Residents Committee
2 February 2017

Coombe Road by Lime Grove - Proposed Zebra Crossing Amendments, Junction Improvements and 20mph Speed Limit Extension

Report by Director of Place

Purpose
To obtain the Committee's approval for the proposals set out below, which were endorsed by the Maldens & Coombe Neighbourhood Committee on 7 December 2016.

Recommendations of the Portfolio Holder for Residents Services
To Resolve that -

1. The preferred Option 1 as set out in paragraph 4 of in this report and Annexes 1 and 2, be approved for implementation, subject to completion of the required legal processes.

Key Points

A. A meeting on 1 November 2016 with ward members and key stakeholders, including the lead petitioner, agreed to progress Option 1 as shown in Annexes 1 and 2. This was further endorsed by the Maldens & Coombe Neighbourhood Committee at the meeting on 7 December 2016.

B. The preferred option includes progressing an amended layout for improvements to the junction of Coombe Road and Cambridge Avenue that was originally approved by Committee in September 2014.

C. Coombe Road is the B283 and, as this report concerns works to a ‘B’ road, the final decision under current governance arrangements must therefore be taken by the Residents Committee.

D. Subject to approval at this committee, a section 23 notice covering the amendments to the Zebra crossing, a Traffic Management Order (TMO) to extend the 20mph speed limit on Coombe Road to Badgers Walk and a TMO to upgrade the waiting restrictions on Lime Grove would be advertised at the earliest opportunity.

Context

1. Members will be aware of the collision involving the fatality of a child that occurred on 17 November 2015, which was followed by a petition requesting safety improvements to the Zebra crossing on Coombe Road by Lime Grove. Further details are set out within the previous reports to the Neighbourhood Committees in February, April and September 2016.
2. A summary of the actions identified in the report to the April meeting are as follows:-

- Detailed investigation into the feasibility of moving the crossing southwards to allow footway widening to the crossing waiting areas;
- Short term consideration given to putting up advance warning signs, increasing lighting levels at the crossing and adding high intensity flashing units to the beacons;
- Investigation into the feasibility of an option to move the zebra crossing further north, away from the Lime Grove junction. This may include widening the facility to provide more capacity;
- Subject to an acceptable design being achievable for relocating the zebra crossing to the south of Lime Grove, carry out a detailed investigation into the possible future upgrading of the facility to a Pelican Crossing;
- Consider the feasibility of introducing a school safety zone, including a 20mph speed limit;
- Investigate amending the Lime Grove junction to include a no entry for vehicles on Coombe Road, and possibly a short section of one way road up to the builders’ yard access. The one way would be in an eastbound direction giving access onto Coombe Road.

3. Apart from the short-term improvements already completed, all of the agreed actions listed above are addressed by the three options that were reviewed at the key stakeholder meeting, and are considered further below.

Options

4. The preferred “Option 1”, agreed with key stakeholders and endorsed by the Neighbourhood Committee, is shown on the plans attached as Annexes 1 and 2, with a summary of the benefits set out below. The main reasons for considering this as the preferred option is that this option, unlike option 2, does not divert traffic onto other local roads and consequently consultation can be focussed on the local frontagers rather than over a wider area (as per option 2), and the consultation is limited to standard procedures associated with advertising the required legal notices listed in paragraph “D”.

KEY BENEFITS

- Complies with current design standards, with a minimum 5m offset from the side road. Although meeting the standard will require the crossing to be moved approximately 3m north of its current position it is still close enough to the desire line to be used by a majority of people crossing Coombe Road, and it encourages pedestrians to move away from the corner, which is an area of potential conflict with vehicles that override the footway.
- Increase of crossing width to 4m provides larger waiting areas and more crossing capacity, and is particularly helpful for people with pushchairs and children on scooters.
● Entry Tables are likely to reduce the speed of turning movements at the junctions.
● An Entry Table on Lime Grove, combined with moving tactile paving, would allow kerbs to be raised at the corners to discourage vehicles from overriding the footway.
● The 20mph speed limit extension, school safety zone signs and raised crossing area at the Zebra will reduce vehicle speeds on Coombe Road.
● Consultation would be limited to residents adjacent to the crossing and proposed speed limit reduction.

5. Option 2 is essentially the same as option 1 but with the addition of a short section of one-way road in Lime Grove towards Coombe Road, between the east side of the exit from Travis Perkins and the junction. This proposal makes Lime Grove a ‘No Entry’ road for traffic on Coombe Road. The additional benefit of this would be to reduce the turning movements at the junction by up to 38\% (34 vehicles) in the peak hours and further reduce the likelihood of vehicles overriding the footway. The consultation area for this would however, need to be extended to include all roads that may be impacted, and noting the unfavourable response to a previous consultation including a similar proposal, it was agreed to concentrate on the benefits of option 1 and hold the one-way in abeyance for future consideration, should further improvements need to be considered.

6. Option 3 is to consider moving the crossing to the south of the Cambridge Avenue junction, to provide an opportunity to widen the footways adjacent to the crossing. The increase in the overall width of the crossing would however, be limited by the need to maintain access to the adjacent bus stop, and 3m is the maximum that could be achieved. The largest disbenefit of this proposal is that the crossing would need to be moved by about 22m south of current desire line to conform to the latest standards. The concern is this could lead to a significant increase in pedestrians crossing away from the Zebra crossing during peak periods, as the location is not on the existing ‘desire line’ and this would potentially have a negative impact on safety. This option was therefore discounted.

Timescale

7. Subject to the committee’s approval on 2 February the following would be advertised at the earliest opportunity - a section 23 notice covering the amendments to the Zebra crossing; a Traffic Management Order (TMO) to extend the 20mph speed limit on Coombe Road to Badgers Walk; and a TMO to upgrade the waiting restrictions on Lime Grove, from single yellow lines to double yellow lines in the vicinity of the Travis Perkins egress. Assuming there are no significant objections the intended programme would be as follows:-
- Work on installing signs and road markings to extend the 20mph speed limit, and upgrade the waiting restrictions would be undertaken as soon as is reasonably practical.
- Construction work on the Zebra crossing amendments and entry treatments would be undertaken in the summer school holiday period to minimise the potential hazards to parents and children.
- An initial review of the impact of the improvements would be undertaken approximately six months after completion with an independent audit to follow after a further six months.

Resource Implications

8. Feasibility, consultation and detailed design are being funded from £45,000 set aside for an assessment of the B283 Coombe Road corridor from the 2016/17 LIP allocation. This is also being used to fund a wider study of parking, congestion and safety along Coombe Road.

9. Further funding of £75,000 has been provided from the 2017/18 LIP allocation, which in addition to other funding identified below, would allow for the completion of any works supported through the consultation process, and the progression of any other projects identified in the wider study.

10. The development of the nearby petrol station site at 71-73 Coombe Road was approved by Development Control Committee on 8 June 2016, and the applicant has agreed to make a contribution of £50,000 towards improvement works on the public highway. Subject to signing of legal agreements setting out the timescale for when the monies would become available, officers will be seeking to use part or all of this contribution to add to the 2017/18 LIP funding for the B283 Coombe Road Corridor.

Legal Implications

11. The zebra crossing amendments would require the advertisement of a section 23 notice. The 20mph speed limit, along with the “At Any Time” restrictions on Lime Grove, would require a Traffic Management Order. All of these include a statutory 21 day objection period.

Risk Assessment

12. A risk assessment will be carried out as part of the detailed design.

Equalities Impact Assessment

13. The proposed works are covered by the overarching LIP EQIA. An individual assessment is therefore not required.
Network Implications

14. There are no significant network implications associated with the possible improvement of the Zebra Crossing and 20mph speed limit. Should option 2 be pursued the proposed no-entry or one way element of the scheme would be of significance for residents of Lime Grove, Sycamore Grove, Chestnut Avenue and adjacent roads. Additional distances travelled would vary up to a maximum of approximately 400 metres and up to 34 vehicles could be diverted onto adjacent roads in the peak hours. A further traffic survey would need to be undertaken to further assess the daily impact.

Environmental Implications

15. There are no significant environmental implications to be assessed as part of these proposals.

Background papers - held by author of the report - Graham Clapson, Project Engineer (020 8547 5947) graham.clapson@kingston.gov.uk