

A232 Croydon Road junction with Hartfield Crescent

**Proposed new pedestrian crossing on A232
Croydon Road near Hartfield Crescent**

January 2016

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Contents

1	Background.....	1
2	Introduction	1
3	The consultation	2
4	Overview of consultation responses	4
5	Responses from statutory bodies and other stakeholders	8
6	Conclusion	9
	Appendix A – Copy of the consultation letter	10
	Appendix B – Letter distribution area.....	11
	Appendix C – List of stakeholders consulted	11
	Appendix D – Response to issues raised	14

1 Background

We proposed to install a signalised pedestrian crossing on the A232 Croydon Road near Hartfield Crescent in the London Borough of Bromley. This followed requests from local stakeholders to provide a crossing facility to help people cross Croydon Road.

Following these requests, we carried out surveys and have found that pedestrians tend to cross Croydon Road near the junction with Hartfield Crescent. The study showed that it is feasible to install a crossing at this location, to assist people who want to cross the road.

2 Introduction

We recently invited the public and key stakeholders to take part in a public consultation and comment on our proposals for this junction. The consultation took place between 30 June and 28 August 2015. Members of the public could take part in the consultation using the TfL consultation tool online, by email or post.

This report details responses received and will contribute to the decision on whether to go ahead with the proposed scheme or not.

2.1 Purpose of the scheme

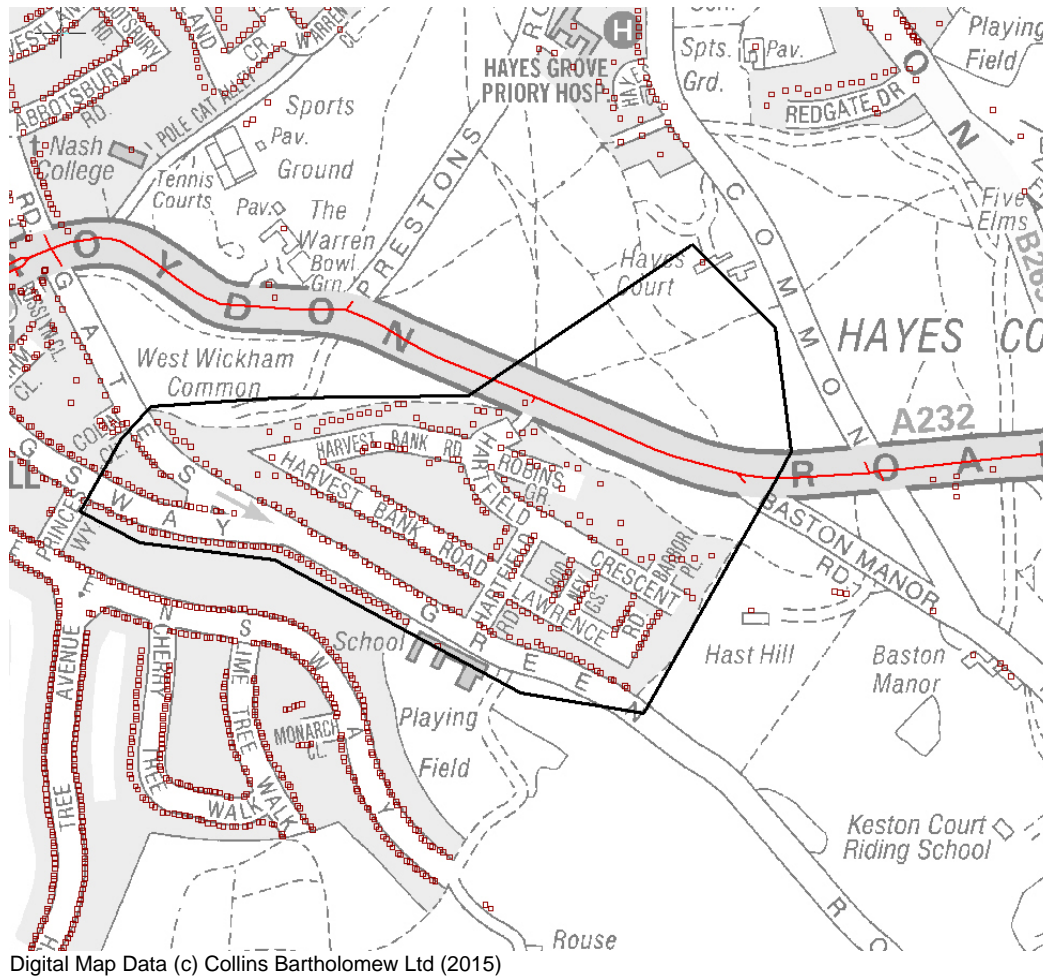
The purpose of the scheme is to install a signalised pedestrian crossing on the A232 Croydon Road near Hartfield Crescent to improve safety for all road users.

The proposed crossing would also provide pedestrians with easier access to Hayes Common, Hayes Centre, Hayes Station and local schools.

We proposed to:

- Install a new signalised pedestrian crossing with a countdown timer on A232 Croydon Road near Hartfield Crescent
- Relocate the wall on the corner of A232 Croydon Road/Hartfield Crescent further back to make space for new footway leading to the crossing
- Create a new footway on Hartfield Crescent. Please note the width of Hartfield Crescent will remain the same.
- Install new road safety signs at the top of A232 Croydon Road/Hartfield Crescent warning motorists to take extra care when turning in to the narrow entrance of Hartfield Crescent

2.2 Location maps



3 The consultation

The consultation ran between 30 June and 28 August 2015 and was designed to enable TfL to understand local opinions about the proposals.

The consultation enabled TfL to:

- Raise general awareness of the scheme with local residents, stakeholders and the public
- Explain the proposed changes
- Provide the opportunity for people to contact us with their feedback about the updated proposals

The potential outcomes of the consultation were:

- We decide the consultation raises no issues that should prevent us from proceeding with the scheme as originally planned
- We modify the scheme in response to issues raised in consultation
- We abandon the scheme as a result of issues raised in the consultation

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the change
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

3.1 Who we consulted

The public consultation intended to seek the views of residents living close to the A232 Croydon Road, Hartfield Crescent junction. Please see Appendix B for a map of the local area we consulted.

We also consulted stakeholders including The Metropolitan Police, Members of Parliament, Assembly Members and local interest groups.

A list of the stakeholders we consulted is shown in Appendix C and a summary of their responses is given in Section 5.

3.2 Consultation material, distribution and publicity

We sent a letter and map explaining the proposed scheme to 350 local households and businesses. A copy of this letter and map is shown in Appendix A.

The consultation material asked one specific question regarding the proposals:

1. Do you support the proposed new pedestrian crossing on A232 Croydon Road near Hartfield Crescent? Yes / Partially / Not sure / No opinion / No

In addition, we had a freetext area where people were able to leave their comments.

We invited people to respond to the consultation using the TfL website <https://consultations.tfl.gov.uk/roads/a232-croydon-road> or by writing to us at FREEPOST TFL CONSULTATIONS or by emailing us at consultations@tfl.gov.uk

3.3 Pre-consultation

The London Borough of Bromley (LBB)

We have been in conversation with the London Borough of Bromley (LBB) regarding this scheme since autumn 2013. Since then, we have met with the Head of Traffic and Road Safety at the LBB and explained the proposals and addressed any concerns they had. In addition, we informed them of the consultation prior to going public and asked for their

comments regarding our consultation area as well as whether they knew any local community groups or resident associations we should consult.

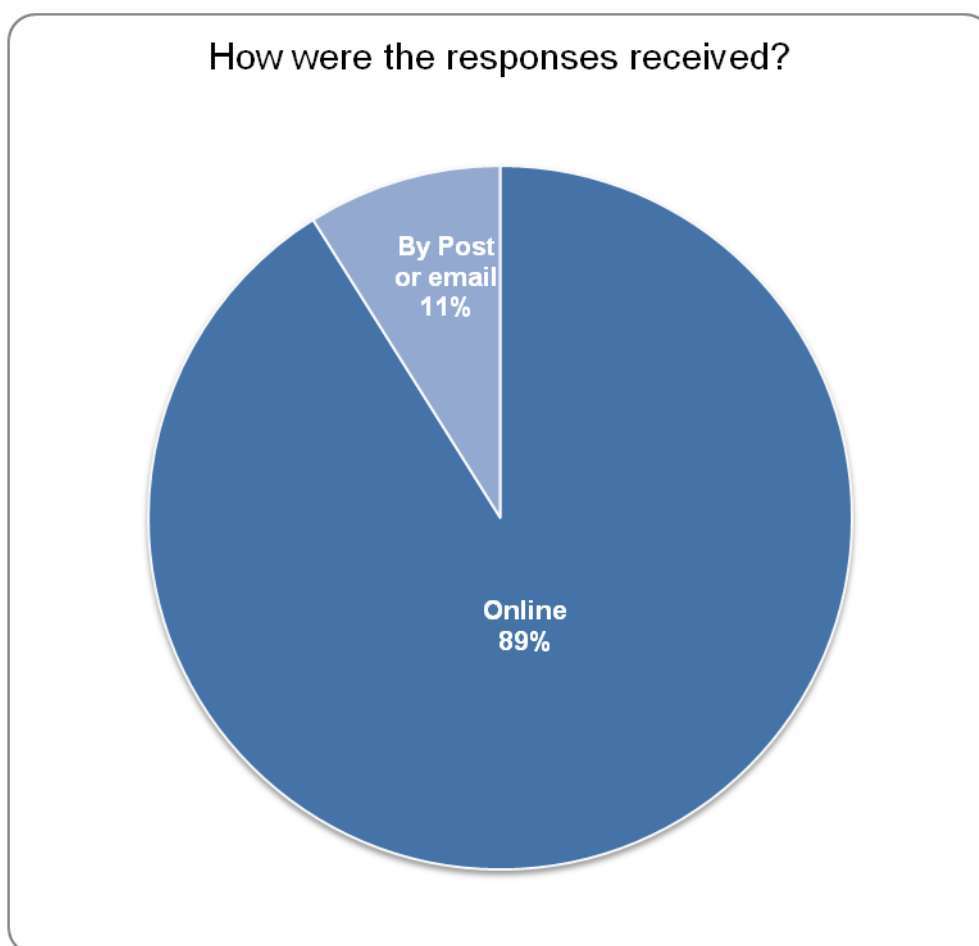
The City of London Corporation

We have acquired permission from the City of London to use part of their land for this proposal.

4 Overview of consultation responses

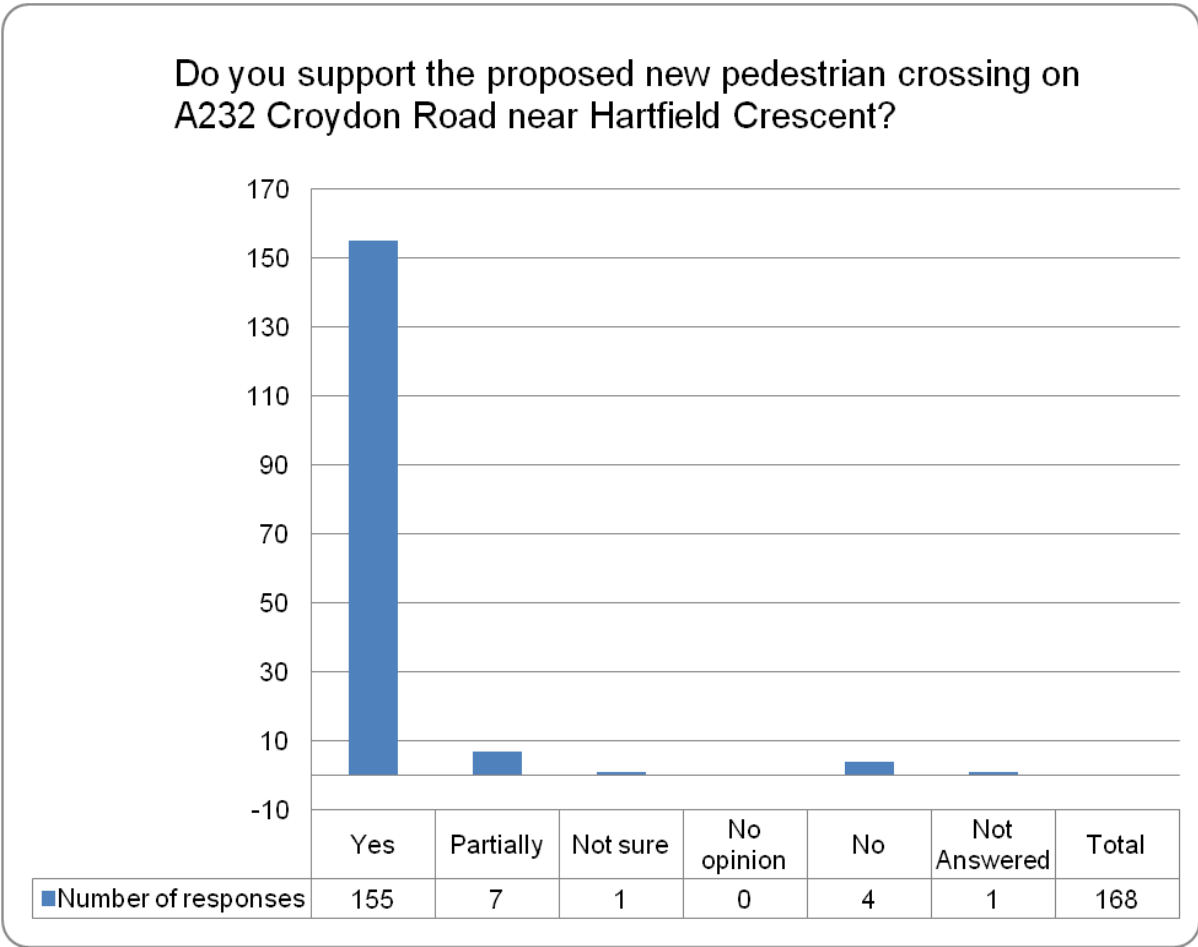
A total number of 168 consultation responses were received, 153 were submitted online and 15 by post or email see figure 1 below.

Figure 1



In the consultation we asked one specific question to see how much support there was for our proposals. The chart below shows the question we asked in and the number of people who answered yes, no, those who were not sure and those who did not answer the question.

The chart below shows the answers received to our question



The consultation showed that 155 people supported the proposals, seven people partially supported the proposals, one person had no opinion and four people opposed the proposals.

People who were supportive of the scheme said:

“This scheme will enhance convenience and safety for all road users groups”

“The proposed crossing is long overdue and will be a massive asset to this community and especially for young children walking to Hayes School”

“Great news! This crossing facility is long overdue; I have seen too many near miss incidents involving people & vehicles at this dangerous junction”

“We have been so concerned about the danger this road represents to all the children who use it in the mornings and afternoons”

People who opposed the scheme said:

“Build a bridge instead. This proposal will cause traffic chaos”

“Installing a crossing would mean that people would exercise less care when crossing the road which could lead to accidents”

“Change is not always good. I strongly hope this proposal does not go ahead”

“The A232 is a very important route; this crossing would slow down traffic”

Additional comments

Respondents were given the opportunity to provide further comments about our proposal. Of the 168 responses received, 132 provided comments. The table below summarises the views and suggestions made. Our full response to issues raised is provided in Appendix D.

Table 2: A summary of views and suggestions made during the consultation

Support for Proposals/Positive comments	Number of times issue raised
Supportive comment - General	57
Will help schoolchildren	57
The road is dangerous and needs a crossing	39
Will improve safety for road users	33
Will benefit those using Hayes Station	7
Will take less time to cross the road	7
Will make accessing the common easier	6
Will make crossing easier	5
The crossing will make it safer for the elderly	4
Will make accessing the bus stops easier	4
Will reduce the amount of cars used for drop offs	3
Will help bus users to cross	2
A crossing will reduce congestion on the bus	1
A safe crossing will encourage more people to walk	1
The dropped kerbs on the crossing will help wheelchair users cross	1
Will aid walking groups	1
Will improve visibility for drivers emerging from Hartfield Crescent	1
Will regulate the speed of traffic	1
Opposition/Negative comments	
This will increase traffic	2
The new crossing will cause accidents	2
Will cause disruption and will be used infrequently	1

Build a footbridge instead	1
Crossing will spoil the landscape	1
Safety concerns	
Extend footways to bus stops	7
Safety - This needs to be done sooner	5
The entrance of Hartfield Crescent needs to be widened	4
Guard railing needs to be installed along the paths and the A232	2
Change speed limit to 20mph	2
Change speed limit to 30mph	2
The entrance to Hartfield Crescent is dangerous	2
Safety - Put railings on the south side of A232	1
Install give way signage where single track starts on Hartfield Crescent	1
Install safety signs warning drivers of crossing ahead	1
Make the crossing more visible	1
Make Hartfield Crescent one way	1
The 40mph speed is too fast for this road	1
Utility street signs on eastern side of Hartfield Crescent obstruct drivers view	1
Give priority to vehicles turning from the A232 into Hartfield Crescent	1
General comment	
Have a hatched box before the crossing to aid motorists emerging from Hartfield Crescent	4
Do more for cyclists	3
Poor drainage on the A232 makes it hard for vehicles to stop suddenly	2
Have a button on crossing for horse riders	2
Make toucan crossing	2
Install CCTV at the junction	2
Add double red lines along the A232	2
Re-position the crossing to the south-east of Hartfield Crescent to improve visibility from Hartfield Crescent Hill	1
Allow cyclists to give way to pedestrians rather than stop at the red light	1
Have a countdown to show how long till green man appears	1
Have a transmitter to allow buses and fire engines to go through the crossing quicker	1
Widening Hartfield Crescent would encourage larger vehicles to use it	1
Make the crossing accessible for buggy users	1
Do not alter the width of Hartfield Crescent	1
Clear blocked drains at this junction	1
Consultation - Did not receive a letter	1
Build a footbridge instead	1

5 Responses from statutory bodies and other stakeholders

We received nine responses from stakeholders. Their responses are summarised below.

London TravelWatch

Partially supportive. Concerned that there is no proposals for footways to either bus stop from the crossing point and say this should be considered.

The City of London

Supportive of the proposals.

Councillors for Hayes & Coney Hall Ward, London Borough of Bromley

Supportive. The Councillors for Hayes & Coney Hall were supportive of the proposals.

The London Fire Brigade (LFB)

Supportive. Support proposals that will improve London's infrastructure. They will support developers and contractors to reduce both the risk to Londoners and the impact of works being undertaken. LFB officers have visited the site and confirm that the proposals will have no impact on the LFB services.

Hartfield Residents' Association

Supportive. Pleased with the proposal and feel that it is a good solution.

West Wickham Residents Association

Supportive. Feel that the road is currently dangerous and the crossing would improve safety for pedestrians especially children travelling to and from school.

The Metropolitan Police

Supportive of the proposals.

Bromley Bridleways Access Group

Supportive. Would like to know if riders will be able to use the pedestrian crossing and if so, whether a horse rider button could be placed on the crossing as well.

Guide Dogs

Supportive of the proposals.

6 Conclusion

Following an analysis of the responses received and taking in to account issues that were raised during the consultation, we have decided to go ahead and implement the proposed scheme that was consulted on.

6.1 Next steps

The detailed design and construction stages of the project have now been commissioned.

Further approvals for the detailed design will be required from the City of London, which is responsible for West Wickham Common; this is expected in February 2016. However, there may be a need for further detailed design amendments.

We anticipate that construction works will take place in spring 2016.

Appendix A – Copy of the consultation letter

Transport for London



Consultation Team
Surface Strategy & Planning
Transport for London

11th Floor, Zone G8, Palestra
197 Blackfriars Road
London SE1 8NJ

30 June 2015

Dear Resident,

Proposed new pedestrian crossing on A232 Croydon Road near Hartfield Crescent

We propose to install a signalised pedestrian crossing on the A232 Croydon Road near Hartfield Crescent.

We have received requests from local stakeholders to provide a crossing facility to help people cross the A232 Croydon Road.

Following the request, we carried out surveys and have found that pedestrians tend to cross A232 Croydon Road near the junction with Hartfield Crescent. The study showed that it is feasible to install a crossing at this location, to assist people who want to cross the road.

The proposed crossing would provide pedestrians with easier access to Hayes Common, Hayes Centre, Hayes Station and local schools.

We propose to:

- Install a new signalised pedestrian crossing with a countdown timer on A232 Croydon Road near Hartfield Crescent
- Relocate the wall on the corner of A232 Croydon Road/Hartfield Crescent further back to make space for new footway leading to the crossing
- Create a new footway on Hartfield Crescent. Please note the width of Hartfield Crescent will remain the same.
- Install new road safety signs at the top of A232 Croydon Road/Hartfield Crescent warning motorists to take extra care when turning in to the narrow entrance of Hartfield Crescent

Please see the enclosed plan which shows all of the above proposed changes.

We would like to know your views on our proposals. Depending on the views expressed during this consultation, we plan to implement the changes during winter 2015.

You can respond to the consultation on-line at <https://consultations.tfl.gov.uk/roads/a232-croydon-road> or by writing to FREEPOST TFL CONSULTATIONS

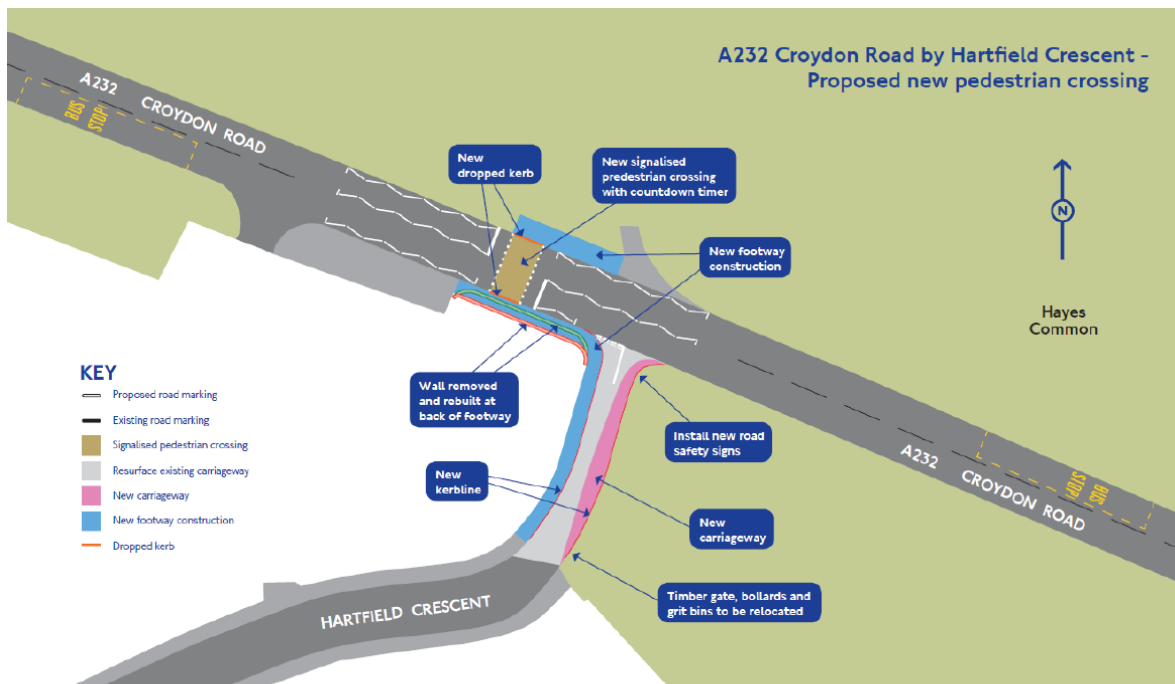
The consultation will be open between 30 June and 28 August 2015. If responding by email or post please answer the following questions:

- What is your name?
 - What is your email address?
 - What is your postcode?
1. Do you support the proposed new pedestrian crossing on A232 Croydon Road near Hartfield Crescent? Yes / Partially / Not sure / No opinion / No
 2. Do you have any further comments?

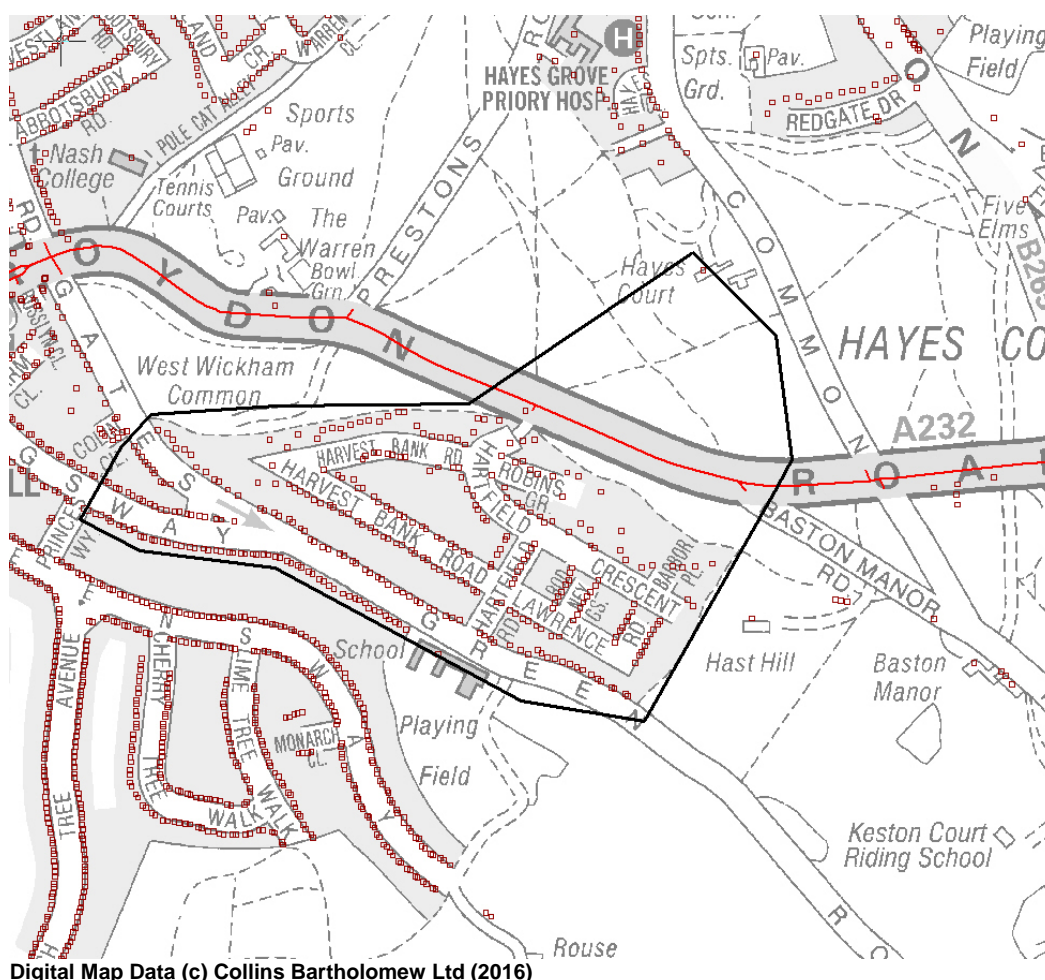
If you have any questions regarding the consultation, please contact me at consultations@tfl.gov.uk

Yours faithfully,

Wendy Wilson
Consultation Team
Transport for London



Appendix B – Leaflet distribution area



Appendix C – List of stakeholders consulted

Elected Members	
Tania Mathias MP	Gareth Bacon AM
Bob Stewart MP	Victoria Borwick AM
Jo Johnson MP	Jenny Jones AM
Bob Neill MP	James Cleverly AM
Mark Field MP	Murad Qureshi AM
Siobhain McDonagh MP	Nicky Gavron AM
Stephen Hammond MP	Richard Tracey AM
Zac Goldsmith MP	Stephen Knight AM

Andrew Boff AM	Tom Copley AM
Caroline Pidgeon AM	Valerie Shawcross AM
Darren Johnson AM	Victoria Borwick AM
Fiona Twycross AM	John Biggs AM

Local Authorities
London Borough of Bromley
City of London

Police & Health Authorities	
Metropolitan Police	Bromley Safer Transport Team
London Ambulance Service	Metropolitan Police - Community Police
NHS CCG Bromley	Bromley Council on Ageing

Local Interest Groups	
Bromley Residents Association	Orpington District Transport Users Association
Hartfield Residents' Association	Petts Wood & District Residents' Association
West Wickham Residents Association	

Other Stakeholders	
London TravelWatch	Licenced Taxi Drivers Association
AA Motoring Trust	Living Streets
Action on Hearing Loss (formerly RNID)	London Ambulance Service
Age Concern London	London Councils
Age UK	London Cycling Campaign
Alzheimer's Society	London Fire and Emergency Planning Authority

Asian Peoples Disabilities Alliance	London Older People's Strategy Group
Association of British Drivers	MIND
Association of Car Fleet Operators	Motorcycle Action Group
Better Transport	Motorcycle Industry Association
British Motorcyclists Federation	National Children's Bureau
BT	National Grid - electricity
Campaign for Better Transport	Port of London Authority
Confederation of British Industry (CBI)	RNIB
CTC, the national cycling charity	Road Haulage Association
Department for Transport	Royal Mail
Disability Alliance	Royal Mail Parcel Force
Disability Rights UK	Royal Parks
Disabled Persons Transport Advisory Committee	Sense
EDF Energy	Sixty Plus
Freight Transport Association	Stroke Association
GLA Strategy Access Panel members	Sustrans
Greater London Authority	Taxi and Private hire
Greater London Forum for the Elderly	Thames Water
Green Flag Group	The British Dyslexia Association
Guide Dogs for the Blind Association	Unions Together
House of Commons	Unite Union
ICE –London	Victoria Business Improvement District
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)	
Joint Mobility Unit	

Appendix D – Response to issues raised

Issues that were raised as a result of the consultation

Hartfield Crescent is dangerous; the entrance should be widened so there is enough space for two-way traffic

The proposed road width will remain the same. This is to minimise the use of common land as agreed with the City of London, which is responsible for West Wickham Common. Hartfield Crescent is a very lightly used road, and although there may be occasions where one vehicle may need to reverse, there is no evidence based on police statistics that the carriageway width causes a road safety issue.

Give way signage should be installed where the single track starts on Hartfield Crescent, and priority should be given to vehicles turning from the A232 into Hartfield Crescent

The existing arrangement does not have a give way sign at this location and works satisfactorily. Traffic flows and speeds in Hartfield Crescent are low and there have been no recorded safety issues related to signage. Two new signs would be needed to comply with the regulations and this would introduce unnecessary additional street clutter.

Can the footways be extended to the bus stops; this will make accessing the bus stops easier and safer for passengers?

Unfortunately this is not something we are able to do as part of this scheme. We only have permissions to use the common land that has been agreed with the City of London, which is responsible for West Wickham Common.

The 40mph speed along A232 Croydon Road is too fast and should be reduced to either 30mph or 20mph.

TfL sets speed limits to achieve road safety while ensuring speed limits are appropriate for the character of the road. Police road accident statistics for this area show that there is not a road safety issue related to excessive speed on this part of the A232. Therefore we do not propose to reduce the speed limit at this location.

Guard railings should be installed along the south side of the A232 to increase safety

Research has found that much pedestrian guard rail has no positive effect on road safety. TfL has therefore adopted over the past 3 years a policy of removing unnecessary pedestrian guard rail on its network, subject to a safety assessment at each location.

The crossing will be clearly marked and visible and we do not consider that there are any special factors that require the use of pedestrian guard rail at this location. In addition, guard rail would reduce the effective width of the proposed footway on the south side of Croydon Road leading to the new crossing.

There is a strong desire by TfL and the City of London to reduce the element of 'urbanisation' of the area as far as possible. The use of pedestrian guard railing is not considered in keeping with the common land.

Will safety signs be installed to warn drivers of the new crossing ahead?

We propose to use advance warning signs to highlight the new crossing for a temporary period after its opening and do not feel permanent signs are needed. Traffic signals are generally observed by a high proportion of motorists and are more visible than warning signs. We do not feel there is a need for separate warning signs in advance of the signals. Measures will be taken to ensure good visibility, including removing small amounts of vegetation.

Can a footbridge be built instead of a crossing?

Experience has shown that separating pedestrians from traffic using pedestrian overbridges (or subways) has many disadvantages, for example:

- Footbridges are visually intrusive, which is highly undesirable at this location. They must be accessible to everyone which requires that long approach ramps must be provided, which would greatly increase the already large area occupied by the bridge
- Footbridges are extremely expensive compared to other types of crossing
- Bridges need to be high enough to provide the necessary height clearance for vehicles. Pedestrians therefore need to climb and descend significant distances; this also creates longer pedestrian walking distances. In addition, most pedestrians prefer to take the shortest routes without changing levels. Experience shows that most pedestrians avoid using bridges where there is an opportunity to cross at street level.

Install a yellow hatched box before the crossing to aid motorists emerging from Hartfield Crescent

Yellow box markings are more suited to larger junctions where blocking could cause significant effects on the network, and are not intended to assist drivers leaving side roads. We do not consider that there is a need for a yellow box at this junction..

More should be done for cyclists in the area, for example, can you make the crossing a toucan crossing?

A toucan crossing is intended to link routes which cyclists can use on either side of the road. At this location, a toucan crossing would not link any cycle routes. In addition, cycling 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 will be too narrow and not appropriate for shared use with cyclists.

Allow cyclists to give way to pedestrians rather than stop at the red light

Cycles are classed as road vehicles and therefore must follow all traffic regulations, which includes stopping at red traffic signals.

Horse riders often cross this junction; can a button be placed higher on the crossing for them?

No. The proposed signalled crossing is not intended for use by horse riders. Riding is not permitted on West Wickham Common, and is restricted to one permissive route on Hayes Common. The proposed pedestrian footway on the south side of Croydon Road is too narrow and not appropriate for horse riders to use. In addition, horses and riders are classed as road vehicles and should use the carriageway; therefore they are unlikely to have any strong reason to use the pedestrian crossing.

Double red lines should be added along the A232 Croydon Road

Double red lines are not needed because the A2332 Croydon Road already has red route clearway restrictions which prohibit stopping. These achieve the same purpose as double red lines. Double red lines would not be in keeping with the rural nature of this road.

CCTV should be installed to stop motoring offences at this junction

Cameras can only be used where there is a proven road safety issue such as a number of collisions causing injury; this is not the case at this junction.

Can the crossing be re-positioned to the south-east of Hartfield Crescent to improve visibility from Hartfield Crescent Hill?

The proposed location has been carefully considered with regard to minimising the loss of common land and providing a suitable crossing location for pedestrians. Motorists using Hartfield Crescent should be approaching slowly due to the narrow width of the road, therefore enabling them to stop at the crossing in the event of there being a red signal.

Will there be a countdown timer installed on the new crossing?

Yes.

Will the crossing be accessible for buggies?

Yes, although there is no proposal to construct any hard surfaced paths across the common land to the north.

Issues that were raised that did not relate directly to the scheme

The drainage along the A232 needs to be cleared regularly; poor drainage makes it hard for vehicles to stop suddenly.

We are carrying out drainage investigations in this area as part of a separate project.

Can the utility street signs on the eastern side of Hartfield Crescent be relocated as they obstruct drivers view?

We intend to de-clutter the existing signage in this area, including the area east of Hartfield Crescent. The utility sign will be considered as part of this.