

Committee(s):	Date(s):	Item no.
Epping Forest and Commons Committee	9 th May 2016	
Subject: Proposed Pedestrian Crossing at West Wickham Common	Public	
Report of: Superintendent of The Commons	For Decision	
<p style="text-align: center;"><u>Summary</u></p> <p>In March 2015 your Committee considered and approved ‘in principle’ a proposal to install a signalled pedestrian crossing on the A232 Croydon Road at West Wickham Common. Your Committee further authorised the Superintendent of The Commons to liaise with Transport for London (TfL) on the proposal to minimise its impact on the Open Space as far as is reasonably practicable. Finally, your committee instructed the Superintendent to report back on the outcome of TfL’s public consultation with more detailed proposals to clarify any subsequent requirement to dedicate land for highway use.</p> <p>This report provides members with details of the above and makes the following recommendations:</p> <p>Recommendations</p> <ul style="list-style-type: none">i. Members approve TfL’s plan to install a signalled pedestrian crossing on the A232 Croydon Road at West Wickham Common and agree to dedicate land at West Wickham Common as public highway based on the details provided in the report and attached Appendices.ii. To facilitate i. above, Members delegate authority to the Superintendent to agree the relocation of the existing Thames Water main on the Common, in consultation with the City Surveyor and Comptroller & City Solicitor.iii. Members authorise the Comptroller & City Solicitor to complete all necessary agreements including deeds of dedication with TfL and the London Borough of Bromley and a licence with Thames Water.		

Main Report

Background

1. In March 2015 your Committee approved 'in principle' a proposal to install a signalled pedestrian crossing on the A232 Croydon Road at West Wickham Common. This decision concluded a process that had been contemplated by Transport for London (TfL), City Of London and local residents since 2004.
2. In that same report members authorised the Superintendent to liaise with TfL to minimise the impact of the proposal on the Open Space as far as is reasonably practicable and to provide your committee with the result of TfL's public consultation on the matter.

Current situation

3. TfL's report summarising the current position and associated issues is attached. **Appendix 1**
4. The outcome of TfL's public consultation on the matter is shown in **Appendix 1a**. The outcome of the consultation is supportive of the proposal.
5. Members of the West Wickham Commons Consultative Committee had previously indicated their support for the proposal.
6. Detailed discussions have included the final surface for the footpaths and concluded that a standard bitumen 'black top' finish provides an appropriate balance of safety, wear and maintenance costs.
7. There is an extant City Of London licence with Thames Water to accommodate a water main on the Common. This water main must be moved to a new, nearby location on the Common to accommodate the signalled pedestrian crossing works.
8. The Superintendent and City Solicitor have worked closely with TfL to ensure that the design and land dedication issues minimise the impact of the proposal on the Open Space. **Appendix 2**.

Proposals

9. That Members consider Transport for London's detailed proposal for the installation of a signalled pedestrian crossing on the A232 at West Wickham Common, for approval. See detailed drawings - **Appendices 3 and 3a**.

10. That in doing so Members also approve the relocation of an existing Thames Water main to a nearby location on the Common, subject to this being at zero cost to the City and sufficient indemnities and other safeguards being provided to the City.
11. The current estimated time for completion of signalised crossing project is autumn/winter 2016.

Financial Implications

12. Costs associated with this project will be met by Transport for London.
 13. Members will note TfL's comment concerning current risks to project funding (p5. Appendix 1). Officers will update Members should TfL project funding become problematic.
 14. The existing hedge adjacent to Tree Tops Lodge will be removed, re-sited and replanted using local risk resources at an estimated cost of £500 (based on hourly rate for residential staff and cost of beech saplings).
- Appendix 4.**

Legal Implications

15. Members must consider whether the proposal is in the best interests of the West Wickham Common and Spring Park Wood charity, including the promotion of its objects, being the preservation of the open space for the recreation and enjoyment of the public.
16. Under section 10(g) of the Corporation of London (Open Spaces) Act 1878 the City has the power to make new footpaths and roads over West Wickham Common, and to dedicate these to the public, subject to applicable highways legislation.
17. However, under section 7 of the Corporation of London (Open Spaces) Act 1878 the City must preserve the natural aspect of West Wickham Common as far as possible, and must protect the trees, shrubs, underwood, heather, gorse, turf, and herbage growing thereon.
18. In balancing these provisions, it is open to your Committee to agree to the dedication of additional land at West Wickham Common for highway purposes, if Members consider this to be desirable in order to improve access to and across the open space for the public, having particular regard to the City's responsibilities to disabled users under the Equality Act 2010. In these circumstances the City as trustee is not required to seek compensation for the land being dedicated. However the amount of land so dedicated should be limited to the minimum necessary to safely and effectively achieve this purpose.

19. The City is required to enter into deeds of dedication with TfL and the London Borough of Bromley, as the two relevant highway authorities, in order to formally dedicate the land in question as highway maintainable at public expense. If in the future the land to be dedicated is no longer required for highway purposes then, under the proposed terms of those agreements, the highway authority shall use all reasonable endeavours to secure the stopping up of that land as soon as practicable and return it to the City for use as open space.
20. The relocation of an existing Thames Water main on the Common to a nearby location will require a new or varied licence to be drawn up.

Community Strategy & Other Significant Implications

21. This Transport for London proposal could be considered to link two themes from the City of London Community Strategy as follows:
 - a) **Good transport for a thriving City** – by encouraging walking across West Wickham Common and providing a safe crossing point to facilitate access to Hayes Secondary School.
 - b) **An inclusive and outward looking City** – by permitting the proposal to install a signalled pedestrian crossing we would be supporting an initiative which benefits an area beyond the City.

Conclusion

22. Public consultation has indicated strong public support for the proposal and concludes a debate that has ensued since 2004.
23. City of London Officers have worked closely with TfL to design a final proposal that improves pedestrian/road safety at the junction of Hartfield Crescent and the A232 whilst minimising its impact upon the Open Space as far as is reasonably practicable.
24. Officers will alert Members as to any TfL funding constraints that might jeopardise project delivery.

Background Papers:

March 7th 2015 report to EFCC.

Appendices

- Appendix 1: TfL - Main report
- Appendix 1a. TfL – Public Consultation report
- Appendix 2: TfL – Land dedication map
- Appendix 3: TfL - Schematic design
- Appendix 3a: TfL – General arrangement drawing
- Appendix 4. Hedge replacement plan

Contact:

Andy Barnard. Superintendent, The Commons.

andy.barnard@cityoflondon.gov.uk