



Havering

LONDON BOROUGH

Notice of Non-key Executive Decision

Subject Heading:	HALL LANE AND STATION ROAD, UPMINSTER - COLLISION REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS (REFERENCE: QV007)
Decision Maker:	Councillor Barry Mugglestone, Cabinet Member for Environment
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 £0.126m for the implementation of Hall Lane and Station Road will be met by Transport for London through the 2022/23 Local Implementation Plan allocation for Casualty Reduction Programme – Hall Lane and Station Road (C40220)
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 installing a raised toucan crossing, a raised zebra crossing, a raised pedestrian refuge, a raised speed table with tactile paving, speed tables, road signs and road markings along Hall Lane and Station Road as shown on the attached Drawing Nos. QV007/1R, QV007/2R and QV007/3R in Appendix 2. The speed table proposal in Hall Lane between The Fairway and Ingrebourne Gardens will be relocated towards north as shown on the attached plan. The mini roundabout proposals will be omitted from the original proposals.

The estimated cost of £0.126m 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 – Hall Lane and Station Road (C40220).

This report is asking the Cabinet Member for Environment to approve the implementation of the above scheme.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3, Section 2.6, paragraph (y) Portfolios to be assigned to individual Cabinet Members - Highways & Traffic Schemes

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 Collision Reduction Schemes as part of the 2022/23 Local Implementation Plan. The 'Hall Lane and Station Road - Collisions Reduction Programme' was one of the schemes approved by TfL. A feasibility study has been carried out to identify potential collision 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 Havering 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:
 - (a) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
 - (b) 0 KSIs by 2041

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(c) 0 KSIs by buses by 2030

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

- 1.3 A formal public consultation was carried out in February 2023 and this report details the findings of this consultation as summarised at Appendix 1. This report approves the implementation of a raised toucan crossing, a raised zebra crossing, a raised pedestrian refuge, a raised speed table with tactile paving, speed tables, road signs and road markings along Hall Lane and Station Road as shown on the attached Drawing Nos. QV007/1R, QV007/2R and QV007/3R in Appendix 2.

Traffic Survey Results Summary

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1500 vehicles per hour during peak periods along Hall Lane and Station Road. The results of the speed surveys are summarised in Appendix 3.

Collisions Summary

- 1.5 In the five-year period to 30th June 2022, **forty-three** personal injury collisions (PICs) were recorded along Hall Lane and Station Road. Of these forty-three PICs, one was fatal, six were serious; five involved pedestrians; six were speed related; three involved pedal cyclists and eight occurred during the hours of darkness. Details of PICs are summarised in Appendix 4.
- 1.6 In summary the collision analysis shows a very high number of personal injury collisions along this stretch of road. 43 collisions occurred in the five-year period for which data is available which is a high number warranting intervention measures. Additionally, the speed data shows that high vehicle speeds are a very likely contributory factor to the cause of collisions.

2.0 Proposals

The following improvements are proposed to reduce vehicle speeds and collisions along Hall Lane and Station Road as shown on the attached drawing Nos. QV007/1, QV007/2 and QV007/3.

- (a) Speed table along Hall Lane outside Upminster Court.
- (b) Raised pedestrian refuge along Hall Lane outside Upminster Court.
- (c) Mini roundabout at the Hall Lane / Masefield Drive Junction.
- (d) Raised zebra crossing along Hall Lane north of Spencer Crescent.
- (e) Mini Roundabout at the Hall Lane / The Fairway Junction.
- (f) Speed table between The Fairway and Ingrebourne Gardens
- (g) Mini roundabout at the Hall Lane / Ingrebourne Gardens Junction.
- (h) Raised toucan crossing along Station Road north of Howard Road
- (i) Speed table with tactile paving along Station Road outside Upminster United Reformed Church.

3.0 Outcome of formal public consultation

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- 3.1 Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 500 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 Thirty-five written responses from the London Ambulance Services, Local Members, Havering Cycling representative, Better Streets for Havering and Havering residents were received and the comments are summarised in the Appendix 1. A brief summary of comments is as follows.
- 35 (7%) written responses received
 - Of the 35 responses,
 - 19 (54%) respondents indicated support either all the proposals or part of the proposals or no objections to the proposals
 - 10 (29%) respondents objected to the proposals
 - 6 respondents indicated the following comments
 - (1) Support in general principle, but raised queries such as no proposals for northern section of Hall Lane or A127 slip road / Hall Lane junctions
 - (2) Request for further information on construction delays
 - (3) Proposals are excessive
 - (4) Not in favour of part of the proposals such as mini roundabouts, speed table outside the development and speed table in Station Road outside the Church
 - (5) Request for;
 - Zebra crossing in Station Road outside the Church
 - Raised speed table in Station Approach
 - 20mph and speed humps in The Fairway
 - Traffic calming in Ingrebourne Gardens
 - Speed cushions in Hall Lane
 - Speed camera in Hall Lane
 - Raised zebra in Hall Lane by Waldergrave Gardens
 - No Entry at the Howard Road / Station Road Junction
 - 15 (43%) respondents are not in favour of mini roundabouts.

4.0 Officers' comments and conclusions

- 4.1 Of the thirty-five written responses, 19(54%) respondents indicated support for the proposals while 10 (29%) respondents objected to the proposals. The remaining respondents have made various comments which are summarised in Appendix 1.
- 4.2 The London Ambulance Services stated that they have no objections to the proposals.
- 4.3 Following the consultation meeting, the local members supported the scheme excluding mini roundabout proposals.

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- 4.4 15 (43%) respondents were not in favour of mini roundabout proposals.
- 4.5 Following the formal consultation, mini roundabout proposals will be omitted from the original proposals due to concerns, raised by the respondents. The speed table proposal in Hall Lane between The Fairway and Ingrebourne Gardens will also be relocated towards north as shown on the attached plan. Officers' recommend the remaining raised toucan crossing, raised zebra crossing, raised pedestrian refuge, raised speed table with tactile paving, speed tables, road signs and road markings along Hall Lane and Station Road along Hall Lane and Station Road as shown on the revised drawing Nos. QV007/1R, QV007/2R and QV007/3R.

OTHER OPTIONS CONSIDERED AND REJECTED

None.

PRE-DECISION CONSULTATION

A formal consultation has been carried out in February 2023.

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

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 25/05/2023

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here officers seek approval for a scheme to construct raised pelican crossings and raised pedestrian refuges 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

The estimated cost of £0.126m 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 – Hall Lane and Station Road (C40220).

This is a standard project for highways 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.

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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.

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

The provision of the raised zebra crossings and speed tables 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.

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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 as recommended in the report - agreed

Details of decision maker

Signed *Barry Mugglestone*

Name: Councillor Barry Mugglestone, Cabinet Member for Environment

Date: 16/06/2023

CMT Member title: Imran Kazelbash, 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

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**

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APPENDIX 2

**Drawing Nos. QV007/1R, QV007/2R, QV007/3R, QV007/1, QV007/2 and
QV007/3.**

**APPENDIX 3
TRAFFIC SURVEY RESULTS SUMMARY**

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Hall Lane by Cornsland Close	47	45	60	60
Hall Lane by A127 Eastbound Slip Road	30	29	45	45
Hall Lane by A127 Westbound Slip Road	39	37	60	60
Hall Lane by Bird Lane Road	38	38	55	60
Hall Lane by The Fairway	34	33	50	60
Hall Lane by Ingrebourne Gardens	33	33	50	50
Station Road by Station Approach	27	28	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Hall Lane and Station Road exceeds the 30mph and 40mph speed limits. Staff considers these speeds to be undesirable and a contributory factor to collisions.

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**APPENDIX 4
COLLISION SUMMARY**

Location	Fatal	Serious	Slight	Total PIAs
Hall Lane / Cornsland Close Junction	0	0	1	1
Hall Lane / A12 Eastbound Slip Road Junction	0	1	3 (1-Dark) (1-speed)	4
A12 / Westbound Slip Road Junction	0	1	2 (1-speed)	3
Hall Lane / A12 Western Slip Road	0	0	6 (3-Dark)	6
Hall Lane between A12 Western Slip Road and Bird Lane	0	0	1	1
Hall Lane between Bird Lane and Avon Road	0	0	1 (1-Dark)	1
Hall Lane / Avon Road Junction	0	1 (1-P/C)	0	1
Hall Lane between River Drive and Masefield Drive	0	0	2 (1-Dark)	2
Hall Lane / Masefield Drive Junction	1 (1-speed)	0	1 (1-Ped)	2
Hall Lane / Golf Course Entrance Junction	0	0	1 (1-speed)	1

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Hall Lane / Spencer Crescent Junction	0	0	1 (1-speed)	1
Hall Lane / The Fairway Junction	0	1 (1-speed)	0	1
Hall Lane / Ingrebourne Gardens Junction	0	1 (1-P/C)	3	4
Hall Lane between Ingrebourne Gardens and Ashburnham Gardens	0	0	1	1
Hall Lane between Ashburnham Gardens and Deyncourt Gardens	0	0	2	2
Hall Lane between Waldegrave Gardens and Station Approach	0	0	2 (1-Ped)	2
Station Road / Station Approach Junction	0	0	3 (1-Ped) (1-Dark)	3
Station Road between Station Approach and Howard Road	0	0	2 (1-P/C)	2
Station Road / Branfil Road / Howard Road Junction	0	0	1	1
Station Road between Branfil Road and Haynes Road	0	1 (1-Ped)	0	1
Station Road / Haynes Road / St Lawrence Junction	0	0	2 (1-Ped) (1-Dark)	2
Station Road between Haynes Road and St Mary's Lane	0	0	1	1
Total	1	6	36	43

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