

## **HIGHWAYS ADVISORY COMMITTEE**

**11 February 2020**

<b>Subject Heading:</b>	<b>Proposed traffic improvements in North Road, Havering-atte- Bower</b>
<b>SLT Lead:</b>	<b>Dipti Patel Assistant Director of Environment</b>
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<b>Policy context:</b>	<b>Havering Local Development Framework (2008). Havering Local Implementation Plan 2018/19 Delivery Plan.</b>
<b>Financial summary:</b>	<b>The estimated cost of £0.050m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A2921).</b>

### **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 consultation relating to improving road safety in North Road, Havering-atte-Bower between Broxhill Road and the northern borough boundary. The proposals involve provisions of two zebra crossings for pedestrians and some road safety measures. Drawings showing the proposals are included in Appendix 2 of this report.

The scheme lies within **Havering Park** Ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment in consultation with Leader of the Council implementation of the following proposals:
  - i) Provision of Rumble Strips to warn motorists of potential hazard ahead and attempt to slow the traffic to be installed in North Road, between Wellingtonia Avenue and Broxhill Road as shown on drawing No. QS013\_NR(RW)\_FS\_100\_GA in Appendix 2 of this report;
  - ii) A new zebra crossing in North Road by Wellingtonia Avenue, in place of the existing width restriction at this location, which would be removed permanently as shown on drawing No. QS013\_NR(Z1)\_FS\_100\_GA in Appendix 2 of this report;
  - iii) A new zebra crossing in North Road by Dame Tipping Primary School as shown on drawing No. QS013\_NR(Z2)\_FS\_100\_GA in Appendix 2 of this report.
2. That it be noted that the estimated cost of £0.050m for the implementation would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A2921).

## REPORT DETAIL

## 1.0 Background

Local residents of Havering-atte-Bower village have expressed their concerns to the Council about the speed of traffic through the village. It is noted that North Road, running through the village, already has some robust traffic calming measures but despite these measures there are continued issues with speeding traffic.

One reason for the high speed of traffic through Havering-atte-Bower village is the proximity of the village to the M25 motorway. Drivers leaving the motorway can find it difficult to adjust quickly to the lower speed limits.

## 2.0 Public transport facilities

There are two bus routes operating in North Road ie 375 and 575. Both routes operate on low frequency services. The former runs between Romford Station and Passingford Bridge whereas the later operates between Romford (The Brewery) and Harlow (Bus station).

## 3.0 Details of scheme proposals

Dame Tipping Primary School lies in close proximity to Havering-atte-Bower village. At present, the majority of parents park in Wellingtonia Avenue when taking their children to school. The existing footway on the west side of North Road, between Wellingtonia Avenue and the school is narrow with the consequence that parents and children frequently walk in the road.

There is existing parking to the rear of Dame Tipping Primary School. However, gaining access to this parking provision is difficult due to narrow access which cannot accommodate two-way traffic. Further, visibility is restricted for exiting traffic at the junction with North Road.

- i) As a result, the data for traffic speeds and Road Traffic Accident data for the previous 5 years for this area was examined in detail and following road safety measures have been proposed as below:

### 3.1 Proposed Rumble strips

It is proposed to install rumble strips in North Road between Broxhill Road and Wellingtonia Avenue. The purpose of the Rumble strips is to create awareness to drivers about the hazard ahead which is the zebra crossing (as per item 3.2 below). The proposals are shown on drawing No. QS013\_NR(RW)\_FS\_100\_GA.

### 3.2 Proposals for a zebra crossing in North Road by Wellingtonia Avenue

A zebra crossing has been proposed in North Road by Wellingtonia Avenue. The crossing involves removal of the existing width restriction and replacing it with a zebra crossing primarily aimed to enhance safety for pedestrians. The crossing has been located along a common desire line for children and parents walking to Dame Tipping Primary School. The proposals are shown on drawing No. QS013\_NR(Z1)\_FS\_100\_GA.

### 3.3 Proposals for a zebra crossing in North Road by Dame Tipping Primary School

It is proposed to provide a new zebra crossing in North Road by Dame Tipping Primary School. This will involve the relocation of the existing bus stop on road safety grounds which are not installed on approach sides of the crossings but on the departure sides in the direction of travel. The proposals are shown on drawing No. QS013\_NR(Z2)\_FS\_100\_GA.

### 4.0 Details of pre-meeting with ward members

Site meetings were held between Officers and the Members of Havering Park ward to discuss the proposals in details. The following issues were raised and discussed at the two meetings:

- i) Problems about speeding traffic through Havering-atte-Bower village;
- ii) Speeding problems in Broxhill Road (Members were informed that the scheme would be considered in 2020/21 financial year);
- iii) Exclusion of heavy good vehicular traffic through the village (Members were informed that the proposals would be considered in 2020/21 financial year);
- iv) Provision for two Zebra Crossings in North Road, ie by Wellingtonia Avenue and by Dame Tipping Primary School;
- v) Parking restrictions in Wellingtonia Avenue

A local farmer and Ward Councillors had raised concerns over a lack of adequate parking restrictions in Wellingtonia Avenue. They explained that on several occasions vehicles parked inconsiderately had prevented access to Bower Farm.

Action by officers - The extension of proposed parking restrictions in Wellingtonia Avenue is currently being dealt with by the Council's Parking Team. The proposals are at consultation stage and the measures will be dealt separately from the proposals in this report.

### 5.0 Outcome of the public consultation

- 5.1 160 letters were posted to residents of Havering-atte-Bower village considered to be affected by the proposals. In addition, Transport for London and the emergency services were consulted.
- 5.2 11 responses were received which represent 7% of the delivered letters. The responses were analysed carefully and the results are included in Appendix 1 of this report.
- 5.3 The proposals for the zebra crossings were advertised in the local press with site notices were displayed in the vicinity of the site.
- 5.4 Following analysis of the responses received the most frequent matter raised related to the new location of the bus stop. This was considered in conjunction with Transport for London who has responsibility for installing and maintaining the infrastructure of bus stops across London. Based on the road safety grounds it was agreed that the existing stop would be relocated in North Road, outside No 1, St. Briec Cottage.

#### 6.0 Staff comments and conclusions

Ward members were consulted in 2019. The current proposals incorporate the suggestions of Ward Members to improve road safety through the village and parking in Wellingtonia Avenue.

It is recommended that the proposals are agreed to enable the Council to deliver the scheme within the current financial year. If this scheme is successfully implemented, TfL will provide further funds to improve the road safety through the village and Broxhill Road in 2020/21 financial year.

## 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 implementing the proposals is £0.050m. The funds for carrying out the works will be met by Transport for London through the Local Implementation Plan bid allocated for 2019/20 financial year.

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 create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes 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 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 were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors 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.

Zebra crossings provide safe crossing facility for pedestrians to the road environment. There will be some aesthetic impact arising from the road markings and installation of Belisha beacons, however, these are considered to be minimal in road safety terms.

## BACKGROUND PAPERS

None.

## **Appendix 1**

Summary of the Public Consultation



## **Appendix 2**

Drawings of proposals

Drawing Nos. QS013\_NR(RW)\_FS\_100\_GA,  
QS013\_NR(Z1)\_FS\_100\_GA &  
QS013\_NR\_(Z2)\_FS\_GA\_FS.