



## HIGHWAYS ADVISORY COMMITTEE

17 December 2019

**Subject Heading:**

Proposed traffic calming measures in Mead School Area - Amersham Road and Harlesden Road – 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 £0.040m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for Traffic Calming Measures in Mead School Area for 2019/20(A3068).

**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 Mead School Area in response to concerns raised by local residents and Ward Members about speeding vehicles and excessive traffic in the area.

The proposals have been subject to consultation and specifically designed to meet the site conditions and address the aforementioned concerns. Plans showing the proposals are included in Appendix 1 of this report.

The scheme lies within **Harold Wood** Ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that the safety improvements as detailed below shown on the relevant drawing be implemented as follows:
  - (a) A maximum of 20 mph speed zone in Amersham Road, Amersham Close, Harlesden Close, Waltham Close, and Harlesden walk with associated roundels as shown on drawing in Appendix 1.
  - (b) Raised speed tables with tactile paving on Amersham Road near the entrance to Mead primary School as shown on drawing in Appendix 1.
  - (c) 20mph speed zone signage on all the roads within the scheme area.
  
2. That it be noted that the estimated cost of implementing the proposals is £0.040m feasibility design and consultation costs, which would be met by Transport for London allocated to the borough for Traffic Calming Measures in Mead School Area for 2018/19.

## REPORT DETAIL

### 1.0 Background

- 1.1 Mead School area scheme comprised of Amersham Road, Amersham Drive, Amersham Close, Harlesden Close, Waltham Close, and Harlesden walk. The roads are predominantly residential in nature.

1.2 Amersham Lane is a single carriageway and it conveys two-way traffic along its entire length. Mead school is located on Amersham Road near its junction with Petersfield Avenue. There are two other schools within the area and these generate a significant amount of school traffic in the area. As a result of expansion of Mead school, parking and traffic activities within the vicinity of the school have increased markedly which have raised safety issues for the pupils.

1.3 The speed limit in the Roads varies between 25 mph to 30 mph. The Roads have street lighting along their entire length. The roads are used by local residents, and also for school run traffic.

1.4 In early March 2019, Amersham Road from Petersfield Avenue to Amersham drive had replacement of footway concrete paving. A scheme for one-way working and road narrowing scheme was approved in Amersham Road to reduce congestion. The scheme was not implemented.

2 Public transport facilities

2.1 There is no immediate railway station within the area of Mead school. There are buses operating along Petersfield Avenue. Commuters reach the station by walking, cycling, and public transport or are dropped at the station.

4. Traffic flow and speed survey data

A feasibility study including, speed data and a classified traffic surveys was carried out for a continuous period of 7 days commencing 15 June 2019 to 21<sup>st</sup> Jun 2019 at two selected locations within the vicinity of the scheme area. Below are tables showing the traffic flows, average speeds and 85% percentile speeds recorded.

Traffic census site 1:

Report ID	Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed
Site	Amersham Road (north of amersham dr)	Northbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	1539	19.6	25.1
Site	Amersham Road (north of amersham dr)	Southbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	1961	20.1	25.3

Traffic census site 2:

Report ID	Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed
Site	Amersham Road (north of st neots rd)	Northbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	747	16.8	21.0
Site	Amersham Road (north of st neots rd)	Southbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	892	17.7	21.3

Tables show average weekly traffic flows and speeds through the proposed area (Mead School area scheme)

Traffic Accident data

5. Traffic collision data for Amersham Road was examined in details sourced for three years from June 2016 to May 2018. There were no accidents recorded within this period.

6. Proposals for traffic calming measures

Based on the fact that there are no traffic accidents in the proposed area, and 85<sup>th</sup> percentile speed not very high, however, in view of safety concerns near Mead School, there is a clear justification to implement limited vertical deflection measures and speed limit roundels, to alert the motorists of the prevailing speed in the proposed area.

6.1 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.

6.2 When deciding the locations for installing speed hump near Mead school entrance, consideration was given to the location of existing driveways, underground utility services and street furniture.

7. Outcome of the public consultation

7.1 234 letters were delivered by post to the residents of the scheme area and Mead School that were considered would be affected by the proposals. In addition, the proposals were publicly advertised in the local press and emergency services were also consulted.

7.2 Members of Harold Wood ward were pre-consulted on the proposals.

7.3 At close of consultation 4 responses were received which represents a 1.7% of response rate. 3 respondents (including the Metropolitan Police & London Fire Brigade) were in favour of the proposed measures in the area, 1 respondent objected to the scheme and said there were no speed problems in the area. Mead school authorities consulted were in support of the proposed scheme. The responses were analysed carefully and the results are included in appendix 2 of this report.

## 8. Staff comments and conclusions

Officers acknowledge that the consultation rate was moderate, recorded traffic data and traffic speeds were also low, but safety concerns near Mead School provide clear justification for the implementation of limited traffic calming measures as a means of improving road safety.

Based on the feedback from the consultation it is recommended that speed table with tactile are implemented. This will be located near the school entrance which will reduce speed and act as a crossing point for all pupils. In addition, the implementation of 20mph speed limit roundels (as set out in the report) at other locations in the area are implemented which will highlight prevailing speed to all road users in the area.

Furthermore, the Metropolitan Police have insufficient resources to enforce speed restrictions in the area. The policing and strategic priorities of the police have shifted to other areas other than highways safety.

## 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 the proposals is summarised as above:

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 make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the HA 1980. Before an order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedures) (England & Wales) Regulations 1996 (SI1996/2489) (as amended) are complied with.

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the 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 Act 1999 are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

The Council's power to make an Order regulating or controlling vehicular traffic on roads is set out in section 6 of part 1 of the Road Traffic Regulations Act 1984 ("RTRA" 1984). Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under section 6. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Before an Order is made the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern the traffic signs and road markings.

Section 122 RTRA 1984 proposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar 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. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses 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 are taken into account.

In considering any consultation responses, the Council must balance the concerns of any objection with the statutory duty under section 122 RTRA 1984.

### **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, keep left bollards etc but this would be mitigated with improving road safety for all road users.

## **BACKGROUND PAPERS**

None.

## **Appendix 1**

Drawings of Proposed Measures.