



HIGHWAYS ADVISORY COMMITTEE

Tuesday 3 July 2018

Subject Heading:

**STRAIGHT ROAD ACCIDENT
REDUCTION PROGRAMME –
PROPOSED 20MPH ZONE AND
SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

Dipti Patel

Report Author and contact details:

**Velup Siva
Senior Engineer
01708 433142
velup.siva@havering.gov.uk**

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2018/19 Delivery Plan**

Financial summary:

**The estimated cost of £0.090m for
implementation will be met by
Transport for London through the
2018/19 Local Implementation Plan
allocation for Accident Reduction
Programme (A2907)**

**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

Straight Road – 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 20mph zone, humped pelican crossings, speed tables, speed cushions, road markings and road signs 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 **Heaton** ward.

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) Straight Road between Stanwyck Gardens and Briar Road (Plan No:QR001/1)
 - 20mph zone
 - 20/30mph roundel road markings and road signs
 - (b) Straight Road North of Hailsham Road (Plan No.QR001/2)
 - Speed cushions (as shown)
 - (c) Straight Road outside property No.321 (Plan No:QR001-2)
 - Speed cushions
 - (d) Straight Road outside property No.334 (Plan No:QR001/3)
 - Speed table
 - (e) Straight Road outside St Ursula's Catholic Schools (Plan No:QR001/4)
 - Humped pelican crossing
 - (f) Hilldene Avenue between Straight Road and Charlbury Crescent (Plan No. QR001/4)
 - 20mph zone as shown
 - (g) Straight Road outside property Nos. 282/284 (Plan No:QR001/4)
 - Speed cushions
 - (h) Straight Road outside Hilldene Infant school (Plan No. QR001/5)
 - Humped pelican crossing
 - (i) Straight Road by outside property Nos. 231/233 (Plan No. QR006/6)
 - Speed cushions

- (j) Straight Road by Briar Road (Outside property Nos. 169/171/173
(Plan No:QR001/7)
 - Speed cushions

- 2. That, it be noted that the estimated costs of £0.090m, can be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Accident Reduction Programme (A2907).

REPORT DETAIL

1.0 Background

- 1.1 In October 2017, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2018/19 Havering Borough Spending Plan settlement. Straight Road 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 Straight Road Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1200 vehicles per hour during peak periods along Straight Road in the vicinity of Hilldene Infant school and St Ursula Catholic schools.

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
Straight Road in the vicinity of St Ursula's Catholic School	35	33	45	40
Straight Road in the vicinity of Hilldene Infant School	35	35	40	40

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Straight Road 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 February 2017, **fifty three** personal injury accidents (PIAs) were recorded along Straight Road. Of these fifty three PIAs, four (8%) were serious; twelve (23%) involved pedestrians; twelve (23%) involved children; nine (17%) involved pedal cyclists; eight (15%) involved motor cyclists and sixteen (30%) occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Straight Road / Hailsham Road Junction	0	1 (1-Speed)	1 (2-Ped) (2-Child)	2
Straight Road between Stanwyck Gardens and Hilldene Avenue	0	0	6 (1-Ped) (1-Child) (2-Dark)	6
Straight Road / Hilldene Avenue Junction	0	1	6 (2-Speed)	7
Straight Road between Hilldene Avenue and Grange Road	0	0	2 (1-Ped) (2-Dark) (1-Child)	2
Straight Road / Grange Way Junction	0	0	1 (1-Ped) (1-Child)	1
Straight Road between Grange Way and Briar Road	0	1 (1-Ped) (1-Child)	4 (1-Dark) (1-Speed)	5
Straight Road / Briar Junction	0	1 (1-Ped) (1-Child) (1-Dark)	3 (1-Ped)	4

Straight Road between Briar Road and Heaton Avenue	0	0	2 (1-Ped) (1-Dark)	2
Straight Road / Heaton Avenue Junction	0	0	4 (1-Dark) (1-Ped)	4
Straight Road between Heaton Avenue and Harrow Crescent	0	0	2 (1-Ped)	2
Straight Road / Harrow Crescent Junction	0	0	2 (2-Dark) (1-Child)	2
Straight Road / Faringdon Avenue Junction	0	0	7 (2-Dark)	7
Straight Road between Faringdon Avenue and Masefield Crescent	0	0	2 (1-Dark) (1-Speed)	2
Straight Road / Masefield Crescent Junction	0	0	1	1
Straight Road Crescent / Shenstone Gardens Junction	0	0	3 (2-Dark) (1-Child)	3
Straight Road between Shenstone Gardens and Gallows Corner	0	0	3 (1-Ped) (1-Dark) (3-Child)	3
Total	0	4	49	53

Proposals

- 1.5 The following safety improvements are proposed along Straight Road to reduce vehicle speeds and minimise accidents.

- (a) Straight Road between Stanwyck Gardens and Briar Road
(Plan No:QR001/1)
 - 20mph zone
 - 20/30mph roundel road markings and road signs
- (b) Straight Road North of Hailsham Road (Plan No.QR001/2)
 - Speed cushions (as shown)
- (c) Straight Road outside property No.321 (Plan No:QR001-2)
 - Speed cushions
- (d) Straight Road outside property No.334 (Plan No:QR001/3)
 - Speed table
- (e) Straight Road outside St Ursula's Catholic Schools (Plan No:QR001/4)
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- (f) Hilldene Avenue between Straight Road and Charlbury Crescent
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- (g) Straight Road outside property Nos. 282/284 (Plan No:QR001/4)
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- (h) Straight Road outside Hilldene Infant school (Plan No. QR001/5)
 - Humped pelican crossing
- (i) Straight Road by outside property Nos. 231/233 (Plan No. QR006/6)
 - Speed cushions
- (j) Straight Road by Briar Road (Outside property Nos. 169/171/173
(Plan No:QR001/7)
 - Speed cushions

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 300 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. Seven written responses from Local Members, Metropolitan Police, Head Teacher, Governor of School and residents were received and the comments are summarised in the Appendix 1.
- 2.2 Hilldene Primary school Junior Ambassadors, St Ursula's Catholic School Junior Ambassadors and the Council's Smarter Travel representative carried out a community survey regarding the safety. The results of surveys response are summarised in Appendix 2.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that **fifty three** personal injury accidents (PIAs) were recorded along Straight Road. Of these fifty three PIAs, four were serious; twelve involved pedestrians; twelve involved children; nine involved pedal cyclists; eight involved motor cyclists and sixteen occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along Straight Road. 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 0.090m for implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Straight Road Accident Reduction Programme (A2907). The funding will need to be spent by 31st March 2019, 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 2016 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 2016 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 1
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QR001/1 (Local Member 1)	I am delighted to give my support to this scheme and hope it fully realises its aim.	-
QR001/2 (Local Member 2)	My colleagues and I will be happy to proceed with the public consultation.	-
QR001/3 (Metropolitan Police)	Your intention is to introduce significant traffic calming which I feel will have a marked impact on speeds. I therefore do not have any objection to this scheme.	-
QR001/4 (Head Teacher, Hilldene Primary School)	<p>As a large primary school with almost 700pupils, we welcome the proposed 20mph zone and safety improvements for Straight Road. Safety of our pupils and their families is of paramount importance and any improvements to the local area receive our whole hearted support.</p> <p>The vast majority of our families walk to school. A recent survey of pupils indicated that approximately 70% of our pupils walk to school. As Hilldene Primary is a local community school, the vast majority of our families live in close proximity and would possibly use Straight Road in some capacity for access to one of our three school entrances.</p> <p>Complaints regarding parking and speeding along Straight Road are regularly received from parents and residents. Whilst we recognise that we are limited in what we can do, over the past two years Hilldene pupils-Junior Travel Ambassadors have been working with St Ursula's Junior Travel Ambassadors, forming working party led by Council's Smarter school travel plan representative working towards a reduced speed limit along this very busy roads which provided access to both schools.</p>	-
QR001/5 (Chair of Governors, Hilldene Primary School)	As Chair of Governors, the Governing Body of Hilldene Primary School fully supports the proposed Straight Road Accident Reduction Programme as detailed in the consultation letter.	-
QR001/6 (Straight Road resident 1)	I would like to thank you for this project. This project will improve safety and it will reduce noise pollution to people who lives	Staff considered that the current proposals are adequate to

	next to this road, so 20mph choice is perfect. I want to suggest that replace the pedestrian refuge outside Nos. 231/233 to humped zebra crossing	reduce speeds and accidents along this road. Further measures could be considered at a later date if necessary.
QR001/7 (Straight Road resident 2)	I welcome the proposed safety improvements for Straight Road. I do have an issue with the proposed speed cushions. Speed cushions are fine with four wheeled vehicles but can be difficult for large motorcycles. The problem is the gap between the speed cushion and pavement or the gap between the concrete base of traffic island. Is it possible to use a speed cushion which runs the whole width of the road lane?	Staff considered that the gaps are adequate for large motor cycles to pass through the speed cushions without any difficulties. Additionally, due to lack of funding, it is not possible to replace all the speed cushions to kerb to kerb speed tables.

**APPENDIX 2
SUMMARY OF COMMUNITY SURVEY RESPONSE**

What do you think about travel around St Ursula's Catholic Infant and Junior School?

This survey is in relation to St Ursula's Catholic Infant and Junior School. Our school's Junior Travel Ambassadors (JTA) are working with Hilldene Primary School to help improve the safety of the roads travelling to school.

We are interested in your views on Straight Road and how you feel it could be improved in regards to speed, crossings, traffic and pedestrians.

We would really appreciate it, if you could take a few minutes to give us your views. Your responses will be used for research purposes only and will be treated in confidence.

Please return your completed questionnaire to the school reception at either the Juniors or Infants. Alternatively, you can email the school office at: office@st-ursulas-rc-jun.havering.sch.uk – FAO Dannielle Forte or Vicky Jones.

Please kindly respond by Friday 27th April 2018

Thank you for your feedback.

1) How far from the school do you live?

Less than 50 metres	8	50 to 200 metres	6
200 to 500 metres		Over 500 metres	8

2) On a scale of 1 – 5, with 1 indicating strongly agree and 5 indicating strongly disagree, please rate the following statements:

	1	2	3	4	5
a) The traffic at the start and end of the day impacts my day to day life.	7	2	8	3	2
b) Parents/carers and school visitors contribute to parking issues in my area.	19	2	1	4	2
c) Parents/carers and school visitors contribute to congestion on the road in my area.	8	5	5	2	3
d) Parents/carers and school visitors contribute to congestion on the pavements in my area.	8	4	5	2	5

e) Pupils at your school are considerate towards others when entering and leaving school grounds and in the local area.	6	3	6	5	3
f) There are sufficient speed bumps along Straight Road.	8	1	4	2	8

Please circle your preference for the next set of questions.

Is Straight Road safe?	Yes	4	No	20
Are there enough speed bumps?	Yes	3	No	19
Are there enough cameras?	Yes	7	No	19
Should we add more crossings?	Yes	19	No	2
Is it a good idea to add a car park?	Yes	19	No	2
Would you agree to a 20mph speed limit for Straight Road?	Yes	23	No	2

How do you think we can improve Straight Road?

More crossings and speed bumps
Speed bumps needed
Slow down the traffic
More speed restriction bumps and cameras to slow people down.
More parking for parents dropping their children to school as causes congestion on the road for commuters.
More cameras/speed bumps and more attention urgently
Cars need to slow right down
Putting in more cameras
Speed restrictions
A lot more cameras and parking spaces needed.
Add a car park, pedestrians crossing in Hilldene Avenue at the entrance is too close to the roundabout and thereby holding up traffic.