



# HIGHWAYS ADVISORY COMMITTEE

# REPORT

17 September 2013

**Subject Heading:**

UPMINSTER ACCIDENT REDUCTION  
PROGRAMME – CORBETS TEY ROAD AND  
HACTON 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

Corbets Tey Road and Hacton Lane – Upminster 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 pedestrian refuges, mini roundabout, zebra crossing, larger dome construction, high friction surfacing and centre hatch 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 **Upminster and St Andrews** 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:

### **Corbets Tey Road**

- (a) Pedestrian refuges and centreline hatch road markings along Corbets Tey Road between Stewart Avenue and The Approach as shown on Drawing No.QM033/C/1.
- (b) Pedestrian refuges along Park Drive and Gaynes Park Road, larger dome construction, high friction anti-skid surfacing, parking signs at the Corbets Tey Road / Park Drive / Gaynes Park Road mini roundabout as shown on Drawing No.QM033/C/2.

### **Hacton Lane**

- (c) Mini roundabout, zebra crossing, pedestrian refuge and minor carriageway and footway widening at the Hacton Lane / Ravenscourt Grove Junction as shown on Drawing No.QM033/H/1.
2. That, it be noted that the estimated costs of £75,000, 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. Corbets Tey Road and Hacton 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.
- 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 Corbets Tey Road and Hacton 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 and 1100 vehicles per hour during peak periods along Corbets Tey Road and Hacton 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
Corbets Tey Road by The Approach	35	37	40	46
Hacton Lane by Ravenscourt Grove	35	35	41	40

The 85<sup>th</sup> percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Corbets Tey Road and Hacton Lane exceeds the 30mph 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, twenty and twelve personal injury accidents (PIAs) were recorded along Corbets Tey Road and Hacton Lane respectively. Of the twenty PIAs along Corbets Tey Road, two were serious; two were speed related; one was occurred during the hours of darkness and four involved pedestrians. Of the twelve PIAs along Hacton Lane, two were serious and two were speed related.

Location	Fatal	Serious	Slight	Total PIAs
<b>Corbets Tey Road</b>				
Corbets Tey Road between St Mary's Lane and Stewart Avenue	0	1 (1-Ped)	2 (1-Ped)	3
Corbets Tey Road / Stewart Avenue Junction	0	0	2 (1-Ped)	2
Corbets Tey Road / Springfield Gardens Junction	0	0	2 (1-Speed)	2
Corbets Tey Road between Springfield Gardens and The Approach	0	0	1 (1-Ped)	1
Corbets Tey Road / Park Drive / Gaynes Park Avenue mini roundabout	0	0	7	7
Corbets Tey Road / Little Gaynes Lane Junction	0	1	0	1

Corbets Tey Road / Freshfields Avenue Junction	0	0	1	1
Corbets Tey Road / Parkland Avenue Junction	0	0	1 (1-Speed)	1
Corbets Tey Road / Londons Close Junction	0	0	2 (1-Dark)	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>20</b>
<b>Hacton Lane</b>				
Hacton Lane / Ravenscourt Grove Junction	0	0	3	3
Hacton Lane / Alma Avenue Junction	0	1 (1-Speed)	2	3
Hacton Lane between Alma Avenue and Derby Avenue	0	1 (1-Speed)	1	2
Hacton Lane / Derby Avenue Junction	0	0	2	2
Hacton Lane / Little Gaynes Lane Junction	0	0	2	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>12</b>

## Proposals

1.5 The following safety improvements are proposed along Corbets Tey Road and Hacton Lane to reduce vehicle speeds and minimise accidents.

- Corbets Tey Road between Stewart Avenue and The Approach  
(Drawing No:QM033/C/1)
  - Pedestrian Refuge between Stewart Avenue and Springfield Gardens.
  - Pedestrian refuge south of The Approach.
  - Hatch and centre line road markings.
- Corbets Tey Road/Park Drive/Gaynes Park Road mini roundabout  
(Drawing No:QM033/C/2)
  - Pedestrian refuges along Park Drive.
  - Pedestrian refuge along Gaynes Park Road.
  - Larger dome construction.
  - High friction anti-skid surfacing at the Corbets Tey Road approaches.
  - Parking signs as shown.
- Hacton Lane / Ravenscourt Grove Junction  
(Drawing No:QM033/H/1)
  - Mini Roundabout.
  - Zebra crossing
  - Pedestrian Refuge

- Minor carriageway and footway widening

## **2.0 Outcome of public consultation**

- 2.1 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.

### **Corbets Tey Road**

- 2.2 Approximately, 190 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 02<sup>nd</sup> September 2013 were invited. Five written responses from Local Members and London Buses were received and the comments are summarised in the Appendix.

### **Hacton Lane**

- 2.3 Approximately, 80 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 02<sup>nd</sup> September 2013 were invited. Seven written responses from Local Members, London Buses 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 twenty and twelve personal injury accidents (PIAs) were recorded over four year period along Corbets Tey Road and Hacton Lane respectively. Of the twenty PIAs along Corbets Tey Road, two were serious; one was occurred during the hours of darkness and four involved pedestrians. Of the twelve PIAs along Hacton Lane, two were serious and two were speed related.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limits along Corbets Tey Road and Hacton Lane.
- 3.3 The proposed safety improvements would minimise accidents along Corbets Tey Road and Hacton Lane. 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 £75,000. 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**

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

**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. QM033/C/1, QM033/C/2 and QM033/H/1.**

**APPENDIX  
SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
<b>Corbets Tey Road</b>		

QM033/C/1 (Member 1)	In favour of the scheme.	-
QM033/C/2 (Member 2)	I am happy for the scheme to go forward to HAC	-
QM033/C/3 (Member 3)	In favour of these, especially the ones in Gaynes Park Road and Park Drive.	-
QM033/C/4 (Member 4)	Happy with the scheme.	-
QM033/C/5 (London Buses)	No issues with this scheme.	-
<b>Hacton Lane</b>		
QM033/H/1 (Member 1)	In favour of the scheme	-
QM033/H/2 (Member 2)	Inquiry about public consultation process.	Advised.
QM033/H/3 (London Buses)	Inquiry about dome section. After explanation, happy with the scheme.	Advised.
QM033/H/4 (7 Hacton Lane)	We support the proposals.	-
QM033/H/5 (44 Hacton Lane)	The plan is a good idea. Request for the following. - Keep clear at the exit to the service road - Relocate zebra crossing	With reference to keep clear, it will be considered at the detailed design stage. With reference to crossing, staff considered that the zebra crossing proposal need to be located at this location. However additional zebra crossing could be considered at a later date towards Upminster Road.
QM033/H/6 (60 Hacton Lane)	I whole heartly approve them as over many years I have witnessed many crashes at this junction. Request to trim nearby tree.	Informed the tree team who will take necessary action.
QM033/H/6 (64 Hacton Lane)	The comments are as follows. - Zebra crossing should be opposite to pathway near Upminster Road, not near mini roundabout. - Why disrupt the access to the property Nos.62 to 78	The zebra crossing need to be located near the mini roundabout. Additional zebra crossing could be considered at a late date if necessary. It is considered that the proposals do not obstruct the vehicle crossovers.