

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6th October 2015
AGENDA ITEM:	20
SUBJECT:	PROPOSED ZEBRA CROSSING – PAMPISFORD ROAD, NEAR ST GILES’ SCHOOL
LEAD OFFICER:	Executive Director of Planning & Environment
CABINET MEMBER:	Councillor , Cabinet Member for Environment & Highways
WARDS:	Waddon
CORPORATE PRIORITY/POLICY CONTEXT: This report is 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 £20,000 to be met from the Council’s 2015/2016 LIP allocation for Travel to Schools.	

FORWARD PLAN KEY DECISION REFERENCE NO.:

Not a key decision

For general release

1. RECOMMENDATIONS

1.1 It is recommended that the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree to:-

- (a) Delegate to the Highway Improvements Manager, Streets Division, Place Department, the authority to give public notice of the proposal to introduce zebra crossing facilities on Pampisford Road, Outside St Giles’ Special Educational Needs School, and subject to receiving no material

objections on the giving of public notice, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended). The proposal is shown on the attached plan numbered TH/PAMP/GILES.

- (b) 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 seeks agreement to implement a new zebra crossing facility outside St Giles' Special Educational Needs School on Pampisford Road. This will provide a formal crossing facility to help all pedestrians in the area, including pupils, parents and other visitors to this and other local schools to cross these busy roads more safely.
- 2.2 The scheme proposed in Pampisford Road is the introduction of a zebra crossing to replace an existing pedestrian refuge island. The new facility will provide a safe and convenient formal crossing point for all pedestrians, in particular the pupils, parents and visitors to St Giles' School. The need for formal crossing points near the school has been identified following observations on site and a request from St Giles' School in their travel plan. The attached plan numbered TH/PAMP/GILES shows the proposals.

3. DETAIL

- 3.1 St Giles' School has identified the need for a formal crossing facility in their Travel Plan. The proposed zebra crossing scheme is intended to help remove barriers to walking and cycling to and from the school.
- 3.2 The scheme proposed in Pampisford Road is the introduction of a zebra crossing to replace an existing pedestrian refuge island. The new facility will incorporate a central refuge island and will provide a safe and convenient formal crossing point for all pedestrians, in particular the pupils and parents of St Giles' School. Plan number TH/PAMP/GILES shows the proposal.
- 3.3 This proposal bears in mind the extent of the funds being made available by Transport for London (TfL), and consideration of the best value to be obtained from the various options available.

4. CONSULTATION

- 4.1 Informal consultation was carried out with St Giles' School through the Travel Plan process. Formal consultation will be undertaken as part of the Traffic Regulation Order making process and with respect to the Zebra Crossings 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 Cabinet Committee for a decision 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	0	0	0	0
Income	0	0	0	0
Effect of Decision				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining Budget				
Capital Budget				
Expenditure	20	0	0	0
Effect of Decision				
Expenditure	20	0	0	0
Remaining Budget	-			

2 The effect of the decision

This scheme is fully funded by Transport for London from the LIP allocation for Travel to Schools 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 of the electrical equipment under the Council's PFI street lighting contract with Skanska.

Long term future maintenance of the highways work will be carried out under the highway maintenance budget.

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 2015/16 LIP allocation for Travel to Schools.

5 Savings/ future efficiencies

There are no savings arising from this report.

Approved by: Louise Phillips Business Partner, 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 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.

Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor and Monitoring.

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 The recommendations in this report will provide school pupils and other pedestrians with a formal crossing point to help them cross Pampisford Road 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 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

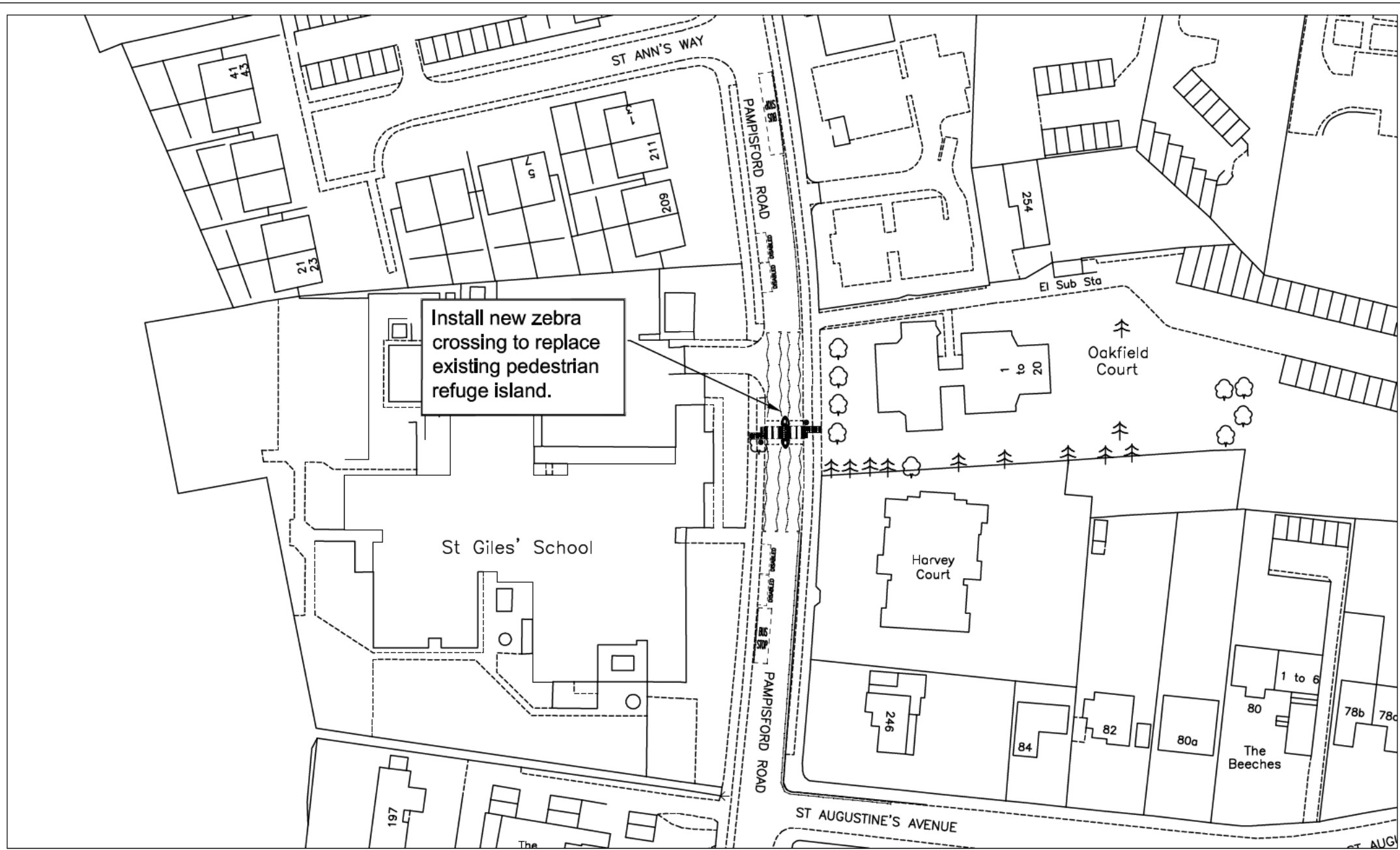
11.1 The proposal has been designed to improved access and safety of all road users including pedestrians, cyclists and local residents. The scheme is likely to be seen as a positive move by the Council and should improve residents views of the work carried out be the Borough.

12. OPTIONS CONSIDERED AND REJECTED

12.1 A signal controlled crossing was considered but rejected on the grounds that this would be too expensive and would not be the appropriate facility for this location.

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BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972: None



scheme name

ST-GILES'_SCHOOL
PAMPISFORD_ROAD

drawing title

PROPOSED_ZEBRA_CROSSING
(TO_REPLACE_EXISTING_REFUGE_ISLAND)

**CROYDON
COUNCIL**

www.croydon.gov.uk

Place Department
Streets Division
Director Steve Iles

scale

1:1000

drawn by

C_A_W

date

AUG_2015

Streets Division

drawing no.

TH/PAMP/GILES

Highway Improvements