



HIGHWAYS ADVISORY COMMITTEE

9 January 2018

Subject Heading:

**RUSH GREEN ROAD ACCIDENT
REDUCTION PROGRAMME –
PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

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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 £0.09m 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	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

Rush Green Road – 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 and humped pedestrian refuge, pedestrian refuges and speed tables are proposed 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 safety improvements as detailed in the recommendation be approved.

The scheme is within **Brooklands** ward.

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 as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Rush Green Road west of Barton Avenue (Plan No:QQ057-1)
 - Humped pedestrian refuge with road marking changes as shown.
 - (b) Rush Green Road west of Clayton Road (Plan No:QQ057-2)
 - Speed tables (2No.) with road marking changes as shown.
 - (c) Rush Green Road by Rush Green Gardens (Plan No:QQ057-3)
 - Pedestrian refuge with road marking changes as shown.
 - (d) Rush Green Road west of Birkbeck Road (Plan No:QQ057-4)
 - Pedestrian refuge with road marking changes as shown.
 - (e) Rush Green Road west of Lilac Gardens (Plan No. QQ057-5)
 - Speed table with road marking changes as shown.
2. That, it be noted that the estimated costs of £0.09m, 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 Havering Borough Spending Plan settlement. Rush Green Road 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, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The Rush Green Road and North Street Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1500 vehicles per hour during peak periods along Rush Green Road between west of Clayton Road.

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
Rush Green Road west of Clayton Road	34	34	45	45
Rush Green Road between Lilac Gardens and Norwood Avenue	35	34	45	45

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

Accidents

- 1.4 In the five-year period to December 2016, **forty four** personal injury accidents (PIAs) were recorded along Rush Green Road between Borough Boundary and Rom Valley Way. Of these forty four PIAs, 1 was fatal; 5 were serious; six involved pedestrians; 2 were speed related and eleven occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Rush Green Road / Barton Avenue Junction	0	1	0	1
Rush Green Road between Barton Avenue and Clayton Road	1 (1-Ped) (1-Dark)	0	2 (1-Dark)	3
Rush Green Road / Clayton Road Junction	0	0	2	2
Rush Green Road between Clayton Road and Rush Green Gardens	0	0	1	1
Rush Green Road / Rush Green Gardens junction	0	1	3 (1-Ped)	4
Rush Green Road between Rush Green Gardens and Leonard Avenue	0	0	3 (2-Dark)	3
Rush Green Road / Birkbeck Road junction	0	0	3 (1-Ped) (1-Dark)	3
Rush Green Road between Birkbeck Road and Philip Avenue	0	1 (1-Ped)	2 (1-Dark)	3
Rush Green Road between Philip Road and Dagenham Road	0	1	2 (1-Dark)	3
Rush Green Road / Dagenham Road Junction	0	0	8 (1-Dark)	8

Rush Green Road between Dagenham Road and Lilac Gardens	0	1 (1-Dark)	5 (2-Ped) (1-Speed)	6
Rush Green Road / Lilac gardens Junction	0	0	1	1
Rush Green Road between Lilac Gardens and Norwood Avenue	0	0	2 (1-Dark)	2
Rush Green Road / Norwood Avenue Junction	0	0	1	1
Rush Green Road between Norwood Avenue and Rom Valley Way	0	0	3 (1-Dark)	3
Total	1	5	38	44

Proposals

- 1.5 The following safety improvements are proposed along Rush Green Road to reduce vehicle speeds and minimise accidents.
- (a) Rush Green Road west of Barton Avenue (Plan No:QQ057-1)
 - Humped pedestrian refuge with road marking changes as shown.
 - (b) Rush Green Road west of Clayton Road (Plan No:QQ057-2)
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 - (d) Rush Green Road west of Birkbeck Road (Plan No:QQ057-4)
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 - (e) Rush Green Road west of Lilac Gardens (Plan No. QQ057-5)
 - Speed table with road marking changes as shown.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 500 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Three written responses from residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that forty four personal injury accidents (PIAs) were recorded along Rush Green Road between Borough Boundary and Rom Valley Way. Of these forty four PIAs, 1 was fatal; 5 were serious; six involved pedestrians; 2 were speed related and eleven occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along Rush Green Road. 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 the implementation of the above scheme

The estimated cost of 0.09m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Rush Green Road Accident Reduction Programme (A2672). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

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

This is a standard project for Environment 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 Environment Capital budget.

Legal implications and risks:

The Council's power to construct and maintain places of refuge for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ("HA 1980").

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the "HA 1980". Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 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

None.

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QQ057/1 (Rush Green Road resident)	I am glad to see traffic calming measures being introduced west of Lilac Gardens. As this stretch of road down to Roneo Corner is frequently used by speeding cars, particularly motorbikes. A speed camera or something that slows the traffic down may be beneficial.	Staff considered that the proposed measures are adequate at present to minimise accidents. Further measures will be considered at a later date if necessary.
QQ057/2 (Rush Green Road resident)	As a resident of Rush Green Road, I have some objections and also ideas which could be implemented instead of this proposal. I am objecting to speed tables which would not solve speeding issue. Introduce a 20mph/hour speed limit and put speed cameras where necessary.	Staff considered that the proposed measures are adequate at present to minimise accidents. 20mph speed limit is not advisable along this road at present. The Councils are not responsible for selection of speed cameras in London.
QQ057/3 (The resident, 275 Rush Green Road)	On receiving the large scale map you kindly delivered and conversation after, I am still very concerned that the pedestrian refuge planned will greatly impede me when I turn right. Someone can visit me and show me exactly the pedestrian refuge is going to be.	Staff met the resident and advised the resident where the pedestrian refuge is going to be installed. The resident seems to be happy after advice.