

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 JULY 2014
AGENDA ITEM:	17
SUBJECT:	IMPROVED PEDESTRIAN FACILITIES AT NEWGATE/WELLESLEY ROAD JUNCTION
LEAD OFFICER:	Executive Director of Development & Environment
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	FAIRFIELD
CORPORATE PRIORITY/POLICY CONTEXT: The benefits of the recommendation as set out below is in line with Croydon's Community Strategy of improving the environment section 6.1C and also The Draft Partial Review of Strategic Policies 2014 items 4.3 to 4.5. <ul style="list-style-type: none">- Sustainable City; Facilitating a modal shift to sustainable transport- Connected City; Electric vehicles, cycling and walking facilities- Caring City; Improving health and wellbeing	
LOCAL AREA AGREEMENTS(LAA) Targets – These are not applicable for this report	
FINANCIAL SUMMARY: The costs of design and implementation of the improved facilities to these crossings are being met by the developer (Regency Homes) including all of Croydon's costs for design checks, safety audit and Highway Supervision.	

FORWARD PLAN KEY DECISION REFERENCE NO.:

Not a key decision

For general release**1. RECOMMENDATION**

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

1.1 Delegate to the Enforcement and Infrastructure Manager (Highways and Parking services) the authority to give notice under the Road Traffic Regulation Act 1984 (as amended) in order to implement the improved signalized pedestrian crossing facilities at the Newgate/Wellesley Road Junction to the south side of the St. James's Gyratory as shown on the attached plan TH-2500.

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

2. Agree to Recommendation 1.1 above.

2. EXECUTIVE SUMMARY

2.1 These proposals are associated with the completion of the lylo development site which is located on the island of the St. James's Gyratory. There are existing uncontrolled pedestrian crossing facilities at this location. The scheme is to be fully funded by the developer, Regency Homes, and follows on from the developer's Planning Obligation (application 08/01330/LP) relating to provision of safer pedestrian crossing facilities to access the 180 unit development.

3. DETAIL OF THIS REPORT

3.1 The existing arrangement at this location includes uncontrolled pedestrian crossings with a refuge island which enable pedestrians to cross to and from the Gyratory Island from Wellesley Road and Newgate. These have been in place for many years and serviced the pedestrian movements to the former land uses on the island pre redevelopment.

3.2 The proposal is to upgrade the pedestrian crossings from uncontrolled crossings to signal controlled crossing facilities at this location thus enabling safer pedestrian movements to and from the site. The traffic management implications of introducing these crossings has been considered by both Transport for London and the Highway Authority and they are both satisfied there will be no detriment to traffic flow, and that The measures will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). The lylo site build is progressing and the indication from the developer is that residents will start to move in during September 2014.

3.3 Associated with these crossings is a proposal for the Borough to upgrade the existing waiting and loading restrictions around the St. James's Gyratory, in order to prevent parked vehicles causing congestion at peak times. The proposal for these is included in another item for Parking Restrictions being considered at this Committee.

4. CONSULTATION

- 4.1 Ward Councillors will be notified if the Recommendations above are agreed. Pedestrian crossing facilities are not new to this location as uncontrolled crossings are already in place. Ward Councillors will also be notified prior to the engineering works on site to implement the crossings. 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 Transport for London, who are responsible for controlling and maintaining traffic signals within Croydon, are carrying out the detailed design of these crossings on behalf of the developer, and will be following their own checking and approvals processes prior to implementation.
- 4.3 Formal Notification will be undertaken by the issuing of Public Notices published in the London Gazette and a local paper (Croydon Guardian). Although it is not a legal requirement this Council also fixes street notices to lamp columns in the vicinity of the proposed scheme and writes to occupiers who are directly affected to inform as many people as possible of the proposals.
- 4.4 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 will be notified separately at the same time. Up to 27 Bodies in total will receive the notice depending on the relevance of the proposals..

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

1 Revenue and Capital consequences of report recommendations

- 5.1 There is no financial impact for the Council of carrying out this work.

5.2 The effect of the decision

A decision to proceed will enable the notification process to commence and progression of the design and checking process so that the improved crossing facilities can be implemented thus providing a better facility for pedestrians plus access the new lylo development.

5.3 Risks

There is no financial risk to the Council as the proposals are to be funded by the developer of the lylo site, Regency Homes. If this scheme were not to go ahead the existing crossing facility would remain which would necessitate pedestrians using an uncontrolled crossing as opposed to an improved, signalised controlled crossing.

5.4 Options

There are no other financial options available for this scheme.

5.5 Savings/ future efficiencies

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

Approved by Tim Flood, Finance Manager, Development and Environment Department

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 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 Human Resource impacts or considerations.

7.2 Approved by Adrian Prescod, HR Business Partner, for and behalf of Interim Director of Human Resources, Chief Executive Department.

8. EQUALITIES IMPACT

It is not considered that an Equalities Impact Assessment is necessary for implementation of these crossings.

9. ENVIRONMENTAL AND DESIGN IMPACT

9.1 The proposed improved pedestrian facilities will offer environmental benefits in terms of accessibility which will encourage walking.

CUSTOMER IMPACT

10.1 The recommendations in this report will give local residents including those of the lylo development a safer crossing point at this busy junction. It will provide

better crossing facilities for the more vulnerable pedestrian and those with reduced mobility.

11. CRIME AND DISORDER REDUCTION IMPACT

11.1 There are no Crime and Disorder reduction impacts in this report

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BACKGROUND DOCUMENTS:

A location Plan will be submitted with this report..