



HIGHWAYS ADVISORY COMMITTEE

REPORT

13 August 2013

Subject Heading:

COLLIER ROW ACCIDENT REDUCTION PROGRAMME – CLOCKHOUSE LANE / COLLIER ROW LANE PROPOSED SAFETY IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION)

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

SUMMARY

Clockhouse Lane and Collier Row Lane – Collier Row Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and 20mph speed limit, gateway measures, speed table, humped zebra crossing, street lighting improvements, white road studs, raised pelican crossing, coloured surfacing, centre hatch, roundels road markings and road signs are proposed.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Havering Park, Mawneys and Pettits** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:

Clockhouse Lane

- (a) 20mph speed limit, 'Gateway' measures, speed tables and 20/30mph roundels along Clockhouse Lane between Hampden Road and Lynwood Drive as shown on Drawing No.QM003/CL/1.
- (b) 20mph speed limit, humped zebra crossing, 'Gateway' measures with 20/30 roundels and coloured surfacing along Clockhouse Lane between Lynwood Drive and Burland Road as shown on Drawing No.QM003/CL/2.
- (c) Street lighting improvements, centreline hatch and right turn arrow road markings along Clockhouse Lane between Kingshill Avenue and Larchwood Avenue as shown on Drawing No.QM003/CL/3.

Collier Row Lane

- (d) Raised pelican crossing, tactile pavings alteration, upgrading existing street lighting, relocation of bus shelter and bus stop, centre hatch and right turn arrow road markings along Collier Row Lane by Hulse Avenue as shown on Drawing No.QM003/CO/1.
 - (e) White studs at the bend and street lighting improvements along Collier Row Lane by Hainault Road as shown on Drawing No. QM003/CO/2.
 - (f) Yellow box markings, white road studs and coloured surfacing along Collier Row Lane by Havering Road as shown on Drawing No. QM003/CO/3).
2. That, the Committee having considered the representations made in response to the public consultation process, recommends to the Cabinet Member for Community Empowerment that the additional speed table at the northside of 20mph speed limit boundary along Clockhouse Lane by Burland Road be implemented if no objection is received for further consultation on this speed table proposal.
 3. That, it be noted that the estimated costs of £80,000, can be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2012, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2013/14 Havering Borough Spending Plan settlement. Clockhouse Lane and Collier Row Lane – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety. In February 2013, the Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Clockhouse Lane and Collier Row Lane Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 900 vehicles per hour during peak periods along Clockhouse Lane and Collier Row Lane.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
Clockhouse Lane by Lynwood Drive	35	34	43	40
Collier Row Lane by Hulse Avenue	35	37	41	42

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Clockhouse Lane and Collier Row Lane exceeds the 30mph speed limit. Staff consider these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the four-year period to October 2012, thirteen and twenty nine personal injury accidents (PIAs) were recorded along Clockhouse Lane and Collier Row Lane respectively. Of the thirteen PIAs in Clockhouse Lane, two were serious; four were occurred during the hours of darkness and four involved pedestrians. Of the twenty nine PIAs in Collier Row Lane, one was fatal; four were serious; three were occurred during the hours of darkness; five were speed related and three involved pedestrians.

Location	Fatal	Serious	Slight	Total PIAs
Clockhouse Lane				
Clockhouse Lane / Firbank Road roundabout	0	0	2 (1-Dark)	2
Clockhouse Lane / Kings Hill Avenue Junction	0	0	3 (2-Dark)	3
Clockhouse Lane / Larchwood Avenue Junction	0	1 (1-Ped)	1 (1-Ped)	2
Clockhouse Lane / Burland Road Junction	0	1 (1-Ped)	2	3
Clockhouse Lane / Highfield Road Junction	0	0	1	1
Between Wembley Close and Hampden Road	0	0	1 (1-Ped)	1
Clockhouse Lane / Hampden Road Junction	0	0	1 (1-Dark)	1
Total	0	2	11	13
Collier Row Lane				
Collier Row Lane / Collier Row Road Roundabout	0	0	4 (1-Ped)	4
Between Collier Row Road and Lowshoe Lane	0	0	2 (1-Dark) (1-Ped)	2
Collier Row Lane / Lowshoe Lane Junction	0	0	2 (1-speed)	2
In the vicinity of Collier Row Lane / Hulse Avenue / Playfield Avenue Junction	1	0	4 (1-Ped)	5
Collier Row Lane / Hillfoot Road Junction	0	1	0	1
Collier Row Lane / Mowbrays Road Junction	0	0	2 (1-Speed)	2
Collier Row Lane / Maidstone Avenue Junction	0	0	1 (1-Speed)	1
Collier Row Lane / Mawney Road Junction	0	0	1	1
Collier Row Lane / Redriff Road Junction	0	0	1	1

Collier Row Lane / Hillfoot Road Junction	0	0	3 (2-Dark) (1-Speed)	3
Collier Row Lane / Wainfleet Avenue Junction	0	1	0	1
Collier Row Lane / Rosedale Road Junction	0	0	2 (1-Speed)	2
Collier Row Lane / Havering Road Junction	0	2	2	4
Total	1	4	24	29

Proposals

- 1.5 The following safety improvements are proposed along Clockhouse Lane and Collier Row Lane to reduce vehicle speeds and minimise accidents.

Clockhouse Lane

- Clockhouse Lane between Hampden Road and Lynwood Drive
(Drawing No: QM003/CL/1)
 - 20mph speed limit.
 - 'Gateway measures with speed table and coloured surfacing.
 - Speed table.
 - 20mph roundels.
- Clockhouse Lane between Lynwood Drive and Burland Road
(Drawing No: QM003/CL/2)
 - 20mph speed limit.
 - Humped zebra crossing.
 - 'Gateway measures with 20mph roundels and coloured surfacing.
- Clockhouse Lane between Kingshill Avenue and Larchwood Avenue
(Drawing No: QM003/CL/3)
 - Street lighting improvements.
 - Centre line hatch and arrow road markings.

Collier Row Lane

- Collier Row Lane by Hulse Avenue (Drawing No:QM003/CO/1)
 - Raised pelican crossing.
 - Centre hatch road markings.
 - Tactile pavings alteration.
 - Centre hatch and arrow road markings.
 - Upgrading existing street lighting.
 - Relocation of bus shelter and bus stop.
- Collier Row Lane by Hainault Road (Drawing No:QM003/CO/2)
 - White road studs at the bend.
 - Upgrading existing street lighting.
- Collier Row Lane by Havering Road (Plan No:QM003/CO/3)
 - Yellow box markings.
 - White road studs.

- Replacing existing coloured surfacing.

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in February 2013, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals.

Clockhouse Lane

- 2.2 Approximately, 120 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 31st May 2013 were invited. Three written responses from Metropolitan Police, Local Member and Cycling Representative were received and the comments are summarised in the Appendix.

Collier Row Lane

- 2.3 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 31st May 2013 were invited. Seven written responses from Local Members, Metropolitan Police, London Buses, Cycling Representative and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that thirteen and twenty nine personal injury accidents (PIAs) were recorded along Clockhouse Lane and Collier Row Lane respectively. Of these totals, one was fatal; six were serious; seven involved pedestrians; seven were occurred during the hours of darkness and five were speed related. A speed survey showed that vehicles are, on average, travelling above the speed limit. Clockhouse Primary School and large Nursery are located along Clockhouse Lane where a 20mph speed limit was proposed. The proposed safety improvements would minimise accidents along these two roads. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals is £80,000. This cost can be met from the 2013/14 Transport for London's LIP allocation to Havering for Accident Reduction Programme. Spend will need to complete by 31st March 2014 to maximise access to TFL funding.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Streetcare 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 Streetcare Capital Budget.

Legal Implications and Risks

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

Human Resource Implications and Risks

The proposals can be delivered within the standard resourcing within Streetcare and has no specific impact on staffing/HR issues.

Equalities and Social Inclusion

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

BACKGROUND PAPERS

1. **Public consultation Letters.**
2. **Public consultation responses.**
3. **Drawing Nos. QM003/CL/1, QM003/CL/2, QM003/CL/3, QM003/CO/1, QM003/CO/2 and QM003/CO/3.**

APPENDIX

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
CLOCKHOUSE LANE		
QM003/CL/1 (Local Member)	No comments.	-
QM003/CL/2 (Metropolitan Police)	Support the scheme. Request for a speed table along Clockhouse Lane by Burland Road.	Additional speed table will be considered at a later date if possible.
QM003/CL/3 (CTC 'Right to Ride' Network)	Agree in principle. Request for cycle user friendly measures including sinusoidal profile at the speed tables.	Staff considered that the proposed measures are cyclist user friendly measures. Additional measures could be considered at a later date if necessary.
COLLIER ROW LANE		
QM003/CO/1 (Local Member)	I am in agreement with these proposed safety improvements.	-
QM003/CO/2 (Local Member)	Looks okay to me, anything that helps to prevent accidents is a must.	-
QM003/CO/3 (Metropolitan Police)	No issues with the Collier Row Lane scheme.	-
QM003/CO/4 (London Buses Infrastructure)	Can't see any problems with moving the bus stop and shelter.	-
QM003/CO/5 (CTC 'Right to Ride' Network)	Agree in principle. Request for cycle user friendly measures including sinusoidal profile at the speed tables.	Staff considered that the proposed measures are cyclist user friendly measures. Additional measures could be considered at a later date if necessary.
QM003/CO/6 (No. 9 Collier Row Lane)	Request for carriageway repair outside his property.	Carriageway damages will be repaired wherever possible.
QM003/CO/7 (No. 20 Collier Row Lane)	Request for a sharp bend sign in the vicinity of her house.	The sign could be considered at a later date if necessary.