# CHIPSTEAD VALLEY ROAD – OBJECTIONS TO PROPOSED PUFFIN CROSSING

**LEAD OFFICER:** Executive Director of Planning and Environment

**CABINET MEMBER:** Councillor Phil Thomas, Cabinet Member for Environment & Highways

**WARDS:** Coulsdon West

**CORPORATE PRIORITY/POLICY CONTEXT:**
This project addresses the following corporate policies adopted in Corporate Plan 2011-2013 and Croydon’s Draft Community Strategy 2010-2015:
- Sustainable City: Facilitating a modal shift to sustainable transport
- Connected City: Electric vehicles, cycling and walking facilities
- Caring City: Improving health and wellbeing

**LOCAL AREA AGREEMENTS (LAA) Targets:**
These are not applicable for this report

**FINANCIAL SUMMARY:**
The estimated cost of implementing the scheme as recommended in this report is £45,000 to be met from the Council’s 2012/2013 Smarter Travel (LIP) allocation for School Travel Plan Implementation Schemes.

For general release
1. **RECOMMENDATIONS**

1.1 It is recommended that the Cabinet Committee

(a) Consider the objections and comments received to the proposal to introduce a puffin crossing in Chipstead Valley Road near to its junction with Portnalls Road and also officers’ responses to those objections.

(b) Agree to the removal of one shared use residents / pay & display parking bay outside 123 Chipstead Valley Road to increase sightlines and improve safety at the proposed zebra crossing.

(c) Authorise the Executive Director of Planning and Environment to undertake any necessary statutory processes under the Road Traffic Regulations Act 1984 and the Highways Act 1980 to enable the revised proposals to be implemented. The attached plan numbered TH – 2797/PUFF shows the proposals

(d) Agree that the objectors are informed of the decision.

2. **EXECUTIVE SUMMARY**

2.1 This report is for the Traffic Management Cabinet Committee to consider the objections and comments received from residents of Chipstead Valley Road, following publication of Public Notices giving notice of the Council’s intention to introduce a puffin crossing in Chipstead Valley Road east of its junction with Portnalls Road and remove one shared use Permit/Pay and Display parking bay.

3. **DETAIL**

3.1 On 23rd November 2010 (Minute A74/10 refers), the Cabinet Committee considered objections to a proposed zebra crossing in Chipstead Valley Road and resolved to introduce a Pelican crossing instead (a puffin crossing is a type of Pelican crossing). This also included authorisation for the removal of one shared use Permit/Pay and Display parking bay from outside 123 Chipstead Valley Road and the necessary statutory procedures to be undertaken under the relevant sections of the Road Traffic Regulation Act 1984 and the Highways Act 1980. The crossing is designed to meet a need expressed by Smitham Primary School through the school travel plan process.

3.2 However, following the publication of the Public Notices on 25th July 2012, five representations were received.

3.3 All of the representations state that the main grounds for objecting is that they feel the proposed crossing is dangerous because it is located on a bend. A summary of all of the objections are shown below.

- Two of the objections are identical and state that the new puffin crossing is proposed right near a bend on a very fast road, which is extremely dangerous and they are certain a bad or fatal accident will take place on it.
“Cars often exceed 40mph on Chipstead Valley Road due to the fact it is a long, main road and feeds into the A217 and major roads which are often clear. Cars build up speed and just continue onto Chipstead Valley, then as they come round a blind turn……there is a crossing there! With people crossing! This is not in a selfish ‘Nimby’ way either, but purely for ‘safety’ reasons. The surveyor said it looks as if the crossing is too far on the bend, and when asked if he thought it was dangerous, he replied ‘yes’. A layman could see this is the worst place to put a crossing, the only major bend in a main road …where we already know cars travel at speed.”

- The third objection states that points raised previously in 2010 against the then proposed zebra crossing still stand, and if anything are more relevant. There is no way the proposed crossing can be made safe, and mentions a recent accident where a car was shunted forward and across the road into the path of oncoming traffic, where the crossing is due to go. For reference, the points made in 2010 include concerns that the proposed crossing position on a bend is dangerous, and narrowing the road will create bottlenecks of traffic and gridlock.

- The fourth objection states: “it is a stupid place to put a crossing, cars come tearing round this bend every day. There have been four separate accidents on this bend in the last few years due to cars speeding. Why can’t the council install a speed camera on this stretch of road? It would be much more effective and far less dangerous. The objector also mentions that they pay a small fortune for a parking permit and it is hard enough to park so taking away a bay certainly does not help.”

- The fifth objection states: “there is little visibility round the corner coming from Chipstead to Coulsdon, coupled with people driving very fast. We can see the benefit of a crossing but it would be safer further down the road, possibly outside the United Reform church, or nearer St Aiden’s church hall in the opposite direction. We have had a number of near misses as we are getting our children in the car as it is parked where the crossing is proposed as cars travelling over 30mph are unable to see us and therefore do not slow down. We have witnessed a number of accidents on this corner, usually late at night.”

3.4 The officers’ responses to these representations are as follows:

- Officers are confident that the design of the proposed crossing will ensure its safe operation. Traffic approaching the crossing from the west heading in the direction of Lion Green Road, will have a clear view of the signals on the offside footway from a considerable distance away. The nearside signals will be visible closer to the crossing, but still far enough away to enable the crossing to operate safely. Traffic approaching from the east will have a clear unhindered view of the signals on both sides of the road. Locating the crossing elsewhere on the straight sections of road could reduce visibility from one direction if it was just around the bend.

- The accident records indicate there have been no personal injury accidents in the last five years in the area where the crossing will be located. It is therefore unlikely that the installation of a speed camera would be justified, and such a measure would not address the issue of helping pedestrians cross the road safely.
• Overall vehicle speeds should reduce on the approaches to the crossing because it is expected that most motorists will moderate their speed before reaching the bend once they recognise that a crossing is present. Currently motorists see no reason to slow down, which may be a contributory factor in the likely damage only accidents reported by residents.

• Loss of on-street parking has been kept to a minimum as only one shared use residents / pay & display parking bay will be removed from the southern side of Chipstead Valley Road. The remainder of the crossing will be accommodated within existing sections of single yellow line restrictions, part of which operate from 9am to 5pm and part from 7am to 7pm. A short section of 7am to 7pm yellow line restriction will remain on the north side of Chipstead Valley Road. Locating the crossing elsewhere on the straight sections of road would result in the removal of several parking bays on both sides of Chipstead Valley Road, which would be likely to prove unpopular with residents.

4. CONSULTATION

4.1 The original proposal was developed in consultation with Smitham Primary School Travel Plan.

4.2 Formal consultation took place on the Puffin crossing proposal and removal of one parking bay in the form of public Notices published in the London Gazette and a local paper (Croydon Guardian). On 25th July 2012, Public Notices were published and the Council also fixed street Notices to lamp columns and posts on site to ensure that as many people as possible were aware of the proposal.

4.3 The emergency services are also sent copies of public Notices when they are published. No comments have been received.

4.4 Case law indicates that this consultation process includes a duty to consider any representations received in response to such a notice.

4.5 The Ward Councillors have been consulted on the proposals for a puffin crossing.
5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

1 Revenue and Capital consequences of report recommendations

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2 The effect of the decision
This scheme is fully funded by Transport for London from the LIP Programme and requires no Croydon funding. There are no further financial implications arising from this report.

3 Risks
There is no financial risk to the Council in the short and medium term as the proposed scheme is funded by Transport for London (TfL) and traffic signals are fully maintained by TfL.

4 Options
There are no other financial options available for this.

5 Savings/ future efficiencies
There are no savings arising from this report.

6 Approved by: Dianne Ellender, Head of Finance, Planning & Environment and central departments.
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 pelican/puffin crossings, the Council must give public notice of the proposal as required by Section 23 of the Road Traffic Regulation Act 1984 and consider any representations received in response to such a notice. Crossings introduced under Section 23 should be established in accordance with the regulations made under Section 25 of the Road Traffic Regulation Act 1984.

6.2 Removal of one shared use residents and pay and display parking bay will require the amendment of the relevant Traffic Management Order currently in place that specifies the number of parking bays in that section of highway.

6.3 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 additional staffing considerations arising from this report as the design and supervision of the works will be carried out by existing engineering staff.

7.2 Approved by Adrian Prescod, HR business partner, on behalf of the director, Human Resources & Organisational Effectiveness.

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 Chipstead Valley Road at this point.

8.2 On the southern side of Chipstead Valley Road, the removal of one shared use residents / pay & display parking bay (outside 123 Chipstead Valley Road) to enable the zig zag markings to be increased from the permitted minimum of two markings to six, will improve visibility and safety at the crossing. However, this will reduce the amount of on street parking places available for local residents and visitors.

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 such impacts arising from this report.
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BACKGROUND DOCUMENTS: Minute A40/10
Existing parking bays

Remove parking bay

Signal head positions

Install Puffin crossing with kerb build-outs to narrow carriageway