

HIGHWAYS ADVISORY COMMITTEE

7 February 2017

Subject Heading:

**GUBBINS LANE PEDESTRIAN
ACCESSIBILITY IMPROVEMENTS
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 £52,500 for
implementation (all sites) will be met
by Transport for London through the
2016/17 Local Implementation Plan
allocation for Pedestrian Realm
Improvements.**

**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 for pedestrian improvements at the majority of junctions on Gubbins Lane and seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the pedestrian improvements set out in this report and shown on the following drawings, contained in Appendix II, are implemented;
 - QP014/01.A
 - QP014/02.A
 - *(QP014/03.A omitted from this report for further consultation)*
 - QP014/04.A
 - QP014/05.A
 - QP014/06.A
 - QP014/07.A
 - QP014/08.A
2. That it be noted that the estimated cost of £52,500 for implementation will be met by Transport for London through the Local Implementation Plan allocation for Pedestrian Realm Improvements.

REPORT DETAIL

1.0 Background

- 1.1 Funding has been awarded to the Council to make pedestrian improvements along Gubbins Lane from Transport for London. The project aims to add benefit to the Crossrail project currently being delivered at Harold Wood station and to promote safer walking to and from the station.
- 1.2 Gubbins lane runs north/south from the A12, over the London Liverpool Street railway line to its junction with Squirrels Heath Road. There is a controlled

crossing on the east side of the A12 junction with Gubbins Lane, serving pedestrians travelling from the Harold Hill area towards the station. Currently there is no facility on the west side of the A12 junction.

- 1.3 All junctions along Gubbins Lane have been considered for improvements with the exception of:
 - The Ridgeway, which requires further consultation with the residents of the street. The drawing was included in the consultation to invite comments on an initial proposal
 - Clements Avenue, the entrance to the new Kings Park estate which is not yet adopted highway. Any junction alterations will have to wait for the adoption of the new road.
 - Station Road, the zebra crossing in which is being improved this financial year as part of the Cross Rail project at Harold Wood Station.
- 1.4 Many side road junctions around the borough are considered to be far larger than necessary, meaning it takes pedestrians longer to cross the side road and drivers can make the turn in and out faster than may be safe to do so. It is proposed to reduce the junction radii of the side roads to four metres where they are greater than this.
- 1.5 For the accesses to the BT Telephone Exchange site, the Ingrebourne Centre car park and the entrance to 13-17 Gubbins Lane, it is planned to remove the radius kerbs and instead continue the footway across the entrance, as has been done at Harold Wood Neighbourhood Centre and St Pater's Church. As pedestrians will remain on the footway across these lesser used accesses, the pedestrian has priority over the vehicle.
- 1.6 At the side road junctions, it is also proposed to provide flat top humps to bring the carriageway to the same level as the footway, similar to Arundel Road. This is not necessarily as a traffic calming feature as traffic negotiating a junction should be doing so at the appropriate speed for that junction, but to make travel for pedestrians more accessible and comfortable.
- 1.7 One hundred and forty residents affected by the scheme proposals were consulted with letters being hand delivered on 21st December 2016, with responses due by 20th January.
- 1.8 The Speed Control Tables notices were posted at each junction and in the Romford Recorder on 30th December 2016 with the objection period ending 20th January 2017.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, twelve responses were received as set out in Appendix I.
- 2.2 Five residents in the Ridgeway replied, commenting on the initial proposal. Any alteration at this junction will take place next financial year.
- 2.3 One resident replied regarding Oak Road, commenting that the steep incline in Oak Road makes it unsuitable for a hump and pointing out that a worn manhole cover close to the junction is slippery.
- 2.4 Councillor Durant questioned whether drainage at the humps had been considered. He also asked whether humps at the junctions will hinder or assist drivers turning in between gaps in the traffic.
- 2.5 A cyclist objected to the whole scheme as none of the improvements benefit the cycling community. He asked for the footways to be made as shared footways to allow cyclists to use them when Gubbins Lane is congested with traffic.
- 2.6 Councillor Eagling enquired as to why the Clements Avenue junction leading to the Kings Park estate was not included in the proposal.

3.0 Staff Comments

- 3.1 The hump ramp in Oak Road will be longer in length to make the transition smoother on the incline. The worn manhole cover will be replaced when the level is raised at the table.
- 3.2 Whenever a vertical change in the carriageway is made, drainage is considered as a matter of course.
- 3.3 The humps will mean drivers have to negotiate the junctions slower and they are expected to drive according to the conditions of the road. To take undue risks when making turns is hazardous to all road users.
- 3.4 Staff do not consider the footways along Gubbins Lane to be of sufficient width to safely accommodate both walking and cycling. The provision of protected cycling infrastructure would require a radical change to how the streets in the area are managed.
- 3.5 The Clements Avenue junction leads to the Kings Park estate and is not yet adopted so any work here will have to wait until formal adoption.

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 £52,500 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Pedestrian Realm Improvements. The funding will need to be spent by 31st March 2017, to ensure full access to the grant.

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 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 Capital budget.

Legal implications and risks:

Road humps require public advertisement before a decision may be taken on their installation.

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.

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially

helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

Project file: QP014, Gubbins Lane Pedestrian Improvements

**APPENDIX I
CONSULTATION RESULTS
SCHEME DRAWINGS**