

Croydon Council
For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21st July 2014
AGENDA ITEM:	18
SUBJECT:	SCHOOL TRAVEL PLAN SCHEMES - PROPOSED ZEBRA CROSSINGS
LEAD OFFICER:	Executive Director of Planning & Environment
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	Coulsdon East, Coulsdon West, Croham and Ashburton
CORPORATE PRIORITY/POLICY CONTEXT: The Recommendation as set out in this report are in line with objectives to improve the safety on the Borough's roads as detailed in: <ul style="list-style-type: none"> - The Croydon Plan: Transport Chapter - The Local Implementation Plan; 3.6 Croydon Transport Policies - Croydon's Community Strategy; Priority Areas 1,3,4 and 6 	
FINANCIAL IMPACT: The estimated cost of implementing the schemes as recommended in this report is £60,000 to be met from the Council's 2014/2015 Smarter Travel (LIP) allocation for School Travel Plan Implementation Schemes.	

FORWARD PLAN KEY DECISION REFERENCE NO.: Not a key decision

<p>1. RECOMMENDATIONS</p> <p>It is recommended that the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:</p> <p>1.1 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:</p>
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- (a) Chipstead Valley Road, Outside Chipstead Valley Primary School,
- (b) Coulsdon Road, near Stoneyfield Road for Byron Primary School,
- (c) Selsdon Road near Sunny Nook Gardens, for Harris Primary Academy Haling Park.
- (d) The Glade, outside Monks Orchard Primary School.

The proposals are shown on the attached plans numbered 1182/Chipstead Zebra, ZEB_COULS, HWY/1224/05/SELSDON RD, and 1182/The Glade Zebra.

- 1.2 Note that any material objections received on the giving of public notices will be reported to a future Traffic Management Advisory Committee for consideration by the Cabinet Member for Transport and Environment.

2. EXECUTIVE SUMMARY

- 2.1 This report recommends that new zebra crossing facilities are introduced on Chipstead Valley Road outside Chipstead Valley Primary School, on Coulsdon Road near Stoneyfield Road (Byron School), on Selsdon Road between Sussex Road and Sunny Nook Gardens (Harris Primary Academy Haling Park) and on The Glade, (Monks Orchard Primary School). This will provide formal crossing facilities to help all pedestrians in the area, including pupils, parents and other visitors to the local schools to cross these busy roads more safely.
- 2.2 The need for formal crossing points at or near these schools has been identified following observations on site, requests from the schools and in the case of new schools, they have been included as part of the planning application. The attached plans numbered 1182/Chipstead Zebra, ZEB_COULS, HWY/1224/05/SELSDON RD, and 1182/The Glade Zebra show the proposals.

3. DETAIL

- 3.1 Chipstead Valley Road forms part of B2032, which is a busy road joining the A23 at Coulsdon. The crossing is proposed directly outside Chipstead Valley Primary School and there are no crossing facilities nearby. School children and local residents often have difficulty crossing this road at busy times to access the school and local bus stops.
- 3.2 Coulsdon Road is a busy road linking Caterham and Whyteleafe with the A23 at Coulsdon, and forms part of the B2030. The proposed crossing is by Stoney Field and it will provide a safe and convenient formal crossing point for all pedestrians, in particular school children accessing Byron School. The crossing will also help all pedestrians cross the road to access the nearby bus stops on Coulsdon Road.

- 3.3 Selsdon road is part of the busy B275 running through South Croydon and the proposed crossing will help to provide access to Harris Primary Academy Haling Park, a new school being built on Haling Road, which has an access on Selsdon Road. The proposed zebra crossing is intended to help remove barriers to walking and cycling and to help school children in particular travelling to and from the local school cross the road.
- 3.4 The Glade is a busy residential road running from A222 Long Lane at the northern end towards A232 Wickham Road at the southern end. The proposed location for the crossing is by junction with Mardell Road, and it will provide a safe and convenient formal crossing point for all pedestrians, in particular school children accessing Monks Orchard Primary School.
- 3.5 These proposals bear in mind the extent of the funds being made available by Transport for London (TfL), and consideration of the best value to be obtained from the various options put forward by schools.

4. CONSULTATION

- 4.1 Informal consultation has been carried out with local schools through the Travel Plan process or in the case of new schools, through the planning process. Formal consultation will be undertaken as part of the Traffic Management Regulation Order making process and with respect to the Zebra Crossings itself by Public Notices.
- 4.2 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). 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.
- 4.3 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation of Passenger Transport and bus operators are consulted under the terms of the 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.
- 4.4 Once the notices have been published, the public has 21 days to comment 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 is then made. Any relevant objections 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	0	0	0	0
Effect of Decision				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining				
Capital Budget				
Expenditure	60	0	0	0
Effect of Decision				
Expenditure	60	0	0	0
Remaining	-			

2 The effect of the decision

This scheme is fully funded by Transport for London from the LIP Smarter Travel Programme and requires no Croydon funding.

3 Risks

There is no financial risk to the Council in the short term as the proposed scheme is funded by TfL. The costs include a commuted sum for long term maintenance under the Council's PFI street lighting contract with Skanska.

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 2014/15 LIP allocation for Smarter Travel.

5 Savings/ future efficiencies

There are no savings arising from this report.

6 Approved by: Tim Flood, on behalf of Head of Finance, Development & 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 crossings shall be indicated in the manner prescribed by regulations under section 25 of the Act.
- 6.3 Before introducing the crossings, 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.
- 6.4 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 direct Human Resources implications to consider.
- 7.2 Approved by Adrian Prescod, HR Business Partner, for and on behalf of Interim Director of Human Resources, Chief Executive department.

8. EQUALITIES IMPACT

- 8.1 The recommendations in this report will provide school pupils and other pedestrians with a formal crossing point to help them cross those locations on Chipstead Valley Road, Coulsdon Road and Selsdon Road more safely. 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 recommendations in this report will help to remove barriers to walking and cycling to and from school, which will encourage sustainable modes of travel.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no direct impacts on the above arising from this report.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

11.1 The proposal has been designed to improved access and safety of all road users including pedestrians, cyclists and local residents. The scheme is likely to be seen as a positive move by the Council and should improve residents views of the work carried out in the Borough.

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 too costly and may not be the appropriate facility for use at these sites.

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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:

None