

HIGHWAYS ADVISORY COMMITTEE
4 July 2017

Subject Heading:

Proposals to close Ferry Lane at its junction with Lamson Road, Rainham – Outcome of the public consultation.

SLT Lead:

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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 of £5,000 for the improvements would be met by the Council's Development Capital Programme.

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

This report sets out the responses to a consultation for the closure of Ferry Lane at its junction with Lamson Road in Rainham due to the problems associated with fly tipping, caravan travellers, anti-social behaviour etc. It further seeks a recommendation that the proposals be implemented.

The scheme is within **Rainham and Wennington** wards.

RECOMMENDATIONS

That the Committee having considered the report and the representations recommend to the Cabinet Member for Regulatory Services and Community Safety that the following measures are implemented:

1. **Ferry Lane, south side of Rainham Station**

Ferry Lane, Rainham, the proposed road closure situated 6.1 metres north-east of its junction with Lamson Road. The proposals are shown on drawing No. QP032-001.

2. That it be noted the estimated cost for implementation is £5,000 which would be met by the Council's Development Capital Programme. There is no time limit imposed on the funds.

REPORT DETAIL

1.0 Background

- 1.1 Ferry Lane links with the intersection of Wennington Road / Broadway in Rainham village in the north and Rainham Marshes in the south. The section between Broadway and Rainham station is closed at the former surface level crossing for High Speed 1 (Channel Tunnel Rail Link). High Speed 1 connects London with rail routes to France and Brussels.
- 1.2 The closed section of Ferry Lane is bypassed from Bridge Road by Lamson Road. It continues further southwards towards the interchange of the A13 and finally terminates at Rainham Marshes.

- 1.3 Ferry Lane provides a useful transport access to industrial estates and it also provides access to and from the A13 motorway which in turn connects with the M25 motorway and beyond.
- 1.4 The section of Ferry Lane between Rainham Station and Lamson Road is closed to general traffic with the exception of service traffic to the service yards of High Speed 1 Rail, electric sub-station, National Grid Gas Distribution, Environment Agency (Flood & Coastal Risk Management) etc. Pedestrians and cyclists use the overhead bridge to gain access to and from the station or to Rainham. This section of Ferry Lane frequently suffers from insecurity, caravan travellers, fly tipping, anti-social behaviour etc.
- 1.5 To overcome the problem, the Council has proposals to provide a closure at the entrance of Ferry Lane junction with Lamson Road. The road will only be accessible by the emergency services to the premises of High Speed 1 Rail, Network Rail, National Grid Gas Distribution, etc.
- 1.6 The attached drawing No. QP032-001 shows the proposed location and details of the closure. When designing location of the closure, consideration was given to maintaining access for existing occupiers and new developments in the future such as the Rainham Gateway Green Space.
- 1.7 The funding to undertake the works would be met by the Council's Development Capital Programme.

2. **Outcome of Public Consultation**

Consultation letters were sent to emergency services and other statutory consultees on 19th May 2017. In addition, approximately, 20 letters were hand delivered to the occupiers in the immediate area. The closing date for receiving representations was 9th June 2017. By the close of consultation, 5 (25%) responses were received. The responses were analysed carefully and these are included in the appendix 2 of this report.

3. **Conclusions**

Most respondents have mainly been concerned about gaining access to their premises during emergency periods. Officers had responded that the gate will have dual locks, ie one lock would be standard lock used by emergency services which has a standard key. The second lock would be a key coded. National Rail Network have over 200 employees who gain access to the rail track, from time to time and it is not possible to provide 200 keys to their employees, therefore, the key coded or combination locks will help in this case.

It is anticipated that once the measures are implemented this will help to overcome the problem of fly tipping, anti-social behaviour and enhance security.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The costs would be met from the Council's allocation for Rainham Marshes Nature Reserve access and development (A1296) in the Development Capital Programme. The funds are not time limited.

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 to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management 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 over spend, the balance would need to be contained within the overall Development Capital budget.

Legal implications and risks:

There are legal implications associated with prohibiting or permitting traffic movements at various locations in the highway network, therefore, it requires public advertisement of traffic management orders and consulting the local frontages in the immediate vicinity.

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.

There will be some physical and visual impact from the required traffic signs and road lining works. Where infrastructure is provided or sustainably upgraded, reasonable adjustments should be made to improve access for the

disabled, which will assist the Council in meeting its duties under the Equality Act of 2010.

BACKGROUND PAPERS

Copy of Notice of Non–Key Executive Decision, of 3rd April 2017- approval of local highway management schemes in principle for public consultation.

Appendix 1

Plan showing details
of the road closure