



HIGHWAYS ADVISORY COMMITTEE

REPORT

11 November 2014

Subject Heading:

FRONT LANE - PROPOSED HUMPED
ZEBRA CROSSING (THE OUTCOME OF
PUBLIC CONSULTATION)

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

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| Clean, safe and green borough | <input checked="" type="checkbox"/> |
| Excellence in education and learning | <input type="checkbox"/> |
| Opportunities for all through economic, social and cultural activity | <input type="checkbox"/> |
| Value and enhance the life of every individual | <input checked="" type="checkbox"/> |
| High customer satisfaction and a stable council tax | <input checked="" type="checkbox"/> |

SUMMARY

Front Lane – Pedestrian Facilities was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify pedestrian facilities along Front Lane and humped zebra crossing is proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation results and recommends that the above proposal be approved.

The scheme is within **Cranham** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that humped zebra crossing along Front Lane by Dorkins Way detailed in this report and shown on Drawing No.QN007/1 be implemented.
2. That, it be noted that the estimated costs of £20,000, can be met from the Transport for London's (TfL) 2014/15 financial year allocation.

REPORT DETAIL

1.0 Background

- 1.1 In November 2013, Transport for London approved funding for a number of schemes as part of 2014/15 Havering Borough Spending Plan settlement. Front Lane pedestrian facilities was one of the schemes approved by TfL. A feasibility study has been carried out to identify pedestrian facilities. The feasibility study has now been completed and has looked at ways of providing pedestrian facilities and it is considered that humped zebra crossing, as described in the recommendations will improve road safety and provide pedestrian facilities in the area.
- 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 Front Lane humped zebra crossing will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flow is up to 750 vehicles per hour during peak periods along Front Lane.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Front Lane between Kings Gardens and Dorkins Way	39	37	45	40

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Front Lane exceeds the 30mph speed limit. Staff

considers these speeds to be undesirable and a contributory factor to accident.

Accidents

- 1.4 In the four-year period to September 2013, one personal injury accident (PIA) was recorded along Front Lane between Briarleas Gardens and Plough Rise. The PIA occurred at the Front Lane / Dorkins Way junction. A car was waiting to turn left and hit by another car at the rear, causing slight injury to the driver.

Proposals

- 1.5 It is proposed to provide humped zebra crossing along Front Lane by Dorkins Way as shown on Drawing No. QN007/1. The majority of school children cross along Front Lane between Kings Gardens and Dorkins Way, this proposal would provide pedestrian facility and improve road safety in the area.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 100 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. Thirteen written responses from Local Member 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 one personal injury accident (PIA) was recorded over four year period along Front Lane between Briarleas Gardens and Plough Rise.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limits along Front Lane.
- 3.3 The humped zebra crossing would provide safer pedestrian crossing facility and minimise accidents along Front Lane between Briarleas Gardens and Plough Rise. The School children cross along Front Lane between Kings Gardens and Dorkins Way. It is therefore recommended that the proposed safety improvements in the recommendation should be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals is £20,000. This cost can be met from the 2014/15 Transport for London's LIP allocation to Havering. Spend will need to complete by 31st March 2015 to maximise access to TFL funding.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision 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 Streetcare 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 Streetcare Capital Budget.

Legal Implications and Risks

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

The proposals can be delivered within the standard resourcing within Streetcare and has no specific impact on staffing/HR issues.

Equalities and Social Inclusion

The Council has a general duty under the Equality Act of 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. **Public consultation responses.**
3. **Drawing No. QN007/1.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QN007/1 (Member)	I confirm my support for this proposal.	-
QN007/2 (13 Brookmans Close)	The introduction of this crossing will result in vehicles having to slow down and will also provide a safer means of getting across the road.	-
QN007/3 (28 Brookmans Close)	I fully support this proposal as it will have the traffic calming effect needed on this busy road but will also provide a safe place to cross the road for parents and children crossing the road to nearby schools.	-
QN007/4 (Brookmans Close resident)	As long term residents of Brookmans Close, my husband and I fully support the proposed humped zebra crossing.	-
QN007/5 (Dorkins Way resident)	The proposal is too close to the junction. Reduce the bus stopping area to accommodate two buses and relocate the crossing five metres away.	The proposed location is ideal for the humped zebra crossing. It would not cause a significant problem. It is therefore not necessary to relocate the crossing.
QN007/6 (148 Front Lane)	I am fully supportive of the proposed humped zebra crossing and feel that this proposal will be an excellent traffic calming measures in Front Lane. Having two sons who attend local schools, this crossing will ensure that they have a safe place to cross Front Lane relevant to their daily walk to and from school.	-
QN007/7 (110 Front Lane)	<p>-The speeds are in excess of 45mph and think there should be some traffic calming measures.</p> <p>-The cars are slowing can cause extra pollution. There will be an increase noise. Belisha beacons will cause extra light pollution.</p> <p>- If we are at 110, wanted to put a dropped kerb, does this humped zebra impact on that?</p> <p>- Should there be more humped zebras up and down Front Lane, a 20mph speed restriction implemented in the immediate vicinity?</p>	<p>It is considered that the proposal would not cause significant problems in terms of noise and pollution.</p> <p>As they have a dropped kerb at present, we may not approve another dropped kerbs in the vicinity of crossing.</p> <p>No plans to provide further measures at present. Further measures could be considered at a later date if necessary.</p>
QN007/8 (23 Kennet Close)	Wanted to register my approval of this scheme. Anything to reduce speeding and support the safety of our children walking to and from school	-

	in Cranham has my support.	
QN007/9 (33 Kings Gardens)	I am very aware of the speed that cars are travelling along Front Lane. I am all for and support a zebra crossing.	-
QN007/10 (2B Plough Rise)	I wish to show my support for the proposal.	-
QN007/11 (39 Plough Rise)	I think that it will benefit both pedestrians and vehicles existing Plough Rise into Front Lane.	-
QN007/12 (Plough Rise resident)	I fully support the idea as this would bring a safe crossing to a busy road to me and my two children.	
QN007/13 (Cycling representative)	Only comment will be make sure the approaches to the hump is suitable for cyclists.	The proposal is suitable for cyclists.