

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT CABINET COMMITTEE 9 FEBRUARY 2011
AGENDA ITEM:	6
SUBJECT:	PROPOSED CONSIDERATION OF VARIOUS TRAFFIC SIGNAL REMOVALS IN CROYDON
LEAD OFFICER:	Director of Planning, Regeneration & Conservation
CABINET MEMBER:	Councillor Phil Thomas, Cabinet Member for Environment & Highways
WARDS:	Coulsdon West, Fairfield, Heathfield, Purley and Waddon
CORPORATE PRIORITY/POLICY CONTEXT:	
The benefits of the recommendation as set out below are in line with Croydon's Community Strategy of improving the environment section 6.1C and also the Croydon Plan 2006 Items 9.1 – 9.16	
FINANCIAL SUMMARY:	
The estimated cost of removing the traffic signals on borough roads is £10,000 and will be met from the LIP allocation from Transport for London.	
FORWARD PLAN KEY DECISION REFERENCE NO.:	

For general release

1. RECOMMENDATIONS
1.1 It is recommended that the Cabinet Committee consider the responses to the consultation and agree to:
1.2 retain the traffic signals located at the junction of Denning Avenue, Goodwin Road and Hillside Road on borough roads.
1.3 remove the Puffin crossing (lights controlling the pedestrians are on the near side of the road, rather than on the opposite side) located in Purley High Street by Woburn Avenue on borough roads.
1.4 remove the traffic signals located in Wellesley Road by the bus lane and Whitgift Car Park entrance on borough roads.
1.5 remove the part-time traffic signals located in Shirley Road by Addiscombe Road on the Transport for London Road Network (TLRN).

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|-----|---|
| 1.6 | retain the traffic signals located at the junction of Dingwall Road, Bedford Place and Bedford Park on borough roads. |
| 1.7 | remove the part-time traffic signals located in Brighton Road (A23) by the Southern Roundabout on the TLRN. |
| 1.8 | remove the Toucan crossing (both pedestrians and cyclists cross together) located in Brighton Road (A23), North of Marlpit Lane Roundabout on the TLRN. |

2. EXECUTIVE SUMMARY

- 2.1 In his new Transport Strategy, the London Mayor has set out his aim to effectively manage the road network to make the most of available road space and introduce measures to smooth traffic flow, manage congestion and improve journey time reliability for all road users. A key issue for many using the roads is stop-start traffic conditions, which not only frustrate motorists but have a negative impact on air quality and the environment. Transport for London (TfL) is therefore progressing a number of actions to help optimise the performance of the road network for the benefit of drivers, bus passengers, cyclists and pedestrians.
- 2.2 Many of London's traffic signals have been in place for 20 years or more and changes to the way roads are used or operate may mean that some no longer serve any useful purpose. In addition, traffic signal numbers in the capital have grown rapidly in recent years, from about 4,800 in 2000 to over 6,000 today. Although their growth has reduced more recently, numbers are still increasing and concerns have arisen that some signals are causing unnecessary delays for both road traffic and pedestrians.
- 2.3 The Mayor's Transport Strategy makes clear that TfL and Local Authorities should look to upgrade, rationalise or remove unnecessary traffic management equipment wherever appropriate to help improve road network performance. Section 4.9 of the Local Implementation Plan Guidance, issued in May 2010, encourages boroughs to consider the removal of unnecessary traffic signals and to develop appropriate proposals as part of the development of their LIP programmes.

3. DETAIL

- 3.1 TfL have identified 7 traffic signal sites in the London Borough of Croydon for consideration as candidates for removal. Each junction has been examined against the current TfL criteria for traffic signals, which includes an examination of traffic flows and collision data, before it was included on the list. The 7 sites and responses to the consultation are with all ward Councillors, local resident associations and schools:

- 20/000093 Denning Avenue / Goodwin Road / Hillside Road Traffic Signal Junction with pedestrian facilities. Attached plan numbered

HS/1113/003/001. The local residents association supported by local ward councilors are opposed to the removal of these signals because of the controlled and well used crossing facility they provide for children and to the elderly.

- 20/000098 High Street by Woburn Avenue Pedestrian Signal Crossing. Attached plan numbered SLD/20/098/05 (No objections received). An uncontrolled drop crossing would remain after the removal of the pedestrian signal equipment.
- 20/000122 Wellesley Road / Bus Lane / Car Park Traffic Signals for Bus Priority. Attached plan numbered HS/1113/001/002 (No objections received). See Item 3.3
- 20/000134 Shirley Road / Addiscombe Road 232 (Part-Time Signals 1600-1900 Hrs). Attached plan numbered HS/1113/006/001 (No objections received). The removal of the part-time signal equipment would have no impact to traffic on the roundabout.
- 20/000175 Dingwall Road / Bedford Place / Bedford Park Road Traffic Signal Junction with pedestrian facilities. Attached plan numbered SLD/20/175/03. The crossing facility afforded by these signals is known to be well used by local children and disabled people and its removal is not supported by officers. An objection to the removal proposal has also been received from a member of the public.
- 20/000266 A23 Brighton Road / Southern Roundabout (Part-Time Traffic Signals). Attached plan numbered SLD/20/266/01 (No objections received). The removal of the part-time signal equipment would have no impact to traffic on the roundabout.
- 20/000270 A23 Brighton Road North of Marlpit Lane Roundabout Toucan Traffic Signals (Pedestrian and Cyclist crossing). Attached plan numbered HS/1113/004/002 (No objections received). An uncontrolled drop crossing would remain after the removal of the toucan signal equipment.

3.2 The consultation exercise indicated local opposition to the removal of 2 of the 7 sets of signals because of the protected pedestrian crossing facility they provide. It is therefore proposed to remove the signals from all sites except Denning Avenue/Goodwin Road/Hillside Road and Dingwall Road/Bedford Place/Bedford Park.

3.3 The removal of the Wellesley Road/Bus Lane/Car Park traffic signals will have no impact on the general northbound traffic flow along Wellesley Road and is consistent with this Council's longer term ambitions to secure at-grade pedestrian crossing facilities on Wellesley Road.

4. CONSULTATION

4.1 Consultation has been carried out with TfL officers, local residents association and schools where appropriate. Ward members from each of the sites were advised of TfL’s proposals and invited to indicate if they had objections.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2010/11 £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000
Revenue Budget available				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget	_____	_____	_____	_____
Capital Budget available				
Expenditure	10,000			
Effect of decision from report				
Expenditure				
Remaining budget	_____	_____	_____	_____

2 The effect of the decision

The schemes will be fully funded by Transport for London through the LIP allocation and require no Croydon funding.

3 Risks

There is no financial risk to the Council as the proposals can be LIP funded by Transport for London.

4 Options

There are no other financial options available for these schemes.

5 Future savings/efficiencies

There are no direct impacts on the above arising from this report.

6 Approved by: Ian Geary, Head of Finance, Planning, Regeneration and Conservation.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Council Solicitor comments that there are no direct legal implications arising from this report.

(Approved by Gabriel MacGregor, Head of Legal Services (Corporate) 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. Design and supervision of the Works will be undertaken by existing Planning, Regeneration and Conservation Staff.

- 7.2 Approved by: Robert Laban, head of HR consultancy, on behalf of the director, Human Resources & Organisational Development.

8. CUSTOMER IMPACT

- 8.1 There are no direct impacts on the above arising from this report.

9. EQUALITIES IMPACT ASSESSMENT (EIA)

- 9.1 Consultation with relevant and appropriate stakeholders will enable the views of all concerned to be known and where possible any necessary adjustments to the proposed scheme to be made.

10. ENVIRONMENTAL AND DESIGN IMPACT

- 10.1 The removal of the traffic signals will reduce street clutter and improve the public realm. It should also encourage smoother road network operation and thereby reduce air pollution.

11. CRIME AND DISORDER REDUCTION IMPACT & HUMAN RIGHTS IMPACT

- 11.1 There are no direct impacts on the above areas arising from this report.

12. HUMAN RIGHTS IMPACT

- 12.1 The Human Rights Act 1998 introduced into UK law many of the rights in the European Convention on Human Rights (Convention Rights). It is unlawful for a public authority to act in a way that is incompatible with a Convention Right. Authorities must take account of the Human Rights implications of every decision. It is the responsibility of the report author to familiarise themselves with the Convention Rights and to identify here any relevant implications arising from the proposal. This will be particularly relevant where the report deals with specific matters or policies affecting or potentially affecting an individual.

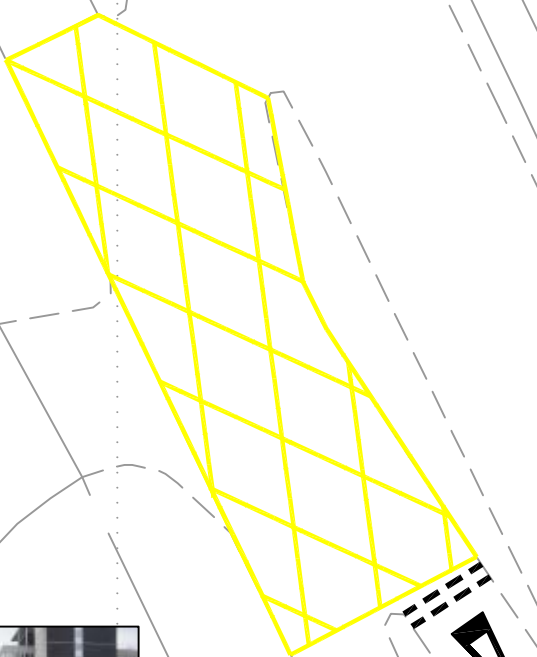
13. FREEDOM OF INFORMATION/DATA PROTECTION CONSIDERATIONS

13.1 None arising from this report.

CONTACT OFFICER: Mr Indra Patel, Senior engineer, Planning,
Regeneration and conservation Telephone: - 020
8726 6000 Ext 64058

BACKGROUND DOCUMENTS None.

56.2m
+



BUS
LANE



Traffic lights to be removed

job name

Wellesley Road/ Bus Lane/ Car Park

drawing title

Traffic lights removal

designer

verified

scale

1:250

date

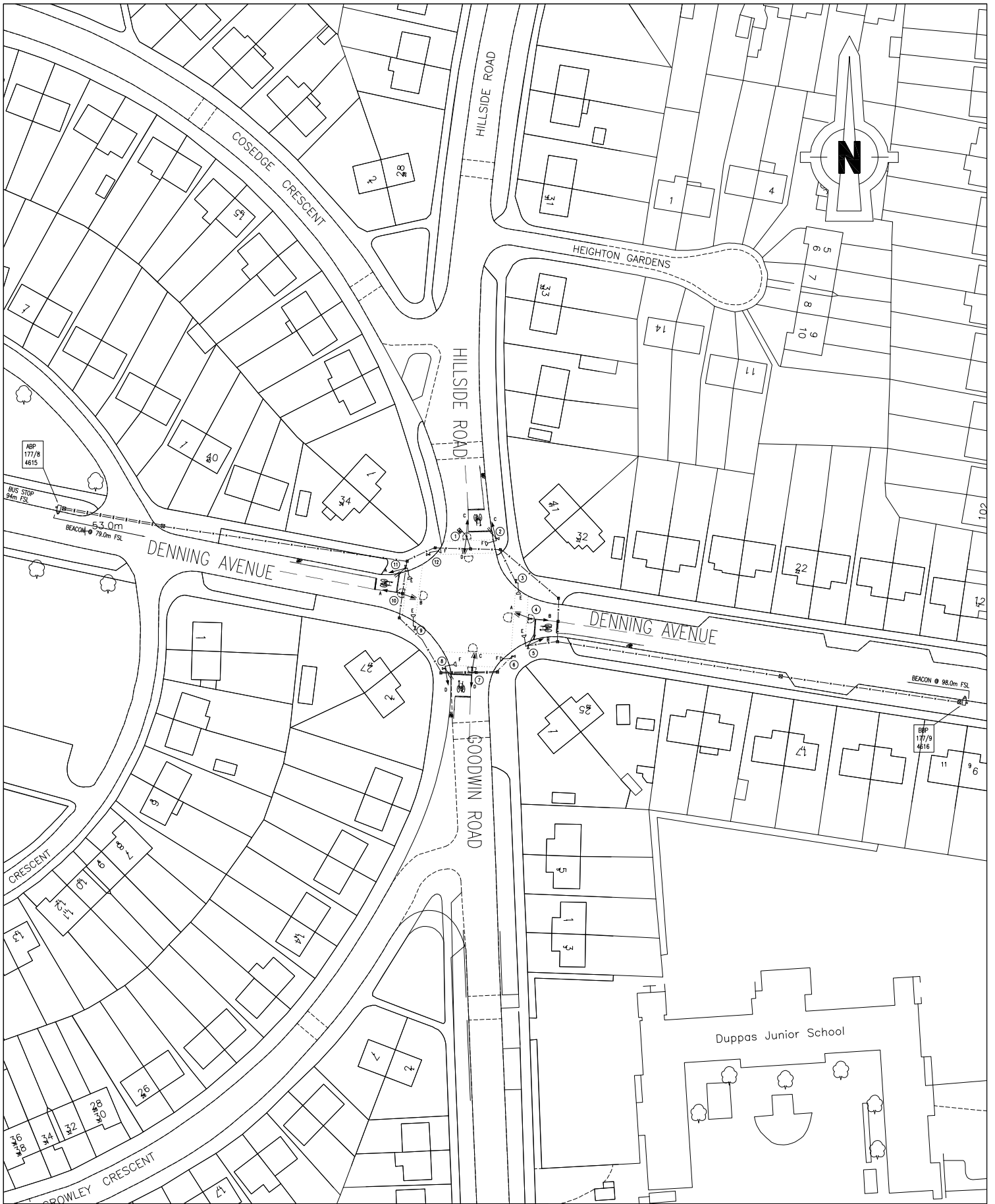
09/2010

Planning, regeneration & conservation
Taberner House
Park Lane
Croydon
CR9 1JT
Director - Emma Peters

**CROYDON
COUNCIL**

drawing no.

HS 1113/001/002



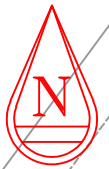
PROJECT
 TRAFFIC SIGNAL LOCATION PLAN
 DENNING AVENUE / GOODWIN RD / HILLSIDE RD

Drawing No. **HS/1113/003/001**

Scale NTS	Sheet 1 of 1	Date OCT_2010	Drawn by IP
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LONDON BOROUGH OF CROYDON
 DEPARTMENT OF Planning, Regen. & Conserv.
 Director: Emma Peters
 Traffic & Engineering Services
 Taberner House
 Park Lane
 Croydon CR9 1JT

CROYDON
COUNCIL
www.croydon.gov.uk



house

New yellow tactiles replacing existing red one

1a

Farthing Way

Warehou



Traffic lights to be removed

job name

A23 Brighton Road North of Marlpit Lane Roundabout

drawing title

Proposed Traffic Signal Removal 20/270

designer

verified

scale

1:500

date

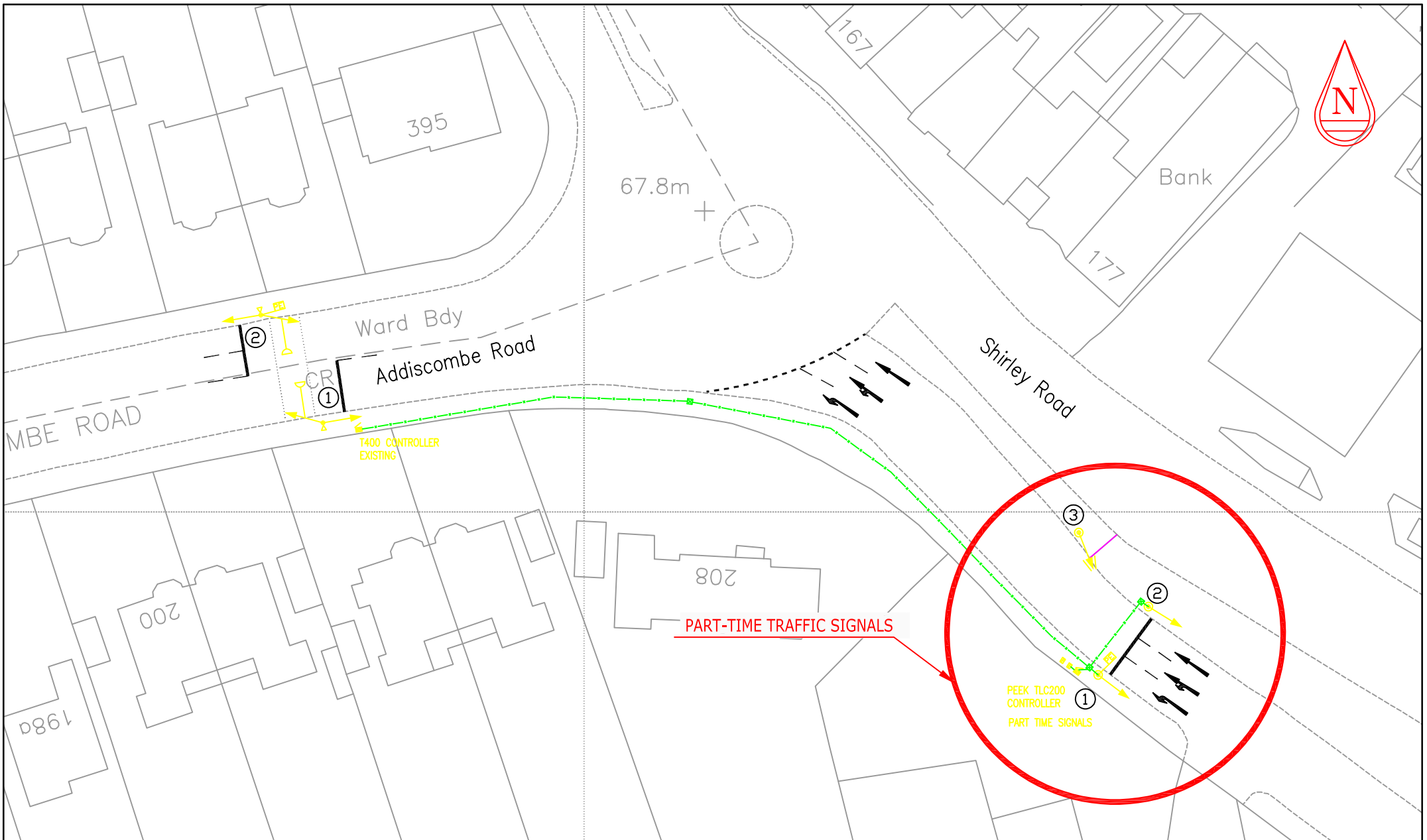
09/2010

Planning, regeneration & conservation
Taberner House
Park Lane
Croydon
CR9 1JT
Director - Emma Peters

**CROYDON
COUNCIL**

drawing no.

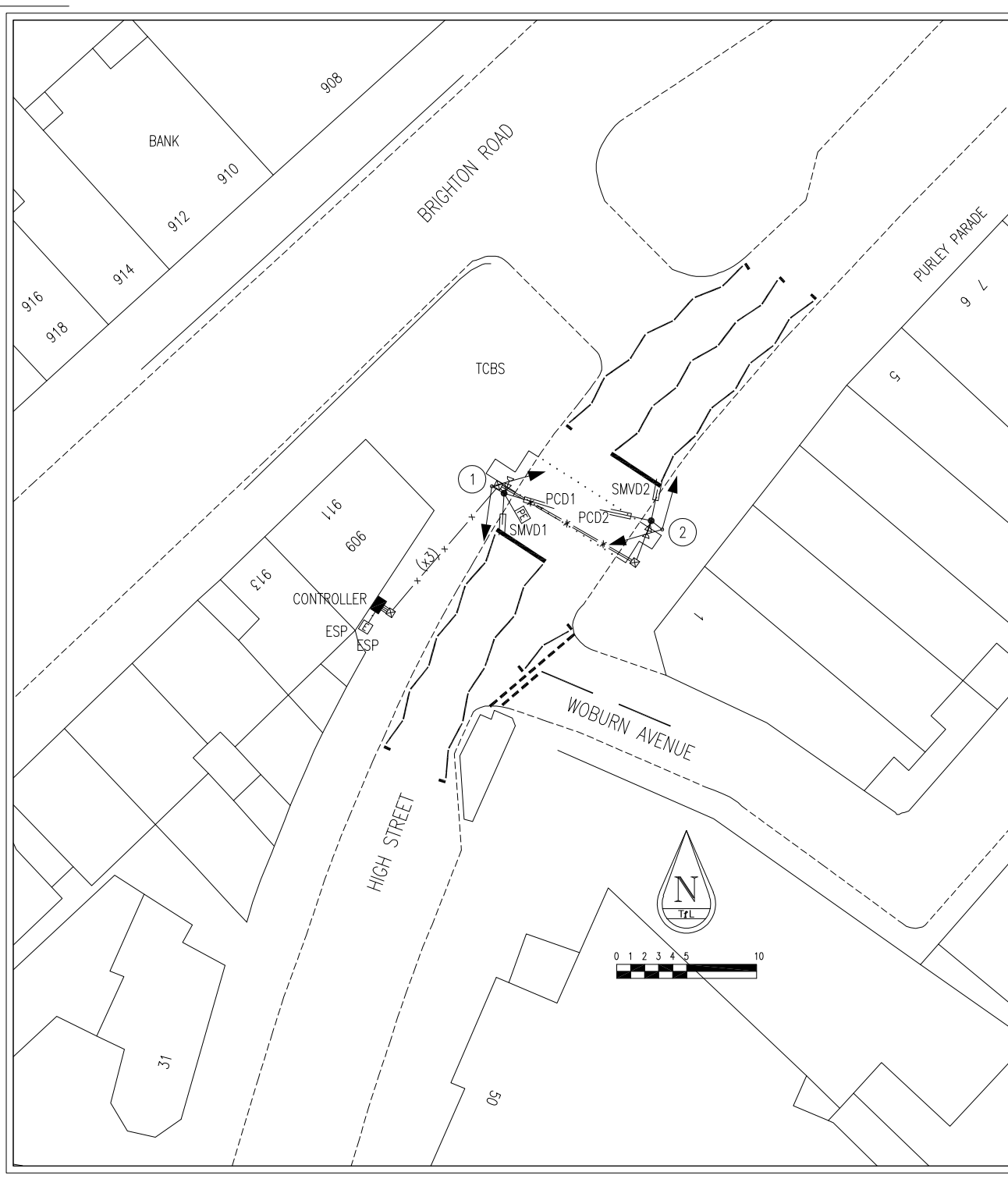
HS 1113/004/002



job name			
Shirley Rd by Addiscombe Rd Part-time Traffic Signals			
drawing title			
Location Plan 20/134			
designer	verified	scale	date
		1:500	10/2010

Planning, regeneration & conservation Taberner House Park Lane Croydon CR9 1JT Director - Emma Peters			
drawing no.			
HS 1113/006/001			

<p>CROYDON COUNCIL</p>			
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NOTES

- 1 SYMBOLS ARE IN ACCORDANCE WITH DRG No SIG/GEN/S/1526
- 2 50mm DUCT FROM CONTROLLER TO ESP
- 3 ALL POLES POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL HEADS
- 4 ALL POLES TO BE INSTALLED DIRECTLY INTO GROUND
- 5 PUSHBUTTONS MOUNTED AT 30° TO KERB ON POLES 1 & 2 (SEE FIG 1)
- 6 TACTILE ROTATING CONES FITTED TO PUSHBUTTONS ON ALL POLES
- 7 AUDIBLES FITTED TO PUSHBUTTONS ON ALL POLES
- 8 POLES ARE BLACK IN COLOUR

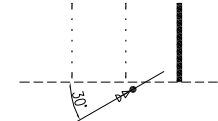
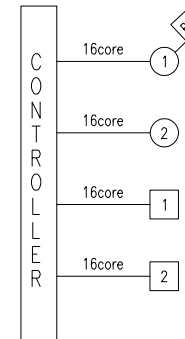


FIGURE 1



REV	DATE	DETAILS	CONTRACT
5	10.11.06	MODERNISATION OF CROSSING	TFL-SIGS FUL
4	19.04.04	P1 & P2 RELOCATED FOR NEW TACTILE POSITION	TSK LTD PBS
3	12/12/01	PUL ADDED AS PER SITE VISIT	TFL - BJM
2	19.06.2000	DRAWING CONSOLIDATED	SCOTT WILSON
1	AUG 90	INSTALLED BY ELEQUIP	ELE/090- B14104

Surface Transport

Directorate of Traffic Operations
 Windsor House
 42-50 Victoria Street
 LONDON SW1H 0TL
 Telephone 020 7222 5600

scheme L B OF CROYDON
 HIGH STREET
 BY
 WOBURN AVENUE
 TRAFFIC SIGNALS LAYOUT

date AUG 1990 scale 1:200

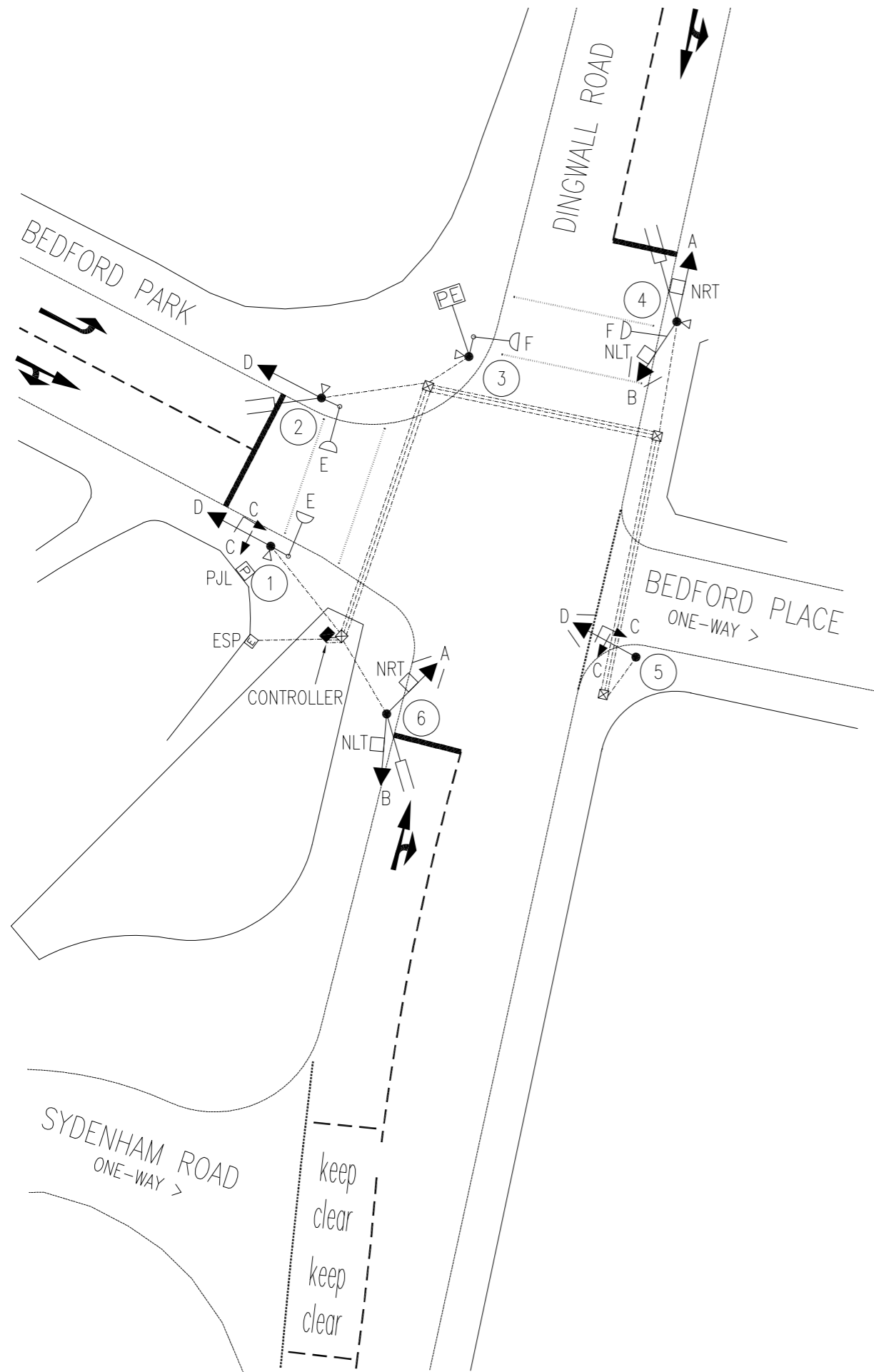
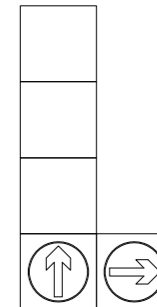
No. SLD/20/098/05

CONTROLLED DOCUMENT
 ISSUED TO: TFL
 DATE: 23 - 06 - 2004
 LOG NO. MSL- 00499

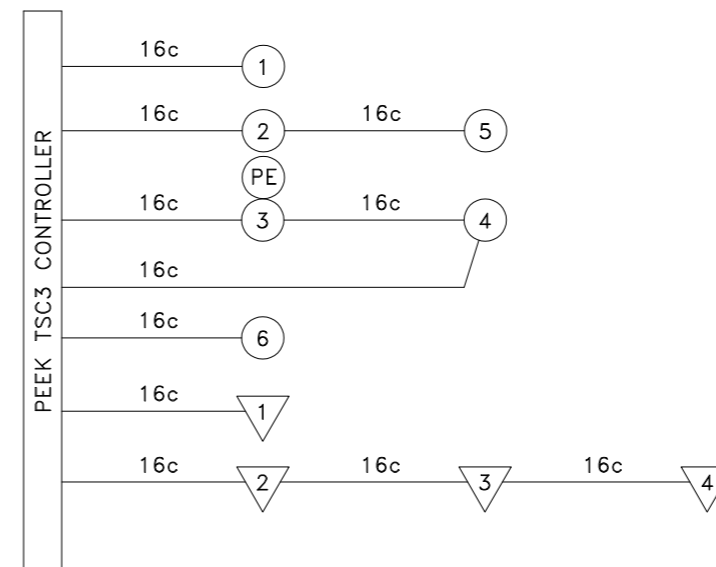
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NOTES

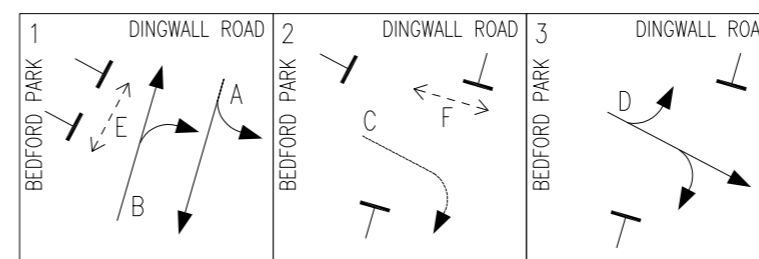
- 1 TACTILE ROTATING CONES ADDED TO PUSHBUTTON UNITS
- 2 POLES 1 AND 5 FITTED WITH BOX SIGNS :



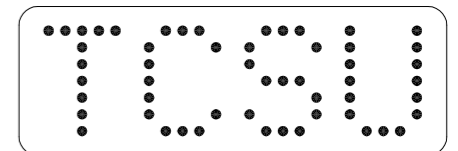
Cable Diagram



Method of Control



3	02/09/02	PE CELL MOVED TO POLE 3, MVDS ADDED TO POLES 2, 4 & 6. P.JL AND ESP REPOSITIONED AS PER SITE VISIT	TfL - BJM
2	31/07/96	Ahead filter arrows added to P1 & 5.	PEEK 2884
1	6/6/96	Junction commissioned.	1552-1224
No.	Date	Amendments	Project No.



TRAFFIC CONTROL SYSTEMS UNIT

Scheme L B OF CROYDON

DINGWALL ROAD/
BEDFORD PARK/
BEDFORD PLACE

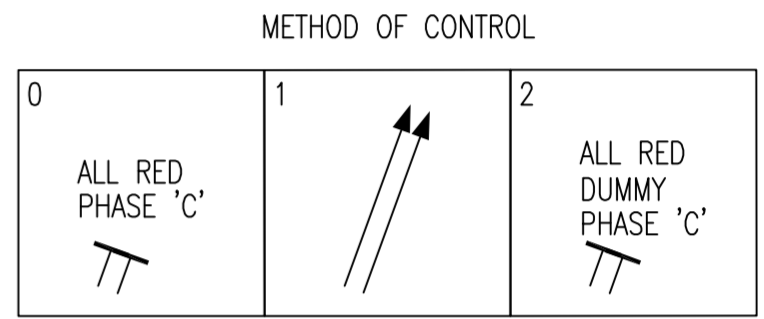
Date JUN 97

Scale 1:200



SIGNAL LAYOUT SCALE 1:500

- NOTES
- 1 SYMBOLS ARE IN ACCORDANCE WITH DRG No. SIG/GEN/S/1526
 - 2 ALL WORKS ARE CARRIED OUT TO THE RELEVANT TFL SPECIFICATION
 - 3 EXISTING DUCT, CONDITION UNKNOWN — x — x —
 - 4 EXISTING DRAWPITS ☒
 - 5 50mm DUCT FROM CONTROLLER TO ESP
 - 6 50mm DUCT FROM CONTROLLER TO PUL
 - 7 ALL POLES POSITIONED TO PROVIDE A MINIMUM OF 450mm CLEARANCE FROM KERB TO ALL SIGNAL HEADS
 - 8 ALL POLES ARE INSTALLED DIRECTLY INTO GROUND
 - 9 PART TIME SIGNALS
 - 10 ALL VEHICLE SIGNALS HAVE BACKING BOARDS
 - 11 POLES ARE BLACK IN COLOUR



1	22.11.06	AS INSTALLED	ATKINS -MBY
REV	DATE	DETAILS	CONTRACT

Transport for London
Surface Transport



**Directorate of
Traffic Operations**
Windsor House
42-50 Victoria Street
LONDON SW1H 0TL
Telephone 020 7222 5600

scheme L B OF CROYDON

A23 BRIGHTON ROAD
SOUTHERN ROUNDABOUT
(PART TIME SIGNALS)
TRAFFIC SIGNALS LAYOUT

date JAN 07 scale AS SHOWN

No. SLD/20/266/01

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