



## HIGHWAYS ADVISORY COMMITTEE

15 January 2019

<b>Subject Heading:</b>	Proposed traffic calming measures in Belgrave Avenue, Gidea Park.
<b>SLT Lead:</b>	Dipti Patel Assistant Director of Environment
<b>Report Author and contact details:</b>	Musood Karim Engineer 01708 432804 highways@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008). Havering Local Implementation Plan 2018/19 Delivery Plan
<b>Financial summary:</b>	The estimated cost of £0.04m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2901).

### 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 Belgrave Avenue, Gidea Park. The proposals showing the locations of speed humps are included in appendix 1 of this report. It further seeks recommendations that the proposals be implemented.

The scheme lies within **Squirrels Heath** ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment the implementation of speed control humps in Belgrave Avenue, Gidea Park at the following locations:

- i. Hump No1 – located approx. 31.30m west of the property boundary of Nos. 2 & 4,
- ii. Hump No 2 - located approx. 1.80m east of the property boundary of Nos. 10 & 12,
- iii. Hump No 3 – located at 0.6m north east of the property boundary of Nos. 30 & 32,
- iv. Hump No. 4 – located at 44.0m south west of the property boundary of Nos.34 & 36,
- v. Hump No 5 - located 4.50m south west of the property boundary of Nos. 48 & 50,
- vi. Hump No 6 – located at 2.50m west of the property boundary of Nos. 66 & 68,
- vii. Hump No 7 – located at 6.20m south east of the property boundary of Nos. 108 & 110,
- viii. Hump No 8 - located at 10.10m north east of the property boundary of Nos. 144 & 146

The locations of the speed control humps are shown on drawing Nos. QR023\_BA\_FS\_GA\_100 to 103\_REV0, attached in appendix 1 of this report.

2. That it be noted that the estimated cost of £0.04m for implementation would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2901).

## REPORT DETAIL

### 1.0 Background

- 1.1 Belgrave Avenue, Gidea Park connects Upper Brentwood Road in the west and Southend Arterial Road (A127) in the east. The road is predominantly residential with some shops and business units close to the A127. The road is intersected by side roads such as Cambridge Ave, Montrose Ave. and Ferguson Ave. The Ravensbourne River runs between Cambridge Avenue and Montrose Avenue beneath the highway via a culvert structure in Belgrave Avenue which is scheduled for structural strengthening in 2019. The road conveys two-way traffic and has a weight limit restriction for heavy goods vehicles.
- 1.2 The road is constantly used as a rat-run traffic between Upper Brentwood Road and the A127 and this has increased considerably due to the Ardleigh Green Bridge Replacement programme. Some drivers travel at excessive speeds, although the road has a speed limit of 30 mph. In addition, Belgrave Avenue is commonly used by school children walking to The Royal Liberty School in Upper Brentwood Road. The school catchment area extends up to Harold Wood area whereby children use Belgrave Avenue by crossing the A127.
- 1.3 Prior to the feasibility studies, there was a traffic accident in Belgrave Avenue which resulted in a speeding car overturning. The accident occurred at night but residents raised concerns about the consequences of a similar accident occurring during the day when there is significant increase in pedestrian activity in the road. As a result, feasibility studies were carried out by officers to deal with speeding and excessive traffic flow in Belgrave Avenue.

### 1.3 Traffic and speed flow 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 two prime locations in the Belgrave Avenue. Below are tables showing the traffic flows at peak periods and 85% speeds.

#### **Traffic Census Station No. 1 Belgrave Avenue, Close to Upper Brentwood Road**

Direction of travel	AM peak	PM peak	Average Speed (mph)	85% (mph)
Westbound (to A127)	80	57	24	28
Eastbound (to Upper Brentwood Rd)	117	284	24	28
Two way traffic	197	341		

## Traffic Census Station No. 2: Belgrave Avenue, Close to the A127

Direction of travel	AM peak	PM peak	Average speed (mph)	85% (mph)
Westbound (to A127)	47	146	31	38
Eastbound (to Upper Brentwood Rd.)	32	277	32	40
Two way traffic	79	423		

Tables 1 and 2 show maximum traffic flows at peak periods and speeds

### 1.4 Results of the traffic survey

The results of the traffic survey show that maximum 85 percentile of the speed is 40 mph. This means that on a sample of 100 cars surveyed, 85% of vehicles do not exceed that speed. In this case 40 mph is a high speed recorded for a residential road with 30 mph of speed limit. More importantly,, there are limited gaps available for pedestrians to cross the road during peak periods in Belgrave Avenue. This, therefore, justifies that effective intervention is needed for Belgrave Avenue in dealing with excessive speeding problems.

### 2.0 Proposals for speed control measures

2.1 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 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.

2.2 Based on the speed and traffic flow data, there is a clear justification to implement measures to control the speed of traffic. It is, therefore, proposed to install 8 Nos. speed control humps at selected locations in Belgrave Avenue. The proposals are shown on drawing Nos. QR023\_BA\_FS\_GA\_100 to /103\_REV0, attached in appendix 1 of this report.

2.3 The speed humps will span across the full width of the road and will be constructed 75mm (i.e. 3 inches) high at the highest point above the road level. The humps would be spaced at intervals sufficient for them to be effective in reducing vehicular speeds.

2.4 When deciding the locations for installing humps, consideration was given to the location of existing driveways and underground utility services and apparatus. Where possible the humps would be installed close to the common boundaries of neighbouring properties.

2.5 Advance warning signs indicating the presence of speed humps in Belgrave Avenue will be installed in Upper Brentwood Road on both approaches leading to the junction of Belgrave Avenue.

### 3.0 Outcome of the public consultation

3.1 231 letters were delivered to the residents who were considered would be affected by the proposals. In addition, the emergency services were consulted. A plan showing the consultation area is attached in appendix 2 of this report.

3.2 Members of Squirrels Heath ward were consulted and updated regularly on the feasibility studies to deal with controlling speed and traffic flow in Belgrave Avenue.

3.3 At close of consultation 7 responses were received which represents 3% of the delivered letters. Of those who had responded to the consultation, none had objected the proposals. The responses were analysed carefully and the results are included in appendix 1 of this report. The respondents are in favour of implementing speed restraint measures and considered that speed humps would be most appropriate measure to reduce the speeds. Some had requested taller heights of humps to reduce the travel time of rat running traffic and make their road less attractive for them to use.

### 4.0 Staff comments and conclusions

Although the response rate of the consultation is low, based on the strong support by a few local residents, ward members and given the nature of excessive speeding problems in Belgrave Avenue, there is a clear need for traffic calming measures to improve the road safety in Belgrave Avenue. It is therefore recommended that the proposed safety improvements should be recommended for implementation.

## **IMPLICATIONS AND RISKS**

### **Financial Implications and Risks**

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost for implementation the proposals as shown on drawing No. QR034\_PA\_FS\_GA\_101 to 103 is £0.04m. 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 (A2901).

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 humps in highway maintainable at public expenses 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.

**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 control humps but this would be mitigated by enhancing road safety for all road users.

**BACKGROUND PAPERS**

None.

## **Appendix 1**

Drawings of proposed measures