

HIGHWAYS ADVISORY COMMITTEE

13 October 2015

Subject Heading:

Proposals to install a bus gate in Oldchurch Rise, Romford - Outcome of public consultation

CMT Lead:

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Policy context:

**Havering Local Development Framework (2008).
Havering Local Implementation Plan 2014/15 – 2016/17 Three year delivery plan (2013).**

Financial summary:

The estimated cost of £22,000 for the closure would be met by Transport for London through the 2015/16 allocation of Local Implementation Plan for improving the reliability of public transport package.

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

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

This report sets out the responses to a consultation to replace the existing barrier with a bus gate and installation of a static enforcement camera in Oldchurch Rise leading to the Queen's Hospital and seeks a recommendation that the proposals be implemented.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the installation of a bus gate and an enforcement camera are agreed as follows:
 - Implementation of a bus gate located at a distance of 85 metres in Oldchurch Rise from the southern kerb line of Oldchurch Road. The gate will permit use in both directions by following classes of traffic ie public transport buses, cycles and emergency service vehicles. The proposals are shown in drawing no. QO019-01, attached in appendix 1 of this report.
2. That it be noted that the estimated cost for implementation is £22,000 of which £12,000 will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for improving the reliability of public transport package and a £10,000 contribution provided by the Barking, Havering and Redbridge University Hospital NHS Trust.

REPORT DETAIL

1.0 **Background**

- 1.1 Transport for London (TfL) commissioned a feasibility study to review bus journey times to the Queen's Hospital which included providing a better method of controlling traffic entering the site from Oldchurch Rise which was intended to be for bus and emergency vehicle access only.
- 1.2 The Queen's Hospital has two access roads. The main access to the hospital is via Rom Valley Way which provides access for visitors, staff, out-patients, public transport, deliveries etc. The second access is via Oldchurch Rise which also provides access to a public car park, residential properties and a

warehouse. Beyond the public car park, the general traffic is restricted to the hospital with the exception of buses and ambulances.

- 1.3 General traffic is prevented from using the Oldchurch Rise access to the Queen's Hospital by a rising arm barrier which operates automatically by transponder to permit access to approaching buses, ambulances and other authorised vehicles of the hospital. The barrier is located approximately 85 metres south from the Oldchurch Road and its location is shown in appendix 1 of this report. A control system at this point was a requirement of the original planning consent for the hospital.
- 1.4 The existing barrier is frequently out of service in which case it cannot effectively restrict unauthorised vehicles to enter or exit into the hospital site via the Oldchurch Rise. The management of the hospital has replaced the rising arm on several occasions.
- 1.5 Unauthorised vehicles using the Oldchurch Rise access puts additional pressure on the junction of Oldchurch Road/ Oldchurch Rise which is controlled by automatic traffic signals. TfL's study noted that drivers from the hospital's multi-storey car park were observed exiting from Oldchurch Rise as the barrier was out of use.
- 1.6 The junction is operating to its maximum capacity given that it also incorporates facilities for pedestrians to cross. As a result, the junction cannot cope with the level of traffic in Oldchurch Road. As a consequence, this causes traffic congestion in Oldchurch Road particularly during the peak periods.
- 1.7 The Queen's Hospital serves the residents of Havering, Brentwood, Barking and Dagenham and Redbridge. It has good links of public transport facilities and is a terminus point for some buses which makes it the only hospital in London which is so well served by buses. The hospital is directly served by several high frequency bus routes i.e 128 (10), 175 (10), 365 (10), 496 (10), 498 (6), 499 (4) and a Brentwood Community Bus route 898 (Mondays to Fridays). The figures in the brackets indicate the number of buses operating per hour in both directions. This equates to over 50 buses operating in both directions during peak periods. TfL has proposals to provide new routes in the future based on the public demand. Romford station is on the Greater Anglia line and it can be reached in approx. 10 minutes by walk.
- 1.8 It is proposed to remove the existing barrier within the hospital and replace it with a "bus gate" restriction on the public highway to prohibit unauthorised traffic. The proposals are shown on drawing no. QO019-01, attached in Appendix 1 of the report.
- 1.9 In order to ensure compliance with and allow the enforcement of the bus gate, it is proposed to use CCTV in line with the Council's adoption of the civil enforcement of moving traffic contraventions which commenced in July 2015.

- 1.10 TfL has agreed to provide funds through the LIP and Barking, Havering and Redbridge University Hospital NHS Trust has agreed to provide a financial contribution to meet the costs.
- 1.11 Consultation letters were sent to the Queen's Hospital, London Buses, the emergency services and other standard consultees on 28th August 2015 with a closing date 18th September 2015. There are no residents in the immediate vicinity who would be affected directly by the measures.

2.0 Outcome of Public Consultation

- 2.1 By the close of the consultation 6 responses were received and these are summarised as follows.
- 2.2 The London Ambulance Service stated that the proposals would not adversely affect the Ambulance Service in regards to access, but they requested consideration be given to reduce or omit the kerb extension for left turning emergency vehicles from the emergency area adjacent to the access road.
- 2.3 The Metropolitan Police (Roads and Transport Policing Command) support the proposals.
- 2.4 The bus operational unit of London Buses fully support the proposals. Transport for London (Borough Projects and Programmes) fully support the proposals and have provided funds for the scheme.
- 2.5 The Queen's Hospital, part of Barking, Havering and Redbridge University Hospitals NHS Trust had responded past the dead line of the consultation. They, however, fully support the proposals and had some queries about the scheme. A full response was provided to their queries.
- 2.6 The Havering branch of London Cycle Campaign supports the proposals.
- 2.7 London TravelWatch is a statutory watchdog for Transport for London and have responded that as the proposals involve the closure of a road to general traffic or ban vehicular turns to support the bus services will benefit passengers and encourage the use of public transport.

3.0 Staff Comments

- 3.1 Based on the positive responses received from London Buses, emergency services and the Queen's Hospital, it is anticipated that a bus gate will have a positive control over the rat-running traffic, provide priority to emergency vehicles, buses and improve the journey times of buses. The minor issue raised by the London Ambulance Service can be accommodated.
- 3.2 In addition, the gate will ease the impact of queuing on the signals at Oldchurch Rise/Oldchurch Road junction. It is, therefore, recommended that the implementation of a bus gate, enforcement cameras accompanied by appropriate traffic signs and minor highway works are agreed.

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 for implementation is £22,000, of which £12,000 will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for improving the reliability of public transport package. In addition, the Barking, Havering and Redbridge University Hospital NHS Trust will provide an additional financial contribution of £10,000.

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 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 Revenue budget.

The income from the enforcement will support the operational costs and overheads of the enforcement.

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 it is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

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

Project file: QO 019 – Queen’s Hospital bus gate.

Appendix 1

Details of a bus gate

in Oldchurch Rise