



Notice of Non-Key Executive Decision

Subject Heading:	A1306 New Road / Upminster Road North / Upminster Road South Traffic Signals Casualty Reduction and Pedestrian Crossing Facilities Scheme - Proposed Safety Improvements (Reference QX007)
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Councillor Barry Mugglestone
ELT Lead:	Neil Stubbings Strategic Director of Place
Report Author and Contact Details:	Velup Siva, Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy context:	Havering Local Implementation Plan (LIP) 2025/26 Delivery Plan
Financial Summary:	Funding of £0.155m has been secured from TfL's Local Implementation Plan for the Accident Reduction Programme to fund the proposed safety measures.
Relevant Overview & Scrutiny Sub Committee:	Place
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 the following amendments and additions at the A1306 New Road junction with Upminster Road North:

- New staggered pedestrian crossing facilities,
- Separate signal phases,
- A footway extension,
- Relocation of right turn pockets,
- An additional exit lane,
- A two lane merge facility,
- Shortening of a right turn lane
- New traffic islands

as shown on the attached plans in Appendix 2.

The proposed safety measures outlined in this report have been allocated a budget of £0.155m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) programme for Accident Reduction schemes – A1306 New Road / Upminster Road North / Upminster Road South Junction (C43310).

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.3.5. Director of Places Delegated Powers

1.1 To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Street Works 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. Introduction

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 road network by working alongside TfL and London Boroughs.

The A1306 New Road / Upminster Road North / Upminster Road South junction has been identified as one such location and a successful LIP funding allocation was awarded to the Borough for the financial year 2025/26.

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).
- Provide a budget estimate for the works.

2. Preliminary Investigation

2.1 Site Details

- The A1306 New Road / Upminster Road North / Upminster Road South traffic signal junction is located in a residential area of Havering, approximately 1km to the east of Rainham Station.
- New Road runs from southeast to northwest through the junction, it provides a link from the A13 to the eastern side of Rainham and continues through to South Dagenham. It serves the western side of Rainham which contains the town centre and station from the eastern side which is residential.
- Upminster Road runs east to west through Rainham including this junction, it then becomes a country lane at the Federation Cemetery which lies 1km to the east of the junction.
- The area around the junction is all low density residential. There are no schools in close proximity to the junction with the nearest primary schools being 600m to the northeast and 700m to the west.

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- The current junction is controlled by traffic signals with no existing traffic movements prohibited. The speed limit on A1306 New Road is 40mph, whilst on Upminster Road North and South approaching the junction it is 30mph.
- A1306 New Road (south) is the only arm of the junction with signalised pedestrian crossing facilities. There are uncontrolled facilities provided on the Upminster Road arms of the junction with no facilities on the New Road (north) arm of the junction. There are no cycle facilities at the junction.
- Right turn movements on all approaches give way at the junction. A right turn indicative arrow stage is provided for the Upminster Road North approach allowing right turning vehicles to clear the junction before opposing movements begin. This appears to be necessary due to the high volume of vehicles turning right out of Upminster Road North.
- There are weight and width restrictions around the junction. Upminster Road South has a 7.5t weight limit except for access, and there is a 7ft width restriction on Upminster Road North starting at Federation Cemetery, 1km east of the junction. This reduces the instances of large vehicles turning onto and off of these roads.
- The junction has three daytime bus routes travelling through it, all moving East and West along Upminster Road. The 652 is a school bus that runs three times a day on weekdays, with two services running in the morning and one in the afternoon. Route 165 runs every 10-14 minutes and route 287 runs every 15-17 minutes. All three bus routes terminate at Abbey Wood Lane bus stop, which is situated 1.1km northeast of the junction on the edge of the residential estate.
- Two bus stops are present in close vicinity to the junction on Upminster Road South. One stop is on the junction heads westbound, and its flag is 36m from the exit of the junction. The other stop is on the junction approach with its flag being 46m from the Upminster Road South stop line. Both stops are “in carriageway”, they were not observed to impact the operation of the junction.

3 Collision Data and Analysis

3.1 Collision Summary

3.1.1 In the five-year period to 30th November 2024, ten personal injury accidents (PIAs) were recorded at this traffic signalised junction. Of these ten PIAs, one (10%) was serious and nine (90%) were slight; one (10%) involved a pedestrian and one (10%) occurred during the hours of darkness.

3.1.2 A summary of the severity of collisions can be seen in Table 1 below,

Table 1

Severity	Accidents	Total as a percentage of all accidents (%)	Outer London Borough Average (%)	Variance
Fatal and serious	1	10	8.6	1.4
Slight	9	90	91.4	-1.4
Total	10	100		

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3.1.3 A summary of the time of time of day of collisions can be seen in table 2 below.

Table 2

Time of Day	Accidents	Total (%)
00:00 - 01:59	0	0.0
02:00 - 06:59	2	20
07:00 - 09:59	3	30
10:00 - 15:59	1	10
16:00 - 18:59	2	20
19:00 - 21:59	1	10
22:00 - 23:59	1	10
Total	10	100

3.1.4 A breakdown of the light conditions can be seen in table 3 below.

Table 3

Light Conditions	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Light	9	90.0	70.8	19.2
Dark	1	10.0	29.2	-19.2
Total	10	100		

3.1.5 A breakdown of the road surface conditions can be seen in table 4 below.

Table 4

Road Surface Conditions	Accidents	Total (%)	Outer Borough Average (%)	Variance
Dry	9	90	82.6	7.4
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	1	10		
TOTAL	10	100		

3.1.6 A breakdown of Skidding, Jack-knifing and/or Overturning can be seen in table 5 below.

Table 5

	Accidents	Total (%)
Overturned	1	10
Skidded	1	10
Unknown (S/R)	3	30
Total	5	50

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3.1.7 A breakdown of the type of manoeuvre involved in the collisions can be seen in table 6 below.

Table 6

Type of manoeuvre	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Changing lane to left	0	0		
Changing lane to right	0	0		
Going ahead left hand bend	0	0		
Going ahead other	8	80		
Going ahead right hand bend	0	0		
Moving off	1	10		
Overtaking moving vehicle on its offside	0	0		
Overtaking on nearside	0	0		
Overtaking stationary vehicle on its offside	0	0		
Parked	0	0		
Reversing	0	0		
Slowing or stopping	0	0		
Turning left	0	0		
Turning right	1	10	23.1	-13.1
U turn	1	10		
Unknown	0	0		
Unknown (S/R)	2	20		
Waiting to go ahead but held up	2	20		
Waiting to turn left	0	0		
Waiting to turn right	1	10		

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3.1.8 Details of Personal Injury Collisions can be seen in Table 7 below.

Table 7 – Casualty Summary and Location Details

Location	Fatal	Serious	Slight	Total Personal Injury Collisions (PIAs)
A1306 New Road North Arm	0	0	2	2
Upminster Road North Arm	0	0	3 (1-Ped) (1-Dark)	3
A1306 New Road South Arm	0	0	3	3
Upminster Road South Arm	0	0	0	0
At the middle of the junction	0	1	1	2
Total	0	1	9	10

4 Site Surveys

4.1 Automatic Traffic Count surveys (ATCs) were carried out at locations along the route near the traffic signals 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 3rd October and 9th October 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 1700 vehicles per hour during the AM and PM peak periods along A1306 New Road.

4.5 The results indicated that the 85th %ile speeds (the speed at which 85% of vehicles are travelling at or below) exceed the 30mph speed limit on Upminster Road North approach to the traffic signals.

4.6 The ATC results can be seen below on Table 8

Table 8 Automatic Traffic Count Survey Results

Location	85th %ile Speed (mph)				Mean Speed (mph)	
	N or E-bound	S or W-bound			N or E-bound	S or W-bound
A1306 New Road North Approach	35.2	34.0			31.0	26.2
Upminster Road North Approach	31.3	31.8			26.8	26.2
A1306 New Road South Approach	35.5	37.4			30.1	32.6
Upminster Road South approach	25.8	25.4			21.1	20.6

5 Proposals

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.

5.1 A1306 New Road / Upminster Road North / Upminster Road South Traffic Signals

The speed survey results indicate that the 85th percentile vehicle speeds are within the posted speed limit at all four approaches to the Traffic Signals except for Upminster Road North Arm where the 85th percentile speeds are slightly higher. The posted speed limit on the A1306 New Road is 40mph, whilst on Upminster Road North and South approaching the junction are 30mph. Analysis of the collision records showed that ten PICs occurred at various arms at the junction as specified in paragraph 3.1.8. Of these ten PICS, one involved a pedestrian and one occurred during the hours of darkness. Currently the only controlled crossing on the junction is the A1306 New Road South Arm, the other three arms are uncontrolled. This junction is comprised of three uncontrolled crossings and one controlled crossing which is located on the A1306 New Road South arm.

The purpose of this study was to review the junction from a safety perspective and seek to provide additional pedestrian facilities at the junction. Based on a review of the existing junction, proposals have been developed in the context of the following:

- From a traffic perspective the junction operates at capacity in the PM peak and close to capacity in the AM peak. There is some available green time that could be re-distributed in the PM peak. This would, however, impact bus journey times though the site and not necessarily be efficiently used by the New Road approaches to the junction.
- It is not physically possible to accommodate a staggered island over New Road (North) to provide pedestrian facilities here without a) banning the left turn from Upminster Road South, or b) removing the offside lane on New Road (North). Given that the pedestrian volumes are very low across this arm officers have not at this time looked to provide formal facilities across this arm due to the associated capacity impacts.
- The 85th percentile speeds through the junction on New Road and an absence of right turn accidents related to these particular movements mean that it does not appear to be necessary to separately signalise the right turn movement off of both of the New Road approaches.
- The collision history at the junction suggests that improving the safety for right turn movements from Upminster Road North and South and providing formal pedestrian facilities over these two arms should be a priority.

The focus of suggested improvements has been aimed at: -

- Providing new pedestrian facilities only over Upminster Road North and South

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- Improving right turn safety for Upminster Road North and South approaches

Various options have been investigated in order to achieve this that vary from lower cost to implement but result in higher capacity impacts, to ones that require more significant intervention but have less negative impact upon vehicular capacity at the junction.

It has been noted that there are very few accidents that occur on the New Road arms. In the last 5 years only two incidents have occurred involving cars travelling along New Road at the junction, both of which were involved vehicles travelling in opposing directions. There is no history of accidents involving vehicles turning right out of New Road, despite the relatively high 40mph speed limit.

Collisions occur more frequently on the side roads, but there is no clear trend in the types of collisions. 2 collisions involved pedestrians crossing Upminster Road, 2 collisions were shunts, 1 collision involved a right turn out of Upminster Road South, 1 collision involved a U-turn on Upminster Road South, and the conditions of the remaining collisions were unclear.

The key trend found is that collisions happen most frequently along Upminster Road, and pedestrians crossing north and southbound are most vulnerable to being involved in a collision.

In order to reduce collisions and provide controlled pedestrian crossing facilities at least on three arms at the junction, the following safety improvements are proposed,

- New staggered pedestrian crossing facilities along Upminster Road North and Upminster Road South to improve pedestrian crossing facilities to pedestrians, particularly for school children
- Separate signal phases for Upminster Road North and Upminster Road South Arms to remove traffic conflicts.
- Extending the footway on the southeast corner of the junction to provide staggered pedestrian crossing facilities on the Upminster Road North Arm.
- Reallocation of right turn pockets from Upminster Road to A1306 New Road to minimise right turn conflicts
- An additional exit lane on A1306 New Road South Arm of the junction to improve capacity of the junction
- Two lane merges on A1306 New Road on exit from the junction
- Shortening of the existing right turn lane of the Southern arm of A1306 New Road
- Two new traffic islands to protect the right turn pocket on A1306 New Road South.

6 Funding

The proposed safety measures outlined in this report have been allocated a funding budget of £155,000. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for Accident Reduction Programme and is ring-fenced for the works.

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7 Outcome of public consultation

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.

7.1 Sixteen written responses were received from Havering residents, local Members, London Ambulance Services, Metropolitan Police, Havering Cyclists and Better Streets for Havering. The comments are summarised in Appendix 1. A summary of comments is as follows.

- 56% of respondents supported the scheme.
- 6% of respondents opposed to the scheme.
- 32% of respondents requested various measures outside the junction area.
- 6% of respondents raised concerns about the scheme.
- Two local Members supported the scheme.
- Parsonage Farm Primary School supported the scheme.
- The Metropolitan Police have no objections to the proposals and requested Stage 3 Road Safety Audit for this construction.
- London Ambulance Services have no objections to the proposals.
- Havering Cyclists submitted a proposal that can be seen in appendix 1. This proposal necessitates a major redesign of the junction for which the funding is not currently available. This proposal could form part of a wider scheme that links to the future proposal along the A1306 named Linear Park.

8 Officers Comments and Conclusions

Officers recommend that the proposals as detailed above should be implemented at the junction 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.

Havering Cyclists submitted a proposal for a major junction redesign however this has been discounted at this time due to budget constraints; the proposal could be implemented as part of the Linear Park future scheme.

PRE-DECISION CONSULTATION

A formal consultation has been carried out in June 2025. Local members were consulted and two replied with support.

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

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 01/08/2025

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here officers seek approval for a scheme to staggered pedestrian crossings, traffic signal phase changes and junction improvements 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 a successful application to Transport for London's (TfL) Local Implementation Plan (LIP) Accident Reduction Programme, a total of £0.155m has been secured and ring-fenced for this project. The funding is specifically allocated for the installation of the following safety improvements:

- Staggered pedestrian crossing facilities
- Separate signal phases
- Footway extension
- Relocation of right-turn pockets

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- Additional exit lane
- Two-lane merge facility
- Shortened right-turn lane
- New traffic islands

The feasibility, consultation and design phase was estimated at £0.020m, of which £0.011m is currently committed and reflected on Fusion. The remaining costs for this phase are still to be processed. This leaves £0.119m available for the construction and implementation stages.

The cost breakdown is as follows:

Item/Description	Total (£m)
Expenditure	
Feasibility, Consultation & Design	0.020
Construction / Implementation	0.119
Contingency 10%	0.016
Total Expenditure	0.155
Income	
Transport for London (TfL)	-0.155
Total Income	-0.155
Total over/(under) Spend	0.000

This is a standard Highways project, and there is no expectation that the works cannot be delivered within the approved budget. A contingency allowance has been incorporated into the financial estimate to mitigate potential risks. In the unlikely event of an overspend, any additional costs would need to be managed within the overall Environment budget.

As the funding is ring-fenced specifically to this scheme, the Council is only eligible to claim expenditure directly related to the A1306 New Road junction improvements. Failure to approve this project would result in the forfeiture of the external funding which has been awarded for the purpose of accident reduction.

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.

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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.

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 staggered pedestrian crossings and associated works 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: 4th September 2025

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
QX007/1 (Local Member 1)	<p>The news you have shared is absolutely fantastic. It is a significant step forward not only in addressing the ongoing traffic issues and frequent accidents but also in improving safety for residents — particularly for children crossing the road. I have been actively advocating for this and collected several resident signatures in support, so it is encouraging to see progress being made.</p> <p>I hope this will go a long way toward easing the concerns many residents have expressed.</p>	-
QX007/2 (Local Member 2)	Thank you.	-
QX007/3 (London Ambulance Services)	<p>I cannot foresee any major issues from our side.</p> <p>Do you know when the works are scheduled to take place?</p> <p>We would kindly request they do not start whilst the Gallows Corner and A13 flyer overworks are being undertaken due to impacts on local roads and delays to response.</p>	<p>-</p> <p>The officer informed the estimated timescale.</p>
QX007/4 (Metropolitan Police)	At this stage I would welcome a stage three RSA for this construction.	Road Safety Audits will be carried out at relevant stages.
QX007/5 (Parsonage Farm Primary School)	As the Head teacher of the nearest primary school to these works I support these plans - we have a number of children who come to us every day from across the A1306 and the current arrangement is dangerous and confusing, with pedestrian lights not working in sync with the main lights - it will also be better for us when we do our weekly walking visit to Rainham	-

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	Swimming Pool as we presently have to walk back on ourselves to find a suitable crossing.	
QX007/6 (Havering Resident 1)	I agree with the proposed work I live in Bernice Close, front first floor flat overlooking the above proposed works. A friend of mine was run over and killed about 9 years ago. I have seen and heard many accidents, in fact there was an accident on Thursday night 3rd July. I have lived here 30 years and agree these works have been a long time coming.	-
QX007/7 (Havering Resident 2)	I would like to express my appreciation for the proposed improvements — they are truly commendable and well-received by residents. Additionally, I kindly request that you consider implementing a “Keep Clear” marking at the junction of A1306, Rainham Road, and Bridge Road roundabout. At present, vehicles are frequently blocking the junction from both directions on the A1306, causing significant congestion and safety concerns.	- It could be considered at a later date, if necessary.
QX007/8 (Havering Resident 3)	I fully support the measures suggested and appreciate the steps being taken to improve road safety for residents. In addition to the proposals, I would like to request that consideration be given to installing a zebra crossing on Upminster Road North, near the junction with Allen Road. This location is frequently used by Parsonage Farm Primary School pupils crossing to access the bus stop, and a crossing would significantly enhance safety for these children and other pedestrians. I would also like to highlight the ongoing difficulty many residents face when trying to cross the road to access the local shop and pharmacy (Ideal) in the same area.	- These proposals could be considered at a later date, if necessary.

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	<p>Vehicles often travel at speed along this stretch, making it unsafe and sometimes requiring a long wait to cross. A formal pedestrian crossing here would make a real difference to the community, particularly for elderly and less mobile residents.</p>	
<p>QX007/9 (Havering Resident 4)</p>	<p>I would say the existing give way is very confusing for drivers. It is also a blind spot as you cannot see oncoming traffic and as buses frequent this route it definitely needs a more simple approach .</p> <p>If you do have funds we actually need speed humps on Upminster Road South as there have been too many vehicles incidents, including buses.</p> <p>Or a 20 mph speed restriction introduced .</p>	<p>The current proposals will eliminate the confusion.</p> <p>These proposals could be considered at a later date if necessary.</p>
<p>QX007/10 (Havering Resident 5)</p>	<p>I am supportive of the proposed safety improvements to A1306 New Road / Upminster Road North / Upminster Road South Junction Collisions Reduction and pedestrian facilities Scheme.</p>	<p>-</p>
<p>QX007/11 (Havering Resident 6)</p>	<p>I have seen in the local newspaper regarding New road and the proposed working with the crossing due to cars speeding and accidents that have occurred.</p> <p>I wanted to bring to your attention that the following crossing on New road needs to change as a month or so ago a person got hit by a speeding car while crossing the road and still in a coma with life threatening changes to him.</p> <p>The crossing next to Wentworth Way to cross over to Glebe Road need to be changed to either traffic lights or a Zebra crossing as school kids are crossing the road every</p>	<p>The controlled pedestrian crossing facilities along A1306 New Road by Wentworth Way will be considered at a later date, if necessary.</p>

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	<p>day and is so dangerous for the kids.</p>	
<p>QX007/12 (Havering Resident 7)</p>	<p>I have lived at New Road for 40years. My points raised will not necessarily be in a particular order. The vehicle usage rate considered and stated should be each way. Have performed survey over a period of time, Rush hour very much included and findings were up to 600 vehicles per hour each way. Not 1700 which equates to approx. 30/min =2/sec.</p> <p>The only vehicles with excessive acceleration /speed were those in the wrong lane [outside right turn lane] trying to beat the vehicle in the correct lane. You cannot reach speeds of 40mph in such a short distance.</p> <p>You should pay more attention to traffic calming rather than a situation that will increase bad behaviour of drivers trying to beat away from Traffic lights</p> <p>This road from Dovers Corner to Wennington works very well. With the exception of those [the minority] that do not want to conform to rules and signage.</p> <p>The only problem like all roadways is when on a few occasions there are problems with other roads. Look at them, fix them.</p> <p>The restriction to enter Upminster Road at the Launders lane end. That needs the care and maintenance which it certainly does not get. That is where vehicles can go through a restriction at speeds higher than the speed limit.</p> <p>Pedestrian Crossing across Upminster Road needs to be set away from A1306.</p> <p>Barriers to prevent crossing at present position.</p> <p>Your plan encourages speed into an area with right and left hand turns into private properties and roads to estates and apartment</p>	<p>Surveys were carried out over longer period of time.</p> <p>Traffic calming could be considered at a later date if necessary.</p> <p>It is considered that the current proposals will improve the current situation at this junction</p>

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	<p>blocks with middle lane protection barriers for such. Imagine cars, vans, lorries stopping or slowing up to turn with vehicles now encouraged to exit traffic lights as fast as possible behind them. Entrance to commercial and residential requires a width and length that allow vehicles off the road without danger to pedestrians. Any right turn from A1306 should have a going ahead barrier, thus preventing the bad non-conformist driver using it to jump the queue. Phasing of traffic lights needs serious consideration as this can and does lead to causing congestion and driving impatience. As proven by various roadworks signage.</p> <p>Upminster Rd just needs pedestrian crossing/s 20 mph Max with speed humps. They work so well in other places.</p> <p>The Bus stops are too close to A1306 and questionable as to their need .As there are bus stops very close either side of road.</p> <p>There is near the junction a very large area not used for any real purpose that could be used to accommodate some form of improvement.</p> <p>This plan and any plan needs serious consideration. I believe that the present plan will bring about the possibility of accident injury or fatality.</p>	
QX007/13 (Havering Resident 8)	<p>May I also point out the plan shows that the junction into Wentworth Way is a 2 way entrance/exit road to/from A1306 road – In actual fact at present the width of the junction is the width for one vehicle only. Due to the Junction only having sufficient width we have had some very near misses ourselves whereby when we are approaching Wentworth Way from the traffic lights (A1306) turning left into</p>	<p>The improvement to Wentworth Way junction with A1306 New Road will be considered at a later date.</p>

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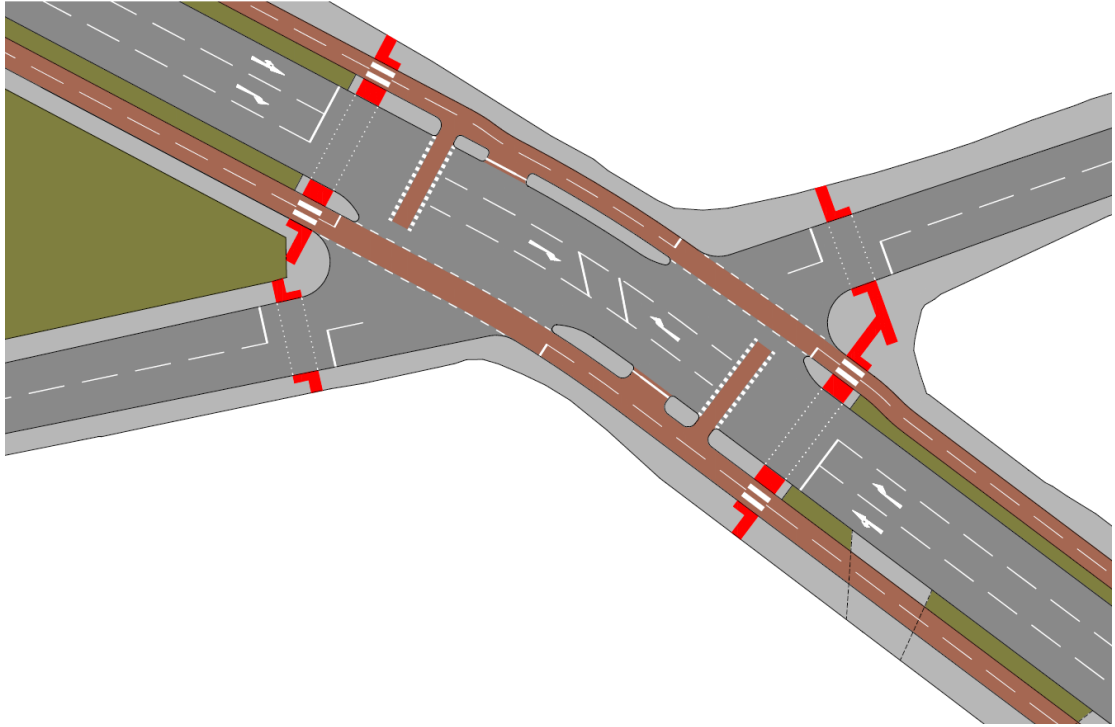
	<p>Wentworth way of vehicles coming behind us quite fast who are not aware the junction is only capable of one car and we may be giving way to an oncoming vehicle. Please see plan to make it clearer.</p>	
<p>QX007/14 (Havering Resident 9)</p>	<p>I think changing the right turn only at the lights on New Road will cause a few angry encounters and dangerous drivers cutting back in when someone is turning right. The problem in my road Upminster Road North is Speeding! It is a race track at times and I have witnessed quite a few accidents at the crossing outside the Saxon horn. Would suggest cameras and speed humps across the road.</p>	<p>It is considered that the current proposals would improve this junction.</p> <p>The proposals for Upminster Road North could be considered at a later date, if necessary.</p>
<p>QX007/15 (Havering Resident 10)</p>	<p>I frequently drive along Upminster Road North to this junction and turn left onto the A1306 going towards Willow Farm. There is already a pedestrian crossing as you turn this corner but unfortunately some drivers don't appear to know that the crossing is there. I have witnessed several near misses as people have crossed, been overtaken whilst stopped at the crossing and been subjected to a lot of beeping and gestures because of the way that the lights are phased. Some drivers, either turning left out of Upminster Road North or right out of Upminster Road South, think that the red light is just for the traffic on the A1306 and not for a crossing. I think the additional crossings are an excellent idea but you need to think about the phasing of the traffic lights or consider the possibility of the crossings only going to a green man when all other traffic is stopped. This is going to be particularly important for the proposed new crossing at the top of Upminster Road North because cars will be turning left from the A1306 and will encounter the red</p>	<p>The current proposals will address this situation and will improve the junction.</p>

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	<p>light for the crossing almost immediately and possibly think it is the stop light for Upminster Road South traffic.</p>	
<p>QX007/16 (Better Street for Havering and Havering Cyclists)</p>	<p>We were initially encouraged to see measures to assist walking within the current hostile junction but sadly the proposals are poor, not accessible to all and in some cases make cycling more dangerous than is currently the case. We therefore object to the proposals.</p> <p>We think the junction requires redesign from the ground up because the proposed design:</p> <ul style="list-style-type: none"> • Fails to deliver a signal controlled crossing on the north-west arm of New Road which is a key desire line for local school travel. • Fails to provide any protected arrangements for people cycling. • Has staggered crossings in the two side roads which are not accessible to all. We note the islands are 2.5m in width and appear to have pedestrian guardrail which will reduce the usable width further. However, 2.5m is still too narrow for mobility scooter and push chair users to easily turn through 90 degrees twice. <p>We think the junction should be redesigned to properly incorporate protection for people cycling with single stage crossings on all arms.</p>	<p>The suggested design was looked at and produced the worst results in terms of junction capacity. The current proposals were designed to improve the current situation as much as possible.</p> <p>The crossing to the northwest is being investigated as part of a future scheme.</p> <p>With reference to staggered crossing width, it will be considered at the detailed design stage to either remove part of the guardrails or widen the island to improve the situation.</p>

Havering Cyclists Proposed Junction Redesign.

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APPENDIX 3
Public consultation letter



Ref: QX007

Dear Resident/Occupier

**Highways, Traffic and Parking
Schemes**
London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Please contact: Mr Siva Velup

Email: schemes@haverinq.gov.uk

Date: 27th June 2025

**A1306 New Road / Upminster Road North / Upminster Road South Junction Collisions
Reduction and pedestrian facilities 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 1,700 vehicles per hour use A1306 New Road with speeds of up to 45 mph regularly recorded. Further analysis of collision records showed that there have been a total of ten personal injury accidents (PIAs) were recorded at this junction. Of these ten PIAs, one was serious and nine were slight; one involved pedestrian 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 as shown on the attached plans:

- New staggered pedestrian crossing facilities along Upminster Road North and Upminster Road South to improve pedestrian crossing facilities to pedestrians, particularly for school children
- Separate signal phases for Upminster Road North and Upminster Road South Arms to remove traffic conflicts.
- Extending the footway on the South East corner of the junction to provide staggered pedestrian crossing facilities on the Upminster Road North Arm.
- Reallocation of right turn pockets from Upminster Road to A1306 New Road to minimise right turn conflicts
- An additional exit lane on A1306 New Road South Arm of the junction to improve capacity of the junction
- Two lane merge on A1306 New Road on exit from the junction
- Shortening of the existing right turn lane of the Southern arm of A1306 New Road
- New traffic islands to protect the right turn pocket on A1306 New Road South.

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

Your comments on the proposals would be welcomed and should be sent in writing via email to schemes@haverinq.gov.uk to be received by Friday 18 July 2025.

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 Director 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.