



## HIGHWAYS ADVISORY COMMITTEE

15 January 2019

Subject Heading:

Proposed traffic calming measures in Wood Lane, Elm Park – Outcome of public consultation.

SLT Lead:

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Policy context:

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

Financial summary:

The estimated cost of £0.062m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2918).

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

Communities making Havering	[ x ]
Places making Havering	[ x ]
Opportunities making Havering	[ ]
Connections making Havering	[ x ]

## SUMMARY

This report sets out the responses to a public consultation relating to proposed traffic calming measures in Wood Lane, Elm Park in response to concerns raised by local residents about speeding and excessive traffic in their road. The proposals were consulted on two options for traffic calming measures, each with its own merits. Plans showing the proposals are included in appendix 1 of this report. It further seeks recommendations from the committee to select a viable option on which the measures will ultimately be implemented.

The scheme lies within **Elm Park** ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment in consultation with the Leader of the Council the implementation of EITHER option 1 or 2 as detailed below:
  - 1.1 **Option 1** – Wood Lane proposed zebra crossing and speed tables as shown on drawing Nos. QR013\_WL\_GA\_ST100 to ST103, attached in appendix 1 of this report.
    - i. Raised zebra crossing located approx. 10.30m west of the property boundary of Nos. 42 & 44 as shown on drawing No. QR013\_WL\_GA\_ST101,
    - ii. Speed table No. 1 - located approx. 2.1m east of the property boundary of Nos. 70 & 72 as shown on drawing No. QR013\_WL\_GA\_ST102,
    - iii. Speed table No. 2 – located approx. 4.3m east of the property boundary of Nos. 85 & 87 as shown on drawing No. QR013\_WL\_GA\_ST103,
    - iv. Speed table No. 3 – located at 9.3m east of the property boundary of Nos. 97 & 99 as shown on drawing No. QR013\_WL\_GA\_ST103.
  - OR
  - 1.2 **Option 2** – Wood Lane proposed zebra crossing and speed table as shown on drawing Nos. QR013\_WL\_GA\_ST201 and QR013\_WL\_GA\_ST100 to ST103, attached in appendix 1 of this report.
    - i. Speed table No. 1 - located approx. 2.1m east of the property boundary of Nos. 70 & 72 as shown on drawing No. QR013\_WL\_GA\_ST102,

- ii. Speed table No. 2 – located approx. 4.3m east of the property boundary of Nos. 85 & 87 as shown on drawing No. QR013\_WL\_GA\_ST103,
  - iii. Speed table No. 3 – located at 9.3m east of the property boundary of Nos.97 & 99 as shown on drawing No. QR013\_WL\_GA\_ST103.
  - iv. Speed table 4 - located approx.1.6m east of the property boundary of Nos. 40 & 40a, as shown on drawing No.QR013\_WL\_GA\_ST201.
  - v. Zebra Crossing – located at 2.90m west of the property boundary of Nos. 48 & 50 as shown on drawing No.QR013\_WL\_GA\_ST201.
2. That it be noted that the estimated cost of implementing each option is £0.0620m which would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2918).

## REPORT DETAIL

### 1.0 Background

- 1.1 Wood Lane in Elm Park connects A125 Rainham Road in the west and South End Road in the east. The road is predominantly residential with a few shops in South End Road. The road is a single carriageway and it conveys two-way traffic along its entire length. Mungo Park Road and Rosewood Avenue form an important intersection point (ie four ways) in Wood Lane with considerable amount of traffic movements travelling in different directions.
- 1.2 The road is constantly used by local traffic and long distance rat-running traffic between Rainham Road and South End Road. In addition, residents have complained about some drivers travel at speeds.
- 1.3 Local residents had raised concerns about the speeding traffic in Wood Lane given that the road is used by school children walking to Mitchell Primary school and a nursery (First Step) in South End Road. As a result, feasibility studies were carried out by officers to deal with speeding and traffic flow in Wood Lane.
- 1.4 Traffic flow and speed survey data

In order to undertake the feasibility studies, speed data and a classified traffic survey were carried out for a continuous period of 7 days in June 2018 at four selected locations in Wood Lane, one in Rosewood Avenue and one in Mungo Park Road. Below are tables showing the traffic flows at peak periods, Mean speeds and 85% percentile speeds recorded.

Traffic census site No. 1- Wood Lane, west of South End Road

Direction of travel	AM peak	PM peak	Mean speed (mph)	85% speed (mph)
Eastbound	286	319	29.6	31.9
Westbound	285	268	30.1	34.7
Two way traffic	571	587		

Traffic census site No. 2- Wood Lane, east of Penrith Crescent

Direction of travel	AM peak	PM peak	Mean speed (mph)	85% speed (mph)
Eastbound	271	311	29	33.6
Westbound	284	260	28.5	33.1
Two way traffic	555	571		

Traffic census site No. 3- Wood Lane, west of Mungo Park Road

Direction of travel	AM peak	PM peak	Mean speed (mph)	85% speed (mph)
Eastbound	296	404	25.3	29.1
Westbound	367	320	27.1	31.5
Two way traffic	663	724		

Traffic census site No. 4- Wood Lane, east of Rainham Road

Direction of travel	AM peak	PM peak	Mean speed (mph)	85% speed (mph)
Eastbound	261	390	26.4	29.8
Westbound	388	297	25.1	29.3
Two way traffic	649	687		

Note: Tables 1 to 4 show traffic flows at peak periods and speeds

## 1.5 Traffic Accident data

Traffic collision data for Wood Lane was examined in details sourced for five years from January 2012 to June 2017. There were no fatal or serious accidents registered, however, there were 7 accidents recorded of slight injury. It was further noted that the accidents took place in Wood Lane mainly at the junctions of Rosewood Avenue (2), Mungo Park Road (3), Silverdale Avenue (1) and Ambleside Ave. (1). Numbers in the brackets relate to number of road accidents recorded.

## 2.0 Public transport facilities

Elm Park Station (London Underground station) is in close vicinity of Wood Lane and is on District Line running between Upminster and west London via central London. Commuters reach the station by walking, cycling, public transport or are dropped at the station and vice versa.

There are no designated bus routes in Wood Lane, however, there are buses operating in Mungo Park Road and Rosewood Avenue. The bus routes are 165, 365 and 372. Routes 165 and 365 operate as high frequency routes ie 10 to 12 minutes whereas 372 operate on low frequency. This equates to 26 buses travelling in both directions during peak periods, however, the frequency decreases at off peak periods.

## 3.0 Proposals for traffic calming measures

Based on the locations of the traffic accidents, there is a clear justification that effective intervention is needed to design traffic calming measures to reduce vehicle speeds to minimise traffic accidents as close as possible to the existing junctions in Wood Lane.

3.1 General: There are two types of traffic calming measures in practice i.e. vertical and horizontal deflections. Common types of vertical deflections are humps, speed cushions, speed tables, raised crossings (zebra or pelican crossings) whereas the horizontal deflections include build outs (i.e. chicanes) and pinch points. Speed cameras are only installed at specific sites where it can be demonstrated that there is track record of human casualty accidents, categorised under Killed or Seriously Injured (KSI) with speed being the contributory factor.

3.2 Based on the speed and traffic flow data, there is a clear justification to implement measures to control the speed of traffic. Two options have been identified as detailed below:

Option 1 - incorporates a humped zebra crossing and three raised tables. The proposals are shown on drawing Nos. QR013\_WL\_GA\_ST101 to /ST103, attached in appendix 1 of this report.

Option 2 - incorporates a zebra crossing (surface level) and four raised tables at various locations in Wood Lane. The proposals are shown on drawing Nos. QR013\_WL\_GA\_ST101 to /ST103 and QR013\_WL\_GA\_ST201, attached in appendix 1 of this report.

The raised tables have dual use ie help to reduce the traffic speeds and can be used as informal crossing locations for pedestrians. In addition, these are more acceptable to buses as compared to speed control humps.

- 3.3 The raised tables will span across the full width of the road and will be constructed 75mm (i.e. 3 inches) above the road surface. The tables will have ramps on both ends to permit the flow of surface water.
- 3.4 When deciding the locations for installing raised tables and pedestrian crossing, consideration was given to the location of existing driveways, underground utility services and street furniture. Where possible the locations of speed tables have been proposed close to the common boundaries of neighbouring properties.

#### 4.0 Outcome of the public consultation

- 4.1 254 letters were delivered to the residents who were considered would be affected by the proposals. In addition, the proposals were publicly advertised in the local press and emergency services were consulted.
- 4.2 Members of Elm Park ward were pre-consulted on the proposals related with controlling traffic speeds in Wood Lane.
- 4.3 At close of consultation 8 responses were received which represents 3% of the delivered letters. 6 respondents are in favour of traffic calming measures (ie option 1 or 2) in Wood Lane, 1 had objected and 1 is neutral. The responses were analysed carefully and the results are included in appendix 2 of this report.

#### 5.0 Staff comments and conclusions

Although the response rate of the consultation is relatively low, based on the complaints about high speeds by the local residents, Ward Members and limited gaps available for pedestrians to cross the road during peak periods in Wood Lane, there is a clear need for traffic calming measures to improve the road safety for all users.

It is, therefore, recommended that either option 1 or 2 (as set out in the report) are recommended for implementation. Both options have the potential for improving road safety at key locations. Each option has the benefit of a zebra crossing (humped or at road surface level) and raised speed tables which will reduce vehicle speeds and also provide informal crossing points for pedestrians at key locations along Wood Lane.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council the implementation of EITHER Option 1 or 2 as detailed in the report. The estimated cost for implementation the proposals is summarised as below:

- i) **Option 1:** estimated cost is £0.062m as shown on drawing Nos. QR034\_PA\_FS\_GA\_101 to /103.
- ii) **Option 2:** Estimated cost is £0.062m as shown on drawing Nos. QR013\_WL\_GA\_ST201 and QR013\_WL\_GA\_ST**100** to ST**103**

The funding for carrying out the works will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2918).

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 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 Environmental Capital budget.

### **Legal implications and risks:**

The Council's power to construct road humps in highway maintainable at public expenses is set out in Part V of the Highways Act 1980 ("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 ("RTRA1984"). 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 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, in so far 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. The statutory duty must be balanced with any other concerns 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.

**Human Resources implications and risks:**

None arising from the proposals.

**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 will be some aesthetic impact arising from the road markings, traffic signs and speed tables but this would be mitigated with improving road safety for all road users.

<b>BACKGROUND PAPERS</b>
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None.



## **Appendix 1**

Drawings of proposed measures

**Option 1** - QR013\_WL\_FS\_GA\_100\_REV0 to / 103

**Option 2-** QR013\_WL\_GA\_ST201