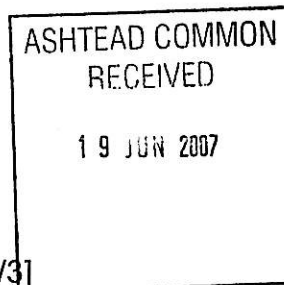


Transport for London

London Streets

Your ref:

Our ref: DRND/S/BRO/3630/1.aa [SM015879/3]

Bob Warnock
 City of London
 Planning and Transportation
 PO Box 270
 Guildhall
 EC2P 2EJ

London Streets

DRND

Windsor House
 42-50 Victoria Street
 London SW1H 0TL

Phone 020 7222 5600

www.tfl.gov.uk

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	18 JUN 2007	LTP
OM		SSE
No		PP
FILE		DD

13 June 2007

Dear Mr Warnock

Hartfield Crescent, A232, Bromley

Please find enclosed the two shortlisted options for the proposed Pegasus crossing facility on A232 Croydon Road, near the junction with Hartfield Crescent.

As you may be aware, this scheme has now been in development for some time. Our studies in the area commenced in 2004, but comments from residents indicated concerns were raised some years before. The area transport safety consultant (Atkins) was commissioned to collect data on pedestrians and traffic flows that year and their report revealed the following data: between 7am and 7pm on a weekday in September 2004 there were 69 pedestrian crossing movements, 40% of which were made by children, with a further 10% made by elderly people. This is in contrast to the 19,000 vehicles counted along the road during the same time.

Their study also found that pedestrian waiting time could be up to 71 seconds; this is above the 60 second maximum waiting time as set out in the Mayor's Transport Strategy. This long waiting time increases the likelihood of pedestrians taking unnecessary risks in crossing a road with a speed limit of 40mph.

A public consultation exercise (including a public meeting) was held in February 2006 where TfL proposed two options involving pedestrian refuges; these options would require the carriageway to be widened and therefore required greater land-take than the current signalised options enclosed with

this letter. After the meeting, residents and stakeholders were asked to provide written feedback on their views on the proposals and 10% of respondents rejected the idea of a crossing facility outright, in general because the proposals failed to preserve the rural character of the area.

It should also be noted that over 29% of the 85 written remarks received by TfL advocated a signalised crossing, with no prompting from any of the stakeholders present at the meeting to make such a suggestion. Most of the negative remarks made about the scheme were that it did not go far enough to facilitate easy pedestrian access, especially for the children making their way to and from Hayes School.

There were also comments from those representing people with impaired movement and those with young children; one respondent cited the lack of crossing as a reason for driving short distances instead of walking as she "could not bear to cross Croydon Road".

As an executive arm of the Greater London Assembly, we should be complying with the goals of the Mayor's Transport Strategy, including waiting time, accident reduction and modal shift. Schemes such as this could encourage motorists to switch from private motor vehicles to foot and bus. This is especially the case as bus accessibility would be improved, encouraging more children, commuters and other members of the public to travel by bus. In turn this has the potential to reduce local congestion which would itself improve the quality of the common for those who use it.

There has been considerable public support for a crossing for some time now, with some campaigns extending over a decade. Additionally, there is widespread support from Transport for London, London Borough of Bromley and the numerous residents' organisations. The current proposals cause comparatively little land-take and may lead to other benefits to the Common's environment such as a reduction in congestion.

Please find details of the two crossing options enclosed with this letter.

Given that you have now been involved in discussions with residents, TfL and Bromley over the last couple of years on this project it is essential that we receive a definitive reply from the Corporation as to whether or not they will support one or other of these proposals. Assuming that we receive a positive response from you we shall then carry out a consultation exercise with local residents on the specific proposals to seek their views before progressing to implementation. If, however, we receive a negative response from you then we shall have no option but to inform those residents, who are still continuing to press TfL for this facility to be provided, that we are unable to do so because of the Corporation's decision on this matter.

In order to bring this matter to a rapid conclusion we would be grateful if you could provide your formal response and indication of your preferred scheme to us as soon as possible, and ideally by 29 June 2007.

Please let me know should you require any further information or additional time to respond.

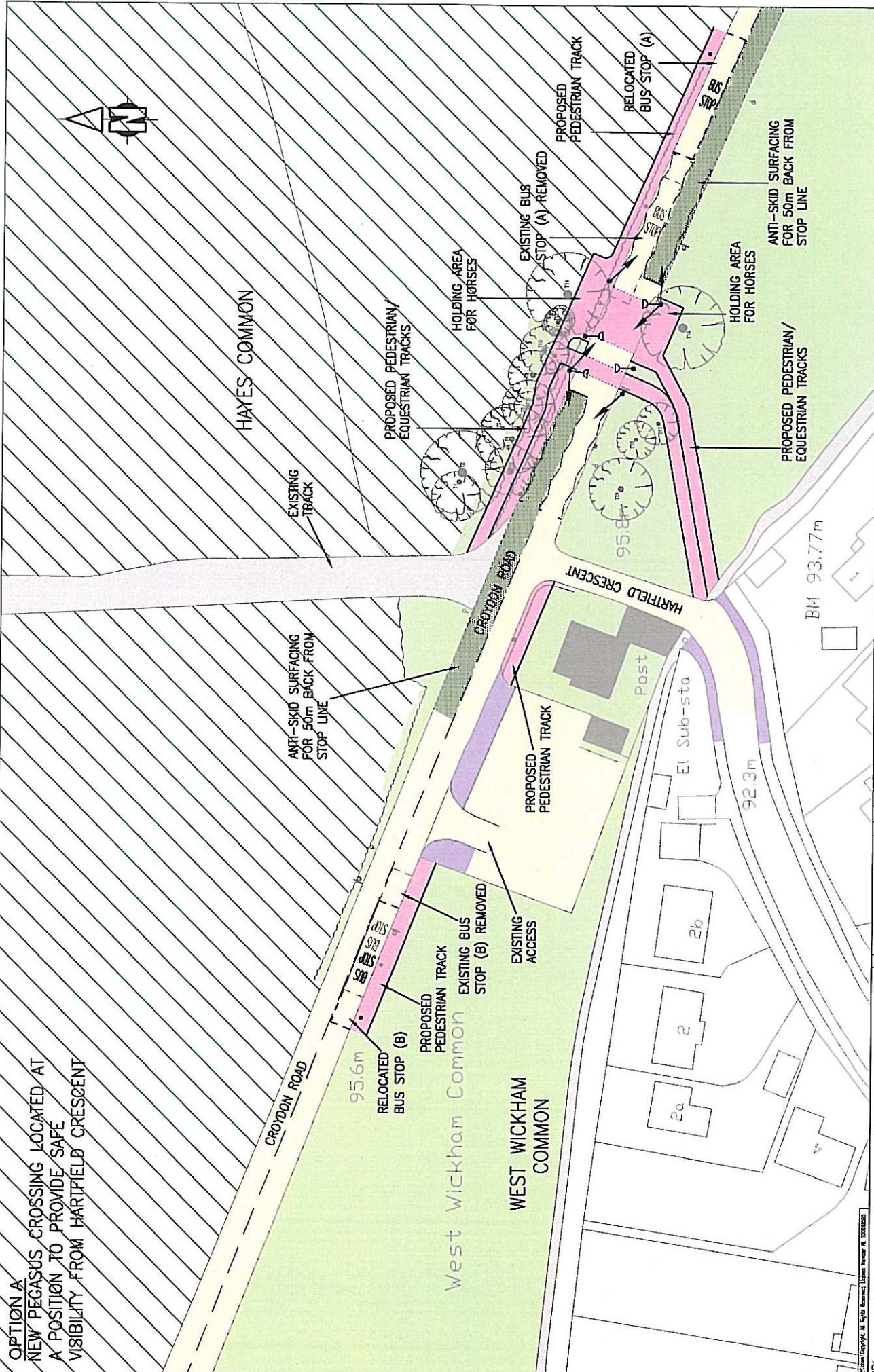
Yours sincerely



Ayo Adesina
Senior Engineer, Road Network Development (South)
Email: ayo.adesina@tfl.gov.uk
Direct line: 020 7027 3494

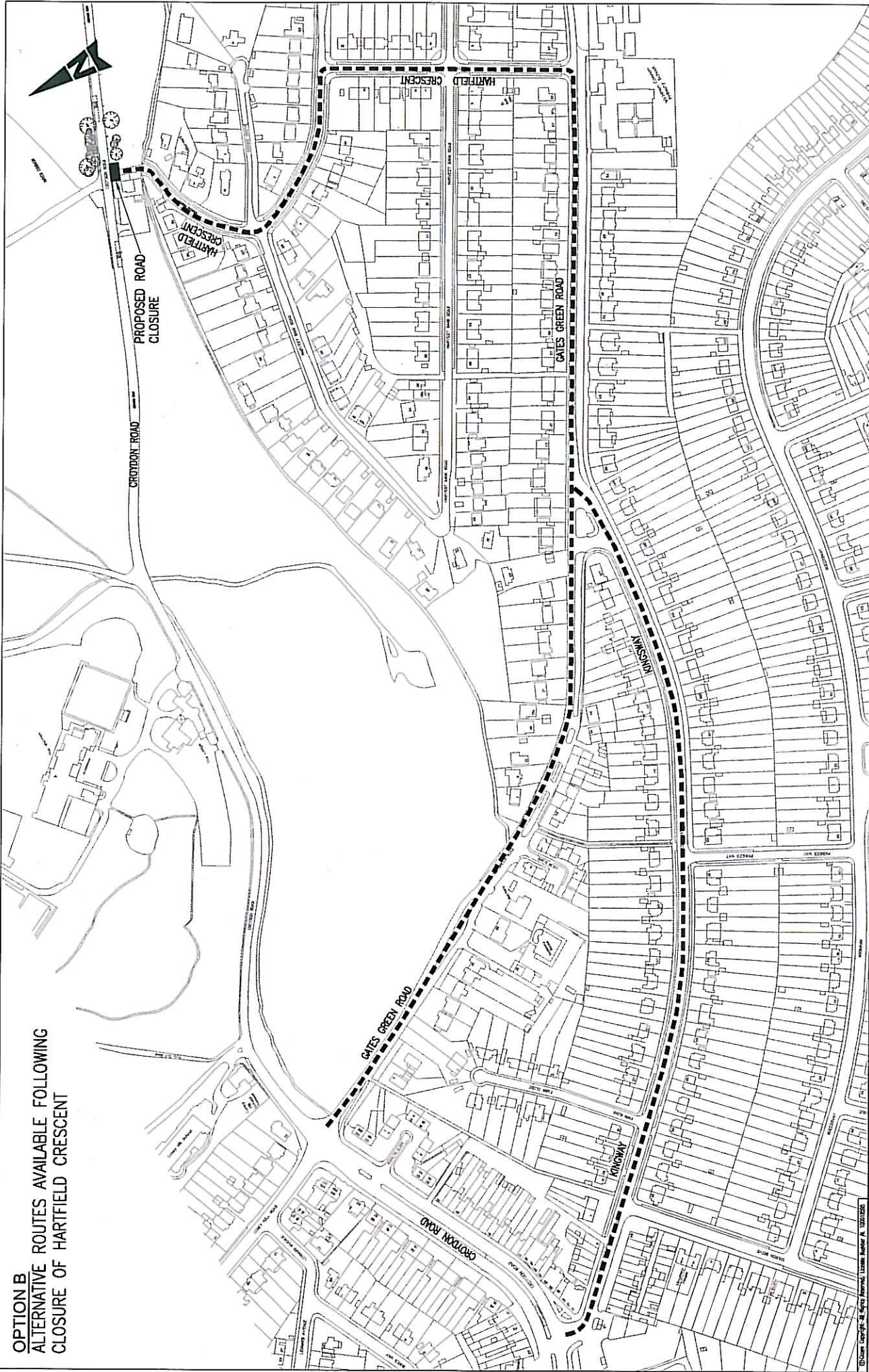
Copy to: Chris Martin

OPTION A
NEW PEGASUS CROSSING LOCATED AT
A POSITION TO PROVIDE SAFE
VISIBILITY FROM HARTFIELD CRESCENT



<p>KEY</p> <ul style="list-style-type: none"> WOODLAND GRASS TRACK FOOTWAY PEDESTRIAN/EQUESTRIAN ROUTE EXISTING CARRIAGEWAY AND CAR PARK PROPOSED TRAFFIC SIGNALS 		<p>CLIENT CHANGES</p> <ul style="list-style-type: none"> F CROSSING REVISED, TRAFFIC SIGNALS E CROSSING REVISED TO ACCOMMODATE D ADJUSTED TO ACCOMMODATE C ADJUSTMENTS TO BUS CASE B PEDESTRIAN/EQUESTRIAN TRACKS A RELOCATED BUS STOP 	<table border="1"> <tr> <th>SP</th> <th>Date</th> <th>Drawn</th> <th>By</th> <th>Purpose</th> <th>At Issue</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	SP	Date	Drawn	By	Purpose	At Issue						
SP	Date	Drawn	By	Purpose	At Issue										
<p>ATKINS Atkins Consultants Limited © Atkins Engineers, Army Road Wokingham, Surrey, England, RG18 8JH</p> <p>Tel: (01372) 728140 Fax: (01372) 740255 www.atkinsglobal.com</p>		<p>Project A222 CROYDON ROAD JUNCTION WITH HARTFIELD CRESCENT</p>	<p>Drawn Transport for London</p>												
<p>THE PUBLIC CONSULTATION PLAN OPTION A</p>		<p>Original Scale 1:500</p> <p>Drawn/Checked Date: 02/06/07 Date: 03/06/07</p> <p>Authorised Date: 03/06/07 Date: 03/06/07</p>	<p>Sheet P</p> <p>Sheet Number 5040316/TP/CP003</p>												

**OPTION B
ALTERNATIVE ROUTES AVAILABLE FOLLOWING
CLOSURE OF HARTFIELD CRESCENT**



<p>KEY:- PROPOSED ALTERNATIVE ROUTES</p>		<p>ATKINS™ Atkins Consultants Limited © Consulting Engineers, 1st Floor Avery Road Epsom, Surrey, England, KT15 3JF</p> <p>Tel: (01373) 751149 Fax: (01373) 740055 www.atkinsglobal.com</p>		<p>Transport for London</p>		<p>PROPOSED ROAD CLOSURE ALTERNATIVE ROUTES OPTION B</p>	
<p>Event A23 CROWDON ROAD JUNCTION WITH HARTFIELD CRESCENT</p>		<p>Project A23 CROWDON ROAD JUNCTION WITH HARTFIELD CRESCENT</p>		<p>Drawn P</p>		<p>Checked P</p>	
<p>Scale 1:2500</p>		<p>Original Scale 1:2500</p>		<p>Authorised PDU</p>		<p>Date 12.08</p>	
<p>Issue 1</p>		<p>Drawn Number 5040316/TP/PD/005</p>		<p>Date 12.08</p>		<p>Date 12.08</p>	
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