



Havering
LONDON BOROUGH

Notice of Non-Key Executive Decision

Subject Heading:	Collier Row Road / Clockhouse Lane / Chase Cross Road / Collier Row Roundabout Casualty Reduction Scheme – Proposed Safety Improvements (Reference QX003)
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Councillor Barry Mugglestone
ELT 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 2024/25 Delivery Plan
Financial Summary:	The proposed safety measures outlined in this report have been allocated a budget of £0.080m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme – Collier Row Roundabout (C42330).
Relevant Overview & Scrutiny Sub Committee:	Places
Is this decision exempt from being called-in?	Yes-Non Key

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

People - Supporting our residents to stay safe and well	[X]
Place - A great place to live, work and enjoy	[X]
Resources - Enabling a resident-focused and resilient Council	[X]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision seeks approval for the installation of: zebra crossing illuminated posts upgrades, centre island adjustments and including tactile paving, 'look left, look right' and lane road markings as shown on the attached plans in Appendix 2.

The proposed safety measures outlined in this report have been allocated a budget of £0.080m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme – Collier Row Roundabout (C42330) and is ring-fenced for the works.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.3.5. Director of Places/Environment Delegated Powers

1.1 To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Streetworks Act 1991 and Traffic Management Act 2004.

1.2 Other than in those matters delegated to the Leader or Cabinet Member to exercise all powers and duties in respect of maintaining and improving highways, providing facilities, and interference with highways arising under Parts IV, V, VII, IX and XIV of the Highways Act 1980.

STATEMENT OF THE REASONS FOR THE DECISION

1. Background

1.1. Scheme Background

Officers have undertaken a number of feasibility studies to investigate whether the implementation of engineering measures would reduce borough wide casualties at locations where it has been found that there are higher than average personal injury collisions.

The proposed measures would help meet the Mayors Vision Zero goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network by working alongside TfL and London Boroughs.

Collier Row Road / Chase Cross Road Roundabout has been identified as one such location and a successful LIP funding allocation was awarded to the Borough for the financial year 24/25.

1.2 The Scope of this Report

This report will:

- Study reported road collisions which have involved injury along the links and nodes for the most recent 60-month period for which data is available. In particular, the report will focus on those collisions that are found to be greater than the comparable average, are linked to speed related collisions and are likely to be effectively treated by introducing measures to eradicate those collisions.
- Identify site details.
- Recommend appropriate measures to reduce collisions along the route, justifying recommendations in terms of the number of collisions to be saved and the nature of the measure in relation to the solution(s) to the identified problems.
- Provide a budget estimate for the works.

2. Preliminary Investigation

2.1. Site Details

- Collier Row Roundabout is located in Collier Row Town Centre in the north of the Borough and connects Collier Row Road, Clockhouse Lane, Chase Cross Road and Collier Row Lane.
- It is located in the Collier Row Town centre connecting major local distributor roads.
- There are a number of controlled zebra and signal crossings at the approaches to the roundabout.
- The land use is predominately business in the area.
- The roads connecting the roundabout are single carriageway roads with one traffic lane in each direction and is signposted as a 20mph limit.
- The roundabout is situated within Collier Row Town Centre 20mph zone.

3 Collision Data and Analysis

3.1 Collision Summary

3.1.1 In the five-year period to 31st December 2023, seven personal injury accidents (PIAs) were recorded at the roundabout. Of these seven PIAs, all seven (100%) were slight; two (29%) involved pedestrians and one (14%) occurred during the hours of darkness.

3.1.2 A summary of the severity of collisions can be seen below, (please note this table does not include the injuries that resulted from the accidents),

Severity	Accidents	Total as a percentage of all accidents (%)	Outer London Borough Average (%)	Variance
Fatal and serious	0	0	8.6	-8.6
Slight	7	100	91.4	8.6
Total	7	100		

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3.1.3 A summary of the time of day of collisions can be seen below,

Time of Day	Accidents	Total (%)
00:00 - 01:59	0	0.0
02:00 - 06:59	0	0.0
07:00 - 09:59	0	0.0
10:00 - 15:59	4	57.1
16:00 - 18:59	1	14.3
19:00 - 21:59	1	14.3
22:00 - 23:59	1	14.3
Total	7	100

3.1.4 A breakdown of the light conditions can be seen below,

Light Conditions	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Light	6	85.7	70.8	14.9
Dark	1	14.3	29.2	-.14.9
Total	7	100		

3.1.5 A breakdown of the road surface conditions can be seen below,

Road Surface Conditions	Accidents	Total (%)	Outer Borough Average (%)	Variance
Dry	7	100	82.6	17.4
Flood (surface water over 3cm deep)	0	0		
Frost/Ice	0	0		
Mud	0	0		
Oil/Diesel	0	0		
Snow	0	0		
Unknown (S/R)	0	0		
Wet/Damp	0	0		
TOTAL	7	100.0		

3.1.6 A breakdown of Skidding, Jack-knifing and/or Overturning can be seen below

	Accidents	Total (%)
Unknown (S/R)	4	57.1
Total	4	57.1

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3.1.7 A breakdown of the type of manoeuvre involved in the collisions can be seen below

Type of manoeuvre	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Changing lane to left	0	0.0		
Changing lane to right	0	0.0		
Going ahead left hand bend	0	0.0		
Going ahead other	2	28.6		
Going ahead right hand bend	0	0.0		
Moving off	1	14.3		
Overtaking moving vehicle on its offside	1	14.3		
Overtaking on nearside	0	0.0		
Overtaking stationary vehicle on its offside	1	6.2		
Parked	0	0.0		
Reversing	0	0.0		
Slowing or stopping	0	0.0		
Turning left	2	28.6		
Turning right	0	0	23.1	-23.1
U turn	0	0		
Unknown	0	0		
Unknown (S/R)	2	28.6		
Waiting to go ahead but held up	0	0.0		
Waiting to turn left	0	0.0		
Waiting to turn right	0	0.0		

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3.1.8 Details of Personal Injury Collisions can be seen in Table 1 below.

Table 1 – Casualty Summary and Location Details

Location	Fatal	Serious	Slight	Total Personal Injury Collisions (PIAs)
Link between Collier Row Road and Clockhouse Lane	0	0	1 (1-Dark)	1
In the vicinity of Chase Cross Road exit	0	0	1 (1-Ped)	1
In the vicinity of Chase Cross Road entry	0	0	2	2
In the vicinity of Collier Row Lane exit (zebra crossing)	0	0	2 (1-Ped)	2
In the vicinity of Collier Row Lane entry	0	0	1	1
Total	0	0	7	7

4 Site Surveys

4.1 Automatic Traffic Count surveys (ATCs) were carried out at locations along the route near the roundabout in order to ascertain the number of vehicles travelling along it as well as observed speeds.

4.2 The surveys were carried out between the 11th June and 17th June 2024.

4.3 The surveys recorded traffic for 24hrs a day over a seven-day period.

4.4 The surveys indicated that maximum two-way traffic flows are around 1400 vehicles per hour during the AM and PM peak periods along Collier Row Road.

4.5 The results indicated that the 85thile (the speed at which 85% of vehicles are travelling at or below) exceeds the 20mph speed limit on all approaches to the roundabout.

4.6 The ATC results can be seen below on Table 2

Table 2 Automatic Traffic Count Survey Results

Location	85th %ile Speed (mph)		Highest Speed (mph)		Mean Speed (mph)	
	N or E-bound	S or W-bound	N or E-bound	S- or W-bound	N or E-bound	S or W-bound
Collier Row Road approach	21	22	40	40	17	18
Clockhouse Lane approach	27	29	23	40	22	21
Chase Cross Road approach	27	31	45	45	23	25
Collier Row Lane approach	28	26	45	50	24	21

5 Proposals

5.1 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 A.

5.2 Collier Row Road / Clockhouse Lane / Chase Cross Road / Collier Row Lane Roundabout

The Speed Survey results indicate that the 85thile vehicle speeds are within the posted speed limit at all four approaches to the roundabout. Analysis of the collision records showed that seven PICs occurred in this roundabout of which two involved pedestrians and one occurred during the hours of darkness.

In order to reduce collisions at the roundabout, the following safety improvements are proposed,

- Chase Cross Road pelican crossing centre island to be lowered and tactile paving adjusted to the current standard to improve pedestrian safety at the north section of the crossing.
- Look left and look right road markings at the exit of the zebra crossing in Collier Row Lane to warn pedestrians about the direction of vehicles.
- Existing zebra belisha beacon posts to be upgraded to internally illuminated posts in Collier Row Lane approach, to enhance conspicuity.
- Additional lane markings on the approach to the zebra crossing on Collier Row Lane from the roundabout

6 Funding

The proposed safety measures outlined in this report have been allocated a budget of £0.080m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme Collier Row Road / Clockhouse Lane / Chase Cross Road / Collier Row Roundabout (C42330) and is ring-fenced for the works.

7 Outcome of formal public consultation

7.1 Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 280 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.

7.2 Nine written responses were received from Havering residents, local Members, Cabinet Member and the Metropolitan Police. The comments are summarised in the Appendix 1. A brief summary of comments is as follows.

- 89% of respondents supported the scheme
- 11% of respondents requested additional measures
- The Metropolitan Police have no objections to the proposals.
- Six local Members supported the scheme.

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- One respondent suggested additional measures at the entry/exit approaches to improve pedestrian safety. The proposed measures are considered to be adequate to reduce collisions at this roundabout.

8 Officers' Comments and Conclusions

'Officers' recommend that the proposals as detailed above should be implemented at the roundabout 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 October 2024.

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

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 04/12/2024

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

Following the successful application made to transport for London's (TfL) Local implementation plan accident reduction programme, £0.080m has been secured and ring fenced for installation of safety measures (a zebra crossing and yellow box markings) for Collier Row Road / Clockhouse Lane / Chase Cross Road / Collier Row Roundabout.

The feasibility, consultation and design element of this project circa £0.013m has been completed, leaving the remaining £0.066m for the construction/implementation and contingency.

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

The costing breakdown is as follows:

Item/description	Total £m
Expenditure	
Feasibility, Consultation & Design	0.012
Construction/ Implementation	0.061
Contingency 10%	0.007
Total Expenditure	0.080
Income	
Transport for London (TfL)	-0.080
Total Income	-0.080
Anticipated over /(under) spend	0.000

As this funding is ring fenced specifically to this project, the council is only eligible to claim for works completed on Collier Row Road / Clockhouse Lane / Chase Cross Road / Collier Row Roundabout for the purpose of accident reduction. Not approving this project would result in forfeiting this external funding.

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 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 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) The need to foster good relations between those who have protected characteristics and those who do not.

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

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The Council is committed to all of the above in the provision, procurement, and commissioning of its services, and the employment of its workforce. Additionally, the Council is dedicated to enhancing the quality of life and wellbeing for all Havering residents with regard to socio-economic and health determinants.

An EHIA (Equality and Health Impact Assessment) has not been completed and is not required for this decision.

The Council seeks to ensure equality, inclusion, and dignity for all.

There are not equalities and social inclusion implications and risks associated with this decision.

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.

APPENDICES

Appendix 1	Summary of consultation response
Appendix 2	Plans
Appendix 3	Public consultation letter

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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

Proposal agreed

Details of decision maker

Signed



Name: Imran Kazalbash, Director of Environment

Date: 08/01/2025

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

CMT Member title: Imran Kazalbash, Director of Environment

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

Lodging this notice

The signed decision notice must be delivered to Committee 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
QX003/1 (Cabinet Member)	Thank you for the info.	-
QX003/2 (Local Member 1)	My full support to proceed	-
QX003/3 (Local Member 2)	Please proceed	-
QX003/4 (Local Member 3)	I agree to proceed	-
QX003/5 (Local Member 4)	I cannot find any problem with the plan	-
QX003/6 (Local Member 5)	I support the public consultation for safety improvements	-
QX007/7 (Metropolitan Police)	At this stage I have no formal objections in principal.	-
QX003/8 (Havering Resident 1)	About time something was done with the Zebra crossing on Collier Row Lane from the roundabout is finally having the beacons replaced with illuminated posts.	-
QX003/9 (Havering Resident 2)	The proposed changes are nowhere near what is required to make it safe, especially for pedestrians and cyclists, and especially for the visually and mobility impaired.	It is considered that the current proposals are sufficient to reduce collision at this roundabout. Further proposals could be considered at a later date, if necessary.

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Appendix 2
Plan

[illegible]

PURPOSE	
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हवैरिंग

CHASE CROSS ROAD ROUNDABOUT

DRAWING TITLE

**PROPOSED
SAFETY IMPROVEMENTS**

DESIGNED BY	CHECKED BY	APPROVED BY
VS	TJ	JGR
SCALE (W/M)	DATE	<input type="checkbox"/> DRAFT
MIS	OCT 24	<input type="checkbox"/> ISSUE
DESIGNER'S No		REVISION
Q1003		-

APPENDIX 3
Public consultation letter



Ref: QX003

Dear Resident/Occupier

Highways, Traffic and Parking Schemes

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

Please call: Mr Siva Velup
Telephone: 01708 433142

Email: schemes@haverling.gov.uk

Date: 11th October 2024

Collier Row Road / Clockhouse Lane / Chase Cross Road / Collier Row Lane
Roundabout 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 1,400 vehicles per hour use Collier Row Roundabout with speeds of up to 35 mph regularly recorded on the approaches. Further analysis of collision records showed that there have been a total of seven personal injury accidents (PIAs) were recorded at the roundabout. Of these seven PIAs, all seven were slight; two involved pedestrians and one 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.

- Chase Cross Road pelican crossing centre island to be lowered and tactile paving adjusted to the current standard to improve pedestrian safety at the north section of the crossing.
- Look left and look right road markings at the exit of the zebra crossing in Collier Row Lane to warn pedestrians about the direction of vehicles.
- Existing zebra belisha beacon posts to be upgraded to internally illuminated posts in Collier Row Lane approach to see the crossing noticeable.
- Additional lane markings on the approach to the zebra crossing on Collier Row Lane from the roundabout

Large scale plans can also be seen on the Council website -
<https://consultation.haverling.gov.uk/highways>

Your comments on the proposals would be welcomed and should be sent in writing via email to schemes@haverling.gov.uk to be received by **Friday 1 November 2024**.

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