

LONDON BOROUGH OF CROYDON

To: Croydon Council website
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STATEMENT OF EXECUTIVE DECISIONS MADE BY THE CABINET MEMBER FOR TRANSPORT & ENVIRONMENT ON 9 JUNE 2015

This statement is produced in accordance with Regulation 12 of the Local Authorities (Executive Arrangements) Meetings and Access to Information) (England) Regulations 2012.

The following apply to the decisions listed below:

Reasons for these decisions: are contained in the **attached** Part A report

Other options considered and rejected: are contained in the **attached** Part A report

Details of conflicts of Interest declared by the Cabinet Member: none

Note of dispensation granted by the head of paid service in relation to a declared conflict of interest by that Member: none

The Leader of the Council has delegated to the Cabinet Member the power to make the executive decisions set out below:

CABINET MEMBER'S DECISION REFERENCE NO. 31/15/TE DECISION TITLE: TRIAL ROAD CLOSURE ON NORBURY AVENUE (EXPERIMENTAL ORDER)

Having carefully read and considered the Part A report and the requirements of the Council's public sector equality duty in relation to the issues detailed in the body of the reports, the Cabinet Member for Transport & Environment, in consultation with the Leader of the Council

RESOLVED to agree to

- 1.1. Consider the proposals to improve conditions for residents, cyclists and other local stakeholders by deterring through traffic from using Norbury Avenue by use of road closures implemented under an Experimental Traffic Order.
- 1.2. Approve the making of the necessary Experimental Traffic Order in order to implement the Experimental Scheme for up to an 18 month period with the proposals as described in section 3 of this report.

- 1.3. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to carry out Statutory Consultation and make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.1 above.
- 1.4. 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.
- 1.5. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to make the necessary Traffic Management Orders permanent if no material objections are received, and to modify or temporarily or permanently suspend the operation of the order if deemed necessary for any reason.

Contact Officer: jim.simpson@croydon.gov.uk
Democratic Services Manager
Date: 17 June 2015

Draft REPORT TO:	Councillor Kathy Bee, Cabinet Member for Transport and Environment for decision under delegated authority
SUBJECT:	TRIAL ROAD CLOSURE ON NORBURY AVENUE (EXPERIMENTAL ORDER)
LEAD OFFICER:	Jo Negrini, Executive Director Place
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>The proposal supports The Croydon Promise: Growth for All objectives including:</p> <ul style="list-style-type: none"> • Croydon will be a place that is easy to move around Genuine alternatives to the private car will be available, offering people the choice to travel by train, tram, bus, bicycle, or on foot • Easier and safer to cycle in Croydon We will raise the status of cycling as a means to travel around the borough aiming eventually to put Croydon on a par with the most cycle-friendly cities in Europe • Better pedestrian links network of walkable routes will provide connections to key destinations including our interchange hubs where people will be able to easily change modes to cycle, bus, tram or rail. 	
AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS:	
<p>The proposals support ambitions for Croydon including:</p> <ul style="list-style-type: none"> • ambitious for a Croydon where everyone is proud to live and work • give disabled people, pedestrians and cyclists greater protection and make their journeys safer • work with residents to establish 'play streets', where children are able to play safely in front of their homes with their friends and where communities can meet • seek to significantly increase the number of journeys in Croydon by bicycle by undertaking a fundamental review of how the council supports cycling 	
FINANCIAL IMPACT	
<p>There are no costs to be met by Croydon Council. TfL is fully funding the DIY Streets, project, experimental closure and the making permanent of the closures.</p>	

1. RECOMMENDATIONS

That the Cabinet Member for Transport and Environment under delegated authority from the Leader of the Council dated [To Be Added]:

- 1.1. Consider the proposals to improve conditions for residents, cyclists and other local stakeholders by deterring through traffic from using Norbury Avenue by use of road closures implemented under an Experimental Traffic Order.
- 1.2. Approve the making of the necessary Experimental Traffic Order in order to implement the Experimental Scheme for up to an 18 month period with the proposals as described in section 3 of this report.
- 1.3. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to carry out Statutory Consultation and make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to implement Recommendation 1.1 above.
- 1.4. 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.
- 1.5. Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to make the necessary Traffic Management Orders permanent if no material objections are received, and to modify or temporarily or permanently suspend the operation of the order if deemed necessary for any reason.

2. EXECUTIVE SUMMARY

- 2.1 Croydon Council is working with TfL and its delivery partner Sustrans (the sustainable transport charity) to create a 'Quietway' cycle route from Waterloo to East Croydon. Quietways are a key element of the Mayor of London's Vision for Cycling, and are direct cycle routes that link key destinations and run through quieter back streets, parks. The Quietway routes are intended to be used by all people who wish to cycle, including those who are less confident and would not currently choose to cycle in London.
- 2.2 Norbury Avenue is on the proposed Quietway and has the potential to be a pleasant street to walk and cycle along. However, high traffic volumes and speeds mean that it is not up to the Quietway standard. Furthermore it is designated as an 'access road' on the Croydon Local Plan Policies Map, and thus intended only to provide access to properties along it, and not to distribute large volumes of traffic through the area and beyond. Sustrans has been commissioned to work with local residents and other stakeholders using the

'DIY Streets' approach to devise and deliver the means to remove much of the through traffic from Norbury Avenue for the benefit of the local street environment and to help deliver the Quietway. This report recommends experimentally closing Norbury Avenue as a means of removing through traffic helping to deliver the Quietway and other objectives.

3. DETAIL

- 3.1 Sustrans has embarked on a yearlong intensive engagement process called 'DIY Streets' to involve residents and other local stakeholders in the process of:
- gathering feedback;
 - generating ideas for improving the street environment (i.e. place making, greening, community empowerment at the same time as changing the dynamic of the road); and
 - decision making

This involves pop-up stalls, workshops, events, route mapping and street surveys with residents, the school communities, local community groups and businesses. While the trial is in place Sustrans will provide several opportunities for residents to give their feedback and start to re-imagine the space that will be created by the closure. Sustrans also has a 'Bike It' officer working in two of the schools most likely to benefit, making it easy for the pupils to get involved in the engagement process and look at promoting alternative options for parents currently driving their children to school, such as 'Park and Stride' and also looking at possibilities for cycling.

- 3.2 The ethos of the 'DIY Streets' process means that the residents must have an input / opportunity to feed into the decisions made. Sustrans has engaged with stakeholders and will continue to do so during the experiment. On the basis of that engagement and taking account of the views of transport and highways officers, it is recommended that Norbury Avenue be experimentally closed at a point just to the northwest of its junction with Kensington Avenue and at a point just to the northwest of its junction with Sandfield Road.

4. CONSULTATION

- 4.1 The process for making Experimental Traffic Orders does not include a prior opportunity for members of the public to make representations. However, the public engagement which has been carried out by Sustrans is detailed above in 3.1 and 3.2. Before introducing these experimental measures the views of the Police are sought, the Police having confirmed that they have no objection to the making of the experimental order.

Statutory Consultation

- 4.2 The first six months of the experimental traffic 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 affixes street notices to lamp columns in order to ensure that as many people as possible are aware of the proposal.

- 4.3 The Fire Brigade, Ambulance Service and Police, have been consulted. The Police and Ambulance Service have no objection to the proposal. The Fire Brigade has indicated that they are not supportive of the proposal but similarly have raised no objection at this stage. Other organisations (eg representing road hauliers, cyclists etc.) will be sent a copy of the public notice in addition to it being published in the press and on-street. The Council refuse collection service has been consulted and the proposals amended to accommodate its needs.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

- 5.1 The delivery of this project is being paid for by the TfL Quietways Programme. Sustrans has budgeted £5000 for the trial closures. Sustrans is being funded directly by TfL to deliver this project and for work on the wider Quietway programme. Croydon officer time costs and other Croydon costs will be met by TfL.

1 The effect of the decision

The decision has no direct financial consequences for the council. However any future decision to make the experimental closures permanent would add to the Council's maintenance liability, due to permanent closure infrastructure (eg gates) being installed on the highway.

2 Risks

It is known that at some time soon, SGN will need to undertake gas main replacement in Norbury Avenue. SGN has agreed to delay its works until 2016 in order to accommodate this experiment. If the SGN works affect any facilities installed to make the experiment permanent, it is required to meet the costs of making good.

3 Options

The alternative to closing Norbury Avenue is to introduce traffic calming. TfL would still be expected to fund this alternative if pursued.

4 Future savings/efficiencies

The proposals are not expected to bring direct and short-term savings / efficiencies to the Council. However in the longer term, the implementation of Quietways and other such proposals to encourage cycling are intended to bring

health benefits, thus reducing the health and care costs that might otherwise fall on the Council.

(Approved by: Dianne Ellender , Head of Finance and Deputy S151 officer)

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 decision to make the order permanent is made. No provision of an experimental traffic order shall come into force before the expiration of the period of seven days beginning with the day on which a notice of making of the experimental order is published.

(Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor and Monitoring)

7. HUMAN RESOURCES IMPACT

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

(Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.)

8. EQUALITIES IMPACT

- 8.1 People without access to cars will benefit if cycling in the borough is made easier and walking and cycling along Norbury Avenue made safer and more pleasant. Sustrans will consult with Wheels for Well-Being to ensure as far as possible that all types of cycles can use this route. The closure will hopefully allow greater access to the street for children and facilitate safer walking and cycling to schools along the route thus leading to an increase in independent mobility for children and young people

9. ENVIRONMENTAL IMPACT

- 9.1 The opening up of a quality backstreet cycle route will encourage more people to cycle, thereby reducing traffic congestion and pollution levels in the area. A predicted reduction in fly tipping (caused by reduced access for vans etc) will improve the environment for residents.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 The increase in people walking and cycling through the area should lead to a better perception of safety. The involvement of the local community in this project should improve a sense of pride in the area. The closures may also reduce fly tipping as they will reduce access for vans etc coming down the road.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 To meet the objectives of the road hierarchy, improve the quality and safety of the street environment, and support the creation of the Waterloo to East Croydon Quietway.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 The alternative long term option is to develop a comprehensive traffic calming approach. Ideas for this will be developed in parallel with the point closure trials as part of the wider DIY Streets project.

CONTACT OFFICER: Ian Plowright, Head of Transport x62927

BACKGROUND PAPERS