



HIGHWAYS ADVISORY COMMITTEE

4 October 2016

Subject Heading:

**HORNCHURCH ROAD BETWEEN
ALBANY ROAD AND LYNDHURST
DRIVE 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 £85,000 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

Hornchurch Road between Albany Road and Lyndhurst Drive – 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 and humped zebra crossings 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 **Hylands** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Hornchurch Road between Albany Road and Cheviot Road (Plan No:QP001-1)
 - Speed table as shown
 - Humped zebra crossing as shown
 - (b) Hornchurch Road between Hyland Way and Harrow Drive (Plan No:QP001-2)
 - Speed tables (2No.) as shown.
 - (c) Hornchurch Road between Elmhurst Drive and Lyndhurst Drive (Plan No:QP001-3)
 - Humped zebra crossing as shown
 - Speed table as shown
2. That, the Committee having considered the representations made in response to the public consultation process, recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that
 - (a) the bus stop clearway, high kerbs area and red block pavement area opposite to St Mary's Primary School be extended as shown on Plan No:QP001-1. Guardrails will also be provided between entry and exit accesses outside the school and
 - (b) the existing traffic island at the zebra crossing along Hornchurch Road outside Nos. 96 and 98 will be retained including humped zebra crossing.

3. That, it be noted that the estimated costs of £85,000, 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. Hornchurch Road between Albany Road and Lyndhurst Drive – 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 Hornchurch 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 1700 vehicles per hour during peak periods along Hornchurch Road by St Leonards Way.

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
Hornchurch Road by St Leonards Way	39	37	45	46
Hornchurch Road by Albany Road	38	35	46	46

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Hornchurch 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, thirty seven personal injury accidents (PIAs) were recorded along Hornchurch Road between Albany Road and Lyndhurst Drive. Of the thirty seven PIAs in Hornchurch Road between Albany Road and Lyndhurst Drive, one was fatal, five were serious; one was speed related; nine involved pedestrians and six occurred during the hours of darkness.

Location	Fatal	Serious	Slight	Total PIAs
Hornchurch Road between Albany Road and Cheviot Road	1 (1-Ped) (1-Dark)	2	6 (1-Ped)	9
Hornchurch Road / Cheviot Road Junction	0	0	1 (1-Ped)	1
Hornchurch Road / Vicarage Road Junction	0	0	1 (1-Dark)	1
Hornchurch Road / Purbeck Road Junction	0	0	2	2
Hornchurch Road / Southdown Road Junction	0	1	3 (1-Speed)	4
Hornchurch Road / Northdown Road Junction	0	1	2 (1-Ped)	3
Hornchurch Road / Hyland Way Junction	0	0	4	4
Hornchurch Road between Hyland Way & St Leonards Way	0	0	2 (1-Ped) (1-Dark)	2
Hornchurch Road / St Leonards Way Junction	0	0	1	1
Hornchurch Road / Harrow Drive Junction	0	1 (1-Ped)	0	1
Hornchurch Road / Elmhurst Drive Junction	0	0	2	2
Hornchurch Road between Elmhurst Drive & Grosvenor Drive	0	0	3 (1-Ped) (1-Dark)	3
Hornchurch Road / Grosvenor Road Junction	0	0	3 (1-Ped) (2-Dark)	3
Hornchurch Road / Lynhurst Drive Junction	0	0	1 (1-Ped)	1
Total	1	5	31	37

Proposals

The following safety improvements are proposed along Rainham Road between Wood Lane and Newtons Corner Roundabout to reduce vehicle speeds and minimise accidents.

- Hornchurch Road between Albany Road and Cheviot Road (Plan No:QP001-1)
 - Speed table as shown
 - Humped zebra crossing as shown

- Hornchurch Road between Hyland Way and Harrow Drive (Plan No:QP001-2)
 - Speed tables (2No.) as shown.

- Hornchurch Road between Elmhurst Drive and Lyndhurst Drive (Plan No:QP001-3)
 - Humped zebra crossing as shown
 - Speed table as shown

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 180 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. Twelve written responses from Local Members, cycling representatives, London Fire Brigade, London Buses (Infrastructure) 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 thirty seven personal injury accidents (PIAs) were recorded over five year period along Hornchurch Road Albany Road and Lyndhurst Drive. Of the thirty seven PIAs, one was fatal, five were serious; one was speed related; nine involved pedestrian and six occurred during the hours of darkness.
- 3.2 The proposed safety improvements would minimise accidents along Hornchurch Road between Albany Road and Lyndhurst Drive. 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 £85,000 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 Street Management 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 Street Management 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. QP001-1, QP001-2 and QP003-3.**