1. **RECOMMENDATIONS**

1.1 It is recommended that the Cabinet Committee:-

a) Consider the objection received to proposals to remove the speed table at the Green Lane/ Norbury Hill junction and revoking the 20mph speed limit on the approaches to the speed table and the officer responses at para. 4.2-4.6;

b) Determine whether the speed table at the Green Lane/ Norbury Hill junction should be removed and the existing 20mph speed limit in the vicinity of the speed table revoked at an estimated cost of £20,000.

c) Authorise the Head of Parking Services to make the necessary changes to the Traffic Management Orders under the Road Traffic Regulations Act 1984

d) Inform the objector of the decision.
2. EXECUTIVE SUMMARY

2.1 The purpose of this report is to consider comments and objections from the public following the formal consultation process on proposals to remove the speed table at the Green Lane/ Norbury Hill junction and to revoke the 20mph speed limit on the approaches to the speed table. Formal public notices were published on 7th December 2011 following which the public had up to 28 days to respond.

3. DETAIL

3.1 In November 2011, a report was presented to the Traffic Management Cabinet Committee on proposals to remove the speed table and revoke the 20mph speed limit near the Green Lane/ Norbury Hill junction. The report outlined the results of noise and vibrations studies as well as consultations with the emergency services, Croydon Mobility Forum, Croydon Disability Forum, Croydon Cycling Campaign and with residents of Green Lane and Norbury Hill who are directly affected by the features. The consultation document invited their views on the removal of the speed table and revoking the 20mph speed limit. Of the 52 questionnaires delivered to residents, 30 were completed and returned. This represented a 57.7% response rate which was good for this type of consultation. The breakdown of the results was as follows:

<table>
<thead>
<tr>
<th>In favour of the proposals</th>
<th>Against the proposals</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 (80%)</td>
<td>6 (20%)</td>
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</tbody>
</table>

3.2 Croydon Mobility Forum and Croydon Disability Forum were in favour of removing the speed table and 20mph speed limit. No adverse comments were received from the emergency services or Croydon Cycling Campaign.

3.3 The committee agreed to the removal of the speed table and revoking the 20mph speed limit (minute A84/11 refers) subject to no objections being received.

4. OBJECTIONS AND RESPONSES

4.1 On the 7th December 2011, the Council placed Public Notices in the Croydon Guardian, on the Council's website and on lamp columns and sign posts near the Green Lane/ Norbury Hill junction stating its intention to remove the speed table at Green Lane / Norbury Hill junction and revoke the 20mph speed limit on the approaches to the speed table. One member of the public has written to the Council to object to the proposal for their road in the following terms:

“I am writing to express my concern at the proposed revocation of the speed limit and speed table in Green Lane. This is an increasingly busy road used regularly by children from two nearby schools and I would have expected the priority for the council would be safety rather than a reduction in noise requested by certain residents. I live very close to this site and am not troubled by noise but am worried about the amount of traffic that does not adhere even to a 30mph speed limit. I hope the council will reconsider this proposal.”
4.2 As previously advised, the speed table was introduced in 2001 as a local safety scheme to resolve a personal injury collision problem at this junction. Following a petition in 2003 by residents regarding noise and vibration caused by vehicles traversing the speed table at the Green lane/ Norbury Hill junction the Traffic Management Cabinet Committee (TMCC) agreed to introduce further measures to alleviate the problem. The 20mph limit was added in 2004 to further encourage lower vehicle speeds and improve road safety.

4.3 In addition a speedvisor (speed message board) for the southbound direction and additional carriageway markings were introduced in 2004 to encourage lower speeds. In the years following 2004, a number of other measures were introduced and included a further speedvisor in the northbound direction and the provision of flexible joint filler between the speed table and the kerb to reduce the alleged impact of the vibrations suggested by residents.

4.4 There were 9 recorded collisions resulting in personal injury in the three years prior to the speed table being introduced in 2001. In the nine years since its introduction there have been 4 such recorded collisions.

4.5 Officers have recently implemented a new Automatic Number Plate Recognition (ANPR) camera covering the southbound traffic just south of the Green Lane/ Norbury Hill junction. The ANPR camera will identify the registration plates of vehicles travelling above a prescribed speed limit and display the speed limit for the road together with the vehicle’s registration number on a sign located approximately 70 metres from the camera. This is expected to encourage slower southbound speeds along Green Lane between its junctions with Norbury Hill and Maryland Road. Unfortunately, due to the number of trees along both sides of Green Lane a location closer to the Green Lane/ Norbury Hill junction could not be found. There are also two other speed indicator devices covering both approaches to the Green Lane/ Norbury Hill junction. These are also expected to encourage lower speeds along the route.

4.6 Should the Cabinet Committee agree to the removal of the speed table and 20mph speed limit, then officers will monitor the effectiveness of the new Automatic Number Plate Recognition Camera to see if consideration needs to be given to other measures.

5. FINANCIAL & RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

<table>
<thead>
<tr>
<th>Current year</th>
<th>Medium Term Financial Strategy – 3 year forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011/12</td>
<td>2012/13</td>
</tr>
<tr>
<td>£'000</td>
<td>£'000</td>
</tr>
</tbody>
</table>

Revenue Budget available
Expenditure
Income
5.2 Effect of the decision

The total cost of removing the speed table and revoking the 20mph speed limit is estimated to be £20,000, which includes the design, implementation and legal costs. This can be funded from the Council’s 2011/2012 Local Implementation Plan allocation for Corridor schemes.

5.3 Risks

5.3.1 Funding for Local Safety Schemes is provided by central government in the form of a grant and London Boroughs make a bid for this funding via Transport for London (TfL) through the Local Implementation Plan (LIP) process. This scheme was introduced in 2001 under the LIP process. TfL could therefore ask for the funding allocation to be returned however due to the time that has elapsed since implementation it is unlikely this will occur. – Low

5.3.2 Local concerns are that the road did and still sees speeding vehicles and the removal of the proposed features may allow motorists to attain higher vehicle speeds and thus lead to an increase in the number and severity of any future personal injury collisions. Therefore members will need to be mindful of the road safety implications of removal of such measures. – Medium

5.3.3 The Department for Transport have estimated that the average cost to society of a personal injury collision in an urban area is £91,810 (TfL’s report “Levels of collision risk in Greater London” (Issue 12) February 2009). There is a risk that such costs could arise if the proposed removal is agreed and implemented. - Medium

5.4 Options

The alternative option is not to remove the features.

5.5 Future savings/efficiencies

There are no financial savings or efficiencies arising from this report.

(Approved by Dianne Ellender, Head of Finance, Planning & Environment and Central departments).
6. **COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

6.1 The Solicitor to the Council comments that the Council has specific statutory powers under Section 90A of the Highways Act 1980 (as amended) (‘the 1980 Act’) allowing it to remove speed tables.

6.2 The 1980 Act is subject to the Highways (Road Humps) Regulations 1999 (which encompasses speed tables as well as road humps). Under the aforementioned Regulations a consultation process for the removal of speed tables is not required although it may be considered good practice.

6.3 However, in considering this proposal the Council must also be mindful of it’s obligations under section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety.

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 considerations arising from this report.

7.2 (Approved by: Chris Baldwin, HR Business Partner, on behalf of the director, Workforce and Community Relations).

8. **EQUALITIES IMPACT**

8.1 An Initial Equalities Impact Assessment has been undertaken and indicates that the aims of measures proposed in this report have a positive impact such that a full impact assessment is not required. The response received from the Disability Forum and Mobility Forum representative also suggests that they would be in favour of the removal of the features.

9. **ENVIRONMENTAL IMPACT**

9.1 The removal of the speed table is expected to reduce the instances of noise and vibrations experienced by residents.

10. **CRIME & DISORDER REDUCTION IMPACT**

10.1 There are no such considerations arising from this report.
Removal of existing 75mm high speed table and 20mph signs on approaches to the speed table.