



HIGHWAYS ADVISORY COMMITTEE

REPORT

24 January 2012

Subject Heading:

PHILIP ROAD AREA – PROPOSED MINOR
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	<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

Philip Road Area – Proposed minor safety improvements was one of the schemes approved by Highways Advisory Committee. Following the approval, speed control humps and double yellow lines are proposed in the vicinity of Philip Road / Edmund Road junction to minimise accidents.

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.

This scheme is within South Hornchurch Ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following proposals be implemented as shown on the drawing No. QK004/A.
 - (a) Speed control humps along Philip Road on either sides of Edmund Road Junction.
 - (b) Double yellow lines along Philip Road to a distance of 15metres from Edmund Road and the reduced length of 10metres along Edmund Road from Philip Road as shown on the above drawing.
2. Following the public consultation results, the committee considers whether or not further measures are currently required along Philip Road.
3. That, it be noted that the estimated cost of £12,000 can be met from the Transport for London's (TfL) 2011/12 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In November 2011, the Highways Advisory Committee agreed that a scheme be designed and publicly consulted. A feasibility study has been carried out to identify minor safety improvements in the area. The feasibility study has now been completed and has looked at ways of reducing accidents and it is considered that the speed control humps and double yellow lines, as described in the recommendations will improve road safety.
- 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 Philip Road minor safety improvements will help to meet these targets.

Survey Results

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

Location	85%ile Speed (mph)	Average Speed (mph)
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	Northbound	Southbound	Northbound	Southbound
Philip Road north and south of Edmund Road	27	32	22	26

The 85th percentile speed is the speed not exceeded by 85% of vehicles and is the measure of speed recommended by the Government for the design of traffic management schemes. The speed limit along Philip Road is 20mph. The speed survey showed that the vehicle speeds were higher than the speed limit along this road.

Accidents

- 1.4 In the four-year period to August 2011, six personal injury accidents (PIAs) were recorded along Philip Road. Of the total PIAs, one was speed related and one was occurred during the hours of darkness. Of the six PIAs, five PIAs occurred at the Philip Road / Edmund Road junction. Four PIAs occurred between January 2011 and August 2011.at the Philip Road / Edmund Road junction. One PIA was serious and the remaining were slight injuries.

Proposals

- 1.5 It is proposed to provide speed control humps and double yellow lines at the Philip Road / Edmund Road junction as shown on Drawing No QK004/A. These proposals would reduce vehicle speeds and minimise accidents in the area, particularly at the Philip Road / Edmund Road junction.

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in November 2011, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 100 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 19th December 2011 were invited. Seven written responses including a petition from Metropolitan Police, London Fire Brigade, London Buses and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 Of the seven written responses, four respondents are in favour of the proposed safety improvements. Two respondents requested additional measures such as more speed control humps, replacing speed cushions into speed control humps, stop signs at Edmund Road and mobile speed

enforcement. A petition with twenty three signatures received for the double yellow line proposal. The main reasons for the objection are as follows.

- (a) Problems caused by speeding traffic, not by poor visibility.
 - (b) Yellow lines will add no benefit regarding the accident rate.
 - (c) Yellow lines will cause inconvenience to residents
 - (d) Yellow line will reduce the value of the houses.
 - (e) Parking fines could offset the cost of the speed control humps but this should not be part of the decision making process.
- 3.2 The accident analysis indicated that six personal injury accidents occurred along Philip Road over four year period to August 2011. Of these six PIAs, five PIAs occurred at the Philip Road / Edmund Road junction. Site survey showed that the residents park their vehicles close to the junction and restrict the visibility for the vehicles, entering from Edmund Road. Staff considered that the proposed safety improvements would be adequate to reduce accidents at this location. Additional measures could be considered at a later date if necessary. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposals is £12,000. Philip Road area is one of the schemes approved by TfL which is to be implemented from Havering's 2011/12 allocation for Accident Reduction Programme. This scheme is fully funded by TfL.

Legal Implications and Risks

Parking management schemes including double yellow lines require consultation and the advertisement of proposals before a decision can be taken on their introduction. Legal resources will be required in making traffic orders.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the speed control humps and double yellow lines proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**

APPENDIX

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QK004/P/1 (Metropolitan Police)	No comment or observations regarding your proposals.	-
QK004/P/2 (London Fire Brigade)	No problems from the LFB's perspective.	-
QK004/P/3 (London Buses)	There are no issues regarding London Buses with this proposal.	-
QK004/P/4 (29a Philip Road)	How pleased I was to receive the proposed safety improvements for Philip Road at last. Although speed humps in Edmund Road as well would have been better. Yellow lines are a very good idea as the parking close to the crossroads is a big problem. It seems to be a building company in the residential area which park four vehicles at the corner of Philip Road / Edmund Road junction.	-
QK004/P/5 (46 Philip Road)	I would like to present an amendment to your proposed speed reduction in Philip Road. Philip Road is the only road other than Betterton Road which joins the A1306 and Rainham Road. Betterton Road has seven speed control humps while Philip Road has none only a raised junction with two cushions which do not reduce speed as they are straddled easily, making Philip Road an	Staff considered that the proposed safety improvements would improve road safety at this location as the majority of accidents occurred at the Philip Road / Edmund Road junction. Although additional measures would improve safety along Philip Road, it is considered that the proposed measures would be adequate to minimise accidents in the area. Further measures could be considered at a later date if necessary.

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	<p>easy and fast through road. My amendment would be to convert the existing cushions to humps and introduce two more humps. This would reduce speed all along Philip Road and force lorries and through traffic to use the main road. Let's get Philip Road safe once and for all before a fatal accident occurs.</p>	
<p>QK004/P/6 (Philip Road and Edmund Road residents)</p>	<p>The accidents at this junction are a direct result of speed in relation to Philip Road and not as a result of the give way signs on Edmund Road. The introduction of yellow lines at this junction will not have the desired effect in regards to accidents. Further more they will cause direct problems to the residents to Edmund Road. We would ask for consideration as to the following in respect of this junction.</p> <p>(a) Give way signs in Edmund Road be changed to stop signs.</p> <p>(b) At both ends to Philip Road and throughout its length be made a Controlled Zone with a 20mph speed enforced limit.</p> <p>(c) At either side of Edmund Road in Philip Road the introduction of two speed control humps.</p> <p>(d) For the short term at non regular times the introduction of a mobile enforcement vehicle to deter vehicles that enter into Philip Road from either side of junction.</p>	<p>Staff considered that the proposed safety improvements would improve road safety at this location as the majority of accidents occurred at the Philip Road / Edmund Road junction. Although additional measures would improve safety along Philip Road, it is considered that the proposed measures would be adequate to minimise accidents in the area. Further measures could be considered at a later date, if necessary. The residents' proposals are not necessary at this stage.</p>
<p>QK004/P/7 (Petition to proposed yellow lines, signed by Nos. 1, 5, 9, 14, 15, 17, 18, 20, 22, 23, 24b, 28,</p>	<p>We agree that actions needs to be taken to reduce the number of accidents occurring at this junction and believe that the proposed speed control humps on either side of Edmund Road will improve the current situation.</p> <p>However we do not think that</p>	<p>Site surveys showed that parking takes place close to the junction which restricts the visibility for the vehicles entering from Edmund Road. The proposed yellow lines would improve current situation. As a result of public consultation, the proposed 15metres double yellow lines along Edmund Road would be</p>

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<p>30a, 43, 62 Edmund Road and Nos. 26b and 29 Philip Road.</p>	<p>this will be the case for the double yellow lines and we do not agree with the proposal for the following reasons.</p> <p>(a) The problem is caused by speeding traffic along Philip Road a situation which should be improved by the proposed speed control humps. It is not caused by poor visibility at the junction which has an open aspect and sufficient lighting at night.</p> <p>(b) Yellow lines will add no benefit regarding the accident rate as vehicles are rarely parked close to the junction and have not been in recent accidents witnessed by residents.</p> <p>(c) Yellow lines will cause inconvenience to residents of houses adjacent to the yellow lines.</p> <p>(d) They will reduce the value of the houses as people like to be able to park outside their own house.</p> <p>(e) Parking fines could offset the cost of the speed control humps but this should not be part of the decision making process.</p>	<p>reduced to 10metres.</p>
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