



HIGHWAYS ADVISORY COMMITTEE

REPORT

11 December 2012

Subject Heading:

Harold Hill Accident Reduction Programme –
Hilldene Avenue Proposed Safety
Improvements (The 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	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[X]
High customer satisfaction and a stable council tax	[X]

SUMMARY

Hilldene Avenue – Harold Hill Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements along Hilldene Avenue.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends the installation of humped pelican crossing.

This scheme is within **Gooshays** Ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that the humped pelican crossing along Hilldene Avenue as shown on Drawing No. QL002/H/1 be implemented.
2. That, it be noted that the estimated cost of £20,000 can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2011, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2012/13 Havering Borough Spending Plan settlement. Hilldene Avenue Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify safety improvements. The feasibility study has now been completed and has looked at ways of improving safety and it is considered that the proposals, as contained in this report will improve road safety and provide safer pedestrian crossing facility at this location. In January 2012, the Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Hilldene Avenue Accident Reduction Programme will help to meet these targets.

2.0 Accidents

- 2.1 In the four-year period to December 2011, 9 personal injury accidents (PIAs) were recorded along Hilldene Avenue between Westdene Avenue and Eastdene Avenue. Of these 9 PIAs, 4 were serious; 5 were slight injuries and 3 involved pedestrians.

3.0 Proposals

- 3.1 It is proposed to provide a humped pelican crossing along Hilldene Avenue between Westdene Avenue and Eastdene Avenue as shown on Drawing No: QL002/H/1. Accident analysis showed 9 personal injury accidents occurred over 4 year periods. Of the 9 PIAs, 4 PIAs were serious and 3 involved pedestrians. These proposals would reduce vehicle speeds and improve road safety in the area.

4.0 Outcome of the consultation

4.1 Following Highways Advisory Committee approval for a public consultation in January 2012, letters, describing the proposals were delivered to local residents / occupiers along Hildene Avenue. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 170 letters were delivered by hand to premises in the area affected by the proposals. The deadline for receipt of comments was Tuesday 30th October 2012. 2 written responses were received from London Buses and London Bus Infrastructure. Both indicated that the scheme should not affect them.

5.0 Staff comments and conclusions

5.1 The proposed humped pelican crossing would improve pedestrian facility, reduce vehicle speeds and accidents in the area. No respondents objected to the proposal. It is therefore recommended that the proposed measures in the recommendation should be approved for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposal is £20,000 which can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme. Spend will need to complete by 31st March 2013, to maximise grant funding.

This is a standard project for streetcare 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 Streetcare capital budget.

Legal Implications and Risks

The proposals do not require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the humped pelican crossing, however the proposals would generally improve safety for both pedestrians and motorists.

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. 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.

BACKGROUND PAPERS

- 1. Public consultation letter.**
- 2. Public consultation responses.**
- 3. Drawing Nos. QL003/H/1, QL003/U/1 and QL003/U/2.**