

# Croydon Council

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>21 July 2014</b>
<b>AGENDA ITEM:</b>	<b>15</b>
<b>SUBJECT:</b>	<b>PROPOSED ZEBRA CROSSINGS AT VARIOUS LOCATIONS</b>
<b>LEAD OFFICER:</b>	<b>Executive Director of Development &amp; Environment</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee, Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>WADDON, NEW ADDINGTON, UPPER NORWOOD, THORNTON HEATH</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b>	
<p>The benefits of the recommendation as set out below is 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</p> <ul style="list-style-type: none"> <li>- Sustainable City; Facilitating a modal shift to sustainable transport</li> <li>- Connected City; Electric vehicles, cycling and walking facilities</li> <li>- Creative City; Improve Arts, Sports and recreational facilities</li> <li>- Caring City; Improving health and wellbeing</li> </ul>	
<b>LOCAL AREA AGREEMENTS(LAA) Targets –</b>	
These are not applicable for this report	
<b>FINANCIAL SUMMARY:</b>	
<p>The estimated cost of implementing the schemes as recommended in this report is £138,000 to be met from the Council's 2014/2015 Local Implementation Plan allocation for Corridor schemes.</p>	

**FORWARD PLAN KEY DECISION REFERENCE NO.:**

Not a key decision

**For general release**

**1. RECOMMENDATIONS**

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

1.1 Agree the introduction of the zebra crossing facilities as shown on the attached plans at:-

- ◆ King Henry's Drive
- ◆ Warham Road, Bramley Hill, Haling Park Road
- ◆ Grange Road

1.2 Delegate to the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to give notice and subject to receiving no material objections, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to introduce zebra crossing facilities on:1.1.

1.3 Note that any material objections 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:

2. Agree to Recommendations 1.1, 1.2 and 1.3 above.

**2. EXECUTIVE SUMMARY**

2.1 This report seeks agreement to provide formal crossing facilities for the benefit of local residents and school children. This will help all pedestrians in the area, as well as pupils, parents and other visitors to cross the proposed roads in King Henrys Drive (New Addington), Warham Road, Bramley Hill, Haling Park Road (Waddon) and Grange Road (Upper Norwood/Thornton Heath) at a total cost of £138,000.

2.2 The need for formal crossing points has been identified following request from local residents and local ward councillors.

### **3. DETAIL OF THIS REPORT**

- 3.1 There are no formal crossing facilities close to the locations of the proposed zebra crossings, and many local residents often have difficulty crossing these road.
- 3.2 **King Henrys Drive:** 8 metres from the junction with Fairchildes Avenue o/s Addington High School at an estimated cost of £25,000. See drawing TH-9000
- 3.3 **Warham Road, Bramley Hill, and Haling Park Road:** all four crossing points are approximately 9 metres from the junction with the roundabout at an estimated cost of £48,000. See drawing TH-10000
- 3.4 **Grange Road:** 5 metres from the junction with Grange Hill and on a flat top kerb to kerb speed table at an estimated cost of £65,000. See drawing HWY/1185/05/Draft Grange Road
- 3.5 Funding for the design, consultation process and implementation is available within the “LIP” (Local Implementation Plan) funding for 2014-2015 provided by Transport for London (TfL).
- 3.6 The Council aims to introduce pedestrian crossings where they would be well used, reduce accident risk and encourage walking as a mode of transport. The Council also has a duty under the Traffic Management Act 2004 to improve facilities for vulnerable users such as those with disabilities. In particular they will benefit the elderly, children and those with mobility impairments.
- 3.7 The proposed zebra crossings have been subject to detailed design processes and road safety audits to ensure that they meet the needs and safety requirements of those using them. They have also been subject to consultation with the local stakeholders and the Councils Access Officer, and issues raised have been incorporated into the design where possible.

### **4 CONSULTATION**

- 4.1 Informal discussions have been carried out with the Councils Access Officer. This is to ensure that the zebra crossing meets the needs of the local users and no significant issues were raised.
- 4.2 It is a legal requirement under section 23(2) of the Road Traffic Regulation Act 1984 that the Secretary of State is informed in writing of the proposal to establish a pedestrian crossing and the Chief Officer of the Police is consulted.
- 4.3 Official bodies such as the Fire Brigade, Cyclists Touring Club, The Pedestrian Association, Age UK, The Owner Drivers Society, The Confederation of Passenger Transport and bus operators are consulted

separately at the same time as the public notice is issued. Up to 27 Bodies in total are consulted depending on the relevance of the proposals.

Once the notices have been published the public has 21 days to comment on, or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order will then be made. Any relevant objections received will be reported back to this Traffic Management Advisory 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
<b>Revenue Budget</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Effect of Decision</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining</b>				
<b>Capital Budget</b>				
Expenditure	138	0	0	0
<b>Effect of Decision</b>				
Expenditure	138	0	0	0
<b>Remaining</b>	0			

### 2. The effect of the decision

These schemes are funded by Transport for London (TfL) from the Council's 2014/2015 Local Implementation Plan allocation for Corridor schemes. A decision to proceed will result in that allocation is spent partially or wholly, subject to successful outcome of consultations.

### 3. Risks

There is a risk that if the crossings cannot be implemented, for example, by negative outcome of the consultation. Funding would then have to be reallocated. This would be subject to the agreement of TfL or the funding provider. Should this prove impossible, then that funding would have to be returned.

#### **4. Options**

There are no other financial options available for this scheme and the funding for the project will be deducted from the Council's 2014/2015 Local Implementation Plan allocation for Corridor schemes.

#### **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 Before introducing the crossing, the Council must give public notice of the proposal (as required by Section 23(2) of the Act). 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 provide pedestrians, particularly the elderly or those with mobility impairments, with improved crossing facilities.

#### **9. ENVIRONMENTAL AND DESIGN IMPACT**

9.1 The recommendations in this report will help to remove barriers to walking and cycling to and from work, school and into town centres, which will encourage sustainable modes of travel.

## **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 To provide improved crossing facilities to help pedestrians cross the road. This will secure the expeditious, convenient and safe movement of pedestrians.

## **12. OPTIONS CONSIDERED AND REJECTED**

12.1 Pedestrian refuge islands were considered but rejected on the grounds that they could not be accommodated in any the locations due to the carriageway not being wide enough.

12.2 Signal controlled crossings are considered too costly and may not be appropriate for these sites.

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### **CONTACT OFFICER:**

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**BACKGROUND DOCUMENTS:** None