

FAQs - Manor Road area scheme

See FAQs about 20mph speed limits on a separate sheet

[speed limit FAQs_Ruskin Rd/Manor Rd / Stanley Park Road area](#)

What data does the Council have to evaluate the proposals?

We have traffic volume data and vehicle speeds data collected in July 2024.

We have access to collision data provided by the Police via Transport for London when an accident involving an injury to a person has occurred.

The feedback received during this informal engagement and formal consultation (if necessary) will be considered before implementing any measures.

There will be further traffic data collected once any measures are installed to compare the data.

There will be ongoing monitoring of the collision data.

Once implemented any feedback received from residents / road users will be documented and considered.

Who will make the decisions on whether the proposals go ahead?

The feedback received via this engagement will inform senior Council officers, ward councillors and the Chair of the Environment and Sustainable Transport Committee to decide.

Where is the funding coming from for these measures?

Funding for this scheme is coming from Transport for London via the Local Implementation Plan programme.

Will the proposed pedestrian islands stop me accessing my driveway?

We have proposed pedestrian islands in locations where pedestrians currently cross to improve the facility and make it safer for them to cross. In some cases they are located close to driveways and may restrict access into some driveways especially in larger vehicles. We have ensured that access is not impeded in at least one direction.

How will the zebra crossing impact residents/shop owners directly in the vicinity?

- There will be no parking allowed within the extent of the zig zags
- Relocation of the telegraph pole. This will not affect the service provided.
- Increased lighting in the area to ensure visibility at all times. Hoods will be installed on the new belisha beacons to direct light to road users and minimise light to the side.

How will the lighting levels of the zebra crossing be assessed?

A lux simulation will be carried out for both horizontal and vertical planes to assess the environmental impact of the proposed zebra crossing lighting on nearby residential properties. We will ensure no significant direct light or spill light will affect adjacent dwellings, complying to the recommendations set out in ILP TR12, ensuring appropriate illumination levels without causing undue intrusion.

Does the zebra crossing improve road safety?

Yes, providing a crossing point such as a zebra crossing gives pedestrians a safe place to cross the road as they have priority. This means vehicles are required to give way to pedestrians when they see a pedestrian waiting to cross at a zebra crossing. Pedestrians should wait for an approaching vehicle to come to a stop before stepping onto a crossing to ensure the driver has seen them.

Why does the zebra crossing need zig-zag markings?

The '[Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997](#)' outlines the regulations for a legal zebra crossing. This includes instructions for the minimum length and number of zig-zag markings. This type of restriction is necessary on all sides of a zebra crossing to ensure drivers approaching the zebra crossing will see a pedestrian waiting or starting to cross. Cars stopped or parked near the crossing will reduce the visibility of cars approaching the zebra crossing and so will increase the risk of a pedestrian being injured.

Can we ever park on the zig zag markings?

No, the zig zag parking will restrict parking at these locations at all times. Rules for waiting and parking are outlined in the [Highway Code](#).