

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 7th July 2015
AGENDA ITEM:	20
SUBJECT:	CHERRY ORCHARD ROAD - PROPOSED ZEBRA CROSSING
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	Addiscombe

CORPORATE PRIORITY/POLICY CONTEXT:

These projects address the corporate policies adopted in the Corporate Plan 2013-2015 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:

- Sustainable City: Facilitating a modal shift to sustainable transport
- Connected City: Electric vehicles, cycling and walking facilities
- Creative City: Improve arts, sports and recreational facilities
- Caring City: Improving health and wellbeing
- Croydon cycling Strategy 1998
- Biking Borough Report July 2010

FINANCIAL IMPACT:

The estimated cost of implementing the schemes as recommended in this report is £20,000 to be met from the Development company, Redrow Homes Limited.

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 agree to:

- 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 a zebra crossing facility on Cherry Orchard Road. The proposals are shown on the attached plan numbered C20769/BCD21.
- 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 Members and onward recommendation to the Cabinet Member for Transport and Environment.

2. EXECUTIVE SUMMARY

- 2.1 This report recommends that a new zebra crossing facility is introduced on Cherry Orchard Road outside the new 300 unit housing development being constructed by Redrow Homes Ltd at Galaxy House, 41 Cherry Orchard Road. This will provide a formal crossing facility to help all pedestrians in the area, including those living in the new housing development to cross these busy roads more safely to access East Croydon Station and local bus stops.
- 2.2 The need for a formal crossing point at this location has been identified following a road safety audit carried out on a proposal to relocate an existing pedestrian refuge island on Cherry Orchard Road a few metres away from the entrance to the Redrow Homes Ltd development. The attached plan numbered C20769/BCD21 shows the proposal.

3. DETAIL

- 3.1 Cherry Orchard Road is a busy main road and a route for buses running past East Croydon Station linking Addiscombe Road to Lower Addiscombe Road. The proposed crossing is directly outside the Redrow Homes Ltd housing development at Galaxy House, 41 Cherry Orchard Road.
- 3.2 An existing pedestrian refuge island located close to this proposal will be removed to make way for a new vehicular access way to the Redrow Homes development. This proposal will replace the informal pedestrian refuge island crossing facility with a formal zebra crossing facility.

3.3 The additional 300 housing units are likely to result in a significant increase in the numbers of pedestrians using and crossing Cherry Orchard Road at this location to access East Croydon Station and the local bus stops. The proposed zebra crossing will be an appropriate type of facility to accommodate the expected increase in pedestrian numbers crossing the road.

4. CONSULTATION

4.1 Formal consultation will be undertaken as part of the Traffic Management Regulation Order making process and with respect to the Zebra Crossing 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 recommendation 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			
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
Revenue Budget				
Expenditure	00	0	0	0
Income	00	0	0	0
Effect of Decision				
Expenditure	20	0	0	0
Income	20	0	0	0
Remaining				
Capital Budget				
Expenditure	00	0	0	0
Effect of Decision				
Expenditure	00	0	0	0
Remaining	-			

2 The effect of the decision

This scheme is fully funded by Redrow Homes Ltd 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 Redrow Homes Ltd. 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 income gained by this Council from the fees received from the Section 278 agreement with Redrow Homes Ltd.

5 Savings/ future efficiencies

There are no savings arising from this report.

6 Approved by: Louise Philips, on behalf of Head of Finance, and Deputy Section 151 Officer, Place 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 Road Traffic Regulation Act 1984 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 Road Traffic Regulation Act 1984.
- 6.3 Before introducing the crossing, the Council as required by Section 23(2) of the Act must:-
- (a) give public notice of the proposal and consider any representations received in response to such a notice; and
 - (b) consult the chief officer of police about their proposal to do so; and
 - (c) inform the Secretary of State in writing.
- 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 human resources implications arising from these reports.
- 7.2 Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources.

8. EQUALITIES IMPACT

- 8.1 The recommendations in this report will provide pedestrians with a formal crossing point to help them cross Cherry Orchard Road, Croydon more safely. This proposal will improve access to local public transport facilities and 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 public transport services and cycling 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 improve 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 A pedestrian refuge island was considered but rejected on the grounds that it could not be safely located due to the bend in the road.

12.2 A signal controlled crossing would be too costly and may not be the appropriate type of facility for use at this site.

CONTACT OFFICER:

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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:

None