

HIGHWAYS COMMITTEE	DATE 16.01.2020	ITEM NO 6
TITLE Improve road safety around Falconwood Station - Response to a Petition	WARD (S) Eltham South	
CHIEF OFFICER Director of Regeneration, Enterprise and Skills	CABINET MEMBERS Air Quality, Sustainability and Transport	
DECISION CLASSIFICATION Non-Key Decision	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING? No. Following consideration by Highways Committee a recommendation will be made to Full Council for decision	

1. **Decision required**

The Committee is requested to

- 1.1 Note and comment upon the proposed petition response, presented in this report, which will be reported to Council on 29 January 2020

2. **Introduction and Background**

- 2.1 A petition containing 457 signatures from residents of the Royal Borough was presented to the Council meeting on 30th October 2019 by Councillor Pat Greenwell.
- 2.2 The petitioners have expressed concerns regarding speeding, road safety and crossing facilities in Rochester Way and Riefeld Rd, SE9 (around Falconwood Station).
- 2.3 The full wording on the petition reads:

“To improve road safety for people who live, work, commute and study around Falconwood Station/Riefeld Road. This includes young people from Harris Academy and Stationers Crown Woods.

We ask the London Boroughs of Royal Greenwich and Bexley, as well as Transport for London, to work together to make the area around

Falconwood Station, Riefield Road, Rochester Way, Shepherds Leas and Lingfield Crescent safer those of us who live, work, commute and/or study here (including young people from nearby Stationer's Academy and Harris Falconwood).

Every day, we struggle to cross these roads safely. We frequently witness accidents, near misses and evidence of collisions.

We are especially concerned for the safety of pedestrians who, to access Falconwood Station and the amenities in Lingfield Crescent, are forced to cross at either the 40mph Rochester Way or the 50mph slip road onto the A2 (where drivers accelerate and often fail to indicate) plus the slip road from the A2 to Riefield Road (where drivers often speed or fail to stop).

We therefore ask the above to help make our journeys safer by:

- Providing pedestrian crossings
- Reducing traffic speed
- Improving signage
- Improving the road layout and flow of traffic

Please act now, to prevent someone in our community being seriously hurt or killed on these busy and dangerous roads.”

Background

- 2.4 Riefield Road is a residential road to the south of the A2 and Rochester Way, Rochester Way is a Principal Road to the north of the A2 and Lingfield Crescent is a residential road within the London Borough of Bexley's domain. (Appendix – Plan)
- 2.5 The speed limit in Riefield Road is 30mph and has not been subjected to the borough-wide 20mph programme for residential streets although it has previously been subjected to traffic calming. The speed limit in Rochester Way is currently 40mph.
- 2.6 Collision data for the last three year period was reviewed in the vicinity of Falconwood Station and a number of collisions of slight severity were noted.
- 2.7 In preparation for this report the Transportation team commissioned traffic speed surveys in the locations shown on Appendix – Plan
- 2.8 The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions).

2.9 The current “85th percentile speeds” on all of the roads mentioned are within the current set speed limits, although there are some instances of excessive speeds especially in the Southbound direction. (Appendix B)

3. **Available Options**

- 3.1 Before this financial year, The Royal Borough submitted its Local Implementation Plan 3 to Transport for London and Mayoral approval was granted. This includes our investment plan for the coming three years. The funding is generally provided by Transport for London, which allows for traffic management and safety improvements to the boroughs roads.
- 3.2 An element of the LIP3 investment plan is the Royal Borough’s Reducing Road Danger programme. This programme includes funding for the implementation of Local Safety Schemes.
- 3.3 There is currently no funding allocated for a Local Safety Scheme to be implemented within Falconwood area. The allocation of this funding is solely based on statistical road safety evidence. However the available funding is subject to reprioritisation within the 2020/2021 financial year dependant on statistics.
- 3.4 From the evidence gathered and speed survey data collected by the Traffic team, it does show instances of high speeds in some locations, mainly on approach to the A2, it was also noted the various change in speed limits in the area may cause inconsistency in vehicle speeds.
- 3.5 The traffic team will action the reduction of the speed limit in Rochester Way to 30mph (currently 40mph). This will be in conjunction with a review of current signage and roadmarking in the area. On inspection it was also noted the horizontal deflection on the approach to the A2 could be reviewed for its effectiveness.
- 3.6 A full review will be undertaken and the necessary improvements will be identified, this will ensure the current crossing facilities are safe and ensure pedestrians are not hidden by parked vehicles and can see and be seen by approaching drivers before starting to cross.
- 3.7 Based on the statistical evidence, collision data etc, the available data would not indicate that immediate action is necessary. Although improvements in the Falconwood Station area are not on the current programme of works, it is noted that improving the safety of this route to the station and other amenities, would support our active travel policies.

3.8 Funding will be sought from our Walking and Accessibility budget within the LIP within the 2020/2021 financial year.

4. Preferred Option

4.1 Undertake the review described above and allocate Walking and Accessibility funding in 2020/21 to develop, consult on and implement improvements.

4.2 Action and progress with the reduction in speed limit in Rochester Way to 30mph (currently 40mph).

4.2 The available funding for the implementation of improvements to Falconwood Station area will be estimated once full review has been undertaken. The full cost would be funded by Transport for London (TfL).

5. Reasons for Recommendations

5.1 There is currently no funding available in this financial year's programme and the area is planned for review during 2020/2021.

6. Consultation Results

6.1 No new or historic consultation results available.

7. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
Legal including Human Rights Act	<p>The Committee is requested to note and comment upon the proposed response as set out in this report, to the petition presented by Councillor Pat Greenwell to the full Council meeting on 30th October 2019.</p> <p>Under Part 3 of the Council's Constitution (Responsibility for Functions) the Highways Committee is authorised to consider and advise on petitions relating to highway matters submitted to the full Council.</p>	Eleanor Penn, Assistant Head of Legal Services, 18/12/2019

	<p>Article 3.01(a) of the Council's Constitution provides that residents of the Borough may bring concerns to the direct attention of the Council by asking a member of the Council to present a petition at a Council meeting. Paragraph A1.19 of Part 4 of the Constitution requires that petitions are referred to the relevant Chief Officer, copied to the corresponding Cabinet Member, for investigation and response. Paragraph A1.19 of Part 4 of the Constitution also requires the outcome of the investigation to be reported back to Full Council within two meetings, i.e. in this case by the full Council meeting on 29th January 2020.</p>	
<p>Finance and other resources including procurement implications</p>	<p>The Highways Committee is requested to note and comment upon the petition response presented in this report. As set out in paragraph 4 this area is planned to be review during 2020/21 and any funding will be sought from TFL Walking & Accessibility funding. There are no financial implications at this time.</p>	<p>Sue Rock Accountancy Business Change Manager 18/12/19</p>
<p>Equalities</p>	<p>The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no apparent equality impact on end users.</p>	<p>Ryan Nibbs 15/12/19</p>

8. **Report Appendices**

8.1 The following documents are to be published with and form part of the report:

- *Appendix - Plan*

9. **Background Papers**

- Local Implementation Plan https://www.royalgreenwich.gov.uk/downloads/file/3845/local_implementation_plan_lip3

Report Author: Ryan Nibbs – Traffic Group Manager
Tel No. 020 8921 2397
Email. ryan.nibbs@royalgreenwich.gov.uk

Reporting to: Graham Nash – Assistant Director Transportation
Tel No. 020 8921 2268
Email. graham.nash@royalgreenwich.gov.uk

Chief Officer: Pippa Hack – Director DRES
Tel No. 020 8921 5519
Email. pippa.hack@royalgreenwich.gov.uk