



HIGHWAYS ADVISORY COMMITTEE

REPORT

10 December 2013

Subject Heading:

ROMFORD ACCIDENT REDUCTION
PROGRAMME – BRENTWOOD ROAD /
HEATH PARK ROAD / SALISBURY ROAD
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

Brentwood Road/Heath Park Road/Salisbury Road – Romford 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 tables, humped zebra crossing, humped pelican crossing, kerb build-out, coloured surfacing, 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 **Squirrels Heath and Emerson Park** 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:

Brentwood Road

- (a) 20mph speed limit, 'Gateway' measures, speed tables, kerb build-out, school keep clear markings, humped pelican crossing, coloured surfacing, 20mph and 30mph roundels road markings and road signs along Brentwood Road between The Drill Roundabout and Clive Road as shown on Drawing Nos.QM001/L, QM001/1, QM001/3, QM001/4 and QM001/5.

Heath Park Road

- (b) 20mph speed limit, 'Gateway' measures, speed table, humped zebra crossing, coloured surfacing, 20mph and 30mph roundels road markings and road signs along Heath Park Road between The Drill Roundabout and Margaret Road as shown on Drawing Nos.QM001/L, QM001/7 and QM001/8

Salisbury Road

- (c) 20mph speed limit, speed control humps and 20mph roundels road markings along Salisbury Road as shown on Drawing Nos.QM001/L and QM001/6.

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 speed table without kerb build out together with school keep clear marking changes along Brentwood Road outside Squirrels Heath Primary School's entrance be implemented as shown on Drawing No. QM001/2/R.
3. That, it be noted that the estimated costs of £100,000, 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. Brentwood Road/Heath Park Road/Salisbury 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 Brentwood Road/Heath Park Road/Salisbury 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 1200 vehicles per hour during peak periods along Brentwood Road and Heath Park Road.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Brentwood Road outside Squirrels Heath Primary school entrance	34	32	41	39
Heath Park Road by Salisbury Road	34	34	47	44

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Brentwood Road and Heath Park Road 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, eleven and five personal injury accidents (PIAs) were recorded along Brentwood Road between The Drill Roundabout and Clive Road and Heath Park Road between The Drill Roundabout and Margaret Road respectively. Of the eleven PIAs in Brentwood Road, three were serious; one occurred during the hours of darkness and five involved pedestrians. Of the five PIAs in Heath Park Road, two were serious; one was speed related and two involved pedestrians.

Location	Fatal	Serious	Slight	Total PIAs
Brentwood Road between The Drill Roundabout and Clive Road				
Brentwood Road / Cavenham Gardens Junction	0	1	1 (1-Ped)	2
Brentwood Road between Cavenham Gardens Salisbury Road	0	0	1 (1-Ped)	1
Brentwood Road / Hazelmere Gardens Junction	0	0	3 (1-Dark)	3
Brentwood Road / Great Gardens Road Junction	0	2 (2-Peds)	0	2
Brentwood Road / Cranham Road	0	0	2	2
Brentwood Road / Clive Road Junction	0	0	1 (1-Ped)	1
Total	0	3	8	11
Heath Park Road between The Drill Roundabout and Margaret Road				
Heath Park Road between The Drill Roundabout and Salisbury Road	0	1 (1-Ped)	1 (1-Ped)	2
Heath Park Road / Salisbury Road Junction	0	0	2 (1-Speed)	2
Heath Park Road / Balmoral Road Junction	0	1	0	1
Total	0	2	3	5

Proposals

- 1.5 The following safety improvements are proposed along Brentwood Road, Heath Park Road and Salisbury Road to reduce vehicle speeds and minimise accidents.

Brentwood Road

- Brentwood Road between The Drill Roundabout and Clive Road
(Drawing Nos:QM001/L, QM001/1, QM001/2R, QM001/3, QM001/4 and QM001/5)
 - 20mph speed limit.
 - Coloured surfacing with 20/30 roundels road markings and road signs.
 - Speed table.
 - School Keep Clear road markings Monday-Friday, 8.00am-5.00pm.
 - Humped pelican crossing.
 - Speed table
 - 20mph roundels.

- Heath Park Road between The Drill Roundabout and Margaret Road (Drawing Nos:QM001/L, QM001/7 and QM001/8)
 - 20mph speed limit.
 - Speed table.
 - Humped zebra crossing with illuminated zebra posts.
 - 'Gateway measures with 20/30mph roundels, coloured surfacing and road signs.
- Salisbury Road (Drawing Nos:QM001/L and QM001/6)
 - 20mph speed limit.
 - Speed control humps
 - 20mph roundels road markings.

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 also consulted on the proposals. Written responses were received covering the whole scheme from both the Metropolitan Police and London Buses. Eleven written responses were received from the residents of Brentwood Road, Heath Park Road and Salisbury Road.

Brentwood Road

2.2 Approximately, 170 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 22nd November 2013 were invited. Written responses were received from the Metropolitan Police, London Buses and two residents and the comments are summarised in the Appendix.

Heath Park Road

2.3 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 22nd November 2013 were invited. Five written responses from the residents were received and the comments are summarised in the Appendix.

Salisbury Road

2.4 Approximately, 60 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 22nd November 2013 were invited. Written responses were received from two residents and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

3.1 The accident analysis indicated that eleven and five personal injury accidents (PIAs) were recorded in the study area along Brentwood Road and Heath Park Road respectively. Of these totals, five were serious; seven involved pedestrians; one was speed related and one occurred during the hours of darkness. A speed survey showed that vehicles are, on average, travelling above the speed limit. Squirrels Heath Junior and Infant Schools are located

along Salisbury Road and Brentwood Road where a 20mph speed limit was proposed. The proposed safety improvements would minimise accidents along these 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 £100,000. 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

The Council has a general duty under the Equality Act of 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

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. QM001/L, QM001/1, QM001/2R, QM001/3, QM001/4, QM001/5, QM001/6, QM001/7 and QM001/8.**

APPENDIX

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QM001/1 (Metropolitan Police)	Have no issues with the plans	-
QM001/2 (London Buses)	-Agree with this proposal. -Request for parking restriction along Brentwood Road. -Raised issues about bus stop near speed table.	Parking restrictions could be considered at a later date. It is considered that the speed tables would not cause a significant problem for buses. The relocation of bus stops could be considered at a later date if necessary.
BRENTWOOD ROAD		
QM001/B/1 (No.271 Brentwood Road)	-Less expensive scheme in the vicinity of school would achieve the required effect. -Making 20mph zone along long section of Brentwood Road is not a good idea. -The introduction of a 20mph zone might not have much effect on the speeding behaviour. -Speed tables and humped pelican crossing cannot be a good idea along the bus routes for bus passengers. -Speed table with kerb build-out by school entrance is not a good idea. -Not enough space for cyclists and motorists, where the pedestrian refuges and hatch markings installed. -This whole scheme will make pollution in the area. -Why the scheme has not been extended over the bridge to cover the area outside the Frances Bardsley school. - Request for (a)20mph zone in the side roads	The 20mph zone is proposed due to accidents along Brentwood Road and Heath Park Road and for the safety of school children in the vicinity. It is considered that the 20mph zone would reduce vehicle speeds and accidents. Speed tables are bus user friendly and would not cause a significant problems for bus passengers As a results of public consultation, the kerb build out will be omitted. Speed table will be installed without kerb build out if approved. The cyclists' measures could be considered at later date if necessary. No problems were identified at present. The extension of this zone could be considered in future if funding being available. It is considered that the proposed measures are

	<p>including Salisbury Road.</p> <p>(b) Double mini roundabout at the Brentwood Road/ Clive Road/ Cranham Road</p> <p>(c) Mini roundabout at Brentwood Road/Osborne Road</p> <p>(d) Vehicle activated sign Brentwood Road by the bridge</p> <p>(e) A better scheme for parking outside the new Tesco store near the Drill Roundabout.</p>	<p>adequate to reduce vehicle speeds and accidents in the area.</p> <p>The requested measures could be considered at a later date if necessary.</p>
<p>QM001/B/2 (No.285 Brentwood Road)</p>	<p>(i) How and when was the traffic census carried out?</p> <p>(ii) The proposal and scheme seems to have been designed in a rush so that the unexpected monies from TFL are lost. Drawings are drawn and checked by one person.</p> <p>(iii) Is there a guarantee that the proposed measures are the best safety measures?</p> <p>(iv) Have the appropriate authorities/companies been consulted?</p> <p>(v) Why no plans to assist cyclists?</p> <p>(vi) Why are the humps and speed table before junctions?</p> <p>(vii) Who will monitor traffic to ensure it adheres to the new speed limit?</p> <p>(viii) Would speed camera similar to those placed in Rush Green Road be a better option?</p>	<p>Manual counts were carried out along Brentwood Road and Heath Park Road during peak periods as usual.</p> <p>The scheme was selected one year earlier as part of LIP funding submission. Drawings are always checked by the Principal Engineer.</p> <p>The proposed measures are considered to be best option to this particular study. In traffic management, various other measures are also possible.</p> <p>In any public consultation, the Council consults residents/occupiers, emergency services, bus companies, cycling representatives, local Members, HAC Members and any other interested parties.</p> <p>The 20mph zone would assist cyclists. Further measures could be considered at a later date if necessary.</p> <p>The speed tables are placed at various locations where most accidents occurred and to make it effective in reducing accidents.</p> <p>It is a self enforcing scheme. In any case, the Metropolitan Police will enforce the speed limit if necessary.</p> <p>London Safety Camera Partnership is responsible for selection, maintenance and</p>

	<p>(ix)Where will school coaches when dropping off and picking up the children from school be able to park due to time changes on the school keep clear markings?</p> <p>(x)Has a safety audit been carried out prior to these proposals?</p> <p>(xi)Will the speed tables be crossing points similar to those in Hornchurch High Road?</p> <p>-Request for advance warning signs and roundel markings on the side roads.</p>	<p>operation of speed cameras. The Council has no control over the selection of speed camera. The school keep clear markings time changes are proposed to improve safety in the vicinity of school. The coaches should park in the close proximity where it is safer and legal.</p> <p>It is not mandatory requirements to do carry out safety audits in all Council's schemes.</p> <p>It is not similar block paving crossing. The speed tables will be constructed in tarmac with tactile pavings.</p> <p>In detail design stage, additional roundels and road signs will be considered.</p>
QM001/B/3 (No.304 Brentwood Road)	<p>We welcome the proposed safety improvements to reduce the speed in the area. The queries include</p> <p>-Why does the crossing area need to be humped?</p> <p>-Would a hump cause house shudder?</p> <p>- Is the 20mph speed limit restricted to school times only?</p>	<p>The Hump was proposed to reduce vehicle speed and enforce 20mph speed limit. The speed tables would not cause a significant problems. No. The 20mph speed limit is proposed all the time.</p>
QM001/B/4 (No.344 Brentwood Road)	<p>-Agree the principle of safety improvements. Strenuously object to measures which will increase the congestion.</p> <p>-Reducing the speed limit would not cause problem</p> <p>-Would not consider that speed humps would cause problem</p>	<p>As a result of public consultation, the kerb build out will be omitted.</p>
HEATH PARK ROAD		
QM001/H/1 (No.99 Heath Park Road)	<p>We agree fully.</p> <p>-Will this scheme be re-enforced by cameras?</p> <p>-Are they any plans to deals with the parents who park dangerously?</p> <p>-Shutting off one end of Salisbury Road would reduce the number of</p>	<p>It is a self enforcing scheme.</p> <p>Our parking team is responsible for parking enforcement. They will enforce parking outside the school as usual.</p> <p>The shutting off any roads would cause inconvenience to</p>

	vehicles using it as a cut through.	majority of residents.
QM001/H/2 (No.111 Heath Park Road)	-Whilst I appreciate any efforts to make our roads safer, earlier measures such as vehicle activated signs and pinch point will not achieve any marked improvement. -Did you consider making Salisbury Road one way?	It is considered that the proposed improvements would improve safety in the area. One way would normally increase vehicle speeds. The Council proposed these measures to reduce vehicle speeds and accidents.
QM001/H/3 (No.126 Heath Park Road)	Object to the 'Gateway' measures with coloured surfacing and 20/30 roundels in Drawing nos.QM001/L and QM001/8.	The coloured surfacing is necessary at the start of the speed limit to warn the motorists about the restrictions.
QM001/H/4 (No.128 Heath Park Road)	Object to the 'Gateway' measures with coloured surfacing and 20/30 roundels in Drawing nos.QM001/L and QM001/8.	The coloured surfacing is necessary at the start of the speed limit to warn the motorists about the restrictions.
QM001/H/5 (2 James Close, Gidea Park)	Agree with the proposals. Request for speed control humps and crossing islands along the Heath Park Road bend.	These measures could be considered at a later date if necessary.
SALISBURY ROAD		
QM001/S/1 (No.32 Salisbury Road)	Part of problem is the number of commuters who regularly park here so that when parents park as well we all find ourselves blocked.	Parking team will be advised to consider further parking restrictions along Salisbury Road.
QM001/S/2 (No. 43 Salisbury Road)	Re-position the speed control hump to get a vehicle crossover.	It will be considered when the vehicle crossover application is received.