

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

Proposed traffic improvements in
Pettits Lane North, Rise Park.

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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 improve the traffic flow through the junction of Pettits Lane North /A12 Eastern Avenue East and minor safety measures in Pettits Lane North (north side of A12 Eastern Avenue East), Rise Park.

The scheme is located within **Pettits 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 following measures are implemented:
 - a) **Pettits Lane North**, the east side, from a point 22 metres of the southern kerb-line of Pettits Boulevard extending southward for a distance of 62 metres. The proposals are shown on drawing no. QM035–OF-102.
 - b) Provision of KEEP CLEAR markings (in south bound lane only) of Pettits Lane North at its junction with Pettits Boulevard. The proposals are shown on drawing no. QM035–OF-102.
2. That it be noted the estimated cost of carrying out the works is £194,000 which includes civil engineering works, diversion of existing underground statutory services and traffic management. This would be met by Transport for London through the allocation of Local Implementation Plan for improving the reliability of public transport package.

REPORT DETAIL

1. Background
 - 1.1 Southbound traffic travelling in Pettits Lane North when approaching the junction of A12 Eastern Avenue East, experience difficulties in gaining access to the stop line due to narrow width of the traffic lanes. The problem increases when there is a lorry or a bus in the second lane is waiting to turn right into the A12. Left turning traffic travelling towards the Gallows Corner is also disrupted. Fire brigade engines also experience problems when using the junction.
 - 1.2 As a result, feasibility studies were undertaken in designing measures which would alleviate the problem and these are described in details in this report.
2. Existing traffic conditions at Pettits Lane and A12 Eastern Avenue East junction, Rise Park
 - 2.1 Pettits Lane is connected to A118 Main Road in the south and Havering Road in the north. The road is intersected by the A12 Eastern Avenue East at a signal controlled junction. A12 Eastern Avenue is a dual carriageway which conveys a considerable amount of traffic between London and Ipswich in southeast area of England. Along its route, it

passes close to some important town centres and it is connected by several borough roads which carry both local and long distance traffic.

2.2 Existing traffic movements from Pettits Lane North

The schematic diagrams attached in appendix 2 shows the AM (07:30 to 09:30) and PM (16:00 to 18:00) peak traffic flows. The flows are based on the traffic data collected by Transport for London in 2013.

3. Public transport facilities in Pettits Lane North, Romford

There are two bus routes operating in Pettits Lane North ie 103 (Chase Cross to Rainham via Romford and Dagenham East) and 499 (Tesco at Gallows Corner to Heath Park Estate via Romford). Route 103 is a high frequency service which runs at every 12 minutes at peak periods and 499 runs on 20 minutes. Therefore, there are 16 buses operating per hour in both directions at peak periods.

4. Proposals to improve traffic flow

4.1 Feasibility studies were undertaken when designing measures to improve traffic flow at the junction. Topographical survey and tracing the existing underground services were undertaken by a specialist contractor.

4.2 When designing the measures, consideration was given to increasing the signal time for this arm of the junction. Transport for London has upgraded the existing signals along the A12 corridor whereby more green time has been allocated to the A12 as it is an arterial route serving Central London. As a result, this further limits the flow of traffic from the side roads and does not help to reduce the traffic queues.

4.3 To avoid the costly diversion of underground statutory services and minimising intake of land, it is proposed that the southbound carriageway of Pettits Lane North is widened. The carriageway widening will commence close to the existing pedestrian island and continue along the eastern kerb line up to the A12. Widening will help to increase the widths of the traffic lanes which will improve the turning movements of larger vehicles and hence improve the traffic flow. Further works include altering the existing traffic island situated in the north-east corner of the junction. The proposals are shown on drawing no. QM035-OF-102.

4.4 As seen on the drawing, it is possible to achieve lane widths of 3.2 metres for first and second lanes whereas 3 metres width for left turn filter lane which increases to 4.5 metres in the vicinity of the traffic island. Based on the current design, it is anticipated that the carriageway widening will help to improve the traffic movements.

4.5 The other problem identified is that traffic travelling in Pettits Lane North, waiting to turn right into Pettits Boulevard creates a tail back which extends up to the A12. This occurs as there is no suitable gap in the

traffic queue. As a result, it is proposed to provide advisory KEEP CLEAR markings to create a gap in the queuing traffic to permit the right turning traffic into Pettits Boulevard. The proposals are shown on drawing no. QM035-OF-102.

- 4.6 The above proposals will involve relocating two street lamp columns, a traffic sign and cutting back overgrown shrubs. In addition, provision will be made, where practicable to plant additional trees in the grass verge to improve the landscape. The above works are normal for these types of schemes.

5. Alternative measures

- 5.1 Whenever schemes are designed alternative measures are considered in terms of road safety, environmental and financial justifications. Two options were developed and these are described in details below:

- 5.2 **Option 1** - involves considerable length of widening the carriageway into the grass verge. This option was abandoned on safety grounds as it would increase the width of the carriageway in the vicinity of the existing pedestrian island which would increase the crossing time of pedestrians and in the event of one lane being stationary with the other flowing, pedestrians crossing the road would be masked. In addition, given the close proximity of the crossing in relation to the A12 which conveys considerable amount of traffic during peak periods, it would not be safe for pedestrians. The proposals are shown on drawing no. QM035-OF-101.

- 5.3 **Option 2** - is shown on drawing no. QM035-OF-102 will help to overcome the above safety issues, minimise the intake of the grass verge and avoid expensive diversion of underground services.

6. Stakeholders for consultation

- 6.1 Following the approval in Principle by the Council's Highways Advisory Committee as part of the 2013/14 Local Implementation Plan programme, Streetcare Services proceeded with the feasibility design and consultation on the proposals. The following properties and stakeholders were consulted:

- i) There are very few properties in the immediate vicinity which would be affected directly by the proposed works, therefore, letters were hand delivered to property Nos. 1 to 14 in Pettits Boulevard which are directly opposite to the proposed works. Notices were also installed on site thus giving opportunity to anyone desiring to object or provide suggestions.
- ii) Emergency Services (Metropolitan Police, Fire Brigade and London Ambulance) were consulted. The closing date for receiving any comments was 6th March 2015.

- iii) London Buses, part of Transport for London have various bus routes operating on the highway network in the borough.
- iv) Havering Cyclists is a local branch of the London Cycling Campaign. The organisation works along with the borough to encourage and promote cycling within the borough by pressing for improved cycling facilities, supporting cyclists and organising various events.

7. Results of the consultation

Only one resident has objected the proposals. He has stated that the proposals will bring traffic close to his property and increase noise levels. One resident had submitted a petition containing 25 signatures of local residents suggesting that the existing widening is extended further to achieve full benefit.

Havering Cyclists support the measures and have suggested to provide Advance Stop markings in Pettits Lane North at its junction with the A12. The Metropolitan Police, Romford Fire Station and London Buses fully support the proposals. A summary of the consultation response is included in Appendix A of the report.

The objection raised by the respondent does not carry any significant concerns based on the views provided by the Environmental Services. It is, therefore, recommended that the proposals are implemented. The proposals once implemented will improve the reliability of public transport and improve the traffic flow for general traffic in this busy road.

IMPLICATIONS AND RISKS

Financial Implications and risks:

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

It is estimated that the cost to implement the measures is £194,000. This estimate includes the costs of civil engineering works, diverting the existing underground services and traffic management. Transport for London has agreed the above allocation via a special budget called Bus Priority Delivery Portfolio for improving the reliability of public transport. The funding will need to be spent by 31st March 2016, to ensure full access to the grant.

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 StreetCare Capital budget.

Legal Implications and risks:

There are no legal implications associated with carriageway widening aspect of the scheme as the Council has the power to vary the width of the carriageway within the highway boundaries. The Council, however, publicly advertises traffic management orders and consults 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: QM035 – Pettits Lane North / A12 widening.

Appendix 1

Summary of consultation responses

Summary of consultation responses

By the close of the consultation only six responses were received and these are summarised below.

- i. London Buses, part of Transport for London (Service Operations) have stated that the proposals will ease the '*tight passage*' for buses and also help left turning traffic from Pettits Lane North into A12 Eastern Avenue East.
- ii. Metropolitan Police, Traffic Management Unit have responded that they support the improvements as designed.
- iii. The Romford Fire Station in Pettits Lane North support the proposed carriageway widening and extension to the left turn filter lane from Pettits Lane North onto the A12 Eastern Avenue (East), widening along the east kerb line of Pettits Lane North, commencing from the existing traffic island. The completed work will help to alleviate traffic queuing along Pettits Lane North at busy times of the day and have a positive effect on Romford Fire Station's attendance times to operational incidents.

Fire Brigade had queried the impact the road works will have on their attendance time which is related to time scale of the works, hours of working and availability of access at the junction whilst the works are in progress.

Staff response: The Romford Fire Station was informed that the scheme is subject to approval by the Council's highways Advisory Committee and if it is approved, the works will be programmed to start during school summer vacations to minimise the impact on traffic. The works will start at 09:30am and will finish at 3:30pm, Monday to Fridays to accommodate the peak period traffic. The estimated time to complete the works is anticipated to be 5 weeks.

- iv. The local cycle group have no objections to the proposals, however, they have suggested to provide Advance Stop Markings or a short cycle lane adjacent to the existing splitter island to aid cyclists crossing the A12 into Pettits Lane South. – Staff will need to discuss this with TfL.
- v. Resident of No 7 Pettits Boulevard has strongly objected the proposed measures. His principal objections are a) the measures will bring the traffic close to his property, b) increase the noise levels, c) increase pollution which will be detrimental to health and d) does want any trees or shrubs to be removed.

Staff comments: The Council's Environmental Services were consulted on the objection. They have stated that slow moving and stationary vehicles are the main source of traffic related air pollution at this location. Traffic emissions are reduced when vehicle speeds increase and this will consequently have beneficial health implications. The scheme to extend a

left turning lane which is currently subject to congestion will assist in increasing traffic flow and decrease the queue times.

Although by widening the road the emission source will be closer to the receptor but it is still a substantial distance ie 27metres from the new layout of the road.

The shrubs in question are overgrown and these provide no protection during winter months when air pollution is generally high. Matured trees will only be cut back to prevent damage to large vehicles. The resident was also informed that consideration will be given to plant evergreen trees and shrubs will assist in militating against this element.

- vi. Resident of No 18 Pettits Boulevard had compiled a petition from 25 local residents in the area stating that the proposed measures should be extended further northwards to achieve full benefits of the scheme. Two options have been suggested. The first option involves the widening to commence immediately after the junction of Pettits Boulevard. The second option suggested involves commencing the widening from the location of the existing bus stop.

The resident has also stated that there is a support from the local Member of Parliament, Mr Andrew Rosindell MP and local Councillors. Copies of the drawings are attached.

Staff comments: Whilst the Council welcomes the petition, the two options suggested cannot be implemented as both options involve widening the carriageway along the eastern kerb line of the existing pedestrian island.

It is estimated that currently the crossing time is 2.5 seconds between the existing pedestrian island and the footway. The widening will increase the crossing time of the pedestrians to 7.5 seconds, which is considerable. Furthermore, where one lane of traffic is stationary and the other flowing, there is a risk that pedestrians crossing the road will be masked. The existing crossing is uncontrolled and it can increase the risk for accidents given the volume of traffic entering and exiting Pettits Lane North to the A12.

Appendix 2

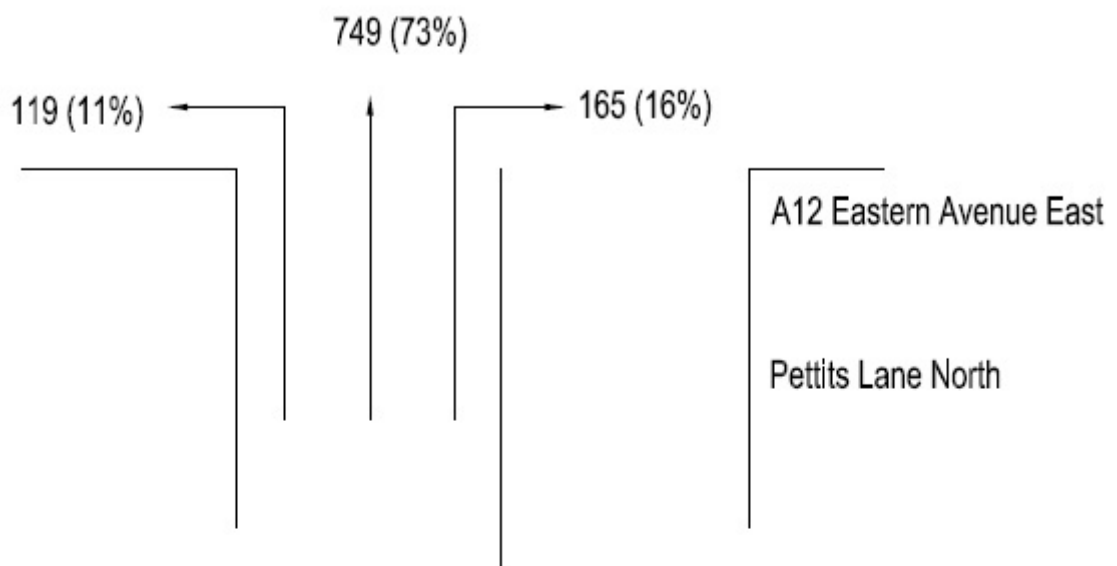
Proposed layout drawings

QM035-OF-101 (option 1)

and

QM035-OF-102 (option 2)

A12 Eastern Avenue East/Pettits Lane North Junction
Traffic Movements 07:30 to 09:30AM



Traffic Movements 16:00 to 18:00PM

