



HIGHWAYS ADVISORY COMMITTEE

5 January 2016

Subject Heading:

**UPMINSTER ROAD AND ST MARY'S
LANE 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
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £84,000 for
implementation will be met by
Transport for London through the
2015/16 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

Upminster Road and St Mary's Lane – 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 pedestrian refuge, 20mph zone, speed tables, speed table with pelican crossing, speed table with pedestrian refuges, 'Gateway' measures with 20mph and 30mph roundel with red surfacing, road signs and 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 proposals in the recommendation be approved.

The scheme is within **St Andrews and Upminster** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Upminster Road by Glanville Drive
(Plan No: QO006/1)
 - Pedestrian refuge outside property nos: 21 and 23
 - (b) St Mary's Lane between Bridge Avenue and Gridiron Place
(Plan Nos: QO006/2, QO006/3 and QO00/4)
 - Speed table by Bridge Avenue
 - Speed table between Highview Gardens and Boundary Road at the existing pedestrian refuge
 - Speed table outside 'The Sacred Heart of Mary RC School' entrance
 - Speed table by Cranbourne Gardens at the existing pedestrian refuge
 - Speed table by Champion Road at the existing pelican crossing
2. As a result of public consultation, the following proposals will be omitted from the original proposals.
 - 20mph zone along St Mary's Lane between Bridge Avenue and Gridiron Place
 - 20mph and 30mph roundels along St Mary's Lane between Bridge Avenue and Gridiron Place
 - Speed table along Glanville Drive by Upminster Road
3. That, it be noted that the estimated costs of £84,000, can be met from the Transport for London's (TfL) 2015/16 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2014, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2015/16 Havering Borough Spending Plan settlement. Upminster Road and St Mary's Lane – 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% from the baseline of the average number of casualties for 2005-09. The Upminster Road and St Mary's Lane 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 St Mary's Lane.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
St Mary's Lane by outside The Sacred Heart of Mary school	37	38	48	44

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along St Mar's Lane 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 2014, twenty one personal injury accidents (PIAs) were recorded along Upminster Road by Glanville Drive and St Mary's Lane between Bridge Avenue and Gridiron Place. Of the twenty one PIAs in Upminster Road and St Mary's Lane, one was fatal; two were serious; six involved pedestrians and three occurred during the hours of darkness.

Location	Fatal	Serious	Slight	Total PIAs
Upminster Road				
Upminster Road by Glanville Drive	0	0	7 (2-Ped) (2-Dark)	7
St Mary's Lane between Bridge Avenue and Gridiron Place				
St Mary's Lane / Bridge Avenue Junction	0	0	3 (1-Ped)	3
St Mary's Lane between Bridge Avenue and Highview Gardens	0	0	1	1
St Mary's Lane / Highview Gardens Junction	0	1	1 (1-Dark)	2
St Mary's Lane between Boundary Road and Cranborne Gardens	0	0	2	2
St Mary's Lane / Cranborne Gardens Junction	1 (1-Ped)	0	0	1
St Mary's Lane between Granborne Gardens and Champion Road	0	1 (1-Ped)	0	1
St Mary's Lane / Champion Road Junction	0	0	2 (1-Ped)	2
St Mary's Lane / Gridiron Place Junction	0	0	2	2
Total	1	2	18	21

Proposals

1.5 The following safety improvements are proposed along Upminster Road by Glanville Drive and St Mary's Lane between Bridge Avenue and Gridiron Place to reduce vehicle speeds and minimise accidents.

- (a) Upminster Road by Glanville Drive
(Plan No: QO006/1)
 - Pedestrian refuge outside property nos: 21 and 23
 - Speed table along Glanville Road as shown
- (b) St Mary's Lane between Bridge Avenue and Gridiron Place
(Plan Nos: QO006/2, QO006/3 and QO006/4)
 - 20mph zone
 - Speed table with 20/30 mph roundels by Bridge Avenue
 - Speed table between Highview Gardens and Boundary Road at the existing pedestrian refuge
 - Speed table outside 'The Sacred Heart of Mary School' entrance
 - Speed table by Cranborne Gardens at the existing pedestrian refuge

- Speed table by Champion Road at the existing pelican crossing
- 20mph roundels at various locations as shown

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 220 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. Eighteen written responses from Local and HAC Members and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

3.1 The accident analysis indicated that twenty one personal injury accidents (PIAs) were recorded over five year period along St Mary's Lane and Upminster Road within the study area. Of the twenty one PIAs in Upminster Road by Glanville Drive and St Mary's Lane between Bridge Avenue and Gridiron Place, one was fatal; two were serious; six involved pedestrians and three occurred during the hours of darkness. Speed surveys showed that vehicles are, on average, travelling above the speed limits along St Mary's Lane.

3.2 The proposed safety improvements would minimise accidents along Upminster Road and St Mary's Lane within the study area. 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 £84,000 for implementation will be met from the Transport for London's (TfL) 2015/16 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 StreetCare 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 StreetCare Capital budget.

Legal implications and risks:

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

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

1. **Public consultation Letter.**
2. **Public consultation responses.**
3. **Drawing Nos. QO006/1, QO006/2, QO006/3 and QO006/4.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QO006/1 (Highways Advisory Committee Member)	I am happy to give my support to this scheme on the grounds of improving public safety.	-
QO006/2 (St Andrews Ward Member 1)	Although I am in favour of accident reduction, I am rather surprised at the proposed site as I am not aware of the carnage you have mentioned. The 20mph zones are unenforceable. Request to improve pedestrian safety in Upminster Road / Wingletye Lane Junction.	The proposed 20mph zone is within Upminster Ward and they are self-enforcing scheme. The 20mph zone will be removed from the proposal. The request will be reported to Highways Advisory Committee.
QO006/3 (St Andrews Ward Member 2)	I think a 20 miles an hour speed limit is a waste of time if it cannot be in force and the waste of money. It should be look at again.	The proposed 20mph zone is within Upminster Ward. The 20mph zone will be self-enforcing scheme. Where ever the Council introduced 20mph zone in the borough, the accidents and vehicle speeds were reduced. These are the primary reasons to introduce 20mph zones.
QO006/4 (St Andrews Ward Member 3)	We do have other areas in the borough that have 20mph limits, ie Hornchurch High Street, but drivers just ignore them because they are never enforced unless of course there are cameras installed as well to monitor the speed and then issue tickets. I cannot see any positive reason for installing this scheme along this road either!	The proposed 20mph zone is within Upminster Ward. With reference to Hornchurch Town Centre 20mph zone, the scheme achieved 45% accident reduction and the vehicle speeds are reduced. If we have any problem with the speeding in Hornchurch Town Centre, we can ask the Metropolitan Police is to monitor them. Where ever the Council introduced 20mph zone in the borough, the accidents and vehicle speeds were reduced. These are the primary reasons to introduce 20mph zones.
QO006/5 (Havering Cyclists 1)	I support 20mph zone. Request to extend the zone beyond Upminster Bridge Station.	Due to lack of funding availability, it is not possible to extend 20mph zone. The request could be considered at later date.

QO006/6 (Havering Cyclists 2)	Request to extend 20mph zone.	Due to lack of funding availability, it is not possible to extend 20mph zone. The request could be considered at later date.
QO006/7 (Havering Cyclists 3)	These measures look sensible to me.	-
QO006/8 (CTC 'Right to Ride' Network)	The 20mph zone is welcome, provided that it can be enforced. Request to provide sinusoidal profile for speed tables.	The 20mph zone is self-enforcing scheme. Staff considered that the sinusoidal profile for speed tables is more appropriate for side roads rather than for main roads.
QO006/9 (7 Glanville Drive)	Request with petition to restrict access from Glanville Drive to Upminster Road.	The request will be reported to Highways Advisory Committee.
QO006/10 (8 Glanville Drive)	<ul style="list-style-type: none"> - 20mph zone in Hornchurch Town Centre caused lengthy queues in the area which lead to rat runs along Westlands Avenue and Glanville Drive - Request to restrict access to either Glanville Drive and Westlands Avenue - In relation to 20mph zone in St Mary's Lane, traffic is already at these speeds due to volume of traffic - Request to look at better separation of pedestrians and road traffic and a pelican crossing near Highview Gardens 	This scheme looked at the safety issues along Upminster Road and St Mary's Lane. Due to lack of funding availability, it is not possible to study wider areas. The requests could be considered at a later date if necessary.
QO006/11	<ul style="list-style-type: none"> - Why not spend the money putting the town centre back to some sort of sensible place where you are not pushing all the traffic through Westlands Avenue and then Glanville Drive. - Request for speed camera 	This scheme looked at the safety issues along Upminster Road and St Mary's Lane. Due to lack of funding availability, it is not possible to study wider areas. London Safety Camera Partnership is responsible for the installation of speed cameras. These sites would not qualify for the speed cameras in accordance with LSCP requirements.
QO006/12	More research needs to be undertaken before install any 20mph zone along St Mary's Lane.	Staff considered that the current study is adequate to identify proposals as proposed.
QO006/13	- While I do agree something needs to be done to slow the traffic down as we have several schools on that busy stretch of road, I do think proposing just a 20mph	Staff considered that the current proposals are sufficient to reduce accidents along St Mary's

	<p>speed limit will not entirely work!</p> <ul style="list-style-type: none"> - Request for vehicle activated signs along St Mary's Lane 	<p>Lane. Further proposals could be considered at a later date if necessary.</p>
QO006/14	<p>Query about feasibility report</p>	<p>The feasibility study results will be reported to Highways Advisory Committee.</p>
QO006/15	<ul style="list-style-type: none"> - Queries about accident, traffic flow and vehicle speeds data - Request for 20mph speed limit outside school during school times and 30mph other times; speed camera; advisory signs and leave existing arrangements as they currently are. 	<p>The feasibility study results will be reported to Highways Advisory Committee. Staff considered that the current proposals are adequate to reduce accidents. Further proposals could be considered at a later date if necessary.</p>
QO006/16	<p>I would like to register my objection to the proposed road obstructions. I have no issues with the signage.</p>	<p>Staff considered that the current proposals are necessary to reduce accidents.</p>
QO006/17	<ul style="list-style-type: none"> -Most of the time it is extremely difficult to even reach 20mph let alone speeding, so why waste money on this. - Spend the money on the side roads 	<p>Staff considered that the current proposals are necessary to reduce accidents along St Mary's Lane.</p>
QO006/18	<p>I think this is a very good idea. Something needs to be done to make it safer for pedestrians and drivers on that very busy stretch of road.</p>	<p>-</p>