



<b>Report to:</b>	Environment & Neighbourhood Committee	<b>Date</b>	4 February 2016
<b>Report title:</b>	Heart of Hackbridge - Formal Road Crossing Consultation Results		
<b>Report from:</b>	Mary Morrissey, Strategic Director of Environment, Housing and Regeneration		
<b>Ward/Areas affected:</b>	St Helier, the Wrythe and the Wandle Valley		
<b>Chair of Committee/Lead Member:</b>	Councillor Jill Whitehead		
<b>Author(s)/Contact Number(s):</b>	Sally Blomfield, Area Renewal Manager, 020 8770 4185		
<b>Corporate Plan Priorities:</b>	<ul style="list-style-type: none"> <li>• An Open Council</li> <li>• A Fair Council</li> </ul>		
<b>Open/Exempt:</b>	Open		
<b>Signed:</b>		<b>Date:</b>	22 January 2016

## 1. Summary

- 1.1 Following the implementation of the Heart of Hackbridge scheme there were concerns raised that the informal crossings introduced as part of the scheme are confusing for some motorists and pedestrians. In addition, disability groups also raised a number of concerns about the informal crossings. Consequently the council developed a number of alternatives to address these concerns and ran a public consultation between 19 November and 18 December 2015 on these alternative options. This report sets out the consultation results and recommends the implementation of a zebra crossing north of the roundabout on London Road, which will result in a formal crossing on each arm of the roads which serve this local centre.

## 2. Recommendations

The Environment and Neighbourhood Committee is recommended to agree:

- 2.1 The implementation of a zebra crossing north of the roundabout on London Road to replace the courtesy crossing adjacent to No 156 London Road.



### 3. Background

- 3.1 The Heart of Hackbridge scheme, funded by the GLA and supported by the Council was developed with a number of partners, including BioRegional. The oversight of the scheme was devolved to a Delivery Board comprising local businesses, residents, the GLA and the Hackbridge Ward Champion. The project successfully delivered a scheme to improve the look and appeal of Hackbridge as a place to create a thriving small town centre. The scheme included the introduction of 'step free accesses' to shops and new shop fronts, the creation of wide pedestrian areas, the addition of seating and planting, and the introduction of stop and shop parking, including disabled parking bays. It also included the addition of a new road layout to help reduce the speed of vehicles. This resulted in the reduction of traffic speed to the point that a 20mph scheme can be introduced as part of the new design.
- 3.2 Following implementation, an independent user survey found that 83% of those surveyed believed the scheme had improved their perception of the area. However, disability groups, particularly those representing visually impaired people, raised concerns about the informal crossings.
- 3.3 Post implementation evidence gathered through a Road Safety Audit and an Accessibility Audit recommended that:
- Controlled crossing(s) should be put in key locations;
  - The informal crossing closest to the junction on London Road (immediately to the south of the roundabout) should be removed.
- 3.4 Four designs were therefore developed, working alongside community groups including Hackbridge Primary School, the Beddington and Hackbridge Neighbourhood Group, Hackbridge Safety First, local traders, Sutton Police, London Buses and Sutton Vision.
- 3.5 A consultation exercise took place between 19 November and 18 December 2015 offering four options (see Appendix 1). The Options and associated implications are set out below:
- **Option 1** - the zebra crossing at 1 Hackbridge Road (nearest Hackbridge Primary School)
  - **Option 2** - two zebra crossings at 1 Hackbridge Road and 156 London Road (nearest the bookmaker). To enable the second zebra crossing to be installed, all the parking bays adjacent to the shops north of the roundabout would be removed (5 parking bays and 1 disabled bay). Bollards would have to be introduced to prevent illegal pavement parking where parking bays are removed



- **Option 3** - two zebra crossings at 1 Hackbridge Road and 25 London Road (nearest to the Hair Salon). To enable the second zebra crossing to be installed all the parking bays south of the roundabout would have to be removed (6 parking bays and 1 disabled bay). Bollards would have to be introduced to prevent illegal pavement parking where parking bays are removed
- **Option 4** - two zebra crossings at 1 Hackbridge Road and 146 London Road (immediately to the north of the Church). To enable the second zebra to be installed the adjacent bus stop would need to be moved about 5 – 10m north. In addition, 6 parking bays would have to be removed from the opposite side of the road to the shops. Bollards would have to be introduced to prevent illegal pavement parking where parking bays are removed.

3.6 The council appreciated that people wanted to see changes quickly and therefore delivered the zebra crossing at 1 Hackbridge Road (nearest Hackbridge Primary School) before Christmas. The position of this zebra crossing was the same for all four design options, addressed the key concerns residents raised, and did not involve the loss of any car parking.

#### 4. Outcomes

- 4.1 399 people responded to the consultation. This included 80 responses collated by Carshalton Boys School as part of a school project. The Council's Research and Intelligence Team has analysed the data and has recommended that the responses collected by Carshalton Boys should be kept separate from the other responses, as the Council has no way of knowing if these respondents were provided with the same information as the Council provided online and in the leaflet.
- 4.2 The table below sets out the results, broken down by preference: the first column is those who responded to the Council's consultation from any postcode; the second column is those who responded to the Council's consultation from Hackbridge postcodes only (so a sub-set of the first column); and the final column sets out the Carshalton Boys results.



*Table of Responses:*

Options	Responses to the Council's Consultation	Responses to the Council's consultation from Hackbridge Postcodes only	Carshalton Boys Responses
<b>Not Answered</b>	10	6	0
<b>Option 1</b>	52	36	6
<b>Option 2</b>	93	61	25
<b>Option 3</b>	110	78	40
<b>Option 4</b>	54	41	9
<b>Totals</b>	319	222	80

- 4.3 From the results above it can be seen that there was overwhelming support for the principle of installing 2 zebra crossings. Of those supporting a second zebra crossing the majority preferred a crossing north of the roundabout (Options 2 & 4).
- 4.4 Whilst 17 more people prefer Option 3 (crossing to the south) over Option 2 (the preferred of the two options to the north) the responses from key stakeholders must also be taken into account.
- 4.5 Sutton Vision and the Metropolitan Police are key stakeholders. Sutton Vision (which represents 5,400 registered visually impaired people in the Borough and over 40 people within the Hackbridge area) has campaigned for alterations to the scheme on accessibility grounds. The Metropolitan Police Traffic Management Team only commented at the consultation stage due to staff resource issues. Both of these organisations have now responded, making clear their preference for Option 2 on grounds of safety and accessibility.
- 4.6 Although the GLA were consulted, a formal response has yet to be received.

## **5. Impacts and Implications**

- 5.1 **Financial:** The costs associated with delivering the agreed Option, including all the work currently undertaken is estimated to be in the region of £90k which will be met from the contingency fund remaining in the Heart of Hackbridge scheme budget.
- 5.2 **Community:** There has been extensive community consultation throughout the development and delivery of the Heart of Hackbridge Project. The four Options included for consultation were developed in collaboration with key stakeholders. The Options consultation was widely advertised with leaflets distributed to all homes in the Hackbridge Neighbourhood area, through the book bags at both local primary schools, through local social media and by putting posters in key locations in Hackbridge.



- 5.3 **One Planet Living:** The overall Hackbridge Scheme focused on the One Planet principles and the alterations recommended in this report will not alter key successes which include the introduction of street trees and rain gardens, infrastructure for cyclists, and the celebration of local heritage through the town sign and heritage plaques.
- 5.4 **Equality Impact Assessment:** Equalities issues have been taken on board and the Council has been working closely with residents groups, Hackbridge Primary School and Sutton Vision to ensure that the needs of all are met.
- 5.5 **Risks:** The recommendation in this report, to install a controlled crossing to the north of the roundabout, will ensure that there will be a controlled crossing on each arm of the Hackbridge junction.

## 6. Appendices and Background Documents

Appendix letter	Title
A	Location of 4 Options

### Background documents

Consultation document - available on [www.sutton.gov.uk/outerlondonfund](http://www.sutton.gov.uk/outerlondonfund)

Urgency Report to the Chair of the Environment & Neighbourhoods Committee – Heart of Hackbridge (23 October 2015)

### Audit Trail

Version	Final	Date: 22.01.16
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### Consultation with other officers

Finance	Yes	Tony Cooke
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Legal	Not sought	N/A
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**APPENDIX A**

Map of Locations of Options

