

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 July 2014
AGENDA ITEM:	6
SUBJECT:	NEW PEDESTRIAN FACILITIES AT EXISTING TRAFFIC SIGNAL INSTALLATION – SPRING LANE/ PORTLAND ROAD/WOODSIDE GREEN
LEAD OFFICER:	Executive Director of Development & Environment
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Woodside

CORPORATE PRIORITY/POLICY CONTEXT:

The benefits of the recommendation as set out below are in line with Croydon's Community Strategy of creating a connected and sustainable city and improving the environment section 6.1C 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.

FINANCIAL IMPACT:

The estimated cost of implementing the scheme as recommended in this report is £160,000 of which £80,000 to be met from the Council's 2014/2015 and a further £80,000 from year 2015/2016 Local Implementation Plan allocation for Corridor schemes.

FORWARD PLAN 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 that they:

- 1.1 Agree to the implementation of new staggered pedestrian crossing facilities within existing/modified signalled junction at Spring Lane/ Portland

Road/Woodside Green as set out in Plan HWY/1214/06.

- 1.2 Delegate to the Enforcement and Infrastructure manager, Highways and Parking Services the authority to give notice and subject to receiving no material representations, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to introduce new staggered pedestrian crossing facilities within existing/modified signalled junction at Spring Lane/ Portland Road/Woodside Green as set out in Plan HWY/1214/06.
- 1.3 Note that any material representations received on the giving of public notices will be reported to a future Traffic Management Advisory Committee for consideration.

It is recommended that the that Cabinet Member for Transport and Environment:

Agree to Recommendations 1.1, 1.2 and 1.3 above.

2. EXECUTIVE SUMMARY

- 2.1 These proposals are a part of the Council's Local Implementation Plan programme of improvement schemes. One of the programme aims is to carry out improvements to pedestrian facilities at existing traffic signal junctions, through the provision of signal controlled crossing facilities where possible, with minimal impact to the flow of traffic at the junction. The scheme is fully funded by Transport for London (TfL).

3. DETAIL OF THIS REPORT

- 3.1 The existing junction operates on a three arm signalised intersection. The current layout does not provide a signal controlled crossing facility for pedestrians, who include parents, children and those with visual or mobility impairments crossing at this junction.
- 3.2 The proposal is to introduce a staggered pedestrian crossing facility across Spring Lane arm and Portland Road arm. This would require minor modifications to the existing layout of this junction to construct and accommodate two new refuge islands on Spring Lane and Portland Road. These will replace the existing islands. Refer to drawing number HWY/1214/06 for details.
- 3.3 Transport for London who are responsible for controlling and maintaining traffic signals within Croydon were consulted and have given outline agreement to the improvements to the pedestrian facilities at the above traffic signal junctions. The recommendation will have no negative impact on current traffic flows.
- 3.4 The attached plan shows the reduction in footway width to make the space available in carriageway to accommodate the new islands and on the corner to allow turning movements of large vehicles.

- 3.5 These new islands are needed to enable the implementation of staggered pedestrian phase on the traffic signals without affecting the existing timing arrangement.
- 3.6 Woodside Green arm cannot be included to install crossing facility without altering the existing signal timing which will affect the flow of traffic at this junction.
- 3.7 There will be additional signal posts and tactile paving installed as part of this scheme.
- 3.8 An audible tone, often referred to as a bleeper, sounds when the pedestrian green man signal is illuminated, and indicates that it is safe to start to cross the road will not be installed at this junction as there will be more than one crossing point close to each other and have different crossing stages.
- 3.9 For visually impaired people there will be tactile cones, these small cones are fitted on the bottom of the pedestrian push button boxes. They have a lightly roughened surface and rotate when the green man operates to indicate it is safe to cross. Their provision helps those with an auditory as well as a visual impairment.
- 3.10 A road safety audit will be carried out on this design and TfL signals team will be supplied with drawing and scheme brief to carry out their work to for this minor signal modification.
- 3.11 In this financial year 2014/15 the spending will be to pay for TfL signals, topographical survey, trial holes and road safety audit.
- 3.12 In the next financial year 2015/2016, this scheme is planned to be implemented. This will be in line with TfL signals programme and for Croydon to better manage other road works in the area to minimise disruptions to residents and the travelling public on our roads.

4. CONSULTATION

- 4.1 Informal consultation will be carried out with local Ward Councillors. The Council's Access Officer has been consulted and is in favour of the proposal as it benefits those with reduced or limited mobility.
- 4.2 Formal consultation will be undertaken as part of the Traffic Regulation Order making process and with respect of the Public Notices. The legal process requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian).
- 4.3 The Secretary of State will be informed in writing of the proposal to establish a pedestrian phase on the existing signals and the Chief Officer of the Police will be consulted.
- 4.4 Official bodies such as the Fire Brigade, Cyclists' Touring Club, The Pedestrian Association, Age UK, The Owner Drivers' Society, and The Confederation Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations

1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals

- 4.5 Once the notices have been published, the public has 21 days to comment to the proposals. If no relevant representations are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management notice is then made. Any relevant representation received will be reported back to this Committee for a decision as to whether the scheme should be introduced as originally proposed, amended or abandoned and objectors informed of the decision.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

1 Revenue and Capital consequences of report recommendations

	Medium Term Financial Strategy			
	2014/15	2015/16	2016/17	2017/18
	£'000	£'000	£'000	£'000
Revenue Budget				
Expenditure	0	0	0	0
Income				
Effect of Decision				
Expenditure	0	0	0	0
Income				
Remaining				
Capital Budget				
Expenditure	80	80	0	0
Effect of Decision				
Expenditure	80	80	0	0
Remaining				

2 The effect of the decision

The scheme is funded by Transport for London (TfL) from the Council's 2014/2015 and 2015/2016 Local Implementation Plan allocation for Corridor schemes. A decision to proceed will result in that allocation is being spent partially or wholly.

3 Risks

There is no financial risk to the Council as the proposals are fully funded by Transport for London. If the scheme does not go ahead then the funding would need to be reallocated or returned to TfL unspent.

4 Options

There are no other financial options available for this scheme.

5 Savings/ future efficiencies

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

Approved by: Tim Flood, Head of Finance, Planning & Environment.

6 COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Council Solicitor comments that the Council may establish crossings for pedestrians on roads for which they are the traffic authority (section 23 Road Traffic Regulation Act 1984 (as amended)). 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 additional staffing considerations arising from this report as the design and supervision of the works will be carried out by existing engineering staff.
- 7.2 Approved by: Adrian Prescod, HR business partner, on behalf of the director, Workforce and Community Relations

8. EQUALITIES IMPACT

- 8.1 The recommendations in this report will give local residents a safer crossing point for this busy junction. It will provide better crossing facilities for the more vulnerable pedestrian and those with reduced mobility. An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

9. ENVIRONMENTAL IMPACT

- 9.1 The proposed new pedestrian facilities will offer environmental benefits in terms of accessibility which will encourage walking and cycling. The inclusion of advance stop lines at the signals will improve road safety for cyclists.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are no Crime and Disorder reduction impact in this report

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 The implementation of pedestrian phase at this signal junction will improve facility for all pedestrians. The scheme is likely to be seen as a positive move by the Council.

12. OPTIONS CONSIDERED AND REJECTED

12.1 One of the options considered is to install straight crossing on all three arms. This option did not have the approval from TfL as this will add delays to journey time at this junction especially to the bus journey time.

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BACKGROUND DOCUMENTS:

None.