

Appendix 1

TfL report to Epping Forest & Commons Committee – 9th May 2016

A232 Croydon Road by Hartfield Crescent – proposed signalled crossing

1 Background

Hartfield Crescent lies at the core of an isolated residential development (part of Coney Hall) in the London Borough of Bromley lying between A232 Croydon Road and Gates Green Road. Croydon Road is a TfL road with a 40 mph speed limit. Hartfield Crescent is under the highway authority of LB Bromley and has a 30 mph speed limit.

Pedestrians regularly walk between the residential area and Hayes across Hayes Common, crossing the busy A232 Croydon Road close to the Hartfield Crescent junction. Schoolchildren use this route to reach Hayes school. There is no pedestrian crossing at or close to this location. A new crossing would therefore greatly assist local residents to access facilities in Hayes, as well as leisure users of West Wickham and Hayes Commons.

The land on either side of Croydon Road carriageway is Common land. The City of London Corporation is responsible for West Wickham Common, which lies mainly south of Croydon Road, although with a narrow strip north of Croydon Road. The London Borough of Bromley (LBB) is responsible for Hayes Common which lies entirely north of Croydon Road.

2 Previous projects

Transport for London (TfL) developed a proposal for a 'Pegasus' crossing in 2009 which would allow horse riders as well as pedestrians to cross. The crossing was to be located immediately east of the junction with Hartfield Crescent, with a two stage crossing using a central island constructed within a localised widened section of Croydon Road.

The subsequent public consultation received majority opposition (67%) to the proposals. This was because with the crossing located immediately east of Hartfield Crescent, one-way operation in Hartfield Crescent would be necessary. This would require long diversions for local traffic accessing Hartfield Crescent and adjacent streets.

Despite the failure of this project, local resident groups, including 'Friends of Hayes Common' and the 'West Wickham Residents Association' have continued to press for improved crossing facilities.

3 Development of Options

A number of crossing types have been investigated by TfL since the failure of the 2009 Pegasus crossing proposal.

- A. A zebra crossing would improve crossing opportunities for pedestrians by allowing them to step onto the crossing to establish precedence. However the

prevailing traffic speeds makes the use of a zebra crossing unsuitable for this location.

- B. An informal crossing using a central refuge would provide a cost-effective option and greatly assist pedestrian by allowing them to cross in two stages. However the central island would require widening and long approach tapers with significantly greater land area from the Common land needing to be dedicated as public highway.
- C. A signalised crossing at this location would provide the best level of service for pedestrians, while requiring a similar land take as for a zebra crossing. This was TfL's preferred option.

TfL therefore developed further proposals for a signalised crossing to be situated 20 metres west of Hartfield Crescent. Apart from the new crossing itself a new footway would be provided along the west side of Hartfield Crescent and the south side of Croydon Road, leading to the south side of the crossing. A new hard standing area would also be provided on the north side of the crossing with a short linking footway to the existing path across Hayes Common. The proposals would directly affect West Wickham Common, but there would be no impact on Hayes Common.

Horse Riders

The 2009 Pegasus project provided for legal crossing by horse riders, but the current proposals will not do so. Riding is not permitted on West Wickham Common, and is restricted to one permissive route on Hayes Common. The proposed footway on the south side of Croydon Road is too narrow and not appropriate for horse riders to use.

Options for a signalised crossing

Following engagement with City of London officers, three variants for the signalised crossing were developed with differing levels of additional features and amounts of Common land required. All options require less land from West Wickham Common than the 2009 proposal, and do not require access restrictions or diversions by motor traffic. These options 1 to 3 were presented to the 9 March 2015 committee.

Option 3 minimises the amount of land taken from the Common. This would be achieved firstly through retaining the single lane section of Hartfield Crescent on its approach to Croydon Road (although some road widening into common land would be required because of the proposed new footway). Secondly the accessible bus stops and linking footways would not form part of the proposal.

The options and the history of the project are described in more detail in the report submitted by the Superintendent of Burnham Beeches, Stoke Common and City Commons to 9 March 2015 committee.

4 Previous Reports to Epping Forest and Commons Committee (EFCC)

The Superintendent of Burnham Beeches, Stoke Common and City Commons submitted a report to the 9 March 2015 EFCC with details of the 3 crossing options.

The Committee resolved to support Option 3 in principle (minimising the land take from West Wickham Common). The Committee also agreed that City of London officers would work with TfL on developing the proposals in more detail. A further report was requested following the public consultation once detailed design had been undertaken and a more accurate understanding of the land area obtained. This report provides this information and summarises the additional work carried out.

5 Public Consultation Summary

TfL subsequently decided to develop option 3 further and subjected it to public consultation, which took place from October to December 2015. Overall, there was overwhelming support for the new crossing; a total of 157 of 168 responses (93.5%).

The current proposals are shown schematically but clearly in the TfL Consultation Plan – Appendix 2. TfL's final public consultation report provides more detail on the consultation and is also provided - Appendix 5.

6 Land dedication to public highway

After more detailed investigation, an accurate estimation of the land area proposed to be dedicated to public highway has been made – Appendix 3. The areas are as follows:

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| • West Wickham Common land to TfL highway | 46.7 m ² |
| • West Wickham Common land to LB Bromley Highway | 53.5 m ² |
| Giving a total area of: | 100.2 m² |

The land areas concerned are shown in drawing attached S2014_0169-DD-SK-3A revision C included. The area to be dedicated is somewhat greater than the area of 78.5 m² reported to the 9 March 2015 committee. This is because of more accurate measurements having been carried out at the detailed design stage.

TfL has been engaged with the City of London's Comptroller & City Solicitor's department in setting up draft Deed of Dedication legal agreements, providing for land from West Wickham Common land to be dedicated as TfL and LB Bromley highway.

7 Other details

A number of detailed discussions have been held between City of London and TfL officers regarding details of the project to minimise its impact on the local environment and enabling minor local improvements where the opportunity allows.

Speed detector loops

TfL has agreed not to pursue the need for speed detector loops, which are usually for roads of more than 40 mph, and which in this case would have needed a series of chambers to be constructed along Croydon Road on West Wickham Common land.

Footway materials

The issue of footway materials has been considered in detail by TfL and discussed with City of London officers. It has been suggested that a bespoke granular surface should be used. However after consideration TfL wish to propose the use of a standard bituminous blacktop material. This is because of the relatively small amounts of footway area involved and the high cost of the use of non-standard materials and the difficulties of ongoing maintenance.

Signage and street furniture

- The opportunity would be taken to consolidate road and street signage at the junction of Croydon Road and Hartfield Crescent on fewer posts. Existing signs where suitable for re-use will be cleaned. The wooden bollards adjacent to Hartfield Crescent will be removed and replaced by a double-height kerb.
- The alleyway entrance (part of the London Loop path) west of Hartfield Crescent would be resurfaced across its full width. Measures will be introduced such as bollards to deter the use by motor vehicles of the area of Common east of Hartfield Crescent.
- The existing hedge adjacent to the Senior Ranger's house would be removed as agreed with the City and will be re-planted by the City of London.
- The crossing itself can be specified so that the audible signal does not operate at night, so that it does not disturb the adjacent Senior Ranger's house. Detailed time periods will be agreed.
- The existing unattractive plastic reflectorized bollards on Croydon Road on the south side of Croydon Road near the car park would be replaced with wooden reflectorized bollards.

Thames Water equipment

Since 2013 Thames Water has equipment located on the Common east of Hartfield Crescent, a district meter and a pressure reducing valve. Because of the widening of Hartfield Crescent these will need to be relocated as enabling works for TfL's pedestrian crossing project. The proposed footway is too narrow to accommodate this equipment, so it will need to remain on West Wickham Common, close to but not in exactly the same as the current position.

The existing license with the City of London allows this equipment to be located in its current position on West Wickham Common land. It is proposed that a similar arrangement be followed for the new location.

Thames Water as other statutory utility companies will not carry out any enabling works until receiving a Purchase Order and advance payment. Under its duties to spend and utilise public funds wisely, TfL can only issue this once this committee has given approval for the project.

8 Approvals and Project timescales

Approvals

As well as this committee's approval for the principle of the project, further formal approvals will be required before construction can commence.

- i. The two draft Deed of Dedication legal agreements (between, respectively, the City of London and TfL, and the City of London and LB Bromley) will be finalised, signed and sealed. These documents will be finalised, signed and sealed dependent on the decision of the 9 May EFCC.
- ii. TfL and LB Bromley highways managers have already approved in principle the addition of the areas of new public highway which will be maintained by the two highway authorities.
- iii. TfL technical approvals are required and are currently being sought. These relate to the use of appropriate materials and ongoing maintenance issues.
- iv. TfL Traffic Management Act (TMAN) approvals are required and are currently being sought. These relate to the impact of measures on the operation and resilience of the highway network.

Informal discussions have been ongoing regarding these issues. It is not considered that these approvals are likely to bring about any significant risks or changes to the project.

Next steps

A major factor that will influence the delivery timescales for this project is the process for commissioning and relocating the Thames Water equipment discussed above. Thames Water has provided a 6-month response for carrying out the enabling works following receipt of funds.

In addition, the legal arrangements for the land dedication will need to be completed, involving the City of London, TfL and the London Borough of Bromley.

Once all approvals have been given, TfL will be in a position to commission its main highways supplier to commence the build stage of the project, who will develop a detailed build programme.

TfL funding

While this project is on TfL's delivery programme, the EFCC is asked to note that TfL is receiving reduced Government support, and budgets are being reviewed. TfL is currently undertaking further efficiency savings, and some projects may need to be reduced in scope or re-timed. However as far as possible TfL will avoid cancelling projects.

Implementation timescales

At public consultation stage, TfL envisaged that the project could be completed by spring 2016. However that has proved too optimistic given the need for further

details to be developed, the statutory utility relocation issues, and the need for approvals.

Bearing the above factors in mind, TfL estimate that the measures could be introduced in autumn / winter 2016.

TfL will continue liaison with City of London officers regarding the build programme. Further written updates can be provided as required.