



HIGHWAYS ADVISORY COMMITTEE

10 November 2015

Subject Heading:

**DAGNAM PARK DRIVE ACCIDENT
REDUCTION PROGRAMME –
PROPOSED 20MPH ZONE AND
SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

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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 £85,000 for
implementation will be met by
Transport for London through the
2015/16 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

Dagnam Park Drive between North Hill Drive and Whitchurch 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 in the area and speed tables, speed cushions, raised zebra crossing with illuminated beacon posts, road signs and road markings are proposed. A public consultation has been carried out and this report details the findings of the feasibility study, public consultation and recommends that the above safety improvements be approved.

Brookside Primary School is campaigning for 20mph zone outside their school over the years.

The scheme is within **Gooshays** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Dagnam Park Drive between North Hill Drive and Whitchurch Road (Plan Nos: QO005/1 and QO005/2)
 - 20mph zone
 - 20mph roundels road markings at various locations as shown.
 - (b) Dagnam Park Drive outside property Nos. 350/352 (Plan No:QO005/1)
 - Speed table.
 - (c) Dagnam Park Drive outside Brookside Primary Schools (Plan No:QO005/1)
 - Raised zebra crossing with illuminated beacon posts
 - (d) Dagnam Park Drive east of Chudleigh Road (Plan No:QO005/1)
 - Speed Table
 - (e) Dagnam Park Drive east and west of Whitchurch Road (Plan No:QO005/2)
 - Speed cushions
2. That, it be noted that the estimated costs of £85,000, can be met from the Transport for London's (TfL) 2015/16 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2014, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2015/16 Havering Borough Spending Plan settlement. Dagnam Park 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 Dagnam Park Drive Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 700 vehicles per hour during peak periods along Dagnam Park Drive.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Dagnam Park Drive outside Brookside Primary Schools	34	35	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Dagnam Park Drive 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 2014, twelve personal injury accidents (PIAs) were recorded along Dagnam Park Drive between North Hill Drive and Whitchurch Road. Of the twelve PIAs in Dagnam Park Drive, one was serious and three involved pedestrians. All pedestrians were under 16 years old.

Location	Fatal	Serious	Slight	Total PIAs
Dagnam Park Drive between North Hill Drive and Chudleigh Road	0	1	3 (3-Ped)	4
Dagnam Park Drive / Chudleigh Road Junction	0	0	1	1
Dagnam Park Drive between Chudleigh Road and Whitchurch Road	0	0	1	1
Dagnam Park Drive / Whitchurch Road Mini Roundabout	0	0	6	6
Total	0	1	11	12

Proposals

- 1.5 The following safety improvements are proposed along Dagnam Park Drive to reduce vehicle speeds and minimise accidents.
- (a) Dagnam Park Drive outside property Nos. 350/352)
(Plan No:QO005/1)
 - Speed Table.
 - (b) Dagnam Park Drive Outside Brookside Primary Schools
(Plan No:QO005/1)
 - Raised zebra crossing with illuminated beacon posts
 - (c) Dagnam Park Drive east of Chudleigh Road (Plan No:QO005/1)
 - Speed Table
 - (d) Dagnam Park Drive west of Whitchurch Road (Plan No:QO005/2)
 - Speed cushions
 - (e) Dagnam Park Drive east of Whitchurch Road (Plan No:QO005/2)
 - Speed cushions
 - (f) Dagnam Park Drive between North Hill Drive and Whitchurch Road
(Plan Nos:QO005/1 and QO005/2)
 - 20mph roundels road markings at various locations as shown.

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 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. Ten written responses from Local Member, Executive Principal, Brookside Junior School, School Governors, London Buses 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 twelve personal injury accidents (PIAs) were recorded over five year period along Dagnam Park Drive between North Hill Drive and Whitchurch Road. Of the twelve PIAs in Dagnam Park Drive, one was serious and three involved pedestrians. All pedestrians were under 16 years old. Speed surveys showed that vehicles are, on average, travelling above the speed limits along Dagnam Park Drive.
- 3.2 The proposed safety improvements would minimise accidents along Dagnam Park Drive between North Hill Drive and Whitchurch 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 whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £85,000 for implementation will be met from the Transport for London's (TfL) 2015/16 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 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 overall StreetCare Capital budget.

Legal implications and risks:

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

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. Public consultation responses.**
- 3. Drawing Nos. QO005/1 and QO005/2.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QO005/1 (Executive Principal, Brookside Primary School)	I am delighted with the proposals. The new measures seem very comprehensive and would greatly improve the safety around our school site.	-
QO005/2 (Governor of Brookside Junior School)	I am writing to express my wholehearted support for the proposals to control the speed of vehicles using the road outside school.	-
QO005/3 (Chair of Governor of Brookside Primary School)	Very strongly support the introduction of a 20mph speed limit near the school.	-
QO005/4 (Chair of Highways Advisory Committee)	Having reviewed the proposal, I am happy to give my full backing to the scheme.	-
QO005/5 (London Buses 1)	This doesn't appear to affect any of the bus stops at this location.	-
QO005/6 (London Buses 2)	I have a concern about speed cushions on the approach to a bus stop. These need to be placed so that the bus can straddle them before pulling into the kerb, else it causes the buses to run over them with resultant discomfort and danger of falling passengers.	The speed cushions will be relocated slightly to minimise discomfort at detail design stage before the implementation.
QO005/7 Cycling representative	Havering cyclists and London Cycling Campaign have been campaigning for 20mph zones along all school roads and all residential areas. Yes, I support this proposal.	-
QO005/8 Dagnam Park Drive resident	What you are thinking is wonderful idea, but please think about the cyclist give them space.	The cyclists will have the space when they negotiate these traffic calming measures.
QO005/9 (7 Harkness Close)	Your proposed improvement programme will hopefully help but I feel that more can be done to reduce accidents at this black spot (Dagnam Park Drive / Whitchurch Road mini roundabout) with better signage.	Staff considered that the proposed measures would be adequate to reduce accidents at this location. Further measures could be considered at a later date, if necessary.
QO005/10 (43 Lindfield Road)	Object to this scheme because you have not sorted out the real problem. You would be lucky to do even 15mph when the school drop of and pickups are going on. The road is always blocked with cars during this time.	Staff considered that the proposed measures would be adequate to reduce accidents at this location. Further measures could be considered at a later date, if necessary.