

# HIGHWAYS ADVISORY COMMITTEE

15 January 2013

# REPORT

**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 was reported to the Highways Advisory Committee on 11 December 2012. The sequence of voting at the previous committee, with a motion to reject the scheme being defeated and the substantive motion to approve not being supported by a majority vote, means no decision was made.

The scheme is brought back to the Committee for further consideration and determination.

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.
- 1.3 The Highways Advisory Committee considered this scheme on 11 December 2012. At this meeting, the Committee was unable to reach a decision on the scheme. The scheme is resubmitted back to Committee for further consideration and determination.
- 1.4 This report details the finding of the public consultation and contains additional accident and casualty details to that reported to the Committee on 11 December 2012.

## 2.0 Accidents

2.1 In the ten-year period to August 2012, 19 personal injury accidents (PIAs) were recorded along Hilldene Avenue between West Dene Drive and East Dene Drive. Of the 19 PIAs, 6 were serious; 3 were speed related; 6 occurred during the hours of darkness and 8 involved pedestrians. Of the 10 PIAs in the vicinity of pelican crossing along Hilldene Avenue, 5 were serious; 1 was speed related; 3 occurred during the hours of darkness and 8 involved pedestrians. 19 PIAs resulted in 20 casualties. **Of the 20 casualties, 10 (50%) were pedestrians.** Additional personal injury accidents data are summarised in Appendix.

Location	Fatal	Serious	Slight	Total PIAs
West Dene Drive / Hilldene Avenue junction	0	1	4 (2-Speed) (1-Dark)	5
In the vicinity of pelican crossing and Hilldene Close junction	0	5 (5-Peds) (2-Dark) (1-Speed)	5 (3-Peds) (1-Dark)	10
East Dene Drive / Hilldene Avenue Junction	0	0	4 (2-Dark)	4
<b>Total</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>19</b>

## 3.0 Proposals

3.1 It is proposed to provide a humped pelican crossing together with street lighting improvements along Hilldene Avenue between West Dene Drive and East Dene Drive as shown on Drawing No: QL002/H/1. Accident analysis showed 19 personal injury accidents occurred over 10 year periods. Of the 19 PIAs, 6 PIAs were serious; 3 were speed related; 6 occurred during the hours of darkness and 8 involved pedestrians. Of the 20 casualties, **10(50%) of casualties were pedestrians at this location.** It is considered that the humped pelican crossing would reduce vehicle speeds and subsequently minimise accidents 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 Hilldene 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 30<sup>th</sup> 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. Accident analysis showed that 10(50%) of casualties were pedestrians at this location. 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 31<sup>st</sup> 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. QL002/H/1**



### 9.0 Accident by Age group

Age Group	0 - 15	16 - 30	31 - 45	46 – 60	61+	Total
No. of Accident	6	5	2	2	4	19
%	32%	26%	11%	10%	21%	100%

### 10.0 Accident by Contributory factors

Contributory factors	Frequency
Failed to look properly	11
Careless/Reckless/In a hurry	4
Poor Turn	3
Exceeding speed limit	3
Loss control	2
Wrong use of pedestrian crossing facility	2
Failed to judge person's path or speed	1
Swerved	1
Vision affected by stationary or parked vehicles	1
Disobeyed giveway or stop sign	1