



Havering
LONDON BOROUGH

Notice of Non-key Executive Decision

Subject Heading:	STATION LANE, HORNCHURCH - COLLISION REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS (REFERENCE: QV006)
Decision Maker:	Imran Kazalbash Assistant Director of Public Realm, Neighbourhoods
Cabinet Member:	Councillor Barry Mugglestone
SLT Lead:	Andrew Blake-Herbert Chief Executive Officer
Report Author and contact details:	Velup Siva, Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy context:	Havering Local Implementation Plan 2022/23 Delivery Plan
Financial summary:	The estimated cost of £0.080m for implementation of Station Lane scheme will be met by Transport for London through the 2022/23 Local Implementation Plan allocation for Casualty Reduction Programme – Station Lane (C40300)
Relevant OSC:	Places
Is this decision exempt from being called-in?	Yes-Non Key

The subject matter of this report deals with the following Council Objectives

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision details the findings of the formal consultation and approves the implementation of raised zebra crossing, installing a speed table at an existing pelican crossing and speed table along Station Lane as shown on the attached Drawing No. QV006/1 in Appendix 2.

The estimated cost of £0.080m for the design, consultation and implementation will be met by Transport for London through the 2022/23 Local Implementation Plan allocation for Casualty Reduction Programme – Station Lane (C40300).

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.8.3. Assistant Director of Environment Delegated Powers

(s) To authorise minor alterations to traffic management orders to enable implementation of approved proposals or continuation of traffic management schemes.

(v) To exercise all powers and duties under the Highways Act 1980 that are not delegated to the Leader or Cabinet Member.

STATEMENT OF THE REASONS FOR THE DECISION

1.0 Background

1.1 In November 2022, Transport for London (TfL) approved funding for a number of Collisions Reduction Schemes as part of the 2022/23 Local Implementation Plan. The 'Station Lane - Collisions Reduction Programme' was one of the schemes approved by TfL. A feasibility study has been carried out to identify potential collisions reduction measures in the area. The feasibility study looked at ways of reducing casualties and risk exposure (especially to vulnerable users) and a series of safety improvements were identified. Following completion of the study, the safety improvements, as set out in this report, were taken forward to a formal public consultation.

1.2 The Mayor's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road and street network including **Haverling** roads in the light of previous incidents. The Mayor's aim is for no-one to be killed in or by a London Bus by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London's roads and streets by 2041. The main targets are as follows:

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- (a) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
- (b) 0 KSIs by 2041
- (c) 0 KSIs by buses by 2030

The Station Lane Collisions Reduction Scheme was developed to help to meet the above targets.

- 1.3 A formal public consultation was carried out in January 2023 and this report details the findings of this consultation as summarised at Appendix 1. This report approves the implementation of raised zebra crossing, raised pelican crossing and speed tables along Station Lane as shown on the attached Drawing No. QV006/1 in Appendix 2.

Traffic Survey Results Summary

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1100 vehicles per hour during peak periods along Station Lane.

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

Location	85 th il Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Station Lane by Mavis Grove	30	28	45	45
Station Lane by Stanley Road	29	28	45	45
Station Lane by Ravenscourt Grove	29	29	45	50
Station Lane by North of Hornchurch Station	29	28	50	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Station Lane within 30mph speed limit. Staff considers the highest speeds to be undesirable and a contributory factor to accidents.

Collisions Summary

- 1.5 In the five-year period, **twenty-six** personal injury Collisions (PICs) were recorded along Station Lane. Of these twenty-six PICs, six were serious; twelve involved pedestrians and nine occurred during the hours of darkness.

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Details of PICs are as follows:

Location	Fatal	Serious	Slight	Total PICs
Station Lane / Station Lane Gyrotory/ Appleton Way Junctions	0	0	5 (3-Dark) (4-Ped)	5
Station Lane / Mavis Grove Junction	0	0	1 (1-Ped)	1
Station Lane between The Avenue and Stanley Road	0	1 (1-Ped)	3 (1-Dark) (1-Ped)	4
Station Lane / Devonshire Road Junction	0	0	1	1
Station Lane between Devonshire Road and Ravenscourt Grove	0	0	2	2
Station Lane / Suttons Avenue Junction	0	0	3 (2-Dark)	3
Station Lane between Suttons Avenue and Suttons Gardens	0	1	0	1
Station Lane / Suttons Gardens Junction	0	0	1 (1-Ped)	1
Station Lane between Suttons Gardens and Kenilworth Gardens	0	1 (1-Dark)	0	1
Station Lane / Kenilworth Gardens Junction	0	1 (1-Dark) (1-Ped)	2	3

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Station Lane between Kenilworth Gardens and Standen Avenue	0	2 (1-Ped)	2 (2-Ped) (1-Dark)	4
Total	0	6	20	26

2.0 Proposals

The following improvements are proposed to reduce vehicle speeds and collisions along Station Lane and Suttons Lane as shown on the attached drawing No. QV006/1.

- (a) Raised zebra crossing along Suttons Lane outside property Nos. 1, 3, and 5.
- (b) Raised pelican crossing along Station Lane outside property Nos. 158, 207, 209 & 211.
- (c) Speed table along Station Lane outside property Nos. 142, 144, 171 & 173.

3.0 Outcome of formal public consultation

- 3.1 Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 190 letters were delivered via post to an area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals.
- 3.2 Six written responses from the Metropolitan Police, London Ambulance Services, Local Members, Better Streets for Havering and Havering resident were received and the comments are summarised in the Appendix 1. A brief summary of comments is as follows.
 - Supported the scheme (three respondents)
 - No objections in principle (one respondent)
 - Should not be an issue if the speed tables are bus friendly (one respondent)
 - Supported raised zebra and pelican crossings, not supported speed table but requested for a raised controlled crossing (one respondent)

4.0 Officers' comments and conclusions

- 4.1 Of the six written responses, no objections were received to the proposals.
- 4.2 The Police and London Ambulance Services stated that they have no objections to the proposals.

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- 4.3 Two local members supported the scheme but their initial comments were to relocate the zebra and pelican crossings. A meeting was arranged to discuss these issues. Following the meeting, all local Members were satisfied and supported the proposals at the existing locations as proposed.
- 4.4 Officers' recommend that the proposed raised zebra crossing, raised pelican crossing and speed table should be implemented along Station Lane and Suttons Lane.

OTHER OPTIONS CONSIDERED AND REJECTED

None.

PRE-DECISION CONSULTATION

A formal consultation has been carried out in January 2023.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 07/03/2023

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here officers seek approval for a scheme to construct raised zebra crossing, raised pelican crossing and speed table with associated works following public consultation.

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 Council's power to implement traffic calming measures in highway maintainable at public expense is set out in Part V of the Highways Act 1980 ("HA 1980"). Before making an order under this provision the Council should ensure that any relevant statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 ("Regulations") are complied with.

The Traffic Signs Regulations and General Directions 2016 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.

FINANCIAL IMPLICATIONS AND RISKS

This report is asking the Assistant Director of Public Realm, Neighbourhoods to approve the implementation of the above scheme.

The estimated cost of £0.080m for feasibility, consultation, detailed design and implementation will be met by Transport for London through the 2022/23 Local Implementation Plan allocation for Casualty Reduction Programme – Station Lane (C40300).

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This is a standard project for Public Realm 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.

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

The recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

EQUALITIES AND SOCIAL INCLUSION 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.

Havering has a diverse community made up of many different groups and individuals. The Council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

There would be some visual impact from the proposals; however, these proposals would generally improve safety for both pedestrians and vehicles.

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ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

The provision of the raised zebra crossing, raised pelican crossing and speed table may change the drivers driving pattern and promote more sustainable travel and therefore this may change emissions in line with the Climate Change Action Plan 2021.

BACKGROUND PAPERS

None.

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Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposals agreed

Details of decision maker

Signed



Name: Imran Kazalbash, Assistant Director of Public Realm, Environment

CMT Member title: Assistant Director, Public Realm, Environment

Cabinet Portfolio held: Councillor Barry Mugglestone, Cabinet Member for Environment

Head of Service title: Mark Hodgson, Head of Highways, Traffic & Parking, Environment

Date: 16/03/23

Lodging this notice

The signed decision notice must be delivered to Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

**APPENDIX 1
SUMMARY OF CONSULTATION RESPONSE**

RESPONSE REF:	COMMENTS	COUNCIL COMMENTS
QV006/1 (Metropolitan Police)	At this stage I have no objections in principal.	-
QV006/2 (London Ambulance Services)	As long as the speed tables are bus friendly and the works will not create full closures and emergency access can be maintained at all times then there should not be an issue.	The speed tables are bus friendly. The Council will try and minimise the delays to all traffic during the construction stage.
QV006/3 (Local Member 1)	<p>I agree with that idea.</p> <p>I would suggest moving the crossing point near the train station to the corner of Kenilworth Gardens</p> <p>Most of the accidents that have occurred in that area have happened at night. I strongly suspect that this is to do with people parking in Kenilworth, and then crossing the street to use the shops for fast food. It is not clear if the accidents involved vehicles or pedestrians</p>	Following the comments, a meeting with the local Members were arranged and discussed these comments in detail. As the current location is in the desire line, it is not advisable to move to a different location. The collisions were not related to the crossing for the fast food shops. The member agreed the explanations and supported the scheme.
QV006/4 (Local Member 2)	As a very regular user of Suttons Lane and Station Lane. Can I ask that you consider moving the pedestrian crossing from its current location outside number 5 Suttons Lane to outside number 11 Suttons Lane. When travelling towards Hornchurch if cars are parked in the layby adjacent to the crossing, it is not until you are almost on top of the crossing that you are able to see if	Following the comments, a meeting with the local Members were arranged and discussed these comments in detail. As the current location is in the desire line, it is not advisable to move to a different location. The member agreed the explanations and supported the scheme.

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	pedestrians are wanting to cross.	
QV006/5 (Havering resident)	<p>I fully support.</p> <p>I would propose a mini roundabout at the junction of Station Lane with Suttons Avenue and Ravenscourt Road where at least 4 RTA have occurred in the last 5 years</p>	<p>The suggestion is not necessary at this stage and could be considered at a later date if necessary.</p>
QV002/6 (Better streets for Havering)	<p>We support the proposals for the raised zebra crossing south of the station and the raised pelican crossing to the north of the station as it will help provide a more accessible crossing point for people walking and wheeling.</p> <p>We do not support the speed table just south of the junction with Suttons Gardens in its current form and consider that it should be a raised controlled crossing to improve the accessibility for walking and wheeling at the northern end of the shipping parade.</p>	<p>The speed table is proposed to slow down the traffic within the area where the serious collisions were recorded. A raised controlled crossing could be considered at a later date, if necessary. The Council believe that the proposals would minimise the collisions where the serious collisions occurred.</p>

APPENDIX 2

Drawing No. QV006/1