



HIGHWAYS ADVISORY COMMITTEE

18 September 2012

REPORT

Subject Heading:

**PROPOSED SPEED TABLE – CROW
LANE, JUNCTION WITH SEABROOK
GARDENS & RAVEN CLOSE
Outcome of public consultation**

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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 type="checkbox"/>

SUMMARY

This report sets out the outcome to a public consultation on proposals for providing a speed table on Crow Lane at the junction with Seabrook Gardens and Raven Close.

This scheme is within the **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the speed table be implemented as set out in the following report and shown on Drawing 4993/SK52/P2 (Alan McEwan Associates Ltd).
2. That it be noted that the estimated cost of £20,000 will be met by the developer within an agreement made under S38 & S278 of the Highways Act 1980.

REPORT DETAIL

1.0 Background

- 1.1 Raven Close is a new residential development of 78 units at 218-228 Crow Lane, opposite Seabrook Close. Planning consent for the development was granted at appeal in January 2010 (planning reference P2026.08). The development has been largely constructed, but the access from Crow Lane remains unfinished and in traffic safety terms it is unclear to road users as to its position in the street.
- 1.2 In planning the new junction access with Crow Lane, the developer encountered two 132kV power cables running within the northern footway of Crow Lane which were not at sufficient depth over which to construct the new junction (Raven Close) and the diversion of these cables is very difficult technically.
- 1.3 In order to provide additional cover to the power cables to satisfy the power company, the developer proposed that road levels be locally raised within a speed table spanning the new junction, Crow Lane and the entry to Seabrook Close. The proposed speed table is shown on Drawing 4993/SK52/P2 (Alan McEwan Associates Ltd).
- 1.4 The request was submitted to the Highways Advisory Committee on 19th June 2012 (Item H3, Highway Schemes Requests) and approved for design and public consultation.
- 1.5 Approximately 150 letters were hand-delivered to those potentially affected by the proposals, with copies being sent to statutory and local consultees, along with ward & HAC members on 3rd August 2012. The closing date for comments was 24th August 2012. In addition, notices were advertised and displayed on site.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 8 responses were received; 6 from residents and a response each from London Buses and the Metropolitan Police Traffic Unit.
- 2.2 London Buses has no objections with the proposals, so long as the speed table dimensions were compatible with bus routes. The Metropolitan Police Traffic Unit was content with the proposals.
- 2.3 The residents' responses are set out in Appendix I, but summarised as follows;
- Agreement that something is needed in Crow Lane to deal with speeding traffic,
 - Concern that the proposals do not go further in addressing speed and accident problems in the street as a whole,
 - Complaints about parking on Crow Lane and Seabrook Gardens,
 - Comment on drainage issues,
 - Criticism of the Council and Planning Inspector,
 - Request for a pedestrian crossing between Seabrook Gardens and Jutsums Lane,
 - The development access (Raven Close) should be moved to another location,
 - Residents of Raven Close should be required to park within the development,

3.0 Staff Comments

- 3.1 The speed table was originally proposed to facilitate the completion of Raven Close and its junction with Crow Lane for the reasons given above, but Staff would suggest that the feature would help reduce traffic speeds locally.
- 3.2 The wider concerns about speed, accidents and parking were not the subject of this scheme or public consultation and members will need to decide if further investigation work is required.
- 3.3 In terms of recorded casualties for Crow Lane, Staff have investigated the issues and a summary is contained within Appendix II.
- 3.4 The conclusion is that compared to other parts of the borough, Crow Lane does not suffer from a high level of casualties and in the vicinity of the development, one collision was recorded in a 3 year period (junction with Seabrook Gardens). This does not indicate any pattern. Given current levels

of funding, Staff could not recommend further investigations and certainly no budget is available within existing programmes.

- 3.5 The comments relating to drainage relate to an existing problem which Staff will seek to remedy.
- 3.6 The criticism of the Council and Planning Inspector do not bear on this scheme.
- 3.7 The request to relocate the access to the development is not practical and the developer has planning consent for access via Crow Lane.
- 3.8 In terms of residents of Raven Close being required to park in Raven Close, Staff would confirm that the Council does not have any powers to require such.
- 3.9 Whilst Staff do not seek to diminish the concerns about the wider parking and road safety issues raised, the consultation was in relation to the specific issue of the speed table. Residents are generally positive about the proposal and the Police and London Buses do not raise any objections. Given the difficulties that the developer faces with completing the access to Raven Close (which in itself is a potential safety issue being left incomplete), Staff recommend that the speed table be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £20,000 will be met by the developer within an agreement made under S38 & S278 of the Highways Act 1980.

Legal implications and risks:

Speed tables and require advertisement and consultation before a decision can be made on their implementation.

Legal resources will be required to prepare and complete the s38 / s278 Highways agreement.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Traffic calming can help reduce traffic speeds and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision.

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all, but especially where infrastructure is provided or substantially upgraded. A level road crossing at side road entrances (Raven Close & Seabrook Gardens) will improve access for all and assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

Project Scheme File Ref:
QF166 218 – 228 Crow Lane

**APPENDIX I
RESIDENTS' RESPONSES**

Respondent	Comments
<p>Resident of Seabrook Gardens</p>	<p>The proposal seems acceptable but I am not convinced the underlying problems will be resolved.</p> <p>Since the builders Durkan have attempted to build some sort of a development and still have not completed to date. Havering Council may not be aware of the serious parking issues along Crow lane from the residents not wishing to pay for parking spaces.</p> <p>Parking will be part of the Developers planning conditions and Havering Council need to see if this being breached in anyway.</p> <p>Crow lane its self has become a speedway and will require some speed ramps before the proposed new speed table. Also for the length of the Durkan development double lines need to be put in place as a child was nearly killed last Saturday as parked cars were making it impossible to cross the road to Tipples a major SHE issue.</p> <p>I have lived in Seabrook Gardens for over 25yrs and can honestly say the parking and rubbish supersedes Ahern by a long way. I am surprised Havering Council have not served notice on the Developer.</p> <p>I also note from the engineers drawing that new gullies along Crow Lane are proposed, but no consideration has been made for Seabrook Gardens. The surface area near the off licence ponds now in heavy rain if a ramp is introduced how will the water be discharged.</p> <p>I am happy to meet to discuss any of the above content but strongly recommend that the project takes a bigger picture in both speed and parking.</p>
<p>Local Residents</p>	<p>We support the proposals for a ' Speed Table' at the junctions of Seabrook Gardens with Crow Lane and Raven Close with Crow Lane. We know that the reason for the speed table is NOT primarily for road safety issues, but to provide the solution to construction difficulties for the new access road into Raven Close.</p> <p>The Junction of Seabrook Gardens and Crow Lane has always been dangerous, to position Raven Close immediately opposite</p>

	<p>Seabrook Gardens and to allow highway parking has lead to further hazards.</p> <p>Local residents raised their concerns when the new development was in its planning stage, but ,unfortunately, our comments were completely disregarded by both Havering Council's Borough Engineer and the Planning Inspectorate.</p> <p>We hope that the proposed 'Speed Table' does improve safety conditions but we would also request that the council enforces a strict no parking policy at the Junctions of Seabrook Gardens with Crow Lane and Raven Close with Crow Lane .</p> <p>Would perhaps the positioning of a pedestrian refuge somewhere between Jutsums Lane and Seabrook Garden/Raven Close not only slow down traffic but also provide a safe crossing point.</p>
<p>Resident of Seabrook Gardens</p>	<p>Further to the council's note of 3rd August, regarding the proposed speed table at the junction of Seabrook Gardens, Crow Lane & Raven Close, I would like to once again voice my real concerns over this.</p> <p>I've been in touch with Mark Philpott already and this junction needs prpoer sorting out. I do not feel a large speed hump will work.</p> <p>Raven Close needs a proper access road, not a dropped kerb. Their entrance road is far too close to Seabrook Gardens, perhaps it could be located to the side i.e. into Vignoles?</p> <p>As a resident of Seabrook Gardens I would like the council to take full responsibility for this, someone is going to be killed. Raven Court should never have been given permission to be built with poor access.</p> <p>Also the residents of Raven Court should be required to park within their grounds, not on Crow Lane and in Seabrook Gardens.</p> <p>Is there sufficient parking? Is it Free of Charge for them? The yellow lines recently installed on Crow Lane at the aformentioned junction need to be extended further on both sides.</p> <p>Since they were installed vision has improved but could be improved further. I would welcome the opportunity to discuss the way forward with this at a residents meeting.</p>

<p>Resident of Alan Gardens</p>	<p>I have just been informed by a neighbour, regarding the suggested 'Speed Table' at junction of Seabrooke Gardens, Raven Close, on Crow Lane.</p> <p>Its good to see at long last, that something positive is being done about the dangerous traffic situations on Crow Lane. Crow Lane with its lack of speed camera's, traffic calming devices, and road markings and parking restrictions at junctions like Alan Gardens and Seabrook Gardens has become one of Havering's most dangerous roads.</p> <p>Three people have been killed recently. Several have been badly injured. I have had first hand experience of dangerous situations both in my car and on my bike. Crow Lane is being used as a raceway especially late at night.</p> <p>I recently brought this to the attention of Andrew Rosendale. The situation was put in the hands of the traffic department who decided to do nothing. Crow Lane has become an increasingly run down part of Havering over the years. It would be nice if the Council could invest something in this area. To show they at least care.</p>
<p>Resident of Seabrook Gardens</p>	<p>I believe the Highways Department are planning to put in a speed table at the location of Seabrook Gardens and Raven Close in Crow Lane, Romford.</p> <p>As you are aware this is a very dangerous junction and concerns were voiced at the time of planning when Raven Close flats were being built.</p> <p>Once this is in position, however, it should make pulling in and out of Seabrook Gardens much easier and safer.</p> <p>I would like to point out that there is also a problem with parking spaces in Seabrook Gardens, where I reside. It appears that residents from the new Raven Close build are parking their cars in Seabrook Garden, as there is limited spaces for them outside their own residence.</p> <p>The double yellow lines, although a good idea, have encouraged more Raven Close residents to seek alternative parking and are using Seabrook Gardens and Goldsmith Avenue to do so.</p> <p>he difficulty myself and other residents have, is that there is very limited parking spaces already in Seabrook and Goldsmith and this is increasingly becoming a problem. If the residents in Seabrook wanted to apply for Parking Permits outside their homes, what would we need to do?</p>

<p>Resident of Crow Lane</p>	<p>After several emails to Mark Philpots (Street Care) highlighting my concerns about the lack of speed enforcement along my road he suggested i contact you. As you,re aware we've experienced some horrific accidents in Crow Lane resulting in fatalities. I myself have had 2 vehicles written off whilst parked outside my house!</p> <p>I've witnessed a collision involving a car bursting into flames, another accident which resulted in a car being overturned, both incidents within feet of my front garden. I'm not familiar with what constitutes grounds for the introduction of speed reduction measures, i do know that some kind of measure is required along the whole length of Crow Lane.</p> <p>Is there a way of measuring the speed that traffic drives along my road ? I dont mean an average speed i mean individual vehicle speeds. All types of vehicles, large and small, cars, vans, lorries, buses and motorbikes drive at alarming speeds, its something to behold. Its obvious why, its because they can !</p> <p>We have the token speed trap set up at Alan Gardens but its so infrequent it has no impact. A "Reduce Speed " neon sign was installed but does nothing to deter speeding traffic.</p> <p>Please consider speed calming measures, as a resident i'm extremely concerned. Is there any way the residents of Crow Lane can act collectively to galvanise an official department to ultimately introduce something to help us.</p>
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APPENDIX II CROW LANE CASUALTY RATE

In the 3 years to March 2012, a total of 7 collisions occurred where people were hurt (6 slight injuries, one serious). This gives an average rate of 2.3 per year.

All took place in dry conditions and 5 during the day (discounting any underlying problem with the road surface or street lighting).

In terms of patterns, they are all occurring at junctions as follows;

- Mini-roundabout at Sandgate Close - 3 total (1 per year)
- T-junction at Alan Gardens - 2 total (0.7 per year)
- Mini-roundabout at Jutsums Lane - 1 total (0.3 per year)
- T-junction at Seabrook Gardens - 1 total (0.3 per year)

Of the 4 locations, only the mini-roundabout at Sandgate Close gives any real pattern (the rest are probably random events and cannot be linked to road layout).

In terms of borough averages, statistically 0.47 collisions will occur per year at a mini-roundabout. This average should be used with caution as Havering does not have a great number of mini-roundabouts and layouts tend to be quite different at each site.

In terms of causation, people are failing to pay attention at junctions, failing to judge the speeds of other motorists and with some indication of reckless driving. None of the details specifically report speeding as being the issue.

In terms of the Council's casualty-reduction programme, Crow Lane would not ordinarily be proposed for a comprehensive scheme given limited funding and sites in other parts of the borough with more serious casualty problems.