



HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

Prohibition of traffic movements
At Station Road/Gubbins Lane,
Harold Wood

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report deals with the outcome of a consultation relating to proposals to prohibit various traffic movements at the bus interchange area at the junction of Station Road and Gubbins Lane, Harold Wood.

The scheme is within **Harold Wood** ward.

RECOMMENDATIONS

1. That the Committee having considered the information set out in this report recommends to the Cabinet Member for Community Empowerment to prohibit various vehicular movements at the following locations:

Gubbins Lane/Station Road junction, Harold Wood

- a) Prohibit all vehicles proceeding in Gubbins Lane, from entering the road connecting Station Road and Gubbins Lane, located immediately in the south-eastern corner of the junction of Station Road/Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
 - b) Prohibit all vehicles proceeding in Gubbins Lane from entering the south-westbound carriageway of Station Road between the two island sites situated at its junction with Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
 - c) Prohibit all vehicles, except for buses, proceeding in Station Road, from entering the road connecting Station Road and Gubbins Lane, located immediately in the south-eastern corner of the junction of Station Road/Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
2. That it be noted the cost of carrying out the works which is mainly associated with advertisement of the traffic orders and staff time is £2,000. This would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

REPORT DETAIL

1. Background
 - 1.1 There is a bus stop adjacent to Harold Wood Station where buses stop to alight and collect passengers, forming an interchange at Harold Wood Station. The interchange area provides a stop for through routes (256 and 294) and a facility for the 496 route to turn round before standing in Station.
 - 1.2 London Buses had brought to the attention of the Council that some drivers use the slip lane to exit from Station Road and this can be dangerous with the presence of passengers or pedestrians given that it is a busy area for commuters.

- 1.3 As result, it is important that the area is used by buses only, therefore, there is a need for a traffic order which explicitly specifies the traffic restrictions.
- 1.4 Public notices were installed on site on 6th February 2015 and the measures were also advertised in the Romford Recorder and London Gazette thus giving opportunity to anyone desiring to object. The closing date for receiving and comments or objections was set for 27th February 2015.
2. At the end of the consultation there were no comments or objections received, therefore, it is recommended that officers proceed to making traffic orders which will provide clarity about the prohibitions at this busy junction.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The cost of carrying out the works is mainly associated with advertisement of the traffic orders and staff time is £2,000. This would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

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 over spend, the balance would need to be contained within the overall Streetcare Capital budget.

Legal Implications and risks:

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

Human Resources 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 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.

BACKGROUND PAPERS

Scheme project file: QL040 – Minor Schemes

Appendix 1

Junction of Gubbins Lane/Station Road showing traffic lanes

QL040_46-46-OF-101