



# HIGHWAYS ADVISORY COMMITTEE

# REPORT

17 September 2013

**Subject Heading:**

RAINHAM ACCIDENT REDUCTION  
PROGRAMME – A1306 NEW ROAD  
PROPOSED SAFETY IMPROVEMENTS  
(THE OUTCOME OF PUBLIC  
CONSULTATION)

**CMT Lead:**

Cynthia Griffin

**Report Author and contact details:**

SIVA Velup  
Senior Engineer  
01708 433142  
velup.siva@havering.gov.uk

**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

A1306 New Road – Rainham 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 larger roundabout, traffic islands, vehicle activated warning signs, high friction surfacing, coloured surfacing, rumble strips, 'Giveaway', hatch, 40mph roundel and slow road markings 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 **Rainham and Wennington** ward.

## 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:
  - (a) Junction ahead vehicle activated warning signs, 'Giveaway' markings and signs and slow markings along A1306 New Road in the vicinity of Wentworth Way Junction as shown on Drawing No.QM002/A/1.
  - (b) High friction surfacing and re-marking worn off road markings along A1306 New Road in the vicinity of Launder's Lane Junction as shown on Drawing No.QM002/A/2.
  - (c) Traffic islands along A1306 New Road in the vicinity of Wennington Road Junction as shown on Drawing No.QM002/A/3.
  - (d) Cross road vehicle activated warning signs, high friction surfacing, rumble strips, coloured surfacing 40mph roundel, hatch and slow road markings along A1306 New Road in the vicinity of Sandy Lane as shown on Drawing Nos.QM002/A/4, QM002/A/4/1 and QM002/A/4/2.
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 larger roundabout be implemented at the A1306 New Road / Sandy Lane Junction as shown on Drawing No. QM002/A/5 as a long term solution, subject to funding being available in 2014/15 financial year, detailed design and further consultation with Thurrock Council.
3. That, it be noted that the estimated costs of £70,000, 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. A1306 New Road – 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 A1306 New Road Accident Reduction Programme will help to meet these targets.

### Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1800 and 1000 vehicles per hour during peak periods along A1306 New Road and Sandy Lane respectively.

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

Location	85 <sup>th</sup> ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
A1306 New Road by Sandy Lane	37	52	45	58
Sandy Lane by A1306 New Road	40	45	55	60

The 85<sup>th</sup> percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along A1306 New Road exceeds the 40mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

### Accidents

- 1.4 In the four-year period to October 2012, thirty two personal injury accidents (PIAs) were recorded along A1306 New Road between Dovers Corner and Thurrock Borough Boundary. Of the thirty two PIAs, three were fatal; six were serious; two were speed related and four were occurred during the hours of darkness.

Location	Fatal	Serious	Slight	Total PIAs
A1306 New Road in the vicinity of Wentworth Way	0	2	2	4
A1306 New Road / Upminster Road North Junction	0	0	3 (1-Speed)	3
A1306 New Road / Lambs Lane South Junction	0	1	2	3
A1306 New Road / Launderers Lane Junction	0	1	3 (1-Speed) (1-Dark)	4

Between Lauanders Lane and Wennington Road	1	0	0	1
A1306 New Road / Wennington Road Junction	0	2	3 (1-Dark)	5
A1306 New Road / Sandy Lane Junction	2	0	10 (2-Dark)	12
<b>Total</b>	<b>3</b>	<b>6</b>	<b>23</b>	<b>32</b>

## Proposals

1.5 The following safety improvements are proposed along A1306 New Road between Dovers Corner and Thurrock Borough Boundary to reduce vehicle speeds and minimise accidents.

- A1306 New Road in the vicinity of Wentworth Way junction  
(Drawing No:QM002/A/1)
  - Junction ahead vehicle activated warning signs.
  - 'Giveaway' markings and signs.
  - Slow road markings.
- A1306 New Road in the vicinity of Lauanders Lane junction  
(Drawing No:QM002/A/2)
  - High friction surfacing at the approaches.
  - Re-marking worn off road markings in the area.
- A1306 New Road in the vicinity of Wennington Road junction  
(Drawing No:QM002/A/3)
  - Traffic islands at both approaches to the right turn lanes.

For A1306 New Road / Sandy Lane Junction, two options were considered as short term and long term proposals. The short term proposals would be implemented during 2013/14 financial years if approved. The long term proposal of larger roundabout would require additional funding which could be implemented if funding being available in future years. Accident analysis showed that fatal and serious accidents occurred at regular intervals over ten year period at this junction. Larger roundabout would be best solution to reduce these fatal and serious accidents at this location.

- Short term proposals – A1306 New Road in the vicinity of Sandy Lane junction (Drawing No:QM002/A/4, QM002/A/4/1 and QM002/A/4/2)
  - Cross Road ahead vehicle activated warning signs with slow markings on a red surface at both approaches as shown.
  - Coloured high friction surfacing at both approaches as shown.
  - Red hatch area as shown.
  - 7No. Rumble strips at both approaches.
  - 40mph roundel on red surfacing.
  - Extension of hatch markings.

- Long term proposal - A1306 New Road in the vicinity of Sandy Lane Junction (Plan No. QM002/A/5)
  - Large Roundabout

## **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.
- 2.2 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 12<sup>th</sup> August 2013 were invited. Three written responses from Metropolitan Police, Local Resident Association and resident were received and the comments are summarised in the Appendix.

## **3.0 Staff comments and conclusions**

- 3.1 The accident analysis indicated that thirty two personal injury accidents (PIAs) were recorded over four year period along A1306 New Road between Dovers Corner and Thurrock Borough Boundary. Of these totals, three were fatal; six were serious; two were speed related and four were occurred during the hours of darkness. Accident analysis over ten year period also indicated that fatal and serious injuries are regular occurrence at the A1306 / Sandy Lane junction.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limit along A1306 New Road.
- 3.3 Traffic modelling using 'ARCADY' programme used to assess the proposed roundabout at A1306 New Road / Sandy Lane Junction. The modelling showed that the maximum flow capacity ratio and queues are 0.62 and 2 vehicles during peak hours respectively which are considered to be not significant. It means that the proposed layout will cater for any traffic growth in future.
- 3.4 The proposed safety improvements would minimise accidents along A1306 New Road. 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 £70,000. 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 31<sup>st</sup> 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 Letter.**
2. **Public consultation responses.**
3. **Drawing Nos. QM002/A/1, QM002/A/2, QM002/A/3, QM002/A/4, QM002/A/4/1, QM002/A/4/2 and QM002/A/5.**

## APPENDIX

### SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QM002/A/1 (Metropolitan Police)	Police fully support your proposals along this road to improve safety in particular at the junction with Sandy Lane which has a history of several serious collisions. Police would very much welcome Option 2, the larger roundabout at the A1306 New Road / Sandy Lane junction. This would remove any confusion about this being giveaway or a roundabout. A roundabout would facilitate the turning of larger vehicles and the correct deflection into the roundabout would help reduce eastbound speeds at this location.	-
QM002/A/2 (Wennington Village Association)	<p>Majority of our group consider that the designated improvements are acceptable, but finer details need to be considered. The group members' comments include the following:</p> <p>Member 1</p> <ul style="list-style-type: none"> <li>- Roundabout is the far better option to keep moving but traffic signals may hinder the flow.</li> <li>- How about speed camera.</li> </ul> <p>Member 2</p> <ul style="list-style-type: none"> <li>- Request for cross hatch extension at the Sandy Lane Junction.</li> <li>- Traffic signals could be phased to suit the amount of traffic which cannot be achieved with a roundabout.</li> <li>- It is essential that the numbers and severity are reduced.</li> </ul> <p>Member 3</p> <ul style="list-style-type: none"> <li>- Traffic signal phases at the Upminster Road North need to be altered to remove straight ahead and right turn conflicts.</li> </ul> <p>Member 4</p> <ul style="list-style-type: none"> <li>- Roundabout will not solve any problems due to tailback but traffic signals would enhance the flow of traffic.</li> </ul> <p>Member 5</p>	<ul style="list-style-type: none"> <li>- London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras. In addition to the installation of speed camera, the Council need to allocate funding to maintain the cameras each year which may be difficult in future years.</li> <li>- Traffic modelling showed that no tailbacks are expected if roundabout are installed.</li> <li>- Staff considered that the roundabout considered being better option than the traffic signals in reducing accidents at this location.</li> <li>- The facilities for cyclists could be considered at the detailed design stage if necessary.</li> </ul>

	<ul style="list-style-type: none"> <li>- Roundabout would be an acceptable solution. My main concern is that there should be a viable, safe pathway for all similar road users including cyclists to negotiate this dangerous junction.</li> </ul>	
QM002/A/3	<ul style="list-style-type: none"> <li>- It appears that the proposal is based on those that will comply. The problem is always, those that won't.</li> <li>- Provide traffic islands between Dovers corner and Wentworth Way, opposite to Laurel Court and before Lauanders Lane exit.</li> <li>- Ban right turn from Wentworth Way.</li> <li>- Provide road markings at the Upminster Road traffic signals for Upminster Road traffic.</li> <li>- Re-mark road markings along whole length of A1306 New Road.</li> </ul>	<p>Staff considered that the proposed measures are adequate to reduce accidents along A1306 New Road. Further traffic islands are not necessary at present. It could be considered at a later date. Worn off road markings will be re-marked along A1306.</p>