



HIGHWAYS ADVISORY COMMITTEE

13 November 2012

REPORT

Subject Heading:

Hornchurch Road Accident Reduction Programme – Hornchurch Road and Upper Rainham Road Proposed Safety Improvements (The Outcome of Public Consultation)
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The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[X]
High customer satisfaction and a stable council tax	[X]

SUMMARY

Hornchurch Road and Upper Rainham Road – Hornchurch 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 along Hornchurch Road and Upper Rainham Road.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends the installation of safety improvements to include a pedestrian refuge, centreline hatch, slow road markings, vehicle activated sign and road signs.

This 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 Community Empowerment that the following safety improvements be implemented;
 - (a) **Hornchurch Road**
Construction of pedestrian refuge, centre hatch and slow road markings along Hornchurch Road west of Southdown Road as shown on Drawing No. QL003/H/1.
 - (b) **Upper Rainham Road**
De-clutter existing road signs, new traffic signal warning sign, vehicle activated sign, upgrading street lighting, coloured surfacing and slow road markings as shown on Drawing Nos. QL003/U/1 and QL003/U/2.
2. That, it be noted that the estimated cost of £20,000 can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2011, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2012/13 Havering Borough Spending Plan settlement. Hornchurch Road and Upper Rainham Road Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify safety improvements. The feasibility study has now been completed and has looked at ways of improving safety and it is considered that the proposals, as contained in this report will improve road safety and provide pedestrian facilities. In January 2012, the Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Hornchurch Road and Upper Rainham Road Accident Reduction Programme will help to meet these targets.

2.0 Accidents

2.1 In the four-year period to December 2011, 6 personal injury accidents (PIAs) were recorded along Hornchurch Road between Purbeck Road and Northdown Road. Of these 6 PIAs, 1 was serious; 5 were slight injuries and 1 involved pedestrian. During same time period, 8 PIAs were recorded along Upper Rainham Road between Milton Avenue and The Chase. Of these 8 PIAs, 1 was serious; 7 were slight injuries; 3 occurred during the hours of darkness and 2 involved pedestrians.

3.0 Proposals

3.1 It is proposed to provide a pedestrian refuge, centre hatch and slow road markings along Hornchurch Road west of Northdown Road as shown on Drawing No: QL003/H/1. De-clutter existing road signs, new traffic signal warning sign, vehicle activated sign, upgrading street lighting, coloured surfacing and slow road markings are proposed along Upper Rainham Road as shown on Drawing Nos. QL003/U/1 and QL003/U/2. These proposals would provide a pedestrian facility and improve road safety in the area.

4.0 Outcome of the consultation

4.1 Following Highways Advisory Committee approval for a public consultation in January 2012, letters, describing the proposals were delivered to local residents / occupiers along Hornchurch Road in the vicinity of Purbeck Road and Northdown Road. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 80 letters were delivered by hand to premises in the area affected by the proposals. The deadline for receipt of comments was Tuesday 30th October 2012. 11 written responses from Local Members, London Buses and residents were received and the comments are summarised in the Appendix. No public consultations were carried out for Upper Rainham Road as the proposals are minor safety improvements to the existing street furniture.

5.0 Staff comments and conclusions

5.1 The proposed pedestrian refuge, centreline hatch, slow road markings, de-cluttering signs, vehicle activated sign, upgrading street lighting and coloured surfacing would improve pedestrian facility, reduce vehicle speeds and accidents in the area. The majority of respondents supported the scheme. It is therefore recommended that the proposed measures in the recommendation should be approved for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposal is £20,000 which can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

Legal Implications and Risks

The proposals do not require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the proposals including pedestrian refuge and vehicle activated sign, however the proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

- 1. Public consultation letter.**
- 2. Public consultation responses.**
- 3. Drawing Nos. QL003/H/1, QL003/U/1 and QL003/U/2.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
HORNCHURCH ROAD		
QL003/H/1 (Local Member)	It is an excellent idea.	-
QL003/H/2 (London Buses Infrastructure)	Fine as far as bus infrastructure is concerned.	-
QL003/H/3 (London Buses)	The proximity of pedestrian refuge may cause access problem for larger vehicles.	Further measures will be considered to improve access by reducing parking bays.
QL003/H/4 (165-171 Hornchurch Road, Pell Court flat)	Fully back the proposal	-
QL003/H/5 (165-171 Hornchurch Road, Pell Court flat)	Fully back the proposal	-
QL003/H/6 (165-171 Hornchurch Road, Pell Court flat 7)	Would find it very useful.	-
QL003/H/7 (165-171 Hornchurch Road, Pell Court flat 15)	We do need something done to make it easier for us to cross the road	-
QL003/H/8 (165-171 Hornchurch Road, Pell Court flat 23)	Have to wait several minutes to cross the road. The proposal would help.	-
QL003/H/9 (165-171 Hornchurch Road, Pell Court flat)	Fully support the proposal.	-
QL003/H/10 (165-171 Hornchurch Road, Pell Court flat)	Agree with the proposal.	-
QL003/H/11 (165-171 Hornchurch Road, Pell Court flat)	This is absolutely essential because at times it is impossible to cross the road.	-