



Havering
LONDON BOROUGH

Notice of Non-key Executive Decision

Subject Heading:	HAVERING ROAD, COLLIER ROW - COLLISION REDUCTION SCHEME – PROPOSED SAFETY IMPROVEMENTS (REFERENCE: QW002)
Decision Maker:	Councillor Barry Mugglestone Cabinet Member for Environment
Cabinet Member:	Councillor Barry Mugglestone
SLT Lead:	Imran Kazalbash Director of Environment
Report Author and contact details:	Velup Siva, Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy context:	Havering Local Implementation Plan 2023/23 Delivery Plan
Financial summary:	The estimated cost of £0.120m for the implementation of the Havering Road scheme will be met by Transport for London through the 2023/24 Local Implementation Plan allocation for the Casualty Reduction Programme – Havering Road (C41270)
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

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DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision seeks approval for the installation of: a raised pelican crossing, a raised pedestrian traffic island, a raised speed table, uncontrolled pedestrian crossing points, kerb adjustments, a vehicle activated sign, street lighting upgrade, mini roundabout narrowing hatching, hatch and slow markings as shown on the attached plans in Appendix 2.

The estimated cost of £0.120m for the design, consultation and implementation will be met by Transport for London through the 2023/24 Local Implementation Plan allocation for Casualty Reduction Programme – Havering Road (C41270).

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

Background

- 1.1 In November 2022, Transport for London (TfL) approved funding for a number of Collisions Reduction Schemes as part of the 2023/24 Local Implementation Plan. The 'Havering Road' - Collision Reduction Scheme' 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 an informal 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's roads. 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
 - (c) 0 KSIs by buses by 2030

The Havering Road Collisions Reduction Scheme was developed to help to meet the above targets.

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- 1.3 An informal public consultation was carried out in December 2023 and this report details the findings of this consultation as summarised in Appendix 1. This report seeks to approve the implementation of a raised pelican crossing, a raised pedestrian traffic island, a raised speed table, uncontrolled pedestrian crossing points, kerb adjustments, a vehicle activated sign, street lighting upgrade, mini roundabout narrowing hatching, hatch and slow markings as shown on the attached plans in Appendix 2.

Traffic Survey Results Summary

- 1.4 Traffic surveys were carried out between 21st April 2021 and 27th April 2021 and recorded two-way traffic flows for a seven days period. The surveys showed that two-way traffic flows are up to 1300 vehicles per hour during peak periods along Havering Road.

Location	85th %ile Speed (mph)		Highest Speed (mph)		Mean Speed (mph)	
	N-bound	S-bound	N-bound	S-bound	N-bound	S-bound
Havering Road outside No.443 (North of Bower Park School)	36	37	50	50	30	32
Havering Road north of Tweed Green	35	36	50	50	31	31
Havering Road outside No.243 North of Pettits Lane North	29	29	40	40	25	25
Havering Road south of Pettits Lane (outside No.227)	29	31	35	40	25	26
Havering Road north of Heather Avenue (outside No.206)	28	28	35	35	24	24
Havering Road north of Heather Avenue (outside No.164)	32	32	45	40	26	26
Havering Road north of Ashmore Gardens (outside No.106)	33	34	40	45	28	29

The speed surveys show that 85th percentile traffic speeds (the speed at which 85% of vehicles are travelling at or below) exceeds the 30mph speed limit along Havering Road in five of the seven sites where speed surveys were carried out. Recorded speeds were highest at sites one and two North of Bower Park School and Tweed

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Green. Generally where 85th percentile speeds are above 35mph Officers would consider there to be demonstrable and evidenced based issues associated with speeding vehicles.

Collisions Summary

1.5 In the five-year period to 30th June 2022, 30 personal injury accidents (PIAs) were recorded along Havering Road between Kiln Wood Lane and Collier Row Lane. Of these 30 PIAs, one (3%) was fatal, six (20%) were serious; two (7%) involved pedestrians and twelve (40%) occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total Personal Injury Collisions (PIAs)
Havering Road between Kiln Wood Lane and Lower Bedfords Road	0	0	3 (2-Dark) (1-Ped) (1-speed)	3
Havering Road / Lower Bedford Road Junction	0	1	6 (2-Dark) (3-Wet)	7
Havering Road between Lower Bedfords Road and Campbell Close	0	1	1	1
Havering Road between Campbell Close and Glenton Close	0	1 (1-Dark) (1-Ped) (1-Wet)	0	1
Havering Road between Glenton Close and Garry Way	0	0	3 (1-Ped)	3
Havering Road / Gobions Avenue Junction	0	1 (1-speed)	0	1
Havering Road / Moray Way Junction	0	0	3 (1-Dark) (1-speed)	3
Havering Road / Faircross Avenue Junction	0	0	2	2
Havering Road / Pettits Lane / Mashiters Hill Junction	1 (1-Dark) (1-Wet) (1-speed)	1 (1-Dark) (1-speed)	2 (2-Dark) (2-Wet)	4
Havering Road between Pettits Lane and Heather Avenue	0	1	0	1

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Havering Road / Heather Avenue Junction	0	0	1 (1-Dark)	1
Havering Road between Heather Avenue and Mashiters Hill	0	0	1 (1-Dark) (1-speed)	1
Havering Road / Saffron Road Junction	0	1 (1-Dark) (1-Wet)	0	1
Havering Road between Saffron Road and Ashmore Gardens	0	0	1	1
Total	1	6	23	30

Proposals

1.6 A series of proposals are set out in detail below along with the rationale behind them. In each case the proposals have been developed considering site conditions and considering the recorded personal injury collisions that have occurred. The proposals are also shown in Appendix 2.

Havering Road between Kiln Wood Lane and Lower Bedfords Road

1.7 The Speed Survey results indicate that the 85th% vehicle speeds are high in this stretch of Havering Road. Analysis of the collision records showed that three PICs occurred in this location of which one involved a pedestrian and one was speed related. Two of these collisions occurred during the hours of darkness.

1.8 Bower Park School is located in this area and a high number of the school children observed using a bus stop located to the South of the existing crossing facilities. It is proposed to provide a raised pelican crossing in place of the existing pelican crossing. A review of the street lighting will also be carried out in this locale.

Havering Road between Lower Bedfords Road and Pettits Lane

1.9 Analysis of the speed surveys indicates that 85thile vehicle speeds are high in Havering Road by Tweed Green (middle of this stretch). Collision analysis showed that eleven personal injury collisions occurred in this stretch of road.

Of these eleven PICs,

- two resulted in serious injuries
- two involved pedestrians
- two were speed related
- one occurred in wet surface conditions
- two occurred during the hours of darkness.

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2.0 Two pedestrian collisions occurred between two bus stops in the North section. Additionally, a fatal and a serious injury collisions occurred at the Pettits Lane roundabout. Both of these injuries were speed related and involving southbound traffic.

2.1 In order to reduce vehicle speeds at these locations and afford pedestrians with more effective crossing facilities, the following safety improvements are proposed,

- Uncontrolled pedestrian crossings (dropped kerbs) with tactile paving adjacent to Campbell Close
- Footway extension and 6m radius kerb-build out on the junction of Havering Road and Campbell Close
- Sinusoidal raised table adjacent to Tweed Green
- Raised pedestrian refuge at the existing traffic island adjacent to Glenton Close
- 6m radius kerb-build out by Moray Way
- Street lighting upgrade at junctions

Havering Road / Pettits Lane Roundabout

2.2 The Speed survey results indicated that 85%ile vehicle speeds are within the posted speed limit on both the North and South of arms of the roundabout at the junction with Pettits Lane. However, collision analysis showed that four PICs occurred at this roundabout.

Of these four PICs,

- One was fatal;
- One was serious
- All four occurred during the hours of darkness
- Three were in wet surface conditions.
- Both fatal and serious collisions were speed related and involving southbound traffic.

2.3 It is recommended to provide measures that would reduce vehicle speeds in both Havering Road approaches, particularly north of Pettits Lane. In order to reduce vehicle speeds, minimise right turn conflicts and reduce collisions, the following safety improvements are proposed.

- Over-run hatch-markings to give drivers the impression of a tighter geometry of the roundabout and hopefully slow speeds
- Review all signage on the approaches to the roundabout including all advance warning signs and implement additional signage where required
- Repair of the centre island area
- Review and, where deemed necessary, upgrade the street lighting provision on the roundabout

Havering Road between Heather Avenue and Saffron Road

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2.4 The speed survey showed that 85thile vehicle speeds are slightly higher than the posted speed limit by Heather Avenue and Ashmore Gardens. This stretch of road is situated on a bend. Collision analysis showed that three PICs occurred between Heather Avenue and Saffron Road.

Of these three PICs,

- One was serious;
- All three occurred during the hours of darkness.

2.5 The following speed reduction measures have been proposed to improve safety based on the above collision analysis,

- Vehicle activated 30mph sign near the junction with Heather Avenue
- Central hatch markings to narrow the carriageway width and reduce vehicle speeds
- Review and, where deemed necessary, upgrade the street lighting provision on adjacent junctions

3.0 Outcome of formal public consultation

3.1 Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 550 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 Twenty written responses were received from Havering residents. The comments are summarised in the Appendix 1. A brief summary of comments is as follows.

- 50% respondents supported the scheme
- 10% respondents objected the scheme
- 75% respondents requested additional measures

3.3 The Metropolitan Police welcomed efforts to reduce speeds on the roundabout Approach.

4.0 Officers' comments and conclusions

4.1 Of the twenty written responses, ten respondents supported majority of the scheme while four respondent objected to the scheme. Fifteen respondents have requested additional measures while supporting part of the scheme.

4.2 The Metropolitan Police and Fire Brigade supported the scheme.

4.3 Two local Members supported the scheme. The remaining Members did not provide their preference.

4.4 Fifteen respondents suggested various additional measures such as speed cameras, mini roundabouts, pedestrian crossings, traffic islands and additional speed tables. The proposed measures are considered to be adequate to reduce collisions along Havering Road.

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4.5 'Officers' recommend that the proposals as detailed above should be implemented along Havering Road as shown on the attached plans in Appendix 2.

OTHER OPTIONS CONSIDERED AND REJECTED

Do nothing. This option was ruled out as there is support from various stakeholders to reduce collisions in the area.

PRE-DECISION CONSULTATION

A formal consultation has been carried out in December 2023.

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

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 19/02/2024

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 £0.120m which include feasibility, consultation, detailed design and implementation will be met by Transport for London through the 2023/24 Local Implementation Plan allocation for Casualty Reduction Programme – Havering Road (C41270) which at the time of this report has sufficient available budget.

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. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

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The costing breakdown is as follows:

Item	£(m)
Feasibility, Consultation & Design	0.015
Construction/Implementation	0.105
Total Value	0.120

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

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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 pelican 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.

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: 8th March 2024

CMT Member title: Tony Galloway, 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**

RESPONSE REF:	COMMENTS	COUNCIL COMMENTS
QW002/1 (Metropolitan Police)	<p>Thank you for the plans. As you know there was a fatality at the roundabout here in Jan 2021. Speed is noted likely at this location and several hits have been noted to property walls and the roundabout. I would welcome further efforts to reduce speed on the approach to the roundabout. I recommend some kind of raised vertical crossing features prior to it as well.</p>	<p>Whilst highest speed recorded is 40mph the 85th is below 30mph and the mean speed is 25mph indicating that drivers are in the main compliant in terms of speed.</p> <p>As mentioned a fatality occurred in this location (as well as three other PICs) which is why we are proposing to tighten the geometry of the roundabout with the hatch marking and also carry out a lighting and signage review/upgrade.</p> <p>If the 85th was to be above 35mph we would agree that there would be a need for vertical deflections in order to bring this down however in this case it appears that any drivers that are speeding are in the minority.</p> <p>With regards to the damage of the walls we have got no evidence that they are speed related. Also, just to add that both members and residents in the borough have voiced concerns for recent schemes that have been implemented where speed humps have been implemented on main roads – particularly in regards to noise and vibration. Therefore, we are being mindful of this in the selection of measures particularly on main roads and making sure that the measures are backed up by data.</p>

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QW002/2 (London Fire Brigade)	The LFB support the proposed changes to support the reduction in road traffic collisions making Havering safer for commuters and residents of the Borough	-
QW002/3 (Havering Resident 1)	<p>We are in total agreement with the council that something needs to be done about the volume of and speeding traffic along Havering Road.</p> <p>May we also add that parked vehicles on the brow of Havering Road (outside nos 209 -215) add significantly to the dangers. There have been several accidents on that particular stretch, the latest being only last week when a speeding car knocked an oncoming car into the pavement. The speeding car did not stop and fortunately no one was hurt or injured this time. The car that was knocked into the pavement suffered a lot of damage and may even be a write off. The fact that a large white van parked outside 211 certainly did not help matters.</p> <p>Said van also makes it hazardous when trying to drive off the drives to 211 and 213 Havering Rd.</p> <p>It has been parked there for many weeks, the owners who live further down the road have been politely asked to park outside their own premises but to no avail. Something desperately needs to be done about cars and vans etc. being parked on the brow of the hill. Perhaps the council should consider yellow or red lines. I know the residents on the brow are all in total agreement.</p>	- Parking issues will be investigated.
QW002/4 (Havering Road Resident 2)	I would like to wholeheartedly support any traffic measures you choose to implement. The traffic along Havering Road is more than the road can withstand, and sadly fatalities as well as accidents are a	- Parking issues will be investigated.

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regular occurrence. I have lived at my property for 5 ½ years and witnesses several accidents outside my property involving serious car collisions.

More recently, in April this year, my own vehicle was involved in a serious accident whilst stationary/parked outside my property. This resulted on my vehicle being driven into at speed by another vehicle travelling along this road, which then proceeded to crash into my parked car. This happened at peak time, during the school run at 08:45am! I thank the lord nobody was in my car at the time, the driver of the other vehicle was taken to hospital by ambulance with injuries. As such written off by my insurance, as a great cost to me personally. Please see the photos below for reference.

I have also attached email sent to our local MP Andrew Rosendale, but am still awaiting a satisfactory response. This incident involved a vehicle which overturned outside my home and landed on its roof. Fortunately the mother and child survived this accident and were taken to hospital Please see the photo's attached in the email.

Again, I applaud any measure you choose to implement. Measures would be welcome along the part of Havering Road between the roundabout and Mashiters Hill as this has a 'blind' bend hence the regular collisions. Not just the top part of Havering Road in conjunction with Bedford's Road.

Your help is much appreciated by many of the families who regularly have to cross this past of the road and deal with the constant flow of

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		fast moving vehicles, busses and articulated lorries, which are too large for such a small road.	
QW002/5 (Havering Resident 3)	Road	<p>I agreed with all the proposals in order to reduce the collisions.</p> <p>My only question is on Chase Cross Road, Havering Road & Lower Bedfords Road traffic light cameras, does it have red-light cameras jump in action if any vehicles passing over the stop line because I sometimes saw it happened during the hours of darkness?</p>	<p>-</p> <p>Traffic signals in London are maintained by Transport for London. The Council will inform TfL to investigate.</p>
QW002/6 (Havering Resident 1)		<p>The section of Havering Road outside Bower Park School is concerned, during the busiest (school opening and closing) times, it is generally not possible for vehicles to travel fast due to the number of vehicles parked, many illegally on yellow lines, school keep clear markings and on pavements outside of marked bays, and drivers making dangerous manoeuvres. However, the raised crossing will help outside those times.</p> <p>The section between Gobions Avenue and Pettits Lane North is concerned, in addition to the crossings with tactile paving south of Gobions Avenue by Tweed Glen and immediately south of Moray Way being very well used, the single island between Faircross Avenue and Wallace Way, although not offering much protection, is particularly well used, including by those with children and buggies. I think many people feel safer crossing there than by the mini roundabout, where they probably feel unsafe, as I do, due to crossing the northbound side being risky, as some drivers do not indicate that they are turning into that section of Havering Road. However, while</p>	<p>-</p> <p>Additional proposals could be considered at a later date if necessary, subject to funding and resources.</p>

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drivers travelling northbound often have not attained a fast speed due to the proximity of this island to the mini roundabout, the same cannot be said for those travelling southbound as there is nothing to slow them down. I appreciate that options by the single island itself are limited due to the number of vehicle crossovers nearby, but having raised tables at the crossings by Tweed Glen and Moray Way would address this problem, as well as making those two themselves safer.

The crossing by Tweed Glen is also well used in later afternoon and the evening by many secondary school children and commuters getting off the 103 and 499 buses at the nearby northbound bus stop.

So far as the proposed crossing by Tweed Green is concerned, I do not believe that it would have a great demand, as very few people seem to need to cross Havering Road at that point.

In conclusion, I believe that, whilst I back some of what is proposed, the section of Havering Road between Gobions Avenue and Pettits Lane North is the section which I feel most needs traffic calming and collision reduction schemes, due to the number of people who cross it, and the fact that many of them are younger children, some of them unaccompanied, and people with buggies, and its proximity to Rise Park Schools and the preschool in the Methodist Church premises. The current proposals will have little impact along that section on speeds of vehicles travelling southbound and none on those travelling northbound, which as a regular

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	walker along that section, I am well aware of.	
QW002/7 (Havering Resident 2)	<p>I would like to make comments and suggestions on the proposals.</p> <p>I live in Havering Road, right at the junction of Mashitters hill, where the hatched marking is proposed. This is a good idea, as cars tend not to slow down or indicate as they turn left to go up Mashitters hill.</p> <p>My concern is the width of the junction itself, having lived here for 25 years, I have seen pedestrians trying to walk across, following the footpath, only to have to stop halfway, to allow traffic to go past, as this is at least 35 or so paces to get to the other side.</p> <p>It's particularly noticeable with school children going to and from school.</p> <p>Also most cars coming down Havering Road, turning right into Mashitters hill, tend to cut the corner and go across the line in the middle of the road.</p> <p>My suggestion would be to consider putting in an island at the centre of the junction, to not only help pedestrians crossing, but to keep cars and lorries from cutting across the centre. There is an island adjacent to this junction, in a narrower part of Havering road.</p> <p>I do hope you would seriously consider this suggestion, as I have seen several 'near misses' over the years I have been here, and it does seem to be getting worse.</p>	<p>-</p> <p>Additional proposals could be considered at a later date if necessary, subject to funding and resources.</p>
QW002/8 (Havering Road Resident 4)	Having looked at the proposals for Havering Road, I do not feel they cover the problems where we live.	<p>-</p>

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	<p>My concerns are:</p> <p>1. Living at the bottom of Mashiters Hill I have to back out of my drive. There is 3 way traffic to be wary of, all usually travelling at speed.</p> <ul style="list-style-type: none">a) coming down Mashiters Hill,b) coming up from Romford and turning into Mashiters Hill andc) approaching from Collier Row and turning right which is a wide junction. A very dangerous part of the roads with no restrictions to traffic. <p>This can also be very dangerous when Senior children return home from school and try to cross the road although the mini crossing outside 151A Havering Road has been very beneficial.</p> <p>2. The road just past Delderfield House is very wide and dangerous for traffic and pedestrians. Would a mini roundabout help to slow traffic down?</p> <p>There is a good crossing at the bottom of Havering Road which is used by children and parents when Parklands School finishes in the afternoon but with the volume of children from Parklands and the Senior School there is a long stretch of road from the crossing to the mini crossing by 151A and often children try to cross and get marooned in the middle of the road by speeding cars. Surely a crossing of some kind is necessary.</p>	<p>Additional proposals could be considered at a later date if necessary, subject to funding and resources.</p>
<p>QW002/9 (Havering Resident 3)</p>	<p>I think this scheme should be extended further along Havering Road from Bower Park School to Kilnwood Lane, it mentions this stretch of road in the letter but no plans.</p> <p>There needs to be some type of traffic calming implemented along here; as heading down hill vehicles</p>	<p>-</p> <p>Additional proposals could be considered at a later date if necessary, subject to funding and resources.</p>

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	<p>speed around the bend unaware of this part being residential where vehicles coming out of driveways, or reversing into them. Sometimes school children crossing where they shouldn't!</p> <p>The metal fencing between #437 and the allotment requires replacing after accidents here and not protecting pedestrians.</p> <p>And I can't see any mention of anything being done where there are always accidents at the Chase Cross lights with Lower Bedfords Road and Havering Road.</p>	
<p>QW002/10 (Havering Resident 4)</p>	<p>I have looked through the proposals shown on the drawings provided and I am disappointed that the area between Heather Avenue and Pettits Lane doesn't show any proposed measures.</p> <p>This area of Havering Road in recent months has had a couple of accidents where parked cars have been badly damaged by speeding vehicles.</p> <p>This road is now a preferred route for freight vehicles particularly Continental lorries who's sat nav show this as an alternative route. But with vehicles parked on both sides of the road problems can arise preventing the flow of traffic.</p> <p>With traffic also speeding through this area accidents can and do happen. Particularly at either bend where were parked vehicles are reducing the road width causing drivers to move onto the opposite side of the road into oncoming traffic.</p> <p>Could consideration be given to:</p>	<p>-</p> <p>Additional proposals could be considered at a later date if necessary, subject to funding and resources.</p>

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	<p>1) Reducing the speed limit between Heather Avenue and Pettits Lane to 20MPH.</p> <p>2) Constructing a Speed Control table half way between Heather Avenue and Pettits Lane.</p> <p>3) Relocate the proposed Vehicle Activated Sign nearer to Heather Avenue and provide an additional Vehicle Activated Sign to show the speed limit to vehicles entering this section of Havering Road from the Pettits Lane junction.</p>	
<p>QW002/11 (Havering Road Resident 5)</p>	<p>I have studied the proposals and would ask that you carry out a further study focusing on school run times which has become very problematic at both ends of the road and is causing very many near accidents. School run parking now starts at about 8.15 and continues until 9.15 in the mornings and the afternoon run anywhere from 2.15 until 3.45. Car drivers are so desperate for somewhere to park that they use any space available whether it be across a driveway (usually partially), double parking where there is pavement parking and parking in permit holders' spaces. There is also a new "craze" which is seeing the drivers get in their cars and pull out and turn in the road, whether there is any traffic coming or not.</p> <p>Accidents in the road are nothing new. The pavement parking between Mashiters Hill and Saffron Road for example was introduced many years ago because when cars are parked on the road it is very difficult to see around them to get in and out of driveways and to cross the road and before the pavement parking there were at</p>	<p>Additional proposals and further surveys could be considered at a later date if necessary, subject to funding and resources.</p>

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	<p>least three accidents involving schoolchildren, at least one fatal.</p> <p>The first unaddressed problem in your proposal is that cars used for school runs are now being parked alongside the pavement parking, blocking those cars but also more seriously causing the same and also more serious issues of reduced vision as you cannot see cars approaching and in my view it is just a matter of time before a bad accident takes place there.</p> <p>At either end of the road where the two schools are the parking at school run times is so chaotic and dangerous that the safety measures introduced and proposed will have no bearing on them. It doesn't matter how many markings or narrowings are put in the road it will not have an effect on these problems, indeed when the traffic is parked on both sides of the road you cannot drive through there without driving over the markings.</p> <p>The second unaddressed problem is the curve in the road between the roundabout at Mashiters Hill / Pettits Lane North / Havering Road and the junction with Heather Avenue. Again, an accident waiting to happen as you have cars parked on both sides of the road and reduced visibility due to the curve in the road.</p> <p>None of your proposals tackle these two issues. Slowing traffic in other parts of the road will have no effect on the areas where the real problems lie: the curve in the road and the two school traffic problems.</p> <p>When drivers park illegally, there is no point in uploading photos and reporting them as they are only</p>	
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Non-key Executive Decision

there for up to an hour and they are usually different cars in different spots each day, all of them breaking the rules. They would have gone by the time the incidents were investigating. We have also seen parking attendants in the road ignoring the illegal parking. I have asked why this is and have been told that they turn a blind eye during school runs. Outside of school run time the road is a completely different place regarding parking and speeding.

I would also comment that your feasibility study notes several statistics it does not compare them to other roads in the borough. We have no way of knowing whether the numbers are above or below average for a B road.

My main problem with the suggestions is that they do not address the real problems that the residents see each day.

Also, the pavement parking white line were never repainted after the road surfacing took place.

I would prefer that you saved the money on the suggested spend and used it to either address the real issues in the road or to repair the many very bad potholes in the borough. I have reported some in the past month and told they they have already been reported and are being dealt with and a month later nothing has happened. These are a real danger.

Hopefully you will consider my comments and they will help you to understand the residents' views better and you will take another look at the situation, comparing school run times with school holiday times

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		and see the problems for yourselves.	
QW002/12 (Havering Resident 6)	Road	<p>I have reviewed the proposal for the safety improvement scheme and would like to state the following comments:</p> <ol style="list-style-type: none">1. I live in Havering Road which is opposite Mashiters Hill (map 3) facing Delderfield House near Saffron Road. I notice there is no proposal to assist pedestrians crossing of the road on this stretch of Havering Road which would give a reason for the traffic to reduce its speed.2. The junction of Marshiters Hill coming into Havering Road (opposite my home) is a wide area with no additional road markings to split the road for left or right hand turning. Also, for pedestrians to continue walking this stretch of Havering Road you are required to cross the junction of Marshiters Hill and Havering Road where there is no crossing or island in the road to assist you and traffic is not required to slow down or stop. This is a real danger to pedestrians (this includes children going to school) as once you commit to crossing the road you need to continue and with the speed of the cars you can take your life in your hands! The size of the junction is even noticeable on your proposal map!3. Map 3 - the stated proposals for the area between Saffron Road and Heather Gardens are no different to the ones that are currently in place which as you know in no way	<p>Additional proposals could be considered at a later date if necessary, subject to funding and resources</p>

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	<p>deter the speed of the traffic. Why not have islands to assist pedestrians or humps in the road, this surely would encourage traffic to slow down as they would need to be more vigilant.</p> <p>The overall proposals appear to focus on the other end of Havering Road (from the mini roundabout at the junction of Mashiters Hill and Pettit Lane North to Lower Bedfords Road), unlike this part of Havering Road which has no bus stops or islands the traffic has no restrictions to slow it down. It would be very interesting to understand how these proposals were thought to be the best choices. Perhaps members of the Consultation team should also actually visit the area rather than just reviewing the studies and analysis in data.</p>	
<p>QW002/13 (Havering Resident 5)</p>	<p>I have been meaning to contact the council around the safety in Havering Road and more specifically outside our home, so the proposal is timely and welcome.</p> <p>We live near the existing activated sign that reminds drivers that there is a 30 MPH speed limit, but traffic regularly speeds up (sometimes races!) as they pass the bottom of Mashiters Hill heading towards Parklands school, as the road widens here. The existing sign doesn't deter drivers from speeding.</p> <p>I would like to see some raised speed bumps at this end of the road as well, the proposed hatch markings are not going to make drivers slow down.</p> <p>The position in the road has become much more dangerous</p>	<p>-</p> <p>Additional proposals could be considered at a later date if necessary, subject to funding and resources</p>

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	<p>since the council brought in the parking restrictions around Parklands school. On school days it has become particularly dangerous as parking now starts in the region of the existing activated sign, so there is double parking, increased traffic and then the speed of drivers coming down the hill to contend with as well. It is only a matter of time before there is a very serious accident, potential fatality here and I am disappointed that this end of Havering Road hasn't been considered, in the same way as the section leading up to Chase Cross Road.</p> <p>Can you please reconsider placing raised speed bumps at this end of Havering Road, specifically between the bottom of Mashiters Hill and Saffron Road, although it would be beneficial to have these all the way to the zebra crossing where Havering Road meets Collier Row Lane.</p>	
QW002/14 (Havering Road Resident 7)	<p>i am a resident in Havering Road and in my opinion for the collision reduction scheme in Havering Road I firmly believe that a 20mph scheme should be introduced.</p>	<p>Additional proposals could be considered at a later date if necessary, subject to funding and resources</p>
QW002/15 (Havering Road Resident 8)	<p>On reading the proposed plans for Havering Road which I reside in. The idea of uncontrolled crossing would not solve the issue of speeding and would encure more fatalities in my opinion as the speed of vehicles are somewhat more than your letter suggests at 50mph. I regularly hear excessive speeds past my window that exceed this speed.</p> <p>The idea of kerb adjustments will also not stop the actions of speeding vehicle nor raised pelican crossing and slow markings.</p>	<p>-</p> <p>The proposed measures are considered to be effective in reducing collisions</p> <p>Additional proposals could be considered at a later date if necessary, subject to funding and resources.</p>

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	<p>These are not effective at all in my opinion but will only add to more accidents and collisions that involve pedestrians as by the time the vehicle approaches these junctions at the speed they drive is too late and the collision has already been done.</p> <p>Is it not more effective to have speed humps along the road and also installation of speed cameras as this would be more efficient and more of a deterrent for anyone who speeds and be more effective as this would involve a penalty of some sort.</p>	
<p>QW002/16 (Havering Resident 6)</p>	<p>Very happy with your proposals, however, I would like to make one comment.</p> <p>Once the boy racers have cleared the raised table by Tweed Green they will just put their foot down as far as the mini roundabout at the Petits Lane/ Havering Road/ Mashiters Hill junction, popping their illegal exhausts. Maybe another raised table between, near Tweed Glen? Or turn the existing pedestrian refuge near Tweed Glen in to a raised pedestrian refuge. This is a very busy crossing in the morning / afternoon with schoolchildren and people using the bus stops.</p> <p>Just a thought.</p>	<p>-</p> <p>Additional proposals could be considered at a later date if necessary, subject to funding and resources.</p>
<p>QW002/17 (Havering Resident 7)</p>	<p>I object to the raised pedestrian crossing outside Bower Park Academy. This only has heavy pedestrian traffic at key times when the school opens and closes, and at these times there are other traffic obstructions and issues caused by on-road parking/waiting etc that slow the speeds down. This would put an obstruction in the road that will potentially damage vehicles with regular travel over speed humps especially those in the</p>	<p>It is considered that the proposed measures would reduce collisions along Havering Road.</p>

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	<p>Gobians who already have speed humps in the development so already put pressure on their vehicles.</p> <p>I don't think there is enough visibility onto Havering Road from Lower Bedfords for the first proposed unmanned crossing – it's too close to the junction so will cause issues of drivers braking suddenly and those behind not seeing the slowed vehicle ahead until they've got round the corner at the existing lights. The existing lights have pedestrian crossing controls so is a safe place to cross already.</p> <p>The visibility of the traffic lights and also road marking at the junction for traffic turning right across the flow of oncoming vehicles is much more likely to increase safety here. At present a vehicle turning right from Havering onto Lower Bedfords Road or vice-versa cannot see the lights changing once they have gone over the white line to wait to turn so can't be sure this is a safe manoeuvre as no signals are visible in front of them any longer. Also the road markings aren't clear on how to do the right turn and the need to give way by turning traffic who may not know oncoming vehicles have a green light too that are going straight ahead.</p> <p>It is unclear whether the proposed speed reductions would address any issues with RTA's because it's unclear what causes the RTA – this may not be speed per se, rather than ineffective signage and traffic control signals, so I do not see value in adding traffic calming unless this can be shown as being the particular issue that needs resolving in these areas.</p>	
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<p>QW002/18 (Havering Road Resident 9)</p>	<p>I am disappointed that more focus has not been given to the area of Havering Road where it meets Collier Row Lane and the vicinity of Parklands school. The speeds that the cars get up to in the area, especially around school start/close times, is frightening. That area gets very congested at those times due to parents dropping off/picking up their children and it's just an accident waiting to happen. Please can a review of this area also be included? Signs telling people to slow down have no effect.</p>	<p>Additional proposals could be considered at a later date if necessary, subject to funding and resources.</p>
<p>QW002/19 (Havering Resident 8)</p>	<p>Another scheme that TFL are proposing. "What a waste of money "Not surprised as the Mayor likes spending money that's not his. All that will happen will go ahead as the consultation is useless as already been decided. I wholeheartedly don't agree on the above scheme.</p>	<p>It is considered that the proposed measures would reduce collisions along Havering Road.</p>
<p>QW001/20</p>	<ul style="list-style-type: none">• I am against raised speed tables and kerb adjustments, chicanes and alterations to mini roundabouts or any adjustments causing excessive slowing down and bumping to vehicles. These can cause more pollution and noise, discomfort to drivers and harm to vehicles• There are too many pedestrian crossings generally in the area and in this proposal, causing motorists to treat them less seriously• Vehicle activated signs may be a good idea• Street lighting upgrading may also be helpful, though not if extra light shines brightly into peoples' houses• I am also against anything which may cause an increase in Council Tax, as	<p>It is considered that the proposed measures would reduce collisions along Havering Road.</p>

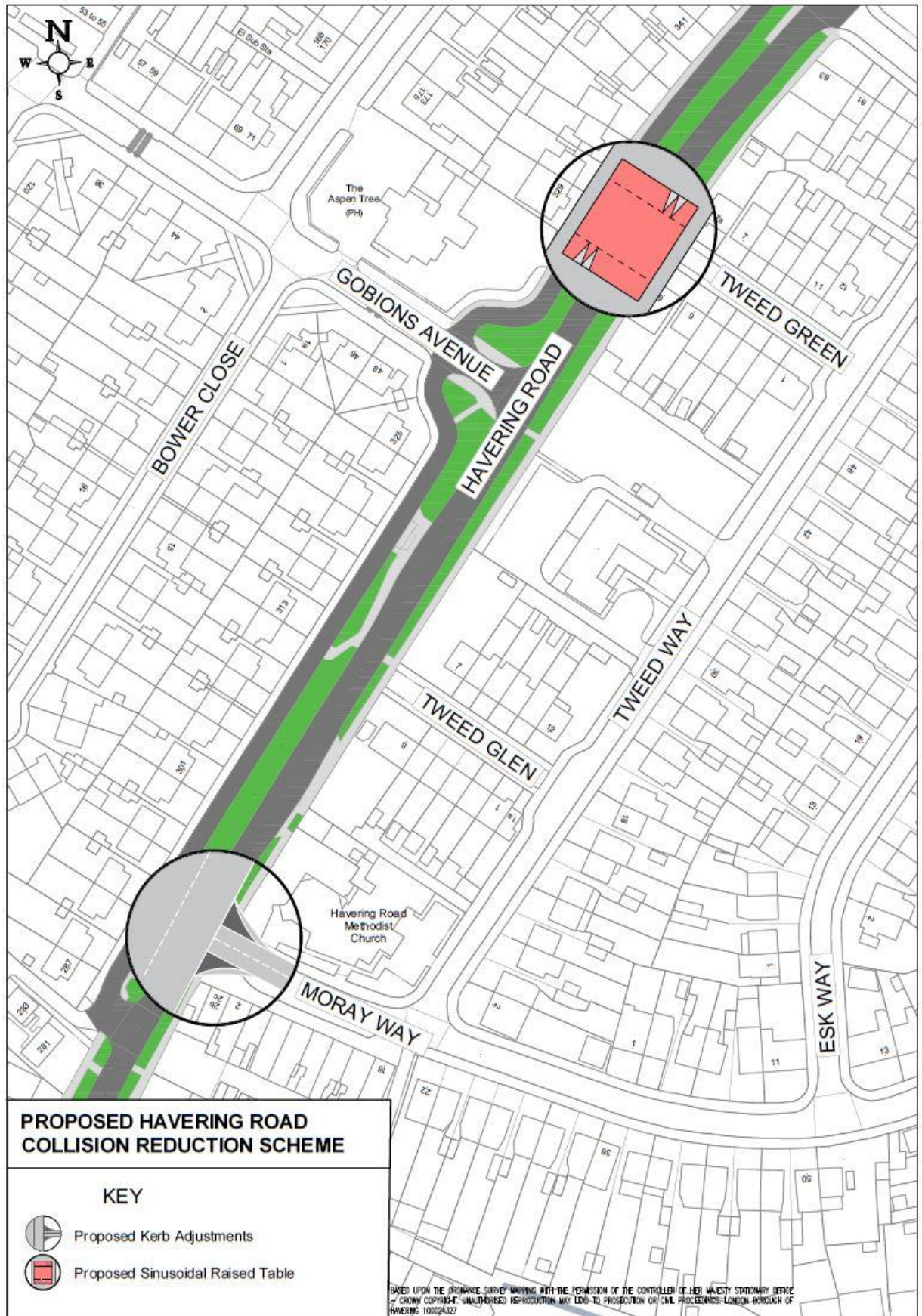
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	<p>this is already too high, and not good value for money</p> <ul style="list-style-type: none">• Some of the ideas I am against are now being abandoned by many other Councils as ineffective and polluting.	
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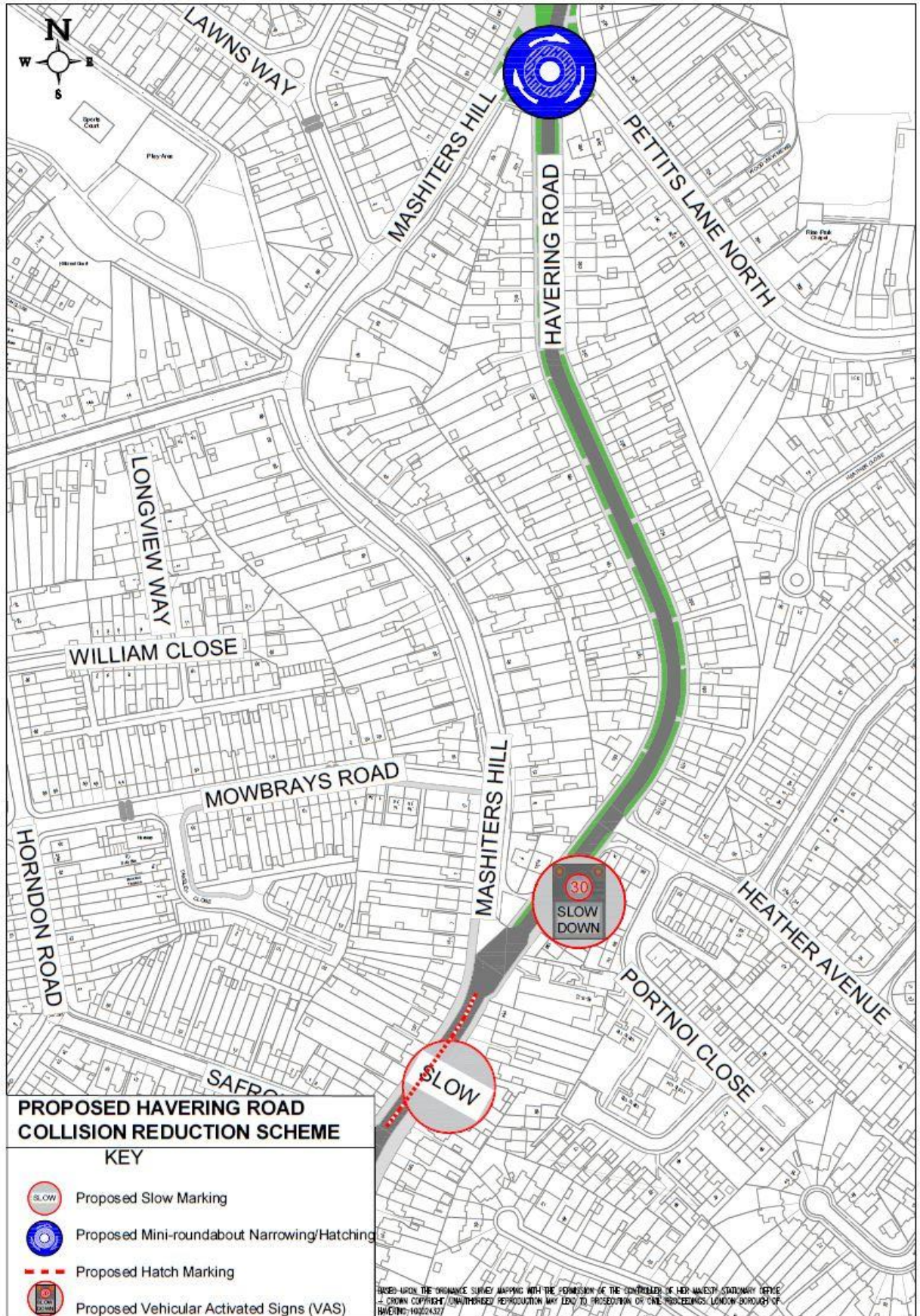
**Appendix 2
Plans**



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APPENDIX 3
Public consultation letter



Highways, Traffic and Parking Schemes

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Ref: QW002

Please call: Mr Siva Velup
Telephone: 01708 433142

Dear Resident/Occupier

Email: schemes@havering.gov.uk

Date: 8th December 2023

Havering Road Collisions Reduction Scheme
- Proposed safety improvements

We would like to hear your views on a proposed safety improvement scheme for your road.

It follows a feasibility study that was carried out and found that up to 1,300 vehicles per hour use Havering Road with speeds of up to 50 mph regularly recorded. Further analysis of collision records showed that there have been a total of 30 personal injury accidents (PIAs) were recorded along Havering Road between Kiln Wood Lane and Collier Row Lane over five-year period. Of these 30 PIAs, one was fatal, six were serious; two involved pedestrians and twelve occurred during the hours of darkness.

With funding being provided by the Mayor of London's Transport for London office (TfL), we can now look at a proposed scheme including the following: raised pelican crossing, raised pedestrian traffic island, raised speed table, uncontrolled pedestrian crossing points, kerb adjustments, vehicle activated sign, street lighting upgrade, mini roundabout narrowing hatching, hatch and slow markings as shown on the attached plans.

Large scale plans can also be seen on the Council website -
<https://www.havering.gov.uk/Consultations>

Your comments on the proposals would be welcomed and should be sent in writing via email to schemes@havering.gov.uk to be received by **Friday 29 December 2023**.

Please note I am unable to answer individual points raised at this stage, however your comments will be noted and taken into consideration when

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presenting the final report to the Council's Lead Member for Environment. Any issues will be addressed at that time.

All comments received are open to public inspection and the report will be made public.

If you need any more information, please contact me by e-mail, shown at the top of the letter.

Yours faithfully,

V. Siva

Siva Velup

Senior Engineer, Highways, Traffic and Parking.

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**LONDON BOROUGH OF HAVERING
HIGHWAYS ACT 1980 - SECTION 90A
HAVERING ROAD – PROPOSED SPEED CONTROL TABLES**

Notice is hereby given that the Council of the London Borough of Havering, under statutory powers contained in the Highways Act 1980, have approved a proposal to construct the traffic calming feature specified in column 3 of the table in the Schedule to this Notice in the street specified in column 1 of that table and at the location specified in column 2 of that table.

The speed control tables will have a maximum height of 75mm, they will extend across the full width of the carriageway and will be constructed to comply with the Department for Transport specifications.

Documents giving more detailed particulars of the proposed speed tables including drawings and maps can be viewed from 8th December 2023 to 29th December 2023 on the Councils website on the following link at <https://www.havering.gov.uk/Consultations>.

Any person desiring to object to the proposals or make other representation should send a statement in writing of either their objection or representations and the grounds thereof to the Highways, Traffic and Parking Schemes Manager, Town Hall, Main Road, Romford, RM1 3BD or by email to schemes@havering.gov.uk quoting QW002 to arrive by 29th December 2023.

Dated: 8th December 2023

Tony Galloway
Interim Assistant Director Public Realm,
Town Hall, Main Road,
Romford, RM1 3BD

SCHEDULE

1	2	3
STREET	LOCATION	FEATURE
Havering Road	Outside Bower Park Academy	Raised pelican crossing
Havering Road	Outside No.406 and flank wall of No.67 Glenton Way	Raised pedestrian refuge
Havering Road	Outside Tweed Green, north of Gobions Avenue	Speed table