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| REPORT TO: | TRAFFIC MANAGEMENT CABINET COMMITTEE 9 February 2011 |
| AGENDA ITEM: | 16 |
| SUBJECT: | QUEEN MARY ROAD– OBJECTIONS TO ONE- WAY WORKING |
| LEAD OFFICER: | Executive Director of Planning, Regeneration & Conservation |
| CABINET MEMBER: | Councillor Phil Thomas, Cabinet Member for Environment and Highways |
| WARDS: | Upper Norwood |
| CORPORATE PRIORITY/POLICY CONTEXT: The recommendations in this report are in accordance with the Council's commitment to improving the safety and security of the Borough's transport system for all users and will help to protect the environment by easing congestion. | |
| LOCAL AREA AGREEMENT (LAA) TARGETS: These are not applicable for this report. | |
| FINANCIAL SUMMARY: The estimated cost of implementing the scheme as recommended in this report is £17,000 to be met from the Council's 2010/2011 Local Implementation Plan allocation for Corridor schemes. | |
| FORWARD PLAN KEY DECISION REFERENCE NO: Not a key decision | |

For general release.

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| 1. RECOMMENDATIONS |
| 1.1 It is recommended that the Cabinet Committee: <ul style="list-style-type: none"> a) consider the objections and comments received to the proposal to introduce one-way working for southbound traffic in Queen Mary Road and also officers' responses to those objections. b) approve the introduction of the one-way working for southbound traffic in Queen Mary Road and advisory (free) parking bays between 77 and 117 Queen Mary Road at an estimated cost of £17,000. c) authorise the Executive Director of Community Services to make the necessary Traffic Management Order under section 6 of the Road Traffic Regulation Act 1984. d) instruct officers to inform the objectors of the decision |

2. EXECUTIVE SUMMARY

- 2.1 This report is for the Cabinet Committee to consider the objections and comments received from residents of Queen Mary Road following the publication of public notices giving notice of the Council's proposal to introduce one-way working for southbound traffic in Queen Mary Road.

3. DETAIL

- 3.1 On 12 October 2010 (Minutes A58/10 refer), the Cabinet Committee approved a report authorising the publication of public notices under the relevant sections of the Road Traffic Act 1984 and giving authority to the Executive Director of Community Services to make a Traffic Management Order for the introduction of the one-way system in Queen Mary Road, subject to no material objections being received.
- 3.2 Following the publication of the public notices on 27 October 2010, where residents were given 21 days to respond with any objection or comments to the one-way proposals, 3 objections/comments were received.
- 3.3 A summary of the objections and comments from officers is included in Appendix A of this report.
- 3.4 In the last two months a number of residents have contacted the Council enquiring why the scheme was delayed and asked for their support for the Queen Mary Road one-way proposals to be brought to the attention of the Cabinet Committee. A summary of the written letters of support is attached in Appendix B
- 3.5 In view of the level of support for the proposal from residents to the consultation process and noting the objections received and comments thereon from officers, it is recommended that the Cabinet Committee approve the introduction of a permanent southbound one-way traffic movement in Queen Mary Road, advisory (free) 2m wide parking bays outside 77 to 117 Queen Mary Road and authorise the Executive Director of Community Services to make a Traffic Management Order for the proposal.

4. CONSULTATION

- 4.1 In July 2010, a consultation document, including a questionnaire was delivered to residents of Queen Mary Road, Moore Road, Bradley Road, Woodend, Beaumont Road, Convent Hill, Beulah Hill and Crown Dale. The document invited their views on the introduction of one-way working southbound direction in Queen Mary Road and a 40m length of one-way working for eastbound traffic with a contraflow cycle bypass in Beaumont Road. A breakdown of the results was as follows:

| | | |
|-----------------------------|----|---------|
| In favour of the proposals | 86 | (63.2%) |
| Against the proposals | 44 | (32.4%) |
| Undecided/ spoilt responses | 6 | (4.4%) |

- 4.2 The results however showed that 54 (87.1%) of the respondents in Queen Mary Road supported the proposals, 6 (9.7%) were against the proposals and 2 (3.2%) were undecided. Residents in Beaumont Road were split in their views for the proposals for their road. Members therefore agreed with the recommendations from officers to only introduce the measures for Queen Mary Road.
- 4.3 The Cabinet Committee agreed to the recommendation from officers to introduce the southbound oneway working in Queen Mary Road and authorised the Executive Director of Community Services to make the necessary Traffic Management Order under section 6 of the Road Traffic Regulation Act 1984.
- 4.3 The legal process for introducing a one-way system required that formal consultation took place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian). On 27 October 2010, public notices were published and although not a legal requirement, the Council also fixed street notices to lamp columns in order to ensure that as many people as possible were aware of the proposal.
- 4.4 Official bodies such as the Fire Brigade, Ambulance Service, Police, Pedestrian Association, Freight Transport Association, Cycling Forum, etc. were also consulted separately at the same time as the public notice and no adverse comments were received from any of them.
- 4.5 Following publication of the public notices the objections and comments that were received are now being reported back to the Traffic Management Cabinet Committee for consideration and for the Committee to decide whether to proceed with the proposal or abandon it. All objectors will be informed of the Committee's decision.
- 4.6 The Ward Councillors for the area are in support of the proposals.

5. FINANCIAL & RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

| | | Current year | Medium Term Financial Strategy – 3 year forecast | | |
|---------------------------------------|-----------------|--------------|---|---------|---------|
| | | 2010/11 | 2011/12 | 2012/13 | 2013/14 |
| | | £'000 | £'000 | £'000 | £'000 |
| Revenue available | Budget | | | | |
| Expenditure | | | | | |
| Income | | | | | |
| Effect of decision from report | decision | | | | |
| Expenditure | | | | | |
| Income | | | | | |
| Remaining budget | | _____ | _____ | _____ | _____ |
| Capital available | Budget | | | | |

| | | | | |
|---------------------------------------|----------|---------|---------|---------|
| Expenditure | 17.0 | | | |
| Effect of decision from report | | | | |
| Expenditure | 17.0 | | | |
| Remaining budget | <u>0</u> | <u></u> | <u></u> | <u></u> |

5.2 Effect of the decision

The total cost of introducing the one-way scheme and implementing advisory (free) parking bays between 77 and 117 Queen Mary Road is estimated to be £17,000. This can be funded from the Council's 2010/2011 Local Implementation Plan allocation for Corridor schemes.

5.3 Risks

There is no budget available to cover any unforeseen overspend and this would represent a financial risk were the scheme costs to exceed the estimate.

If the Cabinet Committee agrees to the introduction of the one-way scheme in Queen Mary Road then the opportunity for vehicular conflict will be reduced. However, it should be noted that there is the possibility that vehicle speeds could increase on one-way roads.

5.4 Options

There are no financial options arising from this report

5.5 Future savings/efficiencies

There are no financial savings or efficiencies arising from this report.

Approved by Ian Geary, Finance Manager, Planning regeneration & conservation.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that section 6 and Schedule 1 of the Road Traffic Regulation Act 1984 (as amended) sets out the reasons why a local authority may consider it expedient to make an Order(s) to control or regulate vehicular or other traffic.

6.2 The requirement to consider responses to the public notice is as detailed in para.4 of the report.

Approved by: Gabriel MacGregor, Head of Legal Services (Corporate) on behalf of the Council Solicitor and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

- 7.1 There are no additional human resource implications arising from this report as the design and implementation of this programme of works will be managed by existing Planning, Regeneration and Conservation staff.

Approved by: Chris Baldwin, HR Business Partner, on behalf of the director, Human Resources & Organisational Development.

8. CUSTOMER IMPACT

- 8.1 In terms of customer focus, the majority of residents of Queen Mary Road have indicated their support for the introduction of the one-way proposal on their road and if the scheme goes ahead then this is likely to be regarded as a positive move. The other roads in the area will be monitored and any further issues raised by residents will be looked into.

9. EQUALITIES IMPACT ASSESSMENT (EIA)

- 9.1 The regulation of traffic movement on Queen Mary Road to avoid vehicular conflict and congestion will benefit all road users including pedestrians.

10. ENVIRONMENTAL AND DESIGN IMPACT

- 10.1 The introduction of one-way scheme will reduce the opportunity for vehicular conflicts and congestion which will provide environmental benefits to residents. Conversely, the scheme will require the introduction of 4 illuminated signs, which will have a negative design impact in terms of the street scene and result in additional energy usage and light pollution.

11. CRIME & DISORDER REDUCTION, and HUMAN RIGHTS IMPACT

- 11.1 There are no crime & disorder reduction or human rights impacts arising from this report.

12. FREEDOM OF INFORMATION / DATA PROTECTION CONSIDERATIONS

- 12.1 Whilst the subject matter of the consultation exercise will be accessible under the Freedom of Information Act 2000, details of the names and addresses of those responding to the consultation would constitute personal information and therefore be exempt under the Data Protection Act 1998.

Report Author: Rowland Gordon, Planning, Regeneration & Conservation
Telephone:- 020 8726 6000 ext. 64906

Background Documents: Consultation results and comments

Queen Mary Road - Objections and officers comments

| Objection | Comments from officers |
|---|--|
| <p>Objection 1</p> <p>As a resident, I agree with the scheme as proposed, i.e. making Queen Mary Road (QMR) one way from Central Hill to Beulah Hill, with no entry from Beulah Hill, subject to the condition below:</p> <p>1) A speed restriction should be adopted in conjunction with the one-way plan for the following reasons:</p> <p>2) -the gradient of the road restricts drivers' vision as they progress along QMR; -the road is double-parked and therefore extremely narrow; -the proportion of young and therefore "at risk" residents warrants a 20 mph restriction; -a speed restriction would lessen the attraction for drivers continuing to use QMR as a "rat-run" for access from Central Hill to Beulah Hill in order to avoid the Crown Point traffic lights.</p> <p>I believe that a one-way traffic scheme would only confront the current risk to residents if introduced in conjunction with a speed restriction.</p> | <p>1) We understand your concerns regarding the vehicle speeds along your road, but where speeding takes place, the most suitable course of action is normally of an enforcement nature. As you will appreciate, the Council has no enforcement powers over moving vehicle offences of this nature and must rely on the Metropolitan Police to provide this service. We will ensure that your Safer Neighbourhood Team (SNT) is made aware of this problem and ask them to consider carrying out "Road Watch" which sees local residents and the Police working together to target speeding vehicles.</p> <p>2) Physical measures such as road humps, which could perhaps reduce speeds, are no longer supported by the Council.</p> |
| <p>Objection 2</p> <p>As a resident on Queen Mary Road I wish to object to the proposed Order to make the street one way.</p> <p>1) I object on the grounds that will increase congestion at the southern end of the road, as cars will queue to attempt to enter onto Beulah Hill, a difficult task when turning right towards Crown Point. Traffic on Beulah Hill already backs up from the lights at Crown Point and this will only get worse with the proposed order.</p> <p>2) I also object because other alternatives should be tested first, such as a trial of passing bays along the street.</p> | <p>1) If the Queen Mary Road one-way scheme is implemented the proposed exit from that road into Beulah Hill would have two lanes, one for left turning vehicles and one for right turning vehicles. This is expected to alleviate the problems you describe in your email.</p> <p>2) I note your point that about alternative options, however there was overall support (87.1% of the Queen Mary Road consultation respondents) for the full one-way working scheme. The introduction of passing places was considered but would remove on-street parking provision which is unlikely to be favourable with those local residents affected.</p> |

Queen Mary Road - Objections and officers comments

Objection 3

I wish to lodge my objection to the proposed one-way system that has been proposed for the street I reside on Queen Mary Road.

The one-way system will disadvantage homeowners for the following reasons.

1) It will simply reverse the rat run so it now runs from Crown Dale to Beulah Hill during peak hours.

2) It will increase speeds on the road thus threatening the safety of my young children and the numerous other children who live on the road.

3) It will devalue homes on the road.

4) It will prevent me and many other residents from parking adjacent to our properties as we currently do. I live on the eastern side of Queen Mary Road which has a raised double kerb/footpath. The height of this prevents you from opening the drivers side door when a car is parked facing towards Beulah Hill. It is impossible to park safely and open the door. This must be addressed should the scheme receive formal approval.

I repeat that I am strongly opposed to this proposal and I believe it has been poorly thought through with little consideration for occupiers on the Eastern side and Crown Dale end of Queen Mary Road.

1) We note the point you make that the scheme would reverse the rat run during the peak period. However, there was overall support for the proposed southbound one-way working scheme (87.1% of the Queen Mary Road consultation respondents). Furthermore, the consultation responses suggested that residents were fed up with the problems caused by the two-way congestion problems along the road.

2) We understand your concerns regarding vehicle speeds increasing along one-way roads. This was considered by the Traffic Management Cabinet Committee members at their meeting on 12 October 2010 and the Committee resolved that the scheme should proceed based on the level of support received from local residents. We would however ensure that the local Safer Neighbourhood Team (SNT) are made aware of any resulting speeding problems and ask them to consider carrying out "Road Watch" which sees local residents and the Police working together to target speeding vehicles.

3) We are not aware of any factual study which concludes that one-way roads would devalue property. The level of support from residents also suggests that this may not be the case.

4) Regarding the point you make about parking close to the western footway, site visits confirm that cars currently park along the western kerb near your property facing both directions. However a wide advisory parking bay (with no restrictions) will be introduced between 77 and 117 Queen Mary Road to allow vehicles to park away from the kerb, thus making easier for drivers to open their doors. This option will cost approximately £300.

Queen Mary Road - Post public notice comments

| Comments from residents | Comments from officers |
|---|--|
| <p>Comment 1</p> <p>I do feel strongly that the one-way system should go ahead. If it is council policy not to introduce speed humps would it not be possible to have a speed limit of say, 20 miles per hour and put a speed camera in place? The road has many families with young children in it, as there are a number of 'starter homes' and I feel without a speed limit and or calming measures there is very likely to be a tragedy, with a young child being maimed, or killed.</p> | <p>1) The London Safety Camera Partnership (LSCP) is responsible for speed and red light cameras across London. This partnership is made up of five leading partners; Transport for London, the Metropolitan Police, The City of London Police, The Greater London Magistrates Court Authority and London Councils (previously called the Association of London Governments). The current criteria for new camera sites are that the sites must have a personal injury accident record of 4 or more killed or seriously injured over a three year period as well as 30% of the vehicles exceeding the posted speed limit.</p> <p>Regarding your request for us to consider a 20mph speed limit, unfortunately this will require a legal order to make it enforceable as well as support from the Metropolitan Police who have indicated to us that they are unlikely to support any 20mph speed limit proposal which does not contain self enforcing traffic calming features. However, this Council no longer supports the introduction of physical traffic calming measures, such as road humps or the like.</p> <p>There are however other options that we could consider such as 'RoadWatch' which sees volunteers going out with the police to enforce the speed limit of the road.</p> |

Queen Mary Road - Post public notice comments

| Comments from residents | Comments from officers |
|--|--|
| <p>Comment 2</p> <p>Thank you for your response, I very much appreciate Croydon taking the time to engage with the public.</p> <p>I hope any objections from non-residents is given less weight than the needs of residents.</p> <p>I trust that a solution of some kind or another is pursued, instead of the whole scheme being dropped because of lack of consensus.</p> <p>Please express these views to the relevant Committee member.</p> | <p>I will ensure that your comments are reported to the Committee.</p> |

4 2 JAN 2011

Queen Mary Road
Upper Norwood
London

Councillor Phil Thomas
Cabinet Member for Environment & Highways
Croydon Council

29th December 2010

**Queen Mary Road
One Way Working (no entry from Beulah Hill)**

Dear Councillor Thomas

I believe the public notice advertising the proposed one-way working in Queen Mary Road has raised a few objections and a final decision to proceed, will be taken by Members of the Traffic Management Cabinet Committee at the next meeting on 9th February 2011.

May I please take this opportunity to express the following points.

Croydon Council has acknowledged for numerous years the problem with Queen Mary Road, and but for lack of funding has been unable to fix the problem sooner. This funding problem is no more.

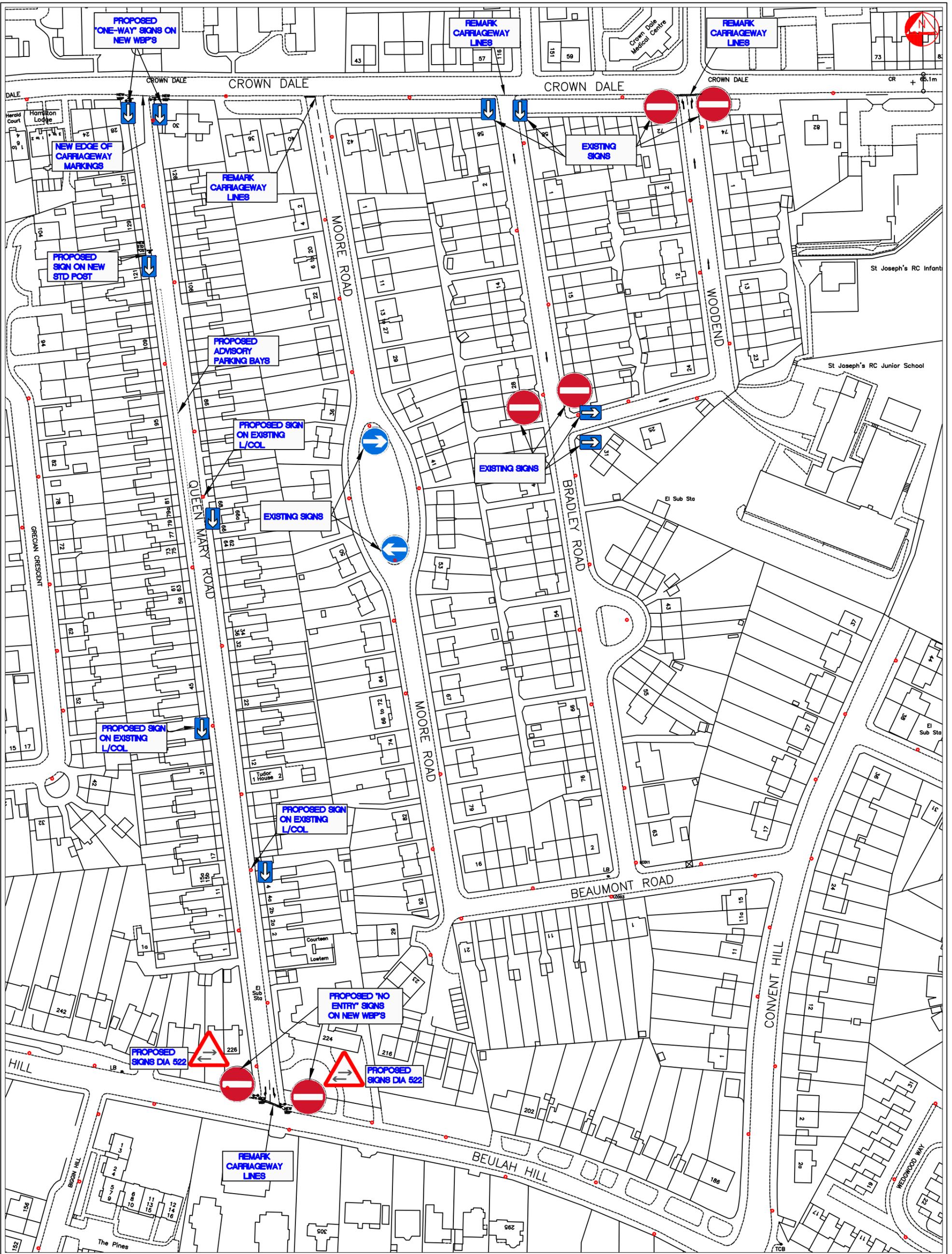
The open and fair consultation of Queen Mary Road residents yielded overwhelming support for Croydon's proposal.

I understand and respect the Council has a duty to all stakeholders, however:

1. It must also unthinkable of the Council to continue to allow parents to have to shield their children from the frequent angry and abusive disturbances that take place when vehicles approach each other from opposing directions and become blocked.
2. It must be unthinkable for the Council to continue to allow residents to be woken at 4, 5, and 6 in the morning by lorries, vans, trucks and other "clanging" vehicles hurtling down Queen Mary Road in a northward direction merely to avoid the junction at Crown Point.

The current situation is detrimental to residents' quality of life and therefore, despite the objections, I request the Council give higher priority to the needs of residents, and continue with the overwhelmingly supported proposals.

Yours sincerely



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|---|---|---|--|---|---------------------------|
| <p>scheme name</p> <p>Corridors Scheme</p> | <p>drawing title</p> <p>Queen Mary Road – Proposed one-way scheme with advisory parking bays</p> | <p>CROYDON COUNCIL LONDON BOROUGH OF CROYDON PLANNING, REGENERATION AND CONSERVATION</p> | <p>scale</p> <p>NTS</p> <p>ECONOMY & SUSTAINABILITY</p> <p>Traffic & Engineering</p> | <p>drawn by</p> <p>RG</p> <p>drawing no.</p> <p>TH 2738/1</p> | <p>date</p> <p>Dec 10</p> |
|---|---|---|--|---|---------------------------|