



# HIGHWAYS ADVISORY COMMITTEE

# REPORT

18 October 2011

**Subject Heading:**

SOUTH HAVERING ACCIDENT  
REDUCTION PROGRAMME – SOUTH  
END ROAD AND RAINHAM ROAD (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**

South End Road and Rainham Road Area – South Havering 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 zebra crossing, pedestrian refuges, illuminated beacon posts, minor carriageway widening, street lighting improvements, road signs, centre line hatch and slow 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.

**RECOMMENDATIONS**

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

**South End Road**

- (a) Pedestrian refuges, minor carriageway widening, removal of existing un-controlled crossing point and slow road markings along South End Road by Coronation Drive (Drawing No.QK001/S/1)
- (b) Tarmac dome construction, illuminated zebra crossing beacon posts at the South End Road / Wood Lane mini roundabout (Drawing No.QK001/S/2)
- (c) Zebra crossing with illuminated beacon posts along South End Road by Condor walk (Drawing No.QK001/S/3)
- (d) Remove existing beacon posts and install yellow globes at the existing lighting column along South End Road by Ford Lane (Drawing No.QK001/S/4)
- (e) Centre line hatch road markings along South End Road between Blacksmith's Lane and Guysfield Drive (Drawing No.QK001/S/5)

**Rainham Road**

- (f) Sharp deviation chevron sign, street lighting improvements, slow and lane arrow road markings along Rainham Road by Wood Lane (Drawing No.QK001/R/1)
- (g) Illuminated zebra crossing beacon posts and street lighting improvements along Rainham Road between Sowrey Avenue and Bretons Cottages (Drawing No.QK001/R/2)
- (h) Street lighting and slow road markings along Rainham Road by Stanley Road North (Drawing No.QK001/R/3)
- (i) Following the public consultation results, the proposed pedestrian refuge will be relocated to improve residents' access along Rainham Road outside property No. 237 (Drawing No.QK001/R/4)
- (j) Extend zigzag road markings to assist school crossing patrol along Rainham Road by Blacksmith's Lane (Drawing No.QK001/R/5)
- (k) Centre hatch road markings along Rainham Road by Cherry Tree Close and Stanhope Road (Drawing No.QK001/R/6)
- (l) Centre line white studs, re-marking centre line and removing traffic island along Rainham Road by Victory Road (Drawing No.QK001/R/7)
- (m) Slow road markings along Rainham Road by Dovers Corner (Drawing No.QK001/R/5)

2. That, it be noted that the estimated cost of £120,000 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 October 2010, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2011/12 Havering Borough Spending Plan settlement. South End Road and Rainham Road Area – 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 has now been completed and has looked at ways of reducing accidents and it is considered that the accident remedial measures, as described in the recommendations will improve road safety. In April 2011, Highways Advisory Committee approved this scheme in principle for public consultation.
- 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 South End Road and Rainham Road Area Accident Reduction Programme will help to meet these targets.

**Survey Results**

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1400 vehicles per hour during peak periods along South End Road and Rainham Road. A speed survey was carried out and the results are as follows.

Location	85 <sup>th</sup> ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
South End Road by Maybank Avenue	32	33	34	39
Rainham Road by Simpson Road	35	37	39	40
Rainham Road by Blake Close	35	36	40	40

The 85<sup>th</sup> 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 South End Road and Rainham Road is 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along these roads.

**Accidents**

1.4 In the four-year period to December 2010, thirty one and thirty eight personal injury accidents (PIAs) were recorded along South End Road and Rainham Road respectively. Of the thirty one PIAs in South End Road, two were speed related; five were occurred during the hours of darkness and six involved pedestrians. Of the thirty eight PIAs in Rainham Road, five were speed related; eleven were occurred during the hours of darkness and one involved pedestrian.

<b>Location</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total PIAs</b>
<b>South End Road</b>				
Between Railway Bridge and Farm Way	0	0	2	2
Farm Way Junction	0	0	1 (1-Dark) (1-speed)	1
Coronation Drive / Maybank Avenue Junction	0	0	4 (1-Ped) (1-Dark)	4
Morecambe Close Junction	0	0	2 (1-Ped)	2
Airfield Way / Heron Flight Avenue Junction	0	0	4	4
Hayes Drive Junction	0	0	2 (1-Ped) (1-Dark)	2
Mungo Park Road Junction	0	0	3 (1-Speed)	3
Between Mungo Park Road and Princes Park	0	0	1	1
St John's Close Junction	0	1	1	2
Elmer Gardens Junction	0	0	1 (1-Ped)	1
Ford Lane Junction	0	0	1 (1-Ped)	1
Between Ford Lane and Blacksmiths Lane	0	0	1 (1-Dark)	1
Between Blacksmiths Lane and Guysfield Drive	0	0	2	2
Alexandra Road Junction	0	0	2 (1-Ped) (1-Dark)	2
Between Alexandra Road and Rainham Road	0	1	2	3
<b>Total</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>31</b>

<b>Rainham Road</b>				
<b>Between Upper Rainham Road and Newton's corner Roundabout</b>				
Between Railway Bridge and Dunningford Close	0	1 (1-Dark)	1	2
Dunningford Close Junction	0	0	1 (1-Dark)	1
Coniston Way Junction	0	0	3 (2-Dark) (1-Speed)	3
Between Wood Lane and Sowrey Avenue	0	0	1 (1-Dark) (1-Speed)	1
Sowrey Avenue Junction	0	0	1 (1-Dark)	1
Between Sowrey Avenue and Simpson Road	0	0	2 (2-Dark)	2
Simpson Road Junction	0	0	2	2
Ford Lane Junction	0	0	1	1
<b>Between Newtons Corner Roundabout and Cherry Tree Lane</b>				
Between Newton's Corner and Stanley Road North	0	0	1 (1-Dark)	1
Stanley Road North Junction	0	0	2 (1-Dark) (1-Speed)	2
Between Stanley Road North and Blake Close	0	0	1	1
Blake Close Junction	0	0	1	1
Harlow Road Junction	0	0	1	1
Nelson Road Junction	0	0	1	1
Between Nelson Road and Hubert Road	0	0	1	1
Hubert Road junction	0	1 (1-Ped)	0	1
Between Hubert Road and Cherry Tree Lane	0	0	2 (1-Speed)	2
<b>Between Cherry Tree Lane and Dovers Corner</b>				
Cherry Walk Junction	0	0	2 (1-Dark)	2
Cherry Tree Close and Stanhope Road Junctions	0	0	4	4
Between Victory Road and Knightswood Road	0	0	1	1
Knightswood Road Junction	0	0	1	1
Dominion Way Junction	0	0	1	1
Between Dominion Way and	0	1	4	5

Dovers Corner			(1-Dark) (1-Speed)	
<b>Total</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>38</b>

**Proposals**

1.5 The following safety improvements are proposed and shown on Plan Nos QJ005/1 to QJ005/3.

**South End Road**

- South End Road by Coronation Drive and Maybank Avenue (Plan No:QK001/S/1)
  - Pedestrian refuge
  - Minor carriageway widening
  - Slow road markings
  - Removal of existing un-control crossing point
- South End Road/Wood Lane mini roundabout (Plan No:QKJ001/S/2)
  - Tarmac dome construction (50mm high) as shown
  - Illuminated zebra crossing beacon posts
- South End Road by Condor Walk (Plan No:QK001/S/3)
  - 'Zebra crossing with illuminated beacon posts as shown.
- South End Road by Ford Lane and Grove Park Road (Plan No:QK001/S/4)
  - Remove existing beacon posts and install yellow globes at the existing lighting posts
- South End Road between Blacksmith's Lane and Guysfield Drive. (Plan No:QK001/S/5)
  - Centre line hatch and slow road markings as shown.

**Rainham Road**

- Rainham Road by Coniston Way and Wood Lane (Plan No:QK001/R/1)
  - Sharp deviation chevron sign as shown
  - Slow and lane arrow road markings as shown
  - Street lighting improvements
- Rainham Road between Sowrey Avenue and Bretons Cottages (Plan No:QKJ001/R/2)
  - Illuminated zebra crossing beacon posts as shown
  - Upgrading existing street lightings in the area
- Rainham Road by Stanley Road North (Plan No:QK001/R/3)
  - 'Slow road markings as shown
  - Upgrading existing street lighting in the area
- Rainham Road outside property No. 237 (Plan No:QK001/R/4)
  - Pedestrian refuge
  - Minor carriageway widening
  - Slow road markings
  - Upgrading existing street lighting in the area
- Rainham Road by Blacksmith's Lane (Plan No:QK001/R/5)

- Extend zigzag road markings to assist school crossing patrol.
- Rainham Road by Cherry Tree Close and Stanhope Road (Plan No:QK001/R/6)
  - Centre line hatch road markings.
- Rainham Road by Victory Road (Plan No:QK001/R/7)
  - Centre line white studs
  - Re-mark centre line markings
  - Existing traffic island to be removed
- Rainham Road near Dovers corner (Plan No:QK001/R/8)
  - Slow road markings

These proposals would reduce vehicle speeds and minimise accidents in the area.

## **2.0 Outcome of public consultation**

2.1 Following Highways Advisory Committee approval for a public consultation in April 2011, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals.

### **South End Road**

2.2 Approximately, 320 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 22<sup>nd</sup> August 2011 were invited. Thirteen written responses from Metropolitan Police, London Fire Brigade, London Buses and residents were received and the comments are summarised in the Appendix.

### **Rainham Road**

2.3 Approximately, 210 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Wednesday 24<sup>th</sup> August 2011 were invited. Ten written responses from Metropolitan Police, London Fire Brigade, London Buses, Local Member and residents were received and the comments are summarised in the Appendix.

## **3.0 Staff comments and conclusions**

3.1 The relocation of pedestrian refuge along Rainham Road will be included in the final detail design stage. The mini roundabout, traffic signal and additional traffic calming measures along South End Road are not necessary at present. These proposals could be considered at a later date, if necessary. The accident analysis indicated that thirty one and thirty eight personal injury accidents (PIAs) were recorded along South End Road and Rainham Road respectively. Speed survey showed that vehicle speeds are travelling above the speed limit. The proposed safety improvements would reduce vehicle speeds and subsequently minimise accidents along South End Road and Rainham 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:**

The estimated cost of the proposals is £120,000. South End Road and Rainham 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**

None of the proposals require a traffic order. Notice is required to install a zebra crossing. They can all be implemented using the Council's highway management powers.

### **Human Resource Implications and Risks**

None directly attributable to the proposals.

### **Equalities and Social Inclusion**

There would be some visual impact from the speed table 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
<b>SOUTH END ROAD</b>		
QK001/S/1 (London Fire Brigade)	No problem from Fire Services.	-
QK001/S/2 (Metropolitan Police)	No comment or observations, except to say we support this scheme.	-
QK001/S/3 (London Buses)	London buses support this scheme.	-
QK001/S/4 (TfL representative)	No comments.	-
QK001/S/5 (London Buses Infrastructure)	No impact on our bus infrastructure.	Owner has been advised to trim the hedges.
QK001/S/6 (363 South End Road)	Request for - Additional traffic calming along South End Road and Wood Lane - Pedestrian refuge north of Wood Lane mini roundabout - Parking restrictions outside fast food outlet. - Speed camera	Staff considered that additional traffic calming measures are not necessary at present. It could be considered at a later date if necessary. It is not feasible to provide pedestrian refuge due to physical constraint such as vehicle crossover, lay-by, bus stops etc. Parking restrictions are not necessary at present. The Council has no control over the site selection, maintenance or operation of speed cameras.
QK001/S/7 (462 South End Road)	Survey results are incorrect. Many vehicles travel above speed limit.	Staff believes that the survey results are correct and true measure of vehicle speeds and traffic flow.
QK001/S/8	The proposed zebra crossing along South End Road by Condor walk would mean a great deal not only to me, but for	-

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	all the families at St Albans Primary School and Local residents	
QK001/S/9 11 Maybank Avenue	I am thankful for taking an interest in this matter. Request for mini roundabout or traffic signals at the South End Road/Coronation Drive/Maybank Avenue junction.	Staff considered that mini roundabout or traffic signals are not necessary at present. These could be considered at a later date if necessary.
QK001/S/10 2B Grove Park Road	Request for - Raised speed table at the existing zebra crossing by Ford Lane - Pedestrian refuge along Ford Lane by South End Road	Both of these proposals are not necessary at present. These could be considered at a later date if necessary.
QK001/S/11 17 Kestrel Close	I am concerned about the proposed zebra crossing near Condor Walk. - Pedestrian could be at risk from speed traffic from traffic signals - Increase traffic noise outside my property from the stationary vehicles at the crossing - Unwanted rubbish from pedestrian using the footpath - Public footpath attract groups of youths who make noise for a long time.	It is considered that proposed zebra crossing would provide crossing facilities for pedestrians, particularly for school children. It would not cause any problems pedestrians as adequate visibilities are available for pedestrians and traffic. Staff believes that the proposed zebra crossing would not cause significant problems.
QK001/S/12 Condor Walk	The proposed zebra crossing will be nice for me. However, I am concern about what benefit it would bring rather than crossing at the signal. I am glad that some obstructions are removed.	The proposed zebra crossing would provide pedestrian facility for pedestrians from north and south sides of the crossing.
QK001/S/13	Agree with the proposals. Request that foliage need to be planted on the footpath side of my wall to protect and security.	Staff considered that foliage is not necessary due to the grass verge behind the tarmac. The pedestrians will be waiting on the tarmac and would not cause significant problems at this location. Further measures could be considered at a later date if necessary.
<b>RAINHAM ROAD</b>		
QK001/R/1 (London Fire Brigade)	No problem from Fire Service	-

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QK001/R/2 (Metropolitan Police)	No comment or observations. Support the extra measures proposed.	-
QK001/R/3 (London Buses)	Support this scheme as it should assist our passengers to cross the road accessing the bus stops, the centre line studs on the bend will have no issues for us.	-
QK001/R/4 (London Buses Infrastructure)	This work doesn't effect our infrastructure	-
QK001/R/5 (Cllr Michael Deon Burton)	Any safety improvements to our highway network are to be applauded. Your comments as to what affect these intended works would be appreciated.	Staff advised that while we are carrying out these works, there will be some effect on the free flow and easy movement.
QK001/R/6 (CTC Cycling Representative David Garfield)	<ul style="list-style-type: none"> <li>- Pinch points and road narrowing and can cause problems for cycle users. It is necessary to provide 2metres Advisory Cycle Lane to compensate</li> <li>- Request for traffic island along Rainham Road by Coniston Avenue, Wood Lane and Stanley Road North</li> <li>- The proposed centre hatch markings should be accompanied by Advisory Cycle Lane.</li> <li>- Traffic island along Rainham Road by the bend should be retained.</li> </ul>	It was agreed in the past with cycling representatives that we only provide advisory cycle lane where the cycle lane is already in place. It is considered that the requested advisory cycle lanes are not necessary at present as no personal injury accidents occurred involving pedal cyclists at these locations. Due to maintenance difficulties, staff considered it would be best to remove the traffic island at this location.
QK001/R/7 79, Rainham Road	<ul style="list-style-type: none"> <li>-Strongly in favour of any safety improvements.</li> <li>-Feel that centre line white studs and slow markings will have no effect.</li> <li>-Request for a Toucan crossing outside Ingrebourne Hill country park.</li> </ul>	<p>Staff considered that these proposals will have an effect at this location as it is on the bend.</p> <p>At present, existing pedestrian refuge serves the purpose. Toucan crossing could be considered at a later date.</p>
QK001/R/8 235 Rainham Road	<ul style="list-style-type: none"> <li>- Objection / Pedestrian refuge restrict left turning traffic by commercial vehicles at the rear of 235/237 Rainham Road and the vehicle from 235 and 237</li> <li>- Request to widen the carriageway north side</li> </ul>	The pedestrian refuge will be relocated slightly west side to improve access. It is not possible to widen the north side carriageway due to tree. Proposed pedestrian refuge would help to cross the road between two bus stops.

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	- Bus passengers take the risk of crossing the road.	
QK001/R/9	-In favour of making the road more safe for pedestrians to cross. - Relocate the pedestrian refuge 7metres to the west to improve access.	It may not be possible to move 7 metres. But It is possible to move slightly to the west to improve access.
QK001/R/10	Request not to upgrade LC106 and smaller sharp deviation sign.	The request will be considered at an implementation stage.