HGVs;
- The promotion of cycling as an enjoyable, everyday, healthy activity;
- New routes and opportunities for commuting, leisure and other local cycling trips;
- Streets and spaces where everyone respects the rules, each other's right of use, and recognises their duty of care.

#### Pocket Places Reeves Corner

3.2 The Drummond Road and Reeves Corner Temporary Contra-Flow Cycle Lane has been developed as part of The Pocket Places Reeves Corner Project (PPRCP). The PPRCP seeks to 'reclaim' a series of 'pocket places' for people around Reeves Corner to reduce barriers to walking and cycling and re-knit the social and physical fabric of the area. The objectives of the project are:

- Work with communities around Reeves Corner to support them to work together to improve cohesion and involvement in decisions that affect their neighbourhoods
- Improve street infrastructure
- Improve human activity and interaction in Reeves Corner area
- Increase walking and cycling

3.3 The change of use of a section of the west side of Church Street at Reeves Corner from footway to cycle lane will contribute to creating a safe, segregated cycle route from West-East between Croydon Minster and North End.

## **4. CONSULTATION**

4.1 Experimental Traffic Orders do not require an Informal Consultation prior to their implementation. However, the consultation which has been carried out to date is detailed below. Further, before introducing these experimental measures the Police are always consulted for their views.

4.2 The proposed temporary cycle lane is a result of in-depth consultation with the local community through a series of community engagement events and co-design workshops for the PPRC project and also the Old Town Masterplan Supplementary Planning Document that was adopted in 2014.

4.3 The consultations involved a wide range of stakeholders including the Croydon Cycling Campaign who are highly supportive of the temporary route.

4.4 TfL, tram and bus divisions have been consulted on the route and are all supportive.

## Statutory Consultation

- 4.5 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.
- 4.6 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 This change of use will be paid for by the funding that has already been allocated and approved for the temporary Drummond Road and Reeves Corner contra-flow and segregated cycle lane as agreed during the 7th July 2015 TMAC meeting.
- 5.2 Part of the cost of the cycle route is being met from the Pocket Places Reeves Corner Project which has already been funded through £70,000 Local Improvement Partnership (LIP) funding from TfL and £70,000 Sustrans Funding granted from the People's Health Trust. £10,000 will be allocated from the Pocket Places Reeves Corner Project. £30,000 is allocated from the 2015/2016 LIP funding and £10,000 is allocated from the 2016/2017 LIP funding. The Strategic Transport Service internal staff costs are covered by the existing Strategic Transport budget and internal Spatial Planning Service staff costs are a capital recharge to the project.

### **1 Revenue and Capital consequences of report recommendations**

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000
<b>Revenue Budget available</b>		0	0	0
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Effect of decision from report</b>		0	0	0
Expenditure	0			
Income	0			

<b>Remaining budget</b>	0	0	0	0
<b>Capital Budget available</b>		0	0	0
Expenditure	40	10		
<b>Effect of decision from report</b>				
Income	40	10		
<b>Remaining budget</b>	0	0	0	0

## 2. The effect of the decision

- 2.1. Allow for temporary cycle lane to be installed
- 2.2. A significant improvement to cycling in Croydon town centre and West-East links between the Minster and North End.
- 2.3. Good publicity for Croydon with regard to positive steps it is taking to improve cycling.
- 2.4. Linking up the existing Connect2 cycle link to North End.

## 3. Risks

3.1 The route causes risk to pedestrians travelling through Reeves Corner. The change of use will be clearly signed for all street users. The route will be carefully monitored and if it creates an unacceptable level of risk, it can be removed within 3 days.

3.2 There is conflict between users of the loading bay and cyclists. The loading bays are not in frequent use, and the level of use that the cycle lane is expected to experience means potential conflict will be minimal. Users of the loading bay do so for a short amount of time and directly onto the road. Signage can be displayed to warn users of the conflict of use. The route will be carefully monitored and if it creates an unacceptable level of risk, it can be removed within 3 days.

3.3 The route is unsafe. To mitigate this risk a safety audit has been produced.

3.4: Financial implications if not approved: If this scheme is not approved the £50,000 allocation for the cycle route under the Pocket Places project will be lost.

3.5 Financial implications of overspend/underspend: Any overspend will need to be requested by Sustrans to secure from the Croydon Pocket Places budget. Any underspend will be returned to Sustrans/Pocket Places to reallocate. However given the funding deadline of the end of March, it is likely to be lost.

## 4. Options

4.1 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project. These plans will be reviewed as part of the consultation process.

## **5. Future savings/efficiencies**

5.1 Installing a temporary cycle route carries less financial risk than installing a permanent cycle route. This is because a temporary route will be cheaper to install than a permanent cycle route and a temporary cycle route will also be cheaper to alter or remove than a permanent route would be.

5.2 Although there may not be a direct saving for Croydon Council, research shows that improved cycling facilities encourages more people to cycle which has a tangible positive impact on the local community's fitness and health which in turn reduces NHS costs.

Approved by: Dianne Ellender, Head of Finance and Deputy S151 Officer Place Department

## **6. COMMENTS OF THE BOROUGH 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. Section 9 and 10 of that Act relate to Experimental 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.

The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 (including section 22) by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

Approved by: Gabriel MacGregor Head of Corporate Law on behalf of the Borough Solicitor and Monitoring Officer

## **7. HUMAN RESOURCES IMPACT**

7.1 There are no human resources implications arising from this report.

Approved by: Adrian Prescod

## **8. EQUALITIES IMPACT**

8.1 This project has the potential for a positive impact on all user groups. All ages can benefit from this cycle route which will support young cyclists and promote healthy lifestyles.

## **9. ENVIRONMENTAL IMPACT**

- 9.1 The environmental impacts / benefits of the wider project include:
- Improved walking and cycling facilities for all people
  - Increased provision of recreational facilities as part of the healthy lifestyle agenda
  - A reduction in the need to travel by car in Croydon city centre.

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

- 10.1 There are positive crime and disorder reduction resulting from the project. The project will help to reduce crime and disorder by increasing the numbers of cycling and pedestrian journeys in the area.

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

- 11.1 The Old Town Masterplan and Reeves Corner Pocket Places Project both identified a lack of West to East cycle routes between Roman Way and North End. These are caused by one-way highways and the tramway on Church Street. Installing the cycle route will provide a route to significantly improve East-West cycle provision in Croydon town centre.

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

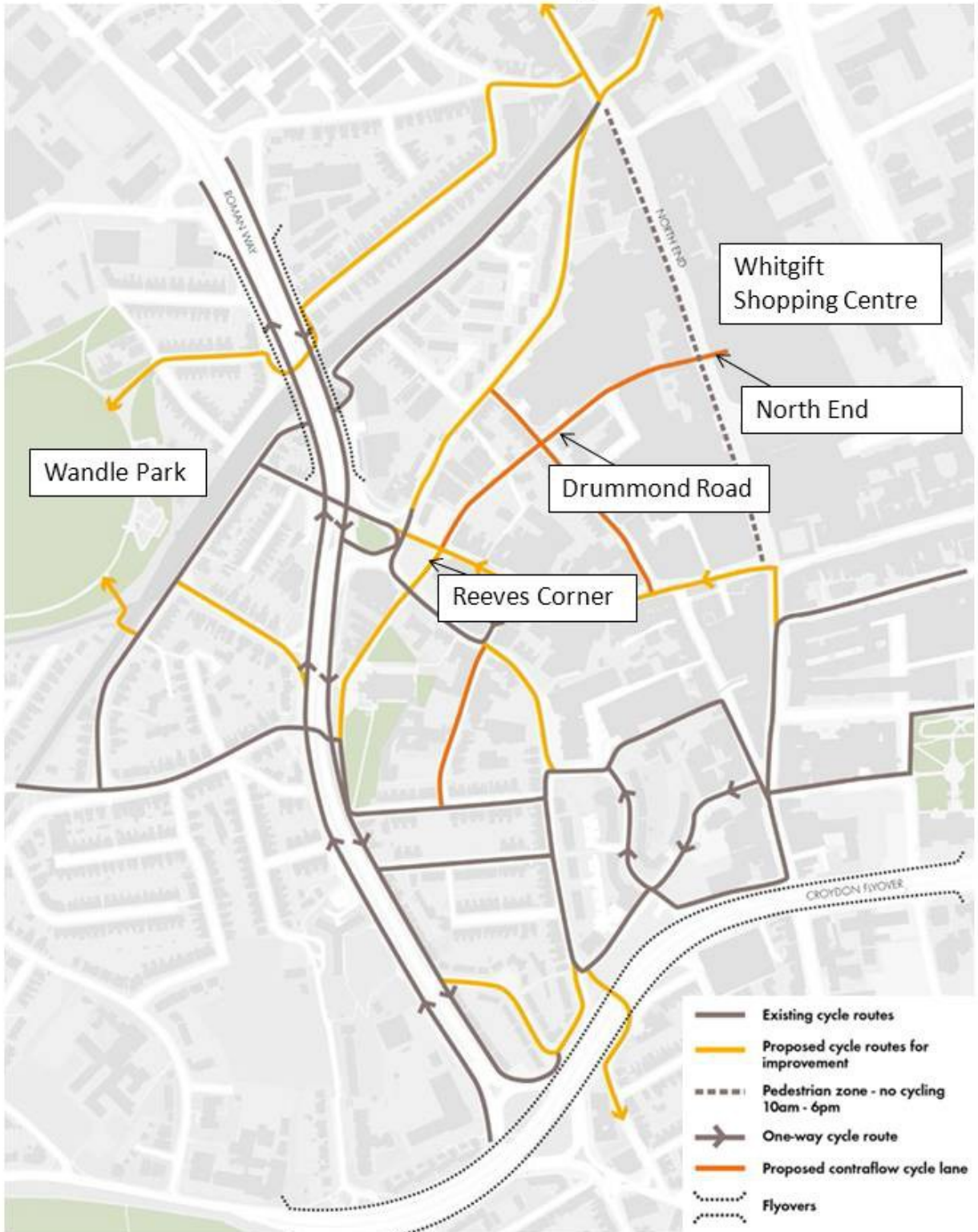
- 12.1 Alternative design options have been explored and it has been concluded that the recommended plans and proposals are efficient and best respond to the needs and objectives of the project. These will be reviewed as part of the consultation process.

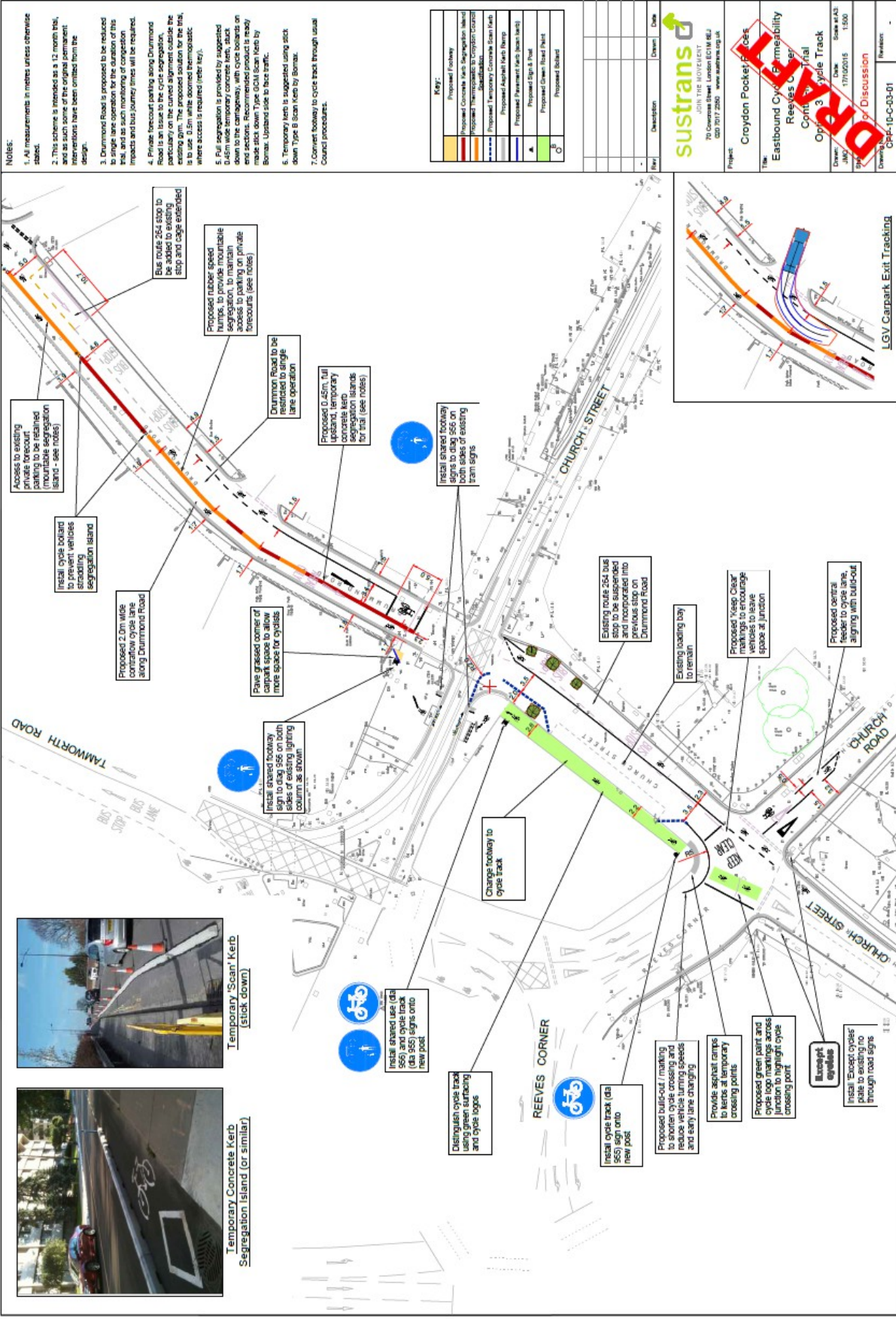
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**CONTACT OFFICER:** [Ian Plowright – Head of Transport Strategy x 62927 and Jessica Bolsin – Regeneration Officer x 63722



## Old Town Masterplan: Proposed new cycle routes in Old Town





**Notes:**

- All measurements in metres unless otherwise stated.
- This scheme is intended as a 12 month trial, and as such some of the original permanent interventions have been omitted from the design.
- Drummond Road is proposed to be reduced to single lane operation for the duration of this trial, and as such monitoring of congestion impacts and bus journey times will be required.
- Private forecourt parking along Drummond Road is an issue to the cycle segregation. Particular on the curved alignment outside the existing sign. The proposed solution for the trial is to use 0.5m wide domed thermoplastic where access is required (refer N12).
- Full segregation is provided by suggested 0.45m wide temporary concrete kerb, stuck down to the carriageway, with cycle bollards on the outside of the kerb. The kerb is ready made stick down Type GCM Signage Lights by Boman. Upstand side to face traffic.
- Temporary kerb is suggested using stick down Type B Sign Kern by Boman.
- Convert footway to cycle track through usual Council procedures.

**KEY:**

	Proposed Footway
	Proposed Concrete Kerb Segregation (Kerb Stuck Down)
	Proposed Temporary Footway (Concrete)
	Proposed Temporary Concrete Kerb (Kerb Stuck Down)
	Proposed Asphalt Ramp
	Proposed Asphalt Kerb (Ramp)
	Proposed Shared Use Sign (New Post)
	Proposed Green Sign (New Post)
	Proposed Shared

Rev	Description	Drawn	Date
1			

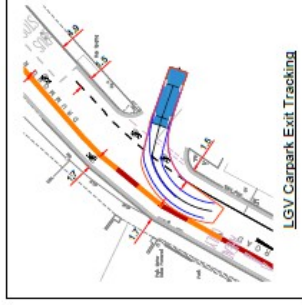
70 Grosvenor Street, London EC1M 6EU  
020 7017 2500 www.sustrans.org.uk

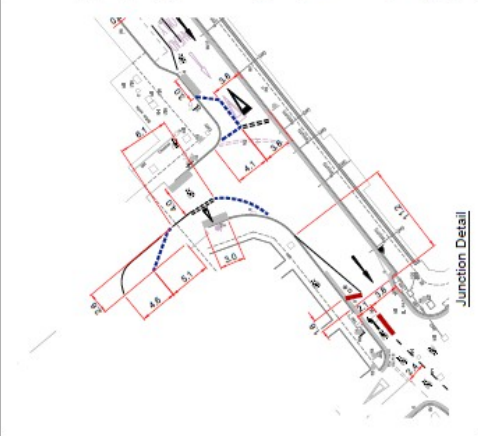
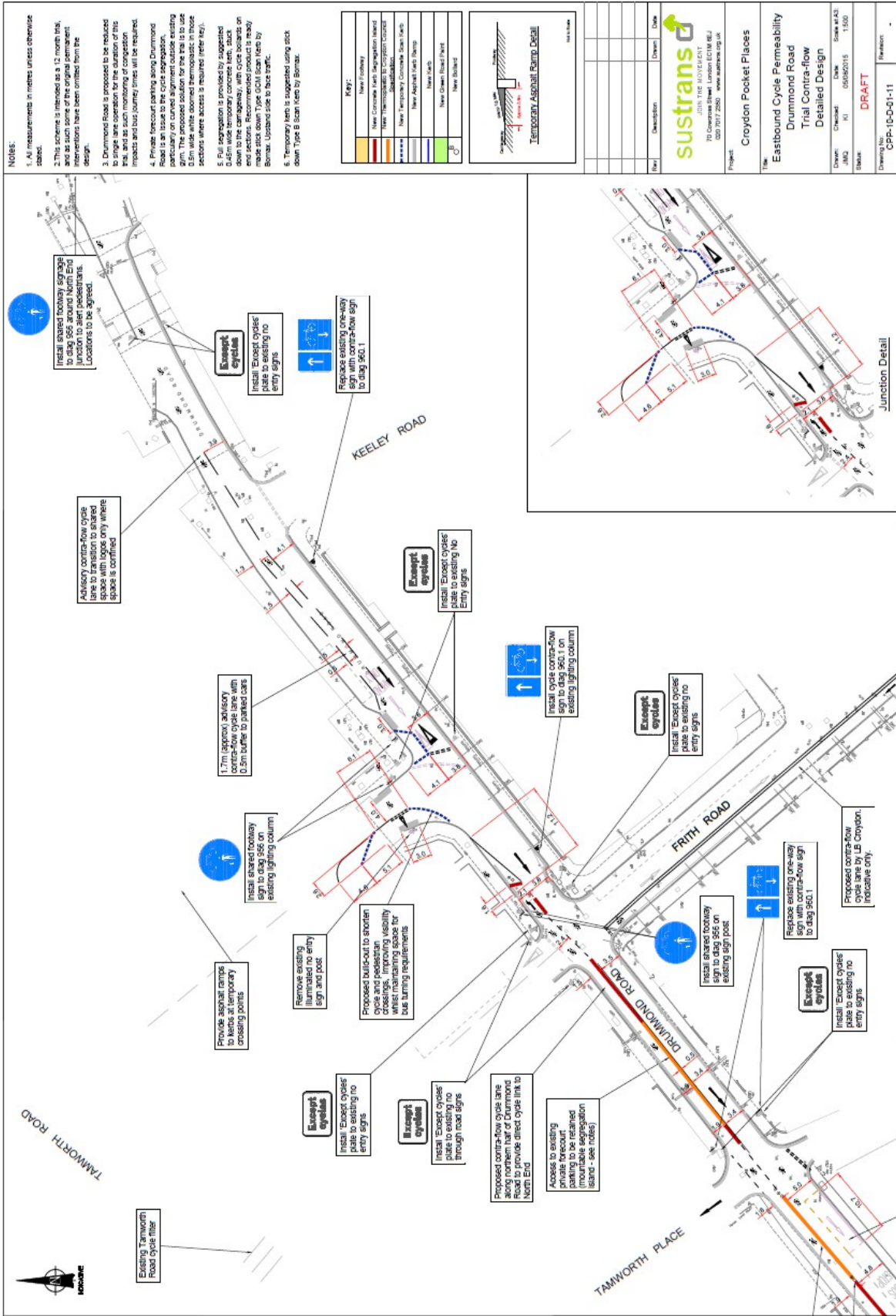
**Project:** Croydon Pocket, Phase 1  
**Title:** Eastbound Cycle Permeability Reeves Corner  
**Contract:** Cycle Track  
**Option:** 3

Drawn: JMC Date: 17/10/2015 Scale: A3  
Sheet: 1500

Discussion

Drawing: CH4-10-C-03-01 Revision: -



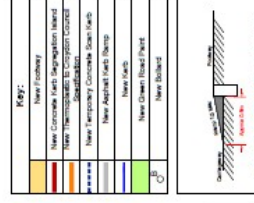


**Notes:**

- All measurements in metres unless otherwise stated.
- This scheme is intended as a 12 month trial and as such some of the original permanent interventions have been omitted from the design.
- Drummond Road is proposed to be reduced to single lane operation for the duration of this trial, and as such monitoring of congestion impacts and bus journey times will be required.
- Private forecourt parking along Drummond Road is an issue to the cycle segregation, particularly on curved alignment outside existing parking spaces. This is proposed to be 2.0m wide, proposed for the trial to use as a shared space. This is subject to the cycle sections where access is required (refer N&S).
- Full segregation is provided by suggested kerbs and bollards along the cycle sections down to the verges, with cycle boards on end sections. Recommended product is ready made slot down Type DGM (Scan Kern by Boman). Urbanised side to face traffic.
- Temporary kerbs is suggested using slot down Type B (Scan Kern by Boman).

**Key:**

	New Footpath
	New Contraflow Cycle Segregation Island
	New Temporary Contraflow Cycle Segregation Island
	New Temporary Contraflow Lane
	New Asphalt Lane Strip
	New Kerb
	New Green Road Paint
	New Bollard



**sustrans**  
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**Project:** Croydon Pocket Places  
**Title:** Eastbound Cycle Permeability  
Drummond Road  
Trial Contra-flow  
Detailed Design

**Drawn:** JMQ  
**Checked:** R1  
**Date:** 06/08/2015  
**Scale:** A3  
**1:500**

**Status:** DRAFT

**Drawing ID:** CPP-10D-01-11  
**Revision:** -