

LONDON BOROUGH OF CAMDEN	WARDS: Fortune Green
REPORT TITLE : Road Safety_ Westbere Road – Hampstead School Crossing Improvements	
REPORT OF : Louise McBride – Head of Transport Strategy	
FOR SUBMISSION TO : David Joyce	DATE 01/02/19
<p>SUMMARY OF REPORT</p> <p>This report provides details of the responses received during the consultation undertaken between December 2018 and January 2019 on proposals to build out two sections of footway and raise the carriageway at two of the crossing points outside Hampstead School on Westbere Road.</p> <p>It provides officers’ consideration of the responses to the consultation, including a recommendation on a way forward. Plans showing the consultation proposals are provided in Section 3 of this report.</p> <p>Local Government Act 1972 – Access to Information</p> <p>The following document has been used in the preparation of this report:</p> <p>Westbere Road Public Consultation Document – Appendix A</p> <p>Contact Officer: Steve Hands, 5 Pancras Sqaure London N1C 4AG, steve.hands@camden.gov.uk</p>	
<p>That the Director of Regeneration and Planning approves, subject to compliance with relevant statutory requirements, the following proposed pedestrian crossing and road safety improvements at the informal and formal pedestrian crossing points outside Hampstead School in Westbere Road:</p> <ol style="list-style-type: none"> 1. To build out two sections of footway on the east side of Westbere Road 2. To implement a raised table at the informal crossing near the junction of Westcroft Close. 3. To implement a raised table at the formal zebra crossing outside of Hampstead School. 4. To implement additional road markings on Westbere Road to assist in reducing vehicle speeds and improve road safety. 	

Signed: David T. Joyce

Date: 6th February 2019

1. CONTEXT AND BACKGROUND

1.1. Westbere Road is a two-way road located in the Fortune Green Ward. The road is the borough boundary with the London Borough of Barnet and so is a transition point between Barnet's 30mph and Camden's 20mph speed limits. Speed data (from October 2017) shows the 85th percentile speed for Lichfield Road that runs directly into Westbere Road as 29.2mph for southbound traffic entering Camden. The crossing distance for the 1300 children and young people attending Hampstead School is currently 9.2 metres and the section of carriageway outside of the School is the only part of Westbere Road without traffic calming measures.

Photos of existing carriageway outside of Hampstead School in Westbere Road

Image 1 - Looking north (Formal Zebra crossing)



Image 2 - Looking south (Informal pedestrian crossing point)



2. PROPOSALS AND REASONS

2.1 In 2017/18 some Fortune Green residents and a local resident group raised concerns about an increase in traffic volumes in this mainly residential area. In 2018 London Borough of Camden commissioned consultants to review the Fortune Green area to investigate traffic volumes, speeds and origin-destination data through this community to identify issues and areas of concern. Part of the consultant's report highlighted dangerous driving and high vehicle speeds in the area leading to and outside of Hampstead School in Westbere Road. In response to the identified road safety issue, a scheme was developed under the Borough's LIP funded Fortune Green Area Based Scheme programme. The proposed pedestrian crossing improvements needed to meet the following objectives:

- Improve inter-visibility between drivers and pedestrians waiting to cross.
- Reduce crossing distance for pedestrians.
- Highlight the presence of the crossing points.
- Reduce traffic speeds entering the borough with a focus on outside of the School.
- Maintain good drainage on the public highway.

3. OPTIONS APPRAISAL

3.1 Following receipt of the aforementioned report consultant's report, design feasibility options were drawn up that outlined three options –

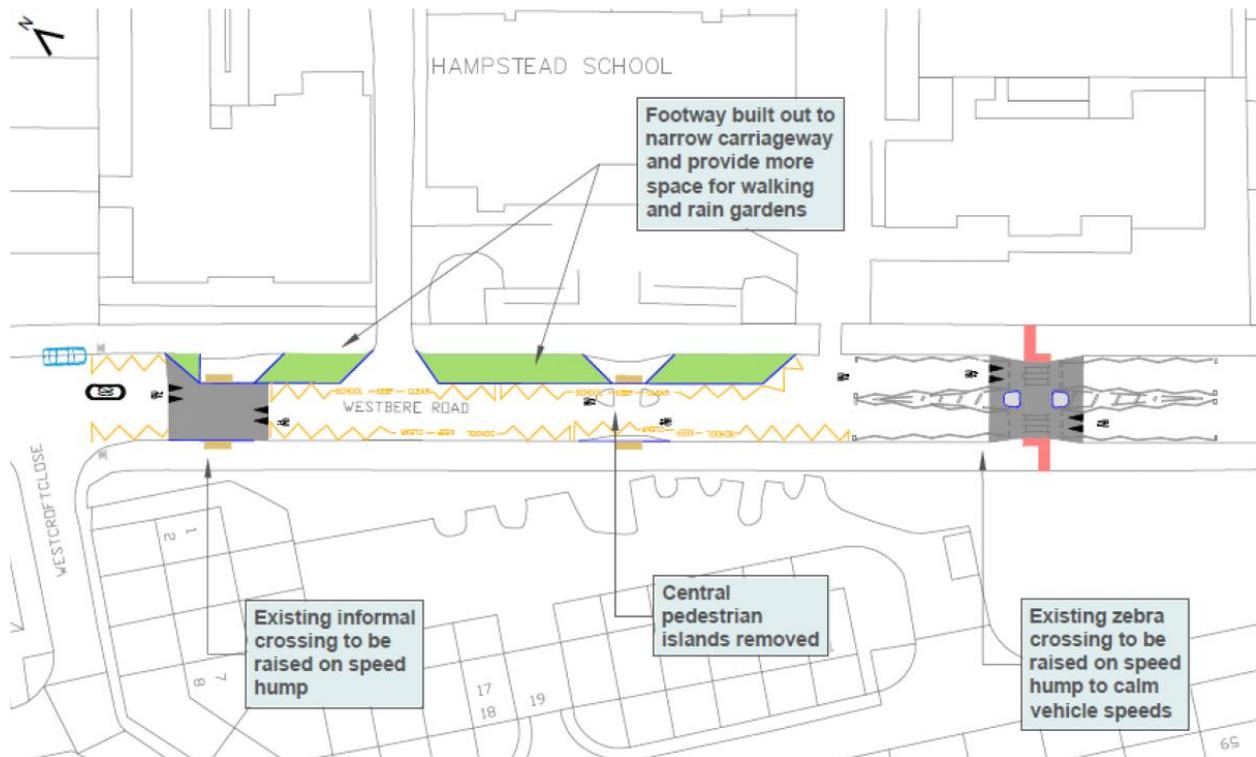
Option 1 – To address the road safety concerns around speeds outside Hampstead School. As existing, outside the school, there are two informal crossing facilities (with dropped kerbs and central refuge islands) and one formal facility (zebra crossing). The main gate from which students exit the school in the afternoon is between the zebra crossing and the informal crossing, as shown in Plan A below. The existing zebra crossing is also immediately north of the southbound bus stop (CQ). Therefore the zebra crossing is at a reasonable location. In order to drop speeds on the section of Westbere Road outside the school, the option 1 proposal is to raise both informal crossings (flat top hump) while retaining the central refuge islands (which would however need to be rebuilt on the raised carriageway levels).

Option 2 - Proposals include all Option 1 proposals and, in addition, they include a width restrictor (except buses) feature, which will discourage heavy goods vehicles from using Westbere Road (flow of heavy vehicle traffic was estimated as 84 vehicles per weekday, on average). The issue of heavy vehicle traffic using the study area's road network was highlighted in the consultant's report observations but was also raised by local residents in the area who have raised concerns to the Council about construction vehicles travelling along Westbere Road.

Option 3 - Includes all Option 2 and Option 1 proposals but in addition, it also includes a 'diagonal' filtered permeability feature at the junction of Minster Road and Fordwych Road, allowing cyclists to move in all directions but not allowing motor traffic to undertake the ahead movements at the junction on both Minster Road and Fordwych Road. Emergency response vehicles will be able to undertake the above ahead movements by unlocking two retractable bollards.

- 3.2 Due to the current available funding it was decided to progress option 1 with footway build outs added to the design to address the road safety concern outside of the School. The updated design also removed the central refuge islands as they would no longer be required on the reduced carriageway width. The proposals in the revised Option 1 are set out in Plan A below.
- 3.3 There is no funding available at the current time to take forward Options 2 and 3. However, alternative funding sources – including local Community Infrastructure Levy (CIL) funds are being explored and, if secured, further design and consultation on those options can be taken forward in due course.

Plan A: Drawing of proposed option 1 (as per consultation drawings).



4. WHAT ARE THE KEY IMPACTS/RISKS? HOW WILL THEY BE ADDRESSED?

- 4.1 Some road safety risks have been identified in the consultation responses. Officer responses in section 6 of this report and the Road Safety Audit carried out on the scheme design will ensure that they are mitigated.
- 4.2 A key impact of the scheme will be to reduce traffic speed outside of Hampstead School and increase awareness that vehicles are entering a 20mph borough.

5. LINKS TO THE CAMDEN PLAN

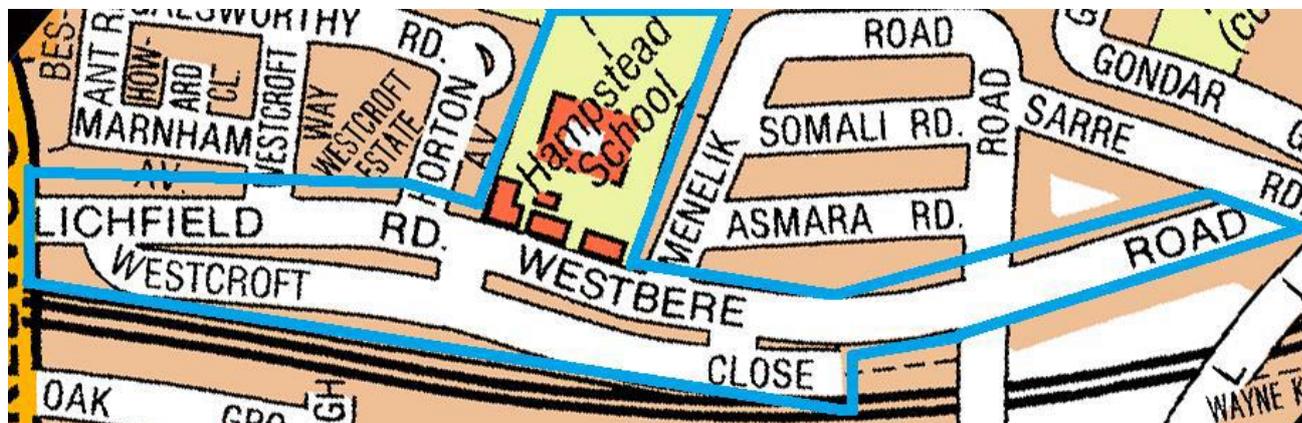
- 5.1 This scheme links to the Clean, vibrant and sustainable places section of the Camden plan by making it easier for people to travel by foot.

6. CONSULTATION/ENGAGEMENT

- 6.1 A public consultation on proposals outlined under revised Option 1 was carried out between 12th December 2018 and 11th January 2019 (4 week period due to Christmas holidays). The consultation leaflet was posted to 367

Camden and Barnet residents and businesses in the consultation area, indicated on the map below – Plan B (in blue). Please see consultation document – Appendix A for further details.

Plan B: Public consultation area



- 6.2 The consultation leaflet was also sent to statutory groups and was uploaded online at the Council's 'We Are Camden' consultations website. Any interested party could submit a response online, regardless of their location. A copy of the consultation leaflet and questionnaire is attached in Appendix A.
- 6.3 A total of 20 valid responses were received. Valid responses are those that include the consultees name and full postal address, as stipulated in the consultation document. The public consultation respondents were classified as follows:

Table 1: A breakdown of categories of consultation respondents

Respondent's type	Description	Number of respondents	Percentage
Camden Resident-within	Camden resident within the consultation area set out in leaflet	11	55%
Camden Resident-out	Camden resident based in in the Borough but outside the consultation area set out in leaflet	3	15%
Barnet Resident-within	Barnet resident within the consultation area set out in leaflet	1	5%
Barnet Resident-out	Barnet resident but outside the consultation area set out in leaflet	1	5%
Statutory Group	Camden Cyclists	1	5%
Ward Councillors	Councillors Lorna Russell (Fortune Green) & Simon Pearson (Swiss Cottage)	2	10%
School - within	Hampstead School	1	5%

Total		20	100%
--------------	--	----	------

A breakdown of the results follows

Table 2: Answers to the consultation question ‘Do you agree with the changes proposed on Westbere Road?’

Question 1: Do you agree with the changes proposed on Westbere Road?				
Respondents’ type	Response			
	Yes	No	No opinion	No response
Camden Residents within consultation area	8	3	-	-
Camden Residents out of consultation area (Camden residents based in the Borough but outside the consultation area set out in leaflet)	3	-	-	-
Barnet Residents within consultation area	-	-	-	1
Barnet Residents out of consultation area (Barnet residents based in that Borough but outside the consultation area set out in leaflet)	1	-	-	-
Statutory Groups (Camden Cyclist)	-	1	-	-
Ward Councillors Cllr. Lorna Russell (Fortune Green) & Simon Pearson (Swiss Cottage)	1	1	-	-
Hampstead School within consultation area	1		-	-
Total	14 (70%)	5 (25%)	-	1 (5%)

6.4 Consultation Responses

As the above tables show, there was a majority of 70% in favour of the scheme, 25% against the proposals and 5% did not provide a response. Below is a summary of the comments provided in objection or support to the proposals, as well as officers’ responses.

6.5 Objections to the scheme

6.5.1 Eleven residents who responded both for and against the scheme raised concerns regarding rat running traffic, the amount of HGV vehicles using the road and in particularly skip lorry’s from a local business in Barnet. These concerns included the speed that these vehicles can carry over existing traffic calming measures Westbere Road, the noise pollution caused and the safety risk.

Officers’ Response

The primary motivation for designing and consulting on this scheme is to improve pedestrian road safety for the children and young people attending Hampstead School and for the wider community by introducing traffic calming measures outside of Hampstead School. However, officers do acknowledge that Westbere Road has a traffic 'rat running' issue and a percentage of those vehicles are heavy good vehicles (HGV). Officers are currently investigating funding options for a scheme that would aim to remove HGV traffic from Westbere Road as previously outlined in this report (section 3.3)

- 6.5.2 One response stated that the Council hadn't provided evidence of a road safety issue in the location.

Officers' Response

Officers provided as part of the public consultation document (Appendix A) speed data for the area leading up to the school. This data showed that on weekdays 95% of vehicles were exceeding the 20mph limit with 25% exceeding 25mph. Speeding vehicles testify to residents concerns about perceptions of safety in this area.

- 6.5.3 A resident had concerns the traffic calming measures would increase air pollution (break dust and particulates) by causing vehicles to break.

Officers' Response

Air Quality officers in the Council note that whilst there may be a spike in emissions as vehicles break, as the traffic calming measures achieve the effect of vehicles driving calmly and at steady speed it shouldn't result in an overall increase of air pollution.

- 6.5.4 A residents had concerns that the scheme, by narrowing the road, would cause more vehicular accidents as vehicles approach the School at excessive speeds.

Officers' Response

When designing the scheme full consideration has been given to ensuring the new design is safe for all road users and meets the scheme objective of reducing traffic speeds and the risk of any collisions. A road safety audit of the scheme design is also carried out by an independent company to highlight any risks within the design. Any concerns identified within the road safety audit are addressed in the detailed design stage if the scheme is approved.

6.6 **Objections from the Camden Cyclists**

- 6.6.1 Camden Cyclist objected that the scheme had been diluted from the original draft proposals to reduce traffic flows through the area.

Officers' Response

While draft proposals were drawn up at the feasibility stage following the area wide consultant's report, these options were always funding dependent. It was deemed that if funding was limited the road safety changes outside the school should be given priority. As mentioned in officer's response 6.5.1 above we are investigating funding options for feasibility option 2 (shown in section 3.1).

- 6.6.2 Camden Cyclist felt the safety of all cyclists including young cyclists hadn't been considered.

Officers' Response

When designing the scheme the safety of cyclists is a key part of the design process, while this is primarily a pedestrian scheme it is ensured that it doesn't impact of cyclist safety. As with officers response 6.5.4 within the road safety audit process the independent company is considering the safety of all road users including cyclists. Officers think that overall outcome of calming the traffic flows in Westbere Road will have a positive impact of cyclist safety.

- 6.6.3 Camden Cyclist felt that the design creates pinch points that would increase the risk to cyclist.

Officers' Response

While these proposals reduce the carriageway width outside of the school, it does in effect bring the carriageway width in line with the rest Westbere Road that has residents parking bays and overall creates a fairly consistent carriageway width for the whole length of the road for all users. If approved the scheme will remove two central refuges outside of the School that will allow for more clearance in the event of a vehicles overtaking cyclists.

- 6.6.4 Camden Cyclist felt that Westbere Road could be considered for a Healthy School Street (to close the road to through traffic when the children and young people are travelling to and from school).

Officers' Response

While Healthy School Streets have a positive impact on safety and air pollution, they are however site specific with a number of factors that need to be investigated before considering one. If additional funding can be secured, and if the school is supportive of such a proposals, this can be considered moving forwards.

- 6.6.5 Camden Cyclist felt the best way to reduce the carriageway width would be to put in stepped cycle tracks on both sides of the road.

Officers' Response

The scheme was designed and allocated funding to improve pedestrian safety in the area outside Hampstead School. The Council takes a strategic approach to the installation of cycling routes to ensure routes link together. In this case it would be a short section of stepped track that would not link with

other existing or currently planned routes in close proximity to it. It would also be prohibitively expensive given the budget for this scheme. Our cycle action plan identifies roads that require segregated cycle lanes and Westbere Road hasn't been identified as part of that programme at this stage.

6.7 Support for the scheme

- 6.7.1 Whilst supporting the scheme, a resident has requested the pavement have a ramped crossing for wheelchair user.

Officers' Response

The scheme has been designed and if approved will be built to ensure accessibility for wheelchair users. As the proposal would create two raised tables that bring the carriageway height to the same as the footway, the scheme would make it easier for anyone with mobility issues to cross the road.

- 6.7.2 A resident felt it was a good idea as existing refuges do not work well for cars or students crossing

Officers' Response

Officers note the support.

- 6.7.3 The head teacher of Hampstead School responded to the consultation and supported the scheme.

Officers' Response

Officers note the response from Hampstead School.

6.8 Responses from Councillors

- 6.8.1 Councillor Lorna Russell (Fortune Green Ward) supported the scheme and stated that speeds along Westbere Road have been very concerning.

Officers' Response

Officers note the response from Councillor Russell

- 6.8.2 Councillor Simon Pearson (Swiss Cottage Ward) didn't support the proposals on the grounds of no provision being made for cyclists, there didn't seem to be much traffic calming and that the northern crossing should be a zebra crossing. The Councillor also commented the scheme doesn't contribute to reduction in car use as per the proposed Camden Transport Strategy.

Officers Response

As mentioned in officers' response 6.6.2 while the proposals are primarily a pedestrian safety scheme, cyclists are considered as part of the design process.

As per officers' response 6.6.5 regarding cycling provision Camden takes a strategic approach to the installation of cycle tracks and Westbere road isn't currently identified in that planned approach.

The scheme incorporates two raised crossing points that will act as traffic calming measures, traffic calming measures require a minimum of fifty metres between them so the design includes as much traffic calming as was possible.

The proposed Camden Transport Strategy (CTS) has a seven objectives and while this scheme doesn't directly reduce car use as per objective 2, the scheme does contribute to the following objectives-

To substantially reduce all road traffic casualties in Camden and progress towards zero Killed and Seriously Injured casualties

To transform our streets and places to enable an increase in walking and cycling

7. LEGAL IMPLICATIONS

7.1 The legal department have been consulted and have no comments.

8. RESOURCE IMPLICATIONS

8.1 A budget of £24,000 has been allocated towards the Westbere Road scheme for the 2018/19 financial year. Funding has been secured from TfL under the Local Implementation Plan, cost code CDCD7617 (Fortune Green) for 2018/19 financial year. The estimated cost of the scheme is £24,000

8.2 An option of rain garden drainage is being discussed. This option will be dependent of a service level agreement for ongoing maintenance and is funding dependent. If agreed extra budget required will be up to £25,000 from other sources including potentially Community Infrastructure Levy and/or other transport funds as identified.

8.3 The finance department have been consulted and have no comments.

9. APPENDICES

Public Consultation Document – Appendix A

REPORT ENDS

