

# **Committee: Street Management Advisory**

**Date:** 15<sup>th</sup> January 2007

**Agenda item:**

**Wards:** Cannon Hill

**Subject:** Hillcross Avenue - results of informal consultation on proposed Safer Routes to School Scheme

**Lead officer:** Richard Rawes, Director of Environment & Regeneration

**Lead member:** Councillor Tariq Ahmad

**Key decision reference number:** N/A

## **Recommendations:**

---

That the Committee considers the issues detailed in this report and recommends that the Cabinet Member:

1. Note the results of the informal consultation carried out in November 2006 on a series of measures detailed in section 4 of this report.
2. Agrees to undertake a formal consultation on
  - The introduction of a new zebra crossing on a 10m-speed table with fifty metres of anti-skid surfacing either side, as detailed on drawing number Z80-31-04 Rev 5.
  - The introduction of double yellow lines in Hillcross Avenue at its junctions with Ashridge Way and Monkleigh Road.
3. Agrees to exercise his discretion not to hold a public inquiry.

## **1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT**

- 1.1 This report details the results of the informal consultation carried out in November 2006 on proposals to introduce the measures as detailed in section 4 of this report. It recommends that a formal consultation is undertaken regarding the introduction of:
  - The introduction of a new zebra crossing on a 10m-speed table with fifty metres of anti-skid surfacing either side, as detailed on drawing number Z80-31-04 Rev 5 attached as appendix 1.
  - The introduction of double yellow lines in Hillcross Avenue at its junctions with Ashridge Way and Monkleigh Road as detailed on drawing number Z80-31-04 Rev 5 attached as appendix 1.
- 1.1.2 In addition to the above listed proposed measures, other measures that do not require formal consultation are proposed to compliment the aforementioned measures:
  - Two new pedestrian crossing ahead/humped crossing yellow backed signs. The high visibility of these signs will inform drivers approaching the new feature ahead.

- Existing traffic islands between Nos. 113 and 125 Hillcross Avenue are to be upgraded with 'look Right' and 'Look Left' road markings. This will raise the awareness of pedestrians crossing the carriageway and will be of sufficient width to safely protect those with a push chair or wheel chair users.
- New 'SLOW' road marking outside Nos. 161 and 168 Hillcross Avenue.

## **2. DETAILS**

- 2.1 As part of the Council's Safer Routes to School programme, and as a result of the Hillcross Avenue Primary School implementing a School Travel Plan, Hillcross Avenue was identified as a road that would benefit from the implementation of the proposed controlled crossing facility. This proposal is funded by Transport for London through the Safer Routes to School programme. Within their SRTS Travel Plan, Hillcross Avenue Primary School have highlighted a safety concern for their pupils crossing Hillcross Avenue between Nos. 109 and 207 Hillcross Avenue.
- 2.2 Hillcross Avenue is a local distributor road that serves as a link between Lower Morden and Morden Town Centre. The length of Hillcross Avenue is predominately residential with 442 dwellings. Hillcross Avenue Primary School is located off Hillcross Avenue between the junctions of Monkleigh Road and Ashridge Way.
- 2.2 The objective of the proposed measures is to provide a safe crossing facility for pedestrians particularly school children. It should be noted that this is not a local safety measure but forms part of the Safer Route to School scheme designed to complement the school travel plan and therefore, subject to different funding and criteria. Furthermore, it would improve general safety particularly for the vulnerable road users.

## **3. PROPOSALS**

- 3.1 To address the concerns raised within the school travel plan a series of measures has been developed. These are listed below: -
- The introduction of a new zebra crossing on a 10m-speed table with fifty metres of anti-skid surfacing on both approaches. The anti-skid will assist vehicle in slowing down and stopping quickly.
  - The introduction of double yellow lines in Hillcross Avenue at its junctions with Ashridge Way and Monkleigh Road. This will improve sightlines, access and will assist pedestrians to use the dropped kerb at these junctions.
  - Two new yellow backed signs: pedestrian crossing ahead/humped crossing. The high visibility of these signs will inform drivers approaching the new feature ahead.
  - Existing traffic islands between Nos. 113 and 125 Hillcross Avenue are to be upgraded with 'look Right' and 'Look Left' road markings. This will raise the awareness of pedestrians crossing the carriageway
  - New 'SLOW' road marking outside Nos. 161 and 168 Hillcross Avenue.

- 3.2 Due to limited funding, resources and the new targets set by Transport for London (TfL), it is necessary to concentrate our resources on casualty reduction - it is necessary to prioritise roads according to reported personal injury accident figures. This is to say that only personal injury (PI) accidents can be considered and investigated. According to the personal injury accident records provided by TfL, over the last 3 years there have been two reported and confirmed personal injury accidents in Hillcross Avenue. One serious accident occurred on 13 September 2004 approximately 30 metres southwest of the Hillcross Avenue / Monkleigh Road junction involving a driver losing control and hitting a number of stationary vehicles. The other accident occurred on 11 December 2004 approximately 54 metres northeast of Hillcross Avenue junction with Monkleigh Road when two passengers on a bus were slightly injured.
- 3.3 Compared to the higher number of personal injury accidents on other roads in the Borough, it is difficult justifying any extensive traffic calming measures along Hillcross Avenue at present. However, the Council will continue to monitor the area and take the appropriate action if and when necessary.
- 3.4 The proposed measures were discussed with the Ward Councillors and at the request of one of the Ward Councillors the proposed measures were modified so as to accommodate a proposed 20 mph zone along this section of Hill Cross Avenue. At a meeting with the bus operators and the Police, officers were informed that the Police would insist on the proposed 20mph zone to be self enforcing which would entail a number of speed reducing features which would not be supported by the bus operators and the emergency services. In addition to this the available funds was not sufficient to accommodate the extra features.
- This concept of 20mph was also supported by the Cabinet Member. However, due to the fact that this proposed measure was simply to provide a safe controlled crossing facilities, it was agreed to undertake the informal consultation on that concept.

#### **4. RESULT OF INFORMAL CONSULTATION**

- 4.1 The informal consultation commenced on 30<sup>th</sup> October 2006 and concluded on 17<sup>th</sup> November 2006. A public consultation document (attached as appendix 3) comprising of a description of the proposed scheme, a plan, a questionnaire and a 'pre-paid' reply card was delivered to 136 dwellings in the area. The consultation documents were also available at the Civic Centre and on the Council's web site.
- 4.2 A public exhibition was also held at the Bow Lane Scout Centre on 8<sup>th</sup> and 11<sup>th</sup> November 2006, which was not well attended by the general public.
- 4.4 The public consultation resulted in the response rate of 39.7%, which is considered good. Of this 77.8% supported the proposed zebra crossing with a 68.5% in favour of the crossing on a speed table. As it can be seen that there is a strong support from those who responded for the implementation of the proposed measures.
- 4.5 The questions posed and the responses received are noted in the table below. For full details of the results see appendix 2. The reply cards also offered the opportunity for residents to make general comments about the proposals. These have been summarised in appendix 2 along with Officers comments.

4.6 At a recent Traffic Liaison Meeting the proposals were put before the Emergency services agreed to the installation of the proposed scheme.

Table 1:

RESIDENT	BUSINESS	UNSURE	Are you in favour of the proposed zebra crossing?					
			YES	NO	NO RESPONSE	% YES	% NO	% NO RESPONSE
52	0	2	42	8	4	77.8%	14.8%	7.4%

NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	Are you in favour of the proposed zebra crossing on a speed table?					
			YES	NO	NO RESPONSE	% YES	% NO	% NO RESPONSE
136	54	39.7%	37	16	1	68.5%	29.6%	1.9%

## 5. OFFICERS' RECOMMENDATION

- 5.1 As it can be seen, there is considerable support for the proposed measures by those who have returned the questionnaires. It is, therefore, recommended that a formal consultation be carried out on the proposed measures.
- 5.2 If agreed the formal consultation will be undertaken immediately. These measures include: -
- A new zebra crossing on a 10m-speed table with fifty metres of anti-skid surfacing either side, as detailed on drawing number No. Z80-31-04 Rev 5.
  - Double yellow lines in Hillcross Avenue at its junctions with Ashridge Way and Monkleigh Road.
- 5.3 In addition to the above listed proposed measures, it is recommended that approval be given for the immediate implementation of the following aspects of the proposal that do not require formal consultation :
- Two new pedestrian crossing ahead/humped crossing yellow backed signs. The high visibility of these signs will inform drivers approaching the new feature ahead.
  - Existing traffic islands between Nos. 113 and 125 Hillcross Avenue are to be upgraded with 'look Right' and 'Look Left' road markings. This will raise the awareness of pedestrians crossing the carriageway and will be of sufficient width to safely protect those with a push chair or wheel chair users.
  - New 'SLOW' road marking outside Nos. 161 and 168 Hillcross Avenue.
- 5.4 It is considered that the proposed measures will provide a safer environment for all road users, particularly vulnerable road users such a school children.

## **6 ALTERNATIVE OPTIONS**

- 6.1 An alternative option would be to abandon the proposed scheme and do nothing. However, this would be contrary to the support from the majority of respondents within the consultation area and would not resolve the crossing difficulties for the school pupils.
- 6.2 Another option would be to introduce the requested 20mph zone; this, however, would be contrary to the objections raised by the emergency services and the bus operators. This option would also have financial and time implications in that there is insufficient funding available and that all available funds must be spent by March 2007 and a further public consultation on a 20mph zone would not meet the required time frame.

## **7 STRATEGIC ROUTE IMPLICATIONS**

- 7.1 As Hillcross Avenue does not form part of the 'Strategic Road Network, the Council will not need to inform the Network Assurance Team at Transport for London.

## **8 FINANCIAL IMPLICATION**

- 8.1 The cost of implementing the proposals shown on drawing No. Z80-31-04 Rev 5 (including the publication of Draft Orders) is estimated at £35,000. This does not include staff costs.
- 8.2 The cost of implementing the proposals will be funded from the 'School Travel Plans' Capital allocation received from Transport for London.

## **9. LEGAL IMPLICATIONS**

- 9.1 These proposals are being dealt with under the The Road Traffic Regulation Act 1984. The overriding obligation when exercising any function under the 1984 Act is to do so in such a way as to secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate facilities on and off the highway and so far as practicable having regard to:
- (a) The desirability of securing and maintaining reasonable access to premises;
  - (b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - (c) The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - (e) Any other matters appearing to the local authority to be relevant.

- 9.2 Traffic Management Orders for the proposed double yellow lines would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). 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 in a local newspaper and the London Gazette). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 9.3 The proposed junction speed table can be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended). A Notice must be published detailing the proposals, and a minimum of 21 days to invite representation. No Order is required.
- 9.4 In this case the council believes that 9.1(a) above and 9.1 (d) are satisfied by these proposals. The relevant matters in 9.1(d) is the implementation of the Safer routes to School Programme.

## **10. HUMAN RIGHTS & EQUALITIES IMPLICATIONS**

- 10.1 The implementation of the proposals will affect all sections of the community, improving safety for all road users, especially school children. As a result it would achieve the transport planning policies of the Government, the Mayor for London and the Borough.
- 10.2 The Council has carried out a public consultation, which gave the local community the opportunity to air their comments. The proposed formal consultation will give the local community a further opportunity to forward their comments.

## **11. RISK MANAGEMENT and HEALTH AND SAFETY IMPLICATIONS**

- 11.1 If this scheme is approved, the road safety implications and the risks to those undertaking construction and maintenance will be fully considered at each stage of the design process, from the preliminary design included with this report to the detailed design that will be used for construction.
- 11.2 To consider the road safety implications, Safety Audits will be undertaken by external consultants broadly in accordance with the Highways Agency design note on Road Safety Audits.
- 11.3 The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, 'Managing Health and Safety in Construction', published by the Health and Safety Commission. The Planning Supervisor appointed for this scheme is F.M.Conway Ltd.
- 11.4 The risks that have been identified during the preliminary design stage, and the measures that have been implemented to manage them, are detailed in the table below.

## Management of Health and Safety Risks

Risk	Measures to Reduce Risk	Information on Residual Risk Passed To
Possible risk to pedestrians/school children during construction stage of scheme as a result of large pedestrian movements generated by the school	Certain aspects of the scheme will need to be implemented during the school holiday period to reduce risk to pedestrians, and possibly after the morning peak	<ul style="list-style-type: none"><li>• Highways Project Officers undertaking detailed design</li><li>• Planning Supervisor</li></ul>
It is appreciated that Cyclists are potentially at speed tables.	None, as the risk to cyclists is considered to be minimal.	<ul style="list-style-type: none"><li>• N/A</li></ul>

### **Appendices – the following documents are to be published with this report and form part of the report**

Appendix 1 – Plans of Proposals – Drawing No. Z80-31-04 Rev 5 (on display)

Appendix 2 – Comments and Officer Responses

Appendix 3 – Informal consultation document & area of consultation

**Background Papers** – the following documents have been relied on in drawing up this report but do not form part of the report - N/A

### **Contacts**

Report author:

- Name: Richardo Mckenley
- Tel: 020 8545 3960
- email: richardo.mckenley@merton.gov.uk

Meeting arrangements - Democratic Services:

- email: [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk)
- Tel: 020 8545 3356/3357/3359/3361/3616

All press contacts - Merton's Press office:

- email: [press@merton.gov.uk](mailto:press@merton.gov.uk)
- Tel: 020 8545 3181

London Borough of Merton:

- Address: Civic Centre, London Road, Morden, SM4 5DX
- Tel: 020 8274 4901

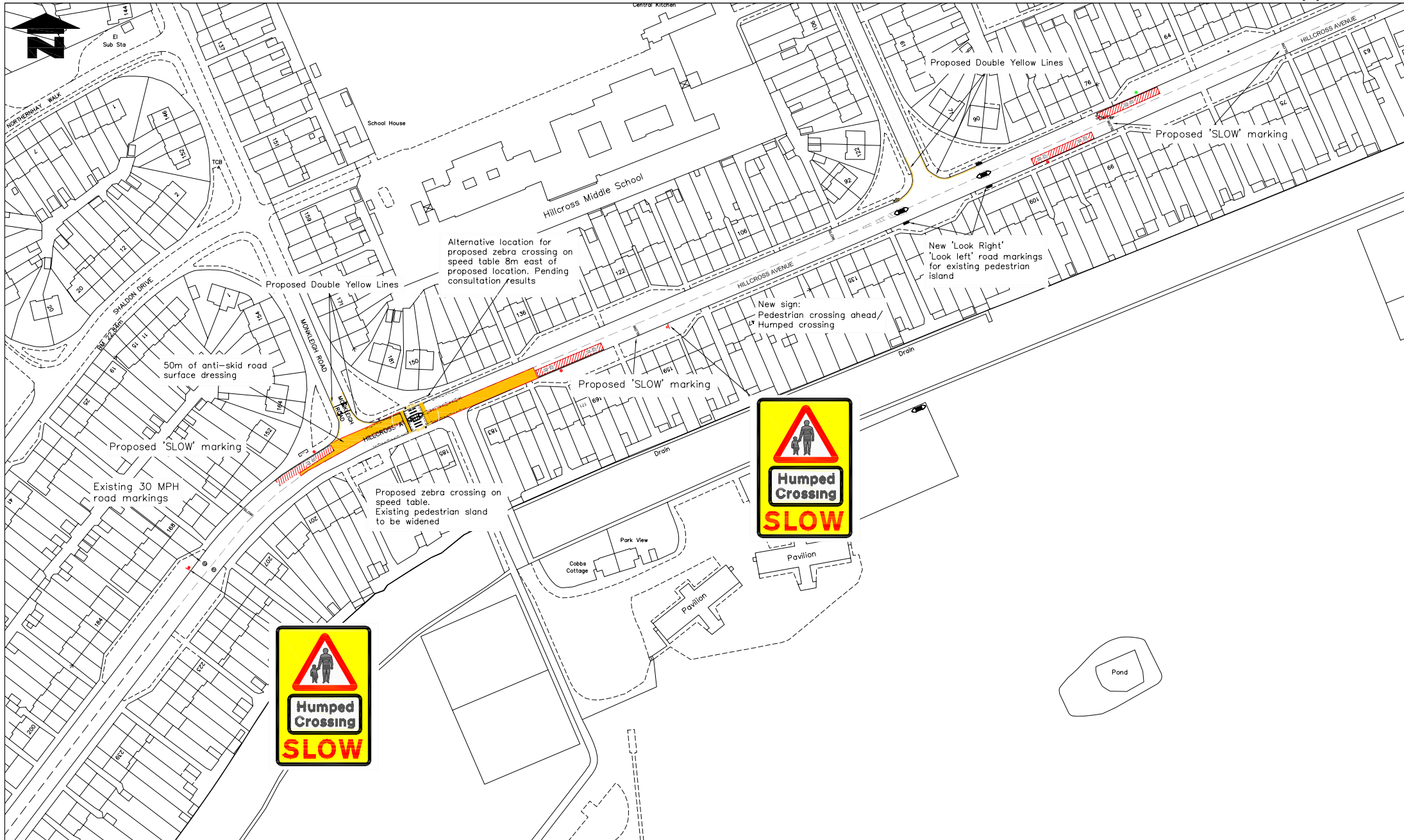
### **Useful links**

Merton Council's Web site: <http://www.merton.gov.uk>

Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council's and third party linked websites.

<http://www.merton.gov.uk/legal.htm>

This disclaimer also applies to any links provided here.



Notes

Rev.	Date	Revisions

Drawn	Stg.	Date	Chk'd.	Stg.	Date	App.	Stg.	Date

**Street Management**  
environment & regeneration

**TRAFFIC & PARKING**

Reproduced from based upon the Ordnance Survey's 1:2500 maps with the permission of the Controller of H.M.S.O., Crown Copyright Reserved. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Merton 1000119299

Drawn by	Stg.	Date
Checked by	Stg.	Date
Approved by	Stg.	Date

PROJECT Hillcross Avenue

TITLE Safer Routes to School Preliminary Proposal

**merton**  
London Road Morden, Surrey SM4 5DX  
www.merton.gov.uk

Drawing No.	Z80 - 31 - 01
Revision	5
Classification	DRAFT
Scale	1:1000 on A2



## Appendix 2

Enquiry No	Comments
22007473	No Comments
22007474	Why not introduce a 20mph speed limit together with speed cameras
22007511	No Comments
22007512	No Comments
22007529	No Comments
22007636	No Comments
<b>Ashridge Way</b>	
22007544	No Comments
22007436	If parking is to be restricted by yellow lines, this will give us concern as to when we use the alleyway off Hillcross Ave. As it is now we have very poor vision when exiting alleyway. Maybe a viewing mirror can be arranged. It may seem to other road users that alley is not used but my wife does and we have tried to keep clear as best we can.
22007454	No Comments
<b>Hillcross Avenue</b>	
22007472	Speed ramps on slow markings
22007451	No Comments
22007490	No Comments
22007574	Wants something down about cars speeding down Hillcross Avenue
22007705	Parents make it difficult for other traffic during school times
22007491	No Comments
22007565	Why wasn't it possible to hold public consultation at Hillcross School
22007510	Agrees with zebra crossing but the problem is at night cars travel 50 - 60 mph down the road. Cameras are needed on the road. Speed humps don't work
22007450	Hillcross Ave suffers an ongoing problem with speeding vehicles. Surely speed cameras at the proposed location of the zebra crossing would have a 24hr, 7 days a week effect on speed reduction & safety. In any case, few children cross the road here. Another benefit of speed cameras is that they don't reduce available parking in our area. We have a real problem of cars and large vans parking too close to the edges of our shared drive such that we cannot see when turning out into Hillcross Avenue. Your proposal would reduce available parking & thereby reduce our safety.
22007545	Wants spot speeding checks as was done about 10 years ago
22007446	In the past 15 months this road has been closed down on at least 3 occasions due to serious accidents. Speed is the worst factor of this road and any device to slow down cars would deter fatalities. I have witnessed car driven by males, usually under 25 at fast speeds overtaking vehicles at dangerous speeds with reckless and dangerous manoeuvres. As a parent of young children I would also like to see speed cameras to catch those perpetrators.
22007471	Please don't wait until a greater accident happens. To build this zebra crossing there are many drivers driving at more than 30mph on this road and in particular young drivers on scooters. This road is no longer safe for children & the old. The proposal is more than welcome.
22007470	TFL do not seem to have taken into account the number of children entering the school via the Ashridge way entrance. For years a lollipop man, who has not been replaced, protected them. On two occasions cars hit him. Also cars queuing to enter Ashridge Way cause traffic to back up. Some drivers go around the island on the wrong side of the road - often at speed.
22007469	No Comments
22007468	No Comments
22007520	Double yellow line not necessary at the junction of Hillcross Avenue & Ashridge Way
22007679	Would like speed humps at each bend on Hillcross to slow down traffic. Double yellow lines should be minimal as parking is scarce.
22007575	The Zebra would make it more difficult to park on the road
22007521	No Comments
22007706	Wants at 20mph zone in the area as some cars travel at over 35mph.
22007467	No Comments
22007633	Wants a second raised zebra by Ashridge Way
22007466	A speed trap is something a driver is looking at not pedestrians for whom he should be looking for
22007634	Agrees with the zebra crossing but concerned about the loss of parking for the residents
22007635	Usually the accidents along the road do not involve pedestrians but motorists going too fast.

22007707	This is a residential road & needs to be treated as such. Any road hump will reduce available parking
22007444	The work should be done a.s.a.p, as there have been so many accidents on Hillcross that I personally have lost count. As a parent myself, I am always concerned about my children's safety when I am crossing Hillcross or driving in Hillcross. It is becoming more and more dangerous. Only taking my car out of the driveway is hard enough, worrying about my car being hit. Just like in 1990 a driver lost control and hit my parked car.
22007522	Wants vans banned from parking near the bus stop as it stops vehicles from being able to see the road
22007680	Suggests moving the zebra away from the bus stop too closer to Ashridge Way
22007442	I have 3 grandchildren attending Hillcross School and find it very difficult crossing over Monkleigh Road. Everyday we say that it needs a crossing here, or at least an old-fashioned lollipop lady/man.
22007456	The plan seems excellent to me
22007438	We are in favour of the measure. This will hopefully reduce accidents and speeding vehicles on Hillcross Avenue. The only negative aspect will be the loss of 3 or 4 parking spaces between Monkleigh Road and Ashridge Way. Parking is already an issue. As compensation can I suggest formal parking arrangements in the access Road to Morden Park and the Council depot? I guess the residents in Cobbs Cottage and Park View would resist my suggestion but I assume this is council owned.
22007527	Were told that the Anti skid section was going to run 50m and now they are being told that the only raised section will be the zebra. Would like more 30mph signs & flashing lights warning people to slow down.
22007439	No Comments
22007603	No Comments
22007546	Zebra is badly needed as are speed cameras
22007681	Wants an immediate reply to letter attached
22007682	Not a suitable place for a zebra as it is too close to a bend in the road
22007492	No Comments
22007493	Would like speed humps on Hillcross Avenue. Suggested measures are not enough for the road.
22007566	More children going to school cross in Monkleigh Road than Hillcross Avenue
22007494	Cars travel too fast down Hillcross Avenue.
22007528	Would like speed cameras to slow down traffic. The existing traffic islands should be enough to help safe crossing
<b>Monkleigh Road</b>	
22007437	No Comments
22007455	Great Idea. Behind the scheme re slowing down traffic. Anti skid surface is an excellent idea along with any speed restriction ideas.

## OFFICERS COMMENTS

Several comments during the public consultation were made regarding the speed of vehicles travelling along Hillcross Avenue and more should be done to slow vehicle speeds. Residents have informed officers that buses are constantly travel at excessive speeds along Hillcross Avenue. Officers will contact the bus operators to remedy this issue.

The proposed double yellow lines in Hillcross Avenue at it junctions with Ashridge Way and Monkleigh Road will improve sightlines and will assist pedestrians to use the dropped kerb at these junctions.

These measures have been discussed with the emergency services who have not raised any objections. As part of the formal consultation (if agreed) they will have a further opportunity to comment.

It should be noted that these measeures form a part of the Safer Route to School scheme (SRTS) designed to complement the school travel plan and therefore, subject to different funding and criteria.

The recommendations in this this report are by no means final measures proposed for Hillcross Avenue. It is the Council's intention to continue to monitor Hillcross Avenue and take the appropriate action if and when necessary subject to funding and consultation.



# Public Consultation Safer Routes to School Hillcross Avenue

## How to make your views count

Before proceeding further, the Council would like your views on the these proposals.

The decision on the implementation of the scheme will be subject to the responses received during this consultation. Please complete and return the enclosed prepaid questionnaire (no stamp required) with any further comments/suggestions you may have by **17<sup>th</sup> November 2006**.

Please Note: In view of the large number of responses received during a public consultation, it will not be possible to reply to each individual respondent.

## What happens next

The result of the consultation along with officers' recommendations will be reported to either the Street Management Advisory Committee on the 15<sup>th</sup> January 2007 or if appropriate earlier to the Cabinet Member for Environment & Street Management for a decision. Once a decision is made you will be informed accordingly via a newsletter.

## EXHIBITION INVITE

There will be an exhibition where detailed plans of the proposals will be displayed and you will have the opportunity to speak to the project officer.

**Venue:** - Bow Lane Scout Centre, Bow Lane (Off Lower Morden Lane), Morden, Surrey, SM4 4SJ.  
*[access via the footpath in Hillcross Avenue (Between Nos: 399 and 401 Hillcross Avenue)]*

**Dates & Times:** - **Wednesday 8<sup>th</sup> November 12.00pm - 7.00pm**  
**Saturday 11<sup>th</sup> November 12.00pm - 4.00pm**

We would like your feedback on these proposals. If you have any problems attending the exhibition, please contact Richardo Mckenley on telephone number 020 8545 3690 or via e-mail richardo.mckenley@merton.gov.uk

You can view the plans at Merton Link, Merton Civic Centre, Morden. Alternatively, you can download files from the Merton website [www.merton.gov.uk/hillcross\\_srts](http://www.merton.gov.uk/hillcross_srts)



Dear Resident/Business

The purpose of this consultation document is to inform you that the Council is carrying out a public consultation on a proposal to introduce a zebra crossing on Hillcross Avenue near its junction with Monkleigh Road.

Safer Routes to School (SRTS) projects are funded by Transport for London. It involves working with schools to encourage and enable children to safely walk, cycle and use public transport through a combined package of engineering and educational measures. Schools can apply for SRTS funding when they have completed a School Travel Plan.

Hillcross Primary School is in the SRTS programme. Within their School Travel Plan the school has highlighted the issue of their pupils crossing Hillcross Avenue between Nos. 109 and 207 Hillcross Avenue. Due to the nature of the road, the school is concerned about the safety of pupils whilst crossing the road. (See plan overleaf for details)

The proposals include:

- a new zebra crossing on a 10m speed table with fifty metres of anti-skid surfacing either side. The anti-skid will assist vehicles in slowing down and stopping quickly.
- Two new yellow backed signs: pedestrian crossing ahead/humped crossing. This will inform drivers approaching the new feature ahead.
- Existing traffic islands between Nos. 113 and 125 Hillcross Avenue are to be upgraded with 'look Right' and 'Look Left' road markings.
- New 'SLOW' road marking outside Nos. 161 and 168 Hillcross Avenue.
- The introduction of double yellow lines in Hillcross Avenue at its junctions with Ashridge Way and Monkleigh Road. This will improve sightlines, access and will assist pedestrian to use the dropped kerb at the junction.

Due to limited funding available the Council can only introduce the above measures at this moment in time.

## Additional Information

Due to limited funding, resources and the new targets set by Transport for London (TfL), it is necessary to concentrate our resources on casualty reduction - it is necessary to prioritise roads according to reported personal injury accident figures. This is to say that only personal injury (PI) accidents can be considered and investigated. According to the personal injury accident records provided by TfL, over the last 3 years there have been two reported and confirmed personal injury accidents in Hillcross Avenue.

One serious accident occurred on 13<sup>th</sup> September 2004 approximately 30 metres southwest of Hillcross Avenue / Monkleigh Road junction involving a driver losing control and hitting a number of stationary vehicles.

The other accident occurred on 11<sup>th</sup> December 2004 approximately 54 metres northeast of Hillcross Avenue junction with Monkleigh Road when two passengers on a bus were slightly injured.

The Council is aware of a more recent accident; however we have not yet been provided with the confirmed details.

Compared to the higher number of personal injury accidents on other roads in the Borough, it is difficult justifying any traffic calming measures along Hillcross Avenue at present. However, the Council will continue to monitor the area and take the appropriate action if and when necessary.

The objective of the proposed measures is to provide a safe crossing facility for pedestrians particularly school children. This is not a local safety measure but forms part of the Safer Route to School project which is subject to different funding and criteria.

**Information is also available in large print, Braille and tape.**

**English:** If you would like more information in your own language, please contact us at the address shown in the bottom box.

**Bengali:** যদি আপনার নিজের ভাষায় লেখা আরও তথ্য জানতে চান তাহলে দয়া করে আমাদের সঙ্গে যোগাযোগ করুন, ওনার বন্ধ সে আমাদের ঠিকানা রয়েছে।

**Hindi:** 如果您需要用中文印成的資料，請按低端方格內提供的地址與我們聯繫。

**French:** Pour tout renseignement complémentaire dans votre propre langue, veuillez nous contacter à l'adresse figurant dans l'encadré du bas.

**Gujarati:** જો તમને તમારી પોતાની ભાષામાં વધારે માહિતી જોઈતી હોય, તો કૃપા કરીને નીચે અંતમાં આપેલા ખાનામાં દર્શાવેલા સરનામે અમારો સંપર્ક કરો.

**Punjabi:** ਜੇਕਰ ਤੁਸੀਂ ਪੰਜਾਬੀ ਵਿਚ ਵੇਰ ਜਾਣਕਾਰੀ ਲੈਣੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਫਿਰ ਆਪਣੇ ਠਿਕਾਣੇ ਵਿਚੋਂ ਖੋਜੋ ਜਿਥੇ 'ਤੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।

**Somali:** Hadii aad u baahan tahay faahfaahin intaa kabadan oo ku sooban afkaaska hooyo ama Af Somali fadlan lana soo xiriira cinwaanka hoos ku qoran.

**Spanish:** Si usted desea mas informacion en su propia lengua, por favor contactenos en la direccion al pie del formato.

**Tamil:** உங்கள் மொழியில் மேலதிக தகவலைப் பெற விருப்பினால், அடியிலுள்ள பெட்டிக் குள் தரப்பட்டிருள்ள விவரத்தைக் கவனமுடன் தொடர்பு கொள்ளுங்கள்.

**Urdu:** اگر آپ اپنی زبان میں مزید معلومات حاصل کرنا چاہتے ہیں تو براہ کرم نیچے دیئے ہوئے پتے پر ہمیں رابطہ کریں۔

Richardo Mckenley, Merton Civic Centre, London Road, Morden SM4 5DX

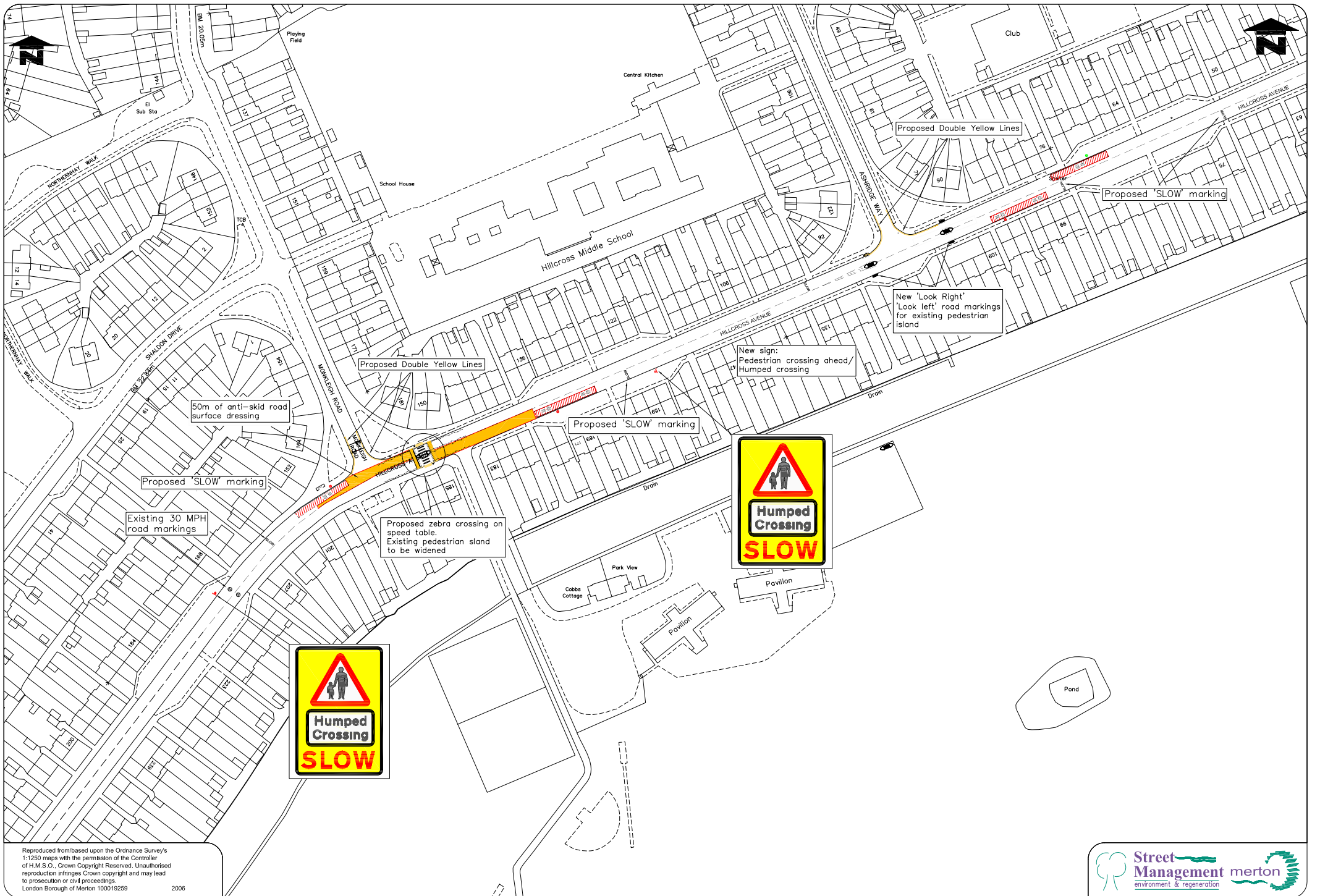
**Your Councillors for Cannon Hill Ward**

**Cllr. William Briery**  
 Tel. 020 8123 3593

**Cllr. Brian Lewis-Lavender**  
 email: [brian.lewis-lavender@merton.gov.uk](mailto:brian.lewis-lavender@merton.gov.uk)

**Cllr. Debbie Shears**  
 Tel. 020 8715 1610

Issue Date : 26<sup>th</sup> October 2006



Reproduced from/based upon the Ordnance Survey's 1:1250 maps with the permission of the Controller of H.M.S.O., Crown Copyright Reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.  
 London Borough of Merton 100019259 2006

## SUMMARY SHEET

### **1. Location of the scheme**

Hillcross Avenue, between Ashridge Way and Monkleigh Road.

### **2. Reason for the scheme**

As part of the Council's Safer Routes to School programme and as a result of the Hillcross Avenue Primary School implementing a School Travel Plan, Hillcross Avenue was identified as a road that would benefit from the implementation of the proposed traffic measures. This proposal is funded by Transport for London through the Safer Routes to School programme.

### **3. Purpose of this report**

This report details the result of the public consultation carried out during November 2006 and seeks approval for the undertaking of a formal consultation on :

- The introduction of a new zebra crossing on a 10m-speed table with fifty metres of anti-skid surfacing either side, as detailed on drawing number Z80-31-04 Rev 5 attached as appendix 1.
- The introduction of double yellow lines in Hillcross Avenue at its junctions with Ashridge Way and Monkleigh Road as detailed on drawing number Z80-31-04 Rev 5 attached as appendix 1.

In addition to the above proposed measures, other measures that do not require formal consultation are proposed to complement the aforementioned measures. It is recommended that approval be given for the immediate implementation of the following measures:

- Two new pedestrian crossing ahead/humped crossing yellow backed signs. The high visibility of these signs will inform drivers approaching the new feature ahead.
- Existing traffic islands between Nos. 113 and 125 Hillcross Avenue are to be upgraded with 'look Right' and 'Look Left' road markings. This will raise the awareness of pedestrians crossing the carriageway and will be of sufficient width to safely protect those with a push chair or wheel chair users.
- New 'SLOW' road marking outside Nos. 161 and 168 Hillcross Avenue.

### **4. Public Consultation**

An informal public consultation was carried out in November 2006. The consultation resulted in a response rate of 39.7%. Of this, 77.8% supported the proposed zebra crossing with a 68.5% in favour of the crossing on a speed table. As it can be seen that there is a strong support from those who responded.

### **5. Recommendation**

It is recommended that a formal consultation be carried out for the following measures: -

- a new zebra crossing on a 10m-speed table with fifty metres of anti-skid surfacing on both approaches.
- Double yellow lines in Hillcross Avenue at its junctions with Ashridge Way and Monkleigh Road.

It is also recommended that approval be given for the implementation of the following proposed measures that do not require a formal consultation. These include signage, reconstruction of an existing pedestrian refuges and advisory road markings that do not require formal consultation.

For full details plans Z80-31-04 Rev 5