

Decision Maker: ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO
HOLDER

For Pre-Decision Scrutiny by the Environment & Community Services
PDS Committee on:

Date: 13th November 2019

Decision Type: Non-Urgent Executive Non-Key

Title: CRYSTAL PALACE PARK ROAD CROSSING POINT

Contact Officer: Ismiel Alobeid, Senior Traffic Engineer
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Chief Officer: Colin Brand, Director of Environment and Public Protection

Ward: Crystal Palace

Reason for report

1. This report seeks approval to install a Toucan Crossing at the junction of Crystal Palace Park Road and Thicket Road, in order to provide a safe and more accessible crossing point for Pedestrians and Cyclists. The proposal is in response to an increase in the number of pedestrians and cyclists visiting Crystal Palace Park and travelling back and forth to nearby stations.

2. RECOMMENDATIONS

That the Portfolio Holder approves:

- 2.1 The installation of a Toucan crossing at the junction of Crystal Palace Park Road with Thicket Road, as shown in diagram no13066-02 (Enc 5).
- 2.2 That authority is given to allocate £105k from the 2019/20 TfL LIP Walking Infrastructure Development programme.
- 2.3 That any minor changes to the design are delegated to the Director of Environment and Public Protection, in consultation with the Portfolio Holder.

Impact on Vulnerable Adults and Children

1. Summary of Impact: The provision of a controlled crossing point for vulnerable road users include children and cyclists
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Corporate Policy

1. Policy Status: Existing Policy. The proposal meets Bromley's objectives to improve conditions for walking by reducing severance and deliver new cycle routes set out within Outcome 1 Bromley's Third Implementation Plan (LIP3).
 2. BBB Priority: Quality Environment
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Financial

1. Cost of proposal: £105k
 2. Ongoing costs: Non-recurring cost
 3. Budget head/performance centre: 2019/20 TfL LIP Walking Infrastructure Development
 4. Total current budget for this head: £192k – Walking Infrastructure Development implementation funding (to cover a number of schemes)
 5. Source of funding: TfL Local Implementation Plan budget for 2019/20
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Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 26
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Legal

1. Legal Requirement: No
 2. Call-in: Applicable
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Procurement

1. Summary of Procurement Implications: None
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Customer Impact

1. Estimated number of users: Crystal Palace Park Road is a busy road located next to the well-known Crystal Palace Park the area is busy with Pedestrian and Cyclist movements. (See details in Enc. 2&6)
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillor's comments: Any received will be reported at Committee.

3. COMMENTARY

- 3.1 The junction of Crystal Palace Park Road and Thicket Road is a gateway to Crystal Palace Park. The Park houses a number of interesting attractions such as the National Sports Centre, a lake and famous models of dinosaurs. Over recent years this popular park has seen an increase in the number of visitors to the area as seen in the enclosed pedestrian count figure. In addition there are plans to develop some areas of the park, which will include a number of residential units on the outer perimeter. These plans are in the preliminary stages, but any development will add to pedestrian and vehicular movements.
- 3.2 Many visitors are travelling by foot but cycling is also a popular mode of transport. During recent counts it was noted that over 300 pedestrians crossed the road at the junction during 2 hours peak time on a weekday and over 700 pedestrians at similar 2 hour period on a Saturday. This is a large number for a junction without any formal crossing. See Enc. 2 & 6 for more details.
- 3.3 Over many years officers have received requests from residents asking for the provision of a pedestrian crossing at this location. Many expressed their safety concerns, especially those crossing with children. In addition collision data has revealed that there were 10 personal injury collisions at this location over a 5 year period resulting in 2 serious injuries, with one pedestrian sustaining slight injury.
- 3.4 In addition, backing up local views about the difficulty crossing Crystal Palace Park Road, modelling of the level of severance shows that the location of the planned crossing has a high level of pedestrian severance but the surrounding area has strong potential to switch local trips to walking from car trips. This is a key Borough priority to achieve LIP3 objectives and reduce congestion by offering the choice to switch mode to walking.
- 3.5 In addition to the walking potential, Bromley's LIP3 has an aspiration to extend the forthcoming Cycleway 7 which will end at Crystal Palace Parade into Bromley via Crystal Palace Park and the route onwards towards Penge to link up with the Lower Sydenham to Bromley and Greenwich to Kent House Quietways at New Beckenham (LIP3 p. 40, 41 and 45). This proposed Toucan crossing forms a key part of this aspiration and will link Crystal Palace Park to the residential streets to promote cycling for local trips and trips to neighbouring boroughs.
- 3.6 A traffic count was conducted in September 2019 covering two days. The purpose of the count was to get an accurate figure for the number of vehicles, pedestrians and cycles manoeuvring at the junction. The results of the count revealed that the volume of pedestrian traffic at this location was relatively high.
- 3.7 The figures from the survey were used to calculate the PV^2 Value, this is a formula used by engineers to assess if a pedestrian crossing might be justified (where P = Pedestrians and V= Vehicles). The PV^2 value recommended for a formal pedestrian crossing is 100,000,000. The calculated PV^2 for this junction was over 200,000,000, this is more than double the threshold figure, indicating that this location is suitable for a formal crossing (see Enc.1 &4).
- 3.8 Initially officers considered installing a parallel Zebra Crossing, but this was ruled out due to the high number of pedestrians using the junction. A zebra crossing would cause congestion due to the heavy footfall and a long line of pedestrians will hold up traffic on a road where queuing already occurs.
- 3.9 The only viable option is to install a Signalled Controlled Crossing. This led to officers proposing a Toucan Crossing for the purpose of providing a safer crossing point for pedestrians and cyclists as a way of future proofing the area.
- 3.8 A Toucan Crossing is a combined pedestrian and cycle crossing, which comprises a number of detectors, cycle and pedestrian signals phase, crossing count down time, and on-crossing

detectors to extend pedestrian green man (during high pedestrian flows). The crossing will be demand dependent and will only operate when a demand is made. A Toucan crossing time will be limited to about 15 seconds per cycle.

- 3.9 This project aims to implement this Toucan Crossing across Crystal Palace Park Road/Penge High Street to link to Crystal Palace Park. This crossing would link pedestrians and cyclists to the residential streets around Penge East Station and to the cycle routes through Crystal Palace Park and Central London via Cycleway 7.
- 3.10 As part of the scheme, a shared path will be proposed on the wide section of foot way on the northern side between Thicket Road and Crampton Road. We will also use this opportunity to review dropped kerbs and tactile paving in the area and improve the urban realm by adding trees and seating where appropriate.
- 3.11 The proposed design is shown in the concept drawing in Enclosure 5 (diagram no13066-02).
- 3.12 Consideration is being given to also adding a highly visible crossing surface, such as colourful dinosaur footprints, which will in part help make the crossing more noticeable to drivers, but will primarily enhance the crossing as an approach to this historic park. The views of Members of the PDS on this suggestion will be useful as officers develop this detail of the scheme.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

It is thought that the proposals will help these groups to more easily and independently access local facilities. Bromley’s LIP3 was subject to an independent EQIA.

5. POLICY IMPLICATIONS

The schemes will address two of the key aims of the Environmental Portfolio Plan 2018-2021, to “Improve the road network and journey times for all users” and “Promote safe and secure travel”. It also supports Bromley’s LIP3 Outcome 1 objectives to “Deliver new pedestrian crossings to reduce severance.”

6. FINANCIAL IMPLICATIONS

- 6.1 The estimated cost of the scheme is £105k which will be funded from the current 2019/20 LIP. There is currently £105k of TfL LIP Walking Infrastructure Development Funding allocated for implementation of the scheme.
- 6.2 The £105K cost of the scheme includes the ongoing running costs of the proposed signals for approximately 10 years based on anticipated annual costs.

PROCUREMENT IMPLICATIONS

The installation work will be completed by LBB’s term Contractor for Highways (Riney) which is in place for these types of work; therefore there are no direct Procurement implications as a result of this proposal.

Non-Applicable Sections:	Legal, Personnel Implications
Background Documents: (Access via Contact Officer)	