



HIGHWAYS ADVISORY COMMITTEE

5 January 2016

Subject Heading:

**COLLIER ROW AREA ACCIDENT
REDUCTION PROGRAMME –
PROPOSED 20MPH ZONE AND
SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

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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 £79,000 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	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

Collier Row Area – 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 20mph zone, speed tables, zebra crossing with illuminated beacon posts, '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 above safety improvements be approved.

The scheme is within **Mawney and Havering Park** 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) Collier Row Road by Ramsden Drive (Plan No: QO007/1)
 - Zebra crossing with illuminated posts
 - (b) Collier Row Road between Melville Road and Hampden Hill Roundabout (Plan Nos: QO007/2 and QO007/3)
 - 20mph zone
 - Speed table with 20/30 mph roundels by Melville Road
 - Raised speed table with minor road marking changes at the existing Carter Drive pelican crossing
 - Raised speed table at the existing Hampden Hill Roundabout pelican crossing
 - 20mph roundels at various locations including along service road as shown
 - (c) Hampden Road by Clockhouse Lane (Plan No. QO007/4)
 - 'Gateway' measures with red surfacing and 20/30mph roundels
 - (d) Chase Cross Road between Hampden Hill Roundabout and property Nos: 29/31 Chase Cross Road (Plan No: QO007/4)
 - 20mph zone
 - Speed table outside property Nos: 13 and 15
 - 'Gateway' measures with red surfacing and 20/30 mph roundels outside property Nos: 29 and 31
 - 20mph roundels as shown
 - (e) Collier Row Lane between Hampden Hill Roundabout and Property Nos: 300/306 Collier Row Lane (Plan No: QO007/5)
 - 20mph zone
 - Gateway' measures with red surfacing and 20/30mph roundels

2. That, it be noted that the estimated costs of £79,000, 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. Collier Row 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 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 Collier Row 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 1500 vehicles per hour during peak periods along Collier Row Road.

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
Collier Row Road by Ramsden Drive	37	35	42	41

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Collier Row 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 2014, thirty personal injury accidents (PIAs) were recorded along Collier Row Road between Ramsden Drive and Hampden Hill Roundabout. Of the thirty PIAs in Collier Row Road, two were serious; one was speed related; six involved pedestrians and six occurred during the hours of Darkness.

Location	Fatal	Serious	Slight	Total PIAs
Collier Row Road / Ramsden Drive Junction	0	1 (1-Ped)	4 (2-Dark)	5
Collier Row Road between Ramsden Drive and Melville Road	0	0	1 (1-Speed)	1
Collier Row Road / Melville Road Junction	0	0	5 (1-Dark)	5
Collier Row Road / Carter Drive Junction	0	0	6 (2-Ped)	6
Collier Road Road between Carter Drive and Hampden Hill Roundabout	0	1 (1-Ped)	5 (1-Ped) (1-Dark)	6
Hampden Hill Roundabout	0	0	7 (1-Ped) (2-Dark)	7
Total	0	2	28	30

Proposals

- 1.5 The following safety improvements are proposed along Collier Row Area including Collier Row Road (part), Clockhouse Lane (Part), Chase Cross Road (part) and Collier Row Lane (part) to reduce vehicle speeds and minimise accidents.
- (a) Collier Row Road by Ramsden Drive (Plan No: QO007/1)
 - Zebra crossing with illuminated posts
 - (b) Collier Row Road between Melville Road and Hamden Hill Roundabout (Plan Nos: QO007/2 and QO007/3)
 - 20mph zone
 - Speed table with 20/30 mph roundels by Melville Road
 - Raised speed table with minor road marking changes at the existing Carter Drive pelican crossing
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 - (d) Chase Cross Road between Hampden Hill Roundabout and property Nos: 29/31 Chase Cross Road (Plan No: QO007/4)
 - 20mph zone
 - Speed table outside property Nos: 13 and 15

- 'Gateway' measures with red surfacing and 20/30 mph roundels outside property Nos: 29 and 31
 - 20mph roundels as shown
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- 20mph zone
 - 'Gateway' measures with red surfacing and 20/30mph roundels

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 250 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. Four written responses from HAC Member, cycling representatives and resident were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that thirty personal injury accidents (PIAs) were recorded over five year period along Collier Row Road between Ramsden Drive and Hampden Hill Roundabout. Of the thirty PIAs in Collier Row Road, two were serious; one was speed related; six involved pedestrians and six occurred during the hours of Darkness.
- 3.2 The proposed safety improvements would minimise accidents along Collier Row Area which include part of Collier Row Road, Clockhouse Lane, Chase Cross Road and Collier Row Lane. 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 £79,000 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. QO007/1, QO007/2, QO007/3, QO007/4 and QO007/5.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QO007/1 (HAC Member)	I am fully in favour of the proposals for the introduction of these new road safety measures in the Collier Row area.	-
QO007/2 (Havering Cyclists)	Another 20mph zone proposal which I support	-
QO007/3 (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 is not suitable for this location.
QO007/4 (80 Collier Row Road)	<p>I need to raise a few points in opposition to the proposals</p> <ul style="list-style-type: none"> - I have witnessed vast amount of drivers using their mobile phones and majority of accidents are not speed related - Humps cause vibration and damage to the vehicles - Hitting humps at speed poses a much higher risk of drivers losing control and thus possible more serious accidents. 	Staff considered that the proposal would reduce accidents and would not cause significant problems.