



HIGHWAYS ADVISORY COMMITTEE

1 March 2016

Subject Heading:

**SNOWDON COURT S106
Pedestrian Improvements on Squirrels
Heath Lane, Gidea Park & Hornchurch**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

**Nicola Childs
Engineer
01708 433103
Nicola.childs@havering.gov.uk**

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost for implementation
of £45,500 will be met from the S106
contribution connected with Planning
Consent Reference P0086.11.**

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report sets out the responses to the consultation for improvements to the highway for pedestrians on Squirrels Heath Lane.

The scheme is within **Squirrels Heath**, ward.

RECOMMENDATIONS

1. That the Committee, having considered the report and representations made, recommends to the Cabinet Member for Environment that the proposals for the Squirrels Heath Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented as advertised.
 - Proposed Pedestrian Refuge at Brentwood Road and Junction Reduction
QO027/01.B
 - Refuge at mini roundabout
 - Junction reductions at Westmoreland Avenue, Elvet Avenue and Northumberland Avenue
 - Proposed Pedestrian Refuge at Dreywood Court and Junction Reduction
QO027/02.B
 - Refuge outside Dreywood Court and junction reduction at Hardley Crescent
 - Double yellow lines at Dreywood Court
2. The Committee notes that the scheme will be phased. The Pedestrian refuges, Hardley Crescent and Westmoreland Avenue will form Phase I and Elvet Avenue and Northumberland Avenue will form Phase II. Phase II will be entirely dependent on the final cost of Phase I and may not be completed at all or only in part. The double yellow line restrictions will be installed regardless, as the cost is insignificant.
3. That it be noted that the estimated costs, including contingencies, for implementation of Phase I is £45,500 and Phase II is £18,300. The works undertaken will be met by the S106 contribution of £49,128.44 connected with Planning Consent Reference P0086.11. Therefore, final costs are subject to change but will not exceed the S106 Contribution of £49,128.

REPORT DETAIL

1.0 Background

- 1.1 Squirrels Heath Lane is a straight road running north east/south west between Ardleigh Green Road 'T' junction and Brentwood Road/Upper Brentwood Road/Station Road mini roundabout.
- 1.2 There is a zebra crossing on a speed hump between Northumberland Avenue and Elvet Avenue. Squirrels Heath Lane is served by the 294 bus route.
- 1.3 In January 2014, Dreywood Court (site of former Snowdon Court) officially opened, providing homes for residents aged over 55. S106 funding was provided by the developer for pedestrian and street lighting improvements on the highway between the development and nearby shops
- 1.4 Staff met with a residents' representative who stated residents had issues with accessing the post box opposite and the west bound bus stop to the west of Dreywood Court. In general, residents with mobility issues have difficulty crossing Squirrels Heath Lane and the wide junctions of Hardley Crescent, Northumberland Avenue, Westmoreland Avenue and Elvet Avenue.
- 1.5 Collision data for this part of Squirrels Heath Lane for the four years to August 2015 was collated. Eighteen collisions occurred, 16 slight, 2 serious. 83% involved vehicles at either the mini roundabout or a side road. One involved a pedestrian on the zebra crossing who failed to look..
- 1.6 Plans and estimates were produced to provide the following:
 - Pedestrian refuge just east of Dreywood Court (including road widening),
 - Hardley Crescent junction reduction,
 - Elvet Avenue junction reduction,
 - Northumberland Avenue junction reduction,
 - Westmoreland Avenue junction reduction,
 - Pedestrian refuge at the mini roundabout (including removal of pedestrian guardrail around the roundabout).
 - Double yellow line restrictions at the above locations except near the roundabout.
- 1.7 The proposed refuge at Dreywood Court will require widening the road one metre to the south. The existing footway is between 3.6metres and 3.9metres wide and can accommodate this widening.
- 1.8 At the mini roundabout, in recent years, the Maintenance department has removed pedestrian guardrail in Station Road and provided a pedestrian refuge. The proposed pedestrian refuge in Squirrels Heath Lane will mirror this. The planned removal of pedestrian guardrail (PGR) on the remaining arms of the roundabout is occurring across the borough, in accordance with

TfL guidance on the use of pedestrian guardrail. The purpose of PGR is not to retain a vehicle and offer physical protection to pedestrians. It does provide a visual barrier between motor vehicles and pedestrians, giving drivers the impression that they can increase their speed, travelling through a pedestrian free 'corridor'.

- 1.9 The proposal means all arms of the roundabout will have a form of pedestrian crossing. So as not to encourage pedestrians to cross away from these, the existing smaller splitter islands in Brentwood Road, Upper Brentwood Road and Squirrels Heath Lane will be removed.
- 1.10 An estimate was produced, itemising each location. The total estimated works cost alone exceed the overall budget by £6,500. Therefore, staff propose to phase the works. Phase I will include the refuges, Hardley Crescent and Westmoreland Avenue. Phase II will include Northumberland Avenue and Elvet Avenue.
- 1.11 Phase I is considered the most important aspect of the scheme, meaning that access to both Romford bound bus stops can be improved. The Harold Wood bound bus stop is accessed from Dreywood Court without crossing a road. Westmoreland Avenue is a busier rat run than Northumberland Avenue.
- 1.12 At the end of Phase I, if the actual costs are lower than anticipated, staff will consider what aspects of Phase II can be implemented. Notwithstanding this, the double yellow line restrictions will be completed at all locations.

2.0 Outcome of Public Consultation

- 2.1 Sixty five letters and drawings were hand delivered to residents in the vicinity and copies were given to Dreywood Court for advertising on communal notice boards. Scheme details were also advertised on the Council's website. A summary of the consultation responses is contained in Appendix II.
- 2.2 The draft traffic order was advertised at each junction and in the Romford Recorder and London Gazette.
- 2.3 By the close of consultation on 12th February, ten responses were received.
- 2.4 The Police had no objection. One other fully supported the proposal.
- 2.5 Two respondents neither agreed nor disagreed but suggested alternatives. Concerns and comments were expressed as follows:
 - Difficulty exiting the reduced junctions, lorries may mount the kerbs, and would like double yellow lines opposite the junctions.
 - Reduced junctions won't reduce speed and will reduce capacity for turning vehicles as it prevents two vehicles exiting at the same time, increasing queue lengths in Westmoreland Avenue.

- 25metre double yellow line restrictions in Westmoreland Avenue. Existing restriction are ignored.
- Make the refuges at the roundabout zebra crossings.
- Removing the PGR is dangerous.
- Signalise the roundabout and traffic calm Westmoreland Avenue.
- Repair the road surface instead.
- Widen the refuges to allow mobility scooters which can be 1.6metres long (the refuges are proposed this length).
- Vehicles regularly speed along Squirrels Heath Lane.

3.0 Staff Comments

- 3.1 The junctions will be reduced to 4 metres. This is adequate for vehicles entering and exiting, it just means drivers will have to do it with more care which is the desired effect. Some junctions along Squirrels Heath Lane and elsewhere have tighter radii and turning manoeuvres require the driver to take responsibility and look both ways before deciding to move.
- 3.2 Westmoreland Avenue is a rat run for vehicles avoiding the mini roundabout; it ends up at The Drill roundabout. Should vehicles end up queuing to exit Westmoreland Avenue, it becomes a less attractive rat run. It is a residential street and having two vehicles exiting simultaneously adds to the inconvenience for pedestrians crossing. Highway improvement works cannot be for the sole benefit of the motor vehicle driver.
- 3.3 Signalising the roundabout would be costly and not necessary as for most of the day, the junction functions well uncontrolled.
- 3.4 The S106 funding is required to be spent on pedestrian accessibility between Dreywood Court and the nearby shops. The footways are in a reasonable condition that simply resurfacing was not considered the best use of the funds.
- 3.5 There is scope to widen the pedestrian refuges to 1.8metres, giving mobility scooters a little more room whilst not impacting on the route for larger vehicles. This does however affect cyclists who will need to dominate their road space whilst travelling past the refuges to ensure motor vehicles do not attempt to overtake.
- 3.6 Staff recommend that the proposals be implemented as consulted, with the exception of: Increasing width of pedestrian refuges and undertaking the work

in two phases. If sufficient funds remain at the end of the project, Elvet Avenue and/or Northumberland Avenue will then be completed.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme.

The estimated costs, including contingencies, for implementation of Phase I is £45,500 and Phase II is £18,300. The works undertaken will be met by the S106 contribution of £49,128.44 connected with Planning Consent Reference P0086.11. Therefore, final costs are subject to change and will not exceed the S106 Contribution of £49,128.

The estimated cost for implementation of Phase I is £45,500 and Phase II is £18,300. The works undertaken will be met by the S106 contribution of £49,128.44 connected with Planning Consent Reference P0086.11.

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 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 overall StreetCare Capital budget.

Legal implications and risks:

The provision of double yellow line parking restrictions requires advertisement and consultation before a decision on implementation can be taken.

Human Resources implications and risks:

None.

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.

BACKGROUND PAPERS

Project file: QO027, Snowdon Court

**APPENDIX I
SCHEME DRAWINGS**

**APPENDIX II
SUMMARY OF CONSULTATION RESPONSE**