



# HIGHWAYS ADVISORY COMMITTEE

14 August 2012

# REPORT

**Subject Heading:**

**BRIAR ROAD ENVIRONMENTAL  
IMPROVEMENTS  
Waverley Crescent and Myrtle Road  
Traffic Calming & Zebra Crossing  
Proposals  
outcome of public consultation**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

## SUMMARY

This report sets out the outcome to a public consultation on proposals for providing traffic calming in Waverley Crescent and Myrtle Road, and a zebra crossing in Myrtle Road as part of a larger environmental improvements package for the Briar Estate area.

This scheme is within the **Heaton** ward.

## RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the following report and shown on Drawings;
  - QL018/MR/101A (Waverley Crescent)
  - QL018/MR/102A (Myrtle Road)
  - QL018/MR/103A (Myrtle Road)
  
2. That it be noted that the estimated cost of £52,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Briar Road Area Environmental Improvements Package.

## REPORT DETAIL

### 1.0 Background

- 1.1 The Council has been allocated £100,000 by Transport for London through the Local Implementation Plan for the 2012/13 financial year towards environmental improvements for the Briar Estate, which is a larger regeneration and housing project area forming part of the Harold Hill Ambitions programme – the Briar Estate Renewal Project.
  
- 1.2 The Briar Estate is made up of 1,200 homes and has more than 4,000 residents, tenants and owners. The estate has some particular issues relating to the quality of some of the housing in the area, the layout of the streets, alleyways and parking.
  
- 1.3 The outcome of a consultation with residents in 2009 demonstrated that local people wanted to see significant improvements to the Briar Estate and to keep the vast majority of the estate as it is.
  
- 1.4 In March 2010, the Council's and Homes in Havering's ten point Improvements Action Plan for the Briar Estate was positively received at a series of meetings attended by 180 residents, who also came up with some ideas and constructive feedback.

1.5 The proposals within the improvements plan include:

- Retention of the vast majority of the estate:
- Decent Homes for tenants
- Advice and assistance to homeowners to make essential improvements and repairs
- Better use of green spaces
- Better parking closer to where people live
- Improved street lighting
- Improved pavements, kerbs and roads
- Making narrow and unsafe pathways safe
- Improved shopping area and possible 'village square'
- New recreational and play facilities on Bosworth Field and Faringdon Avenue
- Discussions with residents on redevelopment of small areas of underused land with new homes
- Improvements to Betty Strathern Centre

1.6 In June / July 2010, local residents were invited to a 'round table' meeting to work out the detailed changes for each area. Present at the meeting were officers from the Council, Homes in Havering and landscape designers.

1.7 In terms of highways issues, a wider programme is being developed, but initial work has centred on Waverley Crescent and Myrtle Road (which form a route through the estate) which was a concern amongst residents in terms of traffic speed and crossing Myrtle Road to access Bosworth Field; especially as improvements are planned to enhance the field and increase its use. In addition, a package of street lighting improvements to the route is currently being planned.

1.8 In addressing these concerns, Staff have designed a scheme to traffic calm the route using road humps and to provide a raised zebra crossing on Myrtle Road, by Bosworth Field. The locations and details are as follows and all features would be nominally 75mm in height with a maximum height of 100mm;

<b>Feature</b>	<b>Location</b>
Road Hump	Waverley Crescent, approximately 10 metres north of its junction with Briar Road;
Road Hump	Waverley Crescent, outside No. 53
Road Hump	Myrtle Road, outside No. 60
Road Hump	Myrtle Road, approximately 16 metres north-east of its junction with Saddleworth Road
Road Hump	Myrtle Road, approximately 10 metres west of its

	junction with Cloudberry Road
Road Hump	Myrtle Road, approximately 10 metres south-west of its junction with Chatteris Avenue
Zebra Crossing on a raised speed table	approximately 35 metres south-west of the western boundary of No. 24 Myrtle Road

The proposals are shown on Drawings QL018-MR-101A, 102A and 103A.

- 1.9 Approximately 250 Letters were hand-delivered to those potentially affected by the proposals, with copies being sent to statutory and local consultees, along with ward & HAC members on 2<sup>nd</sup> July 2012. The closing date for comments was 27<sup>th</sup> July 2012. In addition notices were advertised and displayed on site.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 1 response had been received from a resident who commented as follows;
- Considered the scheme to be a good idea,
  - Felt that there was insufficient traffic volume for a zebra crossing, but agreed with the raised table,
  - Felt that the area should be incorporated into the 20mph Zone for Chatteris Avenue and that this would mean people would drive at an appropriate speed for the humps, reduce wear on the road markings and make parked vehicles easier to negotiate.

## **3.0 Staff Comments**

- 3.1 The zebra crossing was proposed to enable pedestrians to positively gain priority over traffic at a key location, especially with the planned improvements to Bosworth Field. Its provision on a raised speed table will make crossing the road more accessible to all.
- 3.2 Whilst Staff agree that a 20mph Zone would be a good addition to the scheme, it would require the other side roads leading from Waverley Crescent and Myrtle Road to be traffic calmed and be included as well. If this was not the case, the 20mph speed limit would be on the main route with the 30mph limit applying to smaller roads which is not a consistent or appropriate approach to the setting of speed limits.
- 3.3 The current proposals are the first stage of a wider programme and subject to funding, a 20mph Zone may become feasible in the future. Given the

absence of any other comments, Staff recommend that the scheme proceeds to implementation.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The estimated cost of £52,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Briar Estate Environmental Improvements Package

### **Legal implications and risks:**

Road humps, speed tables and zebra crossings require advertisement and consultation before a decision can be made on their implementation.

### **Human Resources implications and risks:**

None.

### **Equalities Implications and Risks:**

Traffic calming can help reduce traffic speeds and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision.

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all, but especially where infrastructure is provided or substantially upgraded. A level road crossing at a key pedestrian crossing point (to access Bosworth Field) will improve access for all and assist the Council in meeting its duty under the Act.

## BACKGROUND PAPERS

Project Scheme File Ref:  
QL018 Briar Road Estate Environment Improvements Package