

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>26<sup>th</sup> APRIL 2016</b>
<b>AGENDA ITEM:</b>	<b>8</b>
<b>SUBJECT:</b>	<b>CONSULTATION RESULTS FOR ONE WAY WORKING MONTAGUE ROAD</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>BROAD GREEN</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>LOCAL AREA AGREEMENTS(LAA) Targets –</b> These are not applicable for this report	
<b>FINANCIAL IMPACT</b> The estimated cost of implementing the schemes as recommended in this report is £10,000 to be met from the Council's 2016/17 Local Implementation Plan allocation for accident prevention schemes.	
<b>KEY DECISION REFERENCE NO.:</b> Not a key decision	

**For General Release**

## **1. RECOMMENDATIONS**

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

1.To note the responses from the informal consultation and agree to the amended layout for one way in a section of Montague Road as shown on drawing HWY-TRS-1264-11-MONTAGUE

## **2. EXECUTIVE SUMMARY**

2.1 Informal consultation was carried out in November 2015 asking residents and local businesses their views on introducing one-way working in Montague Road, operating in an eastbound direction, with entry from Parsons Mead and no entry from London Road

2.2 An email was received from a large local retailer raising concerns that if the one way working was introduced as planned, delivery lorries would be unable to access the rear of the premises to make deliveries. The one way working has been amended to allow HGVs to access the rear of the premises. The one way working will now operate over a short section of Montague Road, starting at the common boundary of Nos 8 and 10 Montague Road with no entry from Parsons Mead. Letters were delivered to residents of Montague Road advising the changes proposed for the one way working. No responses were received.

2.3 This report seeks a recommendation of agreement for one-way working as identified on the drawing and for the introduction of permanent works, signs and road markings.

2.4 The Council recognises problems with congestion and motorist conflicts due to head on congestion (which can only be resolved by one car reversing) in residential streets and will endeavour to resolve this for residents and driver

## **3. DETAIL**

3.1 These proposals are in response to requests from local residents and local Ward Councillors to provide one-way working to mitigate traffic congestion and road safety concerns in Montague Road. This will encourage motorists to use the arterial routes and not use side roads as short cuts. This may increase journey times for drivers. The estimated total combined cost of these works is £10,000.

3.2 On the 6<sup>th</sup> October 2015 on the recommendation of the Traffic Management Advisory Committee, the Cabinet Member approved a report authorising the informal consultation for one way working in Montague Road and subject to

the results, where appropriate, to proceed issue a public notice for the introduction of one-way working.

- 3.3 The recommendation if approved will secure the expeditious and safe movement of vehicles by removing the need for motorists to reverse if there is an oncoming vehicle.
- 3.4 Funding for the design, consultation process and implementation is available within the "LIP" (Local Implementation Plan) funding for 2016-2017 provided by Transport for London (TfL).
- 3.5 Implementation of the one-way working will be subject to detailed design processes and road safety audit to ensure that they meet the needs and safety requirements of those using them.
- 3.6 A number of illuminated signs are required for the proposed one-way working as shown on the attached drawings.

#### 4. CONSULTATION

- 4.1 In January 2016 an informal consultation document including a questionnaire and plan were delivered by officers to residents and Businesses of Montague Road. The document was also available on the Council's website, inviting views and representations on the introduction of one way working in the above roads.

The breakdown of the residents results are as follows.

Road Name	No. of Questionnaire sent	Responses Received		For		Against	
		Number received	% of returns	Number received	% of returns	Number received	% of returns
Montague Road	22	14	54	13	50	1	4

- 4.2 An email was received from a local business raising concerns that if the one way working was introduced as planned, delivery lorries would be unable to access the rear of the premises to make deliveries

#### Officers Response

- 4.3 The one way working has been amended to allow HGVs to access the rear of the premises. The one way working will now operate over a short section of Montague Road, starting at the common boundary of Nos 8 and 10 Montague Road with no entry from Parsons Mead. Letters were delivered to residents of Montague Road advising the changes proposed for the one way working. No responses were received. See drawing HWY-TRS-1264-11-MONTAGUE

- 4.3.1 A letter and plan was sent to residents in December informing them of the change to the layout of the one way working. No responses were received.

#### Statutory Consultation

- 4.4 The legal process for introducing a one-way working requires that Statutory 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. Public notice of the one-way proposals was given in accordance with these requirements on 27<sup>th</sup> January 2016 giving members of the public wishing to object to the proposal 21 days to respond.
- 4.5 Official bodies such as the Fire Brigade, Ambulance Service, Police, Pedestrian Association, Age Concern, Cyclists Touring Club, Croydon Cycling Campaign, Confederation of Passenger Transport and Bus Operators were consulted separately at the same time as the public notice.
- 4.6 Following the publication of the public notices no objections have been received.

## 5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

### 5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2016/17 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'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	150			
<b>Effect of decision from report</b>				
Expenditure	10			
<b>Remaining budget</b>	140			

### 5.2 The effect of the decision

These schemes are funded by Transport for London (TfL) from the Council's 2016/17 Local Implementation Plan allocation for Accident Prevention Schemes. A decision to proceed will result in that allocation is spent partially or wholly, subject to successful outcome of consultations.

### **5.3 Risks**

There is a risk that if the one-way scheme cannot be implemented, for example, by negative outcome of feasibility studies, funding would then have to be reallocated. 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: 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 Acting Council Solicitor and Acting 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 one-way working 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.

## **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. The regulation of 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.

12.2 To introduce parking restrictions along the above roads. This would be problematic for residents living on the roads.

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### **BACKGROUND PAPERS:**