Dear all

This email deals with the case for improving the road network, and for building a direct link between the A23 Coulsdon Bypass and Cane Hill.

BENEFITS OF IMPROVING THE ROAD NETWORK

It was agreed that there could be big benefits from road improvements.
For example the Coulsdon Bypass had delivered substantial sustained improvements in travel across the area.
These included:
faster journeys along the Bypass, cutting congestion and delay through Coulsdon between Hooley and Purley.
faster journeys through the town, though there are issues, some new, at the 3 sets of traffic signals at either end of Lion Green Road and at the northern end of the Bypass.
easier movement around the town, and much less slow traffic along the Brighton Road through the town

It was noted that major investment was made in roads from 1958-1988, including the building of the M25 between 1974 and 1986.
Limited road improvements had continued 1988-1998, but since then almost nothing (apart from the Coulsdon Bypass) within the M25.
The south London quadrant had lost out badly.

Improvements to the A23 between the M23 at Hooley, and the southern end of the Bypass would offer big benefits to the local economy and to local people, businesses and visitors when travelling across, around, and in and out of the area.

1D (pages 3-5 of file appended) A23 CANE HILL Access - new analysis

There has been much talk over the years of a direct link between Cane Hill and the A23.
What there has not been is any proper analysis of the costs and benefits of such a link.

The RUF looked in detail at a new map with the final road layout within Cane Hill, and saw how the two possible accesses would work.
There are 4 movements to consider - LEFT OUT, LEFT IN, RIGHT OUT, RIGHT IN - along with impacts on passing traffic.

Please see plan here.
https://bit.ly/2I2MQOA
NOTE: The main access road appears to be CANE HILL DRIVE, not Cane Hill Road.

OPTION 1 - SOUTHERN ACCESS
A 4th arm off the southern roundabout at the end of the A23 Coulsdon Bypass linking to Lime Tree Avenue as shown in red.

OPTION 2 - NORTHERN ACCESS
Some kind of junction linking the A23 Coulsdon Bypass to Cane Hill Drive / Lime Tree Avenue (in purple) near the public footpath.

OPTION 3 - SOUTHERN ACCESS + LEFT OUT ON SLIP
This is Option 1 with the addition of a left out way onto the Bypass (shown in red)

The meeting agreed that Option 3 offered the best benefits.

NEXT STEPS

The improvement works at the PO junction had delivered very limited benefits, and there remain long queues at busy times and even at quieter times.

Mayer Brown for Barratts stated that both Option 1 and Option 2 gave a traffic benefit.
They stated that TFL objected that Option 2 would disrupt flow along the A23, but had no such objection to Option 1.
Crucially, they did not quantify the costs or benefits of either option.

What is needed now is a response from the council and TfL to PJM's analysis, as on pages 6-8 of the appended file.

Then a proper analysis of all 3 options, costs and benefits.

The RUF believe this would show that Option 3 offers very good value for money, and best value of the 3 options, in which case this should be taken forward.

EVIDENCE FOR TRANSPORT IMPROVEMENT BENEFITS

"There is some evidence that road projects have positive effects .."
"found no high quality evaluations that provide evidence on the impacts of trams, buses, cycling and walking schemes on any economic outcomes."
https://bit.ly/2rHAKCB
https://bit.ly/2IlqxTp

Peter Morgan Organiser, Coulsdon & Purley Road User Forum PJM, 0741, Tue 15-5-18

Email 3614-1, PJM HP57 180127 wrote (0954, 25-4-18):

Hi David

CANE HILL A23 ACCESS

As Traffic Design Manager, could you kindly comment on the analysis below?
Do you agree with my points?

SUMMARY

Given that Cane Hill is to have around 770 homes, many with 4-5 bedrooms and multiple cars, we may assume around 2000 people, and 1200-1500 cars?
The accesses described below would offer limited benefits LEFT OUT.
LEFT IN would gain at least a minute from the Southern Access, less for the Northern Access.
RIGHT OUT would be similar.,
RIGHT IN would also gain about a minute from either option.
Benefits would be greater, especially for the Southern Access, at peak times.

May we assume 1200 cars in and out a day, with average gain one minute?
That implies thw Southern Access would offer 2 x 1200 x 1 min x 15p = £360 a day, and about £130,000 a year.
That implies benefits of maybe £1.3M over 10 years
There would also be decongestion benefits at Marlpit Lane roundabout and on Portnalls Road, and through Chipstead. Then there would be fuel saving and less pollution due to reduced queuing traffic and shorter journeys - fewer miles and less time.

Given a construction cost of a similar amount, that gives a Benefit - Cost ratio around 6 to 1 over the standard 60 year time period.

Do you agree that this means the £1.3M Southern Access is a very high value scheme with an excellent return on spend - given that most road projects offer only around 2-2.5 to 1, with public transport schemes coming in lower, and TfL's Fiveways scheme is down to maybe 1.1 to t?

Surety this A23 access is far better value than the council's current plan to spend £20M on a cycle route between Purley and central Croydon - what is your estimate of the Benefit - Cost ratio for that - is it not less much less than 1 to 1?

How about the £1.5M for a bus service to Cane Hill - do the benefits really outweigh the costs for that?
Do you not think the A23 access offer far greater benefits for a similar cost?

DETAIL

Please see plan here.
https://bit.ly/2I2MQOA

This shows the apparently planned final road layout at Cane Hill, currently nearing completion.
Marked in pale blue is the existing footpath - public right of way to the station.
In dark blue is a current way on foot between the bypass and Lime Tree Avenue.

NORTHERN ACCESS
Marked in purple is the option some prefer for a direct road link between the A23 and Cane Hill. This is about 16 metres long - room for about 3 cars.
There is limited leeway over this precise location due to heights.
There are unresolved issues over what type of junction on the A23 would be possible. Obvious options include a priority junction or traffic signals. Either means losing a lane northbound. A priority junction would raise safety concerns, and signals would delay bypass traffic. Either would mean long waits to turn right out.
This link involves cutting through a large high earth bank.

Marked in red is a possible on-slip link - a separate option, which could be combined with the Southern Access.

PEDESTRIAN CROSSING
Currently pedestrians cross without any control on traffic.
There is a question of whether any change in this would be desirable as is or under either link option.
A footbridge would have obvious benefits here.

SOUTHERN ACCESS
Marked in red is a possible two-way link road as shown - which many support.
This would be 200 meters long, with a rise in gradient of about 1 in 14, as the height difference is around 14m.
There appear to be no traffic issues with this option.
This link involves laying a road across a field.

COSTS AND BENEFITS
Cane Hill Park currently is to have two accesses.
Cane Hill Road at the northern end has been open for a year or more.
Portnalls Road at the southern edge is due to open before long.

The Southern Access would offer big benefits for movement with the A23 south, and would relieve the Portnalls Road access and Chipstead.
The extra on-slip link would be good for LEFT OUT.

The benefits of the Northern Access are clearly less, and there are unresolved issues over how it would work.

See above for a rough benefit - cost analysis for the Southern Access option.

Peter Morgan Organiser, Coulsdon & Purley Road User Forum

PJM, 0857, Thu 26-4-18