

HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:	Proposals to prohibit right turn from Birkbeck Road into A124 Rush Green Road, Romford – Outcome of the public consultation.
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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 works is £2,500 which would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

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 to prohibit right turn traffic from Birkbeck Road into A124 Rush Green Road, Romford. The proposals follow complaints from the local residents that the residential streets are being used by drivers to bypass the traffic queues developing during peak periods at the junction of Dagenham Road and Rush Green Road. It further 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, recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following traffic movements are permitted:
 - a) **Birkbeck Road / Rush Green Road junction, Romford**

Prohibit all vehicles proceeding southbound in Birkbeck Road from turning right on reaching its junction with A124 Rush Green Road. The location of the closure is shown on drawing no. QL040 / 76 and,
 - b) **Permit cyclists to enter and exit Rush Green Road/Birkbeck Road junction**

Prohibit all vehicles, except pedal cycles, from proceeding in that length of Birkbeck Road, which extends between the western kerb-line of West Road and the north-western kerb-line of A124 Rush Green Road in a direction other than from generally north to south. The proposals are shown on drawing. no. QL040/76 and
 - c) **Modification of kerb build-out at junction**

Modify the existing kerb build-out on the western side of the junction of A124 Rush Green Road with Birkbeck Road to allow cycle access into Birkbeck Road by providing appropriate dropped kerbs and traffic signs so that the build-out becomes a shared-use cycle track.
2. That it be noted the cost of carrying out the works which is mainly associated with advertisement of the traffic orders and staff time is £2,500. This would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

REPORT DETAIL

1.0 **Background**

- 1.1 Birkbeck Road is predominantly a residential road. It connects Dagenham Road in the east and A124 Rush Green Road on the west side. Vehicular traffic is prohibited from entering into Birkbeck Road from A124 Rush Green Road. The measure was presumably introduced several years ago to stop the rat running traffic in Birkbeck Road.
- 1.2 Birkbeck Road, permits two-way traffic whereas there is one-way traffic (southbound) between West Road and Rush Green Road. The one way system was introduced to reinforce the No Entry into Birkbeck Road from Rush Green Road.
- 1.3 There are other roads in the close vicinity of the site where the traffic has been prohibited entry to prevent it from by-passing the signals of Rush Green Road/Dagenham Road. These roads are Norwood Avenue, Fourth Avenue and Lincoln Avenue / Gorse Way junction.
- 1.4 The existing junction at Rush Green Road/Dagenham Road is signalised and it conveys considerable amount of traffic during peak periods. During peak periods, the traffic in Dagenham Road by-passes the signals and uses the side roads namely Wolseley Road, Grosvenor Road, Birkbeck Road etc to gain access into Rush Green Road when travelling westbound towards Ilford or London.
- 1.5 Drivers tend to over speed in the side roads to make up their lost time incurred from the traffic queues developing in Dagenham Road. In the past, the local residents were consulted on proposals for speed restraint measures, however, the proposals were not implemented as the residents were not in the favour.
- 1.6 In view of the current problems, it is proposed to prohibit right turn from Birkbeck Road into Rush Green Road. The proposed right turn exit will not have a serious affect on the traffic movements. The proposals are shown on drawing no QL040/76.
- 1.7 At present, traffic is prohibited from entering into Birkbeck Road from Rush Green Road and this is supported by a traffic order. It is proposed to permit entry for cyclists only to avoid using the traffic signals.
- 1.8 It is estimated that the cost of carrying out the works which is mainly associated with advertisement of the traffic orders, traffic signs and staff time is £2,500. This would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

2. **Outcome of Public Consultation**

Consultation letters were sent to emergency services and other statutory consultees on 15th July 2016. In addition, approximately 350 letters were hand delivered to the occupiers in the immediate area. The closing date for receipt of representations was 5th August 2016. By the close of consultation, 26 responses were received and these have been analysed and included in appendix 1 of this report.

3. **Staff Comments**

Only 26 responses have been received of which 46% agree with the proposals, 38 % have objected and 15 %have mixed views ie neither agree or object the proposals.

Some residents had queried about the enforcement application for the measures to be affective. The respondents were informed that the prohibition is under the moving traffic offences. In the past, such offences were dealt with by the Metropolitan Police, however, based on their priorities and resources, the enforcement has now been passed to local authorities to deal with such matters. The Council will, therefore, provide enforcement by mobile patrol as their resources would permit. If the problem continues then consideration will be given to installing a static camera. The location of the camera will depend on the land constraints.

The proposed measures will deter unwanted traffic from by-passing the traffic signals at the junction of Rush Green Road/Dagenham Road and using the residential streets between Dagenham Road (north) and Rush Green Road.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety the implementation of the above scheme.

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 Environment 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 Environment Revenue budget

Legal implications and risks:

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

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.

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.

There will be some physical and visual impact from the required traffic signs and road lining works. Where an infrastructure is provided or sustainably upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act of 2010.

BACKGROUND PAPERS

Project file: QL040 / 76 – Birkbeck Road, Romford

Appendix 1

Results of the public consultation

Appendix 2

Plan showing details
Of the road closure