

# Croydon Council

For General Release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b> <b>29 April 2015</b>
<b>AGENDA ITEM:</b>	<b>12</b>
<b>SUBJECT:</b>	<b>PROPOSED NEW ZEBRA PEDESTRIAN CROSSING AT SPRING LANE</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee</b> <b>Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>WOODSIDE</b>
<b>CORPORATE PRIORITY/POLICY CONTEXT:</b> These projects address the corporate policies adopted in the Corporate Plan 2011-2013 and Croydon's Draft Community Strategy 2010-2015. This report is in line with objectives to improve road safety for cyclists, and to make sustainable transport more accessible: <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><li>• Croydon cycling Strategy 1998</li><li>• Biking Borough Report July 2010</li></ul>	
<b>AMBITIOUS FOR CROYDON &amp; WHY ARE WE DOING THIS:</b> As part of Ambitious for Croydon, the new administration has plans to improve the way that the council delivers on its roads and transport agenda. Of note, the manifesto commitment specifically identifies the following areas as of a priority for the first policy commitments: <ul style="list-style-type: none"><li>• Improve safety for pedestrians and cyclists. Ensure that these policy initiatives are embedded within the developing Transport Vision.</li></ul>	
<b>FINANCIAL IMPACT</b> The estimated cost of implementing the scheme as recommended in this report is £40,000 to be met from the Council's 2015/16 Local Implementation Plan allocation for accident prevention schemes.	

**KEY DECISION REFERENCE NO.:**

Not a key decision

**1. RECOMMENDATIONS**

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

- 1.1 Authorise the giving of public notice in respect of the proposal to introduce a zebra crossing facility at Spring Lane (A215) between Estcourt Road and the entrance to Builders Yard by the bridge as shown on plan No.HWY/WP/1246//03/TMAC
- 1.2 Authorise the General Manager of Operations and Infrastructure (Highways and Parking) to carry out the statutory consultation, serve notices and make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended), in order to introduce the changes, subject to receiving no material objections following public notice.
- 1.3 Note that any material objections received following public notice will be reported to a future Traffic Management Advisory Committee for Members' consideration.

**2. EXECUTIVE SUMMARY**

- 2.1 This report seeks agreement to carry out formal consultation to implement a new zebra crossing facility at Spring Lane to provide a formal crossing facility for all pedestrians in the area.

**3. DETAIL**

- 3.1 The request to install a zebra crossing here was received by Croydon Highways from residents, cycling group and ward councillors. A feasibility study was carried out and that has resulted in favour.
- 3.2 The crossing is proposed north of Spring Lane Bridge, between Estcourt Road and the entrance to Builders Merchants yard. Spring Lane is a well used busy road. This crossing facility will benefit pedestrians going to and from Woodside Tram Stop and also cyclists along Estcourt Road and Woodside Road to cross Spring Lane.

**4. CONSULTATION**

- 4.1 To ensure that the zebra crossing meets the needs of the local users and any significant issues are raised at an early stage, a detail design drawing plan of this zebra crossing will be put through a road safety audit process and informal consultation on the proposal will first be carried out with ward councillors.

- 4.2 Formal consultation will be undertaken as part of the Traffic Order making process with respect to the zebra crossing. This will be done by 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.
- 4.3 It is also 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 proposals to establish pedestrian crossings and the Chief Officer of the Police is consulted.
- 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 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.
- 4.5 Once the notices have been published the public has 21 days to comment on, or object to the proposals. The Council will then consider such comments as to whether any amendments should be made to the scheme.

## 5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

### 5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000
<b>Revenue Budget available</b>				
Expenditure				
Income				
<b>Effect of decision from report</b>				
Expenditure				
Income				
<b>Remaining budget</b>				
<b>Capital Budget available</b>				
Expenditure	40			
<b>Effect of decision from report</b>				
Expenditure				
<b>Remaining budget</b>				

## 5.2 **The effect of the decision**

This scheme is funded by Transport for London (TfL) from the Council's 2015/16 Local Implementation Plan allocation for Accident Prevention Schemes. A decision to proceed will result in that the allocation is spent partially or wholly, subject to successful outcome of consultations.

## 5.3 **Risks**

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

## 5.4 **Options**

The alternative would be the "do nothing" option and not provide the crossing facility. The needs of local residents and others would not then be met.

## 5.5 **Future savings/efficiencies**

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

Approved by: Graham Oliver, Head of Finance, Development & Environment.

## 6. **COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

- 6.1 The Council Solicitor comments that before introducing formal pedestrian crossings in the form of a zebra crossing, the Council must give public notice of the proposal as required by Section 23 of the Road Traffic Regulation Act 1984 (as amended) and consider any representations received in response to such a notice.

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 HR implications that need to be addressed or considered from the report.

Approved by: Adrian Prescod, HR Business Partner, on behalf of Director of HR, Resources Department.

## 8. **EQUALITIES IMPACT**

- 8.1 There is high demand for a crossing facility at this location. This proposal will improve access to the Tram stop and in particular this will benefit vulnerable road users such as, cyclists, pedestrians and those with reduced mobility.

## **9. ENVIRONMENTAL IMPACT**

- 9.1 The recommendations in this report will help to remove barriers to walking to and from work or school and will improve access to tram services and cycling which will encourage sustainable modes of travel.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

- 10.1 There are no crime and disorder reduction impacts in this report.

## **11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

- 11.1 The proposed crossing location was subject to a small study which assessed how it can best be designed to meet the needs and safety requirements of those using it.

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

- 12.1 No other options considered or rejected.

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### **CONTACT OFFICER:**

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