

HIGHWAYS ADVISORY COMMITTEE

10 March 2020

Subject Heading:

Proposed entry treatment at Alma Avenue/Standen Avenue junction, Hornchurch

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 £0.020m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A2920).

The subject matter of this report deals with the following Council Objectives

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

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SUMMARY

This report sets out the responses to a consultation relating to improving entry treatment at the junction of Alma Avenue and Standen Avenue, Hornchurch. The proposals involve provision of a speed table to improve the turning manoeuvre of vehicles when entering or exiting the junction.

The scheme lies within **Hacton** 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 entry treatment at the junction of Alma Avenue/Standen Avenue as shown on drawing No. QR022-21_AA_FS_100_GA in Appendix 1 of this report;
2. That it be noted that the estimated cost of £0.020m for the implementation would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A2920).

REPORT DETAIL

1.0 Background

Local residents of Alma Avenue and Standen Avenue together with Members of Hacton Ward raised concerns with the Council about speeding traffic entering and exiting the junction of Alma Avenue and Standen Avenue, Hornchurch.

2.0 Details of scheme proposals

Alma Avenue is predominantly a residential road. It connects Crystal Avenue in the west and Hacton Lane in the east. It is connected by other side roads along its length. The road conveys significant levels of vehicular traffic during peak periods. Alma Avenue is not a designated bus route for public transport.

A problem has been identified at the junction of Alma Avenue and Standen Avenue in that vehicles from Standen Avenue frequently turn into Alma Avenue at excessive speeds with the result that the turning vehicle is unable to keep within their lane. There have been incidents where vehicle have met head on. Furthermore, visibility for drivers existing Alma Avenue into Standen Avenue is restricted which further undermines safety at the junction.

3.0 Proposals for entry treatment at Alma Avenue/Standen Avenue, Hornchurch

An entry treatment is proposed at the junction of Alma Avenue/Standen Avenue. Speed tables are longer than speed humps and flat-topped, with a height of 75 to 100 mm. The proposed entry treatment would be 100mm above the existing road level to achieve maximum benefit in slowing down vehicles at entry or when exiting at the junction.

The entry treatment has been located at a common desire line for pedestrians walking and also assist them to cross the road safely at this location. The proposals are shown on drawing No. QR022-21_AA_FS_100_GA.

3.1 Consideration of alternative proposals

Consideration was also given to an alternative proposal, the installation of a traffic island at the junction of Alma Avenue and Standen Avenue to regulate the turning manoeuvres of vehicles. Auto Track, a computer assimilation programme called Auto track was used to assess the turning manoeuvres of vehicles at the junction.

The output of the assimilation was that the installation of a traffic island would have resulted difficulties in the turning manoeuvres of heavy good vehicles such as refuse lorries. As a result, this option was rejected. The proposals are shown on drawing No. QR022-21_AA_FS_100_GA.

4.0 Details of pre-meeting with ward members

A site meeting was held between officers and a Member of Hacton Ward to discuss the problems at the junction of Alma Avenue/Standen Avenue in details. The following issues were raised and discussed at the meeting:

- i) Problems about speeding traffic when entering or exiting the junction of Alma Avenue and Standen Avenue. Potential of vehicles meeting head on;
- ii) The design of the junction undermining the ability of pedestrians to cross the road safely.

5.0 Outcome of the public consultation

5.1 42 letters were posted to residents of Alma Avenue and Standen Avenue considered to be affected by the proposals. In addition, Transport for London and the emergency services were consulted.

5.2 Only 1 response was received which represent 2.5% of the delivered letters. The response was analysed carefully. A resident had queried about the details of the entry treatment and the information was subsequently supplied.

6.0 Staff comments and conclusions

Residents and Ward Members were consulted in 2019. The current proposals incorporate the suggestions received following the close of consultation. Implementation of the proposals will improve road safety at the junction of Alma Avenue/Standen Avenue, Hornchurch for drivers and pedestrians.

It is recommended that the proposals are agreed to enable the Council to deliver the scheme within the current 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 £0.020m. 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 (A2920).

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 budget.

Legal implications and risks:

The Council's power to construct a speed table or road hump in highway maintainable at public expense is set out in Part V of the HA1980. Before making an order under the provision of 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.

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.

Speed tables also provide safe crossing facility for pedestrians to the road environment. There will be some aesthetic impact arising from the road makings and installation of speed table, however, these are considered to be minimal in road safety terms.

BACKGROUND PAPERS

None.

Appendix 1

Drawing of proposals

Drawing No. QR022-21_AA_FS_100_GA