



HIGHWAYS ADVISORY COMMITTEE

REPORT

15 September 2011

Subject Heading:

UPMINSTER ACCIDENT REDUCTION
PROGRAMME – ST MARY’S LANE AND
CORBETS TEY 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

St Mary’s Lane and Corbets Tey Road Area – Upminster 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, vehicle activated sign, street lighting improvements, speed cushions, coloured 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.

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.

St Mary's Lane

- (a) Pedestrian refuge and street lighting improvements along St Mary's Lane by Norfolk Road (Drawing No.QK002/U/1)
- (b) Vehicle activated sign, buff coloured surfacing and slow road markings along St Mary's Lane by Sacred Heart of Mary RC School (Drawing No.QK002/U/2)
- (c) Street lighting improvements and slow road markings along St Mary's Lane between Aylett Road and Argyle Road (Drawing No.QK002/U/3)
- (d) 'Giveaway' road markings along St Mary's Lane by Lichfield Terrace (Drawing No.QK002/U/4)

Corbets Tey Road

- (e) Pedestrian refuge, larger dome construction, speed cushions and street lighting improvements at the Corbets Tey Road / Gaynes Park Road / Park Drive mini roundabout (Drawing No.QK002/U/5)

2. Following the public consultation results, additional safety improvements including parking restrictions at the St Mary's Lane / Lichfield Terrace junction will be considered as a separate study. The public consultation results of these proposals will be reported to future Highway Advisory Committee meeting.
3. That, it be noted that the estimated cost of £100,000 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. St Mary's Lane and Corbets Tey 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 St Mary's Lane and Corbets Tey 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 1600 vehicles per hour during peak periods along St Mary's Lane and Corbets Tey Road.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
St Mary's Lane by Sacred Heart of Mary RC School	33	35	38	40
St Mary's Lane by Coopers Coborn School	33	38	39	43
St Mary's Lane by Jobbers Rest public House	32	32	37	40
Corbets Tey Road by The Approach	33	32	37	36
Corbets Tey Road by Longwood Close	34	34	41	41

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 limits along part of St Mary's Lane and Corbets Tey Road are 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, fifty and twenty three personal injury accidents (PIAs) were recorded along St Mary's Lane and Corbets Tey Road respectively. Of the fifty PIAs in St Mary's Lane, six were speed related; twelve were occurred during the hours of darkness and six involved pedestrians. Of the twenty three PIAs in Corbets Tey Road, two were speed related; seven were occurred during the hours of darkness and four involved pedestrians.

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Location	Fatal	Serious	Slight	Total PIAs
St Mary's Lane / Upminster Road				
The Walk Junction	0	0	1	1
Minster Way Junction	0	0	2 (1-Dark) (1-speed)	2
Norfolk Road Junction	0	1	2 (1-Ped) (2-Dark)	3
Between Norfolk Road and Abraham Court	0	0	1	1
Abraham Court Junction	0	0	2 (1-Ped)	2
Bridge Avenue Junction	0	0	1	1
Boundary Road Junction	0	0	1 (1-Dark)	1
Between Boundary Road and Cranborne Gardens	0	1 (1-Ped)	1 (1-Ped)	2
Cranborne Gardens Junction	0	0	1	1
Champion Road Junction	0	0	1	1
Gridiron Place Junction	0	0	1 (1-Speed)	1
Between Gridiron Place and Station Road	0	0	1 (1-Dark)	1
Sunnyside Gardens Junction	0	0	2 (1-Dark)	2
Tudor Gardens Junction	0	1 (1-Ped)	3 (1-Speed)	4
New Place Gardens Junction	0	0	2 (2-Dark)	2
Between New Place Gardens and Argyle Gardens	0	0	1	1
Argyle Gardens Junction	0	0	4 (1-Dark)	4
Howard Road Junction	1	0	1 (1-Speed)	2
Between Howard Road and The Chase	0	0	2 (1-Dark)	2
Front Lane mini roundabout	0	0	1	1
Between Front Lane and Lichfield Terrace	0	0	1	1
In the vicinity of pelican crossing and Lichfield Terrace Junction	0	1 (1-Ped)	2 (1-Dark)	3
Between Pike Lane and M25	0	0	1	1
Clay Tye Road mini roundabout	0	0	2 (2-Speed)	2

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Between Clay Tye Road and Warley Street	0	1 (1-Dark)	1	2
Warley Road Junction	0	0	4	4
Between Warley Street and Borough Boundary	0	1	0	1
Warley Street	0	0	1	1
Total	1	6	43	50
Corbets Tey Road				
Between St Mary's Lane and Stewart Avenue	0	2 (1-Dark) (1-Ped)	1 (1-Ped)	3
Stewart Avenue unction	0	1 (1-Dark) (1-Ped)	1 (1-Dark)	2
Springfields Gardens Junction	0	0	3 (1-Dark) (1-Speed)	3
Between Springfield Gardens and Gaynes Park Road	0	0	1 (1-Ped)	1
Gaynes Park Road/Park Drive Junction	0	0	7 (3-Dark)	7
Little Gaynes Lane Junction	0	1	0	1
Tawny Avenue Junction	0	0	1	1
Freshfields Avenue Junction	0	0	1	1
Between Freshfields Avenue and Longwood Close	0	0	1	1
Parkland Avenue Junction	0	0	1 (1-Speed)	1
Foxhall Road Junction	0	0	1	1
Londons Close Junction	0	0	1	1
Total	0	4	19	23

Proposals

1.5 The following safety improvements are proposed and shown on Drawing Nos QK002/U/1 to QK002/U/5.

St Mary's Lane

- St Mary's Lane by Norfolk Road. (Drawing No:QK002/U/1)
 - Pedestrian refuge
 - Street lighting improvements
- St Mary's Lane by Sacred Heart of Mary RC School. (Drawing No:QK002/U/2)
 - Vehicle Activated sign
 - Buff coloured surfacing
 - Slow road marking

- St Mary's Lane between Aylett Road and Argyle Road (Drawing No:QK002/U/3)
 - Street lighting improvements
 - Slow road marking
- St Mary's Lane by Lichfield Terrace (Drawing No:QK002/U/4)
 - 'Giveaway' road sign and markings as shown

Corbets Tey Road

- Corbets Tey Road/Park Drive/Gaynes Park Road mini roundabout (Drawing No:QK002/U/5)
 - Larger dome construction
 - Pedestrian refuge as shown
 - Speed cushions as shown
 - Street lighting improvements

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.

St Mary's Lane

- 2.2 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 31st October 2011 were invited. Four written responses from Metropolitan Police, London Fire Brigade, Local Member, London Buses and resident were received and the comments are summarised in the Appendix.

Corbets Tey Road

- 2.3 Approximately, 80 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 31st October 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 Majority of respondents are in favour of the proposed safety improvements. Two respondents requested additional measures such as rumble strips, No entry and no right turn at the Corbets Tey Road / Gaynes Park Road mini roundabout. 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. Additional safety improvements

including parking restrictions at the St Mary's Lane / Lichfield Terrace junction would be considered and public consultation results will be reported to future Highway Advisory Committee. The accident analysis indicated that fifty and twenty three personal injury accidents (PIAs) were recorded along St Mary's Lane and Corbets Tey 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 St Mary's Lane and Corbets Tey 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 £100,000. St Mary's Lane and Corbets Tey 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. 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 pedestrian refuges and speed cushions 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
QK002/1 (Metropolitan Police)	For St Mary's Lane, we have no comment or observations. For Corbets Tey Road, we will support the proposal to install speed cushions.	-
QK002/2 (London Fire Brigade)	From the LFB's perspective, I see no problems with the proposals.	-
QK002/3 (London Buses)	London buses have no comments on the proposed schemes.	-
QK002/4 (Local Member)	We agree with all the proposals for St Mary's Lane with one exception. Not convinced need for the 'Giveaway' road sign and markings at the Lichfield Terrace junction. We agree with the proposals for Corbets Tey Road mini roundabout. Request for speed cushions at the Gaynes Park Road approach.	Additional measures including parking restrictions will be considered for Lichfield Terrace junction. The speed cushions at the Gaynes Park Road approach could be considered at a later date if necessary.
QK002/5 (165 Corbets Tey Road)	Wish to object to the proposals and wish to speak at the Highways Advisory Committee. .	Staff considered that the proposed safety improvements would improve road safety at this location. The resident will be notified about the Highway Advisory Committee.
QK002/6 (169 Corbets Tey Road)	Welcome your ideas. Use of speed cameras may be help.	The Council has no control over the sites selection for speed cameras. London Safety Camera Partnership is responsible for the site selection, operations and maintenance of these speed cameras in London.
QK002/7 (173, Corbets Tey Road)	Request to confirm the speed cushion location.	Staff confirmed the exact speed cushion location.
QK002/8 (177 Corbets Tey Road)	We would be very happy to see the proposed improvements take place.	-
QK002/9 (8 Park Drive)	Request for rumble strips instead speed cushions.	Staff considered that speed cushions are best suited to this location compared with rumble strips which are normally used in rural areas.

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QK002/10 (197 Corbets Tey Road)	'No entry' from Corbets Tey Road and No Right turns from those roads would be more effective solution.	Staff considered that the proposed safety improvements would be adequate to minimise accidents at this location. The proposals of 'No Entry' and right turn bans would cause a significant inconvenience to the local residents and public.
QK002/11 (2 Lichfield Terrace)	Any safety improvements would be welcome. Request for no parking at the Lichfield Terrace junction and near pedestrian crossing.	Additional measures including parking restrictions will be considered for Lichfield Terrace junction.