



HIGHWAYS ADVISORY COMMITTEE

7 February 2017

Subject Heading:

**BOROUGHWIDE ACCIDENT
REDUCTION PROGRAMME (STRAIGHT
ROAD) – PROPOSED SAFETY
IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

Steve Moore

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
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £16,000 for
implementation will be met by
Transport for London through the
2016/17 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

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 pedestrian refuge and relocating and upgrading pedestrian refuge 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 above proposals 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 following proposals as shown on the relevant drawings be implemented.
 - (a) Straight Road outside property Nos. 231/233
– Relocation and Upgrading pedestrian refuge
(Drawing No. QP004-4/2)
 - (b) Straight Road outside property Nos. 151/153 – Pedestrian refuge with footway parking bay removal (part)
(Drawing No. QP004-4/3)
2. That, it be noted that the estimated costs of £16,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2015, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2016/17 Havering Local Implementation 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 and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Straight Road Accident Reduction Programme will help to meet these targets.

Accidents

- 1.3 In the five-year period to August 2015, there have been a total of eight personal injury accidents in the vicinity of study area. Of these eight PIAs, two were serious and three involved pedestrians.

Proposals

- 1.4 The following safety improvements are proposed to minimise accidents in the vicinity.

Straight Road outside property Nos: 231/233 – Relocation and upgrading existing pedestrian refuge (Drawing No. QP004-4/2)

Straight Road outside property Nos: 151/153 – Pedestrian refuge with footway parking removal (part) (Drawing No. QP004-4/3)

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 70 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. No written responses were received.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that eight personal injury accidents (PIAs) occurred in the study area. Of these eight PIAs, two were serious and three involved pedestrians.
- 3.2 The proposed pedestrian refuge and relocation and upgrading pedestrian refuge would minimise accidents at these two locations. It is therefore recommended that the proposed safety improvements for Straight Road 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 £16,000 for implementation will be met from the Transport for London's (TfL) 2016/17 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 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 Street Management 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. **Drawing Nos. QP004-4/2 and QP004-4/3.**