



Havering
L O N D O N B O R O U G H

HIGHWAYS ADVISORY COMMITTEE

7 March 2017

Subject Heading:

**BOROUGHWIDE ACCIDENT
REDUCTION PROGRAMME
(GOOSHAYS DRIVE) – PROPOSED
HUMPED ZEBRA CROSSING
(The Outcome of public consultation)**

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £18,000 for
implementation will be met by
Transport for London through the
2016/17 Local Implementation Plan
allocation for Accident Reduction
Programme.**

**The subject matter of this report deals with the following Council
Objectives**

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

Gooshays Drive – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements and humped zebra crossing is proposed to minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above proposals be approved.

The scheme is within **Gooshays and Harold Wood** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the humped zebra crossing along Gooshays Drive by Petersfield Avenue as shown on the drawing No. QP004-6 be implemented.
2. That, it be noted that the estimated costs of £18,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2015, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2016/17 Havering Local Implementation Plan settlement. Gooshays Drive Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Gooshays Drive Accident Reduction Programme will help to meet these targets.

Accidents

- 1.3 In the five-year period to July 2016, there have been a total of nine personal injury accidents in the vicinity of the above location. Of this total, three were serious; two involved pedestrians and two occurred during the hours of darkness.

Proposals

- 1.4 The humped zebra crossing is proposed along Gooshays Drive by Petersfield Avenue as shown on drawing no. QP004-6 to minimise accidents in the vicinity.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 70 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. eight written responses were received from Local Members (2), Havering Cyclists, Cavendish driving school centre and local residents (4). Seven are in favour of the scheme and one indicated that the money could be used for filling potholes.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that nine personal injury accidents (PIAs) occurred in the study area. Of these nine PIAs, three were serious; two involved pedestrians and two occurred during the hours of darkness.
- 3.2 The proposed humped zebra crossing would minimise accidents at this location. It is therefore recommended that the proposed safety improvements for Gooshays Drive in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £18,000 for implementation will be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

The costs shown are an estimate and are part of the full costs for the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Street Management Capital budget.

Legal implications and risks:

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the Highways Act 1980 ("HA 1980").

The Council should ensure that the statutory procedures set out in clause 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984").

The Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

In considering any responses received during statutory consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals are taken into account prior to a decision being made.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

There would be some visual impact from the proposals; however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Drawing No. QP004-6.**