

Croydon Council

For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 26 April 2016
AGENDA ITEM:	26
SUBJECT:	PROPOSED NEW ZEBRA PEDESTRIAN CROSSING AT WADDON NEW ROAD
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	WADDON
CORPORATE PRIORITY/POLICY CONTEXT: 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 vulnerable road users, and to make sustainable transport more accessible: <ul style="list-style-type: none">• 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	
AMBITIOUS FOR CROYDON & WHY ARE WE DOING THIS: Part of Ambitious for Croydon plans to improve the way that the council delivers on its roads and transport agenda. Of note, the commitment specifically identifies the following areas as of a priority: <ul style="list-style-type: none">• Improve safety for pedestrians and cyclists. Ensure that these policy initiatives are embedded within the developing Transport Vision.	
FINANCIAL IMPACT The estimated cost of implementing the scheme as recommended in this report is £16,000 to be met from the Council's 2016/17 Local Implementation Plan allocation	

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 Waddon New Road as shown on the attached plan
- 1.2 Authorise the Highway Improvements Manager, Streets, 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 on the proposal to implement a new Zebra Crossing facility at Waddon New Road, to the south of the junction with Rectory Grove (Waddon New Road) to provide a formal crossing facility for all pedestrians in the area.

3. DETAIL

- 3.1 The request to install a zebra crossing at Waddon New Road was received via the local ward councillors. A feasibility study was carried out and that favours a crossing in view of the benefits it provides.
- 3.2 Waddon New Road is a well used road, busy in rush hours and is also a bus route, serving at least 4 bus routes.
The crossing would enable pedestrians to safely cross to gain access/egress to Wandle Park and the tram stop via the footbridge. It would also provide safe access across the road to the adjacent bus stops.
This crossing facility would be of benefit to pedestrians going to and from Wandle Park Tram Stop and those walking to and from Croydon town centre.

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 a briefing 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 the 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 (Cycling UK), 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		
	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000
Revenue Budget available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital Budget available	100			
Expenditure				
Effect of decision from report				
Expenditure	16			
Remaining budget	84			

5.2 **The effect of the decision**

This scheme is funded by Transport for London allocation for pedestrian improvements. A decision to proceed will result in that the allocation being 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: Lisa Taylor, Assistant Director of Finance and Deputy S151 Officer

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 Acting Council Solicitor and Acting 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, for and 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 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 were considered or rejected.

CONTACT OFFICER:

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