



HIGHWAYS ADVISORY COMMITTEE

REPORT

12 November 2013

Subject Heading:

PARK LANE - PROPOSED HUMPED ZEBRA
CROSSING (THE OUTCOME OF PUBLIC
CONSULTATION)

CMT Lead:

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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 checked="" type="checkbox"/>

SUMMARY

Park Lane – School Travel Plan was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify pedestrian facilities along Park Lane and humped zebra crossing with kerb build out is proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation results and recommends that the above proposal be approved.

The scheme is within **Romford Town** 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 either
 - (a) Humped zebra crossing with kerb build out along Park Lane by Malvern Road detailed in this report and shown on Drawing No. QM032/1 be implemented

OR

 - (b) The above proposal be rejected.
2. That, it be noted that the estimated costs of £25,000, can be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for School Travel Plan Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2012, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2013/14 Havering Borough Spending Plan settlement. Park Lane pedestrian facilities was one of the schemes approved by TfL. A feasibility study has been carried out to identify pedestrian facilities. The feasibility study has now been completed and has looked at ways of providing pedestrian facilities and it is considered that humped zebra crossing with kerb build out, as described in the recommendations will improve road safety and provide pedestrian facilities.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Park Lane humped zebra crossing will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flow is up to 550 vehicles per hour during peak periods along Park Lane.

A speed survey was carried out and the results are as follows.

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Park Lane by Malvern Road	36	35	43	40

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Park Lane exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the four-year period to June 2013, four personal injury accidents (PIAs) were recorded along Park Lane in the vicinity of Malvern Road and Clifton Road. Of four PIAs, two involved school children and all were slight injuries.

Proposals

- 1.5 It is proposed to provide humped zebra crossing along Junction Road as shown on Drawing No. QM032/1. The proposal would provide pedestrian facility and improve road safety in the area.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 60 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Six written responses from Local Members, London Buses and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that four personal injury accidents (PIAs) were recorded over four year period along Park Lane in the vicinity of Malvern Road and Clifton Road. Of the four PIAs, two involved school children and all were slight injuries.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limits along Park Lane.
- 3.3 The humped zebra crossing with kerb build out would provide safer pedestrian crossing facility and minimise accidents along Park Lane in the

vicinity of Malvern Road and Clifton Road. Raphael Independent School is situated in the vicinity of proposed zebra crossing. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

Two options are presented to members:-

1. Proceed

The estimated cost of implementing the proposals is £25,000. This cost can be met from the 2013/14 Transport for London's LIP allocation to Havering for School Travel Plan Programme. Spend will need to complete by 31st March 2014 to maximise access to TFL funding.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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 Streetcare Capital Budget.

2. Do not proceed

If the project does not proceed, the £25k grant will be lost.

Legal Implications and Risks

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

The proposals can be delivered within the standard resourcing within Streetcare and has no specific impact on staffing/HR issues.

Equalities and Social Inclusion

There would be some visual impact from the proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

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1. **Public consultation Letter.**
2. **Public consultation responses.**
3. **Drawing No. QM032/1.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QM032/1 (Member 1)	It is fine.	-
QM032/2 (Member 2)	Wait to see what residents say.	-
QM032/3 (London Buses)	This will not affect London Buses. However, as a Havering resident, I think it is a good scheme and would support it.	-
QM032/4 (68Park Lane)	This is a very good proposal. Park Lane is a cut through road and speeding is a problem, bearing in mind you have 2 schools in this area. You should go further, make all of Park Lane a humped road and resident parking area including shop.	-
QM032/5 (68Park Lane)	Received support (see above) and objection letters from 68 Park Lane. The resident at No. 68 supported the scheme initially, but changes their mind and sent the same letter of objection as Nos. 52, 54, 56 & 58 detailed below.	- See below for detail comments.
QM032/6 Objection letter signed by Nos. 52 Park Lane, 54 Park Lane, 56 Park Lane, 58 Park Lane	Object to the proposal with the following concerns. (1)Safety - Traffic crossing island along Park Lane by Brentwood Road could be altered to a zebra crossing. - Traffic crossing island along Park Lane outside the shops could be altered to a zebra crossing. - Park Lane and Globe Road could be made to one way in opposite direction. - Lollipop crossing on Park Lane could be reinstated. - The relocation of Hylands School means the crossing location is outdated by approximately 2 years.	- It could be considered at a later date, if necessary. It could be considered at a later date, if necessary. Due to large vehicle use along Park Lane, inconvenience to Globe Road residents and speeding etc, one way is not considered to be feasible option. Parking team will consider this request, subject to funding being available. Two schools are still situated in the area. One is in Park Lane and other is in off Globe Road.

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	<p>- The parents of the Raphael Independent School drop the children by vehicle and generally park in the school carpark.</p> <p>(2) Research for need and positioning of crossing - Would like to see the research carried out has led to the conclusion that a crossing is needed where proposed.</p> <p>(3) Obstruction to access of property - No. 68 already has a dropped kerb and a driveway which would be obstructed by the ramp to the crossing and the zig-zac lines.</p> <p>- No. 56 wished to install vehicle crossovers in January 2014.</p> <p>(4) Removal of parking - Park Lane already has a parking shortage and removing the bays outside 52-58 would further damage the ratio of vehicles to spaces.</p> <p>(5) Property Devaluation - Parking and access restrictions imposed by the proposed zebra crossing would devalue the properties.</p> <p>(6) Residents personal statements - Elderly resident at No.58 requires walking aids. No longer collected by relative outside property.</p> <p>- Resident at No.56 is no longer access to park outside her property. It is difficult with shopping and young child.</p> <p>- Resident at No.68 would no longer be able to place two vehicles on their driveway without stopping to reverse within the zig-zac lines, causing obstruction and risking points on licence and fines.</p> <p>- Residents at Nos. 52 and 54 dropped off by taxis after shopping. The removal of parking bays would mean the complete removal of any local parking to their property.</p>	<p>Survey showed that children are still walking to the school in the area. Observation and traffic surveys were carried out to assess the crossing location.</p> <p>The residents are still able to access the property over the zigzag markings, but not able to park in the zigzag marking. The Council design scheme at the current situation. Only one parking space will be lost as a result of this proposal. The parking spaces are available at Malvern Road near Park Lane.</p> <p>Parking bay is still available outside the property. The relative can still pick the resident. Parking bays are still available, outside the property.</p> <p>The residents are still able to access the property over the zigzag markings, but not able to park in the zigzag marking. Only one car parking space is available on the driveway For second car if available, the parking bays are available in Malvern Road, directly opposite and close to the property.</p> <p>The parking bays are still available outside Nos. 52 and 54 to drop off the residents. Only one</p>
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		parking bays will be removed outside Nos.56/58.
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