



HIGHWAYS ADVISORY COMMITTEE

10 January 2017

Subject Heading:

**BOROUGHWIDE 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 £20,000 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

A1306 New Road, Rush Green Road, Brentwood Road and Straight Road – 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 pedestrian refuges and speed table are proposed to 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 above proposals be approved.

The scheme is within **Rainham & Wennington, Brooklands, Squirrels Heath, Emerson Park and Heaton** wards.

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 following proposals as shown on the relevant drawings be implemented.
 - (a) A1306 New Road by Wentworth Way – Pedestrian refuge (Drawing No. QP004/1)
 - (b) Straight Road outside property No. 321 – Pedestrian refuge (Drawing No. QP004/4/1)
2. Following the public consultation results, the following proposals including the pedestrian refuge and speed table along Brentwood Road by Great Gardens Road and pedestrian refuge along Rush Green Road south of Clayton Road will be rejected.
 - (a) Rush Green Road west of Clayton Road – Pedestrian refuge (Drawing No. QP004/2)
 - (b) Brentwood Road / Great Gardens Road Junction – Speed table (Drawing No. QP004/3)
3. That, it be noted that the estimated costs of £20,000, 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 Local Implementation Plan settlement. A1306 New Road, Rush Green Road, Brentwood Road and Straight Road 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 A1306 New Road, Rush Green Road, Brentwood Road and Straight Road Accident Reduction Programme will help to meet these targets.

Accidents

- 1.3 In the five-year period to August 2015, the details of personal injury accidents (PIAs) are as follows.

A1306 New Road by Wentworth Way

There have been a total of seven personal injury accidents at the above locations over a five year period. Of this total, one was fatal; one was serious and one involved pedestrian.

Rush Green Road west of Clayton Road

There have been a total of three personal injury accidents at the above location over a five year period. Of this total, one was fatal and one involved pedestrian.

Brentwood Road / Great Gardens Road Junction

There have been a total of two personal injury accidents in the vicinity of the above location over a five year period. Of this total, both were serious and both involved pedestrians.

Straight Road south of Stanwyck Gardens

There have been a total of four personal injury accidents in the vicinity of the above location over a five year period. Of this total, one was serious.

Proposals

- 1.4 The following safety improvements are proposed to minimise accidents in the vicinity.

A1306 New Road by Wentworth Way – Pedestrian refuge
(Drawing No. QP004/1)

Rush Green Road west of Clayton Road – Pedestrian refuge with minor footway parking bay changes
(Drawing No. QP004/2)

Brentwood Road / Great Gardens Road Junction – Speed table
(Drawing No. QP004/3)

Straight Road south of Stanwyck Gardens – Pedestrian refuge
(Drawing No. QP004/4/1)

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, the following numbers of 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. The numbers of responses, received for each location are as follows.

Location	Number of letters delivered	Number of response received
A1306 New Road by Wentworth Way	30	4
Rush Green Road west of Clayton Road	50	6
Brentwood Road / Great Gardens Road Junction	50	5
Straight Road south of Stanwyck Gardens	40	3

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that a number of killed or serious personal injury accidents (PIAs) occurred at these four locations. The majority of PIAs involved pedestrians.
- 3.2 The proposed pedestrian refuges and speed table would minimise accidents at the four locations. However, due to level of opposition to the Brentwood Road and Rush Green Road pedestrian refuges, these two schemes will be rejected and alternative proposals will be considered at a later date. It is therefore recommended that the proposed safety improvements for A1306 New Road and Straight Road 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 £20,000 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. QP004/1, QP004/2, QP004/3 and QP004/4/1.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
A1306 NEW ROAD BY WENTWORTH WAY		
QP004/1/1 (Local Member)	Good Idea	-
QP004/1/2 (Member)	No initial comments	-
QP004/1/3 (Ray Whitehouse, Cycling Representative)	This crossing would be very helpful. It would be even more helpful if at the same time, you could make the footpath on the south side of the A1306 a shared path between the crossing and Dovers corner.	The funding is not currently available to extend the shared use footpath. It could be considered at a later date.
QP004/1/4 (The resident, 11 Wentworth Way)	I agree with this proposal of a pedestrian refuge as there have been so many near misses and also it will help to protect you when you are turning right into Wentworth Way.	-
RUSH GREEN ROAD WEST OF CLAYTON ROAD		
QP004/2/1 (Member)	No initial comments	-
QP004/2/2 (Local Member)	As a local resident and local Councillor for the area I would be opposed to the proposed additional crossing location in Rush Green Road. Reasons ; - there is already a zebra crossing and push button pedestrian crossing within close proximity of the proposed location - the proposed crossing is too close to the bus stops and would create difficulties for vehicles to overtake the parked buses with a crossing island in the way.	-
QP004/2/3 (Ray Whitehouse, Cycling Representative)	Make sure the refuge can accommodate disabled vehicles, push chairs and 2 wheeled cycles. Make sure that the extension of on street parking does not in any way impact on the shared pathway/cycle way.	The proposed pedestrian refuge is wide enough to cater all these users. The proposal would not affect shared pathway/cycle way.
QP004/2/4 (The resident, 342 Rush Green Road)	There is already a zebra crossing 70yards away and a 10 seconds walk away from the pedestrian refuge. This has also decreased the parking facilities for the residents. At present there is not enough space for the residents to park their cars within distance of their homes. We have also been saving to have a drive way installed, would you proposed interfere	Staff considered that the proposed pedestrian refuge would help pedestrians to cross carriageway safely and minimise accidents at this location. It would not cause significant problems for pedestrians

	with this being implemented. The pedestrian refuge will also cause pedestrian noise and destruction to us and our neighbours. The proposals cause more accidents and will not reduce your accident statistics.	or vehicular traffic as described.
QP004/2/5 (The resident of Rush Green Road)	Strongly against your proposal of a pedestrian refuge. Your proposals are likely to make the area more dangerous, increasing accidents rather reducing them. Your proposals will make it harder for drivers to overtake a stationary bus and it will be impossible if there are buses at both stops. It will increase vehicle emissions as cars keep stopping and starting. Finally it will cause even more congestion on the road.	Staff considered that the proposed pedestrian refuge would help pedestrians to cross carriageway safely and minimise accidents at this location. It would not cause significant problems for pedestrians or vehicular traffic as described.
QP004/2/6 (The resident, 415 Rush Green Road)	That your proposal is only likely to cause traffic chaos and lead to both traffic and vehicle accidents and injuries: <ul style="list-style-type: none"> – Increase traffic congestion within the proposed areas. – Create bottleneck within this area which would lead to uncontrolled traffic queue not just at the proposed spot but along the whole of Rush Green Road – Lead to vehicle collision and pedestrian injuries – Detrimental to health and safety of residents due to increased traffic congestion and collisions at the proposed area. 	Staff considered that the proposed pedestrian refuge would help pedestrians to cross carriageway safely and minimise accidents at this location. It would not cause significant problems for pedestrians or vehicular traffic as described.
BRENTWOOD ROAD / GREAT GARDENS ROAD JUNCTION		
QP004/3/1 (Leader of the Council)	He doesn't consider the proposed pedestrian refuge to be well placed given its proximity to the bus stop. This may cause issues for any vehicles looking to overtake a bus at the bus stop.	-
QP004/3/2 (Member)	No initial comments	-
QP004/3/3 Ray Whitehouse, Cycling Representative)	Make sure the refuge can accommodate disabled vehicles, push chairs and 2 wheeled cycles.	The proposed pedestrian refuge is wide enough to cater all these users.
QP004/3/4 (The resident, 289 Brentwood Road)	I am always in agreement for safety for pedestrians and have vented my concerns about the location/area for Brentwood Road for a number of years. My concerns for this particular pedestrian refuge are:	Staff considered that the proposed pedestrian refuge and speed table would help pedestrians to cross carriageway safely

	<p>(1) The proposed pedestrian refuge would cause more danger for the oncoming cars in the opposite direction.</p> <p>(2) The existing bus stop does not allow any stopping for parking for residents in this location (including myself)</p> <p>(3) My area for pulling over in the car is outside number 291 which enables me to pull over, thus allowing me to reverse into my front drive. I am unable to drive into my front drive as if I do so, it is practically impossible to reverse out due to the speed of the oncoming cars coming round the bend in the road which proves near to impossible due to the speed of the traffic. So my means for parking is to reverse in, as it is easier to drive out if the car is facing forwards giving more visibility to the oncoming traffic.</p> <p>(4) If a pedestrian refuge is placed outside the residence of 291/293 you will get the idiots that do not currently wait for the bus to move off and tend to overtake the bus when it is letting passengers alight at the bus stop. This means the driver of the vehicle will overtake the bus, and if I am trying to park or even my neighbour (during this time) they will immediately end up behind our vehicle and will probably not wait for us to park (like they do), and this would then mean they try to overtake us in the outer lane and go via the oncoming cars in the other lane which could be a fatal collision with them crashing into the refuge.</p> <p>(5) The speed of cars in this stretch is a major concern which I have vented over the years and the speed element needs to be looked at in this location due to the bend in the road which some drivers tend to take for a race course especially once they drive over the bridge situated in-between Osborne Road and Lawrence Road.</p> <p>(6) It is very difficult to explain the situation. I am happy for a member of your team to actually come and pay myself a visit so you can see what it is like as a</p>	<p>and minimise accidents at this location. It would not cause significant problems for pedestrians or vehicular traffic as described.</p>
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	<p>resident in your house dealing with cars beeping the horns due to idiotic drivers trying to do stupid manoeuvres in this location. I don't believe the seriousness of this stretch of road is being taken deeply in to consideration.</p> <p>(7) Also, I am not sure why a refuge is needed in this location when there is a refuge a few feet away outside Domino's Pizza/Central Computers. Two refuges within a few feet of each other seem not practical and the money could be spend better elsewhere i.e putting in a speed restriction between certain points on Brentwood Road. This refuge is quite scary once you're stuck in the middle of the traffic going both ways as the speed of the cars is well over the speed limit and you never know if someone will come crashing into the refuge due to the curve/bend in the road at this location.</p> <p>(8) Also if a refuge is put in place, how on earth does the driver go to pull over to drop of my food delivery shopping and also my neighbours as he will be unable to pull over if a refuge is put in place outside 291/293. We tend to use Asda/Tesco's shopping delivery service.</p> <p>(9)Also if a dustbin truck has pulled over to collect rubbish/recycling, again you get the motorists that are just so impatient they want to overtake any vehicle which is pulled over whether it will be for 1 minute or 5 minutes. If a refuge is in place outside 291/293 I would not want to imagine the consequences.</p> <p>(10) The neighbours in this vicinity are not being thought about at all with these proposals which may be implemented.</p>	
<p>QP004/3/5 (The residents, 293 Brentwood Road)</p>	<p>Your suggestion for a speed table at the top of Great Gardens Road has no real bearing on us. Our concern and the reason for this e-mail are regarding the proposed pedestrian refuge outside of our</p>	<p>Staff considered that the proposed pedestrian refuge and speed table would help pedestrians to cross carriageway safely</p>

	<p>house.</p> <p>You may have noticed that there is a slight bend to the road so entry to and especially entry from our drive way is difficult at the best of times. With the central reservation installed it will be made all the more difficult as the angle we exit would need to be more extreme to avoid hitting the island. At present it can take up to 10 minutes to depart from our drive way. This would increase this further.</p> <p>In the 20 years we have resided in this house we have only ever witness one accident involving a pedestrian, and that was caused by the state of intoxication of the pedestrian when they alighted from the bus and crossed the road.</p> <p>A central reservation may be classed as a safety measure but people will cross wherever is convenient for them. This will happen at any cross roads. We frequently have very elderly folk crossing the road 10 foot away from the already existing central reservation outside of Domino's pizza! A new additional area being placed outside of our house I would deem as unnecessary as you have already the existing area outside of Dominos and then a further one outside of the Doctors surgery approx. 100 metres away.</p> <p>The matter that needs to be addressed is the speed that people travel down Brentwood Road and the fact that many overtake the busses whilst they are at bus stops when there is insufficient room with oncoming traffic and also poor visibility of pedestrians. The area already has signs indicating no overtaking but these are not adhered to.</p> <p>Maybe speed bumps to slow the traffic down would be a better idea!</p> <p>If you deem it necessary to install an addition central reservation then I recommend that you actually place it at the rear of the bus stop between numbers 287 and 285. This would then encourage pedestrians to cross behind the bus (in both directions to and from Romford Town Centre) and make them more visible to vehicles. This is already in place between the Margaret Road and Witham Road bus stops in Heath Park Road. Also the fact that the cars would then not be able to overtake the bus in the bus stop as there</p>	<p>and minimise accidents at this location. It would not cause significant problems for pedestrians or vehicular traffic as described.</p>
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	<p>would be a central reservation stopping them. If the central reservation was placed at the front of the bus, then cars may well still try to overtake the bus but then come into contact with the island. Causing more issues!</p> <p>Unfortunately, as said earlier, central reservations do not necessarily slow the traffic down, which we believe is the main issue. Evidence of this can still be seen by the damage and collision with the Margaret Road/Witham Road central reservation in Heath Park Road which occurred on the first weekend in December of this year! (Please see the attached photograph)</p> <p>Vehicle speed is the issue!</p> <p>If a central reservation is deemed appropriate, then it should be placed where it makes pedestrians visible to vehicles behind the buses and stops vehicles trying to overtake the bus whilst they are in the bus stops!</p>	
STRAIGHT ROAD SOUTH OF STANWYCK GARDENS		
QP004/4/1/1 (Member)	No initial comments	-
QP004/4/1/2 (Ray Whitehouse, Cycling Representative)	Make sure the refuge can accommodate disabled vehicles, push chairs and 2 wheeled cycles.	The proposed pedestrian refuge is wide enough to cater all these users.
QP004/4/1/3 (The Resident, No.321 Straight Road)	<p>I would like to draw your attention to a few concerns and I have regarding the proposed pedestrian refuge. I have contacted the Council numerous times to already about the obstruction I face just pulling out of my driveway because of the overgrown trees and the parked cars, the area in which the proposed refuge is to be built is on the brow of a hill and a major blind spot. I've had to guide my elderly mother out several times because it is difficult to see oncoming traffic. If our vision is blocked, pedestrians attempting to cross here are going to have the same problem. This area gets extremely busy as it is with cars, allowing people to cross here I think would be very dangerous.</p> <p>Thank you for taking the time to read this email. I hope you take into consideration my concerns regarding this refuge.</p>	<p>Staff considered that the proposed pedestrian refuge would not cause problems for pedestrians or vehicular traffic. The proposed pedestrian refuge would help the pedestrians to cross the carriageway safely and the resident at No.321 when accessing the drive way. The proposal would also reduce vehicle speeds at this location.</p>

