



HIGHWAYS ADVISORY COMMITTEE

18 March 2014

REPORT

Subject Heading:

**NORTH STREET AND HAVERING ROAD
AT THE JUNCTION WITH A12 EASTERN
AVENUE – PROPOSED REMOVAL OF
HAVERING ROAD BUS LANE**

Report Author and contact details:

Outcome of public consultation

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

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[X]
Value and enhance the life of every individual	[X]
High customer satisfaction and a stable council tax	[X]

SUMMARY

This report sets out the results of the public consultation concerning the proposals for the removal of the bus lane on Havering Road between Parklands Infants and the A12 Eastern Avenue.

This scheme falls within the **Pettit's** Ward.

RECOMMENDATIONS

1. That the Committee, having considered the responses and information set out in this report, recommends to the Cabinet Member for Community Empowerment that the improvement works to the junction of A12 Eastern Avenue, North Street and Havering Road are approved for implementation as detailed in this report
2. That it be noted that the estimated cost of £500 will be met by agreed funding from the 2013/14 Transport for London (TFL) - Local Implementation Plan (LIP).

REPORT DETAIL

1.0 Background

- 1.1 Part of the Councils' Local Implementation Plan is to investigate the feasibility of improving traffic flow throughout Havering and improving access to and from Romford Town Centre. Improving the ease with which traffic can get to and from Romford will have benefits for its economic prosperity and help ensure that it remains an attractive and convenient location for visitors and businesses.
- 1.2 The junction of North Street and Havering Road with the A12 Eastern Avenue is one of the busiest in the borough, accommodating traffic travelling to and from Romford in a north/south direction and London in the east/west direction.
- 1.3 This junction suffers from substantial traffic queue lengths on Havering Road in the AM peak period and North Street in the PM peak period and the lack of lane designation results in potentially unsafe weaving movements in the centre of the junction, which have been the cause of injury collisions and near misses.
- 1.4 Improvement works to the junction are currently underway which will address many of the aforementioned issues and to further improve capacity and safety it is proposed to remove the southbound bus lane on Havering Road.
- 1.5 At present there is a conflict between vehicles wanting to turn left but not using the bus lane even when permitted to do so meaning they block the

offside lane for right turning traffic. The weaving traffic will also come into conflict with vehicles using the bus lane correctly, therefore this proposal will allow vehicles the opportunity to get into lane earlier and create uniform queue lengths.

- 1.6 Public consultation on the scheme commenced on 14th February 2014, with letters delivered by hand to the occupiers of those properties with direct frontages to the area of the proposed scheme with comments to be received in writing by 7th March 2014. Ward councillors and HAC members were provided with copies of the consultation information along with those on the Council's standard consultee list. The proposed revocation of the Traffic Management Order for the bus lane was also advertised.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation 5 responses had been received and these are summarised in appendix A of this report
- 2.2 There was one response from a resident who supported the scheme. London Buses and the Police have expressed support for the removal of the southbound bus lane on Havering Road
- 2.4 There has been a response from the Havering Cyclists group who have expressed concern that by removing the bus lane, cyclists will have increased interaction with vehicles.
- 2.5 London Travel Watch objected to the proposals because of the impact on bus services and passengers.

3.0 Staff Comments

- 3.1 The bus lane does not provide any real benefit to its users for two fundamental reasons. Firstly, it is too short to have any significant impact on bus journey times. Secondly, it finishes too close to the junction meaning that during its hours of operation vehicles turning left may block the lane as they attempt to merge into the correct lane over a short distance and this has a knock on effect with the offside traffic lane being blocked
- 3.2 The removal of the bus lane will provide lane discipline by allowing vehicles to get into lane earlier and reducing the need for weaving and vehicle conflict.
- 3.2 The proposed layout will allow for the offside lane to be right turn only with the nearside lane accommodating left turning and ahead traffic.

IMPLICATIONS AND RISKS

Financial Implications and Risks

The estimated cost of implementing the proposals as described in the background of this report is £500. This cost would be met from the 2013/14 Transport for London - Local Implementation Plan (LIP) budget for the Main Road and North Street corridor study.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a 'standard' project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall LIP budget.

Legal implications and risks:

The removal of bus lanes need to be advertised and consulted upon – the traffic order for that section of carriageway will also need to be removed.

HR Implications and Risks

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

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. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

Project Scheme File Ref:
QM006 North Street Junction Study

APPENDIX A

Summary of Consultation Responses:

Respondent	Comments
Metropolitan Police Chadwell Heath Traffic Unit	<ul style="list-style-type: none"> ○ States that the current layout leads to confusion and conflict between drivers ○ Support the removal of the bus lane
London Buses	<ul style="list-style-type: none"> ○ Support the removal of the bus lane
Resident Townley Cottages	<ul style="list-style-type: none"> ○ Supports the removal of bus lane and feels that it causes congestion which in turn causes delays for the buses
Havering Cyclists	<ul style="list-style-type: none"> ● Suggests that the removal of the bus lane will give cyclists a real problem as the bus lane protects cyclists as they approach the junction and allows them to get near the junction with reduced vehicle interaction. ● Cyclists have no protection from traffic at the junction and when trying to get to the front of the queue cannot easily see the traffic lights if they manage to get to the front. ● An alternative scheme needs to be put in place to protect cyclists as they approach the junction, at the junction an ASL needs to be made available for the safety of cyclists, especially from traffic turning left.
Vincent Stops, London TravelWatch	<ul style="list-style-type: none"> ● London TravelWatch supports the introduction of bus priority as it improves the operation of bus services both in terms of reliability and journey time. Bus lanes are introduced on the basis of a business case which will have demonstrated the benefits to the 1000s of users of London's bus services. In the case of the southbound bus lane on Havering Road five bus routes are affected: 174, 247, 294, 365, 375. This bus lane will benefit 9,759,000 passenger journeys a year.

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| | <ul style="list-style-type: none">• The explanation supplied does not include any assessment of the impact of removing this bus lane. London TravelWatch therefore objects to its removal until it is demonstrated that there are no adverse impacts on bus services. As part of the assessment we would further ask that Havering investigates the benefits of lengthening the bus lane. |
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