



HIGHWAYS ADVISORY COMMITTEE

2 February 2016

Subject Heading:

**MAIN ROAD/ UPPER BRENTWOOD
ROAD JUNCTION
ACCESSIBILITY & SAFETY
IMPROVEMENTS FOR WALKING &
CYCLING**

CMT Lead:

Outcome of public consultation

Andrew Blake-Herbert

Report Author and contact details:

**Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@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 £180,000 for
implementation will be met by
Transport for London through the
2015/16 (£80,000) and 2016/17
(£100,000) Local Implementation Plan
allocation for Main Road/ Upper
Brentwood Road Junction.**

**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

This report sets out the responses to a consultation on proposals to improve the levels of comfort, accessibility and safety for people walking and cycling through the junction of Main Road and Upper Brentwood Road, plus some parking management changes, and seeks a recommendation that the proposals be implemented.

The scheme is within **Squirrels Heath** and **Pettits** wards.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the changes to the junction of Main Road with Upper Brentwood Road be made as set out in this report and shown on the following drawings (contained within Appendix III) are implemented;
 - QO016-CON-01A
 - QO016-CON-02A
 - QO016-CON-03A
 - QO016-CON-04A
 - QO016-CON-05A
 - QO016-CON-06A

2. That with respect to proposals relating to pay and display parking in Farnes Drive and Upper Brentwood Road; and “at any time” waiting restrictions in Upper Brentwood Road, the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that either;
 - (a) The pay and display parking proposed for Farnes Drive and Upper Brentwood Road should be implemented as consulted, or
 - (b) The pay and display parking should be rejected, plus
 - (c) Recommend the extent to which the at any time waiting restrictions in Upper Brentwood Road should be provided if the Committee takes the view that they should be shorter than proposed.

3. That it be noted that the estimated cost of £180,000 for implementation will be met by Transport for London through the 2015/16 (£80,000) and 2016/17 (£100,000) Local Implementation Plan allocation for the Main Road/ Upper Brentwood Road Junction.

| |
|----------------------|
| REPORT DETAIL |
|----------------------|

1.0 Background

Introduction

- 1.1 As part of its on-going highway investment programme funded through the Transport for London Local Implementation Plan (LIP), the Council periodically undertakes corridor studies to examine where changes might be made to traffic management arrangements for all classes of traffic (including people walking, people cycling, bus services and for motor traffic, including freight).
- 1.2 One such study was undertaken for A125 North Street and A118 Main Road, the outcome of which was published in March 2011. The study investigated a range of highway network changes with a number proposed to be taken forward through the LIP process as funding allowed and where projects met the objectives of the LIP and the wider Mayor of London Transport Strategy.
- 1.3 The first project taken forward from this study was a £250k scheme to provide increased motor traffic capacity for the left turn slip road from A125 North Street onto A12 Eastern Avenue, improvements to traffic lane discipline and some minor improvements for walking and cycling. This scheme was completed in early 2014.
- 1.4 The next location prioritised within the current 2013/14 to 2015/16 LIP funding period was a review of the junction of A118 Main Road and Upper Brentwood Road, being the subject of this report.
- 1.5 Staff from the Engineering Services team within Streetcare and the Transportation Planning team within Regulatory Services formed a small project group to review the options considered for the junction proposed by the original movement study and with the aim of taking forward an appropriate package of works. A key component of the review was to consider accessibility and safety issues for those walking and at the junction as these users are currently badly served.

Current Street Layout, Conditions & Junction Operation

- 1.6 The A118 Main Road is a key traffic route for Havering and as a primary street, it carries a significant volume of motor traffic and several bus routes (174, 496, 498, 347, 647 and N86). Upper Brentwood Road is a secondary street which also carries high volumes of motor traffic as well as the 496 and 674 bus routes.
- 1.7 Both streets are subject to a 30mph speed limit and are generally residential in nature, although there are commercial premises and community facilities in various locations.
- 1.8 The junction of Main Road and Upper Brentwood Road is laid out as a “major/ minor” junction with Main Road being the major road. The junction is controlled by automatic traffic signals (ATS) which are running on the pan-London “SCOOT” control system (Split Cycle Offset Optimisation Technique). All three arms of the junction have 2-lane approaches with the exit onto Upper Brentwood Road and the Romford-bound arm of Main Road being single lanes. Main Road has 2 lanes in each direction between Upper Brentwood Road and the Gallows Corner roundabout, which in turn flares to 3-lanes on the approach to the roundabout.
- 1.9 There is a 2-stage staggered signalised pedestrian crossing (PedX) on the south-west arm of Main Road where demand is triggered by a push button.
- 1.10 There is no PedX across the Upper Brentwood Road arm of the junction and there is no provision for cycling within the junction at all. There is an un-signalised access to the Gidea Park Sports Ground which essentially forms a north-west arm to the junction. The junction also contains a yellow “box” marking to keep the Main Road traffic flows from blocking Upper Brentwood Road.
- 1.11 The current method of control has a stage with both Main Road arms running together and with all movements permitted. Those turning right into Upper Brentwood Road are expected to give way to oncoming traffic.
- 1.12 The next stage has Romford-bound traffic stopped on Main Road while the other arm continues to run and those turning right proceed with a right turn green signal (known as an “early cut off”). Left turns from Upper Brentwood Road are permitted during this stage with a left turn filter signal.
- 1.13 Next, Main Road traffic is completely halted and the right turn from Upper Brentwood Road commences with the left turn still running; pedestrians receive a green man to cross the Gallows Corner-bound half of Main Road if demand has been registered with the pedestrian push button.
- 1.14 Then, the left turn from Upper Brentwood Road is held, but with right turns continuing. Pedestrians are still able to cross the Gallows Corner-bound half of Main Road and the second half of the crossing receives a green signal if demand has been registered with the pedestrian push button.

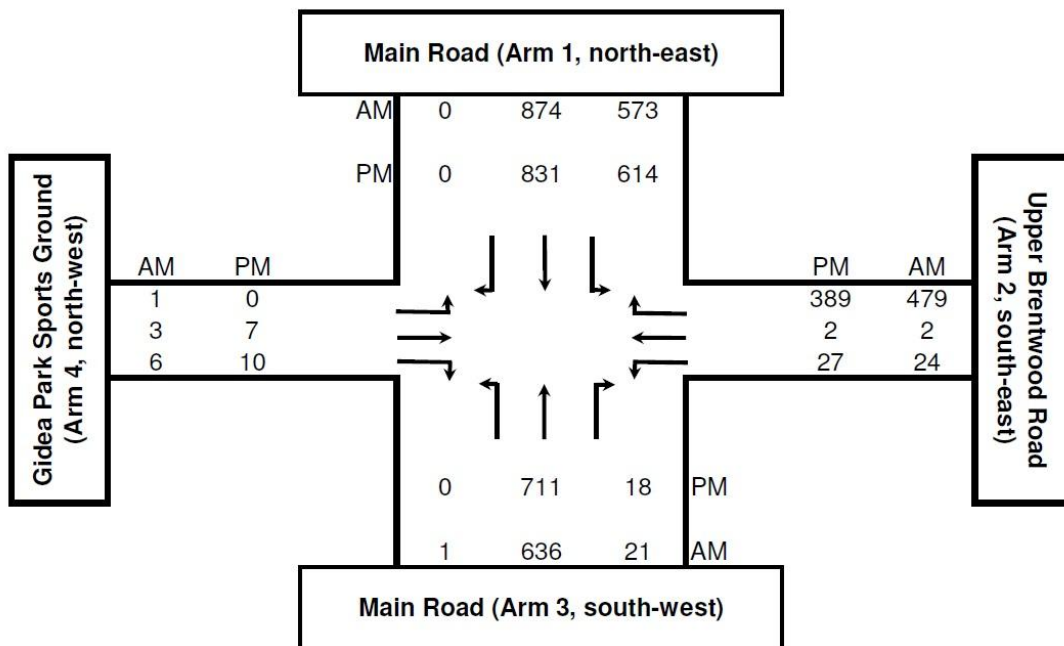
- 1.15 There is a fully accessible bus stop on each side of Main Road on the north-east arm of the junction, each being within a lay-by. Footways range between 2.2 metres and 3.8 metres in width, although there are substantial amounts of pedestrian guardrail which reduces the useable width. The island within the staggered PedX on the south-west arm of Main Road is 2.5 metres in width, but the guardrail leaves an effective width of approximately 1.5 metres.
- 1.16 The south-eastern footway of Main Road (between Upper Brentwood Road and Gallows Corner) is a shared-use unsegregated cycle track which leads to a Toucan crossing (shared by people walking and cycling) under the Gallows Corner Flyover on the A127 Southend Arterial arm of the roundabout.
- 1.17 The north-western footway of Main Road (Between Upper Brentwood Road and Gallows Corner) is also a shared-use unsegregated cycle track. In both cases, the signage is not consistent and potentially confusing. There is a pedestrian refuge on the approach to Gallows Corner, although people must cross two lanes of traffic on each half of the road which can be difficult where one slow moving lane of traffic “masks” the other. The speed of vehicles leaving Gallows Corner is considered to be particularly intimidating.
- 1.18 The A12 Colchester Road and Main Road are part of the London Cycle Network Route 12 which continues through Romford and out to the west via London Road. On Main Road, there are advisory cycle lanes of between 1 metre and 1.2 metres in width, although they stop around 60 metres away from the junction with Upper Brentwood Road. There is no specific cycling provision on Upper Brentwood Road.
- 1.19 People cycling towards Romford from Gallows Corner on the existing shared-use cycle track have no way of moving from it to the carriageway. Site observations show users tend to cross Upper Brentwood Road and join it to turn left or continue along the footway and join Main Road where the existing advisory cycle lane commences.
- 1.20 For those cycling towards Gallows Corner, site observations show that users either stay on the carriageway and turn right into Upper Brentwood Road before joining the shared-use cycle track, or they ride on the footway where the advisory cycle lane ends and cross at the refuge near Gallows Corner.
- 1.21 Pedestrians crossing Main Road tend to do so on the northeast side of the junction away from the existing staggered PedX.
- 1.22 Appendix I contains some photographs of the existing junction.

Injury Collision History & Traffic Flow Data

- 1.23 In the three years to December 2014 (current published data), the following injury collisions were recorded (all involved slight injury);

| Date | Conditions | Details |
|----------|------------|--|
| 10/5/14 | Light/ Wet | 2 cars involved, one driver with alcohol |
| 19/12/13 | Dark/ Wet | Driver of a car hit motorcycle and injured rider |
| 15/5/13 | Dry/ Dark | 4 cars involved, one driver disobeyed red ATS |
| 21/5/12 | Dry/ Dark | 1 car involved, driver hit kerb |

- 1.24 The average annual injury collision rate is considered to be relatively low for a signalised junction.
- 1.25 The following diagram shows peak hour week day traffic flow data for the junction;



| Peak Hours and Flows (Summary) | | | | | Vehicle Class | | | | | |
|--------------------------------|-------|----|-------|------|---------------|-------|-----|-------|-----|------|
| | | | | | Light | Lorry | Bus | Cycle | M/C | Taxi |
| AM | 07:45 | to | 08:45 | 2620 | 2500 | 31 | 39 | 12 | 24 | 14 |
| PM | 17:00 | to | 18:00 | 2609 | 2509 | 17 | 28 | 13 | 31 | 11 |

- 1.26 Site observations suggest that there is another 20% of cycle users using the junction at peak times, but exclusively on the footway. Some cycle users use footway areas to navigate the junction before returning to the carriageway. Pedestrian use of the junction at peak traffic times is approximately 30 per hour. 7% using the existing 2-stage, staggered PedX, 40% crossing on the north-east side of the junction and 53% crossing Upper Brentwood Road.

Corridor Study Review

- 1.27 The corridor study considered a number of items and possible changes within the Main Road/ Upper Brentwood Road junction;
- Installation of MOVA (Microprocessor Optimised Vehicle Actuation) at the junction.
 - Installation of a single-stage Toucan crossing on the north-east arm of Main Road in order to better accommodate pedestrian desire lines and to enable those cycling towards Gallows Corner to cross to the existing shared-use cycle track on the south-east side of Main Road.
 - Removal of the 2-stage staggered PedX on the south-west arm of Main Road to provide some additional stacking space for right turning vehicles.
 - Reduction of Upper Brentwood Road to one traffic lane in order to widen the footway.
 - Pedestrian guardrail and street clutter removal
- 1.28 The MOVA system essentially allows traffic signal timings to be adjusted for congested and uncongested times. The SCOOT system has been deployed since the corridor study was undertaken and it is a far more flexible arrangement given that signals can be controlled in area groups.
- 1.29 The current 2-stage staggered PedX provides a poor level of service for those walking because of the arrangement and the need to wait for two green men and the time taken to complete crossing the whole road. The relatively narrow crossing island is not accessible to all, especially for those using mobility scooters.
- 1.30 As noted above, site observations have shown that people ignore the staggered crossing, preferring to walk the “wrong side” of the pedestrian guardrail to cross on the north-eastern arm of Main Road where they access or leave the Gallows Corner-bound bus stop. Modern design principles seek to accommodate pedestrian desire lines which are paramount in terms of accessibility and safety.
- 1.31 A single-stage Toucan crossing on the north-east arm of Main Road would better accommodate the pedestrian desire line and be accessible to all; plus it would give an opportunity for those cycling towards Gallows Corner to switch to the cycle track on the opposite side of the road, thus avoiding the need turn right into Upper Brentwood Road.
- 1.32 A single-stage Toucan crossing would operate with all traffic arms held, but this provides the additional and important opportunity to provide a PedX

across Upper Brentwood Road. The current method of control provides a very poor level of service to those crossing Upper Brentwood Road and the current pedestrian refuge island is not wide enough for people using mobility scooters, wheelchairs or pushing buggies to cross in two parts. Crossing opportunities in traffic gaps are especially difficult for those with mobility or visual impairments, the young, older people and people pushing buggies.

- 1.33 The removal of the island on the south-west arm of Main Road would provide space which could be used for other purposes.
- 1.34 The traffic lanes on Upper Brentwood Road are between 2.3 metres and 2.5 metres wide and 20 metres in length. The majority of drivers turn right from Upper Brentwood Road and so the left turn lane could be removed to provide a wider right turn lane and to release space for a wider footway on the south-west side of Upper Brentwood Road.
- 1.35 The removal of pedestrian guardrail and other clutter can provide more effective footway/ cycle track widths and improve the visual amenity of the area, notwithstanding the underlying visual intrusion created by Main Road and Upper Brentwood Road being primary and secondary streets.

Scheme Development

- 1.36 In terms of motor traffic capacity (at least at peak times), the operation of Gallows Corner places a limit on junction throughput for drivers leaving Romford, and congestion along Main Road is more generally a for those accessing Romford (although a lesser and more transient extent). Upper Brentwood Road is limited by the traffic flows on Main Road.
- 1.37 There are no opportunities to increase capacity through the junction for motors, other than providing more space for people turning right from Main Road into Upper Brentwood Road who sometimes block people behind (although this right turn movement comprises less than 3% of traffic compared to the ahead movement). An increase in motor traffic capacity would require improved capacity at Gallows Corner (for those leaving Romford) and for additional traffic lanes to be provided towards Romford (for those heading towards Romford). There is substantial international evidence that increasing motor traffic capacity does not deal with congestion over time as it is used up by traffic reassignment and by new trips. For any given system, congestion will generally find a level.
- 1.38 Since the corridor study was undertaken, key design guidance has been published which seeks to greatly improve the provision of infrastructure for those walking and cycling and the following documents have been taken into account in developing proposals for the junction;
 - Designing for Walking, Chartered Institution of Highways & Transportation, 2015

- London Cycling Design Standards, Transport for London, 2014.
- Making Space for Cycling, Cyclenation, 2014.

1.39 Staff have considered the options presented in the corridor study and developed a set of proposals which are designed to greatly improve the comfort, accessibility and safety (with emphasis on “experienced” safety) for those walking and cycling through the junction, while maintaining the current motor traffic capacity.

1.40 Drawing QO016-CON-01A sets out the overview of the proposals and Drawings QO016-CON-02A to 05A gives details. Drawing QO016-CON-06A provides a typical detail of the proposals for Main Road to the southwest of the junction. The general elements of the proposals are as follows;

- Removal of the staggered signalised pedestrian crossing located southwest of the junction and the installation of a new single stage Toucan crossing on the north-east side. This is to provide better access for those walking between the bus stops on Main Road and to allow those cycling towards the Toucan crossing at Gallows Corner safer access through the junction.
- Creation of parallel signalised crossing across the entrance to Upper Brentwood Road to improve the accessibility for pedestrians and to provide a protected route through the junction for people cycling towards Romford from the Toucan crossing at Gallows Corner.
- Carriageway re-alignment along Main Road from its junction with Upper Brentwood Road to Hockley Drive in order to create a protected uni-directional, stepped cycle track on each side of Main Road approaching and leaving the junction from the Romford direction. The tracks would be a minimum of 1.8 metres in width which is sufficient for all types of cycle configuration.
- Provision of a speed table in the entrance of Hockley Drive to provide a level crossing point for people walking and to encourage those leaving the junction to do so slowly to enhance the safety of people cycling towards the junction from Romford.
- At any time waiting restrictions along Main Road from the Transport for London boundary to its junction with Hockley Drive.
- At any time waiting restrictions along Upper Brentwood Road from the junction of Main Road up to the junction with Ferguson Avenue and including the junction with Beaumont Close.
- Creation of 13 pay and display parking spaces on Farnes Drive and Upper Brentwood Road (within existing uncontrolled parking bays).

- 1.41 The various works to the traffic signal arrangements are as set out in the corridor study, but the provision of the “parallel cycle crossing” is new. This has been proposed in order to give protected space to those cycling through the junction towards Romford and would operate at the same time (in parallel) with the PedX across Upper Brentwood Road. In terms of signal timings, this movement is “free” as the time taken by those cycling will generally be less than those walking and would have the pedestrian and cycle signals running together and for the same times. This parallel crossing would lead to the Romford-bound cycle track which would then in turn provide a smooth transition down into the existing advisory cycle lane. Appendix II gives an example of a parallel crossing (although bidirectional in that case).
- 1.42 The removal of the crossing island on the southwest arm of Main Road releases space which is proposed to be used to provide the stepped cycle tracks on the Romford side of the junction and some additional width for those waiting to turn right into Upper Brentwood Road.
- 1.43 The carriageway realignment of Main Road uses the space currently utilised for the advisory cycle lanes on the Romford side of the junction and the paved strip between the carriageway and the verges of Main Road to create the stepped cycle tracks.
- 1.44 Drawing QO016-CON-06A gives a typical detail. The cycle tracks would be provided to and from the junction on the Romford side. On the south-west arm of Main Road, there would be some carriageway narrowing required to provide space for the cycle tracks and this is discussed in more detail below. There would be some marginal reductions in verge area in certain places, but no trees would be removed.
- 1.45 The Gallows Corner-bound cycle track would collect people cycling just north-east of Hockley Drive with a smooth transition from the advisory cycle lane up to the cycle track level. The Romford-bound cycle track would commence on the north-east side of Upper Brentwood Road (leading from the existing shared-use cycle track which connects to the Toucan crossing at the A127), cross using the parallel crossing, and then continue towards Romford where it would drop smoothly back to carriageway level just south-west of Hockley Drive.
- 1.46 A “speed table” would be provided in Hockley Drive with a give-way road marking set back in order to reinforce the need for drivers to give way to not only vehicles on Main Road, but to those cycling accessing the Gallows Corner-bound cycle track. The speed table would also provide a level crossing surface for people walking which is especially helpful to those with mobility impairments.
- 1.47 The cycle tracks would be “stepped” above the level of the carriageway and those cycling would be protected from motor traffic by a kerb which is a

common feature in high cycling countries and is being provided elsewhere in London and the UK. The cycle track would be machine-laid and provide a smooth running surface. Existing vehicle crossing widths would be maintained, but they would “step” down to cycle track level as they would the carriageway and then to the carriageway itself. Appendix II gives an example of a “stepped” (sometimes called a “hybrid”) cycle track of a similar width to that proposed here.

- 1.48 Where there is no verge (nearer the junction of Main Road and Upper Brentwood Road), the footway and cycle track will run next to each other, but be separated by a “tactile demarcation kerb” which will assist with showing clear space between those walking and cycling (especially for those with visual impairment). The Gallows Corner-bound cycle track would become shared use at the Gidea Park Sports Ground and so connect to the proposed Toucan crossing. The cycle tracks would be at least 1.8 metres in width and footways of a minimum of 1.8 metres would be maintained.
- 1.49 Staff are considering the inclusion of “Countdown” signals for the Toucan crossing on Main Road and PedX on Upper Brentwood Road, but this is subject to further discussion with Transport for London as managers of signals across the Capital. In the case of Countdown at Toucan crossings, the Council requires Special Authorisation from the Department for Transport and a borough-wide application has been made. An example of a Countdown signal aspect is given in Appendix II.
- 1.50 A minimum carriageway width of 6.5 metres (two 3.25 metre running lanes) is maintained which is sufficient for a 30mph single carriageway road. For reference, a similar approach was taken at Hall Lane, Upminster (a 40mph single carriageway road), where the carriageway was reduced to 6.5 metres on the bridge over the A127 Southend Arterial Road in order to create new walking and cycling space. For the Gallows Corner-bound approach to the junction, two 3 metre approach lanes would be provided (as is the current situation) and a traffic island (carrying traffic signals) would create an area to provide space for those turning right into Upper Brentwood Road.
- 1.51 For the Romford-bound approach to the junction, the left-hand lane would be reserved for left turning drivers with the right hand lane being for the ahead movement. The left turn lane has been proposed as it would allow some of the exit side of the junction to be reallocated to the Romford-bound cycle track. This is possible in capacity terms because at peak times, observations show that the majority of drivers in the left turn lane turn left (traffic survey data indicates 86%); this regime would require advanced lane markings and traffic signs. Buses moving ahead would be exempted from this arrangement, although bus drivers currently tend to straddle the lanes as they are relatively narrow.
- 1.52 On the north-eastern arm of Main Road, it is proposed that the carriageway be widened on both sides to provide slightly wider traffic lanes. The carriageway on the left turn from Main Road into Brentwood Road would also be widened to allow for smoother left turns, especially for larger

vehicles as this creates localised congestion when large vehicles are turning left.

- 1.53 The narrow 2-lane approach to the junction from Upper Brentwood Road is not proposed for change as there is some traffic capacity available for those turning left running at the same time as those turning right (from Main Road), although this could be reviewed in the future with a view of providing a wider, single traffic lane and a wider footway.
- 1.54 In terms of parking management, “at any time” waiting restrictions (double yellow lines) are proposed on Main Road between Hockley Drive and the TfL Red Route Clearway at Gallows Corner to ensure free-flow of the traffic along the remodelled section of the street. At any time restrictions are also proposed on Upper Brentwood Road from Ferguson Avenue to Main Road to ensure free-flow approaching and leaving the junction. The restrictions would still allow loading/ deliveries to take place (outside of the “no loading” restriction currently in operation on Main Road which is not proposed to change).
- 1.55 The pay-and-display parking in Farnes Drive and Brentwood Road is proposed to promote availability of parking spaces to give alternatives to short term parking which takes place on Upper Brentwood Road from time to time. The spaces would operate from Monday to Saturday, between 8.30am and 6.30pm, with 30 minutes free parking, £1 for up to 2 hours and £2 for up to the maximum of 3 hours. This element is not specifically linked to the junction review.

Summary

- 1.56 The current junction has its motor traffic capacity limited by the Gallows Corner roundabout and traffic congestion in the Romford-bound direction and there is no prospect of increasing throughput without substantial investment in Gallows Corner and/ or increasing the number of traffic lanes along Main Road. The junction has already been added to the SCOOT system and so traffic through the junction is being actively managed (within pre-set limits) and across the local road network.
- 1.57 The corridor study showed that it was possible to greatly improve pedestrian safety, accessibility and comfort by providing a “green man” crossing of Upper Brentwood Road and a single-stage crossing of Main Road.
- 1.58 The more comprehensive review and detailed work by Staff has shown that it is possible to greatly improve cycle comfort, accessibility and safety through the junction with no motor traffic capacity change and by better utilisation of highway space. It has also been shown that it is possible to provide protection to people cycling as they approach and leave the junction from the Romford side.

1.59 An opportunity has also been taken to review local parking management on the approaches to the junction.

Details of Public Consultation

1.60 141 letters were sent to those potentially affected by the scheme on 7th December 2015, with a closing date of 8th January 2016 for comments.

1.61 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc.) were sent a set of the consultation information.

1.62 Site notices were placed on-street detailing the parking management proposals and an advertisement for the same appeared in the Romford Recorder and London Gazette.

1.63 Information on the scheme proposals has also been included within regular emails sent to subscribers to the Council's "Your Council Updates" service and the proposals have been published within the consultations area of the Council's website.

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 17 responses were received as set out in Appendix III to this report.

2.2 Cllr Thompson expressed general support for the scheme. He requested that "Countdown" be provided for pedestrians at their crossings. He considered that the "at any time" waiting restrictions in Upper Brentwood Road should only cover Nos.622 to 614. He further suggested that the need for pay and display bays in Farnes Drive may be reduced by the planned closure of the HSBC and perhaps some bays could be reserved for businesses.

2.3 2 members of Havering Cyclists (the local branch of the London Cycling Campaign; the people being local residents too) expressed support for the scheme and offered the following comments;

- Would create a "safe" route for people cycling towards Gallows Corner and wishing to access the Toucan crossing at the A127 arm of the roundabout,
- The existing cycle route ends before the junction,
- The scheme will be obvious and safe for pedestrians and cyclists,
- It will enhance the connection to NCN136,
- It will provide a safe route through the junction and stop cyclists being squeezed by traffic, especially in the rush hour,
- The scheme will improve safety for all road users,

- They hope that the Committee will agree the scheme without alteration.
- 2.4 2 residents and 3 other respondents expressed support for the proposals and offered the following comments;
- The scheme should go further to add protected cycle ways all of the way along Main Road,
 - Scheme should also consider improvements to the Gallows Corner approach for people walking and cycling,
 - Support for the principle of improving access and safety for pedestrians and cyclists,
 - Support for the provision of a protected cycle track,
 - Idea is supported, but cycle paths in Havering are in a terrible state,
- 2.5 1 resident suggested that the left and right turn traffic signals for people leaving Upper Brentwood Road were confusing with the potential for a red signal to apply to the left lane, but not the right and this was especially confusing for pedestrians.
- 2.6 1 resident suggested that the protection of cyclists was desirable, but the width of the carriageway of Main Road was barely fit for purpose for current traffic volumes. They didn't consider the proposed layout to be wide enough for 2-way traffic to pass each other or there being enough space to pass cyclists.
- 2.7 1 business from Upper Brentwood Road objected to the pay and display parking proposals on Upper Brentwood Road and Farnes Drive. They didn't consider there to be a parking problem and the proposals would be harmful to the businesses.
- 2.8 1 respondent indicated that they had no problem with the scheme generally, but they objected to the pay and display parking proposals as there was no evidence of commuter use and the impact on the local shops.
- 2.9 2 residents and 2 respondents objected to the proposals and offered the following comments;
- Concerned that no information on costs were provided in the consultation and felt if the scheme continued further the costs were unjustifiable for a handful of cyclists,
 - The proposals will make the existing congestion worse and impact on Gallows Corner and the Romford Ring Road,
 - The left turn lane on Main Road proposals will cause congestion,
 - Cyclists don't use the cycle lanes on Main Road, they use the footway,
 - The proposals will reduce the road width by 40%,
 - The narrowing of the road will cause an overtaking hazard when buses are at stops,

- Passengers would have to cross the cycle track to get to buses,
- The bus stop at Links Avenue is in a dangerous position,
- The funding should be spent elsewhere, including footway maintenance,
- Comments about the behaviour of cyclists
- Objection to the pay and display parking proposals,
- Cycle tracks for a short distance have no point,
- Construction works would cause congestion,
- Comments about matters unrelated to the scheme, unrelated to Havering or about national legislation and policy,

2.10 The “Local Representative of the CTC Right to Ride Network” offered the following comments,

- The cycle tracks contravene the London Cycle Network Design Manual and should have a 0.5 metre separation strip from the carriageway,
- The cycle tracks should have a 45° chamfered kerb,
- The trackway surfaces should be finished to carriageway standards,
- The arrangements are a cynical move to shift cycle traffic out of the way of other, motorised modes and cycle-users should be accommodated on the highway as first choice in urban situations.
- A serious disadvantage as safe overtaking is largely precluded and there is no indication that disability cycles have been considered,
- Piecemeal arrangements are not welcome and at Hockley Drive the rider is deposited into the traffic flow,
- 2 metre wide advisory cycle lanes would be far better,
- The speed tables should have sinusoidal profiles.

3.0 Staff Comments

3.1 The provision of the pay and display parking is not a dependency for the wider scheme and Staff recommend that the Committee takes a view on whether or not it should be provided. With regard to the “at any time” parking restrictions, concerns have been raised over their length and Staff are content with the suggestion made by Cllr Thompson that they be shorter than proposed.

3.2 Comments have been made by those in support and against the cycling proposals within the scheme in terms of the work being restricted to a short length of Main Road with those in support also stating the scheme should go further along Main Road and deal with Gallows Corner. Staff acknowledge the comments, but the available funding has a limit. Junctions tend to be more risky than links for people cycling and the proposals will deal with the junction; it also provides substantial improvement for people walking who are poorly served at the junction. Gallows Corner is under Transport for London’s control.

- 3.3 In terms of traffic signals, Cllr Thompson requested that consideration be given to provide “Countdown” for pedestrians. This is possible for the proposed PedX crossing of Upper Brentwood, but for the Toucan crossing proposed for Main Road, this will depend on the outcome of the application for special authorisation which has been submitted to the Department for Transport and TfL will have the final say as signals authority for London. With the left turn filter signal at Upper Brentwood, the provision of a PedX will remove confusion for pedestrians and it does allow traffic to run with right turns from Main Road, so it is not proposed to change this aspect.
- 3.4 The funding for the scheme is provided by TfL through the LIP process and is not available for other matters, including maintenance works. There is no costed proposal for further work along Main Road and the current 2014/15 to 2016/17 TfL-funded programme does not include such. However, should the scheme be implemented, Staff are likely to propose an expansion through the next 3-year TfL programme. Given the level of funding generally available a comprehensive scheme would only be available as a TfL “major scheme” and the Council’s priority for such is focussed on the urban section of the A1306 in Rainham.
- 3.5 Comments against the scheme included those of the physical space available for the proposed cycle tracks and that the scheme would leave Main Road being unsuitable for 2-way traffic flow. There is sufficient space for all modes of transport within the proposals. The existing layout caters primarily for motor traffic and can be set out more efficiently to provide space for those walking and cycling.
- 3.6 In response to the comments about the proposals causing congestion, this will be concern about motor traffic congestion. As dealt with above, the scheme is intended to be capacity-neutral for motor traffic, and for walking and cycling the changes essentially create additional and improved capacity for those modes. In terms of construction works creating congestion, this is likely given the sensitivity of the location, but would be mitigated with off-peak working where possible.
- 3.7 Comments have been raised about the scheme’s impact on the ability of drivers to overtake stationary buses and passengers needing to cross cycle tracks. The proposals do not interact with any bus stops to the southwest of the junction and any extension in the future would have to deal with those issues. There are plenty of examples in London which deal with such points of conflict on primary streets.
- 3.8 Some comments have been made about the behaviour of cyclists, national policy and matters unrelated to Havering. Staff would comment that poor behaviour depends on the individual and not the mode of transport they happen to be using at the time. For cycling, the current junction leads to people needing to keep up with traffic and cycle defensively within the narrow lanes, so the provision of clear and protected space can deal with any perceived view on behaviours from that regard. It is likely that those cycling on the footway are doing so because they are scared of cycling in

conditions with heavy motor traffic flows. The other issues raised are simply not relevant to the scheme.

- 3.9 The local CTC representative has made a number of technical points. In terms of the proposed cycle tracks, they would be machine-laid and therefore provide a carriageway-standard surface. This is recognised as the modern and correct way to provide for cycling. The addition of a 0.5m buffer area is desirable, but not possible within the proposals nearer the junction because of highway space, and away from the junction because of the desire to leave the trees unaffected. Staff would observe that if there were an additional 0.5m available, it would be desirable to have this as usable cycling space.
- 3.10 The bulk of the proposals would have a kerb face between the cycle track and the carriageway and a low kerb face between the cycle track and the verge/ footway areas. A final design decision is yet to be made on kerb type, but 45° chamfer kerbs might be possible although not with low kerb faces. The photograph of the stepped cycle track in Appendix II shows the expected type configuration and cycle track width (although there is no verge between the footway and cycle track). The proposals are designed to take cycle traffic out of general traffic flow with the aim of providing clear and protected cycling space and Staff disagree with the suggestion that there is anything cynical with this approach.
- 3.11 The provision of advisory cycle lanes (2 metres wide or otherwise) cannot possibly provide the same levels of experienced safety as kerb-protected cycle tracks which have considered the needs of all users and all configurations of cycle (as set out in the current London Cycling Design Standards). The current situation often has the existing advisory cycle lanes being encroached into by both moving and queuing traffic and there is no provision at all within 60 metres of the junction to the southwest. This means people cycling are either sharing with motor traffic or using the footways and the de facto position for most people (shown by the low cycle volumes) is that cycling is not for them because the current arrangements do not feel safe to use.
- 3.12 Mode share for cycling in Havering is less than the Outer-London average and it is the opinion of Staff is that it is because of the hostile road conditions which prevail across the borough and this junction serves to demonstrate this. The detail, analysis and justification for this opinion is beyond the scope of this project, although the three documents which have influenced the design of this scheme contain detailed information which supports this position.
- 3.13 Staff recommend that aside from any adjustments to the parking management matters set out above that the Committee recommends that the scheme be implemented and that it would serve as an indication how walking and cycling might be enabled on a primary street.

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 £180,000 for implementation will be met by Transport for London through the 2015/16 (£80,000) and 2016/17 (£100,000) Local Implementation Plan allocation for Main Road/ Upper Brentwood Road Junction. The funding will need to be spent by 31st March 2016 and 31st March 2017 respectively, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should the 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 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:

Waiting restrictions, parking bays and the installation of speed tables require advertisement and consultation before a decision on implementation can be taken.

The Council may convert existing footways into cycle tracks, by technically “removing” the footway under Section 66(4) of the Highways Act 1980 as amended and “constructing” the cycle track under Section 65(1) of the Highways Act 1980 as amended.

The Council may create new cycle tracks using its powers under Section 65(1) of the Highways Act 1980 as amended.

The Council may vary the relative width of carriageways and footways using its powers under Section 75(1) of the Highways Act 1980 as amended.

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 pedestrian signals and single-stage crossings within signalised junctions improves accessibility to all, but most especially people with mobility impairments, visually impaired people, older people and children.

The provision of protected cycling infrastructure on primary streets can enable inclusive cycling and is especially helpful to those with mobility impairments and those using non-standard cycles. Cycle tracks enable inclusive cycling by providing spatial protection for users and cycle signals enable inclusive cycling by providing temporal protection for users.

BACKGROUND PAPERS

Project file: QO016, Main Road/ Upper Brentwood Road Junction Study

**APPENDIX I
EXISTING SITE PHOTOGRAPHS**



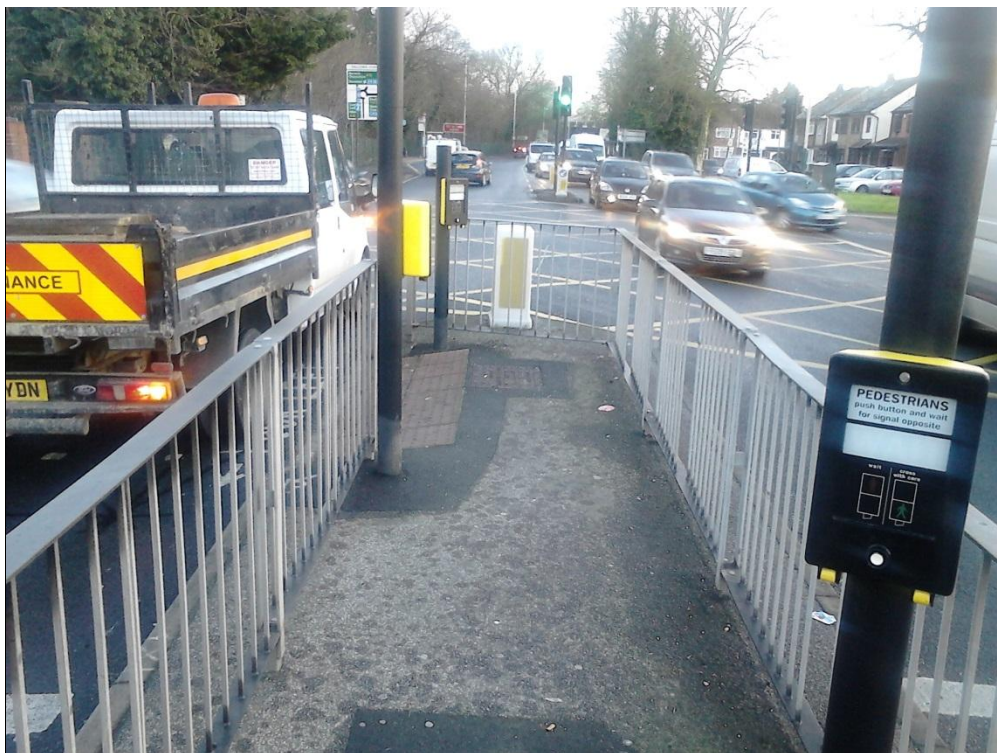
Entry to Upper Brentwood Road; current pedestrian crossing
(looking towards Romford)



Main Road, northeast side of junction. Approximate location of proposed single stage Toucan crossing (looking from south-eastern side to north-western side)



Main Road, southwest side of junction. Existing 2-stage, staggered PedX crossing (looking from south-eastern side to north-western side)



Main Road, within existing 2-stage staggered crossing looking towards Gallows Corner.



Main Road, view from southwest to northeast with Gallows Corner in the distance.



Main Road, southwest of junction. Start of Romford-bound 1.1 metre wide advisory cycle lane.



Main Road, southwest of junction. End of 1.1 metre wide advisory cycle lane 60 metres before junction.



Main Road, northeast of junction, view towards Romford.



Upper Brentwood Road, looking towards junction; two lanes approach is about 3 cars deep.

APPENDIX II
INFRASTRUCTURE EXAMPLES



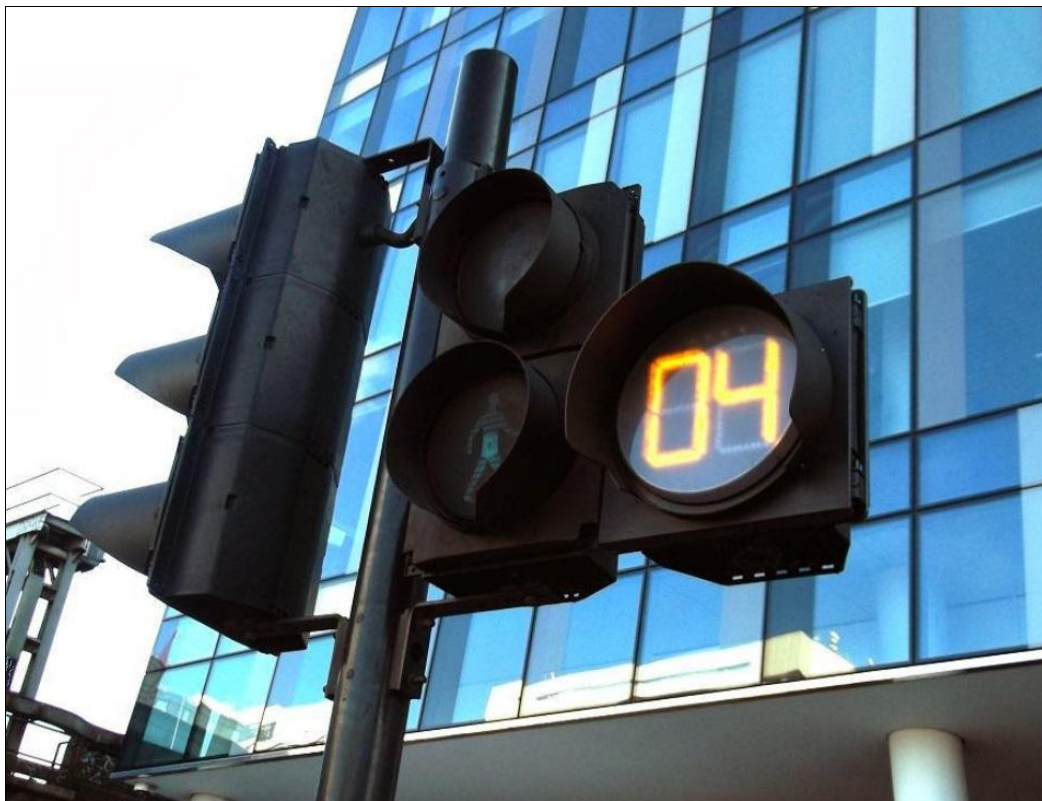
Example of a stepped cycle track, A270 Old Shoreham Road, Brighton



Example of a parallel crossing, Westferry Road, Limehouse



Example of a Toucan crossing, Hacton Lane, Hornchurch



Example of a Pedestrian Countdown signal, Blackfriar's Road, Southwark

**APPENDIX III
CONSULTATION RESPONSES
SCHEME DRAWINGS**

| Respondent | Response and Staff Comments (where required) |
|--|--|
| <p>Cllr Frederick Thompson</p> | <p>Generally good and should make some cyclists a bit happier. Can we be sure it will not reduce junction capacity? I would like the crossing to have a countdown but working from straight off rather than blacked out for so many seconds then commencing as it makes it easier for slow walkers to decide whether to cross or not. In my opinion the no waiting on the even side of Upper Brentwood Road extend too far along and stops visitors to those with little off street parking, and this helps slow down speeding traffic.</p> <p>Additional clarifications</p> <p>I would like to only have the no waiting extend down from 622 to 614 inclusive.</p> <p>Further to my comment below HSBC bank is closing on 4th March 2016 so the call for the pay and display in Farnes Drive might be reduced such that one might reserve some of the bays for business permits to raise a little more revenue.</p> |
| <p>Jeff Stafford Havering Cyclists (local branch of London Cycling Campaign)</p> | <p>I would like to congratulate the Council for this scheme which will make travelling by bicycle from Romford to Gallows Corner on the A127/A12 much, much safer.</p> <p>I hope the Highways Advisory Committee will see the great benefits of the scheme and pass it without alteration. If I can speak at the committee to voice the opinion in favour on behalf of all our members I would very much like to do so.</p> <p>It makes sense to create a “safe” route for cyclists when heading north along Main Road from the Town Centre.</p> <p>There is currently a cycle “path” marked along Main Road from the Town Hall but it disappears (heading north) when you get to the Upper Brentwood Road traffic lights.</p> <p>If cyclists wish to carry on in the direction of Harold Hill or Harold Wood, they currently take their lives into their own hands and try to cross to the east side of Main Road just before the roundabout on Eastern Avenue to pick up the shared pedestrian/cycle route at the lights under the flyover, and then proceed on the shared pavement in a northerly direction (and similarly when coming from the north to south)</p> |

| | |
|---|--|
| | <p>The alternative is to cross at the Upper Brentwood Road traffic lights whilst mounting the pavement illegally and then proceeding on the eastern side of Main Road passing the bus stop.</p> <p>The new scheme will make it obvious and safe for both cyclists and pedestrians and not least of all, provide a connection onto the Sustrans National Cycle Route 136 which is linked to the shared access path along the A12 creating safe access to Harold Wood and eventually to Dagnam Park in Harold Hill.</p> <p>For these reasons I am totally in favour of this scheme.</p> |
| <p>Resident 93 Amery Gardens</p> | <p>I would definitively agree that improvements are needed in that area. There really should be more plans to add protected cycle ways. I ride to work at One source and was knocked by a car yesterday (15 Dec) while riding towards Romford at the Lodge avenue turning. A school mum with 2 children in her car turned left on me across the cycle lane. I'm lucky not to be hurt worse than bruises and aches, it's knocked my confidence, but I won't stop riding to work.</p> <p>We have been cycling in the borough for over 25 years and our son also rides to school at Redden Court as well as around our local area. We do also drive a car (not for work) and use public transport.</p> <p>Please think about safety when making these decisions as driver's seem to think they rule the roads, even when cyclists have a marked lane!</p> |
| <p>Resident RM3 Address not given</p> | <p>As a Havering resident, please see below for my response to this consultation.</p> <p>I am broadly in favour of the proposed improvements and I support the principle of improving access and safety for pedestrians and cyclists as set out in the plans. It is particularly encouraging to see the inclusion of a segregated cycle track.</p> <p>However, the cycle track appears to cover a lamentably short section and does not really address the key safety issue in this area which is the approach to Gallows Corner roundabout. I appreciate this scheme is only concerned with a localised area, but it is a shame that there is not a more comprehensive review of the overall pedestrian and cycling experience to maximise the impact of these improvements.</p> |
| <p>Ray Whitehouse Havering Cyclists</p> | <p>I feel that this proposal is a major step in improving the safety of all concerned on the approach to Gallows corner. I fully support this proposal.</p> |

| | |
|--|---|
| <p>Committee member, London Cyclists Havering co-ordinator, CTC member</p> | <p>I would like to congratulate the Council for this scheme which will make travelling by bicycle from Romford to Gallows Corner on the A127/A12 much, much safer.</p> <p>The journey along Main Road as it approaches Upper Brentwood Road and then towards Gallows corner has for a long time been a particularly dangerous route for cyclists who are forced to ride (illegally) on the pavement or be squeezed by traffic especially in the rush hour. The facilities are then poor to cross the junction and then approach Gallows corner on the other side of the road which is the safest way to do it.</p> <p>On the return journey there is currently no safe way for cyclist to cross the junction in the other direction and re-join the carriageway.</p> <p>This proposal is a good example of how to significantly improve the safety of the junction for all road users and not just cyclists.</p> <p>I hope the Highways Advisory Committee will see the great benefits of the scheme and pass it without alteration</p> |
| <p>Respondent Address not given</p> | <p>Being an avid cyclist all over Romford the cycle path on Main road is a fabulous idea - BUT the current cycle paths throughout Havering are in a terrible state.</p> <p>I believe money would be better spent on maintaining the re-painting the existing paths and bringing them up to an acceptable standard.</p> <p>One in particular is on NORTH STREET opposite the bus garage - I cycle this daily and the pot holes along this section are dangerous and should be given immediate attention. I have emailed the request before but nothing has happened.</p> |
| <p>Respondent Address not given</p> | <p>Great idea, hope it can happen. A big statement and very helpful in getting cyclist to commute into Romford.</p> |
| <p>Resident</p> | <p>Only if it's a dedicated cycle lane and not a green painted lane on the road as it then becomes dangerous I'll</p> |

| | |
|------------------------------|---|
| 54 Barleycorn Way | use it and leave my car at home if it's a dedicated lane |
| Resident 7 Bruce Avenue | <p>I am a regular user of this junction and I have been intending writing to you to express a point of concern at the existing traffic light sequence. The left and right filter lights when travelling along Brentwood Road into Main Road are staggered and are quite confusing. The stagger of the sequence is not constant and it is easy to misinterpreted them particularly when turning right into Main Road. This was compounded the other day as a pedestrian crossed the road assuming that both filter lights were on red and stepped out into my live lane whilst I was turning right. Fortunately I am familiar with the vagaries of these lights set up and avoided hitting the pedestrian. He castigated me as he assumed that the vehicle that was waiting on a red light to turn left would apply to both lanes. As do many motorists.</p> <p>I have never understood what is the advantage is to having these constantly varying filter lights. It seems to do nothing to improve traffic flows and is a serious accident waiting to happen !!!</p> <p>I hope my description of this perceived 'hazard' at his junction is self explanatory, if not please feel free to contact me to enable me to further explain my concern. It is only as a consequence of these proposed junction improvement that has prompted me to write this Email but I have been intending doing so for some time.</p> <p>Additional comments, following clarification</p> <p>However can I suggest that the varying stagger of these two filter lights are made constant as the range of their variation is very confusing and I believe quite dangerous. It is so easy to assume a right of when given it one day, to then find a totally different stagger sequence another day. I regularly see many motorists make false starts to go at this junction. Fortunately I have not seen this develop into an accident (yet ?)</p> <p>Thank you for listening to and responding to my concern. I know that signal sequencing is quite an art to maximise traffic flow which is often commuter controlled to events elsewhere in the vicinity.</p> |
| Resident 2A Repton Avenue | Desirable though it may be to ensure the protection of cyclists, it should be remembered that the width of the carriageway of Main Road is barely fit for purpose to carry the current volume of traffic at peak times, before any modification takes place. |

| | |
|---|--|
| | <p>As a driver, to ensure the safety of cyclists, I would not wish to drive closer than one metre minimum distance from the proposed cycle track when passing a rider, especially one who may be cycling close to the edge of the track. Nor would I expect to face oncoming traffic without at least one metre separating the two vehicles with a closing speed of at least 40 miles per hour. For two vehicles passing, this would require three metres for safety purposes. The drawing shows the total carriageway[both directions] will be restricted in width to 6.5 metres thereby allowing 3.5 metres for the total width of the two passing vehicles. Could two London buses squeeze into such a gap? Impossible. The scheme has the potential to create more hazards than it purports to reduce and is not fit for purpose. I'm sure the money could be spent in better ways. Any improvements which could be made to the Gallows corner roundabout for the protection of all users [probably the responsibility of TFL] should have a much higher priority.</p> <p>I would be grateful if you would pass this viewpoint on to the committee. Thank you.</p> |
| <p>Business Shears 622 Upper Brentwood Road</p> | <p>I lease the hair salon shears 622 upper Brentwood rd Rm2 6hs .</p> <p>I was upset ,angry & worried to receive the letter & plans to put In double yellow lines & pay & display meters down upper Brentwood rd.</p> <p>This was proposed a few months ago & withdrawn due to residents & shop keepers pleas not to go ahead. The residents are not asking for this & as a small business owner I can't think of anything more damaging for my business than this.</p> <p>We do not have an issue with parking down upper Brentwood rd & that is a plus point for us to Base our salon here. Putting these restrictions in is going to have devastating consequences for us & I fear we may have to leave.</p> <p>The top end of upper Brentwood rd is wide enough for cars to park & for traffic to pass & most of the houses have drives hence why I said parking for residents ISN'T a problem !</p> <p>If people can not park they will simply drive on by for fear of getting a ticket or having no change for the meters.</p> |

| | |
|--|--|
| | <p>I felt relieved after the last meeting that you waived the idea but to have it raised AGAIN after all our concerns makes me feel ignored & given the feeling that local council doesn't give a hoot for small businesses owners & I thought you were here to help.</p> <p>I fear this is nothing but a money making plan as I can not see any other reason for these restrictions. Please consider my pleas not to put double yellow lines & parking meters in our parking friendly rd.</p> |
| <p>Respondent No address given</p> | <p>Regarding the above proposals I make the following representation. Although no problem generally with the cycle lane and associated works I object to the installation of pay and display in the area. This is unnecessary as there is currently no lack of parking space generally there. There is no evidence of commuter parking all day and none of parking then travelling by bus to Romford,even at Christmas time. The Bank is closing in March as is the busy ATM outside so general traffic levels will be reduced. This will hit the adjacent shops. This is of no benefit but the opposite effect in trade to the hairdressers,and convenience store. The recently opened Indian takeaway has hours limited by the Council to 8PM so trade up to 6.30pm will be affected. Although 30 minutes free parking is allowed the general appearance of signs indicating parking put people off stopping for even a short time and people do not want the effort of registering their car number for a short stay . A similar proposal early 2015 was rejected by the Committee as councillors could see no benefit at all to the area. Nothing positive was said,only agreement that there was no benefit to anybody,including Council finances in the scheme. It would appear they will see no reason to reconsider.</p> |
| <p>Resident 106 Links Avenue</p> | <p>With reference to the LA's proposal referred to above, I wish to make the following comments:- It's not clear whether local Counsellors have been consulted about this proposal and if so, what is their view on these proposals?</p> |

The letter and enclosures mentions only a small section of Main Road, yet conversation with the LA revealed that this is only part of a plan to extend the cycle track scheme to Romford. This extension is important in resident's consideration of the plans and should have been made explicit in the consultation letter from the LA.

The LA revealed that the scheme is to cost £180,000. This should have been made clear in the consultation letter as value for money must be at the heart of any meaningful consideration, especially given the current public expenditure constraints.

If this scheme is to cost £180,000, the total cost of the scheme to Romford, along Main Road, will be in the order of £750,000. Three quarters of a million pounds! This is totally unjustifiable to benefit a handful of cyclists in an austerity climate.

This road is often subject to severe congestion which sometimes tails back to the Eastern Avenue from Romford and from Romford to the Eastern Avenue. The proposals will make that congestion much worse and cause totally unnecessary delays to many people, particularly at Romford ring road and on the Gallows Corner roundabout and the A12 and A127.

The number of cyclists using Main Road at the present time is minimal and is highly likely to remain so in the future. It certainly doesn't justify the expenditure of half a million pounds of taxpayer's money.

Most of the cyclists on Main Road don't use the existing marked cycle lanes but cycle illegally on the footway. They're unlikely to change their behaviour after these proposals.

The proposals will result in the roadway being reduced by almost 40% whilst creating two cycle lanes which will be almost unused. It is ridiculous to sacrifice 40% of the roadway for cycle lanes which will carry only a minute percentage of travellers.

Narrowing the road by four metres will cause an overtaking hazard for motor vehicles when buses are stationary at bus stops and increase the probability of head on collisions and other RTSs.

Passengers at bus stops would have to cross the path of cyclists on the cycle track, on both sides of Main Road, to board busses. This will put pedestrians at risk from collisions with cyclists on the cycle tracks. This is

| | |
|---|--|
| | <p>aggravated by the boorish and aggressive attitude of many cyclists and the fact that many of the people boarding busses in the area are elderly.</p> <p>The consultation letter mentions a “speed Table” at the Main Road/ Hockley Drive junction. I don’t know what a “speed table” is or why this jargonistic term was used for a public consultation. Is this junction more dangerous than any other along main Road? If it is, the fact that a bus stop is located a few meters from Hockley Drive, on the approach side, is a far greater hazard unaddressed by the LA. The bus stop at Links Avenue, going in the northerly direction, is also located dangerously on the approach side of the junction and presents the same danger for people turning into, and pulling out of, Links Avenue.</p> <p>The footways in Links Avenue are a disgrace. In many places adjacent paving stones are displaced vertically at their joints by up to 2cm. Outside my own house, #106, there are stones displaced by 1cm. My next door neighbour recently had a fall and sustained serious injury to her face. Although the footway outside her house has been repaired nothing has been done to address the many other faults, some worse than the one which caused her injury, yet the roadway has been relayed even although it was patched but safe and sound. It is ridiculous that a grandiose scheme costing three quarters of a million pounds, and of extremely limited value to anyone, is being proposed whilst dangerous faults with a high probability of causing further accidents are being ignored?</p> <p>The proposal to charge Council Tax payers to park in the area they are already paying council tax to maintain is outrageous. Why should residents, particularly the elderly people in the area, be expected to pay to pop into a corner shop or bank for a few minutes? This is disgraceful.</p> <p>You say that you will be unable to give individual replies to comments received as part of the consultation. I understand that and think it reasonable. However, it is essential that the LA publish ALL points raised during the consultation and make their response to each of them in a manner which is available for the public to see.</p> |
| <p>Resident Gidea Park No address given</p> | <p>I live in Gidea Park. I am a car driver and cyclist. I travel to work occasionally by car to Leyton east London and have seen the complete disaster the idiots in charge of these cycle highway have done around here.</p> <p>The cyclist now a days have no regard for walkers, the speed these people can get up to on these bikes can be frightening.</p> |

| | |
|-------------------------------------|--|
| | <p>I feel it is totally wrong that a cyclist seems to have, or want more rights than a car driver to use our roads, the car driver at least pays road tax, has passed a test of competence and pays tax for fuel, even though not healthy.</p> <p>On the other side some muppets buy a bike, do not wear a helmet or have done any road safety test, in some cases the latter is worse, and speed through red lights because they can't wait saying it's not for them, thus endangering walkers. I have personally seen this so many times in and around London. And when there is an accident, obviously the biker comes off worse. Everyone says poor little Johnny, he was in the right, more cases than not he was an idiot and caused the problem through his stupidity.</p> <p>There is a place for bike highways but not on roads and hopefully not in Havering and we the tax payer, be it council or government should not have to foot the excessive bill to have these white elephants. Personally I think before anything is done, there should be mandatory insurance for cyclist, a registration, and if not followed the bike removed there and then, given a set date to comply and fine to get done, otherwise bike is either destroyed or sold, also the cyclist chased for monies owed.</p> <p>Only when you have a genuine traceability can there be a move forward to the next stage, also ideally a mandatory cycling proficiency test which I had while at school.</p> <p>Another idea I also think should go forward is, we the drivers should have to retake our driving test say every fifteen to twenty years with a window of one year to pass, either being done on age or amount of years driving. It would also increase monies to government, also increase work for the driving agencies which I myself am not involved in.</p> <p>Also women should be banned from wearing full face veils while driving as their periphery vision is zero and is a hazard to everyone ire speck of beliefs.</p> |
| Resident Upper Brentwood Road | <p>Regarding the Proposed Parking Restrictions</p> <p>By changing and imposing new parking waiting and loading restrictions and making parking bays chargeable</p> |

| | |
|------------------|--|
| No address given | <p>you will push cars wishing to stop at the various shops in Upper Brentwood Road into the next available free space which is in Beaumont Close and Ferguson Avenue. As a resident at the Upper Brentwood Road end of Ferguson Avenue we already experience difficulties in reversing off of our drive due to parked cars. I can only see this becoming worse as more cars choose to park in these roads to avoid paying for parking.</p> <p>Regarding the Proposed Protected Cycle Lanes</p> <p>Point 1: I believe this will cause congestion by making one of the lanes from Gallows Corner down to the junction left turn only this will back more traffic up towards the roundabout and make an already busy stretch of road even more congested as cars swap lanes.</p> <p>Point 2: The pathway adjacent to the proposed lane is already wide enough for pedestrians and cyclists and most cyclist prefer to use the path not the road. Unless you stop delivery vans etc., from blocking the cycle lane cyclists will still use the pathway. If you do stop delivery vans blocking the cycle lane this will cause heavy congestion and block the road.</p> <p>Point 3: I regularly see emergency services using Main Road. If the proposed cycle lanes go ahead this would significantly impact their ability to get through the traffic as cars would not be able to pull over to let them through due to the cycle lanes. Main Road is a very busy stretch of road and making it narrower does not make sense.</p> <p>Point 4: I would like to understand what use a protected cycle lane is for the hundred or so metres it would run when there is already a marked cycle lane in place. If it ran all the way to Romford then I might see the point but not for such a short distance.</p> <p>Point 5: I am regularly out and about at different times during the day using Main Road primarily as a pedestrian but also as a driver. I have not noticed any particular volume of cyclists that would warrant this expenditure.</p> <p>Finally, we have just received an email from Havering Council stating that you will receive £10.8m less this year. As such I do not think you should be spending money on schemes that will have a minimum impact and only benefit a small number of people. Money would be better spent improving Gallows Corner and the general</p> |
|------------------|--|

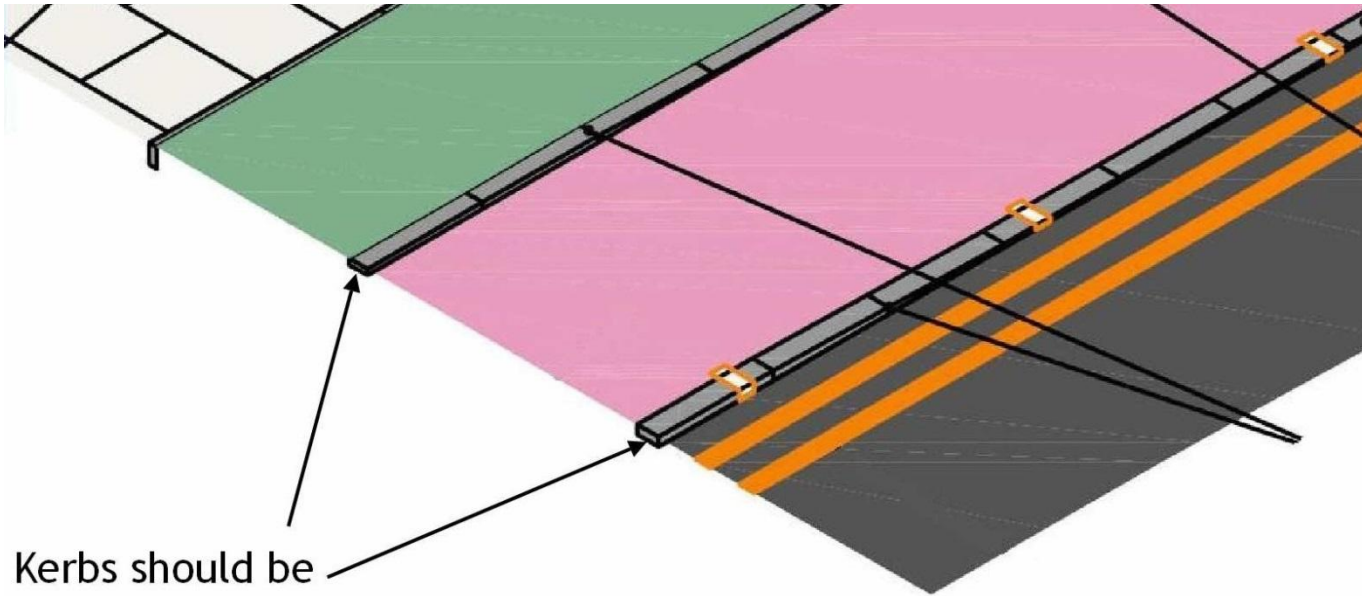
| | |
|---|--|
| | <p>flow of traffic in that area.</p> <p>If for some reason this goes ahead this will only had to the misery already caused by the works going on at Ardleigh Green Bridge. Traffic on Main Road, Upper Brentwood Road, A127 and around Gallows Corner is already under severe pressure and gridlocked at key times during the day. I imagine these works would only had to this problem as the bridge works are expected to take a further two years with road closures expected at various stages.</p> |
| <p>Respondent No address given</p> | <p>Totally opposed to this. Will cause major traffic problems</p> |
| <p>David Garfield Local Representative: CTC 'Right to Ride' Network</p> | <p>Firstly, as only one cross-section is provided, it is not always possible to ascertain precisely what is being proposed. Perhaps you have some explanation?</p> <p>The proposed 'Cycle Tracks' appear to be completely adjacent to the kerb. This contravenes the guidance of the London Cycle Network Design Manual, which advises that there should be a minimum 0.5 m separation strip between the carriageway and the cycle-track. It is a highly-desirable safety feature, especially as such a proposed facility is likely to be used by beginner and/or inexperienced riders.</p> <p>Alternatively, as they are described as a 'protected cycle-track,' they should be equipped with 45° chamfered profile kerbs.</p> <p>Trackway surfaces should be finished to carriageway standards of level and smoothness, not just left at footway standards, as has almost always been the case.</p> <p>Such arrangements appear to be a cynical move to shift cycle-traffic 'out of the way' of other, motorised modes. As staff are fully aware, cycle-users have precisely the same rights (and, of course, responsibilities) on the highway as all other modes. Consequently, as a first choice, they should be accommodated on the highway in urban situations such as this. One serious disadvantage is that safe overtaking is largely precluded. There is also no indication that disability cycles have been considered.</p> <p>Similarly, such piecemeal arrangements are not welcome: at Hockley Drive, the rider is deposited once more</p> |

into the normal traffic flow, so little or nothing is achieved.

It would be far better to provide on-carriageway advisory lanes at the recommended 2m width.

The proposed 'speed table' at the entrance to Hockley Drive should be installed with sinusoidal profile entry and exit ramps, in line with previous advice, to ensure that they are rendered cycle-friendly. Your colleague has acknowledged that there is no reason why this should not be achieved. (Please see attached diagram.)

You claim that, because you are expecting a large number of responses, it will not be possible to give individual replies. However, even if that proves to be the case, that is not a reason for failing to provide a generalised reaction.



Kerbs should be in 45° chamfered profile.

