### NON-KEY DECISION TAKEN BY A CABINET MEMBER

<table>
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<th>TITLE OF THE REPORT</th>
<th>TRINITY ROAD ZEBRA CROSSING – FORMAL CONSULTATION</th>
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<td>DATE REPORT MADE AVAILABLE TO CABINET MEMBER FOR PLANNING AND TRAFFIC MANAGEMENT</td>
<td>10 March 2010</td>
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**DECISION:**
Agree to proceed with implementation of the proposed zebra crossing and the associated works.

**REASON FOR DECISION:**
To assist pedestrians particularly pupils and parents to cross Trinity Road safely.

**ALTERNATIVE OPTIONS CONSIDERED AND WHY REJECTED:**
Not to proceed

**DOCUMENTS RELIED ON:**
N/A

**DECLARATIONS OF INTEREST:**

Signed ..........................................................
Cabinet Member for .............................................
Date (at least 5 clear normal working days after receipt of report) 2/4/10

**IF DECISION WAS SUBSEQUENTLY CALLED-IN, DATE OF OVERVIEW AND SCRUTINY COMMISSION MEETING AND OUTCOME**
N/A

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**NOTE:** Once the decision has been taken this form, together with the report, must be given to the Democratic Services Manager in the Corporate Resources Department so that the decision can be published to all Members of the Council.
Cabinet Member: Planning and Traffic Management
Date: 23 March 2010
Agenda item:
Wards: Wimbledon
Subject: TRINITY ROAD ZEBRA CROSSING – FORMAL CONSULTATION
Lead officer: Chris Lee, Director of Environment & Regeneration
Lead member: Councillor William Brierly
Forward Plan reference number:
Contact officer: Maan Al-Radhi, Tel: 020 8545 3948, email: maan.alRadhi@merton.gov.uk

Recommendations:
The Cabinet Member for Planning and Traffic Management:

A. Notes the outcome of the formal consultation carried out during February 2010 for the introduction of a zebra crossing on Trinity Road as shown in drawing number Z35-242-01A attached as Appendix 1.

B. Agrees to proceed with the implementation of the proposed zebra crossing and all related works as detailed in drawing number Z35-242-01A attached as Appendix 1.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 The purpose of this report is to inform the Cabinet Member for Planning and Traffic Management of the outcome of the formal consultation conducted in February 2010 in Trinity Road area for the introduction of a zebra crossing as shown on plan Z35-242-01A- Appendix 1.

1.2 It sets out issues raised by some residents during the formal consultation for consideration by the Cabinet Member.

1.3 The report requests that the Cabinet Member agrees to:

Proceed with the issuing of the Notice for the implementation of the proposed zebra Crossing in Trinity Road and the amendments to the CPZ TMO for the removal of one permit parking bay and the introduction of an additional permit holder parking bay, as shown in drawing number Z35-242-01A

2 DETAILS

2.1 Trinity Road is within Trinity ward and is a local distributor road linking the area to A219. Trinity Road is subject to a 20mph speed limit that was introduced during 2008.

2.2 To assist pedestrians particularly parents and pupils, some years ago a pedestrian refuge was introduced adjacent to the entrance to the park entrance.

2.3 The Holy Trinity School in Effra Road is currently in the process of changing from 1 form entry to 2-form entry. This will effectively result in an increase in the number of pupils attending the main school from 210 pupils to 420 pupils. The increase in pupil
numbers will be phased over 7 years, with 30 additional pupils starting each year. The School has been granted a planning permission to expand.

2.4 As part of this expansion, a request for a controlled crossing was made by the school and one of the ward Councillors. The proposed zebra crossing is to be located 1m north of the entrance to South Park Gardens, which will replace the existing informal crossing. The crossing will include the introduction of zig-zag markings that will prevent parking at all times and a central pedestrian refuge, which will narrow the road width helping to reduce speed. It will also create a safe area for pedestrians should a vehicle fail to stop. The measures also include the removal of one parking bay and the introduction of another.

2.5 An informal consultation was carried out during December 2009. The results were reported to the Cabinet Member in January 2010 upon which approval was given to proceed with the formal consultation.

3.0 FORMAL CONSULTATION

3.1 A formal consultation was carried out between 11 February 2010 and 5 March 2010. A copy of the newsletter is attached as Appendix 2. The consultation included the erection of street notices on lamp columns in the area, the publication of the Council’s intentions in the Local Guardian and the London Gazette. The documents were also available at Merton Link in the Civic Centre and on the Council’s website. Additionally a newsletter along with a plan were sent to all those previously consulted. Local Ward Councillors were contacted by email for comments prior to the consultation exercise.

3.2 Three representations were received within the formal consultation period. Although they all support the zebra crossing, they expressed reservations regarding the central refuge islands /additional beacon elements of the proposals. All representations are attached in Appendix 2.

3.3 Response from Metropolitan Police

The Metropolitan ‘Police’ have no objection to the proposed crossing, however, they would not support the reduction of the zig zags at either end to maintain the number of parking bays.

4. TIMETABLE

4.1 If approved, the amendment to the existing Traffic Management Orders and the Statutory Notice for the proposed measures would be made and the measures implemented in April 2010.

5. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

5.1 The proposed zebra crossing is estimated at a total cost of £34k and will be funded from Merton Capital settlement for 2010/11. It does not include staff costs.

6. LEGAL AND STATUTORY IMPLICATIONS

6.1 If approved amendment to the existing Traffic Management and Statutory Notice for the implementation will be made under S23 of the Road Traffic Regulation Act 1984.
7. **HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

7.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The needs of the residents are given consideration but it is considered that improving safety on the borough roads take priority over environmental issues like noise and pollution.

7.2 Bodies representing motorists, including commuters will be included in the statutory consultation required for draft traffic management and similar Orders.

7.3 The implementation of the zebra crossing affects all sections of the community especially the young and the elderly; and assists in improving safety for all road users as well as achieving Merton’s commitment in creating a safer environment for pedestrians.

8. **CRIME AND DISORDER IMPLICATIONS**

   N/A

9. **RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

9.1 The risk in not introducing the zebra crossing speed will not address the concerns raised by some residents.

9.2 The road safety implications/risks during construction and maintenance have been fully considered at each stage of the design process.

9.3 The Borough has undertaken a stage 1/2 Road Safety Audit, which agrees with the proposals. A stage 3 Road Safety Audit will be required once the scheme has been implemented. This will be carried out in accordance with the Highways Agency design note on Road Safety Audits.

9.4 The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, ‘Managing Health and Safety in Construction’, published by the Health and Safety Commission. The CDM Coordinator appointed for this scheme is F.M.Conway Ltd.

9.5 Potential risks have been identified during the preliminary and detailed design stages. Therefore, the measures have been designed accordingly to manage them; these are detailed in the table below.

<table>
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<th>Risk</th>
<th>Measures to Reduce Risk</th>
<th>Information on Residual Risk Passed To</th>
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<tr>
<td>Volume of traffic during peak periods</td>
<td>The appropriate traffic management would be put in place to ensure access and maintain through traffic Every effort will be made to undertake construction outside morning and after school peaks.</td>
<td>Highways Project Officers undertaking detailed design • CDM Coordinator • Emergency services</td>
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**APPENDICES**

The following documents are to be published with this report and form part of the report
BACKGROUND PAPERS

The following documents have been relied on in drawing up this report but do not form part of the report:

Department for Transport’s - Assessment of Pedestrian Crossings- Local Transport Note 1/95
March 1995

Useful links:

Merton council’s web site: http://www.merton.gov.uk

Readers should note the terms of the legal information (disclaimer) regarding information on Merton council’s and third party linked websites.

http://www.merton.gov.uk/legal.htm

This disclaimer also applies to any links provided here.
Dear Resident/Business

You may recall that in November/December 2009, the Council consulted you regarding the introduction of a zebra crossing in Trinity Road. The majority of those who responded expressed their interest and support for the proposals. The result of the consultation was presented to the Cabinet Member for Planning and Traffic Management. A decision was made on the 27th January 2010 to proceed to formal consultation.

Proposals

The proposals involve the introduction of a zebra crossing and the associated zig-zag markings within the area currently subject to single yellow line restriction. It is also proposed to introduce minor changes to existing permit holder bays which would mean additional parking to the south of the proposed crossing and a reduction of one parking bay to the north of the crossing. Thus there will be no change in the total number of the permit holder parking bays in this stretch of Trinity Road.

What Happens Next

A Notice of the Council’s intentions to make the relevant draft Traffic Management Orders (TMOs) for their implementation will be published in the local newspaper, London Gazette and posted on lamp columns in the vicinity. Representations for and against must be done in writing to the Head of Street Scene and Waste Management Division, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than 5 March 2010, quoting reference ES/SGE/TRINITYZEBRA.

Anyone who opposes the proposals must state the grounds upon which their objection is made. We also welcome letters in support. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are therefore important to us.

A copy of the draft TMO, a plan identifying the area affected by the proposal and the Council’s ‘Statement of Reasons’ can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey during the Council’s working hours, Monday to Friday, between 9am and 5pm. Alternatively, this information can be viewed on our website using the following link www.merton.gov.uk/trinityzebra

At the conclusion of this statutory consultation a report will be presented to the Cabinet Member for Planning and Traffic Management for a decision. Please note that responses to any representation received will not be made until a final decision is made.

If you require further information you may contact Maan Al-Radhi directly on 020 8545 3948 or email maan.alRadhi@merton.gov.uk.
I am particularly concerned about the proposed pedestrian crossing over Trinity Road since as you can see from the above address it will be set right outside my property. While I certainly support the crossing in general terms, I object to the central reservation/pedestrian refuge. A part from the obvious fact that the carriageway is very narrow here, without the refuge the crossing will

a) be safer
b) look better, and
c) cost a lot less

a) At present, especially with a clear road in the evening, traffic quite often travels south to the right of existing island. (This continues despite a report to Police). The same will happen on the crossing: extremely dangerous. Drivers observe roadway stripes rather than overhead beacons: the refuge will reduce the stripes.

b) In a Conservation Area with a beautifully restored Park, multiple street furniture clutters the scene.

c) As a rate-payer I should like the central refuge, with its extra cables, islands and beacons, will double the cost of the actual crossing (It will also take longer to install). Reduce electricity to conserve energy.

Our Borough has several excellent zebra crossings with very good safety records where a simple, in expensive design just goes straight across. I should be most grateful if you could pass this actual letter directly to Councillor William Brierly.

We would like to formally object to the central pedestrian refuge on the proposed Zebra Crossing directly opposite our property On Trinity Road, Wimbledon, for the following reasons:

1/ The roadway is too narrow to require this feature.
2/This refuge will greatly add to Merton Council’s costs at time when it is trying to reduce it’s overspent.
3/Extra Electricity used in the beacon’s is not environmentally friendly and will not conserve energy.
4/The beacons will be an eye – sore in the conservation area with the newly restored Park nearby.
5/Our Councillors have reported to the police that cars pass the present crossing-island on the park side, travelling on the right hand side of the road. The proposed refuge will encourage the same behaviour that is dangerous.

The existing crossing on the Ridgeway (near Tesco) in Wimbledon village is very safe and a model for Trinity Road.

As a recipient of freedom Press I can see that Merton needs to save money. I am amazed therefore that in this Tory Ward so much funding is apparently to be wasted on the daft design of the proposed pedestrians crossing which is due to be set up right outside my property at 61 Trinity Road. The narrow crossing way does not merit a central pedestrian refuge with its pair of islands, tactile paving and two extra beacons, let alone all the additional cabling underneath the surface. The crossing is certainly welcome but let us have a simple crossing of zebra strips with one beacon at each end. The crossing in Wimbledon Village over the Ridgeway near Tesco is a very good model for what is required in Trinity Road. In this Conservation Area, next to the restored Park too much street furniture already blights the scene without four beacons on the crossing (using electricity which we are persuaded to conserve).

This very local issue is along way from those rational transportation concerns which chiefly occupy your attention. I and my neighbours nearby would be very happy if you could assist us in our small-scale complaint.
OFFICER'S RESPONSE

The proposed central island at the zebra crossing will narrow the road width, which is likely to reduce the speed of traffic. This section of the Trinity Road is already being used as an uncontrolled crossing and the proposed zebra crossing will provide a formal crossing point. It is considered that the refuges will provide a safe haven for pedestrians particularly for the young and the old and experience elsewhere indicates that a central refuges will prevent vehicles particularly cyclists and motorcyclists from overtaking on approach to the zebra crossing.

Although the concerns of few residents regarding the possible impact of the extra beacon is acknowledged, it is proposed to use a more innovative set of beacons that is claimed to cause minimum light pollution/ inconvenience to the residents. These are LED lit and can only been seen by traffic from a head on position. In the event that residents are inconvenienced, it would be possible to introduce a special shield to the beacons. These new beacons have proven a success in Croydon and some other boroughs.