

Cabinet Member for Environmental Sustainability and Regeneration:

Date: 04th October 2019

Agenda item: N/A

Wards: Raynes Park Ward

Subject: Cambridge Road – Proposed Uncontrolled Crossing

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration Environment & Housing

Forward Plan reference number: N/A

Contact Officer: Abobaker Abdalla 0208545 3690

Email: Abobaker.Abdalla@merton.gov.uk

Recommendations:

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the result of the statutory consultation that was carried out between 6th and 27th September 2019 on the proposed safety and accessibility improvements on Cambridge Road near Hollymount School. A copy of the consultation document is attached in Appendix 2. Details of the proposed measures are set out in section 3 of this report and shown on plan No. Z35-275-01 attached in Appendix 1.
- B) Considers the representation (against the proposed removal four parking bays) received in response to the statutory consultation.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed measures as shown in the plan No. Z35-275-01 attached in Appendix 1 and as set out in section 3 of this report.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report sets out the details of the proposed uncontrolled crossing on Cambridge Road near its junction with Lambton Road. It also set out the result of the statutory consultation carried out on certain aspects of the proposed Road Safety and Accessibility Improvement scheme. This report seeks Cabinet Member's approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed measures as shown in Drawing No. Z35-275-01 attached in Appendix 1.

2. BACKGROUND

2.1 Cambridge Road is a two-way single carriageway subject to a 20mph speed limit and it is traffic calmed. It is a residential road and accommodates the Hollymount School and a park (Holland Garden). As part of the borough's annual rolling programme for School road safety, in discussions with the school, the Council was asked to consider a zebra crossing within the vicinity of the school.

2.1 The Council carried out the appropriate necessary surveys to determine the viability of a zebra crossing. According to the data collected, the identified area does not meet the criteria for a zebra crossing. It is, however, acknowledged that an alternative form of improvement would be beneficial to vulnerable roads users including the school. Following a consultation with the Ward Councillors, officers prepared a road safety design to address road safety concerns and improve road user perception.

3. PROPOSED MEASURES

- 3.1 To improve accessibility, safety and sightlines along Cambridge Road, it is proposed to introduce an uncontrolled crossing in form of a speed table near Hollymount School. To facilitate this informal crossing and to ensure improved sightlines, it is necessary to prevent parking on approach to and on the actual speed table. To facilitate this, it was initially proposed to extend the existing school keep clear zig zag markings and some single yellow line restriction which means the loss of four parking bays. See plan No. Z35-275-01 attached in Appendix 1.
- 3.2 Please note that there is amendment to the above proposed measures in terms of the parking restriction. The amendments are set out in section 4.3 below and shown on plan in Appendix 2.

4. CONSULTATION

- 4.1 To remove the parking by introducing the necessary single yellow lines and the school keep clear at the proposed crossing area (as per plan in appendix 1), a statutory consultation was carried out between 6th of September and 27th September 2019. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 2, was also circulated to all those properties included within the consultation area. (Cambridge Road between Lambton Road and Pepys Road).
- 4.2 One representation (attached in appendix 3) was received against the proposed parking restrictions within the proposed crossing area. The restriction proposed to ensure improved sightlines and safe manoeuvres at the entire section of the crossing.
- 4.2 All Emergency Services have been consulted and no objections have been raised.
- 4.3 Due to an oversight whereby it was not noted that the existing yellow line that was going to be extended only operates 11am to noon, which would do nothing to safeguard sightlines and safety, it became necessary to undertake the statutory consultation to convert the previously proposed single yellow line with double yellow lines. Additionally, the previously proposed extension of the existing school KEEP Clear zig zag markings exceeds DfT guidelines and an exemption could not be obtained. It is, therefore, necessary to introduce double yellow lines instead. The statutory consultation for this amendment will take place between 4th – 25th October 2019 and the results will be reported accordingly. The amendments are set out in plan attached as appendix 2.

5.0 RECOMMENDATIONS

- 5.1 It is recommended that the Cabinet Member considers the representations received against the proposed single yellow lines and school keep clear within the crossing area along with officer's comments and approves the making of the Traffic Management Order and the implementation of the proposed speed table and relevant parking restrictions. If agreed the works will be carried out during October 2019 half term.
- 5.2 It is envisaged that the proposed measures will improve pedestrian accessibility, lower vehicular speeds and improve perception of safety.

6.0 ALTERNATIVE OPTIONS

- 6.1 Do Nothing. This however, will do nothing to address accessibility and safety concerns; speed and perception of safety as experienced by all road users including the local residents and the school. These measures are in line with the borough's annual programme for road safety and accessibility outside schools.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing this scheme is estimated at £30k. This includes the cost of the statutory consultation; making of the relevant Traffic Management Orders and civil costs.
- 7.2 The cost of this scheme will be funded from TfL Capital allocation for 2019/20.

8.0 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 Introduction of waiting restrictions would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended) and the Speed Table will be made under the Highways Act 1980. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a Traffic Management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.

9.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of any scheme endeavours to meet the needs of all road users particularly the more vulnerable such as those with disabilities and children.

10. CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11.0 ENVIRONMENTAL IMPLICATIONS

- 11.1 Before reaching a decision to make the necessary Traffic Management Order to implement any scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 11.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

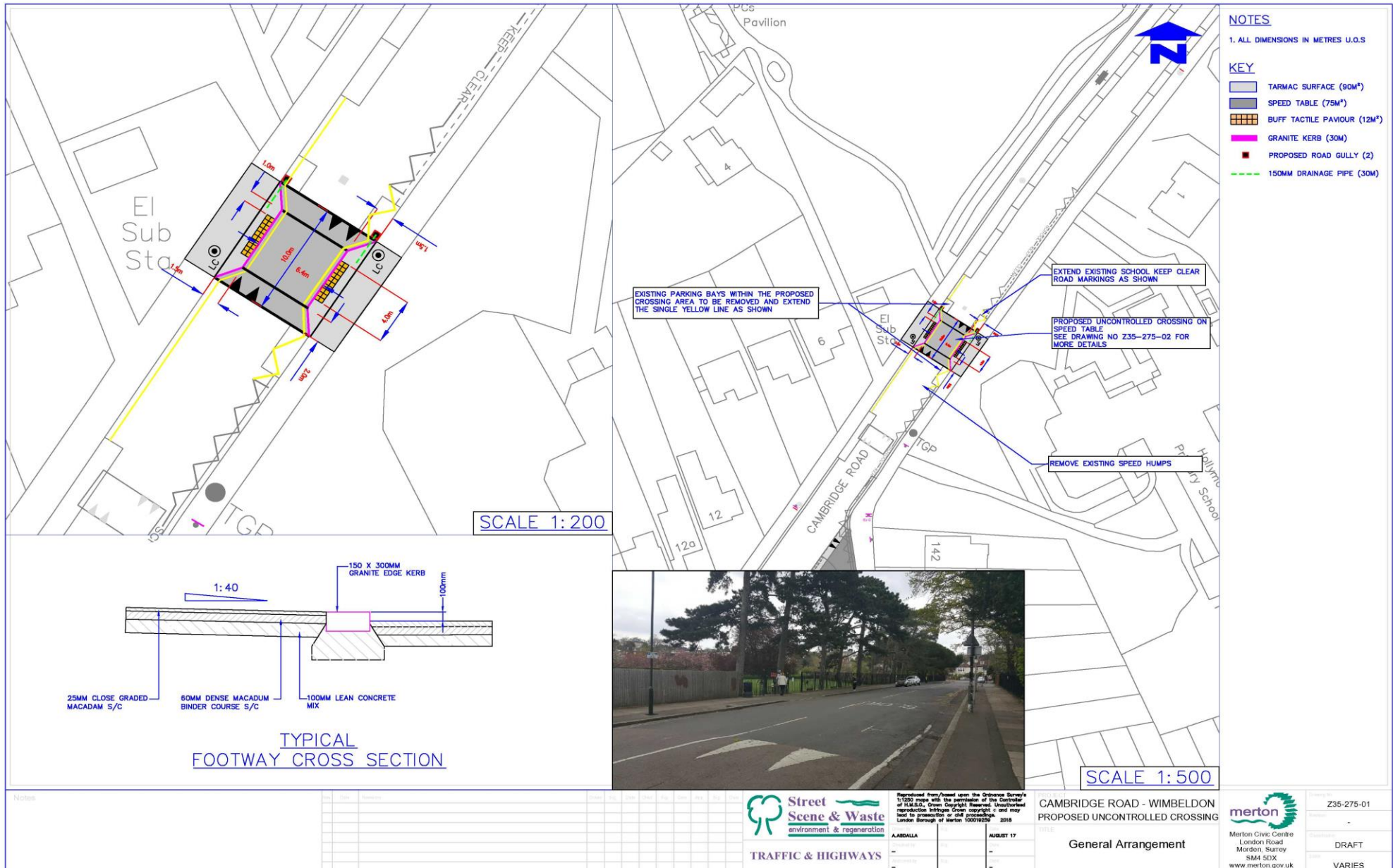
APPENDICES

The following documents are to be published with this report and form part of the report.

Appendix 1 – Newsletter & Plan of proposals Z35-275-01

Appendix 2 – Amended plan

Appendix 3 – Representations



Proposed Uncontrolled Crossing Cambridge Road



ISSUE DATE : 06 SEPTEMBER 2019

Dear Resident

The purpose of this newsletter is to inform you that the Council investigated the possibility of a zebra crossing that would provide a controlled crossing; however, since the criteria for a zebra crossing cannot be met, the council is proposing an alternative in the form of a speed table that could serve as an informal crossing. The details of the proposed speed table is set out on the plan overleaf.

The introduction of the uncontrolled crossing as shown on the plan would involve:-

1. The removal of the existing speed humps
2. The installation of a speed table
3. The removal of four parking bays
4. The introduction of single yellow lines and school keep clear markings

The introduction of the above proposed measures (points 1-4) require a statutory consultation.

What happens next

A Notice of the Council's intention to introduce the above proposed measures will be published in the local newspaper and posted on lamp columns in the vicinity. All comments must be in writing by e mailing Traffic.AndHighways@merton.gov.uk or write to **Environment & Regeneration Department, futureMerton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX**. All comments must be received no later than **27th September 2019** quoting reference Cambridge Road Crossing.

Upon the completion of the consultation, all representations will be reported to the Cabinet Member for a final decision.

Please note that no response will be made to any representations until after a decision is made by the Cabinet Member.

You will receive an update in due course and the website will be updated accordingly.

A copy of the Notice and plan identifying the area affected by the proposal can be inspected at Merton Link, Merton Civic Centre and at Raynes Park library Approach Rd, Raynes Park, London.

www.merton.gov.uk

This information can also be viewed on our website using the following link. www.merton.gov.uk/cambridge_crossing, If you require further information, email. Traffic.AndHighways@merton.gov.uk

RAYNES PARK WARD COUNCILLORS

Cllr. Adam Bush Tel. 0208 545 3396
Email: adam.bush@merton.gov.uk

Cllr. Omar Bush Tel. 020 8545 3396
Email: omar.bush@merton.gov.uk

Cllr. Stephen Crowe Tel. 07931 650 424
Email: stephen.crowe@merton.gov.uk

Cllr. Martin Whelton
Cabinet Member for Regeneration, Housing and Transport.
Tel: 020 8545 3425
Email: martin.whelton@merton.gov.uk

(The contact details of ward cllrs are provided for information purposes only)

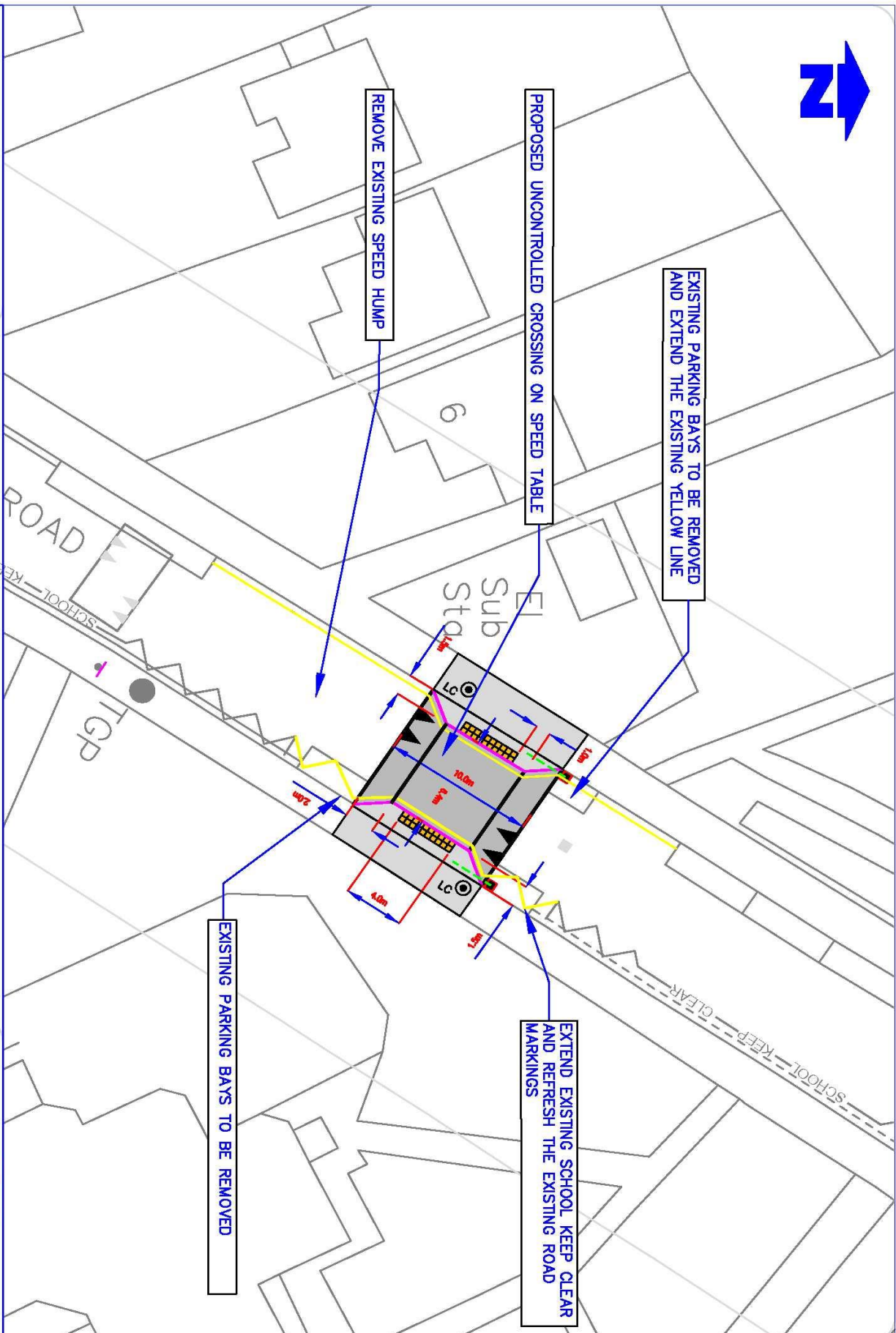
Request for document translation

PROPOSED UNCONTROLLED CROSSING - CAMBRIDGE ROAD
If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- Albanian Nëse ju nevojitet ndonjë pjesë e kësaj dokumenti e shpjeguar në gjuhën amtare ju lutemi shprehni kërkesën dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- Bengali এই নথির কোন কোন অংশের বিষয়ে ব্যাখ্যা চাইলে, যা যাচাই করার (আমি) বিবেচনা করে, দিই নিলে বা করে যা যাচাই করে নেওয়া যায়। এই অনুরোধটি বিবেচনা করে যোগাযোগ করুন।
- French Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
- Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명받아야 한다면, 상지속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.
- Polish Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć odpowiedni punkt i skontaktować się z nami drogą listowną lub telefoniczną pod poniższymi danymi adresowymi lub numerem telefonu.
- Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contactar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
- Somali Haddii aad u baahan tahay in qayb dukaumentigan ka mid ah luqadaha sharciga laqaddaada, fadlan sax ku calaamadee sarduuqa oo ragula soo xiriir waqoqad ama telefoon adigoo ixtimaalaya macluumaadka halcan hoose ku yaalla.
- Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
- Tamil இது திட்டமிடல்கள் தொடர்பான தகவல்கள் மற்றும் கேள்விகளுக்கு விடையளிப்பதற்கும், பதிலளிப்பதற்கும் உரிய பகுதிகளை குறிப்பிட்டு, கீழ்க்கண்ட விவரங்களைப் பயன்படுத்தி தொடர்பு கொள்ளுங்கள்.
- Urdu اگر آپ کو اس دستاویز کے کسی حصے کی تشریح یا وضاحت کی ضرورت ہے تو براہ کرم اس دستاویز کے نیچے دیئے گئے معلومات کو استعمال کرتے ہوئے ہمیں لکری یا فون پر رابطہ کریں۔

Large print Braille Audiotope

Your contact: Name..... Address..... Telephone.....	Abobaker Abdalla, Merton Civic Centre, London Road, Morden, SM4 5DX
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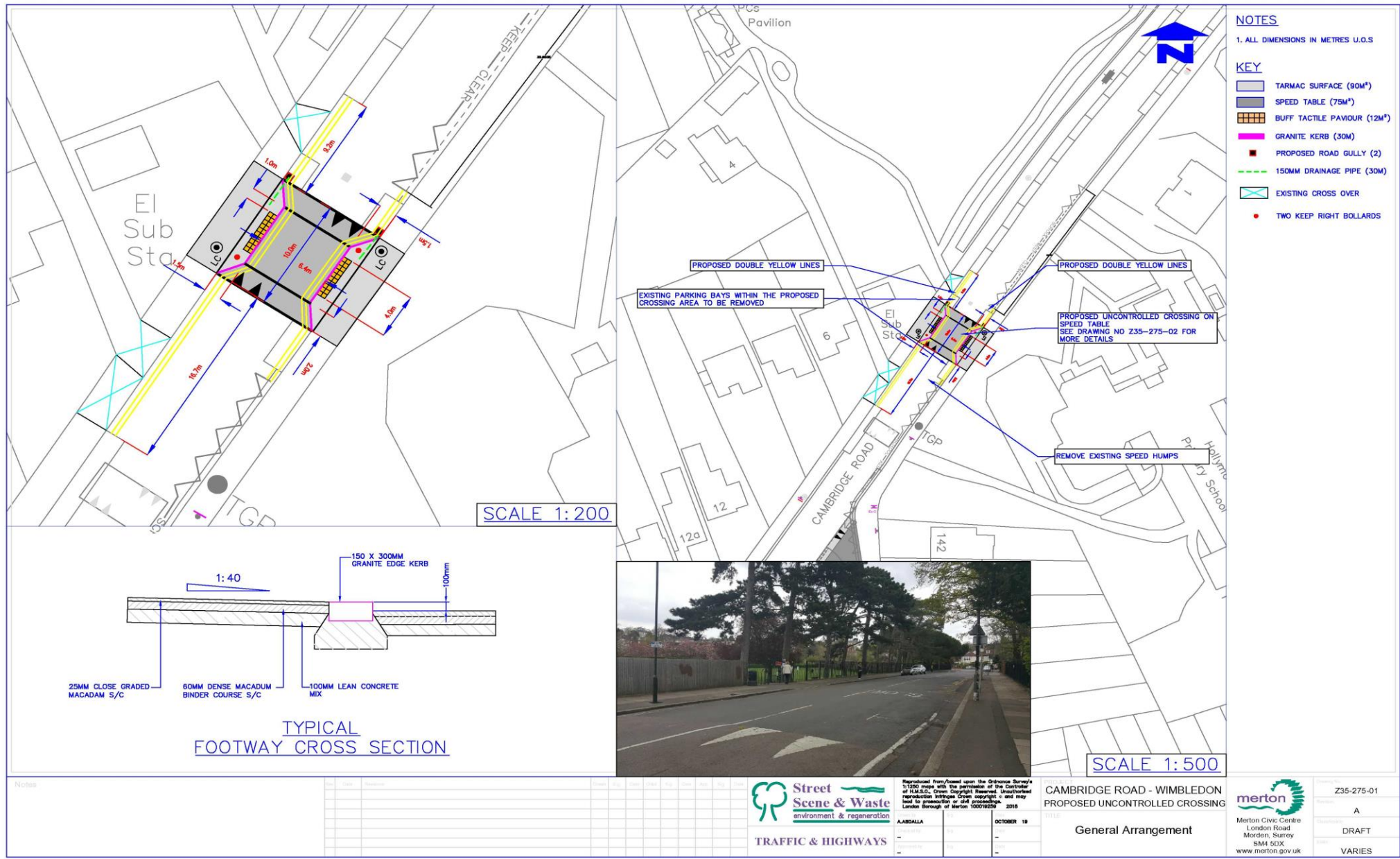


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CAMBRIDGE ROAD - UNCONTROLLED CROSSING



Z351275/001



No Address was provided

Cambridge Road Crossing - opposition to speed ramp and loss of parking space near the school - comments in confidence. In a leaflet dated 6 September 2019 Merton Council advise of their intention to create a speed table in Cambridge Road and require comments by 27 September 2019.

My comments in opposition to the loss of parking spaces are as follows:-

1. Merton state that the information can be obtained using the link http://www.merton.gov.uk/cambridge_crossing. I have tried that link today (22 Sept.) and yesterday. The page does not exist. A search of Merton's website under Cambridge Crossing and also under Cambridge Road Crossing does not reveal any relevant result. This handicaps any informed comment to the advantage of Merton Council.
2. Existing speed tables are excessively difficult to cross at any speed and make ambulance journeys uncomfortable.
3. A speed table is a further handicap to smooth riding all year for the sake of a school's perceived needs and for which it cannot even justify a zebra crossing.
4. Parking space is being lost close to the school.
5. The unintended consequences of losing parking space is that some parents of children, for whom the alleged benefit will accrue, will revert to parking across residential driveways close to the school, an issue largely alleviated by the introduction of restricted parking that removed commuters from the street a couple of years ago, leaving the space available to the parents.
6. The council has never taken effective action against cars delivering children to Hollymount school illegally parking across residential driveways near this school.
7. Money spent on so-called safety improvements in 2010 was wasted and this will be further expenditure of limited benefit to children's safety. For example, for an entire year one parent delivered his child to school by parking on the double yellow lines at the corner of Lambton Road and Cambridge Road (west-side) where the road was narrowed specially to "improve safety". No action was ever taken despite it being in full view of one of the school gates.
7. No authority has ever taken effective action against illegal/dangerous parking at the Lambton Road/Cambridge Road junction by parents delivering their children to school.
8. There is a large car park plus extensive frontage to Hollymount school which could be adapted to provide a safe drop-off area for children. This is used solely by teachers at present which seems at odds with the Mayor of London's campaign to reduce car commuting to work and the school's occasional exhortations to parents to walk to school.
9. Parents should do more to safeguard their own children. Indeed, the main road hazard to children arriving at school safely is caused by other parents' parking. Leaving school, not only do they run the gauntlet of parked and parking cars but some of the parents of children attending Hollymount do not accompany their children closely when crossing the road and once on the pavement allow them to hurtle ahead of them on scooters across driveways and into pedestrians. Many of the children doing this are too small to be seen above a hedge, wall, or parked car and such behaviour does not make children traffic-aware, a necessary social skill. Providing a speed ramp across such a quiet road as Cambridge Road (witness the inability to justify a zebra crossing), already protected by 2 speed ramps, only serves to encourage unsafe behaviour in the children and their parents.

Officer's Comment

- The web site address for this consultation http://www.merton.gov.uk/cambridge_crossing is a correct link and has been operational since the start of the consultation. It appears that the objector did not use the correct link.
- All Emergency Services have been consulted and no objections have been raised.
- The Council investigated the possibility of a zebra crossing that would provide a controlled crossing; however, since the criteria for a zebra crossing cannot be met, the council is proposing an alternative in the form of a speed table that could serve as an informal crossing. Such a facility elsewhere has proven successful elsewhere in the borough and across other local authorities. Infact it is considered that this will encourage pedestrians to use one point of crossing rather than attempt to cross at various lengths of the road. With all the appropriate road markings and signage, motorists will also be aware of pedestrians crossing the road.
- Following random parking surveys during off peak periods, it has been concluded that there is sufficient parking capacity and residents will not be affected by the loss of parking. Off peak surveys were taken as we are only concerned about loss of parking to residents rather than the school generated traffic.

- The Council works with and supports schools with developing and maintaining their school travel plan which aims at reducing car use and road safety. Infact this school has achieved a Gold status in their travel plan. We also provide road safety education and training. Once this feature is implemented, the Council will provide training encouraging pupils and parents to use this point of crossing appropriately.
- Other parking enforcement issues will be reported to Parking Services who are responsible for enforcement.

