



HIGHWAYS ADVISORY COMMITTEE

REPORT

14 August 2012

Subject Heading:

EMERSON PARK ACCIDENT REDUCTION
PROGRAMME – ARDLEIGH GREEN ROAD
/ SQUIRRELS HEATH ROAD / SLEWINS
LANE PROPOSED SAFETY
IMPROVEMENTS (THE OUTCOME OF
PUBLIC CONSULTATION)

CMT Lead:

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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

Ardleigh Green Road, Squirrels Heath Road and Slewins Lane – Emerson Park 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 pedestrian refuge, pedestrian refuge upgrade, speed tables, speed cushions, minor carriageway widening and patching works, coloured surfacing, vehicle activated sign relocation, centreline hatch and slow road 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 above safety improvements be approved.

The scheme is within **Squirrels Heath, Emerson Park and Harold Wood** wards.

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.

Ardleigh Green Road

- (a) Wider pedestrian refuges along Ardleigh Green Road and pedestrian refuge upgrade along Squirrels Heath Lane at the Ardleigh Green Road / Squirrels Heath Lane junction (Drawing No.QL001/A/1)
- (b) Pedestrian refuge along Ardleigh Green Road outside All Saints Church (Drawing No.QL001/A/2)
- (c) Speed cushions along Ardleigh Green Road approaches and entry speed table along Nelmes Way (Drawing No.QL001/A/3)
- (d) Pedestrian refuge with tactile pavings along Ardleigh Green Road by Wotton Close (Drawing No.QL001/A/4).
- (e) Minor carriageway patching works (Drawing No.QL001/A/5)

Squirrels Heath Road

- (f) Pedestrian refuge, speed table, minor carriageway widening, coloured surfacing, centreline hatch and slow road markings (Drawing No.QL001/SQ/1)

Slewins Lane

2. That, the Committee having considered the representations made for Slewins Lane scheme as set out in Appendix1 and Appendix2 to this report decides either;
 - (a) To recommend to the Cabinet Member for Community Empowerment that pedestrian refuge, entry speed tables, centreline hatch and slow markings as shown on Drawing Nos. QL001/S/1 and QL001/S/2 be implemented;
or
 - (b) the Slewins Lane scheme be rejected;
or
 - (c) the Head of Streetcare investigates alternative measures.
3. 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 following amended proposals be implemented.
 - (a) vehicle activated sign along Squirrels Heath Road moved to a new location as shown on Drawing No. QL001/SQ/1.
 - (b) Pedestrian refuge along Walden Way moved towards Slewins Lane as shown on Drawing No. QL001/S/2.

4. That, it be noted that the estimated costs of £70,000 and £45,000 with and without Slewins Lane scheme respectively, can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2011, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2012/13 Havering Borough Spending Plan settlement. Ardleigh Green Road / Squirrels Heath Road / Slewins 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 safety improvements, as described in the recommendations will improve road safety. In January 2012, 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 Ardleigh Green Road, Squirrels Heath Road and Slewins Lane Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1000 vehicles per hour during peak periods along Ardleigh Green Road, Squirrels Heath Road and Slewins 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
Ardleigh Green Road by Wootton Close	36	37	40	42
Squirrels Heath Road by Beltinge Road	32	33	38	37
Slewins Lane by Canenham Gardens	33	34	39	38

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 Ardleigh Green Road, Squirrels Heath Road and Slewins Lane 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 2011, thirty three, nine and nine personal injury accidents (PIAs) were recorded along Ardleigh Green Road, Squirrels Heath Road and Slewins Lane. Of the thirty three PIAs in Ardleigh Green Road, five were serious; four were speed related; ten were occurred during the hours of darkness and six involved pedestrians. Of the nine PIAs in Squirrels Heath Road, four were serious; three were occurred during the hours of darkness and three involved pedestrian. Of the nine PIAs in Slewins Lane, three were serious; two were speed related and two involved pedestrians.

Location	Fatal	Serious	Slight	Total PIAs
Ardleigh Green Road				
Between A127 and Ardleigh Close	0	0	1	1
Ardleigh Close Junction	0	0	2 (1-Dark)	2
Between Ardleigh Close and Helen Road	0	1	0	1
Helen Road Junction	0	0	2 (1-Ped)	2
Squirrels Heath Lane Junction	0	0	3 (1-Dark) (2-Speed)	3
In the vicinity of Michael Gardens and Havering College Entrance	0	0	3	3
Between Michael Gardens and Nelmes Way	0	0	2 (1-Ped)	2
Nelmes Way Junction	0	1	4 (2-Dark) (1-Ped)	5
Between Nelmes Way and Ayloff's Walk	0	1 (1-Dark)	0	1
In the vicinity of Wootton Close	0	0	3 (1-Dark) (2-Ped)	3
Woodlands Avenue / Haynes Road Junction	0	0	1 (1-Speed)	1
Between Woodlands Avenue and Slewins Lane	0	1 (1-Dark)	0	1
Slewins Lane / Butts Green Road mini roundabout	0	1 (1-Ped)	7 (3-Dark) (1-Speed)	8
Total	0	5	28	33

Squirrels Heath Road				
Redden Court Road Junction	0	1 (1-Dark)	0	1
Beltinge Road Junction	0	2 (1-Dark) (1-Ped)	0	2
In the vicinity of Rosslyn Avenue Junction and pelican crossing	0	1 (1-Dark) (1-Ped)	0	1
Cotswold Road Junction	0	0	2 (1-Ped)	2
Between Cotswold Road Junction	0	0	1	1
Recreation Avenue Junction	0	0	2	2
Total	0	4	5	9
Slewins Lane				
Cavenham Gardens Junction	0	1 (1-Ped)	1	2
Northumberland Avenue Junction	0	1 (1-Ped)	3 (1-Speed)	4
Slewins Close Junction	0	0	1 (1-Speed)	1
Walden Way Junction	0	1	1	2
Total	0	3	6	9

Proposals

- 1.5 The following safety improvements are proposed along Ardleigh Green Road, Squirrels Heath Road and Slewins Lane to reduce vehicle speeds and minimise accidents.

Ardleigh Green Road

- Ardleigh Green Road / Squirrels Heath Lane Junction (Drawing No. QL001/A/1)
 - Wider pedestrian refuges along Ardleigh Green Road as shown
 - Pedestrian refuge upgrade along Squirrels Heath Lane as shown
- Ardleigh Green Road outside All Saints Church (Drawing No.QL001/A/2)
 - New pedestrian refuge
- Ardleigh Green Road / Nelmes Way Junction (Drawing No.QL001/A/3)
 - Speed cushions along Ardleigh Green Road Approaches
 - Entry speed table along Nelmes Way as shown.
- Ardleigh Green Road by Wootton Close (Drawing No.QL001/A/4)
 - Pedestrian refuge with tactile pavings
- Ardleigh Green Road / Slewins Lane mini roundabout

- (Drawing No.QL001/A/5)
- Minor carriageway patching works

Squirrels Heath Road

- Squirrels Heath Road in the vicinity of Beltinge Road and Cotswold Road (Drawing No.QL001/SQ/1)
 - Pedestrian refuge
 - Entry speed tables
 - Minor carriageway widening
 - Vehicle Activated sign relocation
 - Coloured surfacing
 - Slow road markings

Slewins Lane

- Slewins Lane in the vicinity of Cavenham Road and Northumberland Avenue (Drawing No. QL001/S/1)
 - Pedestrian refuge as shown
 - Entry speed tables as shown
 - Centreline hatch and slow road markings
- Slewins Lane by Walden Way (Drawing No. QL001/S/2)
 - Centreline hatch and slow road markings

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in January 2012, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals.

Ardleigh Green Road

- 2.2 Approximately, 180 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 16th July 2012 were invited. Six written responses from Metropolitan Police, London Buses and residents were received and the comments are summarised in the Appendix1.

Squirrels Heath Road

- 2.3 Approximately, 80 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 16th July 2012 were invited. Five written responses from Metropolitan Police, London Buses, Local school and residents were received and the comments are summarised in the Appendix1.

Slewins Lane

- 2.4 Approximately, 80 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 16th July 2012 were invited. Seven written responses from Metropolitan Police, London Buses and residents were received and the comments are summarised in the Appendix1. The resident at No.61 Slewins Lane has carried out his own consultation and his consultation results are summarised in Appendix2.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that thirty three, nine and nine personal injury accidents (PIAs) were recorded along Ardleigh Green Road, Squirrels Heath Road and Slewins Lane respectively. Speed survey showed that vehicles are travelling above the speed limit. The proposed safety improvements would minimise accidents along these roads. Further measures are not necessary at present and could be considered at a later date if required. 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 costs of the proposals are £70,000 and £45,000 with and without Slewins Lane Scheme respectively. Ardleigh Green Road, Squirrels Heath Road, Slewins Lane Area is one of the schemes approved by TfL which is to be implemented from Havering's 2012/13 allocation for Accident Reduction Programme. This scheme is fully funded by TfL.

Legal Implications and Risks

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

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.**

APPENDIX 1

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
ARDLEIGH GREEN ROAD		
QL001/A/1 (Metropolitan Police)	No comments about the proposals. Request to update road sign at the Butts Green Road / Slewins Lane mini roundabout	Staff will investigate and update the road signs if any.
QL001/A/2 (London Buses)	No comment on the scheme.	-
QL001/A/3 (No.8 Ardleigh Green Road)	Although I support the programme in concept, I object to the proposed pedestrian refuge outside my property due to vehicular access obstruction, minimal pedestrian traffic and existing pedestrian refuge within close proximity. Request to provide speed cushion instead pedestrian refuge if necessary.	Staff considered that the proposed pedestrian refuge would not obstruct the vehicular access. The pedestrian refuge is proposed at this location due to two personal injury accidents involved pedestrians. The existing pedestrian refuge is located approximately 150 metres away which is considered to be far away. Speed cushions are not necessary at present.
QL001/A/4 (No.21 Ardleigh Green Road)	Changing the traffic layout is not the answer. The answer is to provide speed humps or speed camera.	Staff considered that the speed humps are not suitable for this location as this road is local distributor and bus route. It is not advisable to provide speed control humps along Ardleigh Green Road. The Council has no control over the site selection of the speed cameras as London Safety Camera Partnership is responsible for the site selection, operation and maintenance of the speed cameras.
QL001/A/5 (No.164 Slewins Lane)	Agree with accident reduction programme. Request to reduce vehicle speeds at the Ardleigh Green Road / Slewins Lane mini roundabout.	Speed reducing features could be considered at the mini roundabout approaches at a later date if necessary.
QL001/A/6 (No.166 Slewins Lane)	Thanks for the carriageway works. London buses use double Decker buses now, causing problem.	With reference to London buses, staff advised the resident to contact London Buses direct as they are responsible for the selection of routes etc.

SQUIRRELS HEATH ROAD

<p>QI001/SQ/1 (London Buses)</p>	<p>Only comment about the proposed pedestrian refuge. Concerns about the tree branches near the proposed pedestrian refuge.</p>	<p>Staff checked and found that no trees are in close proximity of pedestrian refuge.</p>
<p>QK001/SQ/2 (Metropolitan Police)</p>	<p>Only one main concern about the proposed pedestrian refuge which would encourage pedestrians not to use the controlled crossing.</p>	<p>It may encourage some pedestrians. Staff considered that it is necessary to provide pedestrian refuge at this location. Due to three serious personal injury accidents with two pedestrians PIAs in the vicinity, it is considered that the pedestrian refuge would protect right turners, reduce vehicle speeds, minimise accidents and provide pedestrian facility at this location. Additionally, the pedestrians who live along Beltinge Road and goes to Harold Court school seem to cross the carriageway at this location, not on the controlled crossing.</p>
<p>QL001/SQ/3 (No.61 Squirrels Heath Road)</p>	<p>Object to the vehicle activated sign relocation outside my property due genuine fear for my eyesight and health my wife and myself. Request to provide speed cameras to improve safety.</p>	<p>Vehicle activated sign will be relocated to another location other than outside resident's property. The Council has no control over the site selection of speed camera as London Safety Camera Partnership is responsible for the site selection, operation and maintenance of the speed cameras.</p>
<p>QL001/SQ/4 (No.108 Squirrels Heath Road)</p>	<p>Generally in favour of any improvements to Squirrels Heath Road. Request to upgrade street lighting.</p>	<p>Street lighting upgrades will be considered.</p>
<p>QL001/SQ/5 (Head Teacher, Redden Court School)</p>	<p>Request to provide barriers at the Cotswold Road and Squirrels Heath Road to protect school children, crossing the road to the bus stop opposite. Other proposals seem appropriate.</p>	<p>The provision of barriers will be investigated and installed at this location if found necessary.</p>

SLEWINS LANE

<p>QL001/S/1 (Metropolitan Police)</p>	<p>No comments</p>	<p align="center">-</p>
<p>QL001/S/2 (London Buses)</p>	<p>No comments</p>	<p align="center">-</p>
<p>QL001/S/3 (No.38 Slewins Lane)</p>	<p>- Applaud the installation of pedestrian refuges - Scheme addresses the problems with accessing Slewins Lane safely from both Cavenham Gardens and Northumberland Avenue. - Cannot see what the purpose of speed tables</p> <p>- Request for two more pedestrian refuges or speed camera along Slewins Lane</p>	<p>The purpose of speed table is to provide pedestrian facility (where two PIAs involved pedestrians), reduce vehicle speeds of traffic accessing Cavenham Gardens and Northumberland Avenue, reduce vehicles conflicts and minimise accidents.</p> <p>Due to vehicle crossovers, it is not feasible to provide two more pedestrian refuges in the vicinity of Cavenham Gardens and Northumberland Avenue.</p> <p>The Council has no control over the site selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, operation and maintenance of speed cameras.</p>
<p>QL001/S/4 (No.59 Slewins Lane)</p>	<p>- Personal injury accidents do not seem particularly high and how these are compared with other local risk</p> <p>- Forming raised speed tables in Cavenham Gardens and Northumberland Avenue and centreline hatch road marking along Slewins Lane will not resolve problem of vehicles accessing these roads. It is merely damage more vehicle</p>	<p>- Accident analysis showed that 6 personal injury accidents occurred in the vicinity of Cavenham Gardens and Northumberland Avenue. Of these 6 PIAs, 2 were serious and both involved pedestrians. It is important to minimise these accidents.</p> <p>- It is considered that speed tables and centreline hatch road markings would improve current situation and minimise accidents. Speed tables would not damage vehicles as these</p>

	<p>exhausts</p> <ul style="list-style-type: none"> - Two issues need to be considered. One is to improve sightlines and other is to slow down vehicles along Slewins Lane - Providing centreline would reduce lane width and traffic will congest and come to a standstill. - Pedestrians no need to cross at the proposed pedestrian refuge along Slewins Lane near Cavenham Gardens and Northumberland Avenue if zebra crossing is provided near Drill Roundabout - Request to extend the double yellowlines in the vicinity of Cavenham Gardens and Northumberland Avenue and provide speed cameras along Slewins Lane to achieve both slower speeds and more income. 	<p>are only 75mm high. Due to physical barriers such as fences, it is not possible to achieve required sightline visibility.</p> <ul style="list-style-type: none"> - Providing centre line hatch marking would help to improve congestion at this location as the right turners can wait in the middle of carriageway, allowing straight-ahead vehicles to pass through. Footway parkings are not allowed due to the existing parking restrictions along Slewins Lane. It is considered that The proposed pedestrian refuge would provide pedestrian facility and reduce vehicle speeds in the vicinity. - Request for extension of double yellow lines at the Cavenham Gardens and Northumberland Avenue junctions will be forwarded to parking team who will deal with the request. The Council has no control over the site selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, operation and maintenance of speed cameras.
<p>QL001/S/5 (No.61 Slewins Lane)</p>	<ul style="list-style-type: none"> - What were the locations of these nine personal injury accidents - Primary causes of problems are large number vehicle turning in and out of the junction, excessive speed along Slewins Lane and poor visibility for traffic exiting from Cavenham Gardens, particularly when vehicles are parked along Slewins Lane. - Request for making Cavenham Gardens oneway or further footway parking restriction on the southside of Slewins Lane west of Cavenham Gardens and vehicle activated sign along Slewins Lane. 	<p>Details of personal injury accident are included in the report and provided to resident.</p> <ul style="list-style-type: none"> - It is considered that the proposed safety improvements would improve current situation. - Cavenham Gardens oneway would cause considerable inconvenience to the local residents. Parking restriction request forwarded to Parking Team who will deal with the parking requests. The vehicle activated sign will be considered at a later date if necessary.

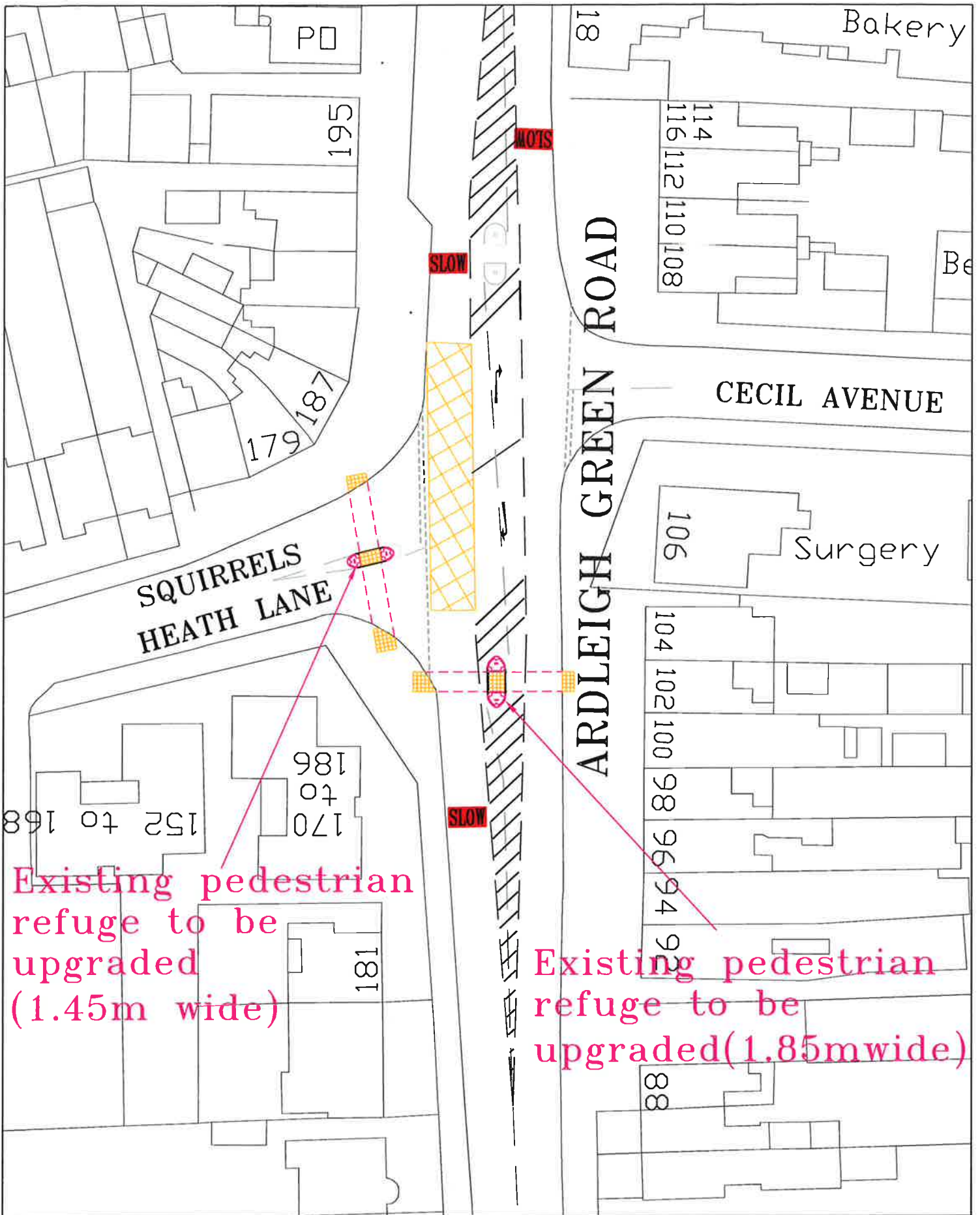
	<p>-Request also for pedestrian refuge along Slewins Lane by Walden Way and request to relocate existing pedestrian refuge along Walden Way.</p>	<p>- It is not feasible to provide pedestrian refuge along Slewins Lane just east of Walden Way as a bus stop is situated at this location. A pedestrian refuge is situated near the mini roundabout. Pedestrian refuge could be re-located along Walden Way.</p>
<p>QL001/S/6 (No.72 Slewins Lane)</p>	<p>- Would be in broad agreement with the proposals - Request for 10metre double yellow lines extension along Northumberland Avenue to stop commuter parking</p>	<p>Parking restriction request forwarded to Parking Team who will deal with the parking requests.</p>
<p>QL001/S/7 (No.79 Slewins Lane)</p>	<p>- Claim that vehicles are travelling at 50/60mph. - Vision obstructed by tree and large van parked inside neighbour's garden</p>	<p>Since no personal injury accident occurred at the Slewins Lane / Kinfauns Avenue, accident remedial measures are not proposed. Since parked vehicle and tree are within the resident's property, the Council is not able to improve the visibility</p>

APPENDIX 2

SUMMARY OF MR ALAN COOK'S QUESTIONS AND CONSULTATION RESULTS

No.	Questions	Agree Nos.	Disagree Nos.	Staff Comments
Slewins Lane / Cavenham Gardens/Northumberland Avenue Junctions				
1	The Council's 25.06.12 letter fails to explain the problems	5	1	The Council can only provide brief descriptions in the public consultation letter. Details are normally provided in the Highways Advisory Committee report.
2	As a local resident I think the main danger is associated with right turning traffic emerging from Northumberland Avenue due to that driver's poor line of sight of northbound traffic on Slewins Lane – much of which exceed the speed limit.	8	0	The proposed speed table would reduce vehicle speeds accessing Northumberland Avenue and provide pedestrian facility. Since it is difficult to improve visibility due to physical restrictions such as fence, the provision of speed table would improve the situation. Accident analysis showed that four personal injury accidents occurred at this location. Of these four PIAs, one was serious and one involved pedestrian.
3	I consider that the Council's proposals fail to deal with this main danger and need to be changed	9	0	It is considered that the proposed measures would improve current situation and minimise accidents. Further measures could be considered at a later date if necessary.
4	I don't see any problem with this junction – no change is needed	0	8	Since six personal injury accidents occurred at these junctions, safety improvements are proposed to improve

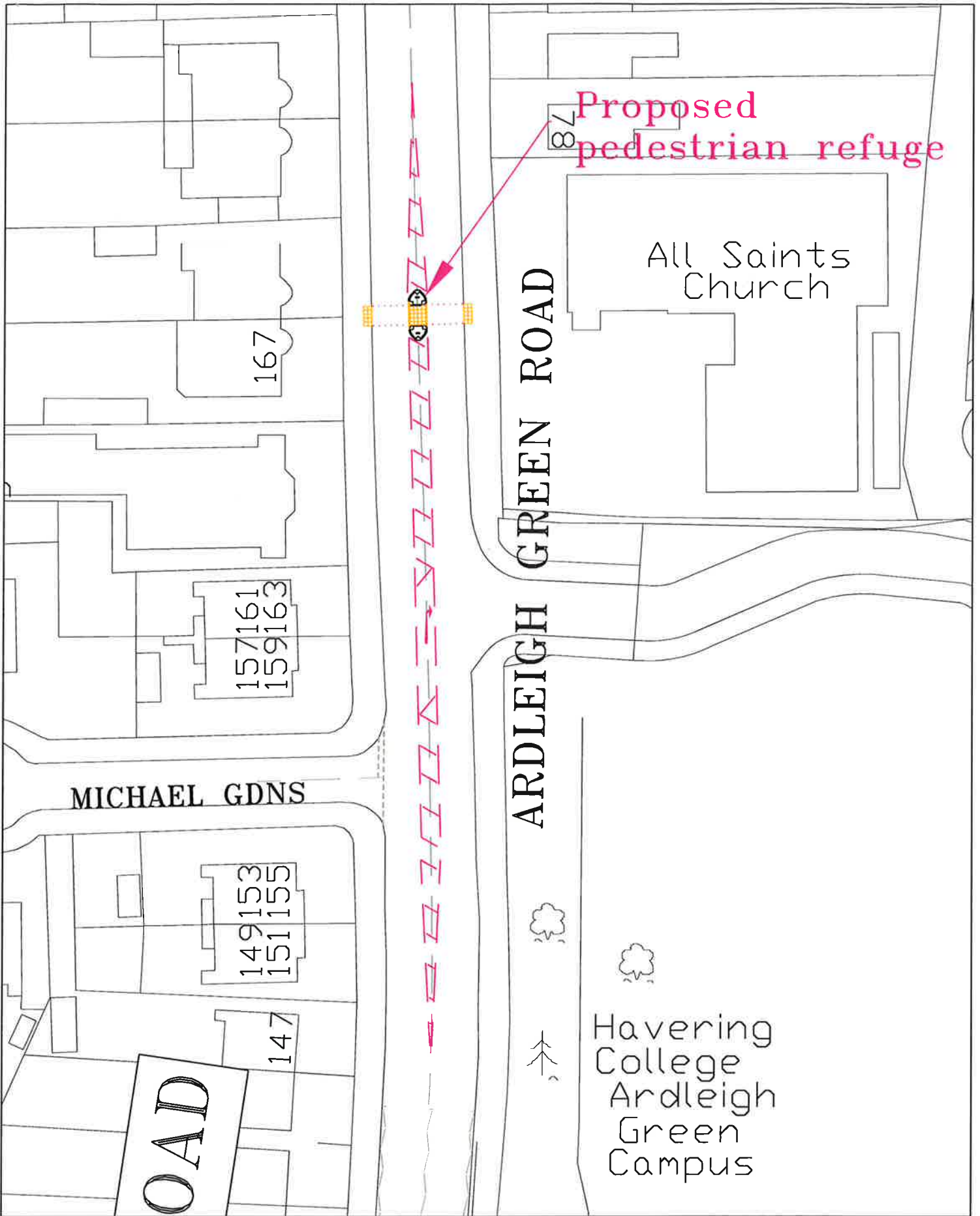
				current situation. Further measures could be considered at a later date if necessary.
5	I agree with the Council's Proposals	0	8	It is considered that the proposed measures would improve current situation and minimise accidents at this location. Further measures could be considered at a later date if necessary.
6	Other comments			
	Waste of money			It is considered that the proposed safety improvements would help to minimise accidents at this location.
	Mini roundabout request			Further measures could be considered at a later date if necessary.
	Organiser of this consultation claimed that some residents did not receive the Council's public consultation letter.			Since LBH staff personally delivered the public consultation letters in the area, it is therefore not possible to miss out any property.



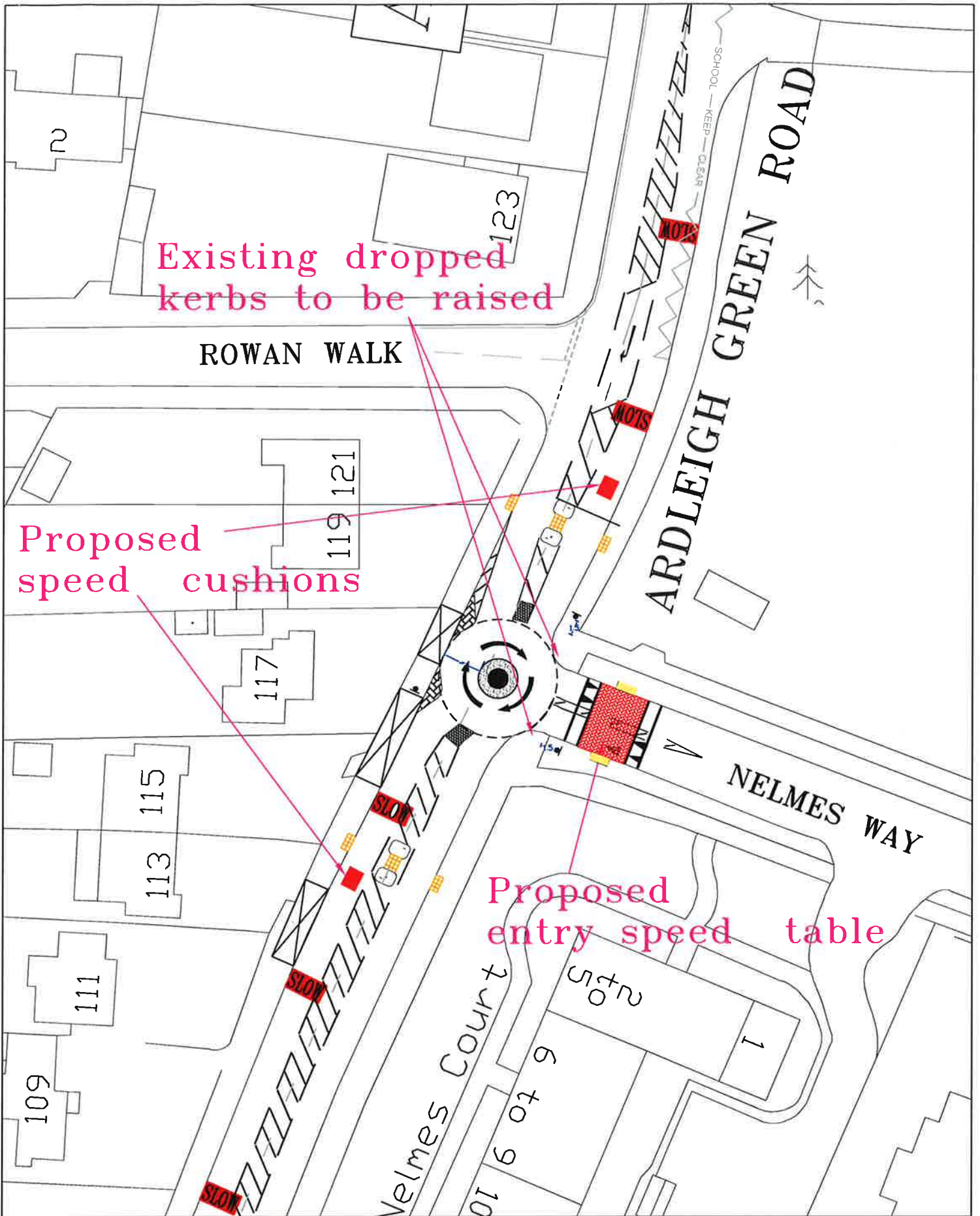
Existing pedestrian refuge to be upgraded (1.45m wide)

Existing pedestrian refuge to be upgraded (1.85m wide)

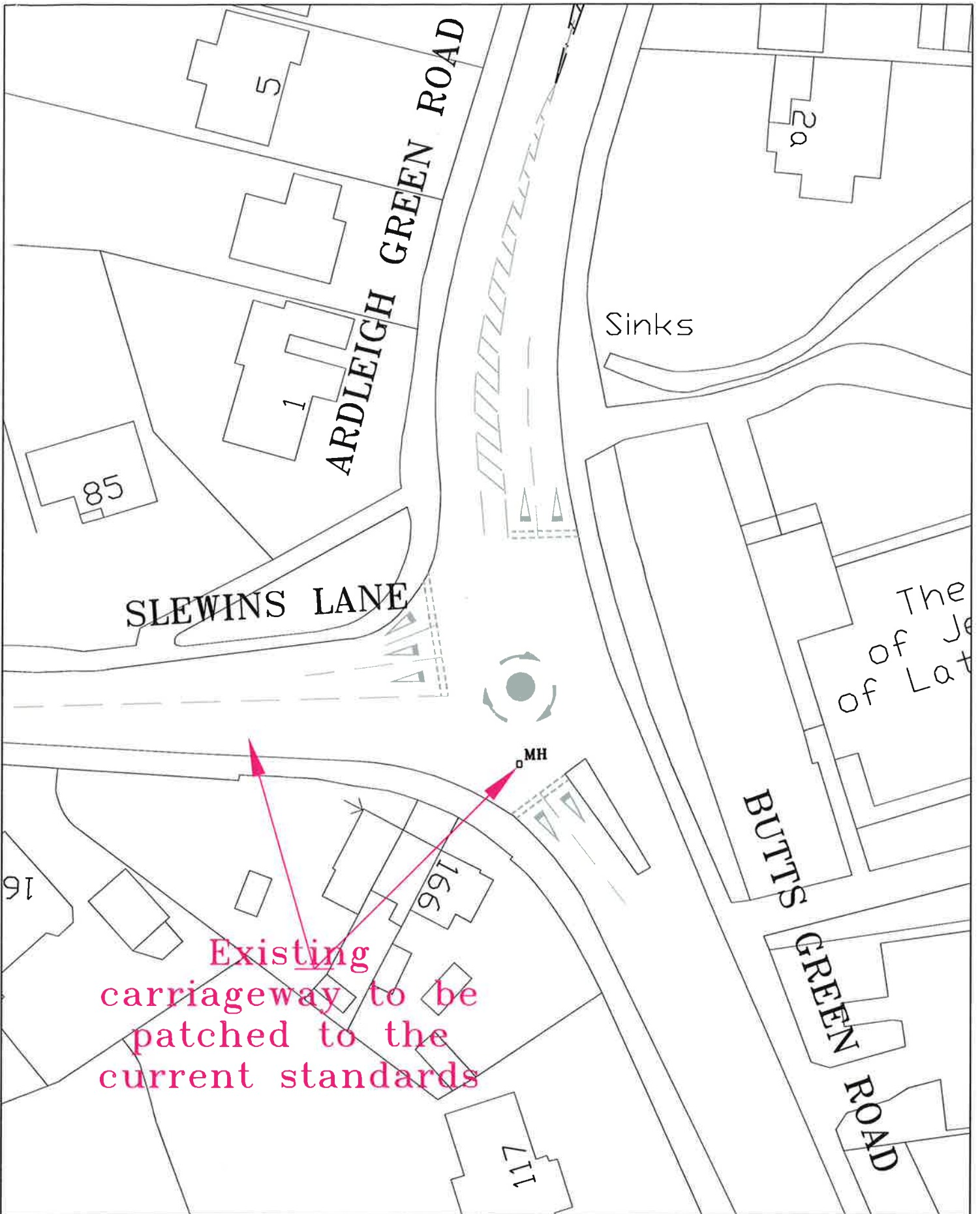
<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>PURPOSE -</p>	
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<p>REVISION</p>		<p>AMENDMENT</p>		<p>DATE</p>	



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PURPOSE -

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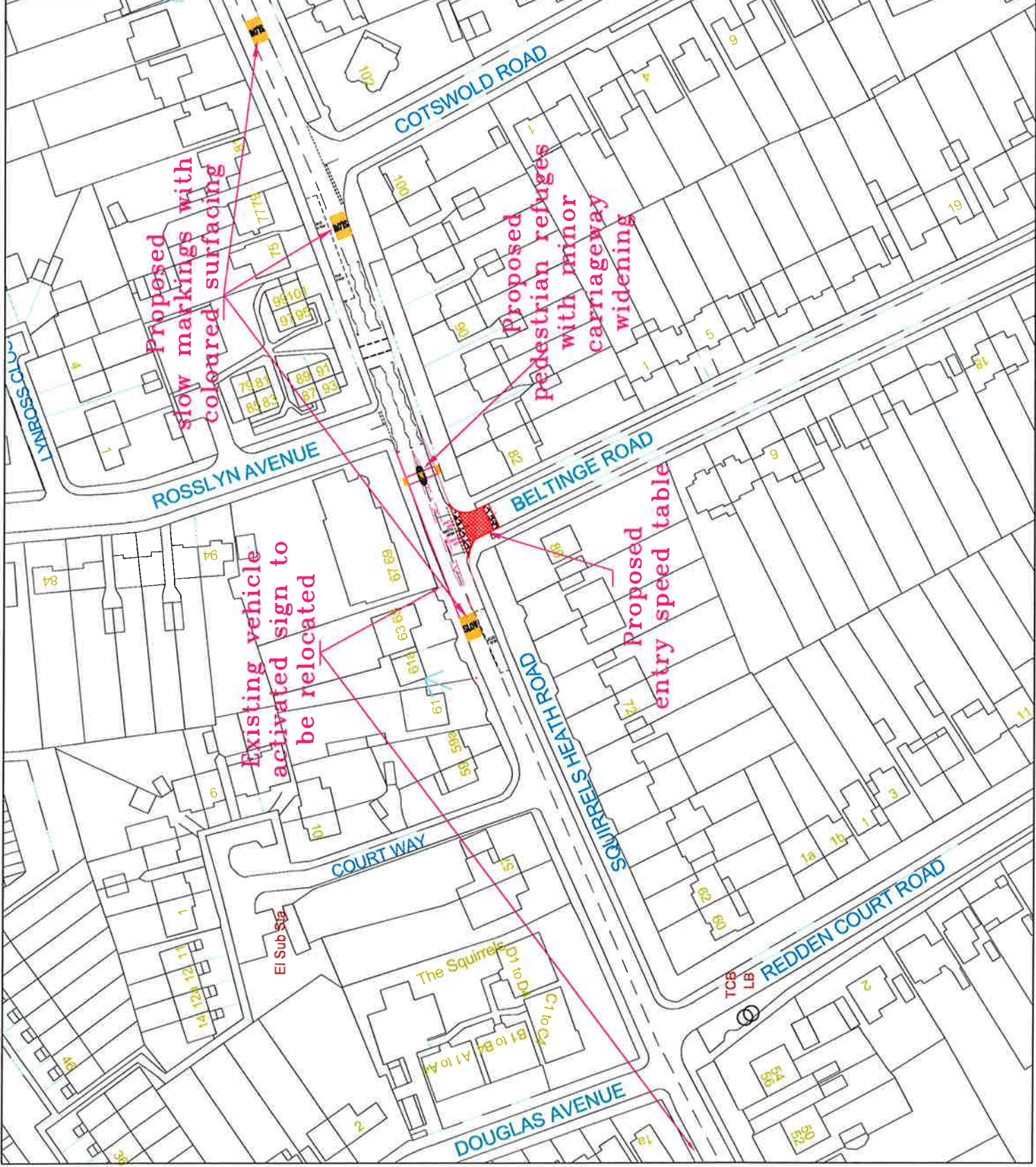
REVISION	AMENDMENT	DATE
A	VA sign relocated as shown	07/12

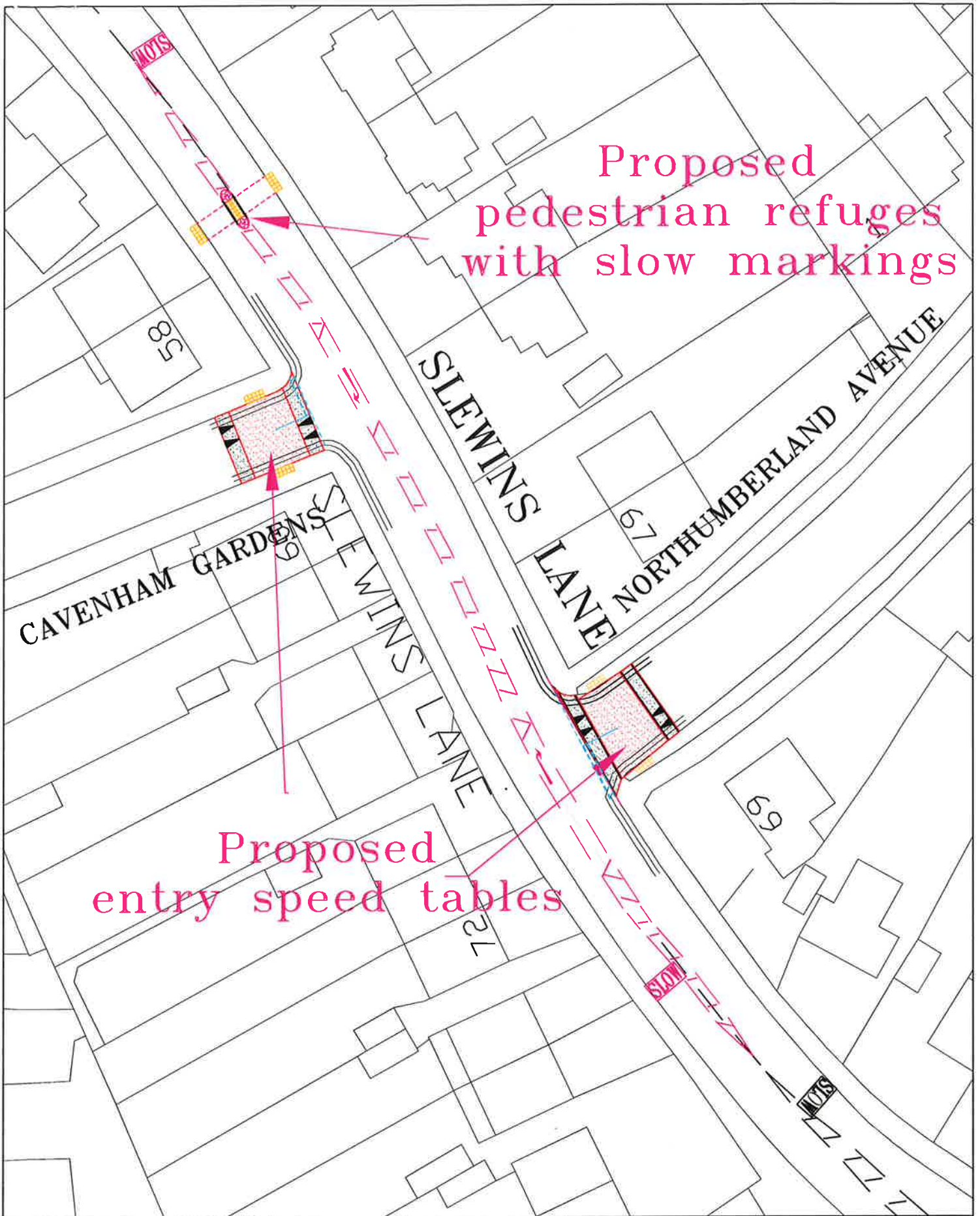
JOB TITLE
 SQUIRRELS HEATH ROAD
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED
 TRAFFIC CALMING MEASURES

10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROMFORD,
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VS	VS	VS
SCALE	DATE	DRAFT
NTS	JUNE 12	ISSUE
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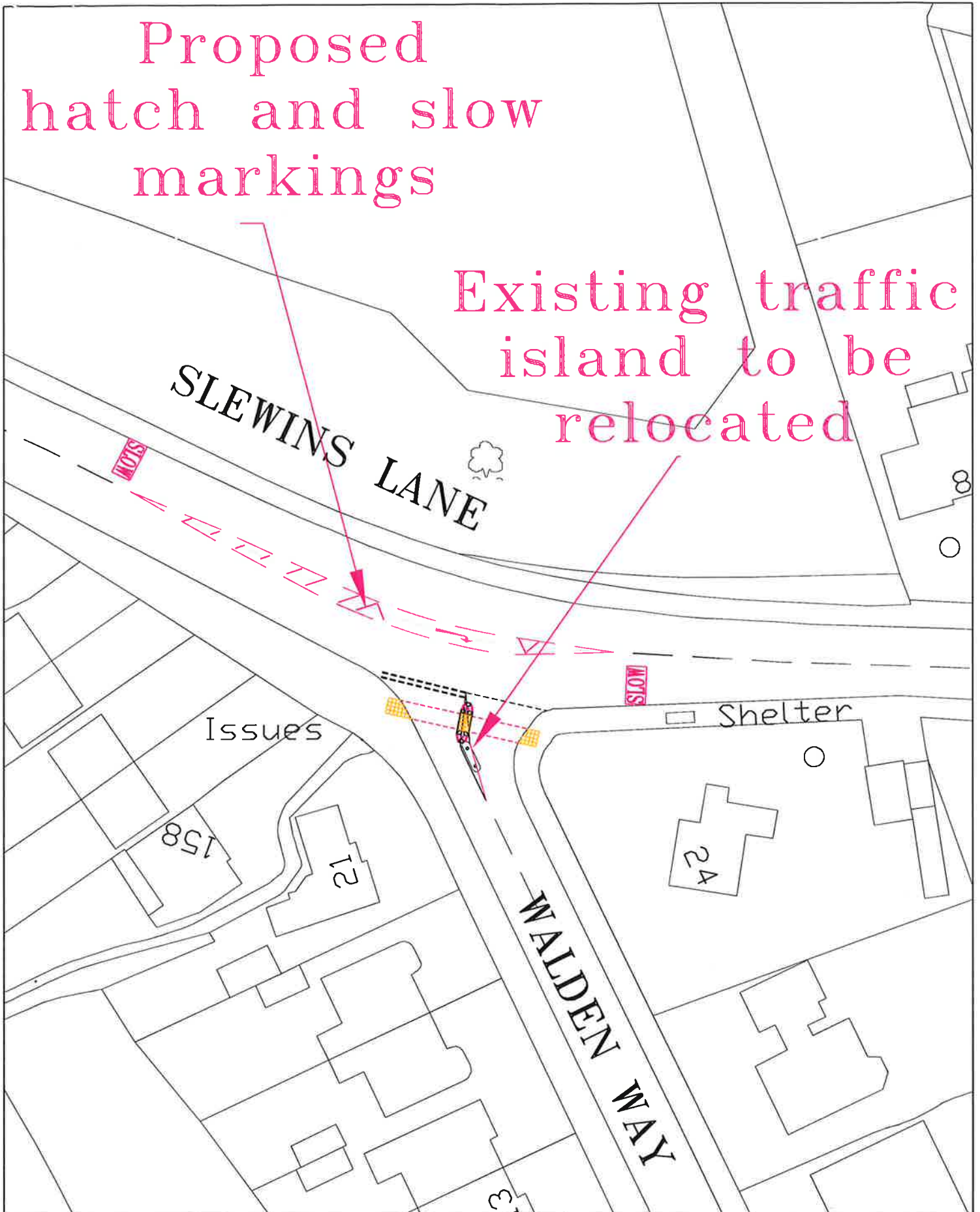
Proposed pedestrian refuges with slow markings

Proposed entry speed tables

Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROCHFORD, RA1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -							
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Proposed hatch and slow markings

Existing traffic island to be relocated



Havering
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PURPOSE
-

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REVISION A	Walden way traffic island re-located	07/12
REVISION AMENDMENT		DATE