



HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**HORNCHURCH ROAD/GROSVENOR
DRIVE JUNCTION ACCIDENT
REDUCTION PROGRAMME –
PROPOSED JUNCTION SPEED TABLE
(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 £15,000 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/Grosvenor Drive Junction – 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 and junction speed table is proposed to improve bus access and minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the junction speed table 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 junction speed table as shown on drawing No. QP001-3/1 be implemented.
2. That, it be noted that the estimated costs of £15,000, 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/Grosvenor Drive Junction 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/Grosvenor Drive Junction Accident Reduction Programme will help to meet these targets.
- 1.3 In October 2016, the Highways Advisory Committee approved a scheme along Hornchurch Road between Albany Road and Lyndhurst Drive. As part this scheme, a speed table proposed along Hornchurch Road just east of Grosvenor Drive. Following the public consultation results and London Buses

request, this speed table is replaced with junction speed table in this scheme to improve access for buses at this location.

Survey Results

- 1.4 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

- 1.5 In the five-year period to August 2015, three personal injury accidents (PIAs) were recorded Hornchurch Road/Grosvenor Drive Junction. Of the three PIAs, one involved pedestrian and two occurred during the hours of darkness.

Proposals

- 1.6 The junction speed table is proposed at the Hornchurch Road/Grosvenor Road Junction as shown Plan No. QP001-3/1 to reduce vehicle speeds and minimise accidents. The proposal would also improve access for buses at this location.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 15 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. One written response from Member was received and the Member indicated that it is a significant safety measure.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that three personal injury accidents (PIAs) were recorded Hornchurch Road/Grosvenor Drive Junction. Of the three PIAs, one involved pedestrians and two occurred during the hours of darkness.

- 3.2 The proposed junction speed table would minimise accidents and improve buses access at the Hornchurch Road/Grosvenor Drive Junction. It is therefore recommended that the proposed junction speed table 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 £15,000 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. Drawing No. QP003-3/1.**