

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> 26 <sup>th</sup> APRIL 2016
<b>AGENDA ITEM:</b>	25
<b>SUBJECT:</b>	<b>RESPONSES TO OBJECTIONS</b> <b>CONTRAFLOW CYCLE LANES – VARIOUS LOCATIONS</b>
<b>LEAD OFFICER:</b>	Jo Negrini Executive Director of Place
<b>CABINET MEMBER:</b>	Councillor Kathy Bee, Cabinet Member for Transport and Environment
<b>WARDS:</b>	<b>ADDISCOMBE, FAIRFIELD, THORNTON HEATH,</b> <b>WADDON</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 £50,000 to be met from the Council's 2016/17 Local Implementation Plan allocation for cycle route improvement schemes.	
<b>KEY DECISION REFERENCE NO.:</b> Not a key decision	

## **1. RECOMMENDATIONS**

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

1.1 Consider the objections to each of the proposals and the officer response.

1.2 Following consideration and if deemed fit agree to the implementation of the cycle contraflows and waiting restrictions and authorise the Highway Improvements Manager, Streets, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended);

## **2. EXECUTIVE SUMMARY**

2.1 A report was agreed at the TMAC meeting on 16<sup>th</sup> December 2014 agreeing to carry out a statutory public consultation for the implementation of cycle contraflows on the following one way streets in the borough.

Cross Road

Altyre Road

Edridge Road

Grange Road and The Drive

Violet Lane

2.2 The proposals for the implementation of the cycle contraflows are in response to requests from local cycling groups and individual cyclists to provide safer routes, avoiding or bypassing busy junctions, where cyclists are more at risk of collisions with motor vehicles. One way streets which are wide enough to accommodate a cyclist and motor vehicle safely passing each other can be suitable for contraflow cycle lanes.

2.3 A public notice was published on 20 January 2016 stating the Council's intention to implement the cycle contraflows. An information letter along with plans was sent to residents and frontagers in the vicinity of each site, inviting them to give their views, and detailing how to make a representation regarding the proposals. Several objections to the proposals have been received from residents and these are considered in the detail of this report.

2.4 The Council is a "Biking Borough" and has made a commitment to increase the number of journeys made by cyclists, in line with the Mayor of London's Transport Plan. This includes the provision of a safe network of quieter routes for cyclists to use. Cycle contraflows achieve this by providing alternative routes which are not available to motor vehicles, away from busier roads and junctions.

### **3. DETAIL**

#### **Cross Road, Addiscombe Ward**

##### **Objection 1**

To whom it may concern

We are writing to strongly object to your proposal of a “contraflow cycle lane” on Cross Road, Croydon. We object for the following reasons:

1. The traffic situation on Cross Road is extremely heavy already, especially in rush hour. The traffic already forms a long queue down Cross Road, while cars exit onto the junction with Lower Addiscombe Road. The current road layout has two lanes (one to exit left, one to exit right). If there was a single lane (for exiting both ways) it would definitely make the situation a lot worse. There is substantial residential development in this part of Croydon, the roads will be a lot more congested – more so especially with this proposal.
2. I am a resident in Alpha Road –exiting Alpha Road in the morning would be much more difficult, due to the above reason-I take my son to his childminder then onto work, so it would either make me late, or I would have to leave a lot earlier. This same reason would apply to other residents.
3. It would make the junction much more unsafe for other road users, especially pedestrians. There is no safety crossing in place near to this point (only at the other end of the road) despite there being a children’s playground opposite.
4. Cross Road is a one way street for part of this road-this proposal would actively encourage cyclists towards the path of oncoming traffic-around a bend in the road which is fairly narrow-especially for large cars/vans/lorries. This is a significant road traffic accident hazard.
5. We are not convinced of the need for this contraflow – where is the evidence of increased cycle use or proposed increase in cycle use?

##### **Objection 2**

**Re: PS/CH/Y106 & 107**

Dear Sir,

I’m writing to object to your plans for a proposed cycle contraflow in cross road the idea isn’t a good one. You have indicated that you want clearer safer and more direct links which are easy to follow this looks the opposite if you linked up the existing cycle lane in the A222 to East Croydon Station cycle racks via Lansdowne Road this would create what you are looking for. Cross road is a heavily trafficked narrow road with a blind bend which is why I assume it was made one way in the first place cars use it as a rat run during rush hours.

When a parent is walking along the road with a child anyone walking in the other direction has to walk into the road (this happens daily as there is a school at the south end) this is fine if you know the traffic is in one direction only. When the refuse collection is occurring the passing cars have very little room to pass trucks often have to go onto the path this also happens with big trucks.

To my knowledge in recent years there has been three accidents on the bend one took out a lamppost, another took out the porch at 63 Cross road which from what I've heard is the second time this has happened and another car went straight into a bulk bag of sand left on the bend. These are the ones I know of I'm sure there have been many more, the idea of additional traffic travelling in the opposite direction must cause more accidents.

The drivers utilising this road do not drive with due care and attention apart from the accidents daily you see cars travelling the wrong way or driving backwards along the one way part of the road. When the refuse collection is occurring the passing cars have very little room to pass trucks often have to go onto the path this also happens with big trucks.

I have experienced a cycle contraflow system previously in Kings Road Hammersmith this is a horrible road for pedestrians who often have collisions or near misses with cyclists as in a busy one way street with lots of people around you don't expect cyclists travelling in the opposite direction and at night it's hard to spot them. Pedestrians crossing at night at the blind bend haven't got a chance.

Yours faithfully

### **Officer Response**

The proposed layout at the junction of Lower Addiscombe Road has been modified in response to these representations and will maintain two lanes for vehicles to turn either left or right. This is achieved without compromising the provision of the contraflow cycle lane.

The provision of the island in the mouth of the junction (drawing 1195/003/01) will accommodate pedestrians and reduces the distance they will have to walk to cross Cross Road, so there will be an improvement for pedestrians crossing here. Officers will look into the provision of further potential improvements for pedestrians on Cross Road as a separate matter.

The contraflow cycle lane has been redesigned to include physical segregation. This is known as "light segregation" and will include kerbs to separate cyclists from oncoming vehicles at places where there might be a risk of head on conflicts, such as the bend mentioned in 4. above. The provision of light segregation will allow full access for driveways but will prevent motorists from cutting corners when passing along Cross Road.

Accident statistics for the years 2001-2015 have been reviewed for Cross Road and there are 4 incidents on record, severity of injuries is recorded as slight. Two incidents relate to vehicles turning right and colliding with another vehicle at the junction with Leslie Grove, one incident is a car "U" turning in front of another, and one car lost control on the bend 50m south of the junction with Alpha Road. Note that these

statistics only include accidents where an injury has occurred and does not include more minor “vehicle damage only” collisions.

Please refer to Drawing 1195/003/01 at the end of this report.

## **Grange Road (and The Drive), Thornton Heath Ward**

### **Objection**

#### **PS/CH/Y106 & 107**

To Parking Services

I would like to object to the proposal received on the 20/01/16 PS/CH/Y106 & 107 regarding changes to road layout and restrictions on Grange Road.

I live at Grange Road Thornton Heath CR7 8SA and while I am happy with the works to go ahead to move the cycle and increase the safety of it, I would like to object to the single yellow lines being made to double yellow lines outside my property. I don't think this is a necessary change and it will make it very difficult for parking and deliveries for me and my neighbours. This will mean we will have nowhere to stop on the road outside our properties, as I am sure you can imagine this would be very inconvenient.

I would also like to point out any dangers to cyclists on the road that might be caused by over taking traffic – I think this would not be a problem with parking as people park up on the pavement, however this is always a problem when turning into my driveway. As I slow down people often get very frustrated as they think I am turning into Dunkeld Road and I am slowing too much, they speed and overtake – this may have an impact on the oncoming bike traffic.

I am very keen for any speed limitations to be added as people drive very fast down this road, so anything that can be improved there would be greatly appreciated.

I look forward to hearing your response

Regards

### **Officer Response**

The introduction of double yellow lines outside this property on Grange Road is necessary to prevent vehicles remaining parked there which would seriously compromise the use of the contraflow cycle lane. Double yellow lines do not prohibit loading nor waiting for short periods, so there should be no issues for frontagers with loading/unloading and dropping off/picking up passengers. There is parking available close by in Oban Road and Dunkeld Road, also opposite the frontagers on the other side of Grange Road for people who do need to park their vehicles.

Grange Road will also be one of the first roads in the borough to have the new 20mph speed limit recently consulted on implemented.

The cycle contraflow design does include a sinusoidal speed hump, just south of the junction with Ross Road, and this is designed to reduce vehicle speeds just before they enter the road space where they will encounter the contraflow.

Please refer to Drawing 1195/005/01A at the end of this report.

## **Altyre Road, Fairfield Ward**

### **Objection**

Dear Sir/Madam  
Proposed cycle Contraflow Altyre Road

Altyre Road has quite heavy use twice a day with people passing to catch trains/buses in the morning and the evening people returning and walking south. Alongside this cars are dropping off people in the morning to catch trains and in the evenings picking up people to go home. During the day dropping off and picking up is intermittent. To complicate matters at times AIG offices have deliveries from trucks not always able to park in their parking spaces thus taking up space on the west side of Altyre Road and at times not just one truck but several.

What I notice is that the pay parking space has vehicles (the same) parking all day and often all night, these vehicles largely have parking permits. Thus there is usually no parking spaces for dropping off people from cars.

Above all, although you have the thought to link cycle paths I see little evidence of cycle use in Altyre Road and I have a good view of the road from my third floor flat in Altyre road in Harrington Court as now a retired person.

To sum up I would like to say without removing the parking in the street and removing the steps in the subway there is little space for a cycle way without causing hold ups at times.

Yours sincerely

### **Officer Response**

Whilst the points in this representation were noted, there was a further road safety issue arising from the safety audit which was not possible to solve via redesign at this stage and therefore it is recommended not to proceed with this cycle contraflow at this time.

## **Edridge Road, Fairfield Ward**

### **Objection**

Dear Sirs,

Re: Ref PS/CH/Y106 & 7

With ref to making Edridge road a contraflow for cyclists. I want it registered that I strongly object. I have lived in my house for 46 years. I am registered disabled have

to use crutches and have always been used to this road being one way. I don't want to start looking both ways now.

It is not worth spending money putting into effect this stupid idea. I cannot for the life of me see a good reason for this cyclists have to come off the flyover to get into Edridge all they have to do is cycle a few more yards to get onto Main road. Most don't even bother to obey the road laws anyway.

Mark my words there will be an accident if not to a resident, a cyclist will come a cropper. Car drivers are not used to traffic coming the wrong way. Neither are the very large lorry drivers. There just isn't room. If a cyclist realises they can get by they will go onto a pavement and bang into a resident. You can bet your life the bike rider won't stop.

I have never been a Labour voter. I have never forgotten the upset Gerry Ryan caused with our parking. I thought once he was gone so would Labour's stupid ideas I was wrong.

Drop this ridiculous plan before someone gets killed. Had I been fit enough I would have done a petition and I am sure I would have got plenty of signatures. Unfortunately I can't walk more than a few yards so I couldn't do it.

### **Officer Response**

The purpose of the contraflow being along Edridge Road is to enable southbound cyclists to avoid having to cycle along Croydon High Street which is very busy, used by large volumes of motor vehicles/heavy goods vehicles/ buses and presents many hazards for cyclists.

The one way section of Edridge Road has sufficient width in most places to accommodate a vehicle passing a cyclist in the opposite direction. Where the road width is narrower, there are ample passing places available for cycles and vehicles to proceed on a give/take basis, just as happens on ordinary two way residential roads, where road width is taken up by parked vehicles.

Officers have not received any reports of speeding on Edridge Road and use by large vehicles is quite low.

The issue about having to look both ways before crossing a road should not be regarded as an inconvenience, as pedestrians should be looking in either direction, regardless of whether the road is one way or not.

Cycle contraflows are designed to be highly visible to oncoming motorists and there should be no reason for a motorist to maintain that they were unable to anticipate a cyclist coming towards them on a cycle contraflow. This is achieved by very clear road signage and road paint markings and is a legal requirement for a highway authority when implementing cycle contraflows.

Please refer to Drawing 1195/001/01 at the end of this report.

## **Violet Lane, Waddon Ward**

There were no objections received for contraflow cycling along Violet Lane.

Please refer to Drawing 1195/004/01 at the end of this report.

### **4. CONSULTATION**

- 4.1 Local residents received a set of consultation documents, as additional detail to supplement the statutory public notice, including a letter and plan. They were invited to express their views on the proposal to introduce a contraflow cycle lane in their road. Information on how to make an objection to the proposals was also included. Similar information was also available on the council's web site. In the case of Grange Road there was also a proposal to introduce "at any time" waiting restrictions, indicated by double yellow lines, to preserve carriageway width required for the contraflow cycle lane.
- 4.2 The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- 4.3 Official bodies such as the Fire Brigade, 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.
- 4.4 Once the notices have been published the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received will be reported back to this Committee for a recommendation as to whether the scheme should be introduced as originally proposed, amended or abandoned. The objectors are then informed of the decision.

### **5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS**

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

There is a TfL Local Implementation Plan funding of £100k for Cycle Route Improvement Schemes for 2016-17 from which £50k is in relation to this TMAC report. Attached to the papers of this meeting is a summary of the total impact of this and other applications for approval at this meeting. If all applications were approved this would leave £50k to be utilized for remainder of 2016-17.



	Current year	Medium Term Financial Strategy – 3 year forecast		
	2016/17	2017/18	2018/19	2019/20
	£'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>	100			
Expenditure	50			
<b>Effect of decision from report</b>				
Expenditure				
<b>Remaining budget</b>	50			

## 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 Cycle Route Improvement Schemes. A decision to proceed will result in that allocation is spent partially or wholly, subject to agreement by the Cabinet Member.

## 5.3 Risks

There is a risk that if the schemes cannot be implemented then 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. There will be a negative impact on stakeholder relations with local cycling groups should these schemes not be agreed. The reputation of the Council in supporting cycling in and around the town and district centres will suffer.

## 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 Lynch, Business Partner, Place Department

## **6. COMMENTS OF THE ACTING COUNCIL SOLICITOR AND ACTING MONITORING OFFICER**

- 6.1 The Acting 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: James Derby Corporate Solicitor on behalf of the 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**

Cycle contraflows improve access and road safety for cyclists. This benefits those who cannot drive or who do not have access to a motor vehicle.

## **9. ENVIRONMENTAL IMPACT**

- 9.1 The introduction of cycle contraflows will assist in reducing traffic congestion, improve road safety and provide environmental benefits for local residents by reducing the need for car journeys.

## **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 By inclusion of cycle facilities in the one way working a quiet road network avoiding busy road and junctions is preserved for safer cycling. This provides health and environmental as well as economic benefits.

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

- 12.1 Other routes were considered to improve the cycle network via introduction of cycle contraflows but were not chosen as the removal of residents parking was not considered to be desirable. Other routes were rejected due to road safety concerns such as insufficient road width, high traffic flows/speeds.

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### **CONTACT OFFICER:**

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### **BACKGROUND PAPERS:**

None