



HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

Noak Hill Road - 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

Harold Hill Accident Reduction Programme - Noak Hill Road 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 Noak Hill Road.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends the installation of vehicle activated sign along Noak Hill Road.

This scheme is within **Heaton** 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 a vehicle activated sign along Noak Hill Road between Taunton Road and Kynance Close as shown on Drawing No. QL005/N/1 be implemented.
2. That the Committee having considered the representations from the public consultation results, recommends to the Cabinet Member for Community Empowerment that the proposal to remove the pinch point along Noak Hill Road between Taunton Road and Kynance Close will be omitted from the original proposals.
3. That, it be noted that the estimated cost of £5,000 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. Noak Hill Road 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 in the area. In January 2012, the Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 Since the pinch point was installed along Noak Hill Road in 2005, the Havering Council has received numerous complaints. A number of incidents also occurred in the vicinity of pinch point. Some incidents were reported to Police and others were not reported to the Police because they were due to driver error. On several occasions, the bollards, lighting units and road signs in the pinch point were replaced at this location.

2.0 Accidents

- 2.1 In the four-year period to July 2012, 3 personal injury accidents (PIAs) were recorded along Noak Hill Road between Kynance Close and Taunton Road including Kynance Close and Taunton Road junctions. Of these 3 PIAs, 2 were serious and one was slight injury. 1 PIA occurred in the vicinity of pinch point. Before the installation of pinch point, 5 PIAs were recorded along Noak Hill Road between Kynance Close and Taunton

Road over four year period to June 2004. All 5 PIAs occurred at the Noak Hill Road / Taunton Road junction. Of these 5 PIAs, 1 was serious and 4 were slight injuries.

3.1 Proposals

- 3.1 It is proposed to provide a vehicle activated sign along Noak Hill Road in the vicinity of pinch point as shown on Drawing No. QL005/N/1. From the public consultation results, the removal of pinch point would be omitted from the original proposals as the majority of respondents opposed to the proposal. The vehicle activated sign would help to 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 these proposals were delivered to local residents / occupiers along Noak Hill Road. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 50 letters were delivered by hand to premises in the area affected by the proposals. The deadline for receipt of comments was Wednesday 28th November 2012. In total 7 responses were received from London Buses, Local Member and residents. Of these 7 respondents, 6 opposed and concerned to the removal of pinch point proposal and 1 had no objections to the scheme.

5.0 Staff comments and conclusions

- 5.1 Of the total 7 respondents, 6 including a Local Member opposed and concerned to the removal of pinch point proposal. It is therefore recommended that only the vehicle activated sign proposal excluding pinch point removal should be approved for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposal is £5,000 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 vehicle activated sign proposal, 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 No. QL005/N/1.**