

HIGHWAYS ADVISORY COMMITTEE

9 January 2018

Subject Heading:

**BUTTS GREEN ROAD AND NORTH STREET ACCIDENT REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

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Policy context:

**Havering Local Development Framework (2008)
Havering Local Implementation Plan 2017/18 Delivery Plan**

Financial summary:

The estimated cost of £0.09m for implementation will be met by Transport for London through the 2017/18 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	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

Butts Green Road and North Street – 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 zebra crossing, humped zebra crossing, junction speed table, speed table, mini roundabout alteration with kerb build-out and junction alteration with narrow approaches are 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 safety improvements as detailed in the recommendation be approved.

The scheme is within **Emerson Park, St Andrews and Squirrels Heath** 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 safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Butts Green Road / Slewins Lane Junction (Plan No:QQ005-1)
 - Mini roundabout alteration with kerb build-out as shown.
 - (b) Butts Green Road by south of Wykeham Avenue (Plan No:QQ005-2)
 - Humped zebra crossing
 - (c) Butts Green Road by Hillview Avenue and Berther Road (Plan No:QQ005-3)
 - Humped zebra crossing
 - Junction speed table
 - (d) North Street by Seymour Place (Plan No:QQ005-4)
 - Zebra crossing
 - (e) North Street by Burnway (Plan No. QQ005-5)
 - Speed table
 - (f) North Street by Fentiman Way (Plan No:QQ005-6)
 - Junction alteration with narrow approaches
2. That, it be noted that the estimated costs of £0.09m, can be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2016, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2017/18 Havering Borough Spending Plan settlement. Butts Green Road and North Street 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, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The Butts Green Road and North Street Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1500 vehicles per hour during peak periods along Butts Green Road between Parkstone Avenue and Hillview Avenue.

A speed survey was carried out and the results are as follows.

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Butts Green Road between Parkstone Avenue and Hillview Avenue	34	33	40	40
North Street outside Queens Theatre	33	36	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Butts Green Road and North Street exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the five-year period to December 2016, **forty one** personal injury accidents (PIAs) were recorded along North Street and Butts Green Road. Of these forty one PIAs, five were serious; twelve involved pedestrians and ten occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Butts Green Road / Slewins Lane mini roundabout	0	1	6 (2-Dark)	7
Butts Green Road between Slewins Lane and Burntwood Avenue	0	0	1	1
Butts Green Road / Burntwood Avenue Junction	0	0	1	1
Butts Green Road between Burntwood Avenue and Wykeham Avenue	0	0	1	1
Butts Green Road / Wykeham Avenue junction and in the vicinity of zebra crossing	0	1 (1-Ped)	2 (1-Ped)	3
Butts Green Road / Walden Road junction	0	0	1	1
Butts Green Road / Parkstone Avenue Junction	0	0	1	1
Butts Green road / Hillview Avenue Junction and in the vicinity of zebra crossing	0	0	5 (2-Ped) (2-Dark)	5

Butts Green Road / Berther Road Junction	0	1	4 (1-Dark) (1-Ped)	5
Butts Green Road between Berther Road and North Street	0	0	2	2
North Street / Kershaw Close Junction	0	0	2 (2-Dark)	2
North Street / Burnway Junction	0	1 (1-Ped) (1-Dark)	1 (1-Dark)	2
Butts Green Road between Burnway and Wedlake Close	0	0	1 (1-Ped) (1-Dark)	1
Butts Green Road between Wedlake Close and Westland Avenue	0	1	1 (1-Ped)	2
North Street / Westland Avenue	0	0	2	2
In the vicinity of Pelican crossing and North Street / Leather Lane Junction	0	0	3 (2-Ped)	3
North Street / Fentiman Way Junction	0	0	2 (2-Ped)	2
Total	0	5	36	41

Proposals

- 1.5 The following safety improvements are proposed along Butts Green Road and North Street to reduce vehicle speeds and minimise accidents.
- (a) Butts Green Road / Slewins Lane Junction (Plan No:QQ005-1)
- Mini roundabout alteration with kerb build-out as shown.

- (b) Butts Green Road by south of Wykeham Avenue (Plan No:QQ005-2)
 - Humped zebra crossing
- (c) Butts Green Road by Hillview Avenue and Berther Road (Plan No:QQ005-3)
 - Humped zebra crossing
 - Junction speed table
- (d) North Street by Seymour Place (Plan No:QQ005-4)
 - Zebra crossing
- (e) North Street by Burnway (Plan No. QQ005-5)
 - Speed table
- (f) North Street by Fentiman Way (Plan No:QQ005-6)
 - Junction alteration with narrow approaches

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 600 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Nine written responses from Local Member, cycling representative and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that forty one personal injury accidents (PIAs) were recorded along North Street and Butts Green Road. Of these forty one PIAs, five were serious; twelve involved pedestrians and ten occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along Butts Green Road and North Street. It is therefore recommended that the proposed safety improvements 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 the implementation of the above scheme

The estimated cost of 0.09m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Butts Green Road and North Street Accident Reduction Programme (A2632). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

The costs shown are an estimate of the full costs of 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 actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment 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 Environment Capital budget.

Legal implications and risks:

The Council's power to construct and maintain roundabouts and places of refuge for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ("HA 1980").

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the "HA 1980". Before making an order under this provision the Council should ensure that the statutory procedures set out in section 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"). Before making an order under this provision 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.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during 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 were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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

None.

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QQ005/1 (Local Member)	All looks good to me but just one question though. With the junction alteration at Fentiman Way being narrowed. How will that affect the large delivery vehicles that have to negotiate the corners of Fentiman Way / North Street Junction?	Over-run areas will be constructed so that larger vehicles will be able to access the Fentiman Way without any problems.
QQ005/2 (The resident, Flat 53, Greenways Court, Butts Green Road)	As an older pedestrian and user of public transport who does not drive, I was very pleased to learn of the proposed safety improvements and give them my full endorsement.	-
QQ005/3 (The resident, 4 Greenways Court, Butts Green Road))	I live in Butts Green Road, I am concerned to note that no traffic calming measures are proposed for the section of the road in which I live.	Staff considered that the proposed measures are adequate at present to minimise accidents. Further measures will be considered at a later date if necessary.
QQ005/4 (Havering resident)	I have a suggestion regarding the Fentiman Way exit road proposals. Would it not be better to make the exit from this road a left turn only?	Staff considered that the proposed measures are adequate at present to minimise accidents. Further measures will be considered at a later date if necessary.
QQ005/5 (The resident, Flat 1 Seymour Place)	Whilst I welcome the idea of increasing road safety, I do not support the proposal for this zebra crossing as set out in Plan No. QQ005-4. The flats facing North Street, particularly those on the ground floor will have direct view of the zebra crossing from living room windows. The flashing amber lights would be noticeable through windows and would negatively impact on enjoyment of the space during hours of darkness.	Staff considered that the providing covers to the flashing amber lights would eliminate this problem. The flashing amber lights are only visible to the traffic, not for adjacent properties' views.
QQ005/6 (Havering resident)	The proposals of mini roundabout alteration, humped zebra crossings, speed tables and junction alteration with narrow approaches are pointless. I have no objections to the zebra crossing proposal. I have objections to any measure that penalise all drivers (speed humps and speed tables) because of bad ones.	Staff considered that the proposed measures would help to minimise accidents along Butts Green Road and North Street.

<p>QQ005/7 (The resident, 3 Ardleigh Green Road)</p>	<p>The alterations to the road layout by me don't really concern me as I am 91 and obviously don't drive. I am sure I should have found them perfect.</p>	<p>-</p>
<p>QQ005/8 (The resident, 100 Burnway)</p>	<p>We object in the strongest possible terms to the positioning of speed table in North Street by Burnway.</p>	<p>Staff considered that the proposed speed table along North Street by Burnway is necessary to reduce vehicle speeds and minimise accidents in the area.</p>
<p>QQ005/9 (Local cycling representative, Cycling UK)</p>	<p>I approve the proposed kerb build-outs at the Butts Green Road / Slewins Lane junction. In order to achieve a cycle-friendly installation, the humped zebra crossing and junction speed table should be finished in sinusoidal profile.</p>	<p>The proposed humped zebra crossing and junction speed table will be constructed in sinusoidal profile.</p>