

Appendix A –Consultation Responses Summary

Objection Theme	Summary of Issues Raised	Officer Response
PROPOSED MANDATORY CYCLE LANES		
Facilities will create road congestion	The cycle lanes have restricted traffic to a single lane in each direction and caused delays to public transport, buses, ambulances, cars and other vehicles	London road was a single lane in both directions before the temporary scheme was implemented and remains so. By relocating parking off the main road and onto side roads we have increased the space available for general traffic. The segregation of the cycle lanes has also been amended to allow other vehicles to pull into the cycle lane to let emergency vehicles past.
Facilities are unnecessary	There are not enough cyclists to justify facilities.	These routes are based on Transport for London’s most recent Strategic Cycling Analysis to plan a coherent cycle network across London. Croydon as the borough with the greatest potential for cycling with over 400,000 trips made each weekday (in normal times) by motorised means (mostly by car) which could be readily cycled, if conditions and infrastructure allow. This scheme is located on one of the corridors with the highest potential for cycling / a high priority strategic cycling corridor to be improved (Norbury –Croydon – Coulsdon). By providing safe cycling facilities on these strategic routes we are maximising the chances for people switching these trips.
PROPOSED PERMANENT INTRODUCTION OF SHORT-TERM PARKING & LOADING BAYS, 20MPH SPEED LIMIT & “AT ANY TIME” WAITING AND LOADING RESTRICTIONS TO FACILITATE A MANDATORY CYCLE LANE		
Disruption to the servicing arrangements for businesses and community facilities	Impact on the church located at the junction of London Road with Campbell Road, particularly for funerals.	Additional parking and loading bays have been added on side roads where possible to assist businesses for deliveries and use for customer collection. We will work with all local businesses and community groups to assist with parking and loading issues, including looking at potential one way working on Campbell Road and any further additional parking and loading facilities.
Loss of parking for residents	Removal of on-street parking spaces makes it more difficult for residents to park. It is requested that on street parking should be increased to include the block Earlswood Avenue to Kingswood Avenue in the east side of London Road.	Additional parking bays have been added to side roads where possible to assist residents. Parking provision has to be balanced with the need to provide safe cycle infrastructure along a key route in Croydon in line with government requirements to reallocate roadspace to sustainable modes.
Loss of parking for business customers	Visitor parking is needed to support retail activity along London Road.	Additional parking and loading bays have been added on side roads where possible to assist businesses for deliveries and use for customer collection. In addition ‘smart parking’

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		technology is proposed to help motorists identify available parking spaces on the London Road.
PROPOSED RAISED ZEBRA CROSSINGS & ENTRY TREATMENTS		
Facilities will create road congestion	Additional zebra crossings on London Road may cause delay for buses.	Traffic modelling is being undertaken and the scheme has to go through a network assurance process with Transport for London to ensure that there is not an unacceptable impact on the transport network. In addition it is proposed that the crossing between the Hospital and the Mosque where there is the highest footfall remains a signalised facility which will reduce the call on this facility).
Road Safety concerns	The proposed zebra near the Mosque and the Hospital near Dunheved Road South may be more unsafe than the current signal controlled crossing.	It is proposed that the crossing between the hospital and the Mosque where there is the highest footfall remains a signalised facility in view of the more vulnerable nature of some of the users in the vicinity of the Hospital. In addition all proposals will be subject to the Road Safety Audit process.
Facilities are unnecessary	Pedestrian crossings are not needed as pedestrians can just cross the road.	This part of London Road is within one of the highest percentiles of casualty harm rate in London. The proposed measures are in line with the suggested range of high priority interventions to reduce the dominance of traffic and to make walking safer, easier and more accessible to all.