

Croydon Council
For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16th December 2014
AGENDA ITEM:	16
SUBJECT:	OBJECTION TO PROPOSED ZEBRA CROSSING - COULSDON ROAD
LEAD OFFICER:	Jo Negrini, Executive Director of Development & Environment
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	Coulsdon East
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 £15,000 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

1. RECOMMENDATIONS
It is recommended that the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:

1.1 Consider the objection and comments received following the giving of public notice in respect of the proposal to introduce a zebra crossing on Coulsdon Road near to its junction with Stoneyfield Road, as shown on the attached plan numbered Zebra, ZEB_COULS, and also officers' response to the objection:

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| <p>1.2 Authorise the Enforcement and Infrastructure Manager, Highways and Parking Services the authority to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) in order to introduce the above crossing facility.</p> |
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2. EXECUTIVE SUMMARY

- 2.1 This report is for the Traffic Management Advisory Committee to consider the objections and comments received from the Metropolitan Police, following the publication of Public Notices of the Council's intention to introduce a zebra crossing on Coulsdon Road near Stoneyfield Road.

3. DETAIL

- 3.1 At its meeting on 21st July 2014, this Committee resolved to recommend to the Cabinet Member for Environment and Transport that they 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 a zebra crossing facility on Coulsdon Road as well as other sites (Minute A17/14 refers).
- 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 by Stoneyfield Road will provide a safe and convenient formal crossing point for all pedestrians, in particular school children accessing Byron School and the nearby bus stops. The need for a crossing at this location was identified in Byron School's Travel Plan because many pupils have to cross Coulsdon Road at this point to get use the nearby bus stops.
- 3.3 Following the publishing of the public notice for proposal to implement a zebra crossing on Coulsdon Road, the Metropolitan Police raised an objection, on the grounds that vehicle speeds on Coulsdon Road are too high, according to the Department for Transport's guidelines.
- 3.4 The Department for Transport Local Transport Note 1/95 indicates that zebra crossings should not be provided where the 85th percentile vehicle speeds are greater than 35mph, and in such cases, the use of signalled controlled crossings are recommended. The reason for this is that pedestrians will require longer gaps in the traffic flow or be exposed to the risk of more serious injury if precedence is not conceded to them for any reason.
- 3.5 Surveys carried out by Croydon engineers on this section of Coulsdon Road indicate that the 85th percentile vehicle speeds are 34mph northbound and 38 mph southbound. The Metropolitan Police's surveys, which is the basis for their objection was carried out at a location approximately 700m further north on Coulsdon Road near Cearn Way. This survey indicated that the 85th percentile speeds at that location are 37mph and 39mph.

3.6 The officers' response to this representation is as follows:

Whilst it is acknowledged that the 85th percentile vehicle speeds are greater than the speeds recommended by the Department for Transport for a zebra crossing facility to be suitable, it is the view of officers that a zebra crossing can operate safely at this location due to the excellent visibility for motorists approaching the crossing from both directions. Consequently it is not considered that the speed of vehicles has a significant impact at this location.

3.7 Many pedestrians, including pupils from Byron School already cross Coulsdon Road at this point to access the bus stops and frequently have to judge gaps in traffic and driver behaviour in order to cross the road. The provision of a zebra crossing will therefore provide a facility to assist pedestrians who already cross the road at this location. In addition to this, the presence of a feature on the carriageway such as a zebra crossing often results in a reduction in vehicle speeds as driver recognise a potential hazard ahead.

3.8 There is also a zebra crossing around 400m further south on Coulsdon Road by Jubilee Way at Bradmore Green, where the road environment and traffic conditions appear to be similar. This crossing has been operating successfully since it was installed in 2011 with no recorded personal injury accidents.

4. CONSULTATION

4.1 On 8th October 2014 Formal consultation took place as part of the Traffic Management Regulation Order making process on the zebra crossing proposal in the form of public Notices published in the London Gazette and a local paper (Croydon Guardian), and the Council also fixed street Notices to lamp columns and posts on site to ensure that as many people as possible were aware of the proposal. Informal consultation was carried out with Byron School through the Travel Plan process.

4.2 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 were consulted under the terms of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, were consulted depending on the relevance of the proposals. The emergency services were also sent copies of public Notices when they were published. No further comments have been received.

4.3 Case law indicates that this consultation process includes a duty to consider any representations received in response to such a notice.

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	15	0	0	0
Effect of Decision				
Expenditure	15	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: Lisa Taylor, Head of Finance and Deputy S151 Officer.

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 crossing shall be indicated in the manner prescribed by regulations under section 25 of the Act.
- 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 human resources implications arising from this report.
- 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 recommendations in this report will provide school pupils and other pedestrians with a formal crossing point to help them cross Coulsdon 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 due to the carriageway not being wide enough.
- 12.2 A Signal controlled crossing was considered too costly and would have a greater impact on local residents living nearby.

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BACKGROUND PAPERS – none