



Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

15 January 2019

Subject Heading:

**CHASE CROSS ROAD CASUALTY
REDUCTION PROGRAMME –
PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2018/19 Delivery Plan**

Financial summary:

**The estimated cost of £0.098m for
implementation will be met by
Transport for London through the
2018/19 Local Implementation Plan
allocation for Casualty Reduction
Programme – Chase Cross Road
(A2912).**

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

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

Chase Cross Road – Casualty Reduction Programme was one of the schemes approved by Transport for London for funding for 2018/19.

A feasibility study was undertaken to identify safety improvements including humped zebra crossing, speed cushions, kerb build-out, road markings and road signs to reduce the casualty rate along the street.

A public consultation was carried out and this report details the findings of the feasibility study, the results of the public consultation and taking account of the feedback from local residents, recommends that some elements of the scheme do not proceed to implementation.

The scheme is within **Haverling Park** and **Mawneys** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Chase Cross Road between Sunny Mews and Lawns Way
(Plan No:QR006-1)
 - Speed cushions outside property Nos. 61/65/80 Chase Cross Road
 - Speed cushions between Irons way and Felstead Road
 - (b) Chase Cross Road by Ascension Road (Plan No.QR006-2)
 - Speed cushions east of Ascension Road
 - (c) Chase Cross Road between Mount Pleasant Road and Avalon Road
(Plan No:QR006-3)
 - Speed cushions south of Mount Pleasant Road
 - Speed cushions south of Avalon Road
 - (d) Chase Cross Road between Avalon Road and Haverling Road
(Plan No:QR006-4)
 - Humped zebra crossing outside property Nos. 245/247/249 Chase Cross Road
 - Kerb build-out with speed cushions opposite to property Nos. 276/278/282 Chase Cross Road

2. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment following consultation with the Leader of the Council that the safety improvements as detailed below and shown on the relevant drawing be rejected following results of public consultation:
 - (a) Chase Cross Road between Sunny Mews and Lawns Way
(Plan No:QR006-1)
 - Speed cushions outside property Nos. 105/107 Chase Cross Road
3. That, it be noted that the estimated costs of £0.098m, will be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Casualty Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2017, Transport for London (TfL) approved funding for a number of Casualty Reduction Schemes as part of the 2018/19 Local Implementation Plan settlement. The 'Chase Cross Road Casualty Reduction Programme' was one of the schemes approved by TfL. A feasibility study has been carried out to identify potential casualty reduction measures in the area. The feasibility study looked at ways of reducing casualties and risk exposure (especially to vulnerable users) and a series of safety improvements were identified. Following completion of the study, the safety improvements, as set out in this report, were taken forward to a formal public consultation.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious Injury collisions (KSIs) by 40%; Child KSIs by 50%; pedestrian, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09.
- 1.3 The Mayor's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road and street network including **Haverling** roads in the light of previous incidents. The Mayor's aim is for no-one to be killed in or by a London Bus by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London's road and street by 2041. The main targets are as follows:
 - (a) 65% reduction in KSIs by 2022 against 2005-2009 baseline average
 - (b) 70% reduction in KSIs by buses by 2022 against 2005-2009 baseline average
 - (c) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
 - (d) 0 KSIs by 2041
 - (e) 0 KSIs by buses by 2030

The Chase Cross Road Casualty Reduction Scheme was develop to help to meet the above targets.

Traffic Survey Results Summary

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1400 vehicles per hour during peak periods along Chase Cross Road west of Irons Way.

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

Location	85 th il Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Chase Cross Road west of Irons Way(Off peak)	39	41	45	45
Chase Cross Road west of Irons Way (Peak)	30	31	40	40
Chase Cross Road west of Avalon Road (Off peak)	48	41	55	45
Chase Cross Road west of Avalon Road (Peak)	35	35	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Chase Cross Road exceeds the 30mph speed limit. Staff consider these speeds to be undesirable and a contributory factor to collisions and risk exposure.

Injury Collision Data

- 1.4 In the five-year period to February 2017, **thirty** personal injury collisions (PICs) were recorded along Chase Cross Road. Of these thirty PICs, five were serious; eight involved pedestrians; three involved child; eight involved motorcyclists and eleven occurred during the hours of darkness.

A summary of the PICs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Chase Cross Road between Clockhouse Lane and Sunny Mews	0	2 (2-Ped)	2 (1-Ped) (1-Dark) (1-Child)	4

Chase Cross Road / Sunny Mews Junction	0	0	3 (2-Dark) (1-Speed) (1-Child)	3
Chase Cross Road between Sunny Mews and Irons Way	0	0	2 (1-Dark)	2
Chase Cross Road / Felstead Road Junction	0	0	1 (1-Ped)	1
Chase Cross Road / Lawns Way Junction	0	1	2 (2-Dark)	3
Chase Cross Road between Lawns Way and Faircross Avenue	0	0	1	1
Chase Cross Road / Faircross Avenue / Ascension Road	0	0	3	3
Chase Cross Road between Ascension Road and Belle Vue Road	0	1 (1-Dark) (1-Child)	0	1
Chase Cross Road / Gobions Avenue Junction	0	0	2 (1-Dark)	2
Chase Cross Road / Mount Pleasant Road Junction	0	0	3 (1-Dark) (1-Speed)	3
Chase Cross Road between Mount Pleasant Road and Avalon Road	0	1 (1-Ped)	0	1

Chase Cross Road / Avalon Road Junction	0	0	1	1
Chase Cross Road between Avalon Road and Havering Road	0	0	5 (3-Ped) (2-Dark)	5
Total	0	5	25	30

Proposals

1.5 The following safety improvements were proposed along Chase Cross Road to reduce vehicle speeds and minimise collisions.

- (a) Chase Cross Road between Sunny Mews and Lawns Way (Plan No:QR006-1)
 - Speed cushions outside property Nos. 61/65/80 Chase Cross Road
 - Speed cushions between Irons way and Felstead Road
 - Speed cushions outside property Nos. 105/107 Chase Cross Road
- (b) Chase Cross Road by Ascension Road (Plan No.QR006-2)
 - Speed cushions east of Ascension Road
- (c) Chase Cross Road between Mount Pleasant Road and Avalon Road (Plan No:QR006-3)
 - Speed cushions south of Mount Pleasant Road
 - Speed cushions south of Avalon Road
- (d) Chase Cross Road between Avalon Road and Havering Road (Plan No:QR006-4)
 - Humped zebra crossing outside property Nos. 245/247/249 Chase Cross Road
 - Kerb built-out with speed cushions opposite property Nos. 276/278/282 Chase Cross Road

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 300 letters were delivered via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Nine written responses from Local Members, the Metropolitan Police and residents were received and the comments are summarised in the Appendix 1.

2.2 The views expressed by ward councillors were in support of the scheme.

2.3 The Metropolitan Police indicated that they do not have any objections.

- 2.4 The majority of residents who responded generally supported the scheme. Two residents raised concerns about particular location of the speed cushions and others requested further measures on the service road. Some indicated that speed cameras would be a better solution.
- 2.5 Details of some of the operational Casualty Reduction Schemes implemented within Havering, TfL's targets, Mayor's vision zero Strategy and traffic calming techniques are summarised in the Appendix 2.

3.0 Staff comments and conclusions

- 3.1 The collision analysis indicated that **thirty** personal injury collisions (PICs) were recorded along Chase Cross Road. Of these thirty PICs, five were serious; eight involved pedestrians; three involved child; eight involved motorcyclists and eleven occurred during the hours of darkness.
- 3.2 Appendix 2 provides commentary/analysis of the effectiveness of implemented Casualty Reduction Schemes, traffic calming measures and other features used in the Council's Casualty Reduction Programme, TfL's targets, Mayor's Vision Zero Strategy, UK Traffic calming techniques and their effect.
- 3.3 Staff prepared a set of proposals which are considered to be appropriate for the class of road that Chase Cross Road is, which would influence driver behaviour and to reduce the risk exposure of vulnerable road users. Staff recommends that the most of the proposals should be implemented except for the speed cushions outside 105/107 Chase Cross Road following concerns raised by residents.
- 3.4 The proposed safety improvements as detailed in the recommendation would minimise collisions, particularly for vulnerable road users along Chase Cross Road.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme as recommended in the recommendations.

The original Transport for London allocation was £0.098m initial feasibility and consultation costs of £0.013m have reduced the available funding to £0.085m.

The estimated cost of £0.098m for feasibility, consultation and implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocations for Main Road Accident Reduction Programme (A2912). The funding will need to be spent by 31st March 2019, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then 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 Environment 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 overall Environment budget.

Legal implications and risks:

The Council's power to construct and maintain places of refuges for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ('HA1980')

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the HA 1980. Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

Human Resources implications and risks:

The recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 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.

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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

BACKGROUND PAPERS

None.

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QR006/1 (Local Member 1)	I am content to proceed to public consultation.	-
QR006/2 (Local Member 2)	Is it going to be delivered to every house along Chase Cross Road?	Public consultation letter delivered all the properties in Chase Cross Road.
QR006/3 (Metropolitan Police))	I do not have any objections	-
QR006/4 (Chase Cross Road resident 1)	I appreciate that this is a busy road and understand your desire to improve safety, however, looking at the location, the proposal seems for the bumps to be outside of my house, which is a cause for concern. I have a young child in the house and we had serious issues settling her at night, particularly when a bus stop was place outside of my house. People were queuing up and coming off of the bus throughout the night, which made it really difficult for her to sleep and caused her to wake up with nightmares. We have just started to re-settle her as fortunately the bus stop was later relocated. I am concerned about the noise of the vehicles going over the bumps at night, as we have lots of cars and buses travelling past my door and would ask if you could help re-position this on the street.	This particular speed cushions will be omitted from the original proposals.
QR006/5 (Chase Cross Road resident 2)	I received describing the proposed speed cushions outside my home. I would like my views on this matter to be heard as this new instalment will really affect my family and me. I agree that something must be done to slow cars down on this road, as I have witnessed many cars speeding past my house; however I am opposed to speed cushions being installed outside my house as this will result in a lot more noise disturbance. The noise resulting from cars travelling over the speed cushions is going to greatly disturb my family as we live in a bungalow with our bedrooms situated at the front of the building, therefore we will directly hear the sound of the cars.	This particular speed cushions will be omitted from the original proposals.

	My elderly husband is quite unwell and he struggles sleeping, the added noise from the speed cushions will only worsen this. This concerns me as his condition requires rest.	
QR006/6 (Chase Cross Road resident 3)	As you may be aware Chase Cross Road is a series of bends and there is a crossing situated just after Ascension Road and using this has become difficult due to the fact the Council has sited several parking bays on the approach to the Ascension Road and so that vehicles obscure vision when using crossing. There is also a problem when using the same crossing drivers turning left out of Ascension Road turning left out of Ascension Road are looking to their right prior to shooting out in a wide ark as soon as a gap appears in the fast moving traffic causing people on the crossing some alarm by pulling quickly on the crossing. I think Cameras are the only answer to the continual speeding and may provide some revenue.	With reference to Ascension Road issues, we will investigate and improve safety at this location if feasible. The Transport for London is responsible for the selection and maintenance of the speed cameras.
QR006/7 (Chase Cross Road resident 4)	Agree that something has to be done to slow traffic down. On a number of occasions, when traffic has been heavy or there have been road works being carried out, a number of vehicles have used the services road running parallel with Chase Cross Road from Gobions Avenue towards the Havering Road as a rat run and travelled at high speed down this road trying to beat the slow moving traffic moving towards Chase Cross. What consideration is given if no provision is made to slow the traffic down on the slip road as at the bus stop opposite Felstead Road, where during school times large numbers of children gather and wait for the buses, often spilling on to the slip road.	Due to limited funding, the Council is unable to provide traffic calming measures along the slip road.
QR006/8 (Chase Cross Road resident 5)	We are pleased to hear of this improvement as speed of traffic along Chase Cross Road is awful. Although it might slow traffic on the main road, traffic are going to use slip road. If you are doing this on the main road, then they should be done on the slip road also.	Due to limited funding, the Council is unable to provide traffic calming measures along the slip road.

<p>QR006/9 (Chase Cross Road resident 6)</p>	<p>I couldn't agree more that traffic calming is needed on that road. Are there any proposals for the section near Nursing Home on the bend?</p>	<p>Speed cushions and humped zebra crossing are provided along this section of road.</p>
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APPENDIX 2

SUMMARY OF CASUALTY TARGETS, CASUALTY REDUCTION, TRAFFIC CALMING TECHNIQUES AND THEIR EFFECT

1. PERCENTAGE OF CASUALTY REDUCTION

The following table shows the percentage of casualty reduction achieved on the implementation of Accident Reduction Programme schemes in recent years using vertical deflections such as humped crossings, speed tables and speed cushions.

SCHEME	IMPLEMENTATION DATE	PERCENTAGE CASUALTY REDUCTION
Mawney Road and White Hart Lane Between A12 and Collier Row Road	March 2012	77%
Hornchurch Town Centre (20mph zone)	June 2012	45%
Collier Row Lane Between Goring Road and Playfield Avenue	March 2014	60%
Crow Lane Whole length	March 2015	40%
Dagnam Park Drive Between Gooshays Drive and Chudleigh Road (20mph zone)	January 2016	100%
Rainham Road Between Ford Lane and Wood Lane	December 2016	50%

Please note that vertical deflections such as humped crossings, speed tables, speed cushions were used in all the above schemes to reduce accidents. The casualties are compared before and after implementation of the schemes.

2. TFL 2020 CASUALTY TARGETS

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, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The **Havering** Accident Reduction Programme, funded by Transport for London will help to meet these targets.

3. LONDON MAJOR'S VISION ZERO STRATEGY

The Major's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road and street network including **Havering** roads in the light of previous incidents. The Major's aim is for no-one to be killed in or by a London Bus by 2030 and for all deaths and serious injuries from road collisions to be eliminated from

London's road and street by 2041. The main targets are as follows:

- (a) 65% reduction in KSIs by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by buses by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
- (d) 0 KSIs by 2041
- (e) 0 KSIs by buses by 2030

4. TRAFFIC CALMING TECHNIQUES IN UK AND THEIR EFFECT ON SPEED REDUCTION, ACCIDENT REDUCTION AND AIR QUALITY/ HEALTH/ POLLUTION

(a) TRAFFIC CALMING TECHNIQUES

The following 'Traffic calming techniques' are widely used in UK.

- (1) Vertical deflections include Road hump, speed table, speed cushions, rumble strips
- (2) Horizontal deflection include Chicanes
- (3) Road Narrowing
- (4) Central islands
- (5) Traffic calming at junctions includes changes in alignment, roundabout and mini roundabouts.
- (6) Gateway measures include different surface materials, traffic islands, 20/30mph road signs
- (7) Speed cameras and speed limit changes
- (8) Traffic management measures include road closures and one way streets

All the above traffic calming measures are not suitable for all the roads in **Havering**. The selected traffic calming measures are generally used depending on the road character and nature of achievement such as speed reduction and accident reduction.

(b) SPEED REDUCTION

Vertical deflections such as road humps, speed tables and speed cushions in the carriageway have a **greater impact on vehicle speeds** than any other measures. In order to achieve greater vehicle speeds reduction, the vertical deflections need to be placed close apart which may require greater funding.

(c) ACCIDENT REDUCTION

The impact of traffic calming schemes on accident levels is generally related to both the speed reducing effect of the scheme and any reduction in traffic levels as a consequence of it. Slower vehicle speeds in 20mph speed limit roads compared with 30mph or over speed limit roads, not only reduce the occurrence of the accidents, but also have a significant effect on their severity such as from fatal and serious injuries to slight injuries.

(d) AIR QUALITY / HEALTH / POLLUTION

WHAT IMPACT DO SPECIFIC SCHEMES HAVE ON AIR QUALITY AND HEALTH?

The Transport for London research suggest:

(i) 20mph zones **do not increase air pollution**. Imperial College University's evaluation of 20mph zones in London suggested they had **no net negative impact on exhaust emissions** and resulted in clear benefits to driving style and associated particulate emissions.

(ii) Speed bumps generate small, local increase in emissions, but the health impacts are likely to be **negligible**. They dramatically reduce road danger and support the Health Street Approach. It is uncertain whether speed bumps have negative impacts on air quality over the whole area of a scheme. There is good evidence they are one of the best ways to reduce vehicle speeds and are expected to reduce collisions by around 44%. Speed tables should be considered as an alternative to speed bumps.

(iii) Protected cycle lanes tend not to prolong journey time and are **not expected to increase air pollution**.