



## HIGHWAYS ADVISORY COMMITTEE

5 July 2016

**Subject Heading:**

**RAINHAM ROAD BETWEEN WOOD  
LANE AND NEWTONS CORNER  
ROUNABOUT 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 £64,000 for  
implementation will be met by  
Transport for London through the  
2016/17 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

Rainham Road between Wood Lane and Newtons Corner Roundabout – 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 speed tables, humped zebra crossing, 30mph with slow down vehicle activated signs, rumble strips and white reflective studs 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 **Elm Park and South Hornchurch** 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) Rainham Road between Wood Lane and Sowrey Avenue  
(Plan No: QP003/1 )
    - Speed table as shown
    - 30mph with slow down vehicle activated sign as shown
  - (b) Rainham Road between Sowrey Avenue and Simpson Road  
(Plan No.:QP003/2 )
    - Humped zebra crossing outside Property No. 12 Bretons Cottages, Rainham Road
  - (c) Rainham Road between Simpson Road and Ford Lane  
(Plan Nos. QP003/3 and QP003/4)
    - Speed tables (2No.) as shown
    - Rumble strips as shown
    - White reflective studs as shown
  - (d) Rainham Road between Ford Lane and Newtons Corner Roundabout  
(Plan No. QP003/5)
    - 30mph with slow down vehicle activated as shown.
2. That, it be noted that the estimated costs of £64,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

## REPORT DETAIL

### 1.0 Background

- 1.1 In October 2015, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2016/17 Havering Borough Spending Plan settlement. Rainham Road between Wood Lane and Newtons Corner Roundabout – 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 Rainham Road 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 Rainham Road by Simpson 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	Southbound	Northbound	Southbound
Rainham Road by Simpson Road	37	36	47	43

The 85<sup>th</sup> percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Rainham 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 August 2015, twenty one personal injury accidents (PIAs) were recorded along Rainham Road between Wood Lane and Newtons Corner Roundabout. Of the twenty one PIAs in Rainham Road, one was fatal, two were serious; two were speed related; one involved pedestrian and five occurred during the hours of darkness.

<b>Location</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total PIAs</b>
Rainham Road / Wood Lane Junction	0	0	3	3
Rainham Road between Wood Lane and Sowrey Avenue	0	0	1	1
Rainham Road / Sowrey Avenue Junction	0	0	1 (1-Dark) (1-Speed)	1
Rainham Road between Sowrey Avenue and Simpson Road	0	0	3 (1-Dark)	3
Rainham Road / Simpson Road Junction	0	0	6 (1-Speed) (1-Dark)	6
Rainham Road between Simpson Road and Ford Lane	1 (1-Dark)	0	0	1
Rainham Road / Ford Lane Junction	0	2 (1-Ped)	4 (1-Dark)	6
<b>Total</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>21</b>

## Proposals

- 1.5 The following safety improvements are proposed along Rainham Road between Wood Lane and Newtons Corner Roundabout to reduce vehicle speeds and minimise accidents.
- (a) Rainham Road between Wood Lane and Sowrey Avenue  
(Plan No:QP003/1)
    - Speed table as shown
    - 30mph with 'slow down' vehicle activated sign as shown
  - (b) Rainham Road between Sowrey Avenue and Simpson Road  
(Plan No:QP003/2)
    - Humped zebra crossing outside property No.12 Bretons Farm, Rainham Road
  - (c) Rainham Road between Simpson Road and Ford Lane  
(Plan Nos:QP003/3 and QP003/4)
    - Speed tables (2No.) as shown
    - Rumble strips as shown
    - White reflective studs as shown
  - (d) Rainham Road between Ford Lane and Newtons Corner Roundabout  
(Plan No:QP003/5)
    - 30mph with 'slow down' vehicle activated sign as shown.

## **2.0 Outcome of public consultation**

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 100 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. Seven written responses from Local Members, cycling representatives 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 Rainham Road between Wood Lane and Newtons Corner Roundabout. Of the twenty one PIAs in Rainham Road, one was fatal, two were serious; two were speed related; one involved pedestrian and five occurred during the hours of darkness.
- 3.2 The proposed safety improvements would minimise accidents along Rainham Road between Wood Lane and Newtons Corner roundabout. 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 £64,000 for implementation will be met from the Transport for London's (TfL) 2016/17 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. QP003/1, QP003/2, QP003/3, QP003/4 and QP003/5.**

**APPENDIX  
SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
QO003/1 (Local Member)	I have been pushing for accident reduction in this road for sometime now. Hopefully the proposed safety improvements will slow down.	-
QP003/2 (Havering Cyclists)	This is positive news. Sadly, I heard that there was a cyclist killed this week in an accident on Rainham Road at the junction with Sowrey Avenue.	-
QP003/3 (Cycling Representative)	This has been a long time coming and bend is very dangerous and report points out a lot of drivers speed along that stretch of road around the bend. Request 30mph for whole length of Rainham Road.	The proposal of 30mph for whole length could be considered at a later date if necessary.
QP003/4 (Metropolitan Police)	I have no objections to the proposed scheme however one point to note would be on vehicle speeds. The installation of raised tables and road humps on a road with speeds up to 45mph, although speeds above the 30mph are due to non compliance, there is a risk of vehicle hitting these at a non compliant speed. Will these new layouts particularly humps be signed to introduce the changes.	Road humps signs will be installed in accordance with road sign manual at these features.
QP003/5 (John Tucker)	Please no more speed bumps. The ones recently installed along by the windmill in Upminster are horrendous and way too steep for the allowed speed limit. Any obstacle that's planned should be negotiable at the allowed speed limit without a massive jolt to the vehicle and occupants. The Upminster ones I'm sure are for 20 mph as that's the speed you have to reduce to negotiate them comfortably whereas the limit is 30.	Staff considered that the proposed measures would reduce vehicle speeds and accidents in the area. All speed tables will be installed in accordance with road hump regulations. The road signs will also be installed to warn the drivers about the speed tables.
QP003/6 (9 Gosport Drive, Hornchurch, RM12 6NU)	Reduce vehicle speeds along Rainham Road at the Wood Lane, Sowrey Avenue and Simpson Road Junctions. Introduce roundabout at the Wood Lane Junction.	Staff considered that the proposed measures would reduce vehicle speeds and accidents in the area. Further measures could be considered at a later date, if necessary.
QP003/7 Divisional Officer Echo Junior Football League	Of course, it is a good idea in principle. Signage, humped zebra, rumble strips would remain the drivers to the appropriate speed limit. I only object to speed tables.	Staff considered that the proposed measures would help to reduce vehicle speeds and accidents along this road.