



HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**ROMFORD TOWN CENTRE 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 £95,000 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	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

Romford Town Centre – 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, humped pelican crossing, speed tables, build out, gateway measures with coloured surfacing and 20/30mph roundels, 20mph roundels road markings, 20/30mph road signs, roundabout centre line 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 **Romford Town Centre** 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) All the roads inside Ring Road (Plan Nos:QP005-1 and QP005-2)
 - 20mph Zone
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - 20mph roundels road markings
 - (b) South Street between Victoria Road and Ring Road (Plan No:QP005-3)
 - Speed tables (2No.) as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - (c) Victoria Road between South Street and Mercury Gardens (Plan No:QP005-4)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - (d) Eastern Road between South Street and Ring Road (Plan No:QP005-5)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - (e) Western Road between South Street and Mercury Gardens (Plan No:QP005-6)
 - Humped pelican crossing as shown.

- Relocation of bus cage
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (f) Exchange Street between Waterloo Road and Havana Close (Plan No:QP005-7)
- Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (g) High Street between St Edwards Way and Angel Way (Plan No:QP005-8)
- Kerb build-out as shown
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (h) Waterloo Road / Oldchurch Road Roundabout (Plan No:QP005-9)
- Road markings changes as shown
- (i) Mercury Gardens / Western Road Roundabout (Plan No:QP005-10)
- Road marking changes as shown
- (j) Main Road / St Edwards Way Roundabout (Plan No:QP005-11)
- Road marking changes as shown
- (k) North Street / St Edwards Way Roundabout (Plan No:QP005-12)
- Road marking changes as shown
2. That, it be noted that the estimated costs of £95,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.
- 3.

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 Local Implementation Plan Allocation. Romford Town Centre – 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 Romford Town Centre Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 2000 and 700 vehicles per hour during peak periods use the roads along and inside Ring Road respectively.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound
St Edwards Way by Mawney Road	36	40	42	47
St Edwards Way by Church Lane	38	39	41	42
Mercury Gardens between Main Road and Western Road	37	37	41	41
Thurloe Gardens between Victoria Road and South Street	40	42	44	49
Waterloo Road by Union Road	38	40	45	49
Western Road between South Street and Mercury Gardens	26	24	30	31
Eastern Road between South Street and Mercury Gardens	25	28	30	33

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along the Ring 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, forty eight personal injury accidents (PIAs) were recorded inside the Ring Road. Of the forty eight PIAs inside the Ring Road, one was fatal; three were serious; one was speed related; twenty six involved pedestrians and six occurred during the hours of darkness. During the same period, one hundred thirty seven PIAs were recorded along the Ring Road. Of the one hundred thirty seven PIAs, two were fatal; eight were serious; five were speed related; sixteen involved pedestrians and twenty nine occurred during the hours of darkness. Details of PIAs are as follows:

Inside Ring Road

Location	Fatal	Serious	Slight	Total PIAs
Atlanta Boulevard	0	1 (1-Ped)	0	1
Bridge Close	0	0	1 (1-Dark)	1
Exchange Street	0	0	2 (1-Speed) (1-Dark)	2
High Street	0	1	4 (1-Ped)	5
Market Link	0	0	1 (1-Ped) (1-Dark)	1
South Street	0	1 (1-Ped)	8 (7-Ped)	9
South Street/Victoria Road Junction	0	0	11 (7-Ped) (3-Dark) (1-Speed)	11
The Mews	0	0	1 (1-Ped)	1
Victoria Road	0	0	2 (1-Ped)	2
Western Road	1 (1-Ped)	0	14 (5-Ped)	15
Total	1	3	44	48

Along Ring Road

Location	Fatal	Serious	Slight	Total PIAs
Main Road / St Edwards Way Roundabout	0	1	10 (6-Dark) (1-Speed)	11
Mercury Gardens	0	0	4	4
Mercury Gardens / Western Road Roundabout	0	1	6 (2-Ped) (3-Dark)	7
North Street / St Edwards Way Roundabout	1 (1-Dark) (1-Speed)	0	15 (5-Dark)	16
Oldchurch Road between Waterloo Road and South Street	0	0	1	1
South Street / Thurloe Gardens Traffic Signal Junction	0	0	16 (4-Dark)	16

St Edwards Way between North Street and Main Road	0	1 (1-Ped)	7 (2-Ped)	8
St Edwards Way between London Road and North Street	0	0	8 (2-Ped) (1-Speed)	8
St Edwards Way / Mawney Road Junction	0	1 (1-Ped) (1-Dark)	7 (1-Ped)	8
Thurloe Gardens	0	0	1	1
Victoria Road / Thurloe Gardens Traffic Signal Junction	0	1	10 (3-Ped) (5-Drak)	11
Waterloo Road	0	0	9 (2-Ped) (2-Dark)	9
Waterloo Road / Exchange Street Traffic Signal Junction	1 (1-Ped)	1	3 (2-Dark)	5
Waterloo Road / London Road Roundabout	0	1	8 (1-Dark) (1-Speed)	9
Waterloo Road / Oldchurch Road Roundabout	0	1	22 (1-Ped) (4-Dark) (1-Speed)	23
Total	2	8	127	137

Proposals

The following safety improvements are proposed inside the Ring Road and along the Ring Road to reduce vehicle speeds and minimise accidents.

- (a) All the roads inside Ring Road (Plan Nos:QP005-1 and QP005-2)
 - 20mph Zone
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - 20mph roundels road markings
- (b) South Street between Victoria Road and Ring Road (Plan No:QP005-3)
 - Speed tables (2No.) as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
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- (d) Eastern Road between South Street and Ring Road (Plan No:QP005-5)
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- (e) Western Road between South Street and Mercury Gardens (Plan No:QP005-6)
 - Humped pelican crossing as shown.
 - Relocation of bus cage
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- (g) High Street between St Edwards Way and Angel Way (Plan No:QP005-8)
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- (h) Waterloo Road / Oldchurch Road Roundabout (Plan No:QP005-9)
 - Road markings changes as shown

- (i) Mercury Gardens / Western Road Roundabout (Plan No:QP005-10)
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- (j) Main Road / St Edwards Way Roundabout (Plan No:QP005-11)
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- (k) North Street / St Edwards Way Roundabout (Plan No:QP005-12)
 - Road marking changes as shown

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were posted to local residents / occupiers. Approximately, 2600 letters were posted to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Eight written responses from cycling representatives, Metropolitan Police 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 forty eight personal injury accidents (PIAs) were recorded inside the Ring Road. Of the forty eight PIAs inside the Ring Road, one was fatal; three were serious; one was speed related; twenty six involved pedestrians and six occurred during the hours of darkness. During the same period, one hundred thirty seven PIAs were recorded along the Ring Road. Of the one hundred thirty seven PIAs, two were fatal; eight were serious; five were speed related; sixteen involved pedestrians and twenty nine occurred during the hours of darkness.

3.2 The proposed safety improvements would minimise accidents along and inside the Ring 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:

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 £95,000 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 Nos. QP005-1 to QP005-12,**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QO005/1 (London Cycling Campaign)	Yes very much in favour of 20mph in town centres and all residential areas too.	-
QP005/2 (the resident, 38 Rom Crescent)	Any scheme that reduces the speed of vehicles has my full support. The scheme has to include Rom Valley Way and Roneo corner Ring Road.	The funding is only available to carry out safety measures in Romford Town Centre. Roneo corner area could be considered at a later date if funding is available in future.
QP005/3 (Cycling representative)	This is an excellent scheme where there is a high interaction area between pedestrians, cyclists and vehicles. I am strongly in support of this. Indeed, I would be strongly in support of all Havering's Retail/Commercial hubs, e.g. Collier Row, Hornchurch, Rainham, Upminster etc. to be 20mph areas and some already are but could be extended.	-
QP005/4 (the resident, Havering)	I think this proposed 20mph zone makes sense. I don't think it's safe to drive faster than that speed inside the ring road.	-
QP005/5 (the resident, 35 Chester Avenue)	Having reviewed the proposal and using the area regularly, any proposal that reduces the speed of vehicles has my full support. Request to include Rom Valley Way and Roneo Corner Ring Road	Roneo corner area could be considered at a later date if funding is available in future.
QP005/6 (Metropolitan Police)	The reduction of casualties and road safety is always a priority. However careful consideration must be taken into dealing with what the problem is and why it is happening. Pedestrian collisions off peak form the majority however speed related collision are a low end of the scale. Collision stats do not appear to show speed is a causation factor of collisions. An introduction of speed tables where speeds are that high invite a collision risk all be it that the vehicles are exceeding the legal limit. The introduction of raised tables will reduce emergency response times, particularly, London Ambulance Response	Staff considered that the proposals would reduce vehicle speeds and minimise accidents in the area, particularly where the high number of pedestrian accidents occurred. It is considered that the proposals would not cause a significant problem.

	times and patient comfort.	
QP005/7 (Cycling UK 'Right to Ride' Network)	It is essential to construct all speed tables. Road humps etc with entry and exit ramps in sinusoidal profile.	Sinusoidal speed tables are not necessary at this location. However it could be considered at the detail design stage.
QP005/8 (The resident, Havering)	I am totally against any more speed tables being built in any road in any areas for the following reasons. (a) Speed tables make driving uncomfortable and cause pain in my back (2) Speed tables cause more pollution due to stop to start acceleration of vehicles (3) Speed tables cause excess wear to vehicle components.	Staff considered that the speed table would not cause significant problems if the vehicles travel at the appropriate speeds for the particular roads. The proposals would reduce vehicles speeds and minimise accidents in the area.