

Croydon Council
For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 9th February 2016
AGENDA ITEM:	10
SUBJECT:	ST JAMES'S ROAD - PROPOSED ZEBRA CROSSING
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	Broad Green and Selhurst

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 £30,000 to be met from the funds already available for Croydon's School's development and expansion programme for 2015/16 and 2016/17.

FORWARD PLAN KEY DECISION REFERENCE NO.:

Not a key decision

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Highways and Environmental Services that they:

- 1.1 Agree the introduction of a zebra crossing on St. James's Road outside the new Chestnut Park Primary School as shown on the attached plans 100 Rev3.
- 1.2 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 St James's Road. The proposals are shown on the attached plan numbered 100 Rev3.
- 1.3 Note that any material objections received on the giving of public notices will be reported to a future Traffic Management Advisory Committee for consideration.

It is recommended that the that Cabinet Member for Transport and Environment:

2. Agree to Recommendations 1.1, 1.2 and 1.3 above.

2. EXECUTIVE SUMMARY

- 2.1 This report recommends that a new zebra crossing facility is introduced on St. James's Road immediately west of its junction with Windmill Road, outside the new Chestnut Park Primary School, which is currently being constructed, . This will provide a formal crossing facility to help all pedestrians in the area, including those travelling to and from the new school to cross St. James's Road more safely to access the local area and local bus stops.
- 2.2 The need for a formal crossing point at this location has been included as a condition of the school's planning application as part of the mitigation strategy to ensure safety around the new school site. The attached plan numbered 100 Rev 3 shows the proposal.

3. DETAIL

- 3.1 The proposed crossing is at the western end of the development on St. James's Road, which is a busy main road forming part of the A213, running across the borough from Mitcham Road through South Norwood and out of the borough towards Penge. The A222 also continues to the east straight on from A213 St. James's Road east of Chestnut Park School, and this heads towards Elmers End via Lower Addiscombe Road and Long Lane.
- 3.2 The new school will accommodate up to 630 pupils at full capacity, which means there is expected to be a significant increase in the numbers of pedestrians using St. James's Road to access the local area and transport facilities. The proposal will provide a safe and appropriate crossing facility that can accommodate the expected increase in pedestrian numbers crossing this road.
- 3.3 The Recommendations in this report "secures the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and/or the provision of suitable and adequate parking facilities on and off the highway." (section 122 RTRA 1984).

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	5	25	0	0
Income	5	25	0	0
Remaining Budget				
Capital Budget				
Expenditure	00	0	0	0
Effect of Decision				
Expenditure	00	0	0	0
Remaining Budget	-			

2 The effect of the decision

This scheme is fully funded by Croydon's Capital Works Programme for targeted basic needs. The costs of the design and statutory procedures are to be funded during 2015/16 and the construction is to be funded during 2016/17. No additional Croydon funding is required.

3 Risks

There is no financial risk to the Council in the short term as the cost of the proposed scheme is included in the overall cost of the school building project within Croydon's Capital Works programme. 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 is included in the funding available to this Council in its Capital Works Programme.

5 Savings/ future efficiencies

There are no savings arising from this report.

6 Approved by: Louise Lynch, Business Partner, 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 this report.
- 7.2 Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources department.

8. EQUALITIES IMPACT

- 8.1 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.
- 8.2 The recommendations in this report will provide pedestrians include school children with a formal crossing point to help them cross St. James's Road, Croydon more safely. This proposal will improve access to the local area and public transport facilities, and will benefit vulnerable road users such as, cyclists, pedestrians and those with reduced mobility.

9. ENVIRONMENTAL AND DESIGN 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 is not a crime and disorder impact in 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, and in particular for the pupils and other users of the new Chestnut Primary School. 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 would not be appropriate for the expected number of pedestrians, and a refuge island could not be accommodated due to the insufficient width of 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:

**Clive Whittle, Senior Engineer,
Highway Improvements Team
020 8726 6000 ext. 61836**

BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:

None