

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 7 th July 2015
AGENDA ITEM:	19
SUBJECT:	CONSULTATION RESULTS ONE WAY WORKING WITH CYCLE CONTRAFLOW LEBANON ROAD
LEAD OFFICER:	Jo Negrini Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	ADDISCOMBE
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 The estimated cost of implementing the schemes as recommended in this report is £10,000 to be met from the Council's 2015/16 Local Implementation Plan allocation for accident prevention schemes.	
KEY DECISION REFERENCE NO.: 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 received, to the consultation and, subsequent public notice for the introduction of one-way working with cycle contraflow in Lebanon Road as shown on drawing HWY/1261-001-02, including officer responses to these.

1.2 Agree, for the reasons detailed in section 4, to implement the one-way working with cycle contraflow in Lebanon Road and to delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) and to proceed with the permanent works signs and road markings.

1.3 The officers to inform the objectors of the Cabinet Member's decision.

2. EXECUTIVE SUMMARY

- 2.1 These proposals are in response to requests from local residents and local Ward Councillors to provide one-way working. This will mitigate traffic congestion and road safety concerns in these roads. This will encourage motorists to use the arterial routes and not use side roads as short cuts.
- 2.2 This report seeks a recommendation of agreement for one-way working with cycle contraflow as identified on the drawing and for the introduction of permanent works, signs and road markings.
- 2.3 The Council recognises problems with congestion and head on conflicts in residential streets and will endeavour to resolve this for residents and drivers. However, by simply implementing a one-way street for all traffic this then impacts on the network of routes available for drivers and cyclists in some cases, implementing one-way streets can force cyclists to use busy junctions or streets nearby, which they could otherwise have avoided.
- 2.4 The Council is a "Biking Borough" and as such 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.
- 2.5 This can be achieved through the introduction of one-way working with a cycle contraflow, which allows pedal cycles to travel safely against the flow of one-way traffic. The cycle contraflow is indicated clearly with traffic signs and road markings. Details can be seen on the drawing within this report.

3. DETAIL

- 3.1 Informal consultation on these proposals was undertaken 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 Lebanon.
- 3.2 On the 3rd March 2015 (min A11/15) on the recommendation of the Advisory Committee, the Cabinet Member approved a report authorising the informal consultation for one way working in Lebanon Road and subject to the results, where appropriate, to proceed issue a public notice for the introduction of one-way working with cycle contraflow.
- 3.3 Funding for the design, consultation process and implementation is available within the "LIP" (Local Implementation Plan) funding for 2015-2016 provided by Transport for London (TfL).
- 3.4 Implementation of the one-way working and cycle contraflow 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.
- 3.5 A number of illuminated signs are required for the proposed one-way working as shown on the attached drawings.

4. CONSULTATION

- 4.1 In March 2015 an informal consultation document including a questionnaire and plan were delivered by officers to residents of Lebanon Road and surrounding roads which could be affected by the proposed one way working (Cedar Road, Chisholm Road, Bisenden Road, Brickwood Road, Blake Road, Colson 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 Questionnaires sent	Responses Received		For		Against	
		Number received	% of returns	Number received	% of returns	Number received	% of returns
Lebanon Road	151	85	55	77	91	8	9
Surrounding area	333	59	18	36	61	23	39
Total	484	143	30	113	79	31	22

- 4.2 A petition signed by 23 residents of Chisholm Road has also been received in the following terms:

“As a resident of Chisholm Road East Croydon, I object to the current proposal to make Lebanon Road One-way working
The reason for my objection are as follows:

Chisholm Road will probably become the preferred feeder road for vehicles who need to access the top section of Lebanon Road from Addiscombe Road.

This will mean that residents, visitors, tradespeople, emergency services, local authority vehicles etc. who require access to Lebanon Road will make Chisholm Road their access route.

There will also be a substantial increase in the following:

Increase in road traffic.

Increase in environmental pollution (noise, emissions, light).

Increase in risk to safety.

For these reasons I strongly oppose the current proposal by Croydon Council.

I believe that a solution to this problem, would be to make Lebanon Road, one way in the opposite direction currently proposed by Croydon Council.

This will mean that there will be little impact on neighbouring roads and substantially reduce the problems that exist for the residents of Lebanon Road.”

Officers Response

While there will be a slight increase in vehicles using Chisholm Road, this will be only be from residents who live or are visiting the top section of Lebanon Road. Further, The width between parked cars in Lebanon Road is 3.7 metres which is wide enough to allow a cycle contraflow to operate safely.

- 4.2 Due to support from a majority of local residents for the one way working, the statutory consultation commenced on the 13th May 2015

Statutory Consultation

- 4.3 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 13th May 2015 giving members of the public wishing to object to the proposal 21 days to respond.

- 4.4 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.
- 4.5 Following the publication of the public notices 2 objections have been received.

Objection 1.

As a cyclist, I dislike one-way streets; I much prefer plug no-entry treatment in a situation where residents request some form of traffic calming or the prevention of rat-running. The road network in the vicinity of Lebanon Road includes some one-way working and it is bad news for cyclists to have to ride further than would be necessary if two-way working were available and if rat-running were prevented by use of plug no-entry treatment.

Officers Response

Lebanon Road is wide enough to accommodate a cycle contraflow. Cyclists will not have to travel any further as the scheme will include a cycle contraflow.

Objection 2.

When a street changes to one-way with a cycling contraflow, cycling against the other traffic can be hazardous: many of its drivers don't always allow for a cyclist and go faster than is safe because they assume it is one-way.

If a road is wide enough, it will have cars parked on both sides, so any cycle lane or contraflow signage painted on the road surface will not be seen; cyclists must cycle against the fast cars and vans in the middle third of the carriageway.

I suggest that you widen one of the pavements to include two levels, a footway and a cycleway. If parking is allowed on one side only, put the parking on the side of the widened pavement, thus separating the fast from the vulnerable.

Response

Additional signs and road markings will be provided to inform drivers there is would oppose any removal of residents parking.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

Current year

Medium Term Financial Strategy – 3 year forecast
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	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	10			
Effect of decision from report				
Expenditure	10			
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 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: 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 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, Chief Executive 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 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. 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. 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