



Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

3 October 2017

Subject Heading:

**LONDON ROAD ACCIDENT
REDUCTION PROGRAMME –
PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2017/18 Delivery Plan**

Financial summary:

**The estimated cost of £0.1m for
implementation will be met by
Transport for London through the
2017/18 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

London 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 humped pelican crossings, zebra crossing, mini roundabout, speed tables and pedestrian refuge are proposed to minimise accidents. A public consultation has been carried out and this report details the findings of the feasibility study, public consultation and recommends that the safety improvements as detailed in the recommendation be approved.

The scheme is within **Brooklands and Romford Town** 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 safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) London Road / Jutsums Lane Junction (Plan No:QQ003-1)
 - Mini roundabout
 - Zebra crossing
 - (b) London Road west of Burlington Avenue (Plan No:QQ003-2)
 - Speed table
 - (c) London Road west of Springs Gardens
(Outside Crowlands Primary School) (Plan No:QQ003-3)
 - Humped pelican crossing
 - (d) London Road east of Cromer Road (Plan No:QQ003-4)
 - Speed table
 - (e) London Road between Kensington Road & Knighton Road
(Near Slaters Arms Public House) (Plan No. QQ003-5)
 - Humped pelican crossing
 - (f) London Road east of Easbury Road (Plan No:QQ003-6)
 - Pedestrian refuge
 - (g) London Road east of St Andrews Road
(Near Cottons Park) (Plan No:QQ003-7)
 - Humped pelican crossing
2. That, it be noted that the estimated costs of £0.1m, can be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2016, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2017/18 Havering Borough Spending Plan settlement. London 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, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The London 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 London Road.

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
London Road between Norfolk Road and Cromer Road	37	35	50	45
London Road by Spring Gardens	36	35	50	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Wingletye Lane 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 July 2016, fifty nine personal injury accidents (PIAs) were recorded along London Road. Of the fifty nine PIAs in London Road, one was fatal, six were serious; fourteen involved pedestrians; thirteen involved motorcyclists and fifteen occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
London Road between Borough boundary and Southern Way	0	0	2 (1-Dark)	2
London Road / Southern Way Junction	0	0	3 (2-Ped)	3
London Road / Jutsums Lane Junction	0	0	7 (1-Ped)	7
London Road between Jutsums Lane and Crowlands Avenue (At the existing zebra crossing)	0	0	2 (1-Ped)	2
London Road / Crowlands Avenue Junction	0	0	1	1
London Road between Crowlands Avenue and Burlington Avenue	0	0	2 (1-Dark)	2
London Road / Burlington Avenue Junction	0	1	4 (1-Ped) (2-Dark)	5
London Road between Burlington Avenue and Lonsdale Avenue	0	1	2	3
London Road / Spring Gardens Junction and at the existing pelican crossing	0	1 (1-Ped)	2 (2-Ped)	3
London Road / Esher Avenue Junction	0	1	1	2
London Road / Cromer Road Junction	1 (1-Ped) (1-Dark)	0	1	2
London Road / Norfolk Road Junction	0	0	2 (1-Ped) (1-Dark)	2
London Road / Richards Avenue Junction	0	0	1	1
London Road / Kensington Road Junction	0	0	2 (1-Ped) (1-Dark)	2
London Road between Kensington Road and Knighton Road (Existing pelican crossing)	0	0	1	1
London Road / Knighton Road Junction	0	0	1	1
London Road between Knighton Road and Eastbury	0	0	1	1

Road	0	1	2	3
London Road / Eastbury Road Junction	0	1	2 (1-Ped) (1-Dark)	3
London Road between Eastbury Road and Cotleigh Road	0	0	3 (1-Dark)	3
London Road / St Andrews Road Junction and existing pelican crossing	0	0	6 (1-Ped) (2-Dark)	6
London Road between St Andrews Road and Knightsbridge Gardens	0	0	1	1
London Road / Knightsbridge Gardens Junction	0	1 (1-Dark)	1 (1-Dark)	2
London Road between Knightsbridge Gardens and Waterloo Road Roundabout	0	0	4 (1-Ped) (2-Dark)	4
Total	1	6	52	59

Proposals

1.5 The following safety improvements are proposed along London Road to reduce vehicle speeds and minimise accidents.

- (a) London Road / Jutsums Lane Junction (Plan No:QQ003-1)
 - Mini roundabout
 - Zebra crossing
- (b) London Road west of Burlington Avenue (Plan No:QQ003-2)
 - Speed table
- (c) London Road west of Springs Gardens
(Outside Crowlands Primary School) (Plan No:QQ003-3)
 - Humped pelican crossing
- (d) London Road east of Cromer Road (Plan No:QQ003-4)
 - Speed table
- (e) London Road between Kensington Road & Knighton Road
(Near Slaters Arms Public House) (Plan No. QQ003-5)
 - Humped pelican crossing
- (f) London Road east of Easbury Road (Plan No:QQ003-6)
 - Pedestrian refuge

- (g) London Road east of St Andrews Road
(Near Cottons Park) (Plan No:QQ003-7)
 - Humped pelican crossing

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 400 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. Eight written responses from Local Members, Head Teacher, 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 fifty nine personal injury accidents (PIAs) were recorded along London Road. Of the fifty nine PIAs in London Road, one was fatal, six were serious; fourteen involved pedestrians; thirteen involved motorcyclists and fifteen occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along London 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 the implementation of the above scheme

The estimated cost of £0.1m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for London Road (A2624). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

The costs shown are an estimate of the full costs of 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 actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment 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 Environment Capital budget.

Legal implications and risks:

The Council's power to construct and maintain roundabouts and places of refuge for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ("HA 1980").

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the "HA 1980". Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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

None.

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QQ003/1 (Local Member 1)	Support the scheme with zebra crossing along Jutsums Lane	-
QQ003/2 (Local Member 2)	It looks good to me. I quite like the addition of the pedestrian crossing in Jutsums Lane near the mini roundabout as it should make it safer for children walking to and from St Edward's School	-
QQ003/3 (Head Teacher, Crowlands Primary School)	I fully support the proposed works for London Road. Our peoples and their families are at risk daily due to the inconsiderate road users around our school who both speed past our school, (including ignoring traffic signals) and who park inconsiderately. I think these works need to be completed as a matter of urgency.	-
QQ003/4 (Ray Whitehouse, cycling representative)	In general, I support all the proposals within these proposals to slow traffic down along London Road. However, I question the proposal for a mini roundabout at Jutsums Lane and at this stage cannot support is. Request to remove mini roundabout proposal and replace it with raised junction with zebra crossing.	Staff considered that the current proposals including mini roundabout are adequate to minimise accidents along London Road at present. Additional measures could be considered at a later date.
QQ003/5 (The resident, 124 London Road)	Any improvements to reduce the speed on this very busy road would be welcome. The traffic on this road has become very heavy and very fast. The vehicles are disregarding the 30mph warning speed sign located outside The Sun Public House and failure of some vehicles to stop at the pedestrian crossing located adjacent to entrance to Cottons park. Request for additional speed humps between 132 and 110 London Road would benefit from slowing traffic passing in front of their homes.	Staff considered that the current proposals are adequate to minimise accidents along London Road at present. Additional measures could be considered at a later date.
QQ003/6 (The resident, 365 London Road)	Whilst I would agree with the improvements, it would make matters worse at the other end of the road such St Edwards School end. Surely something should put in place here too.	Staff considered that the current proposals are adequate to minimise accidents along London Road at present. Additional measures could be

		considered at a later date.
<p>QQ003/7 (The resident, 371a London Road)</p>	<p>I live on London Road by the side of the crossing to St Edwards School and Westlands Playing Fields. A major problem is with large lorries/vans that speed down London Road very early in the morning. The whole house reverberates from their passing. I think this may be caused by a camber on the road at the crossing. Is there are steps that can be taken to alleviate this issue whilst the upgrade to London Road is taking place.</p>	<p>Staff will inform to relevant section to investigate and rectify the problem if possible.</p>
<p>QQ003/8 (Commuter)</p>	<p>Drivers who do slow down just before and instantly speed up just after the speed table cause increase of harmful pollution. I use this road to commute to workplace and observed those instances on daily basis. I strongly believe this would not benefit local residents in any way, but work the opposite.</p>	<p>Staff considered that the current proposals would not cause problems significantly in terms of pollution. These proposals are adequate to minimise accidents along London Road.</p>