



HIGHWAYS ADVISORY COMMITTEE

REPORT

18 October 2011

Subject Heading:

COLLIER ROW ACCIDENT REDUCTION PROGRAMME – CHASE CROSS ROAD AND MAWNEY ROAD / WHITE HART LANE (THE OUTCOME OF PUBLIC CONSULTATION)

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

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|--|-------------------------------------|
| 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

Chase Cross Road, Mawney Road and White Hart lane Area – Collier Row 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 zebra crossing upgrade with pedestrian refuges, illuminated beacon posts, wider speed cushions, school keep clear markings changes, carriageways repair, street lighting improvements, and slow 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 safety improvements as described in the recommendation be approved.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

Chase Cross Road

- (a) Chase Cross Road between Felstead Road and Lawns Way
(Plan No:QK003/C/1)
- Upgrading existing zebra crossing
 - Pedestrian refuge as shown
 - Tactile pavings alteration
 - Illuminated Belisha beacon posts
 - Reduced crossing width to accommodate pedestrian refuge
- (b) Chase Cross Road outside properties 247 and 249
(Plan No:QK003/C/2)
- Upgrading existing zebra crossing
 - Pedestrian refuge as shown
 - Tactile pavings
 - Illuminated Belisha beacon posts

Mawney Road and White Hart Lane

- (c) The following safety measures are proposed in the vicinity of Crownfield Infant and Junior Schools as shown on Plan No. QK003/W/3.
- Changes to the existing School Keep Clear markings operation time from Monday to Friday, 815am – 0915 am & 3.00pm – 4.15pm to Monday to Friday, 0800-1700.
 - Changes to the existing large radius kerbs to 6metre radius as shown.
 - Repairing existing damaged carriageway and kerbs as shown.
- (d) From the public consultation results, the wider speed cushions will be omitted from the original proposals instead the carriageway and footway damages in the vicinity of speed cushions will be repaired along White Hart Lane and Mawney Road. The original wider speed cushion proposals are shown on Plan Nos. QK003/W/1 to QK003/W/8.
2. That, it be noted that the estimated cost of £100,000 can be met from the Transport for London's (TfL) 2011/12 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2010, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2011/12 Havering Borough Spending Plan settlement. Chase Cross Road, Mawney Road and White Hart 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 has now been completed and has looked at ways of reducing accidents and it is considered that the accident remedial measures, as described in the recommendations will improve road safety. In April 2011, Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Chase Cross Road, Mawney Road and White Hart Lane Area Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1100 vehicles per hour during peak periods along Chase Cross Road and Mawney Road / White Hart Lane.

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

| Location | 85%ile Speed (mph) | | Highest Speed (mph) | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| | Northbound /Eastbound | Southbound /Westbound | Northbound /Eastbound | Southbound /Westbound |
| Chase Cross Road by Mount Pleasant Road | 34 | 36 | 54 | 44 |
| Chase Cross Road by Lawns Way | 33 | 35 | 37 | 40 |
| White Hart Lane by Victory Way | 31 | 34 | 39 | 42 |

| | | | | |
|--|----|----|----|----|
| Mawney Road between Birch Road and Forest Road | 33 | 32 | 36 | 40 |
|--|----|----|----|----|

The 85th percentile speed is the speed not exceeded by 85% of vehicles and is the measure of speed recommended by the Government for the design of traffic management schemes. The speed limit along these roads is 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along these roads.

Accidents

1.4 In the four-year period to December 2010, twelve and eighteen personal injury accidents (PIAs) were recorded along Chase Cross Road and Mawney Road/White Hart Lane respectively. Of the twelve PIAs in Chase Cross Road, one was speed related; five were occurred during the hours of darkness and three involved pedestrians. Of the eighteen PIAs in Mawney Road and White Hart Lane, two were speed related; five were occurred during the hours of darkness and one involved pedestrian.

| Location | Fatal | Serious | Slight | Total PIAs |
|---|----------|--------------------------|----------------------------|------------|
| Chase Cross Road | | | | |
| Between Clockhouse Roundabout and Irons Way | 0 | 0 | 1 | 1 |
| In the vicinity of zebra crossing and Lawns Way | 0 | 0 | 3 (2-Peds) (1-Dark) | 3 |
| Faircross Avenue junction | 0 | 0 | 1 | 1 |
| Between Ascension Road and Belle Vue Road | 0 | 0 | 1 | 1 |
| Belle Vue Road junction | 0 | 0 | 1 (1-Dark) | 1 |
| In the vicinity of Avelon Road and zebra crossing | 0 | 2 (1-Ped) (1-Dark) | 1 (1-Speed) (1-Dark) | 3 |
| Between Zebra crossing and traffic signals | 0 | 0 | 2 (1-Dark) | 2 |
| Total | 0 | 2 | 10 | 12 |
| Mawney Road | | | | |
| Birch Road Junction | 0 | 0 | 1 | 1 |
| Between Forest Road and Susan Close | 0 | 0 | 1 | 1 |
| Susan Close Junction | 0 | 0 | 3 (1-Ped) (1-Dark) | 3 |
| Essex Road Junction | 0 | 0 | 2 | 2 |

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|--|----------|----------|----------------------------|-----------|
| Blenheim Close Junction | 0 | 0 | 1 | 1 |
| Marlborough Road Junction | 0 | 0 | 4 (2-Dark) (1-Speed) | 4 |
| Between Marlborough Road and A12 | 0 | 0 | 1 (1-Speed) | 1 |
| Total | 0 | 0 | 13 | 13 |
| White Hart Lane | | | | |
| Lynton Avenue Junction | 0 | 1 | 0 | 1 |
| Victory Way Junction | 0 | 0 | 2 (1-Dark) | 2 |
| Between Victory Way and Vanguard Close | 0 | 0 | 1 | 1 |
| Cross Road Junction | 0 | 0 | 1 (1-Dark) | 1 |
| Total | 0 | 1 | 4 | 5 |

Proposals

- 1.5 The following safety improvements are proposed as shown on the relevant plans.

Chase Cross Road

- Chase Cross Road between Felstead Road and Lawns Way (Plan No:QK003/C/1)
 - Upgrading existing zebra crossing
 - Pedestrian refuge as shown
 - Tactile pavings alteration
 - Illuminated Belisha beacon posts
 - Reduced crossing width to accommodate pedestrian refuge
- Chase Cross Road outside properties 247 and 249 (Plan No:QK003/C/2)
 - Upgrading existing zebra crossing
 - Pedestrian refuge as shown
 - Tactile pavings
 - Illuminated Belisha beacon posts

Mawney Road and White Hart Lane

- Wider speed cushions are proposed along White Hart Lane and Mawney Road as shown on Plan Nos. QK003/W/1 to QK003/W/8.

The following safety measures are proposed in the vicinity of Crownfield Infant and Junior Schools as shown on Plan No. QK003/W/3.

- Changes to the existing School Keep Clear markings operation time from Monday to Friday, 8.15am – 09.15 am & 3.00pm – 4.15pm to Monday to Friday, 0800-1700.
- Changes to the existing large radius kerbs to 6metre radius as shown.
- Repairing existing damaged carriageway and kerbs as shown.

These proposals would reduce vehicle speeds and minimise accidents in the area.

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in April 2011, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals.

Chase Cross Road

- 2.2 Approximately, 110 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 05th September 2011 were invited. Eight written responses from Metropolitan Police, London Fire Brigade, London Buses, Local Members and residents were received and the comments are summarised in the Appendix.

Mawney Road / White Hart Lane

- 2.3 Approximately, 380 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 05th September 2011 were invited. Twelve written responses from Metropolitan Police, London Fire Brigade, London Buses, Cycling Representative and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 London Buses raised concerns about the bus stop along Chase Cross Road opposite to Lawns Way. LBH staff and London buses had discussions about moving the bus stop. Following the discussion, London Buses decided to move the bus stop approximately 10metres to the northwest. One resident raised concerns about the pedestrian refuge near Lawns Way which will restrict the carriageway width. Since two pedestrian PIAs occurred at this location, staff considered that the proposed pedestrian refuge would minimise these accidents. It would not cause significant problems at this location. Another resident concerned about the parking conditions in the vicinity of shops and zebra crossing outside No. 247 Chase Cross Road. Parking team would review the parking restrictions at this location.
- 3.2 From the public consultation results, the majority of residents along Mawney Road and White Hart Lane are not in favour of wider speed cushions. Although the wider speed cushions would help to reduce vehicle speeds, staff decided to omit the original proposals of wider speed cushions instead the carriageway and footways in the vicinity of speed cushions will be repaired. It is also possible to improve street lighting along these two roads. The proposals of school keep clear time changes, narrow radius kerbs and

carriageway/footways repair are necessary to improve safety and parking conditions outside the Crownfield infant and junior schools.

IMPLICATIONS AND RISKS

Financial implications and risks

The estimated cost of the proposals is £100,000. Chase Cross Road / Mawney Road / White Hart Lane Area is one of the schemes approved by TfL which is to be implemented from Havering's 2011/12 allocation for Accident Reduction Programme. This scheme is fully funded by TfL.

Legal Implications and Risks

Parking management schemes including school keep clear restrictions require consultation and the advertisement of proposals before a decision can be taken on their introduction. Legal resources will be required in making traffic orders.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

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

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**

**APPENDIX
SUMMARY OF RESPONSE**

| RESPONSE REF: | COMMENTS | STAFF COMMENTS |
|---|--|--|
| CHASE CROSS ROAD | | |
| QK003/C/1 (London Fire Brigade) | No problem from Fire Services. | - |
| QK003/C/2 (Metropolitan Police) | No comments or observations regarding these proposals. | - |
| QK003/C/3 (London Buses) | London buses have no concerns with the new proposed pedestrian island. Appreciate this will not affect our buses serving bus stop opposite to Lawns Way. | London buses are planning to move the bus stop approximately 10metres to the northwest. |
| QK003/C/4 (London Buses Infrastructure) | London buses have no concerns with the new proposed pedestrian island. Appreciate this will not affect our buses serving bus stop opposite to Lawns Way. | London buses are planning to move the bus stop approximately 10metres to the northwest. |
| QK003/C/5 (Cllr Billy Taylor) | Inquiry about the accidents along Chase Cross Road. | Accident details were provided. |
| QK003/C/6 (Cllr Linda Trew) | Anything that creates a safer environment for our residents is of course a welcome proposal. | |
| QK003/C/7 (87, Chase Cross Road, Greenhouse Water Gardens) | Despite protest, existing zebra crossing went ahead. Zebra crossing is hardly used by pedestrians. There have been several shunts due to right turning traffic into Lawns Way and Felstead Road. The Introduction of an island will have no appreciable difference to but will reduce manoeuvring width. | Staff considered that the proposal would improve pedestrian safety at this location. Although the proposal would reduce the carriageway width for right turning traffic, the road safety benefits outweigh any disadvantages. Our survey showed that the crossing is well used. The proposed zebra crossing with pedestrian refuge would not cause significant problems. |
| QK003/C/8 | -Any plans to make the crossing safer will be very welcome. --Concerns about congestion | It is possible to investigate further |

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| | and indiscriminate parking outside the shops. -Need more than these proposals for addressing safety of this stretch of road. | proposals to improve parking situation at this location It is considered that further proposals could be considered at a later date. |
| MAWNEY ROAD AND WHITE HART LANE | | |
| QK003/W/1 (London Fire Brigade) | No objections | - |
| QK003/W/2 (Metropolitan Police) | Appreciate that you have taken our previous comments into consideration and designed this scheme with slightly wider cushions. In the locations where there are currently two cushions we understand that situation is to remain the same. No other observations or comments at this time. | - |
| QK003/W/3 (London Buses) | Appreciate that you have taken our previous comments into consideration and designed this scheme with slightly wider cushions, in preference to 3 cushions across and have no further comment to make. | - |
| QK003/W/4 (Road Safety Manager) | Agree with the proposals. | - |
| QK003/W/5 (99 White Hart Lane) | -Not enough consideration with two wheel users -Road is not enough to accommodate the humps -Too many cars parked in the road which is a hazard -Weather conditions are the dangerous -Blind spots and roads leading to the humps are asking for trouble. -Request for road widening and speed camera. | No plans to change the existing cycle lanes. We do not design for extreme weather conditions such as heavy snow. However, these roads are high on priority for gritting to prevent ice formation. Additional road hump signs could be considered along these roads. The provision of speed cushions at the bend served the purpose in reducing accidents. The Council has no control over the selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras. Further parking restrictions could be considered at a later date. |

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| <p>QK003/W/6 (105 White Hart Lane)</p> | <p>-Money could be better spend elsewhere. -More accidents may happen as vehicles are forced to pass over them in the middle of the road when vehicles are parked. -I dislike these humps as my wife uses wheelchair whose rear floor has been lowered to easy access. -Request for average speed cameras and remove speed humps altogether.</p> | <p>-Funding also used for carriageway repairs in the area. -Staff believes that these proposals would not increase accidents along these roads. -Speed cushions are designed to cater for all type of vehicles including for lower floor level vehicles. Alternative routes could be used if necessary. -The Council has no control over the selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras. The Council has no plans to remove speed cushions which currently help to reduce accidents.</p> |
| <p>QK003/W/7 (129, White Hart Lane)</p> | <p>-Strongly against these proposals. -Widening speed cushions damage my house due to vibration. -Do not want to loose 252 bus route -Ambulance drivers don't like cushions/humps -No evidence that these cushions stop speeding -Repair the pot holes etc on the footway and carriageway -Request to turn the bus stop shelter around outside my house</p> | <p>-Staff considered that these proposals would reduce vehicle speeds and subsequently reduce accidents. -It is possible not to widen these particular speed cushions as the resident claimed that it caused problems in the past. -London Buses has no plans to remove this bus route. -Ambulance does generally not object to the speed cushions. -The reason for these proposals are to reduce vehicle speeds even further. -As part of this scheme, some of the footway and carriageway will be repaired. -London Buses will be advised about this request as they are responsible for the installation of these bus shelters.</p> |
| <p>QK003/W/8 (191 Mawney Road)</p> | <p>-Concerns about proposed speed cushions when HGVs hit these cushions, vibration shake the property and cause pollution. -We are all for safety improvements and accident</p> | <p>- It is considered that the speed cushions would not cause significant problems</p> |

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| | <p>reduction schemes are good thing</p> <ul style="list-style-type: none"> - Request for flashing vehicle activated signs or speed camera | <ul style="list-style-type: none"> - The Council has no control over the selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras. The vehicle activated signs could be considered at a later date. |
| <p>QK003/W/9 (244 Mawney Road)</p> | <p>-Agree Mawney Road is very busy and cars travel to fast at times.</p> <p>Concerns</p> <ul style="list-style-type: none"> -Width and height of speed cushions makes access difficult and lower level cars may have difficulty in driving over them -Cars park across the speed cushions are dangerous -Request for speed camera | <p>Staff does not believe that existing speed cushions would cause any access problems. Waiting restrictions adjacent to speed cushions could be considered along Mawney Road.</p> <p>The Council has no control over the selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras.</p> |
| <p>QK003/W/10 (273 Mawney Road)</p> | <p>Request for relocating the speed cushions outside the property, roads signs and road markings.</p> | <p>It is not possible to re-locate the speed cushions due to turning traffic getting access to the alley way and Birch Road. Road hump signs and road markings could be considered.</p> |
| <p>QK003/W/11 (390 Mawney Road)</p> | <ul style="list-style-type: none"> -Cannot see upgrading existing speed cushions will stop speeding -Request for mini roundabout at the Mawney Road / White Hart Lane junction. | <p>Staff considered that the proposals would reduce vehicle speeds.</p> <p>Mini Roundabout could be considered at a later date, if necessary.</p> |
| <p>QK003/W/12 (CTC 'Right to Rides' Network)</p> | <ul style="list-style-type: none"> -If existing cycle Lane width is reduced, it will cause difficulties for cyclists -Request for 2metre cycle lane | <p>No plans to reduce the existing cycle lane width.</p> <p>-Current carriageway width is not sufficient to provide 2metre cycle lane.</p> |