

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 20 October 2014
AGENDA ITEM:	14
SUBJECT:	GALPINS ROAD, NORBURY – RESULTS OF INFORMAL CONSULTATION FOR THE RETENTION OF TRAFFIC CALMING MEASURES
LEAD OFFICER:	Executive Director – Development & Environment
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport & Environment
WARDS:	Norbury
CORPORATE PRIORITY/POLICY CONTEXT: The Council is under a statutory obligation to maintain the highway under the Highways Act 1980 (The Act) This report addresses Croydon's Council Plan in relation to the provision of highway maintenance ensuring in the delivery of high quality public service This service supports Croydon's commitment to improving the environment, accessibility and ease of movement for all users	
FINANCIAL IMPACT: The total cost of the speed cushion retention and resurfacing scheme is estimated to be £111,585 which will be met from the 2014/15 revenue budget allocation for highway maintenance schemes.	
KEY DECISION REFERENCE NO.: n/a	

1. RECOMMENDATIONS

1.1 That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment Services that having considered the results of the consultation, she agree to the retention and maintenance of the speed cushions and associated road signs at locations in Galpins Road between its junction with London Road and Silverleigh Road as set out in this report.

2. EXECUTIVE SUMMARY

2.1 To consider the results of a recent consultation exercise, on the resurfacing and retention of the speed cushions between its junctions with London Road and Silverleigh Road and to agree the retention and maintenance of the speed cushions and associated road signs.

3. DETAIL

- 3.1 Galpins Road is a long straight road leading from London Road to Silverleigh Road and beyond. The entire road has a number of traffic calming measure along its length including raised tables at junctions with intermediate speed cushion. The speed cushions are located outside properties numbers 103 and 22 with speed tables located between numbers 53 to 60 Galpins Road and numbers 70 to 72 Galpins Road.
- 3.2 Galpins Road is a residential road and previously prior to traffic calming measures, it had been known as “rat run” for motorists travelling into Croydon and beyond from the west during the morning peak hours to avoid the congestion along the A23 corridor in Norbury.
- 3.3 Traffic calming measures were introduced on Galpins Road in April 1997 to address local community concern about speeding and the injury collision record. In the 3 years prior to the scheme being introduced there had been a total of 9 personal injury road traffic collisions recorded throughout Galpins Road. In the 3 years post construction the injury collision record on Galpins Road fell by 67%. Furthermore, in the three year period to December 2007 there was only 1 personal injury collision recorded throughout the road.
- 3.4 The original proposal had been reported to the then Traffic Management Subcommittee prior to the scheme being introduced and was the subject of extensive consultation with local residents and key stakeholders. At the time 76% of households that responded to the consultation exercise were in favour of the proposed scheme.
- 3.5 Council officers have identified through routine street inspections that the section of road between London Road and Silverleigh Road which incorporates the traffic calming measures, was in need of routine resurfacing maintenance. It is the council policy to undertake a public consultation with residents whether to retain or remove traffic calming measure, when capital programmed road resurfacing works are undertaken.
- 3.6 This section of road has received numerous temporary repairs which impacts on the already limited Highways maintenance budget.
- 3.7 As Part of the Transforming Highways Partnership between the Council and EM Highway Services (EM), the contractor is tasked with carrying out essential highway maintenance works to the road network within the borough.

4. CONSULTATION

- 4.1 In July 2014, a consultation document was delivered to residents living in the vicinity of the resurfacing works, inviting their views on whether or not the speed cushions should be retained or removed in line with the policy of the Council Administration.
- 4.2 152 letters /questionnaires were delivered to residents of Galpins Road, Namton Drive, and recognised organisations and 106 were completed and returned representing a 70% response. A breakdown of the returns is as follows:-.

- 1) In favour of the retention of speed cushions (63) (59%)
- 2) In favour of the permanent removal of the speed cushions (43) (41%)
- 4.3 The questionnaires included a space for comments and the majority of these were in support of retaining the traffic calming measure. Further to the responses a number of responders took the opportunity to provide comments through the consultation process and are attached for information and discussed below.
- 4.4 The Metropolitan Police Service has confirmed that they would support the retention of the traffic calming measure as generally physical measures such as speed cushions do slow speed down.
- 4.5 London Fire Brigade & London Ambulance service did not provide any comments on this consultation.
- 4.6 No replies were received from the Joint Committee on Mobility for Disabled People, TfL, Pedestrian Association, Neighbourhood Partnership Representatives, Croydon Cycling Campaign and the Road Haulage Association.
- 4.7 The three Norbury ward Councillors were consulted on the retention or permanent removal of the speed cushions.
- 4.8 Those supporting the permanent retention of the speed cushions have commented that the measures implemented in 1997 have been effective by reducing the speed of vehicles and slowing the traffic accordingly. In addition those residents who supported the retention of the speed cushions and live in the vicinity of the speed cushions have suggested /further measures that they would like to be taken into consideration as a) 20mph speed zones and b) the re-routing of the 255 bus service to minimise noise vibration from the buses.
- 4.9 It was highlighted in comments opposing the retention of the speed cushions that the speed cushions cause excessive damage to vehicles driving over them. In addition concerns were raised about the noise and vibration within their properties when buses or large good vehicles pass over the cushions since their introduction in 1997.
- 4.10 A large number of the consultees that opposed the retention of the speed cushions suggested they would support alternative forms of traffic calming, such as introducing a 20mph speed limit as a replacement to the existing traffic management scheme.
- 4.11 The views of residents who wish the speed cushions permanently removed are noted but as advised above in the 3 years post construction the injury collision record on Galpins Road fell by 67%. Furthermore, in the three year period to December 2007 there was only 1 personal injury collision recorded throughout the road.
- 4.12 The Department for Transport have estimated that the average cost to society of a personal injury collision in an urban area is £ 96,706 TfL's report "Levels of

collision risk in Greater London” (issue 13) April 2012 and there is a risk that such costs to society could arise if the speed cushion were not retained.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

1 Revenue and Capital consequences of report recommendations

2 The effect of the decision

There is no financial effect on the decision. The cost of financing the maintenance works is already committed to come from the Highways Maintenance Capital budget for 2014/15 of £7.33m However; there is a potential loss of revenue to Parking Services whilst the removal vehicle is assisting with the relocation of vehicles that are obstructing access to the work areas. In order to minimize the financial impact, it is proposed to use the removal vehicle on a reactive basis only, according to the requirements on site.

Risks

There is the risk of litigation payouts and claims for damages/injuries suffered due to lack of maintenance should the project not be approved.

3 Options

All engineering options have been considered with regard to providing the highest cost / benefit rates of return. There are no financial options or savings arising from this report.

4 Future savings/efficiencies

Future savings will be from the Council not having to payout for litigations/claims due to lack of maintenance

5.1 (Approved by: Graham Oliver, Business Partner, D&E)

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Council Solicitor comments that the proposals detailed in the report reflect the Council's duty in exercising its powers under the Road Traffic Regulation Act 1984 (as amended) 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 matters such 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 additional staffing considerations arising from this report as the design, supervision and monitoring of the work will be carried out by existing engineering staff.

7.2 (Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources, Chief Executive Department)

8. EQUALITIES IMPACT

- 8.1 The measure proposed in this report aim to improve road safety for residents and all road users.
- 8.2 The recommendations in this report will benefit all residents and businesses in the borough regardless of their colour, age, religious belief or sexuality.

9. ENVIRONMENTAL IMPACT

- 9.1 Every effort will be made to make use of quality materials and maintenance works to be carried out by experienced contractor (EM Highways), to ensure high levels of personal safety. Clearly, signing and the likely need to be highly visible are required to conform to national regulations. However there are opportunities to ensure that designs are sympathetic to the surrounding environment.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 There are no crime and disorder issues arising from this report.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 The retention of the speed cushions will primarily reduce the speed of drivers in Galpins Road, but can also be used to meet traffic reduction objectives. Benefits are apparent on multiple levels: speed control not only contributes to increased road safety, but also to better coexistence for all users, a better quality of life for residents and more user-friendly neighbourhoods, which in turn promotes active transportation. Drainage should not be affected
The retention of the speed cushions is likely to be seen as a positive move by the council

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 To not agree with the retention of the speed cushions could mean the road traffic injury collisions levels may increase. Although residents have requested 20mph zones, for this to be implemented and effective it will need to be self-enforcing and therefore requiring speed cushions. Local Authorities are obliged to introduce practical measures to reduce the number of road traffic collisions and improve road safety. As an alternative the Council could introduce other methods of traffic calming such as coloured surfacing and different signage. However this also could carry the risk of increased numbers of personal injury collisions and possible loss of life as these are not considered physical obstruction to road traffic.

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BCKGROUND PAPERS - none



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job name Galpin's Road			
drawing title Proposed Retention of Speed Humps			
designer FSF	verified WA	scale at A4 NTS	date 22 Sep 2014

Development and Environment Department Director - Anthony Brooks
Highway Improvements

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drawing no.
HWY/Galpin's Road/001