



HIGHWAYS ADVISORY COMMITTEE

4 July 2017

Subject Heading:

**RURAL ROADS SPEED LIMIT
CHANGES (VARIOUS LOCATIONS)
ACCIDENT REDUCTION PROGRAMME
– PROPOSED 30MPH AND 40MPH
SPEED LIMITS AND SAFETY
IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

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Report Author and contact details:

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2017/18 Delivery Plan**

Financial summary:

**The estimated cost of £80,000 for
implementation will be met by
Transport for London through the
2017/18 Local Implementation Plan
allocation for Accident Reduction
Programme.**

**The subject matter of this report deals with the following Council
Objectives**

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

Rural Roads Speed Limit Changes – 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 in the area and 30mph & 40mph speed limit, rumble strips areas, vehicle activated sign, road signs and 40/30mph roundel road markings are proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Upminster, Rainham & Wennington, Cranham, Gooshays and Harold Wood** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements including 30mph and 40mph speed limits, rumble strips areas, vehicle activated sign and 30mph and 40mph roundel road markings as shown on the drawings Nos. QQ001-P1-1 to 6, QQ001-P2-1, QQ001-P3-1 to 2 and QQ001-P4-1 be implemented on the following roads with proposed speed limits as set out below:

ROAD NAMES	PROPOSED SPEED LIMITS (MPH)
Aveley Road	40
Berwick Pond Road	40
Bird Lane	30
Bramble Lane	40
Chequers Lane	40
Dennises Lane	40
East Hall Lane	30
Fen Lane	30
Folkes Lane	30
Gerpins Lane	40
Launders Lane	40
Little Gerpins Lane	40
Nags Head Lane	40
Park Farm Road	40
Pea Lane	30
St Mary's Lane	40
Stubbers Lane	40
Sunnings Lane	30
Tomkyns Lane	30
Upminster Road North	40
Warley Street	40
Warley Road	40
Warwick Lane	40

2. That, it be noted that the estimated costs of £80,000, can be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2016, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2017/18 Local Implementation Plan Allocation. Rural Roads Speed Limit Changes – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 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% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The Rural Road Speed Limit Changes Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1000, 500 and 480 vehicles per hour along Aveley Road, Dennises Lane and Warwick Lane respectively during peak periods.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound
Aveley Road by Warwick Lane	39	39	50	55
Dennises Lane by Stubbers Lane	40	41	55	50
Warwick Lane by Berwick Pond Road	43	43	55	55

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along the above roads below the 60mph speed limit.

Accidents

- 1.5 In the five-year period to July 2016, sixty three personal injury accidents (PIAs) were recorded along the rural roads described below. Of the sixty three PIAs, one was fatal; five were serious and fifty seven slight injuries. Details of PIAs are as follows:

Road Names	Killed	Serious	Slight	Total
Aveley Road	0	0	11	11
Berwick Pond Road	0	0	9	9
Bird Lane	0	0	0	0
Bramble Lane	0	0	3	3
Chequers Road (part)	0	0	1	1
Dennises Lane	0	0	4	4
East Hall Lane	0	0	0	0
Fen Lane (Part)	0	2	2	4
Folkes Lane	0	0	0	0
Gerpins Lane	0	0	2	2
Launders Lane	0	0	4	4
Little Gerpins Lane	0	0	0	0
Nags Head Lane (Part)	0	0	1	1
Park Farm Road	0	0	0	0
Pea Lane	0	0	1	1
St Mary's Lane (Part)	1	0	4	5
Stubbers Lane	0	0	0	0
Sunnings Lane	0	1	2	3
Tomkyns Lane	0	0	0	0
Upminster Road North (Part)	0	0	2	2
Warley Street (Part)	0	0	0	0
Warley Road	0	1	1	2
Warwick Lane	0	1	10	11
Total	1	5	57	63

Proposals

- 1.6 The following safety improvements are proposed in each road as shown Drawing Nos. QQ001-P1-1 to 6, QQ001-P2-1, QQ001-P3-1 to 2 and QQ001-P4-1 to reduce vehicle speeds and minimise accidents. Brief details of the proposals in each road and relevant drawings are shown on the following table.

Road Names	Speed Limit 30/40mph signs	Road markings 30/40mph roundels	Rumble strip areas	Vehicle activated sign
Aveley Road (QQ001-P1-1,QQ001-P1-3 & QQ001-P1-4)	Yes	Yes	Yes	Yes
Berwick Pond Road (QQ001-P1-1,QQ001-P1-3 & QQ001-P1-4)	Yes	Yes	Yes	No
Bird Lane (QQ001-P3-2)	Yes	Yes	No	No
Bramble Lane (QQ001-P1-1&QQ001-P1-5)	Yes	Yes	Yes	No
Chequers Road (QQ001-P4-1)	Yes	Yes	No	No
Dennises Lane (QQ001-P1-1,QQ001-P1-5)	Yes	Yes	Yes	No
East Hall Lane (QQ001-P1-1,QQ001-P1-2)	Yes	Yes	No	No
Fen Lane (QQ001-P1-6)	Yes	Yes	Yes	No
Folkes Lane (QQ001-P3-2)	Yes	Yes	No	No
Gerpins Lane (QQ001-P1-1,QQ001-P1-3)	Yes	Yes	Yes	No
Launders Lane (QQ001-P1-1,QQ001-P1-2 & QQ001-P1-3)	Yes	Yes	Yes	No
Little Gerpins Lane (QQ001-P1-1,QQ001-P1-3)	Yes	Yes	No	No
Nags Head Lane (QQ001-P3-1)	Yes	Yes	No	No
Park Farm Road (QQ001-P1-1 & QQ001-P1-4)	Yes	Yes	Yes	No
Pea Lane (QQ001-P1-1 & QQ001-P1-5)	Yes	Yes	No	No
St Mary's Lane (QQ001-P2-1)	Yes	Yes	Yes	No
Stubbers Lane (QQ001-P1-1 & QQ001-P1-5)	Yes	Yes	No	No
Sunnings Lane (QQ001-P1-1 & QQ001-P1-5)	Yes	Yes	No	No
Tomkyns Lane (QQ001-P3-2)	Yes	Yes	No	No
Upminster Road North (QQ001-P1-1 & QQ001-P1-3)	Yes	Yes	Yes	No
Worley Street (QQ001-P2-1)	Yes	Yes	No	No
Worley Road(QQ001-P1-1,QQ001-P3-1)	Yes	Yes	No	No
Warwick Lane (QQ001-P1-1, QQ001-P1-3 & QQ001-P1-4)	Yes	Yes	Yes	No

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were posted to local residents / occupiers. Approximately, 440 letters were posted to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. The scheme was also advertised in the Romford Recorder, Living in Havering and on Havering website. Sixty nine written responses from Local Members, cycling representatives and residents were received and the comments are summarised in Appendix 1. A public consultation letter is attached to this report in Appendix 2.

2.2 The public consultation preference results are summarised below:

(a) In favour	36 (52%)
(b) Not in favour	3 (4%)
(c) Other comments.	30 (43%)

Other comments include non-related issues and different proposals.

3.0 Staff comments and conclusions

3.1 The accident analysis indicated that sixty three personal injury accidents (PIAs) were recorded along the roads listed in table of paragraph 1.5. Of the sixty three PIAs, one was fatal; five were serious and fifty seven were slight injuries.

3.2 The proposed safety improvements in the recommendation would minimise accidents along these rural roads. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £80,000 for implementation will be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

The costs shown are an estimate and are part of the full costs for the scheme, should all proposals 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 to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management 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 Street Management Capital budget.

Legal implications and risks:

The Council's power to make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the Highways Act 1980 ("HA 1980").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) (as amended) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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.

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

BACKGROUND PAPERS

Drawing Nos. **QQ001-P1-1 to QQ001-P1-6, QQ001-P2-1, QQ001-P3-1,
QQ001-P3-2 & QQ001-P4-1.**

**APPENDIX 1
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QQ001/1 Cllr Ron Ower	You have my full support	-
QQ001/2 Cllr Clarence Barrett	This looks fine to me. Happy with the proposed reduction to 30mph from 60mph in Bird Lane	
QQ001/3 Cllr Brian Eagling	OK with me	-
QQ001/4 Cllr Darren Wise	Fine with me	-
QQ005/5 Cllr David Durant	If money is available to improve country lanes, it should involve road resurfacing, filling pot holes, cutting back foliage and road widening to improve safety. Almost all the Upminster Road North is a bus route, I do not think road humps or speed limits are practical or priority on these roads.	The TfI funding is not enough to carry out any maintenance works such as filling pot holes, cutting back foliage etc. Upminster Road North, we are only reducing the speed limit along Upminster Road North just east of Jewish Cemetery from national speed limit to 40mph speed limit where buses do not go through. We are not proposing any road humps along these roads.
QQ001/6 (Jeff Stafford, Havering Cuclists, London Cycling Campaign & Sustrans)	I congratulate the Council for the proposal to cut down speeds along these roads. But in my opinion, cutting them to 40mph is not enough. They should all be 30mph. However, I do support this scheme should there be no scope to modify the proposal at this stage.	Staff considered that the proposed measures are adequate at present. Any other changes could be considered at a later date.
QQ001/7 (Ray Whitehouse, Havering Cyclists)	I fully support Jeff Stafford's response. All roads should be 30mph rather than 40 if at all possible.	Staff considered that the proposed measures are adequate at present. Any other changes could be considered at a later date.

AVELEY ROAD		
QQ001/8 (Resident, Chafford Farm House)	I approve the changes to the speed limit to 40mph in Aveley Road. However further changes are required to make the road safer for drivers. I believe street lights should be added to improve night vision.	Staff considered that the proposed measures are adequate to minimise accidents. Further measures could be considered at a later date.
QQ001/9 (Resident, Damyn's Colts)	1 Hall I would like to see a 30mph limit to all the roads including Aveley Road as large number of accidents to Aveley Road and the surrounding roads.	Staff considered that the proposed measures are adequate to minimise accidents. Further measures could be considered at a later date.
QQ001/10 (Resident, Bungalow)	1 I agree with the speed limit reduction from 50 to 40 along Aveley Road.	-
BERWICK POND ROAD		
QQ001/11 (Resident)	I largely support the idea of speed limit reductions and am a regular user of these roads. I think some of the speed limit changes are preposterous. All speed limits should be 10mph drop.	Staff considered that the proposed measures are adequate to minimise accidents. Further measures could be considered at a later date, if necessary.
BIRD LANE		
QQ001/12 (Resident)	As a resident of Bird Lane, I welcome the proposed speed limit changes, however there are three blind bends in the lane being wide enough only for one car. I hope you will consider reducing the speed limit to 20mph.	Staff considered that the proposed 30mph speed limit is adequate at present. Further measures could be considered at a later date, if necessary)
QQ001/13 (Resident)	I can only comment on Bird Lane, my address. Bird Lane is a very narrow unlit lane with over grown hedges and trees neglected. Bird Lane also used by the people from the stables in Hall Lane, walking their horses to the field. It also attracts lots of walkers. In my opinion the speed limit should be 20, not 30.	Staff considered that the proposed 30mph speed limit is adequate at present. Further measures could be considered at a later date, if necessary)

QQ001/14 (Resident, Pantile cottages)	1	This is a good thing that is being addressed and I agree a radical change to speed limits is so necessary. A 20mph would be much safer to the proposed 30mph if this could be possible.	Staff considered the proposed 30mph speed limit is adequate at present Further measures could be considered at a later date, if necessary)
BRAMBLE LANE			
QQ001/15 (Resident, Bramble Farm)		Please take this email in support of your proposals to reduce the speed limit along Bramble Lane and Aveley Road. I feel that a reduction in speed in these two roads will only benefit local residents' safety and also other road users such as cyclists, runners and horse riders.	-
FEN LANE			
QQ001/16 (Resident, Cottage)	May	One resident - I would prefer that our road is left alone as it seems to have managed to work for its intended purpose very well so far. Another resident – I object to the proposals to reduce speeds and safety improvement for the following reasons. - I do not feel a 30mph speed limit is necessary on rural roads without houses. - I do not think speed humps and width restrictions should be implemented. - Signage and speed flashing signs are also over-used in the borough and ruin the nature of the environment.	Staff considered that the proposed 30mph speed limit is necessary to improve road safety along this road.
QQ001/17 (Resident, Home Farm)		This would make perfect logic sense when major roads like the A128 & A13 are only 50mph. If these speeds are to be reduced then I recommend that they are policed.	The Metropolitan Police will enforce the speed limits.
NAGS HEAD LANE			
QQ001/18 (Resident)		I live on Nags Head Lane and my husband and I would support a change to 30 or 40mph.	-
PEA LANE			
QQ001/19 (Resident, Maytree Cottage)		We would totally endorse its contents. We look forward to the speed restrictions being implemented at the earliest opportunity. Also provide 30mph restriction at the Denises/Pea Lane	Staff considered that the proposed speed limit changes are adequate to minimise accidents in the area.

	crossing.	
ST MARY'S LANE		
QQ001/20 (Resident)	I am very happy that something finally is going to be done. A 30/40mph limit along this stretch of road is sensible and not too low to cause unnecessary traffic.	-
QQ001/21 (Resident)	I do not believe reducing from National Speed Limit to 40mph goes far enough in supporting these targets and would recommend to reduce to 30mph with speed restrictions	Staff considered that the proposed 30/40mph speed limits are adequate to improve road safety along this road. Introducing 30mph speed limit along St Mary's Lane east of Warley Street is not necessary at present. The 30mph speed limit could be considered at a later date, if necessary.
QQ001/22 (Resident, 6 Franks Cottages)	The section of my road is currently a 40mph speed limit with the 50mph limit starting just after our cottages. I would very much like to see the speed limit on this entire section of the road reduced to 30mph.	Staff considered the proposed 40mph speed limit is adequate at present to improve road safety along this stretch of road. Further measures could be considered at a later date, if necessary)
QQ001/23 (Resident)	I think it is unnecessary on this part of road, 40 may be 30 is way too slow.	The proposal is to make 30mph for urban built up area and 40mph for rural area.
SUNNINGS LANE		
QQ001/24 (Resident)	I think it's a very good idea to reduce the speed limit to 30mph.	-
TOMKYN'S LANE		
QQ001/25 (Resident)	Reduce speed limit to 20mph and prohibit 3.5t vehicles	Staff considered that 30mph speed limit is adequate at present to improve road safety. Further proposals could be considered at

		a later date if necessary.
QQ001/26 (Resident, 5 Grays Cottages)	We are pleased to hear that at last there is an effort to control the speed of traffic in this area.	-
QQ001/27 (Resident, 1 Grays Cottage)	The proposals are most welcome. I agree with your proposals with the exception of Tomkyns Lane which should have a speed limit of 20mph not 30mph.	Staff considered that 30mph speed limit is adequate at present to improve road safety. Further proposals could be considered at a later date if necessary.
QQ001/28 Resident, The Cottage, Tylers Common)	The speed limit should be 20mph not 40mph along Tomkyns Lane	Staff considered that 30mph speed limit is adequate at present to improve road safety. Further proposals could be considered at a later date if necessary.
WARWICK LANE		
QQ001/29 (Resident, 1 Redbrick Cottage)	I think it is a great idea. I suggest that the 30mph zone from Upminster Road North be extended past the last houses in Warwick Lane (Ayletts Cottages).	Staff considered that 40mph speed limit is adequate at present to improve road safety. Further proposals could be considered at a later date if necessary.
RURAL ROADS USERS		
QQ001/30 (Resident, Havering)	As a car driver and cyclist, I fully support these proposed changes	-
QQ001/31 (Metropolitan Police, Harold Wood dedicated ward officer)	For safety reasons, I welcome the proposals for speed limit reductions on Nags Head Lane, Warley Road and Tomkyns Lane. Tomkyns Lane would benefit especially, being a single track road coming off the A127 where drivers' judgement of their speed may be distorted due to having just come from the fast road into a country lane.	-
QQ001/32 (Resident, Havering)	Just do it although I would be surprised if any of the roads listed have any significant history of accidents.	-
QQ001/33 (Resident,	I am a resident of Havering and frequently use these roads. I am in favour	Staff considered that the proposed safety

Havering)	of the proposed speed reductions. However there must be some means of slowing traffic to the desired speeds.	measures are adequate to improve road safety at present. Further measures could be considered at a later date, if necessary.
QQ001/34 (Resident, Havering)	I am in favour of the proposed changes to the road speeds in these areas.	-
QQ001/35 Resident, Havering)	While I support your initiative to reduce speeds on rural roads, could we not first address the very real problem of enforcement on residential roads	Staff considered that the majority of residential roads have 20mph speed limit where we have traffic calming measures. The Council rely on the Police enforcement on the residential roads.
QQ001/36 (Resident, Havering)	You have proposed to significantly reduce speeds on these roads but how do you plan to control this? Are we going to see a huge increase in speed cameras on these roads and if so where they are going to be installed.	Staff considered that the proposed safety measures are adequate to improve road safety at present. Further measures could be considered at a later date, if necessary.
QQ001/37 (Resident, Havering)	I am writing to express my support for the proposed changes to reduce the speed limits on the roads specified. I agree that reducing the speed limit on these roads would go some ways to improving safety.	-
QQ001/38 (Resident, Havering)	I wholeheartedly support the proposals to reduce the speed limits on the Nags Head and Warley Road but am sceptical as to how you would successfully implement a limit which nine tenths of the population seem hell bent of disobeying.	-
QQ001/39 Resident, Havering)	I cannot see the point in lowering speed limits in Havering. It will have any affect on drivers. You can put as many restrictions, but unless they are enforced, they are a waste of money	Staff considered that the proposals would improve road safety along these roads.
QQ001/40 (Resident, Havering)	When you change speed limits, you have to ask: Will it make a difference? Can it be enforced? You have to be enforced by Camera.	Staff considered that the proposed safety measures are adequate to improve road safety at present.

		Further measures could be considered at a later date, if necessary.
QQ001/41 (Resident, Havering)	Please take account of Air Quality when introducing traffic control.	Staff considered that the proposed safety measures would affect air quality
QQ001/42 (Resident, Havering)	If speed reduction measures are deemed necessary on these roads, my view is that the crude weapon of road humps should not be used.	We are not proposing speed humps along these roads.
QQ001/43 (Resident, Havering)	I would welcome the speed reductions proposed. I would like to add that a borough wide review should be undertaken to reducing urban speeds to 20mph.	-
QQ001/44 (M&G Investment)	I oppose to these plans for the following reasons: - Accidents are due to bad driving - You need Police on the roads to enforce them	Staff considered that the proposed safety measures are adequate to improve road safety at present. Further measures could be considered at a later date, if necessary.
QQ001/45 (Resident, Havering)	I personally feel this is a very positive move and am happy the Council are taking steps to improve road safety. I personally agree with St Mary's Lane needing reduction of speeds as someone who cycles down the road regularly. I was wondering if there was any to extend this to other roads such as Clay Tye Road and Ockendon Road.	The current speed limits along Clay Tye Road and Ockendon Road is 40mph. We have no plans to change this speed limit.
QQ001/46 (Resident, Havering)	I was extremely happy to read in your recent May edition of Havering Living that plans are in place to reduce speeding on rural roads. This is brilliant. However, I believe other roads should be affected by these plans, namely Southend Road, Rainham,	We have no plans to reduce speeds along Southend Road as it is already 30mph road.
QQ001/47 (Resident, Havering)	I read recently on the Havering Living. Plans for Romford were not included. Mawney Ward and surrounding wards need speed signs or at least the speed limits painted on the roads.	Romford and Mawney Ward roads are already subject to 30mph or 20mph speed limits. No plans to reduce the speed limits along these roads.

QQ001/48 (Resident, Havering)	I am a frequent user of several of the rural roads around Gerpins Lane between Rainham and Upminster. I would welcome a lowered speed limit on those roads. I feel safest at 40mph or lower.	-
QQ001/49 (Resident, Havering)	I was very surprised to see the following road 'not' on your list- Newbury Gardens, Norfolk Road and Hacton Lane.	These roads are not rural roads. We have no plans to do anything along these roads.
QQ001/50 (Resident, Havering)	I have just seen the list of roads which you propose to restrict speeds. However, you have not included the road I live, namely Avon Road, Upminster	This road is not a rural road. We have no plans to do anything along this road.
QQ001/51 (Resident, Havering)	I totally agree there should be a 40mph speed limit on these roads.	
QQ001/52 (Resident, Havering)	I fully support the planned reduction of speed limits along these roads as I am a motorist, cyclist and pedestrian.	-
QQ001/53 (Resident, Havering)	Your article in the Recorder, what is a good idea. How do you enforce it?	Minor safety improvements are proposed. It is a self-enforcing scheme.
QQ001/54 (Resident, Havering)	The sooner this is implemented the better. This has the full agreement of us residents.	-
QQ001/55 (Resident, Havering)	The following speed limits need to be proposed. - Tomkyns Lane to 30mph - Nags Head Lane to 50mph - Warley Road 30 or 40mph	We are planning to reduce 30mph or 40mph along these roads.
<p>QQ001/56 to QQ001/69 (Residents, Havering) Raised issues in their roads. None of the issues related to rural roads speed limits</p>		

APPENDIX 2



Mark Philpotts
Principal Engineer

Environment
Engineering Services
London Borough of Havering
Town Hall
Main Road
Romford RM1 3BB

Ref: QQ001

The Resident or Occupier

Aveley Road, Berwick Pond Road, Bird Lane,
Bramble Lane, Chequers Road, Dennisses
Lane, East Hall Road, Fen Lane (Part), Folkes
Lane, Gerpins Lane, Launderers Lane, Little
Gerpins Lane, Nags Head Lane, Park Farm
Road, Pea Lane, St Mary's Lane, Stubbers
Lane, Sunnings Lane, Tomkyns Lane,
Upminster Road North (part),
Warley Street (Part), Warley Road and
Warwick Lane

Please call Mr Siva
t 01708 433142
e highways@havering.gov.uk
text relay 18001 01708 434343

15th May 2017

www.havering.gov.uk

Dear Sir or Madam;

RURAL ROADS SPEED LIMIT CHANGES (VARIOUS LOCATIONS)

– PROPOSED 30MPH AND 40MPH SPEED LIMITS AND SAFETY IMPROVEMENTS

We are currently undertaking feasibility studies to reduce borough wide casualties, particularly where people are being killed or seriously. The rumble strips areas, 30mph and 40mph road markings roundels and vehicle activated signs are proposed to minimise accidents along the rural roads. There have been a total of sixty three personal injury accidents in the vicinity of the above locations over a five year period. Of these sixty three PIAs, one was fatal; five were serious injuries three were serious and fifty seven were slight injuries.

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% and 25% slight injuries from the baseline of the average number of casualties for 2005-09. The above proposals will help to meet these targets.

Before a decision is made on implementing these proposals, you have the opportunity to comment, which should be in writing to;

The Principal Engineer,
Environment,
Engineering Services,
Town Hall,
Main Road,
Romford RM1 3BB.

or by email to highways@havering.gov.uk

Comments should reach us by **2nd of June 2017**.

If you have any questions, please do not hesitate in contacting our project engineer, Mr Siva Velup on 01708 433142.

Please note that all comments we receive are open to public inspection.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on 4th of July 2017 at 7:30pm in Havering Town Hall, Main Road, Romford.

The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals.

Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis' so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee please contact Taiwo Adeoye on 01708 433079 no earlier than 27th June 2017 and at least two days prior to the meeting.

The committee will seek to review all of the issues connected with the proposals and make a recommendation to the Cabinet Member for Environment, Regulatory Services and Community Safety, who will make the final decision on the scheme. There are usually a number of schemes to be discussed by the committee and it may be late in the evening before the scheme is considered.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'M Philpotts', with a small dot at the end.

Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services