



# Havering

L O N D O N   B O R O U G H

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
5 September 2017**

**Council Chamber -  
Town Hall**

Members 11: Quorum 4

### **COUNCILLORS:**

**Conservative  
(4)**

Frederick Thompson  
(Vice-Chair)  
John Crowder  
Dilip Patel  
Jason Frost

**Residents'  
(2)**

Barry Mugglestone  
John Mylod

**East Havering  
Residents'(2)**

Darren Wise  
Brian Eagling (Chairman)

**UKIP**

**(1)**

John Glanville

**Independent Residents'**

**(1)**

David Durant

**Labour**

**(1)**

Denis O'Flynn

**For information about the meeting please contact:  
Taiwo Adeoye - 01708 433079  
[taiwo.adeoye@onesource.co.uk](mailto:taiwo.adeoye@onesource.co.uk)**

## **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

## **AGENDA ITEMS**

### **1 CHAIRMAN'S ANNOUNCEMENTS**

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

### **2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

(if any) - receive.

### **3 DISCLOSURE OF INTERESTS**

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

*Members may still disclose any interest in an item at any time prior to the consideration of the matter.*

### **4 MINUTES (Pages 1 - 4)**

To approve as a correct record the minutes of the meeting of the Committee held on 1 August 2017, and to authorise the Chairman to sign them.

### **5 WINGLETYE LANE ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 5 - 28)**

### **6 GIDEA PARK CROSSRAIL COMPLEMENTARY MEASURES (Pages 29 - 58)**

### **7 PROPOSALS TO RELOCATE EXISTING BUS STAND IN APPLETON WAY, HORNCHURCH (Pages 59 - 70)**

- 8      PROPOSED ROAD CLOSURES IN SUNNINGS LANE, UPMINSTER** (Pages 71 - 86)
- 9      PROPOSALS TO CLOSE LITTLE GERPINS LANE, RAINHAM** (Pages 87 - 102)
- 10     SCH14 FERRY LANE - PROPOSED PAY & DISPLAY PARKING BAYS AND 'AT ANY TIME' WAITING RESTRICTIONS** (Pages 103 - 110)
- 11     URGENT BUSINESS**

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

**Andrew Beesley**  
**Head of Democratic Services**

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
1 August 2017 (7.30 - 8.00 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Frederick Thompson (Vice-Chair), Dilip Patel, Jason Frost and +Robby Misir
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group</b>	Brian Eagling (Chairman) and +Alex Donald
<b>UKIP</b>	John Glanville
<b>Independent Residents Group</b>	David Durant
<b>Labour Group</b>	Denis O'Flynn

Apologies were received for the absence of Councillors John Crowder and Darren Wise.

+ Substitute Members: Councillor Robby Misir for Councillor John Crowder and Councillor Alex Donald for Councillor Darren Wise.

Also present was Councillor Wendy Brice-Thompson.

Unless otherwise indicated all decisions were agreed with no vote against.

The Chairman reminded Members of the action to be taken in an emergency.

**120 MINUTES**

The minutes of the meeting of the Committee held on 4 July 2017 were agreed as a correct record and signed by the Chairman.

**121 PROPOSED PEDESTRIAN REFUGE OCKENDON ROAD, UPMINSTER**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the pedestrian refuge proposal outlined in the report and shown on drawing QQ027-OF-101 be implemented.

Members noted that the estimated cost for the implementation of the proposal was £8,000 which would be by Transport for London through the 2017/18 Local Implementation Plan allocation for Pedestrian Crossing Improvements, Ockendon Road.

**122 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered and noted the report showing the highway scheme requests that outlined proposals on hold for future discussion or seeking funding.

The Committee had agreed in principle the schedule that detailed the applications received by the service.

The Committee's decision had been noted against the request and appended to the minutes.

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**Chairman**

London Borough of Havering  
Engineering Services, Highways - Streetcare  
Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Officer Advice
<b>SECTION A - Highway scheme proposals without funding available</b>				
Nothing to report this month				
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>
B2	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>
B3	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.

**London Borough of Havering**  
**Engineering Services, Highways - Streetcare**  
**Highway Schemes Applications Schedule**

Item Ref	Location	Ward	Description	Officer Advice
B4	Herbert Road, near Nelves Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided. <b>Draft scheme for 2017/18 TfL LIP.</b>
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided. <b>Draft scheme for 2017/18 TfL LIP.</b>
Page 2 B6	Squirrels Heath Road/ Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Feasible, but not funded. Formal crossing likely to be very lightly used, so refuges would be more appropriate. Road widening would be required. <b>Draft scheme for 2017/18 TfL LIP.</b>
			Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	
A1	Junction of Alma Avenue & Standen Avenue	Hacton	Speed table across entire junction to match that of junction of Alma Avenue and Dawes Avenue. To reinforce 20mph speed limit.	Feasible, but not funded. <b>Draft scheme for 2017/18 TfL LIP.</b>



**Havering**  
LONDON BOROUGH

# **HIGHWAYS ADVISORY COMMITTEE**

**5 September 2017**

**Subject Heading:**

**WINGLETYE LANE ACCIDENT  
REDUCTION PROGRAMME –  
PROPOSED SAFETY IMPROVEMENTS  
(The Outcome of public consultation)**

**CMT Lead:**

**Dipti Patel**

**Report Author and contact details:**

**Velup Siva  
Senior Engineer  
01708 433142  
velup.siva@havering.gov.uk**

**Policy context:**

**Havering Local Development  
Framework (2008)  
Havering Local Implementation Plan  
2017/18 Delivery Plan**

**Financial summary:**

**The estimated cost of £85,000 for  
implementation will be met by  
Transport for London through the  
2017/18 Local Implementation Plan  
allocation for Accident Reduction  
Programme.**

**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**

Wingletye Lane – 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 and zebra crossing, humped zebra crossings and humped pelican crossings are proposed to minimise accidents. 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 detailed in the recommendation be approved.

The scheme is within **Emerson Park and St Andrews** wards.

## RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
  - (a) Wingletye Lane between Upminster Road and Minster Way (Outside Havering Sixth Form College) (Plan No:QQ006-1)
    - Humped pelican crossing
    - Humped zebra crossing as shown
  - (b) Wingletye Lane north of Lee Gardens Avenue (Plan No:QQ006-2)
    - Humped pelican crossing as shown.
  - (c) Wingletye Lane / Parkstone Avenue / Wych Elm Road Junction (Near Emerson Park Academy) (Plan No:QQ006-3)
    - Zebra crossing as shown
    - Humped zebra crossing as shown
  - (d) Wingletye Lane south of Campion School Entrance (Plan No. QQ006-5)
    - Humped zebra crossing as shown
2. That, the Committee having considered the representations made in response to the public consultation process, recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the mini roundabout proposal at the Wingletye Lane / Sylvan Avenue Junction as shown on Plan No. QQ006-4 be omitted from the original proposals.
3. That, it be noted that the estimated costs of £85,000, can be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

## REPORT DETAIL

### 1.0 Background

- 1.1 In October 2016, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2017/18 Havering Borough

Spending Plan settlement. Wingletye 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 looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.

- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The Wingletye 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 1300 vehicles per hour during peak periods along Wingletye Lane by Lee Gardens Avenue.

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

Location	85 <sup>th</sup> ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Wingletye Lane north of Lee Gardens Avenue	36	35	45	45
Wingletye Lane between Sylvan Avenue and Copthorne Gardens	34	35	40	45

The 85<sup>th</sup> percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Wingletye Lane exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

### Accidents

- 1.4 In the five-year period to October 2016, thirty one personal injury accidents (PIAs) were recorded along Wingletye Lane. Of the thirty one PIAs in Wingletye Lane, four were serious; four were speed related; eight involved pedestrians and six occurred during the hours of darkness.

Details of PIAs are as follows:

<b>Location</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total PIAs</b>
Wingletye Lane between A127 Southend Arterial Road and Grassmere Road	0	1 (1-child ped)	2	3
Wingletye Lane between Wilshire Avenue and Great Nelves Chase	0	0	1 (1-Ped)	1
Wingletye Lane between Essex Gardens and Hubbards Chase	0	1	1 (1-Dark)	2
Wingletye Lane / Sylvan Avenue Junction	0	1 (1-Ped)	2 (2-Dark)	3
Wingletye Lane / Parkstone Avenue / Wych Elm Road Junction	0	0	6 (1-Child ped) (1-Dark)	6
Wingletye Lane between Poole Road and Lee Gardens Avenue	0	0	1	1
Wingletye Lane in the vicinity of Lee Gardens Avenue Junction and pelican crossing	0	1 (1-Child ped)	3 (1-speed)	4
Wingletye Lane / Woodhall Crescent / Dury Falls Close Junction	0	0	2 (1-speed)	2
Wingletye Lane between Woodhall Crescent and Maywin Drive	0	0	4 (1-speed)	4

Wingletye Lane / Maywin Drive / Minster Way Junction	0	0	1 (1-Ped)	1
Wingletye Lane between Maywin Drive and Upminster Road	0	0	4 (2-Ped) (2-Dark) (1-speed)	4
<b>Total</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>31</b>

## Proposals

1.5 The following safety improvements are proposed along Wingletye Lane to reduce vehicle speeds and minimise accidents.

- Wingletye Lane between Upminster Road and Minster Way  
**(Outside Havering Sixth Form College)** (Plan No:QQ006-1)
  - Humped pelican crossing
  - Humped pedestrian refuge
- Wingletye Lane north of Lee Gardens Avenue (Plan No:QQ006-2)
  - Humped pelican crossing
- Wingletye Lane south of Parkstone Avenue / Wych Elm Road  
**(Near Emerson Park Academy)** (Plan No:QQ006-3)
  - Zebra crossing
  - Humped zebra crossing
- Wingletye Lane / Sylvan Avenue Junction (Plan No:QQ006-4)
  - Mini Roundabout
- Wingletye Lane south of **Campion School Entrance**  
(Plan No:QQ006-5)
  - Humped zebra crossing

## 2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 400 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Nineteen written responses from Local Members, HAC Members, cycling representatives, Metropolitan Police, London Fire Brigade and residents were received and the comments are summarised in the Appendix.

### **3.0 Staff comments and conclusions**

- 3.1 The accident analysis indicated that thirty one personal injury accidents (PIAs) were recorded along Wingletye Lane. Of the thirty one PIAs in Wingletye Lane, four were serious; four were speed related; eight involved pedestrians and six occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along Wingletye Lane. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

## **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 cost of £85,000 for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Wingletye Lane (A2594). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

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 Environment 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 Environment Capital budget.

### **Legal implications and risks:**

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the Highways Act 1980 ("HA 1980"). Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing

Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

**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 would be some visual impact from the proposals; however these proposals would generally improve safety for both pedestrians and vehicles.

<b>BACKGROUND PAPERS</b>
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**1. Public consultation responses.**

# APPENDIX

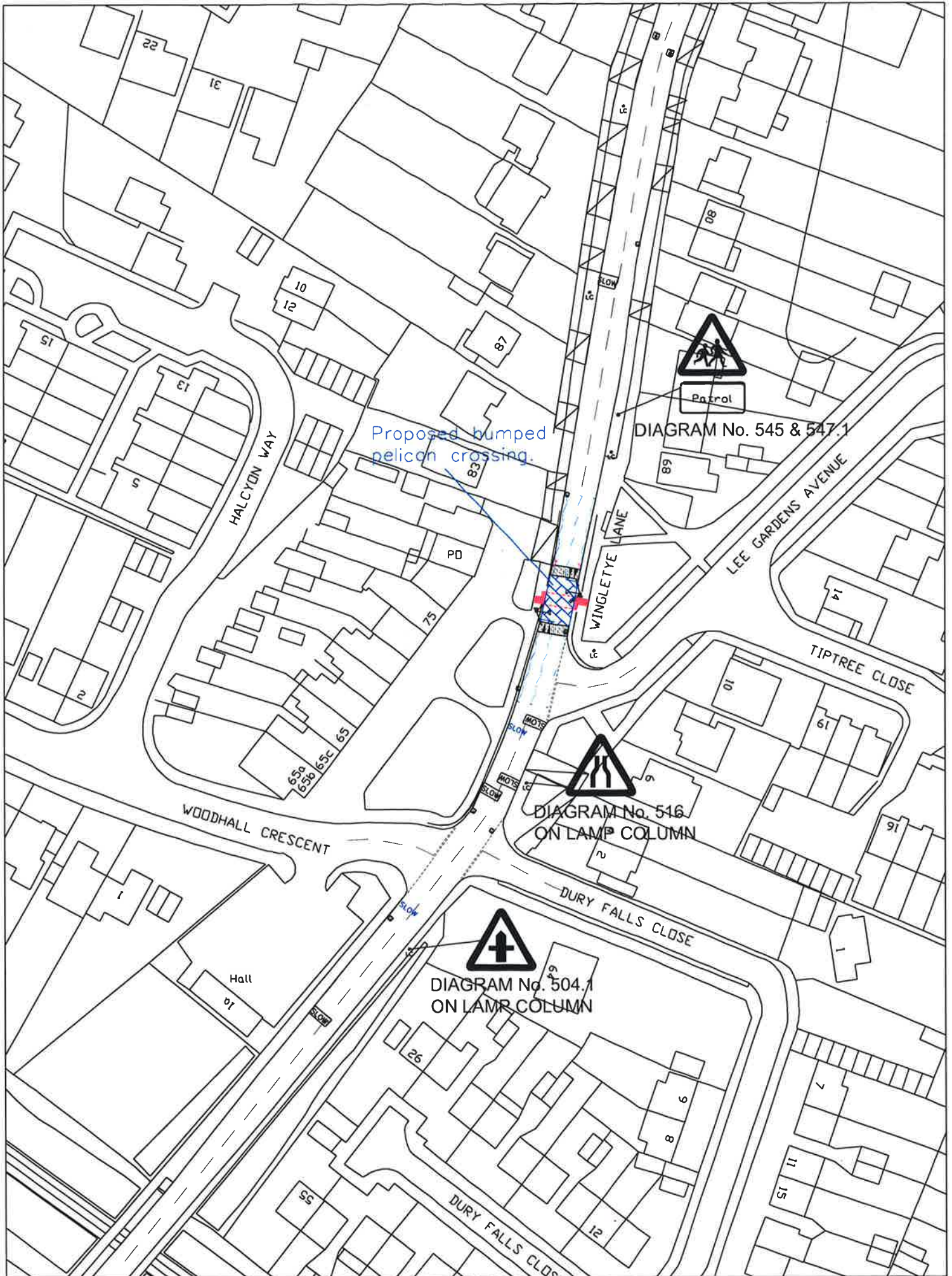
## SUMMARY OF RESPONSE

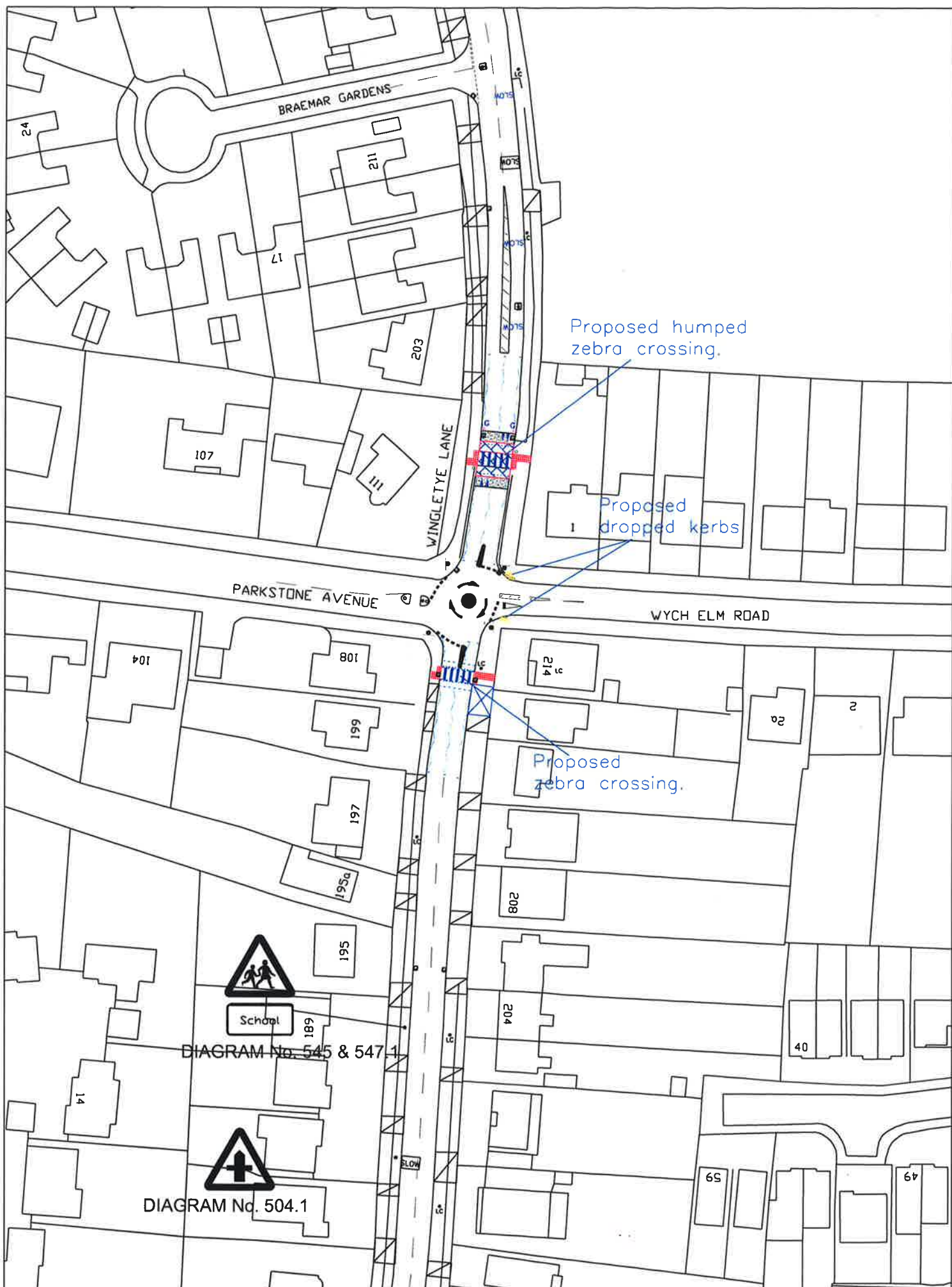
RESPONSE REF:	COMMENTS	STAFF COMMENTS
QQ006/1 (Local Member 1)	No queries on these proposals	-
QQ006/2 (Local Member 2)	No objections to these proposals	-
QQ006/3 (Local Member 3)	The proposals put forward seem to be positive and well thought out.	-
QQ006/4 (HAC Member 1)	It looks good to me	-
QQ006/5 (HAC Member 2)	Fine with me	-
QQ006/6 (Metropolitan Police)	Have some concerns about speeds and zebra crossings. - If speeds are 45mph, it is above safe threshold for introducing zebra crossing. - Stacking at zebra crossing could be caused across the mini roundabout - A lot of road markings shown within controlled area	The 85% percentile speeds are below 35mph which is a safe threshold. Stacking would not cause a significant problem. Any road markings amendments will be considered at the detailed design stage.
QQ006/7 (London fire brigade)	Whilst I welcome any accident reduction in the borough, the proposals will undoubtedly have an impact on fire service and attendance times. Can mini roundabout painted mini instead raised area?	Staff considered that the provision of longer ramps and speed table would not cause significant problems on the attendant times. Due to objections, mini roundabout will be removed from the original proposals.
QQ006/8 (EPAGRA)	(1)I am somewhat confused in the middle of major road works at A127, the Council are proposing to cause more congestion in Wingletye Lane. (2) Why it is considered that there is a need for another zebra crossing near Parkstone Avenue. (3) I cannot understand the reasoning that another zebra crossing near Campion School.	(1)Staff considered that the proposals would not cause a significant congestion along Wingletye Lane. (2)Second zebra crossing are proposed to serve the pupil from the south side of Parkstone Avenue. (3)A formal crossing and speed table are necessary for Campion school children. Other formal

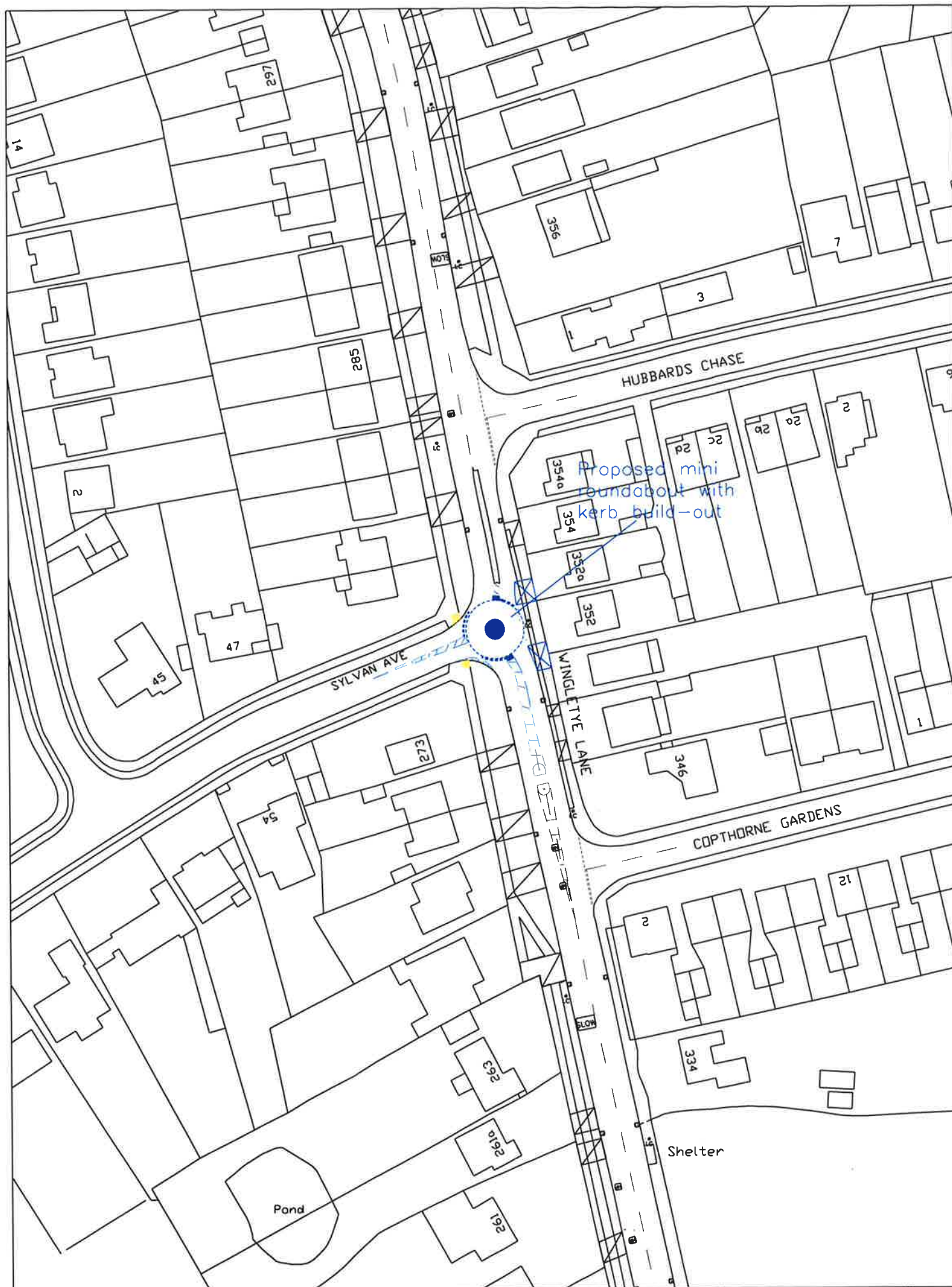
		crossings are far away from this location.
QQ006/9 (Ray Whitehouse, Cycling representative)	As you know I support all proposals which try and make our roads safer. I cannot support as they stand as they will have minimal effect. Request for 20mph speed limit along Wingletye Lane to make it safer.	Staff considered that the current proposals are adequate to minimise accidents at present. Further proposals such as 20mph speed limit could be considered at a later date if necessary.
QQ006/10 (The resident, 78 Wingletye Lane)	It is my view that the safety of the areas mentioned is already more than satisfactory and no further measures required.	-
QQ006/11 (The resident, 127 Wingletye Lane)	I agree with all the proposals except mini roundabout at Sylvan Avenue Junction which will cause problems getting on and off our vehicle crossover.	Due to objections, mini roundabout proposal will be removed from the original proposals.
QQ006/12 (The resident, 350 Wingletye Lane)	A raised roundabout creates safety issues for` cars reversing or pulling onto the driveways of 350 and 352 Wingletye Lane. If speed is the issue we need a speed hump prior to the browse of the hill.	Due to objections, mini roundabout proposal will be removed from the original proposals. The further proposals could be considered at a later date if necessary.
QQ006/13 (The resident, 352 Wingletye Lane)	It is not a good idea to put mini roundabout outside my property. It will not cut speed but could be more dangerous. It will be so difficult to pull on and off our drive.	Due to objections, mini roundabout proposal will be removed from the original proposals.
QQ006/14 (The resident, Emerson Park Group)	The proposed raised crossings spread along Wingletye Lane will have the desired result of slowing vehicles; however I would like to object to the proposed mini roundabout at the junction of Sylvan Avenue due to various reasons.	Due to objections, mini roundabout proposal will be removed from the original proposals.
QQ006/15 (The resident, 352a Wingletye Lane)	Putting a mini roundabout outside my house I believe would cause more problems for number reasons. My family and I would have to use the roundabout to enter our driveway which may cause accident.	Due to objections, mini roundabout proposal will be removed from the original proposals.
QQ006/16 (The resident, 273	I only have access to my driveway via Sylvan Avenue and due to the increase	Due to objections, mini roundabout

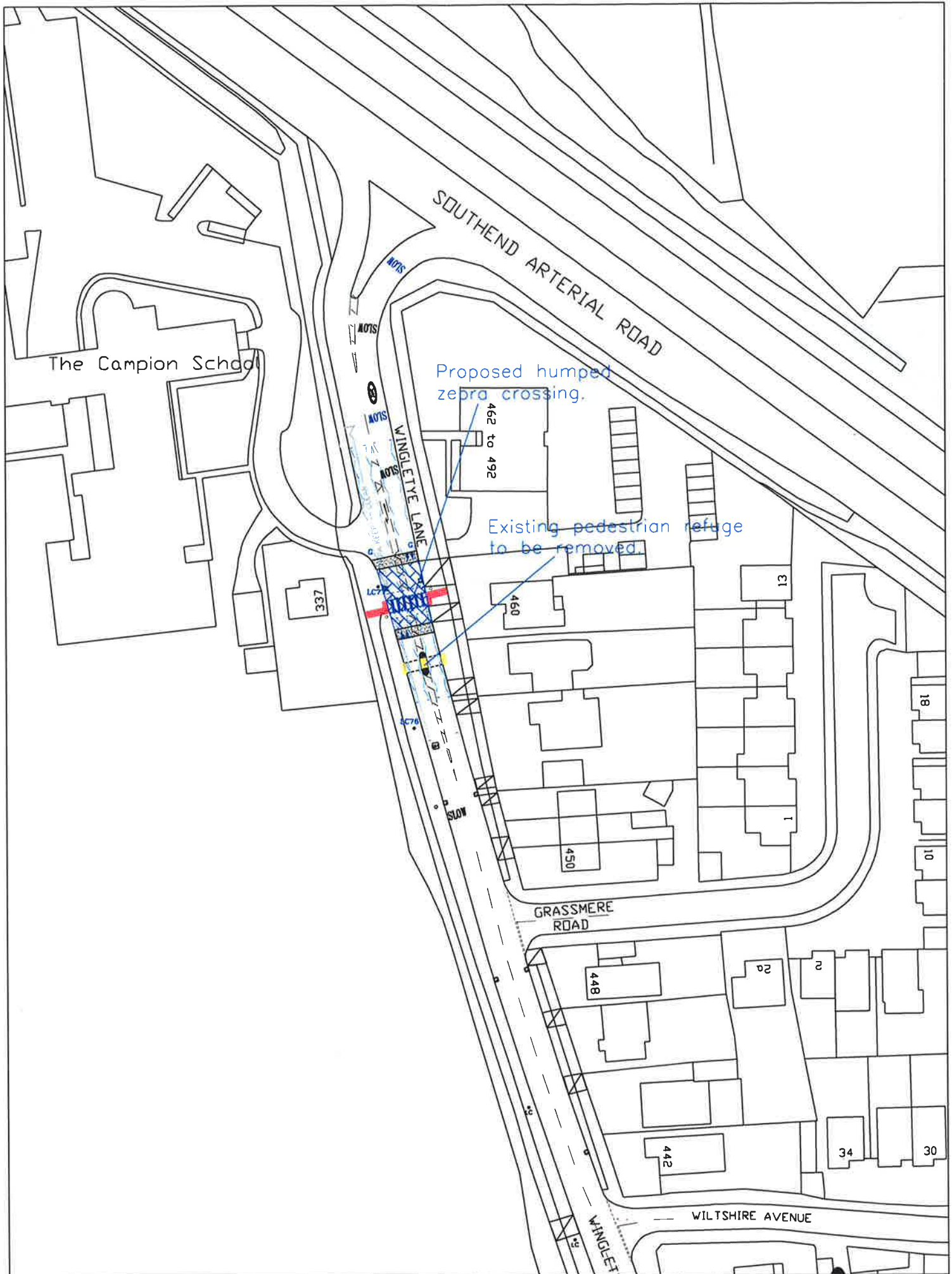
Wingletye Lane)	flow of traffic, a blind spot and a large tree. It is extremely difficult to manoeuvre in and out of my property if mini roundabout installed.	proposal will be removed from the original proposals.
QQ006/17 (Wingletye Lane resident)	I wish to object to the proposals to install humps at the proposed crossings. I am not objecting to the crossings, especially the pupils are inclined to walk into the road without looking whilst looking at their phones.	Staff considered that the proposed safety improvements including speed tables would reduce vehicle speeds and accidents along Wingletye Lane
QQ006/18 (Wych Elm Road resident)	We are writing to agree with the proposal for the new zebra crossing South of Parkstone Avenue and Wych Elm Road. This will make it very much safer for residents and school pupils to cross very busy Wingletye Lane without having to cross Parkstone Avenue in order to reach the existing zebra crossing.	-
QQ006/19 (Haverling resident)	It is my view that the present crossings do not need to be replaced with humped crossings. There is already one zebra crossing close to Parkstone Avenue so why it is necessary for another zebra crossing. A pedestrian refuge adjacent to Herbert Road would seem to be more appropriate.	Staff considered that the proposed safety improvements including speed tables would reduce vehicle speeds and accidents along Wingletye Lane. Further measures could be considered at a later date if necessary.











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Environment  
Engineering Services  
London Borough of Havering  
Town Hall  
Main Road  
Romford RM1 3BB

**The Resident or Occupier**  
Wingletye Lane

**Please call** Mr Siva  
**t** 01708 433142  
**e** [highways@havering.gov.uk](mailto:highways@havering.gov.uk)  
**text relay** 18001 01708 434343

21<sup>st</sup> July 2017

Dear Sir or Madam;

[www.havering.gov.uk](http://www.havering.gov.uk)

## **WINGLETYE LANE ACCIDENT REDUCTION PROGRAMME PROPOSED SAFETY IMPROVEMENTS**

In October 2016, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Wingletye Lane Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify safety improvements along Wingletye Lane. The study found that up to 1300 vehicles per hour use along Wingletye Lane and speeds up to 45 mph were recorded. There have been a total of thirty one personal injury accidents along Wingletye Lane over a five year period. Of this total, four were serious; eight involved pedestrians; four were speed related and six occurred during the hours of darkness.

The proposed safety improvements are as follows:

- Wingletye Lane north of Upminster Road  
(**Outside Havering Sixth Form College**) (Plan No:QQ006-1)
  - Humped pelican crossing
- Wingletye Lane south of Minster Way  
(**Outside Havering Sixth Form College**)(Plan No:QQ006-1)
  - Humped pedestrian refuge
- Wingletye Lane north of Lee Gardens Avenue (Plan No:QQ006-2)
  - Humped pelican crossing
- Wingletye Lane south of Parkstone Avenue / Wych Elm Road  
(**Near Emerson Park Academy**) (Plan No:QQ006-3)
  - Zebra crossing

- Wingletye Lane north of Park Stone Avenue / Wych Elm Road  
**(Near Emerson Park Academy)** (Plan No. QQ006-3)
  - Humped zebra crossing
- Wingletye Lane / Sylvan Avenue Junction (Plan No:QQ006-4)
  - Mini Roundabout
- Wingletye Lane south of **Campion School Entrance** (Plan No:QQ006-5)
  - Humped zebra crossing

Large scale plans can be viewed during normal office hours on Mondays to Fridays at the Council's Public Advice and Service Centre (PASC), accessed via the Liberty Shopping Centre, Romford, RM1 3RL or available to view on the Council's website a link of which is shown below: <https://www.havering.gov.uk/Consultations>

If you wish to comment on the proposals, you may do so,

By writing to: The Principal Engineer, Environment, Street Management, Town Hall, Main Road, Romford, RM1 3BB.

**OR**

By email to: [highways@havering.gov.uk](mailto:highways@havering.gov.uk)

Comments should reach us by **Friday 11<sup>th</sup> August 2017**.

Because of the large number of responses expected it is not possible to give individual replies. However, the results of the public consultation will be reported to the Highways Advisory Committee.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 5<sup>th</sup> September 2017 at 7:30pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 at least two days prior to the meeting.

The committee will seek to review all of the issues connected with the proposals and make a recommendation to the Cabinet Member for Environment, Regulatory Services and Community Safety, who will make the final decision on the scheme. There are usually a number of schemes to be discussed by the committee and it may be late in the evening before the scheme is considered.

If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

Please note that all comments we receive are open to public inspection.

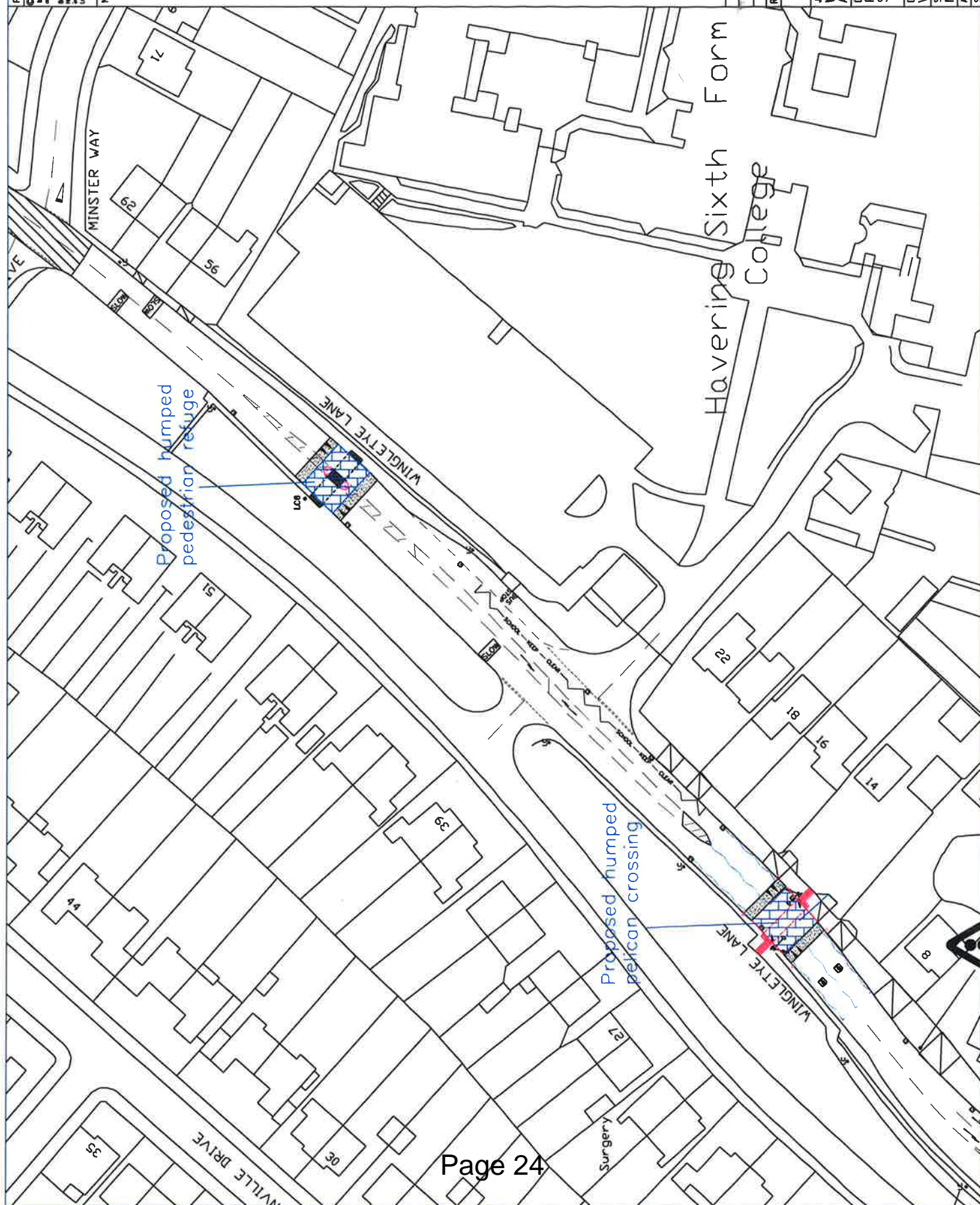
Yours faithfully,

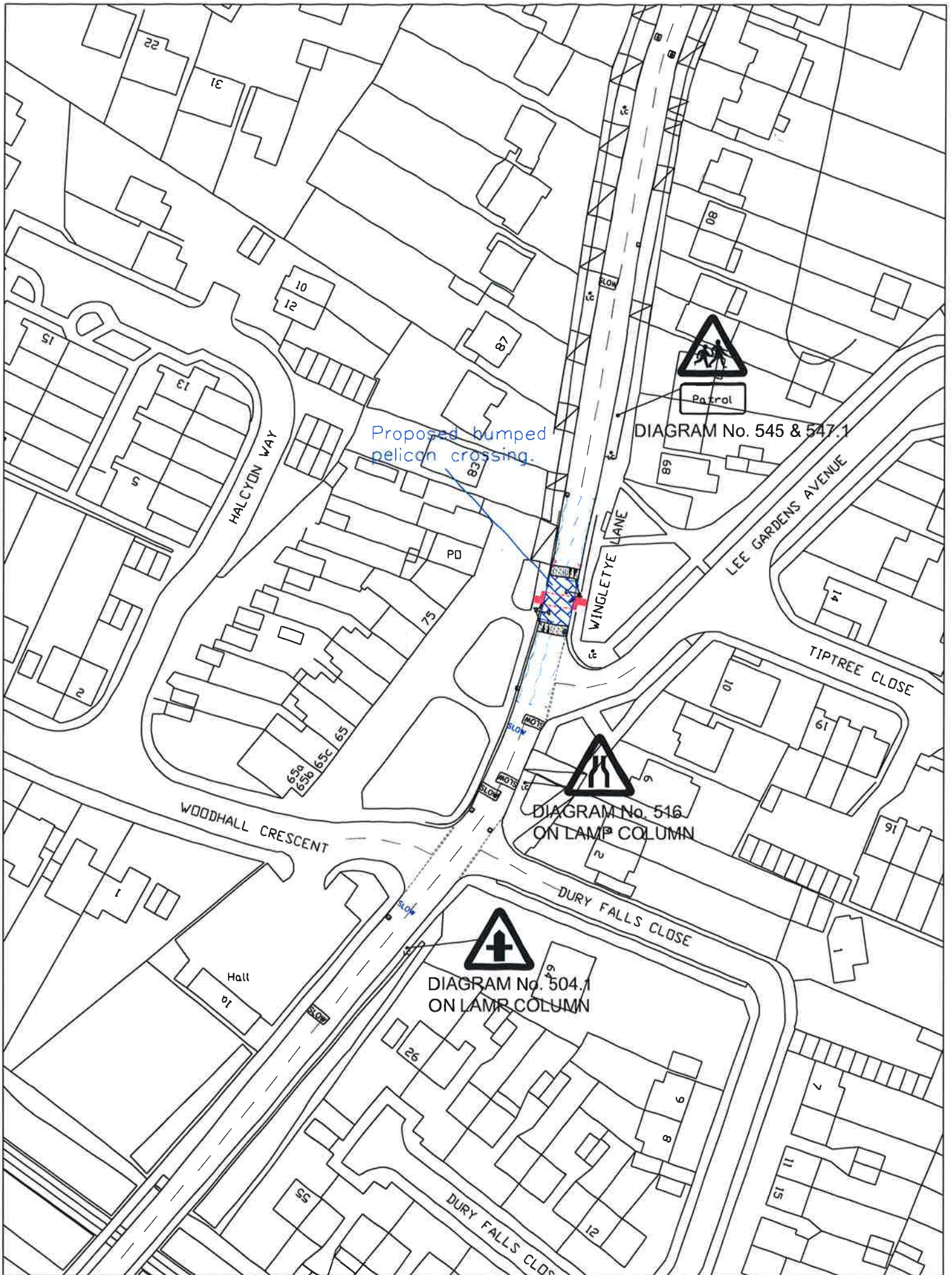


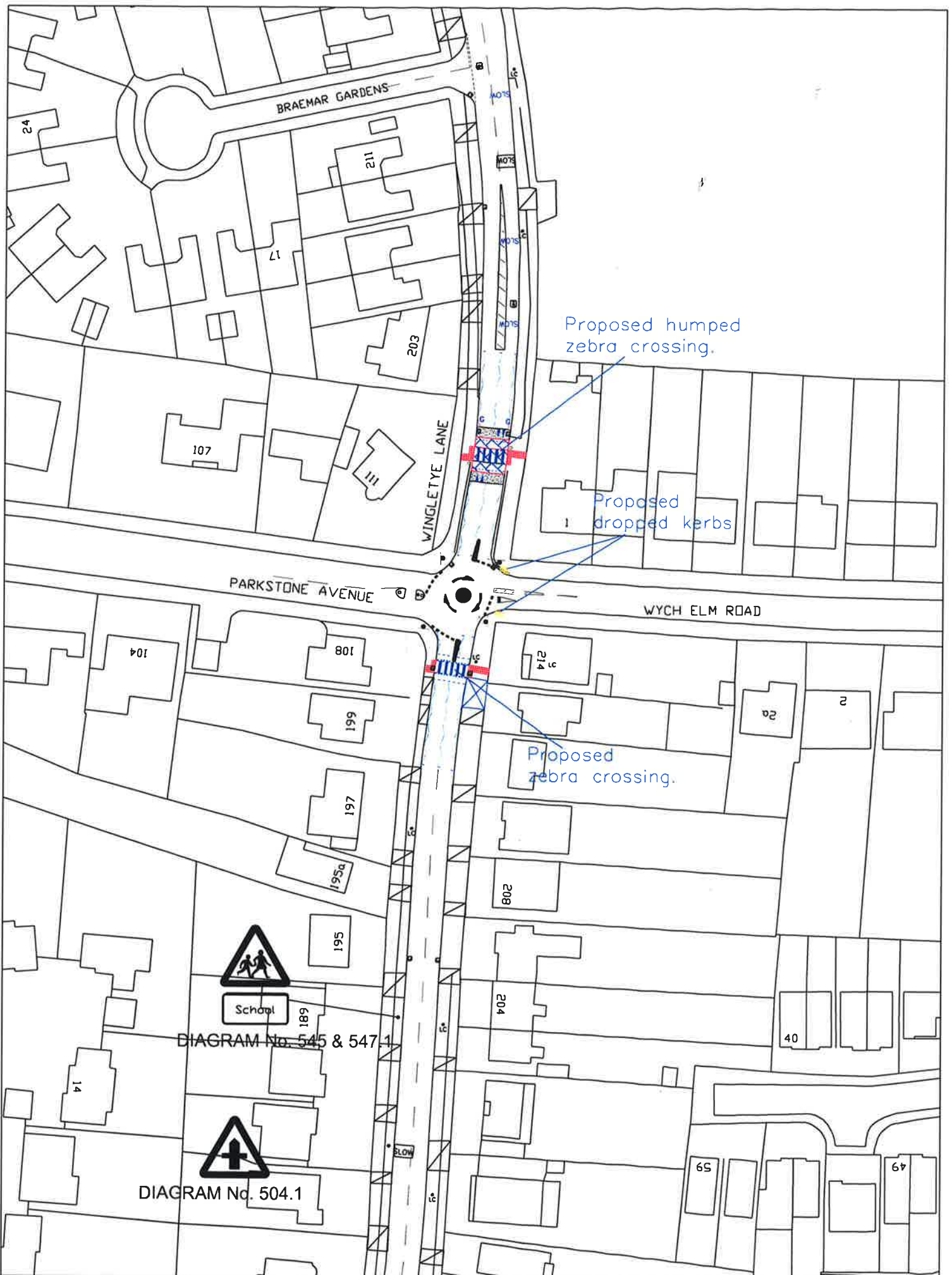
**Mark Philpotts** CEng MICE FCIHT FIHE PIEMA  
Principal Engineer  
Engineering Services

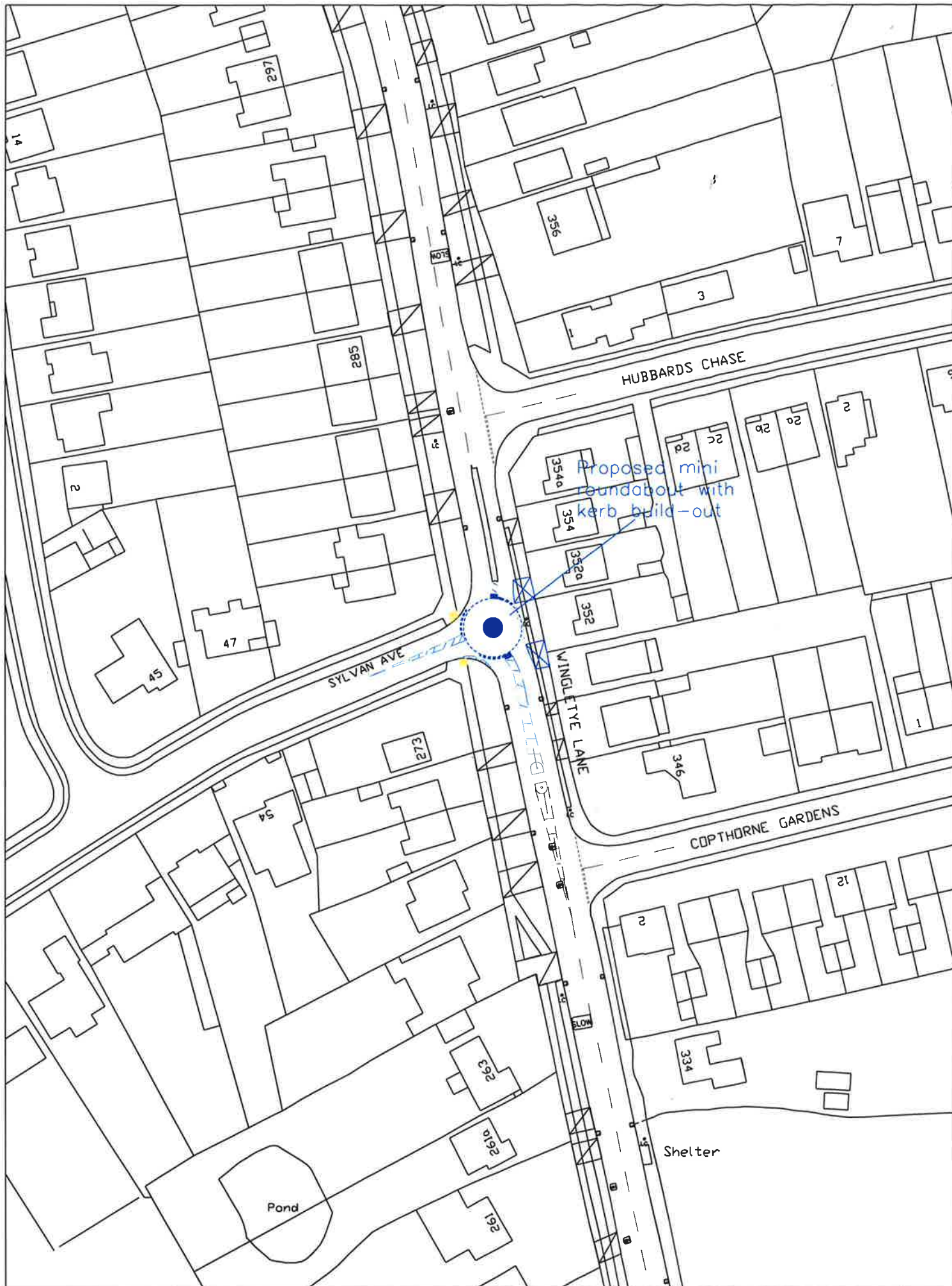
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NOTES

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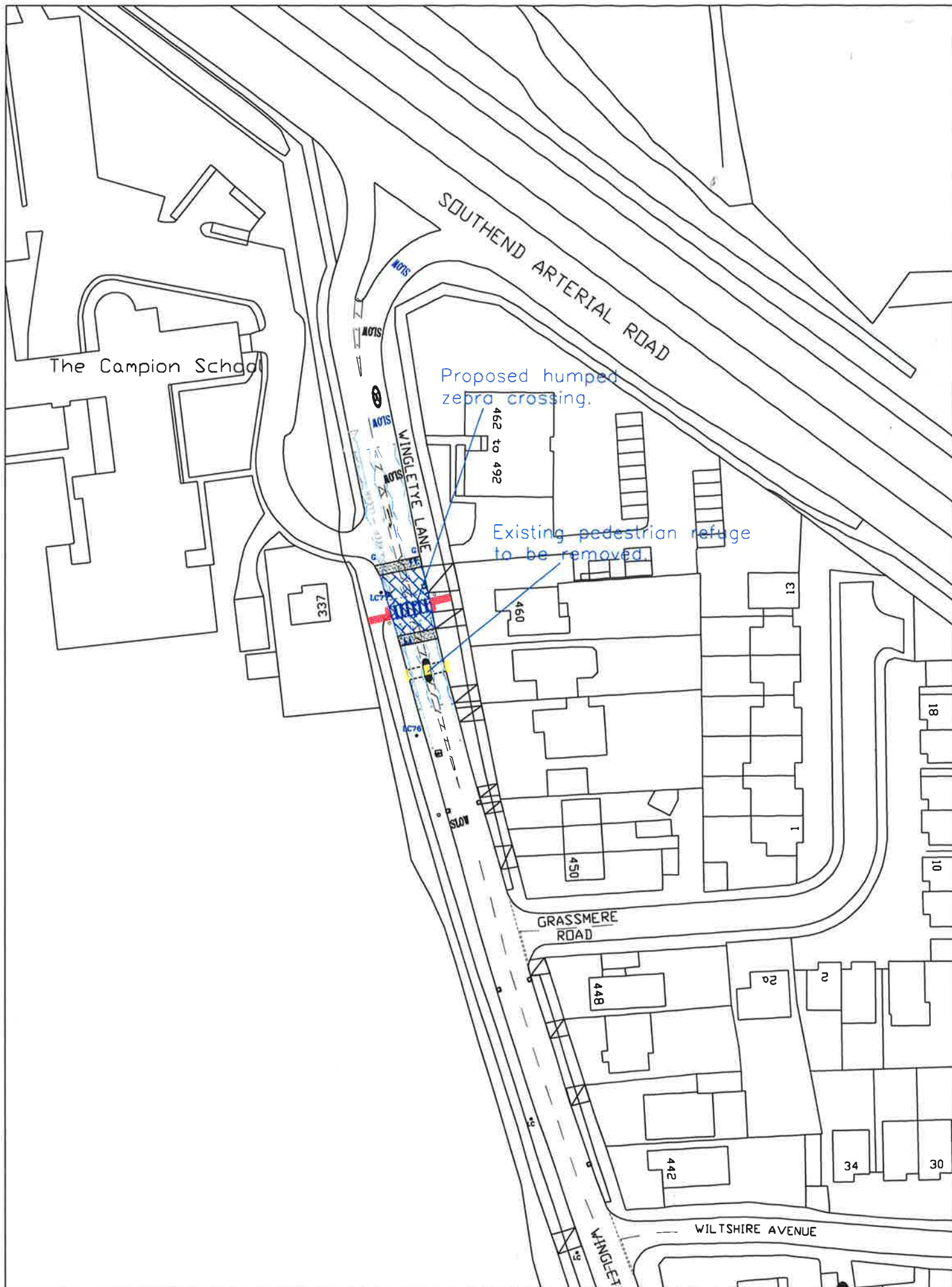







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<p><b>Havering</b> LONDON BOROUGH</p> <p><small>©COPYRIGHT This drawing belongs to the London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission.</small></p> <p><small>Based upon Ordnance Survey Mapping with the permission of the Controller of the Map's Copyright. Other's Crown copyright. Unauthorised reproduction of Ordnance Survey data is prohibited and may lead to prosecution or civil proceedings. London Borough of Havering 10000000</small></p>	<p><b>JOB TITLE</b> WINGLETYE LANE ACCIDENT REDUCTION PROGRAMME</p>		<p><b>PURPOSE</b> VS</p>		<p><b>CHECKED BY</b> VS</p>		<p><b>APPROVED BY</b> MP</p>	
	<p><b>DRAWING TITLE</b> PROPOSED SAFETY IMPROVEMENTS</p>		<p><b>SCALE (AT A3 SIZE)</b> nts</p>		<p><b>DATE</b> JUNE 17</p>		<p><b>DRAFT</b> <input type="checkbox"/> <b>ISSUE</b> <input type="checkbox"/></p>	
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## HIGHWAYS ADVISORY COMMITTEE

### 5 September 2017

#### Subject Heading:

**GIDEA PARK CROSSRAIL  
COMPLEMENTARY MEASURES  
Outcome of public consultation**

#### SLT Lead:

Dipti Patel

#### Report Authors and contact details:

Mark Philpotts      Chris Smart  
Principal Engineer    Regeneration Officer  
01708 433751      01708 432150

#### Policy context:

mark.philpotts@havering.gov.uk  
Havering Local Development Framework  
(2008)  
Havering Local Implementation Plan  
2017/18 Delivery Plan

#### Financial summary:

TfL has made £28.5m available London wide to fund public realm improvements at Crossrail stations in outer London. This programme is called Crossrail Complementary measures. Havering has secured an indicative grant of £4.1m available from 2015/16 – 2018/19, subject to separate funding Confirmation Applications. Currently £1.0m is earmarked for Gidea Park Station. TfL has released £0.112m from 2016/17 and an additional £0.050m from 2017/18 for fees associated with project development and consultation and more recently detailed design, leaving £0.538m 2017/18 and £0.300m 2018/19 to be draw upon.

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

Communities making Havering	[ x ]
Places making Havering	[ x ]
Opportunities making Havering	[ ]
Connections making Havering	[ x ]

## SUMMARY

This report sets out the responses to a consultation for a variety of measures to improve the levels of pedestrian access, comfort and safety in an area around Gidea Park Station and recommends that the proposals be implemented.

The scheme is within **Squirrels Heath** and **Romford Town** wards.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following measures set out in this report and shown on Drawings B2272700UD-06 and B2272700-0101-A-002 are implemented:

- 20mph Zone immediately around the station comprising the following area:
  - All of Station Road
  - Balgores Lane between Nos.146 and 168
  - Crossways between Balgores Lane and No.89
- Traffic calming of the 20mph Zone area:
  - Round topped road hump outside 93 Crossways
  - Flat topped road hump, 60 metres long to cover the area either side of the Crossways station car park entrance,
  - Flat topped road hump on Balgores Lane between Nos.148 and 156, including the entrance to Crossways,
  - Changing the existing zebra crossing outside No.166 Balgores Lane to a humped zebra crossing,
  - Changing the existing zebra crossing outside No.4 Station Road to a humped zebra crossing,
- New zebra crossings:
  - Balgores Lane – outside No.152 (on proposed flat topped road hump),
  - Upper Brentwood Road, just north of Thomas Drive
- Crossways – a reallocation of parking on the south side by the station entrance to provide:
  - Pay-and-display parking (4 spaces),

- Replacement of taxi rank with a 5 minute drop-off bay for general use (3 spaces),
  - Provision of a blue badge parking bay (2 spaces),
  - Balgores Lane
    - Removal of the loading bay and pay-and-display parking outside Nos.152 to 156 in order to provide the new zebra crossing.
  - Station Road
    - Reduction of the existing 5 minute drop-off bay from 3 to 2 spaces,
    - Provision of a new taxi rank (3 spaces).
2. That it be noted that the estimated cost of £0.838m for implementation will be met by Transport for London through the 2017/18 – 2018/19 Local Implementation Plan Gidea Park Station Crossrail Complementary Measures.

<b>REPORT DETAIL</b>
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## **1.0 Background**

- 1.1 As part of the delivery of the east-west London Crossrail scheme, Transport for London has set aside funding to improve the public realm around stations on the route, including Romford, Gidea Park and Harold Wood.
- 1.2 For Gidea Park Station, a number of proposals have been developed which are primarily intended to improve pedestrian access, comfort and safety but also include parking management changes.
- 1.3 Initially Lead Members were consulted on a one to one basis to seek their support for all three Crossrail Complementary Measures schemes which includes Gidea Park
- 1.4 Before detailed design work commenced, design presentations and workshops were held with the Gidea Park & District Civic Society (9<sup>th</sup> July 2016) and the Havering Association for People With Disabilities and Sight Action (HAD, 21<sup>st</sup> July 2016) respectively. Councillors Misir, Crowder and Dervish attended the Civic Society presentation as part of the audience and the HAD workshop was attended by Councillors Light and Eaglin. The key themes from the workshop are contained in Appendix I.
- 1.5 After further design development work took place, a public exhibition and consultation took place at Gidea Park Library and was publicised through the Council website, social media and posters in the library which ran between 4<sup>th</sup> and 23<sup>rd</sup> November 2016. The exhibition was staffed 10am to

2pm on 11<sup>th</sup> November and 4pm to 8pm on 18<sup>th</sup> November – no Councillors attended on these particular days but may have attended during the times it was not staffed. Consultation material was also provided on the Council's website with an on-line questionnaire. Appendix II provides a summary of the issues raised and discussed.

- 1.6 After reviewing the issues raised through the workshops, exhibition and consultation process, a series of proposals were developed which were then subject to internal review and a TfL design review process. This was then developed into a package of physical measures. The review process confirmed the final extent of the scheme because as the funder, Transport for London required certainty on scope, area and likely scheme costs.
- 1.7 The project has an ultimate budget and so it simply wasn't possible to include all of the issues people wanted dealt with and so the scheme proposals reflect as much as possible the feedback provided. The scheme proposals are as follows.
- 1.8 A 20mph zone around the station area to include all of Station Road, Balgores Lane between Nos.146 and 168 and Crossways, between Balgores Lane and No.89.
- 1.9 Traffic calming (road humps) within the proposed 20mph Zone as follows;
  - Round topped road hump outside 93 Crossways
  - Flat topped road hump, 60 metres long to cover the area either side of the Crossways station car park entrance,
  - Flat topped road hump on Balgores Lane between Nos.148 and 156, including the entrance to Crossways,
  - Changing the existing zebra crossing outside No.166 Balgores Lane
  - to a humped zebra crossing,
  - Changing the existing zebra crossing outside No.4 Station Road to a humped zebra crossing
- 1.10 A new (humped) zebra crossing outside No.152 Balgores Lane (with footway widening on the south side of the street) and a new zebra crossing (no hump) on Upper Brentwood Road, just north of Thomas Drive.
- 1.11 The 20mph Zone, traffic calming and new zebra crossing in Balgores Lane were proposed to improve pedestrian access, comfort and safety in the immediate station area. The zebra crossing on Upper Brentwood Road was proposed in order to assist people with crossing the road at the end of the alleyway which runs adjacent to the railway between the station and Upper Brentwood Road.
- 1.12 Some of the proposals to assist pedestrians require changes to parking management in the area and some other parking management changes were proposed. These issues, together with the 20mph Zone, road humps

and zebra crossings require statutory advertisement and public consultation, notwithstanding previous consultation taking place.

- 1.13 In order to accommodate the new zebra crossing in Balgores Lane, the loading bay and pay-and-display parking outside Nos.152-156 was proposed to be removed (3 spaces). The loading bay outside No.140 would remain.
- 1.14 In Crossways, the parking would be rearranged on the southern side of the street either side of the station access to provide 4 pay-and-display parking spaces, a 5-minute drop off bay (3 spaces) and a blue badge bay (2 spaces). The pay-and-display parking would operate Monday to Saturday, 8.30am to 6.30pm and the drop off bay/ blue badge bay would operate at all times. The access to the station would have “at any time” waiting restrictions. The parking on Crossways would be effectively placed in laybys with footway widening at each end and at the station entrance.
- 1.15 In Station Road (outside the station, northern side) there would be 2 drop off parking spaces and a new taxi-rank (hackney carriages) with 3-spaces. Both in operation all the time and with “at any time” waiting restrictions between them.
- 1.16 Because of the locally important nature of the station letters were sent to those within an 800m radius of the station, which represents a 10 minute walk. This equates to some 4,700 letters being sent out dated 14<sup>th</sup> July 2017. In addition, details of the scheme were provided on the Council’s website and traffic notices were advertised. The closing of 4<sup>th</sup> August 2017 was given for comments to be provided.
- 1.17 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.
- 1.18 The scheme was also discussed at the monthly Engineering Services Traffic Management Liaison Meeting (TMLG) held on 6<sup>th</sup> July 2017. The TMLG comprises of staff from the Council and local Transport for London, emergency services representatives and others where large public projects are in progress (such as Crossrail).

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 53 responses were received from the public which are summarised in Appendix III. In addition, comments were received by standard consultees.
- 2.2 London Buses support the scheme on the basis the humped zebra crossings are constructed in accordance with Transport for London’s guidance on Traffic Calming Measures for Bus Routes.

- 2.3 The London Ambulance Service object to any vertical traffic calming. The North East London Stakeholder Engagement Manager commented;

*“this slows our speed of response to life threatening calls and may cause discomfort or injury to ill and injured patients. These measures may also hinder treatment for a patient en-route to the Emergency Department of the hospital”*

- 2.4 The Metropolitan Police Roads & Transport Policing Command Road Safety Engineering Liaison Officer requested information on traffic speeds on the roads affected which was provided.

- 2.5 In relation to responses made by the public, 31 respondents supported or partially supported the proposals, although some made comments on or in relation to some parts of the scheme. General themes were;

- Agreement with the scheme, but the traffic calming/ 20mph Zone should be larger (the most common comment from supporters)
- Unqualified agreement with the scheme,
- Agreement with the scheme, but requests for further measures such as more crossings and parking management,
- Agreement with the scheme other than the tree removals and provision of taxi rank,
- Agreement with the scheme other than the road hump element, with some citing the Government's Air Quality Action Plan.

- 2.6 16 respondents objected to all of the proposals or particular parts of the proposals without indication of support for the rest of the proposals. General themes were;

- Disagrees with the scheme in total,
- Disagrees with the scheme, especially the road humps (and some citing the Government's Air Quality Action Plan),
- Objects to the trees being removed,
- Objects to parking management proposals

- 2.8 Other comments included concerns about waiting drivers idling, railings at the station being an eyesore, requests for maintenance works and comments unrelated to scheme. The Committee should note that in some cases, respondents did not state if they agreed with the scheme or not and so these are noted in that section.

### **3.0 Staff Comments**

- 3.1 The new humped zebra crossing on Balgores Lane and the conversion of existing zebra crossings to humped crossings are primarily designed to

create a level crossing point for people walking and especially those with limited or impaired mobility. The humped crossings along with other road humps enable the provision of a 20mph zone around the area where pedestrian activity is highest.

- 3.2 Staff note the comments made by the London Ambulance Service. The service is routinely consulted about highway schemes and this is the first time in many years that a response has been provided. The comments are not scheme specific and Staff disagree that the scheme will have any significant impact given that on Balgores Lane and Station Road, the humped zebra crossings are designed to accommodate buses.
- 3.3 Some people objecting to the proposals suggested that road humps cause pollution, with some citing media reports of road humps being removed due to the Government Air Quality Plan (July 2017). The Action Plan is specific in dealing with nitrogen dioxide. There is a single reference to road humps in the section relating to “clean air zones” as a potential consideration. There are no clean air zones in Havering and the advice of Staff is that properly designed and installed road humps are perfectly acceptable and indeed, there is no evidence to demonstrate that road humps “cause” pollution. The safety benefits far outweigh any concerns in this regard.
- 3.4 On the matter of the trees (at the junction of Balgores Lane and Crossways), the Committee should note that they are conifers and not generally suitable as street trees. There is concern about their impact on buried utilities, they are causing damage to the footway and they shade the adjacent building. The area within which these trees are planted would be redeveloped with new planting and new trees which are appropriate for the location.
- 3.5 Many of those offering support have indicated that a larger area should be considered for traffic calming and the 20mph Zone; this was also commented on during the initial consultation and exhibition. The funding provided by TfL is finite and cannot possibly deal with wider desires. This might be an area requiring further work and additional future funding bids.
- 3.6 During the long design development and public engagement process, the scheme has been well received and with the statutory consultation, the scheme has been generally positively received, despite the very poor level of response. Staff therefore recommend that the scheme be implemented.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

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

TfL has made £28.5m available London wide to fund public realm improvements at Crossrail stations in outer London. This programme is called Crossrail Complementary measures. Havering has secured an indicative grant of £4.1m available from 2015/16 – 2018/19, subject to separate funding Confirmation Applications. Currently £1.0m is earmarked for Gidea Park Station. TfL has released £0.112m from 2016/17 and an additional £0.050m from 2017/18 for fees associated with project development and consultation and more recently detailed design, leaving £0.538m 2017/18 and £0.300m 2018/19 to be draw upon.

TFL have made available to the London Borough of Havering the 2017/18 allocation of £0.538m.

The delivery of work at Gidea Park Station would have no new funding implications for Havering, apart from the involvement of existing staff resources in Economic Development. Maintenance of the proposed works would be from existing budgets in Street Management.

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 Neighbourhoods 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 Environment Capital budget.

### **Legal implications and risks**

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the Highways Act 1980 ("HA 1980"). Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the HA 1980 and its power to

make an order charging for parking on highways is set out in Part IV of the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) (as amended) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during statutory consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals are taken into account prior to a decision being made.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

**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.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

Good quality footways and reduced street clutter can help pedestrians negotiate and navigate the public realm and is especially helpful for disabled people.

Traffic calming can help reduce traffic speeds, traffic volumes 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. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing this intimidation.

## **BACKGROUND PAPERS**

None.

**APPENDIX I**  
**SUMMARY DESIGN WORKSHOPS OUTCOME SUMMARY**

**Table 1 : Feedback and Designers Responses from the Civic Society workshop**

No.	Design Comment/Issue	Designers Response
1	The raised table along Crossways in front of the northern entrance was considered a good idea and had general consensus.	Noted and will be taken forward with the design development.
2	It was suggested that the parking along Crossways should be moved to the northern side, away from the station entrance.	This will be explored in further design development, bearing in mind opening of existing surgery.
3	Proposed raised table should be extended to the east or other measures (e.g. cobblestones) should be implemented to lower the speed of traffic around the right-hand bend into Crossways – there is an existing speed issue. Cobblestones were suggested. The raised table should not encourage parking on footways, appropriate street furniture to avoid this like cycle racks to be considered.	This has been noted. Additional traffic calming measures will be explored to the eastern part of Crossways. There are significant maintenance issues with cobblestones, hence alternative surface treatment like asphalt with coloured chippings may need to be considered.
4	Concerns over drop off/pick up and rat running on Crossways causing conflict with pedestrians. Pedestrian crossing would be beneficial.	Highlighted crossing point in front of station entrance will be explored.
5	Raised/highlighted crossing within car park considered a good idea.	Raised or highlighted pedestrian route through the car park will be explored.
6	The recently erected high fence along Crossways was considered inappropriate for the Conservation Area. However, the fence on the railway side of the alleyway is okay, especially as it won't become a graffiti-ridden.	Noted and will be discussed further with various stakeholders.
7	Additional cycle parking suggested. The provision of an open, double tiered cycle hub suggested.	Will be noted in further iteration.
8	Developing the area at the intersection of Crossways and Balgores Lane as a public node had general consensus. However concern was raised that this space should not encourage people to linger outside the station. Youths have been spotted outside the station littering etc, plus trains are frequent so no need to wait at the station for long periods. Space for an interpretive sign about Conservation Area can be identified for placement later by Civic Society.	This concern has been noted. Minimal and individually placed seating in well-lit area will be provided to avoid lingering in groups. The design will explore a more visually open area to dissuade anti-social behaviour. Design will be discussed further with community safety groups and the police.
9	New crossing across Balgores Lane had general consensus. Exact location was questioned and may need to be reconsidered.	This has been noted. This crossing will be explored further in detailed design for feasibility and location.

10	A mixed response to the idea of a 'blended crossing' across Crossways at its junction with Balgores Lane – some people were very much in support of the idea, while others were against it. Issue raised about drivers not being able to turn into Balgores Lane from Crossways due to high traffic volumes.	This will be considered further in next iteration to provide a pedestrian friendly crossing that does not impede the function of the junction.
11	Install a left turn lane at the exit of Crossways onto Balgores Lane to help alleviate the current traffic issues. Drivers already overrun the footway to turn left onto Balgores Lane. Other members of the table disagreed with this suggestion as it would make the crossing worse for pedestrians.	Concerns noted. Scheme is to improve public realm, so unless there is a major benefit, we would not widen carriageway and make pedestrian movements worse.
12	Need measures to discourage people from parking/stopping on Balgores Lane south of the proposed crossing.	Noted. Inset parking bays near take away shops could be considered to reduce on street car parking and make the new crossing a bit more visible.
13	Issue regarding unkempt property near takeaways on the east of Balgores Lane was raised. Potential funding to improve façade suggested.	Although this is considered a good idea, it may be out of the scope of this TfL funded study.
14	Need more taxi/minicab bays as they currently park unlawfully on Station Road and in the bus cage.	Will be noted in further iteration. Additional bay for mini-cabs pickup being considered in front of new plaza space to avoid mini cab parking in public space.
15	The "notches" at the ends of the parking bays on Station Road considered inappropriate as it either encourages drivers to drive into road or override them.	Noted and to be considered in further iteration.
16	Suggestion that bus stop on Station Road could be moved to the east to allow for more drop off/pick up capacity.	This could be discussed further with TfL buses but it is considered preferable to keep bus stops as close to station as possible for better interchange environment.
17	There was general consensus on Station Plaza design. It was emphasised that seating and general design should not encourage lingering and use by anti-social elements.	Noted. Minimal and individually placed seating will be provided to avoid lingering in groups. Additional lighting, high quality materials etc will be considered to create a more inviting yet safe plaza. Design will be discussed further with community safety groups and the police.
18	General consensus on improving surface along eastern part of Station Road. Parking retention near post office emphasised.	Noted.
19	There was general consensus on improving the surface treatment and lighting along the alleyway. People were in favour of the fence on the rail-track side of the alleyway being open (as it currently is), to create a sense of security, but noted that the vegetation on the railway embankment grows very quickly and that this somewhat	All noted and will be considered in further iteration. Maintenance regime for vegetation to be considered and discussed further with Network Rail.

	negated this effect.	
20	While there was general consensus on the need for a new crossing across Upper Brentwood Road, there was a concern if there would be too many crossings in short distances in this area.	The need for a crossing and exact location will be considered further in next iteration.
21	The proposals for interventions within alleyway should be low-maintenance (e.g. no wooden seating, trimming of vegetation etc).	Noted
22	There was general consensus on the use of Rain Gardens as it was considered an interesting sustainable drainage solution. However, concern over maintenance of planting was raised as existing vegetated areas like that near Balgores Lane and Crossways intersection has littering issues. Views should not be obstructed by new planting. General consensus on removal of existing conifers to make that a more clear space.	All noted and will be reflected in further design development and detailing. Provision of new bins to be considered to reduce littering.
23	Agreement that bright street lighting in the car park area could discourage anti-social behaviour. Some light columns considered too high.	Noted. Good lighting design to be considered in all parts of the study area.
24	Strong agreement among the group that the scheme should not be contemporary in style but sympathetic to the surrounding architecture. New design and signage should consider the character of the old station building along Station Road.	Noted. All new design, products, design elements, surface treatments, signage and lighting will be proposed with due consideration of the Conservation Area.
25	20 mile per hour zone suggested in study area, and potentially all through the Conservation Area.	Noted and to be discussed further with LB Havering.
26	Greater parking enforcement is required because people park within the Conservation Area to access the station. Parking on Sundays to be removed on Crossways.	Noted and to be discussed further with LB Havering.

**Table 2 : Feedback and Designers Responses from the workshop with HAD and Sight Action Havering**

No.	Design Comment/Issue	Designers Response
1	High traffic speeds along Crossways is a concern. No safe crossing point at Station entrance along Crossways. Raised table considered a good idea but further highlighted pedestrian crossing to be considered. Providing a raised crossing point with rest of the area visually highlighted may be considered. The footway along raised table should have minimum upstand needed for guide dogs to recognise change in use. Good visual contrast suggested between footway and raised table.	Noted for further design development.
2	Suggestion made about adding several, short raised tables along Crossways. Additional traffic calming suggested in the eastern part of Crossways.	Although this was considered an interesting idea in terms of slowing traffic, it provides too much up and down movement, especially for ambulances and also parking arrangements will be disrupted. Alternative options for traffic calming will be considered in the next iteration.
3	Pick up/drop off point for dial a ride/taxis to be provided along Crossways.	Noted and to be considered in next iteration.
4	Disabled parking to be considered in the car park.	This will be communicated to the car park management.
5	Need for clear and accessible route for persons of all abilities needed through the car park. Raised path suggested.	Highlighted path to be considered through the car park in further iteration.
6	The speeding traffic along Balgores Lane is considered an issue with no safe crossing point. The exit from the car sales place is especially dangerous. The new crossing across Balgores Lane had general consensus but it was felt that traffic calming measures should be considered earlier to the north to slow speeds. There were questions raised about exact location of crossing and may need further consideration.	Further traffic calming along Balgores Lane to be considered in further iterations. Exact location of crossing will go through further design development.
7	There was general consensus on the threshold treatment at the intersection of Balgores Lane and Crossways. If the threshold treatment idea does not go ahead, then the islands should be improved with enough refuge space for a wheelchair.	This suggestion will be considered in further iterations. Island will be improved. Appropriate tactile paving and dropped kerbs will be considered.
8	Developing the area at the intersection of Crossways and Balgores Lane as a public node had general consensus. However this area should feel safe and provide appropriate seating of the right height and	All suggestions noted.

	with arm rests to make it easy to use.	
9	There was general consensus on the use of Rain Gardens as it was considered an interesting sustainable drainage solution. But the edges should have upstands to be used for tapping. Views should not be obstructed by new planting. General consensus on removal of existing conifers to make that a more clear space.	All suggestions noted.
10	Too much parking along Balgore's Lane. Makes it very congested in the evening.	Noted. Inset parking bays near take away shops could be considered to reduce on street car parking clutter and make the new crossing a bit more visible.
11	There was general consensus on the design along Station Road. However the need for proper drop off and pick up point was highlighted. The parking area to be consolidated but with clear signage.	This is noted and additional drop off and pick up for mini-cab will be provided. The parking area will be consolidated.
12	Parking/drop off is considered an issue in the front area in general.	This is noted and further investigation of drop off/pick up provision in this area will be considered.
13	There was general consensus on Station Plaza design. It was emphasised that adequate seating should be provided of the right height and with arm rests. Materials should not have too much contrast but kerb lines must be clear.	All suggestions noted. Adequate seating with arm rests will be provided. Additional lighting, high quality materials etc will be considered to create a more inviting yet safe plaza. Appropriate materials with muted tones, based on existing design, will be used in this area.
14	There was general consensus on improving the surface treatment and lighting along the alleyway. CCTV to be considered.	All noted and will be considered in further iteration. CCTV suggestion will be discussed further with maintenance company.
15	There was general consensus on the new crossing across Upper Brentwood Road. Location considered ideal as it leads to the Estate entrance. The build outs were considered a good idea.	All noted.
16	Wooden seats not considered ideal from a maintenance point on view. Concrete seats like the ones used in Hornchurch suggested.	Suggestions noted. Maintenance of seating and all street furniture will be considered in decision process.
17	All materials used should have low contrast, muted tones and should be visually cohesive to avoid visual confusion by vulnerable users.	Suggestions made about tone and contrast will be considered in further detailed design.
18	Clear signage should be considered to make the area more legible for people of all abilities.	Noted.
19	The need for groups associated with Dementia issues to be consulted about proposed design. The need to involve Community Safety groups.	A consultation session with local group involved in dementia related issues, local community safety group and the police to be organised shortly.

20	Designers should keep in mind that access to the bus stops at the front of the station is very important.	Noted
21	The design of the Hornchurch scheme should be looked at as an example of good design.	Noted
22	20 mile per hour zone suggested in study area to improve pedestrian safety.	Noted and to be discussed further with LB Havering.

**APPENDIX II**  
**PUBLIC EXHIBITION AND CONSULTATION OUTCOME SUMMARY**

No.	Design Issue/ Comment	Designers Response
<b>Street furniture</b>		
1	There should be bins acting as natural barriers to cars parking instead of using bollards as these can be knocked down and look unattractive.	This will be looked at in the detailed design.
2	Cycle racks should be moved away from bus stops as school children will congregate at bus stops and play with the cycles left.	Cycle racks suggested within the design are closer to the station entrance than the bus stop, making it easier access as well as avoiding anti-social behaviour.
3	There needs to be more bins near the bus stops as a lot of school children congregate there and leave litter.	This will be considered within the detailed design.
4	There are too many seats around the takeaways which encourage youths to loiter.	The design has been cautious of this, in suggesting single seating generally in pairs and avoiding benches.
5	Seating is a good idea, but it needs to be single seating to stop youths loitering.	This has been taken into consideration in the design.
6	Seating should have high back support for the elderly.	This will be considered in detailed design.
<b>Car Park</b>		
7	The car park needs to be improved, including access into the car park.	The resurfacing of the car park will be suggested in the design layout, but this will be need to be raised with TfL/NCP who own and manage the car park.
8	There needs to be a 5 minute pick up point at busy times.	This has been suggested within the design both north and south of the station. It has been suggested that a 5 minute drop off and pick up point will be provided, 2 spaces south and 3 spaces north of Station.
9	The area is untidy; the entrance to the car park is a hazard to pedestrians. There should be a separate pedestrian footpath from Crossways into the station.	This has been considered in the design. The proposals are for a pedestrian footpath from the pavement to the station entrance via the car park. Again, this will be need to be raised with TfL/NCP who own and manage the car park.
10	The pavement outside of the station needs to tilt towards the road/ a drain as the car park is always flooding.	The proposed resurfacing of the car park should assist with this, however, it is the responsibility of TfL/NCP.
11	The car park spaces are too small and need to be repainted.	There is a possibility that the car park will be resurfaced therefore will need to be repainted. However the spaces will be allocated by TfL and NCP as they operate and maintain the car park.
<b>Public Footpaths and crossings</b>		
12	A crossing between Balgores Lane and Crossways need to be implemented as a lot of people use the alleyway at the back of 'Balgores Best Kebab' from the Station.	This idea has been taken further in the design. A new zebra crossing has been suggested between Balgores Lane and Crossways.
13	The zebra crossing at the southern entrance needs to be a signalised crossing as cars do not stop for the zebra crossing.	The zebra crossing is looking to be retained, however, traffic calming features and interventions to slow speeds will be implemented.
<b>Planting</b>		
14	I would like to see more planting along Balgores Lane e.g. more bright flowers.	There are plans within the design to create raingardens at the Balgores Lane

		& Crossways junction.
15	Concern over raingardens not being maintained and it looking untidy in the long-term.	The landscape detailed design will take into account maintenance issues, which is also why raingardens were chosen as they require very little maintenance.
16	Planting should be secure and robust. Often these are damaged by local residents or by road collisions.	This will be considered while developing the design.
17	More greenery. There is too much pavement which makes the area bland.	This has been considered within the design. There will be trees planted across the design area and rain gardens at the Balgore Lane and Crossways junction.
18	There should be a hedge along the fencing at the car park.	The option of a hedge is not possible due to maintenance implications.
<b>Car Park Fence</b>		
20	The existing fence is extremely ugly. We need a heritage fence and a hedge that runs along the car park fence.	Based on discussions with TfL about who would maintain this interface, a hedge is considered difficult to maintain. However, a heritage style fence is being proposed as an alternative to the existing palisade fencing.
21	Gidea Park is a conservation area built in 1911, there needs to be fencing and hedges which is in keeping with the heritage of the area.	This has been considered and the option of a low maintenance heritage style fence has been suggested. The option of a hedge is not possible due to maintenance implications.
22	The existing fence at the Northern entrance surrounding the car park looks terrible and needs replacing.	This has been considered and a heritage style fence is being proposed as an alternative to the existing palisade fencing.
23	The car park look terrible, the fencing needs to go and the car park needs resurfacing as it's 'bitty'.	This has been considered and a heritage style fence is being proposed as an alternative to the existing palisade fencing. The resurfacing of the car park will be suggested in the design layout, but this will be need to be raised with TfL/NCP who own and manage the car park
24	The north entrance looks too concrete heavy and utilitarian, it need more hedges and trees instead of green palisade fencing.	This has been considered and the option of a low maintenance heritage style fence has been suggested. The option of a hedge is not possible due to maintenance implications.
25	Fencing needs to be painted a colour which is sympathetic to the conservation of the area i.e. black.	Black fencing will be considered.
<b>Lighting</b>		
26	The street lighting around the station needs to be in keeping with the conservation of the area and should stay the same style as what is already there.	This has been considered within the design and heritage style lamps have been suggested.
27	The car park lighting needs to be improved, and generally the north side of the Station is not well lit.	The car park is owned and managed by TfL / NCP. This comment will be passed to TfL / NCP.

28	The lamp posts need to be in keeping with the existing lamp posts surrounding the station.	The lamp posts suggested in the design are the same as those that are already installed along Crossways.
<b>Enforcement</b>		
29	There are issues with minicab drivers. They park in the drop off bays which means private cars have no spaces and block up the road.	This has been taken into consideration and there will be spaces north and south for drop off and pick up which will be limited to 5 minutes.
30	There needs to be enforcement on minicab drivers parking outside of the station and using drop off spaces.	This will be raised with TfL.
31	Taxis are parked on both sides of the northern entrance at peak times, there needs to be more enforcement on black cabs.	This will be raised with TfL and signage provided.
32	There needs to be more islands on Station Road to prevent cars from performing U-turns in the road.	This will be considered in detailed design.
33	There needs to be double yellow lines north and south of the station. But there also needs to be enforcement of these yellow lines, otherwise people will ignore them.	There are double yellow lines included in the design of the north entrance to the station, in order to stop congestion on crossways.
34	There should be CCTV to stop people parking illegally on roads.	This will be raised with TfL and LBH.
35	Declutter front of the Station. There are lots of waste bins front on the street.	This issue will be considered within the design by suggesting a fence within the Station Plaza where the waste bins can be relocated. Solutions will need to be confirmed with MTR who own the bins.
36	The lighting, bins etc. should be placed so that cars cannot drive on the paving.	This suggestion will be taken into consideration and will be looked into further as a form of enforcement .
<b>Traffic Calming</b>		
37	There should be a speed limit on the corner of Crossways and Balgores Lane.	There will be a raised table at the Balgores Lane and Crossways junction with road humps in other areas considered to slow the traffic down.
38	Extension of 20mph speed limit to residential roads around the station could help improve road safety and make the area a more pleasant place to shop and visit.	This will be raised with LBH as it will have to be part of a separate development scheme.
39	The whole conservation area should have 20mph speed limit and should have a 7.5 ton limit.	This will be raised with LBH.
<b>Signage</b>		
40	There needs to be more signage, particularly towards Romford Main Road.	This has been noted and will be considered in detailed design.
41	There needs to be a sign from the station interiors to the taxis.	This will be part of Crossrail's design
42	There shouldn't be too many signs as then more people will use it as a through road.	This will be considered in detailed design.
43	This signage should be in keeping with the heritage style of the area. It shouldn't be too urban.	This will be considered in the detailed design.
<b>Paving</b>		
44	The area is untidy. The entrance to the car park is a hazard to pedestrians. There should be a	This has been considered in the design. The proposals are for a pedestrian

	dedicated pedestrian footpath from Crossways into the station.	footpath from the pavement to the station entrance via the car park. Again, this will be need to be raised with TfL/NCP who own and manage the car park.
45	The pavement outside of the station needs to tilt towards the road/ drain as the car park is always flooding.	This will be considered in the detailed design.
46	Extra care should be given when using natural stone. Even though it looks very nice it needs to be maintained and monitored, so if broken then it can be fixed so it's not a trip hazard to pedestrians.	The construction and use of natural stone will be considered in detailed design to look to avoid potential for slabs becoming broken.
47	Consideration should be given to widen the alleyway paving alongside track in the future if possible to provide a more pleasant route to and from the station.	This was a design consideration, however there is residential housing on south of the alleyway and Network Rail own the land on the adjacent side making this proposal difficult to develop.
48	The alleyway needs to be improved at the back of 'Balgores Best Kebab'. It's always littered and when it rains becomes very muddy, new paving is needed.	This land is privately owned, therefore will not be improved by LBH as part of this scheme.
<b>Other comments</b>		
49	Bus stops should have countdown timers installed and the Station should have on street walking and cycling maps (Legible London) installed to help encourage people to use more public transport.	This will be considered within the detailed design subject to funding by TfL for Legible London monoliths. With regards to a bus countdown timers, this will have to be discussed with TfL as they are usually part of bus improvement funds.
50	Consideration should be given to improving the look and feel of the wider local area (Carlton Road, Fairholme Avenue and Balgores Lane) to encourage further regeneration and growth in the area.	This will be raised with LBH as it may need to be part of a separate development scheme.
51	Concerned about lack of marked cycle routes through the area and feel these should be considered as part of the scheme.	This will be raised with LBH for further consideration as it may be part of a separate scheme.
52	There aren't enough restaurants in the area.	This was suggested within the design, however could not be taken further due to TfL having prior lease commitments with the minicab office.

**APPENDIX III**  
**SUMMARY OF STATUTORY CONSULTATION COMMENTS**

### Summary of responses from public in support of the scheme

Balgores Square	1
Carlton Road	1
Crossways	4
Heath Park Road	1
Meadway	2
Repton Avenue	2
Repton Gardens	1
Squirrels Heath Avenue	7
Stanley Close	1
Station Road	1
No Address Given	10
<b>Total</b>	<b>31</b>

<b>Comment</b>	<b>Number of similar comments</b>
General indication of agreement with scheme with request for traffic calming/ rat-running should be dealt with and/ or 20mph Zone to be much larger	20
General indication of agreement with scheme	3
General indication of agreement with scheme, expect for tree removal	3
General indication of agreement with scheme with request for a wider area of parking management	2
General indication of agreement with scheme, expect for reduction of drop off bay on Station Road and provision of taxi rank	1
General indication of agreement with scheme, but concerns about road humps citing press reports of Government Air Quality Plan discouraging use of road humps	1
General indication of agreement with scheme, but also requests zebra crossing at eastern end of Station Road	1
General indication of agreement with scheme, but also requests crossing in Crossways	1
General indication of agreement with scheme, but objects to road humps	1
General indication of agreement with scheme, but concerned that new zebra crossing in Balgores Lane will help people park on footway	1
Agreement with works to alleyway	1

### Summary of responses from public objecting to the scheme

Balgores Lane	1
Fairholme Avenue	1
Hall Road	1
Heath Park Road	1
Haynes Road	1
Repton Gardens	1
Slewins Lane	1
Stanley Avenue	1
Squirrels Heath Avenue	1
Tudor Drive	1
No Address Given	6
<b>Total</b>	<b>16</b>

<b>Comment</b>	<b>Number of similar comments</b>
Disagrees with all parts of the scheme	5
Objects to trees being removed	4
Objection to road humps citing pollution and/ or press reports of Government Air Quality Plan discouraging use of road humps	4
Objects to road humps	3
Objects to humped zebra crossing as a bus user	1
Objects to drop offs in Crossways	1
Concern that wider issues of speed and traffic flow in Crossways are not being addressed	1
Concern that not enough provision is being made for dropping people off at the station. Pavements should be narrowed to provide more space.	1
Scheme will displace traffic into other streets	1
Impact on shop parking	1

### Summary of responses from public requesting other measures/ other comments

Pemberton Avenue	1
Squirrels Heath Avenue	1
No Address Given	6
<b>Total</b>	<b>8</b>

<b>Comment</b>	<b>Number of similar comments</b>
Further parking controls needed on station side of Balgores Lane to deal with restaurants and business parking	1
Further parking controls needed in Station Road (double yellow lines)	1
Balgores Lane requires traffic calming with mini-roundabouts at various side roads	1
Compton Avenue requires traffic calming	1
Pemberton Avenue should be in 20mph Zone	1
Needs to be more space for dropping off	1
Squirrels Heath Avenue should be left as it is	1

### Summary of other comments

Action required on engine idling by those waiting to collect people	1
Railings at station are an eyesore	1
Request for road or footway resurfacing	1
Comments made in relation to unrelated schemes	3
Further parking controls in wider area required	1
Comments on lack of street lighting	1

LEGEND

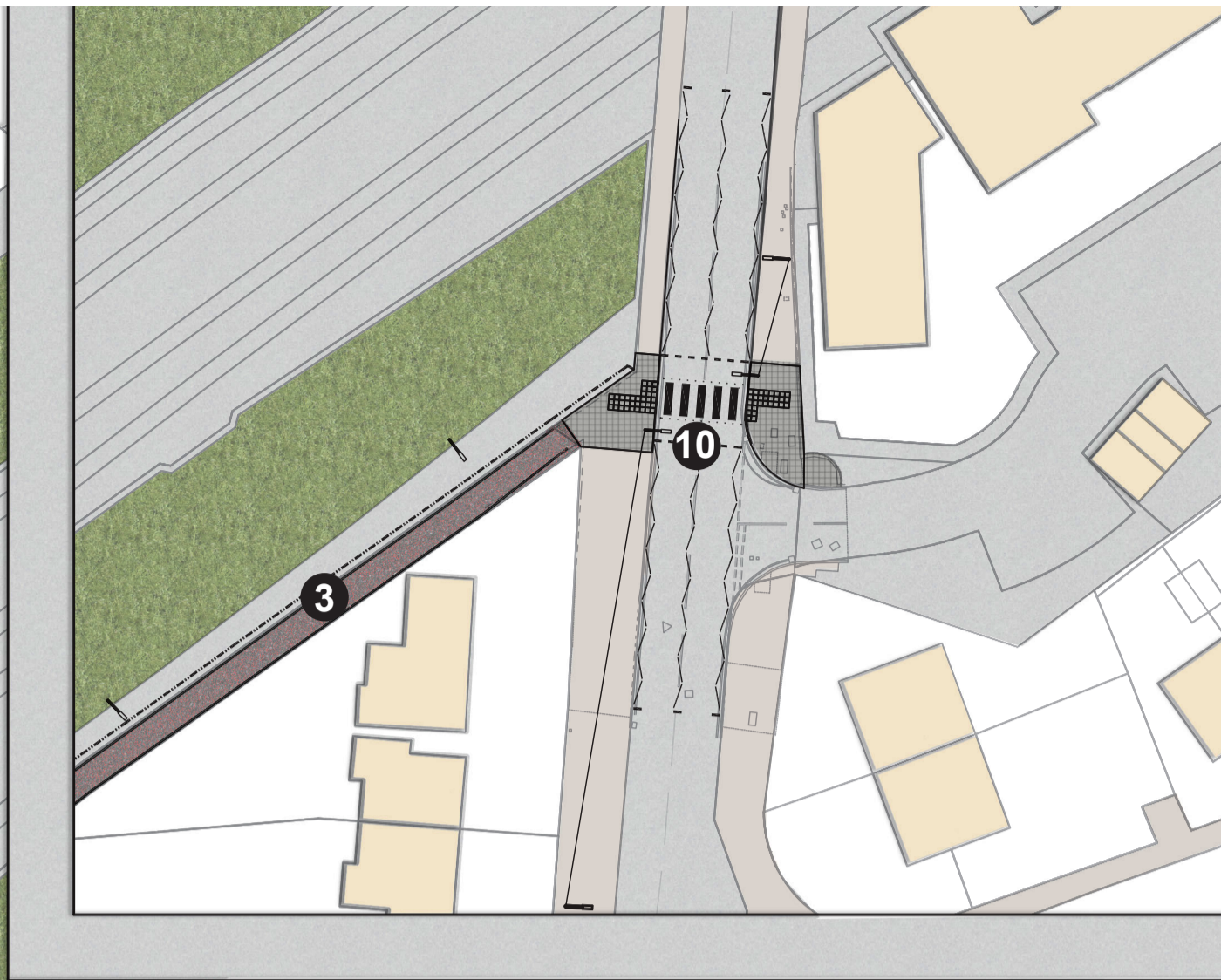
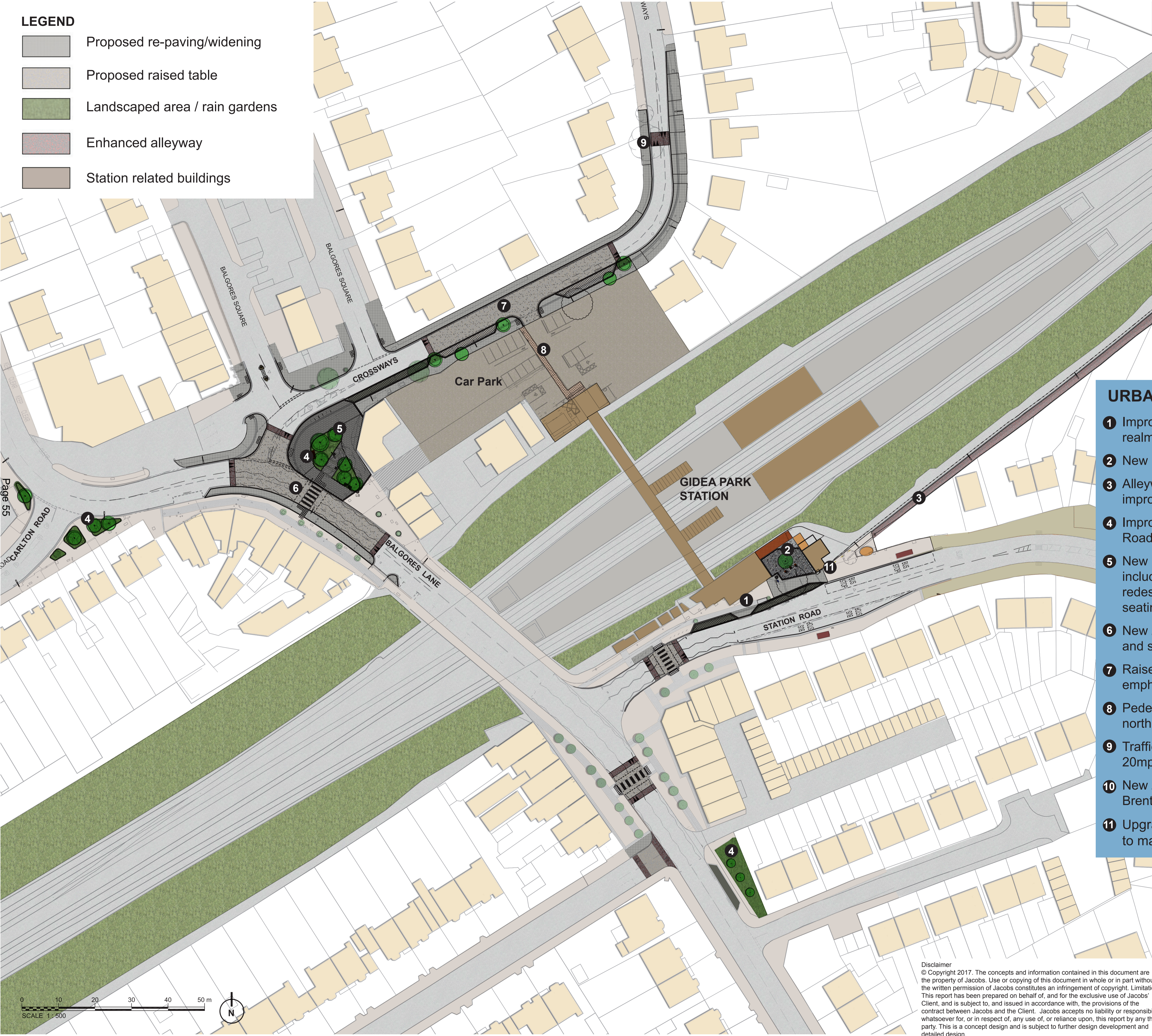
Proposed re-paving/widening

Proposed raised table

Landscaped area / rain gardens

Enhanced alleyway

Station related buildings



URBAN DESIGN MASTERPLAN

- 1 Improve the main entrance to Gidea Park station through public realm enhancements;
- 2 New station plaza;
- 3 Alleyway enhanced through paving treatment, better lighting and improved fencing;
- 4 Improved landscaped areas at Chalforde Gardens and Carlton Road to act as 'gateways' on those approaches;
- 5 New public node at the corner of Crossways and Balgore's Lane including rain gardens with new planting and seating, junction redesign, raised table, surface treatment, new landscaped area, seating etc;
- 6 New Zebra crossing to enhance key desire line between station and shops;
- 7 Raised table on Crossways with a surface treatment to emphasise pedestrian priority and reduce vehicle speeds;
- 8 Pedestrian route highlighted through Station car park to the northern station entrance;
- 9 Traffic calming feature to complement road narrowing and new 20mph speed limit;
- 10 New Zebra crossing at the end of the alleyway across Upper Brentwood Road to improve safety for pedestrians;
- 11 Upgrade of paving along station entrance with natural stone to match previous works;

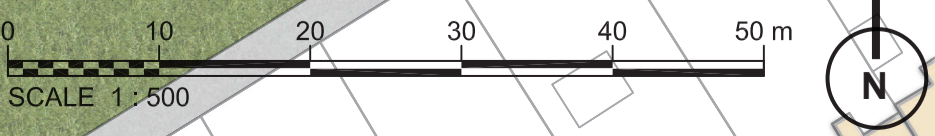
GIDEA PARK STATION  
CROSSRAIL COMPLEMENTARY MEASURES

DETAILED DESIGN  
MASTERPLAN

SCALE 1:500 @ A1  
AUGUST 2017  
B2272700UD-06 Rev00

Working in partnership with

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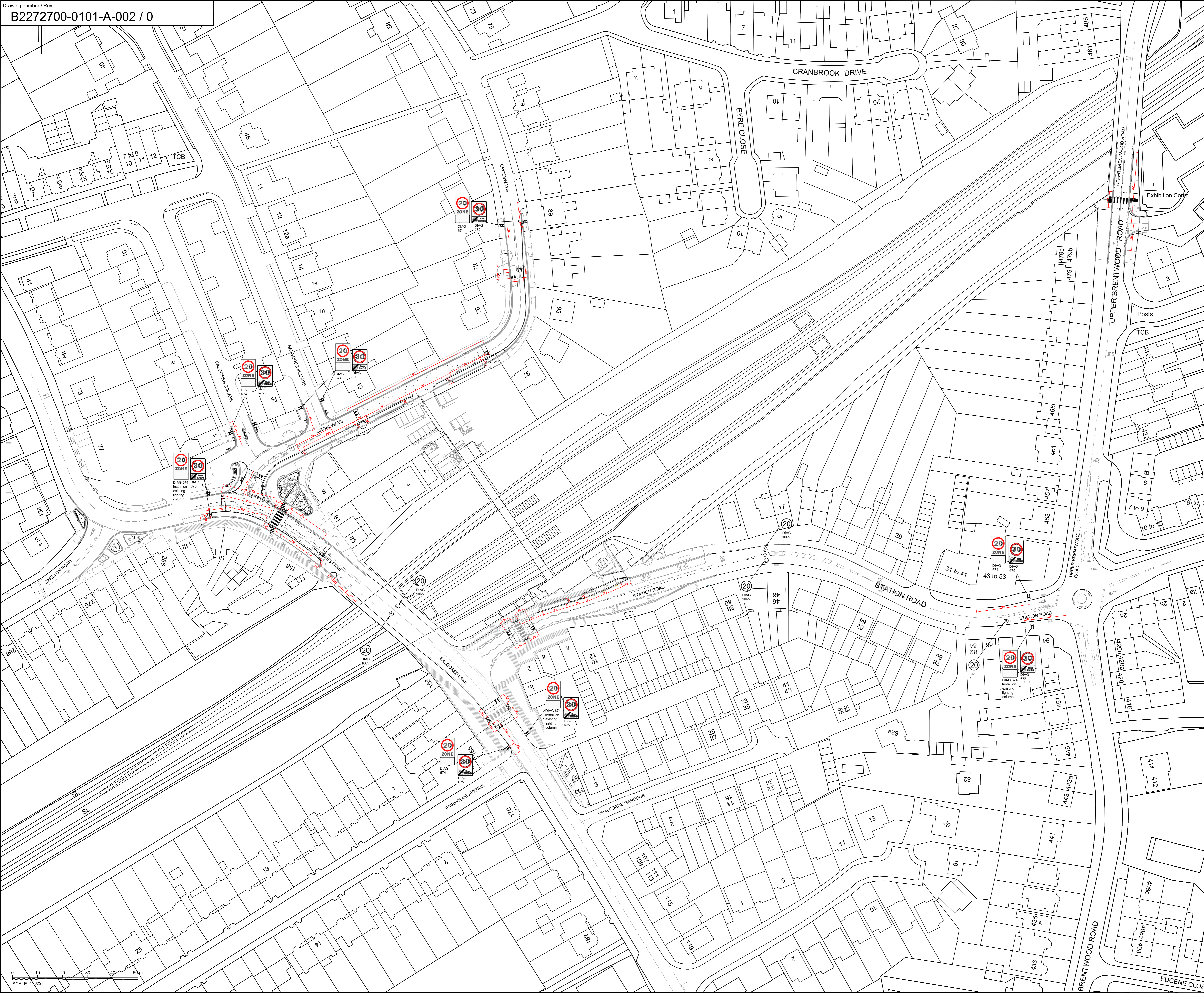


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- Notes:
1. This drawing is to be read in conjunction with all other contract drawings and documents.
  2. Traffic sign diagram numbers are according to the Traffic Signs Regulations and General Directions.
  3. Sign post positions are indicative; exact post positions to be determined by LB Havering.
  4. London Borough of Havering to decide upon the symbol or pictogram to place in the the lower panel of the 20mph speed limit zone signs (Diag 674). Alternatively, the lower panel can be omitted.

1	09/06/2017	ISSUED FOR REVIEW	LM	JG	NV	NV
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

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Client  
LONDON BOROUGH OF HAVERING

Project  
GIDEA PARK STATION  
CROSSRAIL COMPLEMENTARY MEASURES

Drawing title  
20MPH ZONE

Drawing status  
ISSUE FOR REVIEW

Scale  
1:500 @ A0  
DO NOT SCALE

Jacobs No.  
B2272700

Client no.

Drawing number  
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Rev  
1

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## **HIGHWAYS ADVISORY COMMITTEE**

### **5 September 2017**

**Subject Heading:**

Proposals to relocate existing bus stand in Appleton Way, Hornchurch – Outcome of the public consultation.

**SLT Lead:**

Dipti Patel

**Report Author and contact details:**

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Engineer  
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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 £25,000 for the works would be met by the Transport for London via a special grant allocated for Bus Enabling Works.

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

Communities making Havering	[ x ]
Places making Havering	[ x ]
Opportunities making Havering	[ ]
Connections making Havering	[ x ]

## SUMMARY

This report sets out the responses to a consultation on proposals to relocate the existing bus stand in Appleton Way, Hornchurch, situated directly at the rear side of No. 4 Victor Gardens, Hornchurch. The new location of the bus stand proposed is on the south side of the electric sub-station in Appleton Way. Details of the proposals are contained in the report and are shown on drawing No. QQ039.

The scheme is within **St. Andrews** ward.

## 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. **Appleton Way, Hornchurch**

That the existing bus stand in Appleton Way, Hornchurch situated to the rear side of property No. 4 Victor Gardens is abandoned and relocated to a new location adjacent to the existing electricity sub-station as shown on drawing No.QQ039.

2. Members note that the estimated cost of £25,000 for implementation of the scheme will be met by Transport for London through the 2017/18 allocation for Bus Priority measures.

## REPORT DETAIL

### 1.0 Background

- 1.1 London Buses, part of Transport for London, have expressed their concerns about buses experiencing delays due to traffic congestion at peak periods in Hornchurch High Street. Buses on route 372 operate between Hornchurch and Lakeside Shopping Centre and park at the existing bus stand in Appleton Way at the end of their inbound route.
- 1.2 At present, when buses enter into service (outbound route) in Appleton Way, they must traverse Abbs Cross Gardens - turn right into Hornchurch High Street – turn around at the Hornchurch Gyratory - enter Hornchurch High Street again

and finally turn left into Abbs Cross Lane towards Elm Park. The extent of the detour that buses have to perform when they enter into service leads to delays which in turn results in buses being unable to serve their designated stops at scheduled times along the route.

- 1.3 The responsibility of siting of bus stands lies with London Buses although local decisions are taken in conjunction with the Council (as the highway authority and primary interface with local residents) and the traffic unit of the Metropolitan Police. The Council is responsible for implementing certain controls such as provision of waiting restrictions, clearway restrictions, assessing highway safety implications etc that may support the effective use of the bus stand.
- 1.4 The existing bus stand at its present location is not safe in terms of highway safety as it is located immediately after the left turn bend in the road. It is proposed to abandon the existing bus stand and provide a new location for a stand in Appleton Way. The suitable location identified is on rear side of the existing electric sub-station in Appleton Way, Hornchurch. The new location will enable buses to exit via Station Road and then use Hornchurch High Street before turning left into Abbs Cross Lane to continue their normal route towards Elm Park, thus removing the need for a convoluted route to commence the service.
- 1.5 London Buses and its commercial operator were pre-consulted and they are in agreement with the proposals. In addition, UK Power Networks (distribution network operator for electricity covering south east and east England and London) have been consulted as their access to the electricity sub-station might be affected by the proposals. They are content in principle with the proposals but did suggest relocating the stand away from the main gates to maintain continuous access to the site which would be required in the event of emergencies.
- 1.6 The attached drawing No. QQ039 shows the proposed location and details of the new bus stand. When designing the location of the new bus stand, consideration was given to maintaining access for current occupiers, retention of existing parking bay for the disabled drivers and existing Pay and Display parking and environmental impact on the neighbouring properties.
- 1.7 Other highway works include altering the existing traffic island to improve access for buses, installation of tactile paving for pedestrians and tidying up the area. The proposals will result the loss of a highway tree but a new replacement tree of similar species will be planted and the area will be landscaped.
- 1.8 Environmental Impact of new bus stand on neighbouring properties

The new location of the bus stand would be approx. 35 metres from the existing flats fronting Hornchurch High Street and approx. 40 metres from the nearest property in Victor Gardens and Woodfield Way. A few properties in Victor Gardens and Woodfield Way have mature Conifer trees in their rear gardens which will help to reduce the aesthetic impact of buses parked at the new

stand. In addition, some properties in Victor Gardens and Woodfield Way have garages at their rear gardens with access from Appleton Way.

As part of the proposals, London Buses will be required to install a sign reminding bus drivers to switch off the engines when parked at the new bus stand. Consideration will also be given to installing a litter bin at a safe location.

### **Further measures associated with Appleton Way scheme**

In relation to the Appleton Way scheme, Transport for London (TfL) have further proposals to re-route the existing 372 service in Rainham Village to serve the Rainham station subject to the Appleton Way scheme is delivered.

Currently, the 372 uses the existing bus stop in Wennington Road by Rainham Hall. There have been several complaints in recent years about the boundary wall behind the bus stop being damaged as a result of passengers leaning on it.

The relocation of the existing bus stand will enable TfL to reroute the 372 via Rainham Station (eastbound only), subject to public consultation. The existing bus stop in Wennington Road, Rainham (outside the St Helen & St Giles, Rainham Parish Church) will be abandoned and the 372 will instead serve Rainham Station. TfL have received several requests from stakeholders to move away from the Wennington Road stop in a bid to prevent further deterioration of the boundary wall. TfL have not been able to accommodate the request to date due to prohibitive costs, however, the benefits of the Appleton Way scheme will enable this re-routeing to be provided at marginal cost. The re-routeing will also benefit passengers interchanging between the 372 and rail services at Rainham Station hence providing improved interchange facilities.

### **Outcome of the Public Consultation**

In addition, to the above if the stop was removed this would avoid the need for passengers to cross Wennington Road where there is no controlled crossing.

Consultation letters were sent to emergency services and other statutory consultees on 14<sup>th</sup> July 2017. In addition, approximately, 70 letters were hand delivered to the occupiers in the immediate area. The closing date for receiving representations was set for 4<sup>th</sup> August 2017. By the close of consultation, 5 responses were received. The responses were analysed carefully and these are included in the appendix 2 of this report.

Most respondents have mainly been concerned about the drivers leaving the engines running at night times and drivers disposing rubbish on the road. The residents were informed that plan of action, as set by the operators of route 372 is for the installation of a new a new bus stand instructing drivers that they must switch off engines when the buses are stationery. In addition, consideration will be given to the installation a litter bin and bus drivers will be encouraged to use it.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

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

The estimated cost of £25,000 for implementation will be met by Transport for London through the 2017/18 allocation for Bus Priority measures (A2654). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

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 Environment Capital budget.

### **Legal implications and risks:**

The responsibility for siting bus stands lies with Transport for London/London Buses The Greater London Authority Act 1999 Chapter V ("the 1999 Act") Section 183 (2) and (3) of the 1999 Act sets out that TfL must consult the Commissioner of Police affected, the relevant Local Authority, the London Transport users' Committee and any other person whom TfL considers it appropriate to consult about a proposal about a bus stand.

TfL have consulted the Council on proposed relocation of the bus stand. The Council has undertaken local consultation to enable a better and wider appreciation of the issues and for local engagement. This report presents the result of the local consultation, which are taken into account in making a recommendation.

Decisions of public bodies are subject to the risk of legal challenge. Provided that consideration is only given to relevant issues when making decisions and any statutory procedures are followed the risks of challenge is low.

### **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 arising from the required bus stop flag sign (switch off engine) 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 3<sup>rd</sup> April 2017-** approval of local highway management schemes in principle for public consultation.

## **Appendix 1**

Plan showing details  
of proposed bus stand

## **Appendix 2**

### Results of the Consultation

### **Summary of Consultation responses**

1. London Buses (Planning), Transport for London – fully support the proposals for the relocation of the existing bus stand.
2. London Buses (Operations and Infrastructure) – fully support the proposals.
3. No 4, Woodfield Way, Hornchurch – has objected the proposals. Buses will have to perform a large turning manoeuvre into Station Road thus overrunning into the centre filter lane in Station. The safety issues have been ignored as this junction is very busy and it would be dangerous to other drivers and pedestrians.

**Staff comments:** During the bus route test, it was noted that the bus was able to carry out the turning manoeuvre safely. The bus operators had also confirmed that during bus diversion due to public highway works, the traffic flow was reversed in Appleton Way ie travelling in eastwards direction, buses had no problems when exiting from Appleton Way and left turning left into Station Road.

4. No 4, Victor Gardens, Hornchurch – The existing bus stand is situated directly behind the gardens of his property. The respondent has stated that they have to endure the noise of engines running and the fumes in the air. Sometimes two buses park there. Rubbish left on buses is discarded on the road or footways the bus drivers. Has requested that the bus stand is relocated as soon as possible.

**Staff Comments:** The respondent was informed that his agreement to relocate the existing bus stand will be included in the report.

5. 19 Woodfield Way, Hornchurch - the respondent has objected to the proposals. The respondent had raised complaints to the Customer Services of Transport for London complaining about the bus drivers leaving the engines running when parked in Appleton Way. In addition, they have issues with Costa Coffee with receiving deliveries at night time.

The respondent has queried if there are strict prohibitions in place to ensure residents are not disturbed and the Council is willing to ensure any complaints that do arise are dealt with vigorously. Any assurances of this kind would be appreciated.

**Staff comments:** The respondent was informed that issues relating with buses are dealt with Transport for London, therefore, any complaints in the future should be referred to them direct. In addition, the respondent was also informed to inform the Council as such matters are also discussed at the Public Transport Operators Liaison Group meetings which are held regularly at the Town Hall.

In regards to deliveries to Costa Limited at late night time, the respondent was advised to keep the Customer Services of Costa informed. The Council only

carries out parking enforcement up to 10pm only. The respondent was advised to contact the Council's Call Centre and the matter will be referred to the Environmental Services to deal with.



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# HIGHWAYS ADVISORY COMMITTEE

5 September 2017

**Subject Heading:**

Proposed road closures in Sunnings Lane, Upminster – Outcome of the public consultation.

**SLT Lead:**

Dipti Patel  
Assistant Director for Environment

**Report Author and contact details:**

Musood Karim  
Engineer  
01708 432804  
masood.karim@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 of £0.02m for the improvements would be met from a separate bid which will be made for Corporate Capital funds.

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

Communities making Havering	[ x ]
Places making Havering	[ x ]
Opportunities making Havering	[ ]
Connections making Havering	[ x ]

## SUMMARY

This report sets out the responses to a statutory consultation for the closure of a section of Sunnings Lane, Upminster between its junction with Dennises Lane and Sullens Farm. This section of the road is becoming a potential fly tipping corridor. It further seeks a recommendation that the proposals be implemented.

The scheme is within **Upminster** ward.

## RECOMMENDATIONS

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

1. Closure of Sunnings Lane, junction with Dennises Lane to vehicular traffic with the exception of access to cyclists, pedestrians and horse riders as shown on drawing No. QQ033-OF-103.
2. Closure of Sunnings Lane by Sullens Farm entrance at either locations as listed below:
  - i. At a point 25 metres (approximately) south of the entrance of Sullens Farm as shown on drawing No. QQ033-OF-104, or
  - ii. At a point 30 metres (approximately) south of entrance of Sullens Farm as shown on drawing No. QQ033-OF-104 A.

Note: The details of the alternative location are included in item 2.2 of this report.

3. Members note that the estimated cost for implementation of the road closures is £0.02m. The funding for carrying out the works is not yet available but is subject to a separate bid which will be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme is ready to be installed as soon as funding is agreed.

## REPORT DETAIL

### 1.0 **Background**

- 1.1 Sunnings Lane connects with Ockendon Road in the north and Dennises Lane in the south. The road provides a vital transport access to the residential properties, local farms and permits two ways through traffic between Ockendon Road and Dennises Lane.
- 1.2 On the east side of Sunnings Lane is the Stubbers Adventure Centre which has variety of activities such as water and land based activities, motor sports and other activities for children of various age groups.
- 1.3 The section of Sunnings Lane between Sullens Farm and Dennises Lane has become susceptible to instances of anti-social behaviour including fly tipping. This matter is of great concern to the Council on the following grounds:
- It is costing considerable amount of unjustified expenditure to clear the dumped rubbish. Sometimes specialist contractors have to be engaged to clear contaminated items, dangerous substances etc,
  - The rubbish being dumped is detrimental and can have catastrophic impact on the environment if left over for extended period of time,
  - Fly-tipping blocks the road creating a blockage in the local highway network with the result that local occupiers have to detour to reach their destinations.
- 1.4 To deal with the problem, the Council had carried out a joint enforcement operation in conjunction with the Police and the Council's Enforcement officers in Little Gerpins Lane, Rainham. There were some positive results achieved during this operation resulting in four successful prosecutions convicted successfully.
- 1.5 To deal with these problems, officers propose to permanently close Sunnings Lane between Sullens Farm and Dennises Lane. The first closure would be located at the junction with Dennises Lane. The closure will only permit access for cyclists, pedestrians and horse riders. The proposals are shown on drawing No. QQ033-OF-103.

In terms of Road Safety, the reason the southern end of Sunnings Lane is proposed to be closed to vehicular traffic is to avoid delivery vehicles, construction or agricultural machinery from stopping in Dennises Lane where there is fast flowing traffic. Drivers will have to stop in Dennises Lane to lock or unlock the gates. This will create traffic holdups or even lead to potential accidents. In addition, relocating this closure a few metres into Sunnings Lane would provide potential space for fly-tippers.

- 1.6 The second closure would be located in close proximity to Sullens Farm. The proposals are shown on drawing No.QQ033-OF-104 attached. When designing the closures, consideration was given to maintaining safe access and meeting the requirements of the local occupiers, for example, retention of existing dropped kerbs, minimum entry widths for delivery vehicles, farm and construction machinery.
- 1.7 Standard fire brigade keys will be provided to the local occupiers for them to lock or unlock the removable bollards. Consideration will also be given to provide coded locks to limit the number of keys in circulation.
- 1.8 The estimated cost for implementation of the road closures is £0.02m. The funding for carrying out the works is not yet available but is subject to a separate bid which will be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme is ready to be installed as soon as funding is agreed.

## **2. Outcome of Public Consultation**

- 2.1 Consultation letters were sent to emergency services and other statutory consultees on 14<sup>th</sup> July 2017. The closing date for receiving representations was 4<sup>th</sup> August 2017. By the close of consultation, 5 responses were received. The responses were analysed carefully and these are included in Appendix 2 of this report.
- 2.2 During the consultation, the owner of Sullens Farm had brought to the attention of Council's officers that the proposed location of the closure would restrict the entrance leading to his property at Sullens Farm House. The access to this property is at present closed, but the owner explained that he may wish to open the access in the future. Officers had reassured him that consideration would be given to relocate the closure approximately 30 metres south from its proposed location of Sullens Farm entrance and is shown on drawing No. QQ033-OF-104 A.

## **3. Conclusions**

All respondents have welcomed the proposed closure of Sunnings Lane.

Officers confirmed that the gate would have dual locks, one being a standard lock used by emergency services with a standard key. The second lock being a key coded to limit the number of keys in circulation. Issuing and monitoring such a large number of keys to the occupiers would be a problematic.

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 in the area.

### 3. **Post Implementation monitoring**

Once the closures are implemented, the Council has proposals to install CCTV enforcement cameras in East Hall Lane, Ferry Lane, Pea Lane, Launderers Lane Little Gerpins Lane and Stubbers Lane. The cameras will be powered by solar and wind due to the lack of power supply from the nearest source in the area. In addition, the Council's Environmental team will monitor the sites and reactively respond to any problems on daily basis.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

This report is asking the Council's Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost for implementation of the road closures is £0.02m. The funding for carrying out the works is not yet available but is subject to a separate bid which will be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme is ready to be installed as soon as funding is agreed.

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, the 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 could be met from the same budget.

### **Legal implications and risks:**

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6. These include:

*'For prescribing streets which are not to be used for traffic by vehicles, or by vehicles of any specified class or classes, either generally or at specified times (Schedule 1, Section 2, RTRA 1984);*

*‘The erection or placing or the removal of any works or objects likely to hinder the free circulation of traffic in any street or likely to cause danger to passengers or vehicles (Schedule 1, Section 19, RTRA 1984).’*

The installation of traffic feature restricting vehicular use of the road is complaint with the Councils powers under the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 as amended by the Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer’s recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

#### **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 30<sup>th</sup> May 2017** - approval of local highway management schemes in principle for public consultation.

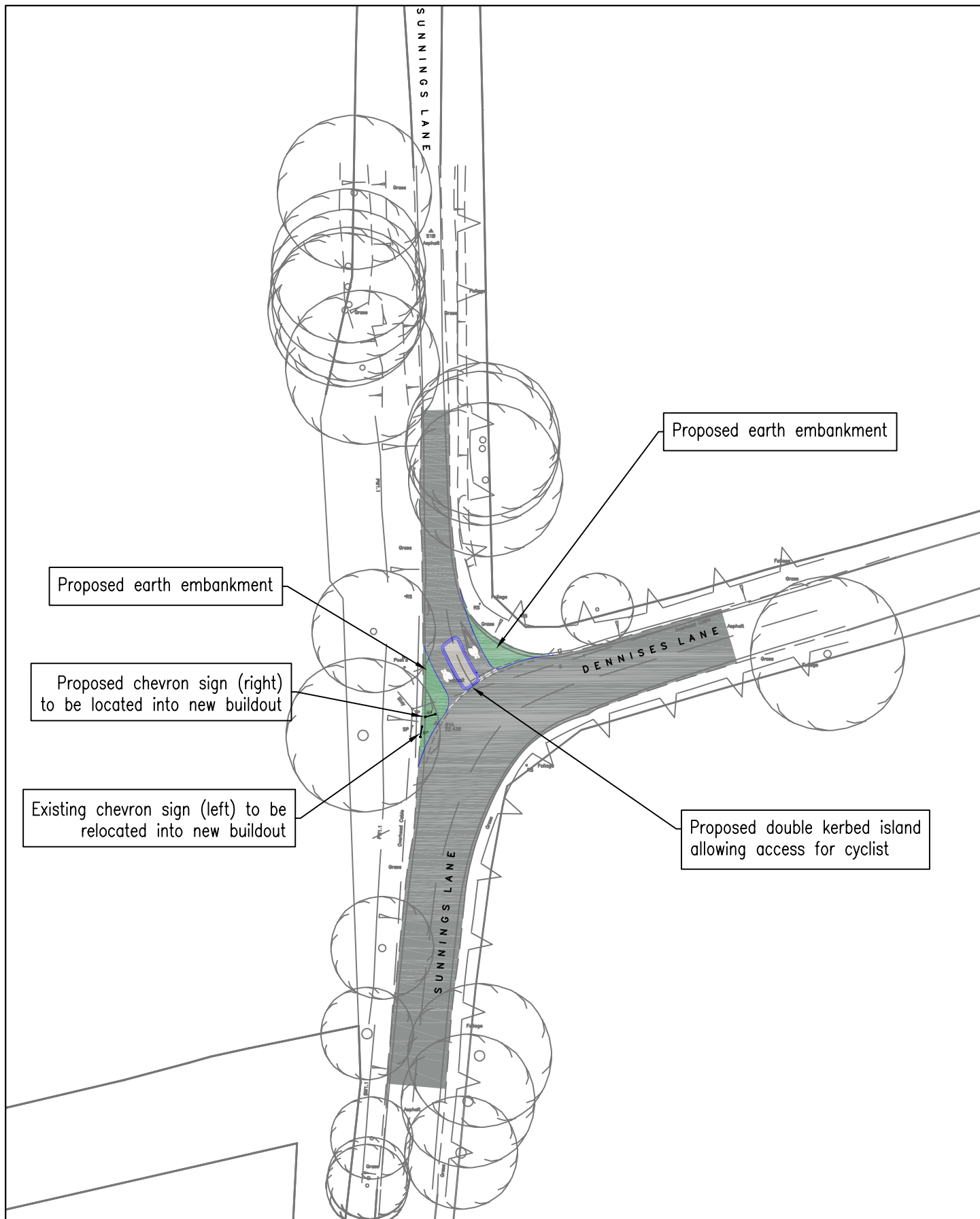
## **Appendix 1**


Plans showing details  
of the road closures

## **Appendix 2**

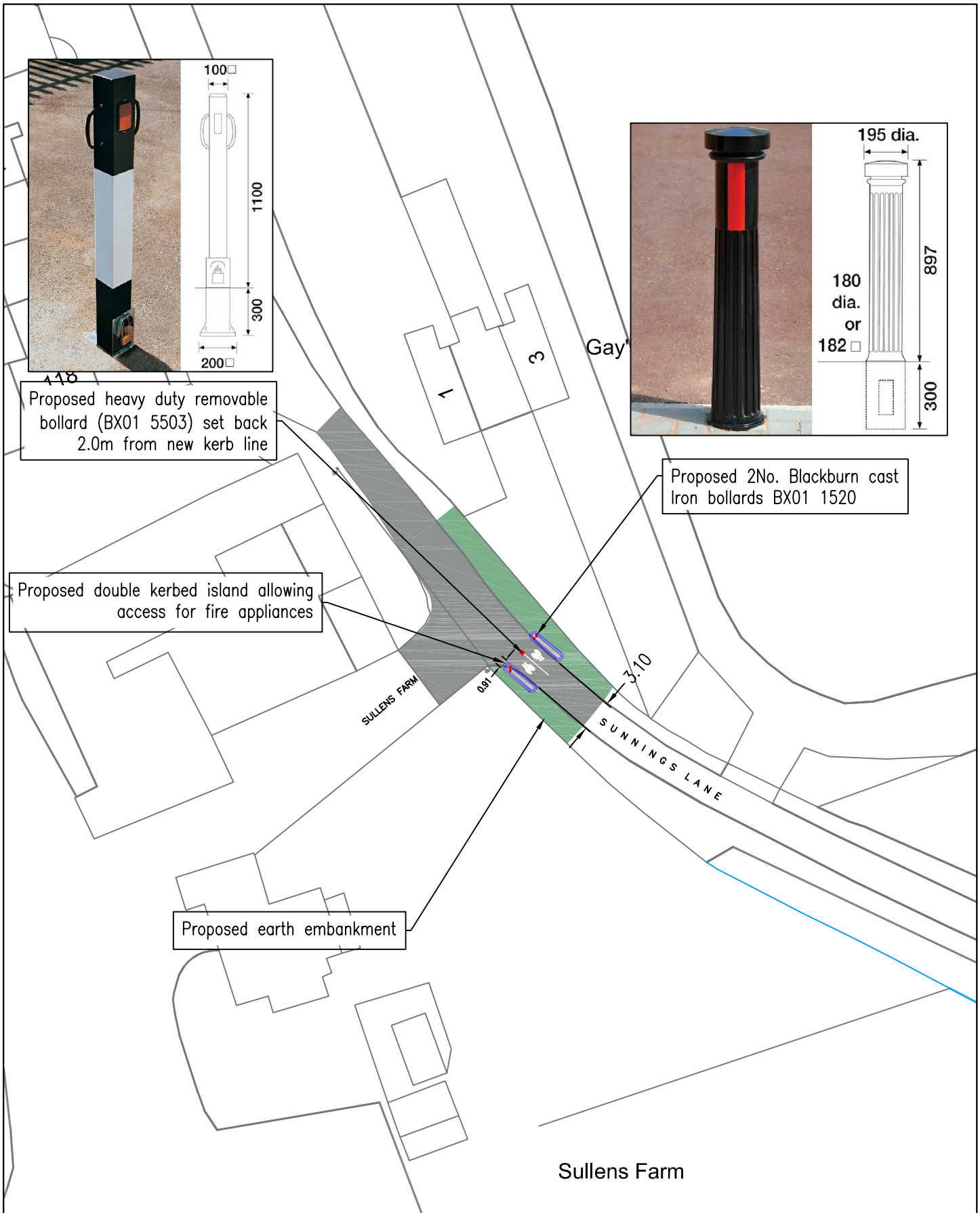
### Results of the Consultation

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<b>JOB TITLE</b> SUNNINGS LANE & DENNISES LANE JUNCTION			<b>DRAWN BY</b> RP	<b>CHECKED BY</b> TQ	<b>APPROVED BY</b> MLP	
<b>DRAWING TITLE</b> PROPOSED MEASURES			<b>ACAD REF:</b>	<b>DRAWING No</b>	<b>REV</b>	<b>0</b> INITIAL ISSUE
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JOB TITLE		DRAWN BY	CHECKED BY	APPROVED BY	
SUNNINGS LANE		RP	TQ	MLP	
SULLENS FARM ENTRANCE		ACAD REF:	DRAWING No	REV	
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# **Sunnings Lane, Upminster - Proposed Road Closure**

## Results of the Consultation

No.	Address	Response		Comments
		Agree	Disagree	
1	London Cyle Campaign	1		Fully support the road closures. Closing the lanes to vehicular traffic and opening to cyclists will have maor benefit on surround area and the environment.
2	8 Sunnings Lane	1		Fully supports the proposals.
3	30 Sunnings Lane	1		Fully supports the road closures. <i>'we have wanted this for years'</i>
4	80 Sunnings Lane	1		Fully supports the road closures. The respondent has endured fly-tipping and the traffic using the road as a rat run for many years.
5	Sullens Farm, Sunnings Lane, Upminster	1		Supports the road closure but would like the restriction to be relocated approx. 25 metres southwards to maintain clear access to his property. <b>staff comments:</b> A site meeting was held and the owner & was assured that consideration will be given to relocate it when designing the scheme.
<b>Total</b>		5	0	

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# HIGHWAYS ADVISORY COMMITTEE

5 September 2017

**Subject Heading:**

Proposals to close Little Gerpins Lane, Rainham – Outcome of the public consultation.

**SLT Lead:**

Dipti Patel

**Report Author and contact details:**

Musood Karim  
Engineer  
01708 432804  
masood.karim@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 of £0.06m for the improvements would be met from a separate bid which will be made for Corporate Capital funds.

## 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	[x]

## SUMMARY

This report sets out the responses to a statutory consultation for the closure of Little Gerpins Lane, Rainham between its junction with Berwick Pond Road in the west and Gerpins Lane in the east.

This section of the road is becoming increasingly susceptible to fly tipping, both at household and industrial scales. This matter is of great concern to the Council as it is leading to high level costs to remove the dumped waste and opening up the road for traffic use. It further seeks a recommendation that the proposals set out below are 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. **Closure of north-western side of Little Gerpins Lane, Rainham** (through construction of traffic island) – at its junction with Berwick Pond Road to restrict vehicular traffic with the exception of cyclists, pedestrians and horse riders would be retained. The proposals are shown on drawing No. QQ033-OF-101.
2. **Closure of south-eastern side of Little Gerpins Lane, Rainham** (through removable bollard) – the proposed road closure would be situated approx. 58 metres from the north-western kerb line of Gerpins Lane at its junction with Little Gerpins Lane. This closure would permit access to general traffic, mainly the local occupiers. The proposals are shown on drawing No. QQ033-OF-102.

3. **Little Gerpins Lane – proposed two way traffic flow**

That Traffic Management Orders are amended as necessary to give effect to recommendations (1) and (2) by permitting two-way traffic flow in Little Gerpins Lane, between the proposed closure points as shown on drawing Nos. QQ033-OF-101 and QQ033-OF-102.

4. That the estimated cost for implementation is £0.06m. The funding for carrying out the works is not yet available but is subject to a separate bid which will be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme is ready to be installed as soon as funding is agreed.

## REPORT DETAIL

### 1.0 **Background**

- 1.1 Little Gerpins Lane is located within the community forest which lies between Upminster in the north and Rainham in the south. It connects with the junction of Berwick Pond Road in the west and Gerpins Lane in the east. To the north side of the road is Bonnets Wood, an area owned by The Forestry Commission. On the south side of Little Gerpins Lane is Gerpins Farm Airfield for light aircrafts.
- 1.2 The Forestry Commission is a government department responsible for protecting and expanding England's forests and woodlands. The Forestry Commission owns a significant amount of land in the local area, with over 300 hectares of green space being managed in the borough for the benefits of the environment and local communities.
- 1.3 At present, Little Gerpins Lane permits one way traffic flow ie traffic travelling in south easterly direction. The traffic flows are relatively low and it provides access to the Bonnetts Wood and the airfield.
- 1.4 Little Gerpins Lane is sometimes closed to traffic due to fly-tipping which is taking place with increasing regularity at both house hold and commercial levels. This matter is of great concern to the Council on the following grounds:
- It is costing considerable amount of unjustified expenditure to clear the dumped rubbish. Sometimes specialists contractors have to be engaged to clear contaminated items,
  - The rubbish being dumped is detrimental and can have catastrophic impact on the environment if left over for extended period of time,
  - Fly-tipping blocks the road, creating a blockage in the local highway network with the result that local occupiers and visitors to the woodlands have to detour.
- 1.5 To deal with the problem, the Council had carried out a joint operation in conjunction with the Police and the Council's Enforcement officers in carrying out the enforcement. There were some positive results achieved during this operation resulting in four successful prosecutions.
- 1.6 To deal with these problems, officers propose to permanently close Little Gerpins Lane at its junction with Berwick Pond Road on the west side. The closed section of the road will only be accessible by local occupiers, cyclists, pedestrians and horse riders. The proposals are shown on drawing No. QQ033-OF-101.

- 1.7 The second closure would be on the east side of Little Gerpins Lane. The proposals are shown on drawing No. QQ033-OF-102 attached. When designing the closures, consideration was given in maintaining safe access and meeting the requirements of the local occupiers, for example, minimum widths required to permit their machinery.
- 1.8 In terms of Road Safety, the reason the north-western end of Little Gerpins Lane (reference to drawing No. QQ033-Of-101) is proposed to be closed to vehicular traffic is to avoid delivery vehicles, construction or agricultural machinery from stopping in Berwick Pond Road where there is fast flowing traffic. Drivers will have to stop in Berwick Pond Road to lock or unlock the gates. This will create traffic holdups or even lead to potential accidents. In addition, relocating this closure a few metres into Little Gerpins Lane would provide potential space for the fly-tippers. Likewise, the closure at the south eastern end is located inside Little Gerpins Lane which can safely accommodate the local traffic from Gerpins Lane which has fast moving traffic.
- 1.9 Standard keys will be provided to the local occupiers for them to lock or unlock the removable bollards. Consideration will also be given to the future provision of coded locks, to limit the number of keys in circulation.

## **2. Outcome of Public Consultation**

Consultation letters were sent to emergency services and other stakeholders in to area on 14<sup>th</sup> July 2017. The closing date for receiving representations was 4<sup>th</sup> August 2017. By the close of consultation, 9 responses were received. The responses were analysed carefully and these are included in Appendix 2 of this report.

## **3. Summary of responses received**

From the summary table it can be seen that most respondents agree with the problems associated with fly tipping is unacceptable in Little Gerpins Lane but have objected to the proposals with the exception of the Metropolitan Police. It is anticipated that once the measures are implemented these will help to overcome the problem of fly tipping, especially in an area which has a popular site of a woodlands.

## **4. Post Implementation monitoring**

Once the closures are implemented, the Council has proposals to install CCTV enforcement cameras in East Hall Lane, Ferry Lane, Pea Lane, Launderers Lane Little Gerpins Lane and Stubbers Lane. The cameras will be powered by solar and wind due to the lack of power supply from the nearest source. In addition, the Council's Environmental team will monitor the sites and reactively respond to any problems on daily basis.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

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

The estimated cost for implementation of the road closures is £0.06m. The funding for carrying out the works is not yet available but is subject to a separate bid which will be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme is ready to be installed as soon as funding is agreed.

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 could be met from the same budget.

### **Legal implications and risks:**

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6. These include:

*'For prescribing streets which are not to be used for traffic by vehicles, or by vehicles of any specified class or classes, either generally or at specified times (Schedule 1, Section 2, RTRA 1984);*

*'The erection or placing or the removal of any works or objects likely to hinder the free circulation of traffic in any street or likely to cause danger to passengers or vehicles (Schedule 1, Section 19, RTRA 1984).'*

The installation of traffic feature restricting vehicular use of the road is compliant with the Council's powers under the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs

Regulations and General Directions 2002 as amended by the Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

**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.

<b>BACKGROUND PAPERS</b>
--------------------------

**Copy of Notice of Non–Key Executive Decision of 30<sup>th</sup> May 2017-** Approval in principle for public consultation of local highway schemes.

## **Appendix 1**

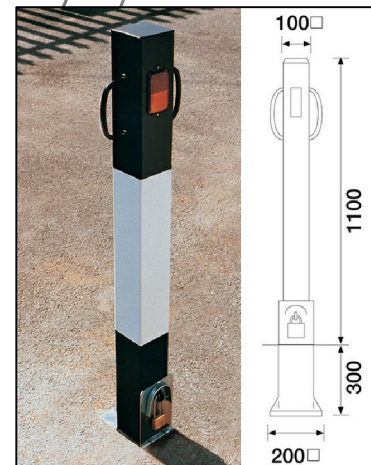
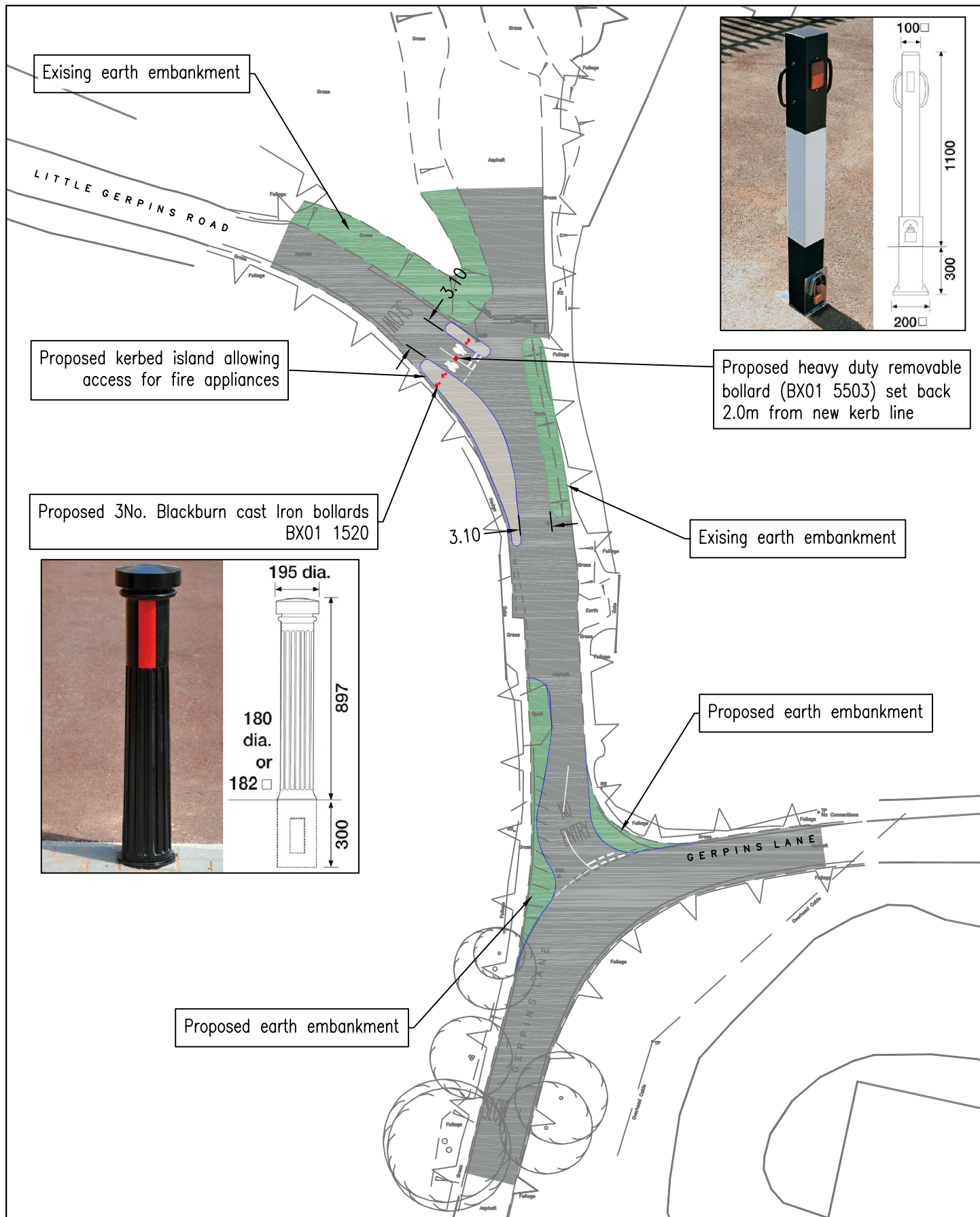
Plans showing details  
of the road closures


## **Appendix 2**

### Results of the Consultation



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 <b>Havering</b> <small>LONDON BOROUGH</small>			PURPOSE		PROPOSAL				
JOB TITLE LITTLE GERPINS ROAD & GERPINS LANE JUNCTION			©COPYRIGHT This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission.  Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327						
DRAWING TITLE PROPOSED MEASURES			DRAWN BY RP	CHECKED BY TQ	APPROVED BY MLP				
SCALE (AT A4 SIZE) 1:500	DATE 08.06.17		DRAFT	ACAD REF:	DRAWING No	REV	0	INITIAL ISSUE	08.06.17
			ISSUE	Sheet Size: A4 (210x297)	QQ033-OF-102	A	REVISION	AMENDMENT	DATE

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# **Little Gerpins Lane, Rainham - Proposed Road Closure**

## Results of the Consultation

No.	Address	Response		Comments
		Agree	Dis-agree	
1	London Cyle Campaign (Local representative)	1		Fully support the road closures. Closing the lanes to vehicular traffic and opening to cyclists & pedestrians will have major benefit on surround area and the environment.
2	Cllr. David Durrant		1	Agrees that fly-tipping is a growing problem. Blocking the road will make matters worst. Fly-tippers will be more easily identified if they tip in the adjoining lanes which carry more traffic.
3	Cllr. Keith Roberts			<p>There is no guarantee that the perpetrators will be deterred by the road closures. Instead, fly-tippers will operate in more potential areas. Has suggested that night time surveillance with back up from the police might be way forward to catch some fly tippers.</p> <p><b>Staff comments:</b> The Councillor was assured that cctv enforcement cameras would be installed in East Hall Lane, Pea Lane, Little Gerpins Lane, Lauanders Lane and Stubbers Lane.</p>

No.	Address	Response		Comments
		Agree	Dis-agree	
4	Ingrebourne Valley Limited		1	The proposals will create a short dead end road at the entrance to Bonnetts Wood which will continue to be a potential site for fly tipping due

5	The Forestry Commission	1	<p>to its close proximity to Gerpins Lane Household Waste Site. Have suggested an alternative location of the kerb island at the eastern end ie close to Little Gerpins Lane.</p> <p>Have raised objections on the following grounds:</p> <p>i) The remaining spur road from Gerpins Lane to the entrance of Bonnetts Wood to the extension site (off Little Gerpins Lane) will become an area of significant fly-tipping with little incentive for the Council to clear the road.</p> <p>ii) the proposals will result in significant increase in mileage between operational sites managed by The Forestry Commission thus creating additional costs to the estate.</p> <p>iii) future timber extraction will become impossible</p> <p>iv) Emergency access for Fire and Ambulance will be restricted when blocked by fly tipping.</p>
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No.	Address	Response		Comments
		Agree	Dis - agree	
6	Metropolitan Police Roads & Transport Policing Command			<p>Police have not objected the proposals but have raised some safety concerns on the following grounds:</p> <p>i) vandalism to posts could allow access</p> <p>ii) motor cyclists are likely to abuse the closure</p> <p>iii) lack of lighting could be a safety issue with posts not being visible and hence it is a collision risk</p> <p>iv) how will the enclosures be enforced</p> <p><b>Staff response:</b> <i>Advance warning signs would be installed in Little Gerpins Lane &amp; Gerpins Lane to warn about the road closures. The closures will be monitored by the Council's</i></p>

7	Ingrebourne Valley Ltd.		1	<p>environmental team &amp; CCTV enforcement.</p> <p>Have objected to the proposed closure as shown in drawing No. QQ033-OF-102. The closure will create a '<i>short dead end</i>' to the entrance of Bonnetts Wood which will continue to attract fly tipping due to its proximity to the Gerpins Lane Household Waste Site. Have suggested a solution ie to relocate the kerbed kerbed island &amp; heavy duty bollard close to the junction with Gerpins Lane.</p> <p><b>Staff comments</b> : see item 1.8 in main report.</p>
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No.	Address	Response		Comments
		Agree	Dis-agree	
8	Gerpins Farm air field			Have not objected the proposals but have requested the earth embankments on the south side to be lowered to allow the boundary hedge to be cut which is important due to the close proximity of the air field.
9	<u>Unaddressed Responses</u> Respondent 1			The respondent has not objected to the proposals. The closures proposed as a solution to fly-tipping will not address the cause of the problem as the problem will move somewhere else.
10	Respondent 2	1		The respondent is generally in favour of the proposed measures. Has suggested to relocate the proposed kerbed island (drawing No. QQ033-OF-102) close to Gerpins Lane. <b>Staff comments</b> : see item 1.8 in main report.
Total		2	4	

+

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**Summary Table**

Response	percentage (%)
Agree with closures	22
Disagree with closures	45
Neutral response	33

## HIGHWAYS ADVISORY COMMITTEE

Tuesday 5 September 2017

<b>Subject Heading:</b>	SCH14 Ferry Lane, Proposed Pay & Display Parking Bays and 'At Any Time' waiting restrictions
<b>CMT Lead:</b>	Dipti Patel
<b>Report Author and contact details:</b>	Matthew Jeary Technical Support Assistant <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	Traffic & Parking Control
<b>Financial summary:</b>	The estimated cost of implementation is £0.006m and will be met by the Parking Minor Safety Improvement budget (A24650)

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

Communities making Havering	[ x ]
Places making Havering	[ x ]
Opportunities making Havering	[ ]
Connections making Havering	[ x ]

## SUMMARY

This report outlines the proposed conversion of the limited time Disabled Bays on the easterly kerbline of Ferry Lane to Pay & Display parking bays along with changes to the 'At Any Time' waiting restrictions and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that:
  - a) the observations of Civil Enforcement Officers are noted as appended in **Appendix A**;
  - b) the proposals to convert five infrequently used Disabled parking bays located on the easterly kerbline of Ferry Lane, as shown on the plan in **Appendix B**, into Pay and Display parking bays operational Monday to Saturday 8.30am to 6.30pm (3 hours maximum stay with no return within 2 hours) be publicly advertised; and
  - c) the proposed 'At Any Time' waiting restrictions in Ferry Lane, as shown on the plan in **Appendix B**, be publicly advertised;
  - d) the effects of any implemented proposals be monitored.

Members note that the estimated cost of this scheme as set out in this report is £0.006m, which will be met by the **Parking Minor Safety Improvement budget (A24650)**

## REPORT DETAIL

### 1.0 Background

- 1.1 Following a meeting with Ward Councillors on the 12<sup>th</sup> July 2016, to discuss various issues surrounding the Rainham Library, it was agreed in principle to convert little used Disabled Bays into Pay & Display parking bays in Ferry Lane. A plan outlining the proposals is appended to this report at **Appendix B**.
- 1.2 The item was advanced onto Calendar Brief on the 21<sup>st</sup> July 2016 and received no objections.

- 1.3 The proposals were put forward to help with parking provisions for local businesses and the Rainham Library, while preventing long-term non-residential parking and ensuring a turnover of parking spaces. The associated 'At any time' waiting restrictions are designed to improve road safety and sight lines in the area. It is now generally considered that the provision of Pay & Display parking bays is user friendly and easily accessible to the public whilst still maintaining one Disabled Parking bay within the bank of bays, which will enable Blue Badge Holders to utilise the bays in the normal way.
- 1.4 Ward Councillors were sent consultation documents on the 9<sup>th</sup> May 2017 advising them of the proposals. Two of the three Ward Councillors gave their support for the scheme; there was no response received from the third Ward Councillor.

## **2.0 Staff Comments**

- 2.1 Following careful consideration of the use of the disabled bays on the eastern side of Ferry Lane, and taking into consideration the proximity of local amenities and the additional demand created for parking provisions in the area, officers consider it advantageous to convert five of the six Disabled Parking Bays into Pay and Display bays. As part of the scheme it is proposed that the bay nearest to the station is retained as a Disabled Parking Bay. This would leave two Disabled bays (one on the eastern kerb, and one on the western kerb) on Ferry Lane which is considered to be a sufficient dedicated parking provision for disabled motorists. Members should note that Blue Badge holders are permitted to park in Pay & Display bays without charge. The scheme is proposed in order to make better use of a currently underused parking provision for the immediate amenities.

It is therefore recommended that this scheme, as supported by Ward Councillors, is progressed. The scheme will include one Pay & Display Machine in the vicinity of the parking bays together with the placement of suitable signage with the option for 'Pay by Mobile' clearly in view.

- 2.2 This report was initially sent out on the 19<sup>th</sup> June 2017, with a request from Diversity to ensure that the Havering Association for People with Disabilities (H.A.D) were consulted and their comments are as follows: -
- "We are not familiar with the area in question, but it seems a shame another disabled benefit is being cut or reduced. However if, as your research (as appended in **Appendix A**) has shown, LBH are confident disabled people will not suffer as a result of this action and it improves the local community then it is a decision for the Highways Advisory Committee to make."
- "To reiterate HAD does not condone the reduction of any disabled facilities in the borough however we reluctantly accept your decision in light of your recent research."
- Given the positive response from HAD, and the firm understanding that all changes of controls are monitored closely, the Schemes section feel that this will deliver a much needed improvement in parking availability in Rainham Village.

## IMPLICATIONS AND RISKS

### **Financial implications:**

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

The estimated cost of £0.006m for implementation will be met by the Council's allocation for Parking Minor Safety Improvement budget (A24650).

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 Environment 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 Environment Revenue budget.

### **Legal implications and risks:**

The Council's power to make an order for charging for parking on highways is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### **Human Resources implications and risks:**

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

### **Equalities implications and risks:**

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions will be publicly advertised and subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

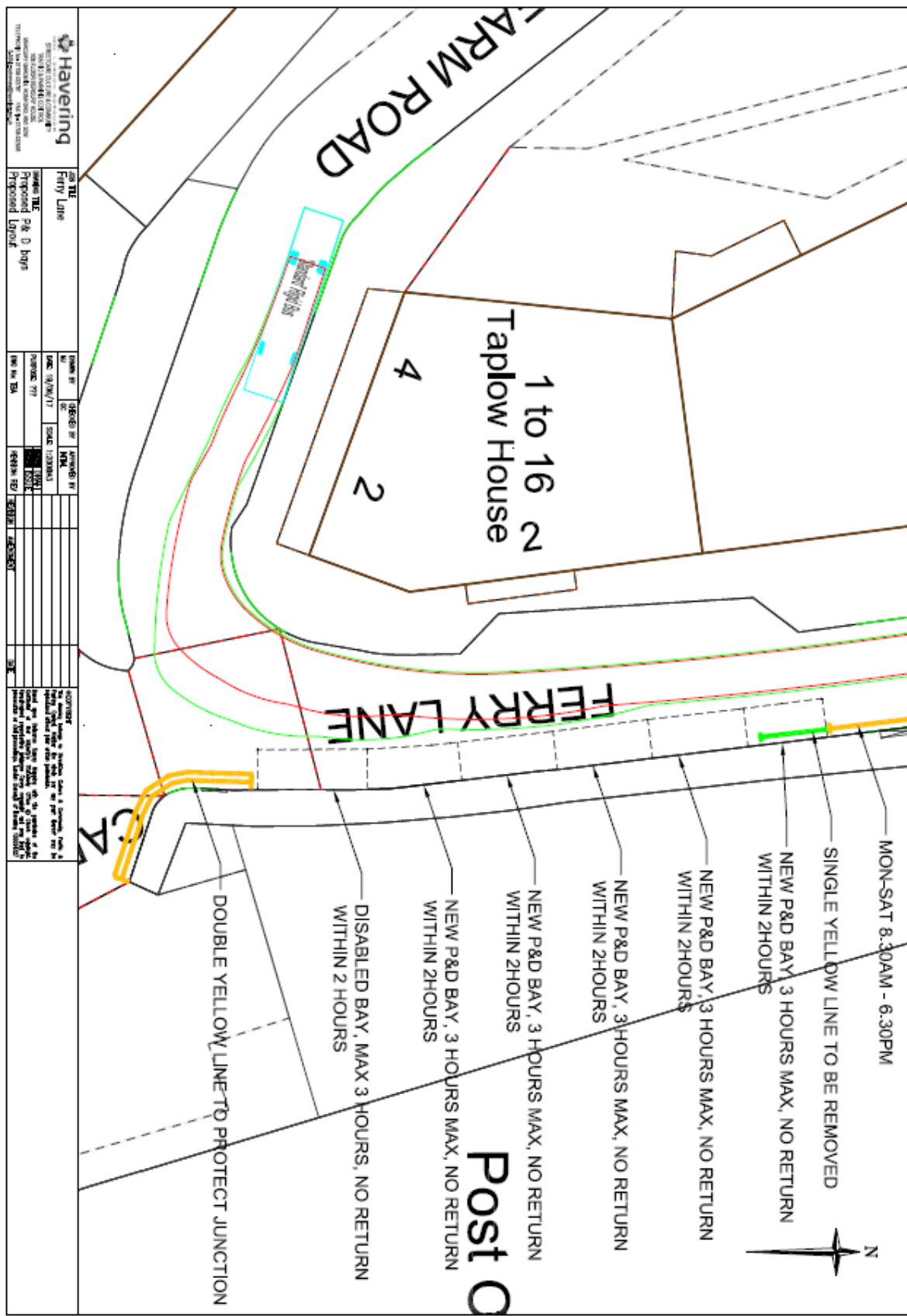
There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 3 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

**BACKGROUND PAPERS**

**Appendix A.**

**Observations made by Civil Enforcement Officers in the one week period w/c 26/01/2017**

<b>Ferry Lane disabled bay log ( by library)</b>				
<b>Date</b>	<b>Time</b>	<b>O/S Taplow House</b>	<b>Opp Taplow House</b>	<b>Officer</b>
26/06/2017 AM	09:11	Nothing to report	1 vehicle	HG685
26/06/2017 PM	13:45	Nothing to report	Nothing to report	HG685
27/06/2017 AM	09:15	Nothing to report	Nothing to report	HG695
27/06/2017 PM	14:05	1 vehicle parked	Nothing to report	HG695
28/06/2017 AM	10:00	Nothing to report	1 vehicle parked	HG680
28/06/2017 PM	13:35	Nothing to report	Nothing to report	HG680
29/06/2017 AM	09:55	Nothing to report	Nothing to report	HG680
29/06/2017 PM	15:00	Nothing to report	1 vehicle parked	HG680
30/06/2017 AM	10:10	Nothing to report	Nothing to report	HG700
30/06/2017 PM	15:10	Nothing to report	2 vehicles parked	HG700
01/07/2017 AM	11:00	1 vehicle parked	Nothing to report	HG505
01/07/2017 PM	15:15	Nothing to report	Nothing to report	HG550



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