



# HIGHWAYS ADVISORY COMMITTEE

14 January 2014

# REPORT

**Subject Heading:**

**Proposed 20mph zone for the  
Highfield Road Area, Collier Row**

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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 responses to a consultation for the provision of speed humps and extension of a 20mph zone and seeks a recommendation that the proposals be implemented as set out in the report.

The scheme is within **Havering Park** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the traffic calming speed hump proposal and Option 1 Burland Road junction set out in this report and shown on the following drawings are implemented;
  - QK073/OA/01.A
  - QK073/OA/02.B
  - QK073/OA/03.A
2. That it be noted that the estimated cost of £30000 for implementation will be met by the Highfield Road Traffic Calming S106 contribution connected with Planning Consent Reference P0127.10 (redevelopment of the Hampden Lodge site).

## REPORT DETAIL

### 1.0 Background

- 1.1 Highfield Road is over one kilometre long, running from Clockhouse Lane, north-eastwards ending in a cul-de-sac. There are several 'T' junctions along its length and a crossroad junction with Burland Road, 210 metres from Clockhouse Lane and which lies east and west of Highfield Road. For the funds available, the part of road considered by this report runs from Clockhouse Lane up to the junction with Hillrise Road.
- 1.2 Along this length and in Burland Road, there are footway parking bays 1.0 metre deep. Highfield Road and Burland Road are an average of 7.4 metres wide. Footway parking is present in these streets and it can create the potential for conflict between pedestrians and vehicles driving onto the footway.
- 1.3 At the Burland Road cross roads, either side of the junction, are pedestrian refuges. These are essential to enable pedestrians to cross the road in two halves as the width of Burland Road at these points is 14 metres. The radii are so large that many vehicles were observed by staff turning left into Highfield Road whilst looking right, without having to lose too much speed. There is also room at the give way line for one vehicle to drive ahead whilst another waits to turn left, adding to the amount of vehicles pedestrians must negotiate.
- 1.4 Residents have commented that anti-social youths have a tendency to maliciously damage the bollards on their way home at night. Records show these have been repaired several times over the last two years.

- 1.5 Clockhouse Primary school fronts Clockhouse Lane opposite the junction with Highfield Road. Highfield Road and Burland road are popular roads for parents to park in, in the morning and afternoon. A 20mph zone has recently been implemented in Clockhouse Lane as part of the Council's casualty reduction program.
- 1.6 Wembley Close was the site of Hampden Lodge residential care home, recently developed into houses and flats. It lies within this new 20mph zone but was unadopted at the time of implementation. It was adopted on 1<sup>st</sup> October 2013 and the proposed inclusion of Wembley Close in the 20mph zone was advertised as part of this Highfield Road scheme. S106 funding was made available for a traffic calming scheme on occupation of the development.
- 1.7 Some residents in the part of Highfield Road between Burland Road and Clockhouse Lane have been campaigning for traffic to be calmed in their length of road for several years. There is a bend on part of the road and residents have concerns about the speed of traffic and the tendency for drivers to drive on the wrong side of the road.
- 1.8 Staff met with Councillor Binion and a resident in January 2012 to discuss the issue of speeding traffic and possible solutions that would be investigated and consulted.
- 1.9 In the four years to July 2013 there was one collision, which was fatal. This occurred at the junction of Highfield Road and Burland Road. A car was travelling south along Highfield Road and was in collision with a moped travelling west to east along Burland Road which failed to give way. It would appear from the Accident Report that traffic calming would not have prevented this collision although this is impossible to prove.

## **2.0 Proposal**

- 2.1 It is proposed to extend the newly installed 20mph from Clockhouse Lane into: Highfield Road up to a point 15m south of the junction with Hillrise Road; Burland Road up to a point 15m east of Felstead Road and Highfield Close. A 20mph zone needs to be self enforcing and so humps will be provided at approximately 70metre centres in Highfield Road and Burland Road. No hump is proposed in Highfield Close being a relatively short cul-de-sac. Wembley Close off Clockhouse Lane has been included in the proposed zone.
- 2.2 It is proposed to remove the footway parking to provide extra space for pedestrians on a busy school route and to further help reduce traffic speed.
- 2.3 Two options were included in the consultation for the Burland Road cross road. Option 1 is for the removal of the pedestrian refuges and reduce the size of the radii from 14 metres to 6 metres. This reduces the width of Burland Road at the pedestrian crossing point from 14 metres to about 7.9

metres. The added benefit of this option is that south bound pedestrians crossing outside number 31 will have much better visibility of oncoming traffic from Burland Road (west): pedestrian visibility is currently obscured by a garden wall and trees.

- 2.4 The removal of the illuminated bollards will also negate future energy and maintenance costs.
- 2.5 Alternatively, Option 2 would not change the radii but widen the existing refuges to 1.8m creating a larger area for pedestrians to stand. This option does not help to slow down the left turning traffic nor improve pedestrian visibility.

### **3.0 Outcome of Public Consultation**

- 3.1 Two hundred and twenty letters and drawings were hand delivered to residents in the affected roads. Traffic notices were posted on site and in the Romford Recorder. Eight responses were received and one of these did not even mention the scheme in question. All responses are summarised in Appendix II.
- 3.2 No responses were received from the emergency services.
- 3.3 The residents at no. 31 requested a meeting with staff to explain how the scheme would affect their vehicle crossover. The drop kerb to the crossover will be reduced to make it square to the realigned radius and wholly within Highfield Road. The residents were content with this. They also preferred the idea of removing the refuges as they commented on the bollards being regularly targeted by vandals. However, following this meeting, no written comment was received.
- 3.4 Two residents would like to see double yellow lines extended around bends and near the junction with Clockhouse Lane because drivers have to overtake parked cars and cross onto the wrong side of the road.
- 3.5 One resident requested speed humps along the rest of Burland Road. One asked for a hump in Highfield Close and one asked why the rest of Highfield Road was not included.
- 3.6 One resident suggested changing the give way markings to a stop line at the Burland Road junctions.
- 3.7 Two residents preferred Option 1 removing the refuges and tightening the radii at the Burland Road junction. One resident liked the idea of tightening the radii but also keeping the refuges.
- 3.8 One comment was received from the local CTC representative. He welcomes 20mph zones as a benefit to cyclists but would like to see the hump ramps formed in a sinusoidal or curved/wave shape, as would a resident.

3.9 Two residents objected on grounds of noise, vibration, affect on emergency response times. One questioned why the steepest part of the road was not included and one asked why it was not restricted to Highfield Road south of Burland Road only and the Burland Road junction made into a raised table.

#### **4.0 Staff Comments**

4.1 Consideration of parking restrictions were not considered as part of this scheme. Parking restrictions on bends on Highfield Road might have the affect of increasing speeds.

4.2 With respect to the request for extra humps, they cannot be considered because of funding constraints.

4.3 At the Burland Road junction, the preferred option is to remove the refuges which allow for the reduction in size of radii. This will then bring the junction size more in line with most other residential junctions. The tighter radius means the drivers will have to decrease their speed on approaching the junction, thereby negotiating left turns slower. It also brings further into the driver's view, the pedestrian crossing point. Pedestrians will lose the advantage of being able to cross the road in two halves however the distance to cross is almost halved. There is a pedestrian refuge at the Burland Road junction with Clockhouse Lane.

4.4 Stop lines at this junction are regulated by the Department of Transport and would not be approved because visibility is adequate.

4.5 Humps do have the potential to generate low frequency vibration.

4.6 We had no response for the emergency services however this scheme is in the centre of a residential area. As such, it is reasonable to expect that vehicles are driven to suit the conditions of the particular road.

4.7 To make the Burland Road/Highfield Road junction a raised table would cost as much as all of the humps put together and so the hump scheme can traffic calm a larger area.

### **IMPLICATIONS AND RISKS**

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

The estimated cost of £30000 for implementation will be met by the Highfield Road Traffic Calming S106 contribution connected with Planning Consent Reference P0127.10 (redevelopment of the Hampden Lodge site). The contribution was paid on 6<sup>th</sup> October 2011 and must be utilised within five years.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee, a final decision then 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 overall StreetCare Capital budget.

**Legal implications and risks:**

20mph zones and road humps require public consultation before a decision can be made on implementation.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

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

Traffic calming can help reduce traffic speeds, traffic volumes 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. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

**BACKGROUND PAPERS**

Project file: QK073, Highfield Road Traffic Calming

## **APPENDIX I DRAWINGS**

- QK073/OA/01.A – Public Consultation Highfield Road area
- QK073/OA/02.B – Public Consultation Burland Road - Options
- QK073/OA/03.A – Inclusion of Wembley Close into 20mph Zone

**APPENDIX II  
CONSULTATION RESPONSES**



**StreetCare – Culture & Community**

**Highfield Road - Traffic Calming & 20mph zone (including Wembley Close 20mph)**

**START DATE: 21.10.13 - CLOSING DATE: 22.11.13**

Response details				Views			Comments
	Date	Name	Address	Object	Agree	?	
1	23.10.13	Resident 1	Wembley Cl			*	Request for DYL in Wembley Close, comments unrelated to the scheme.
2	26.10.13	Resident 2	Highfield Cl		*		Thinks DYL required on all bends as drivers cross over centreline to drive past parked cars. Additional humps outside 74 and closer to all approaches to Burland Rd junction because drivers do not look properly when using junction.
3	5.11.13	Resident 3	Burland Rd		*		Delighted with proposals. Thinks vehicles will speed along the uncalmed length of Burland Rd and would like an additional hump. Prefers Option 1 the removal of refuges at cross roads and tightening of radii. Refuges are regularly vandalised.
4	12.11.13	Resident 4	Highfield Rd		*		Endorses the proposals. Residents have been campaigning for a while. Prefers Option 1 the removal of refuges at cross roads and tightening of radii to slow turning traffic.



Response details				Views			Comments
	Date	Name	Address	Object	Agree	?	
5	13.11.13	Resident 5	Highfield Cl		*		100% in favour. Thinks humps should be sinusoidal. Would prefer a stop line at Burland Road with tightened radii but also wants the refuges to remain. Thinks there should be DYL on the bends. Vehicles speed along Highfield Cl and would like a hump here too.
6	21.11.13	Resident 6	Highfield Rd	*			Objects because of noise, vibration, affect on emergency response times, vehicle emissions, costly. Why are humps not proposed for the steepest part of Highfield Rd? Waste of money.
7	21.11.13	non-resident	-		*		From a cyclist point of view, welcomes the 20mph zone but request sinusoidal ramps.
8	25.11.13	Resident 7	Highfield Rd	*			Objects because of: noise, risk of vehicle damage, 20mph zone should be between Burland and Clockhouse, vibration, affect on emergency response times, detrimental to environment, costly. Burland Road junction should be a raised table. Hump should be at no. 11. Waste of money.
220	Letters posted to residents & businesses. (Parents of Oakfields emailed by the school.)			2	5	1	
8	RESPONSES RECEIVED BY CLOSE OF SURVEY						