



# HIGHWAYS ADVISORY COMMITTEE

14 August 2012

# REPORT

**Subject Heading:**

**RAINHAM INTERCHANGE  
Traffic Regulation and Parking Scheme  
Outcome of public consultation**

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report sets out the comments received in response to a public consultation on proposals for regulating traffic use in the Rainham Interchange and for a local parking control scheme.

This scheme is within the **Rainham & Wennington** ward.

## RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the following report and shown on Drawing;
  - QK019/501
2. That it be noted that the estimated cost of £4,800 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Rainham Traffic Management Scheme.

## REPORT DETAIL

### 1.0 Background

- 1.1 As part of a programme of investment in Rainham (the “Rainham Compass” programme), a new bus interchange (the Rainham, Interchange) has been built adjacent to Rainham Station to better connect bus services with rail services. The scheme will also assist with the delivery of a one-way system and new parking facilities in Upminster Road South as it provides a turnaround point for bus route 103, which currently uses the roads looping around the war memorial in Rainham Village.
- 1.2 Two new roads have been created as part of the scheme; “Old Station Lane” and “Celtic Farm Road”; forming a loop between the junction with Ferry Lane/ Broadway and Ferry Lane (by the station). Celtic Farm Road is intended to be reserved for use by buses and cyclists accessing the station.
- 1.3 The land within the area created by the new and existing roads is a plot earmarked for the development of a new library for Rainham, which has a planning consent in place.
- 1.4 In order serve the Rainham Interchange and the library site, the following controls were proposed (as shown on Drawing QK019/501);
  - Celtic Farm Road restricted to buses and cyclists and subject to one-way working between Old Station Lane and Ferry Lane,
  - Provision of a bus stand and a bus stop in Celtic Farm Road;

- Old Station Lane, Celtic Farm Road and Ferry Lane (by the station entrance) subject to at any time waiting restrictions (double yellow lines);
  - Provide a loading bay in a new lay-by on the western side of Ferry Lane to serve the library site and to be in operation Monday to Saturday, 8:30am to 6:30pm, 20 minutes stay with no return within 1 hour;
  - Provide blue badge parking bays on Ferry Lane with 1 in the new lay-by on the western side of the road and 4 on the eastern side of the road to serve the library and the general area and to be in operation Monday to Saturday, 8:30am to 6:30pm, 3 hour stay with no return within 1 hour;
- 1.5 The proposals were advertised on 4<sup>th</sup> May 2012, with a closing date of 25<sup>th</sup> May 2012. In addition, site notices were displayed. Statutory and local consultees, including The Phoenix Public House, were sent a letter outlining the proposals.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 1 response had been received from the Public Carriage Office of Transport for London, requesting that Celtic Farm Road also allows taxis to use it (London Black Cabs).

## **3.0 Staff Comments**

- 3.1 The Rainham Interchange was designed for buses to stand and stop within in order to serve the station. Staff are concerned that allowing taxis to use Celtic Farm Road for access and to stop within would interfere with bus operations. The PCO were requested to confer with London Buses on the matter, but no further comments were received. Taxis are able to stop within the station forecourt area.
- 3.2 Given that no other matters have been raised, Staff recommend that the scheme being implemented as advertised to ensure the Rainham Interchange becomes fully operational in the autumn of 2012; and to facilitate the future operation of the library.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

The estimated cost of £4,800 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Rainham Traffic Management Scheme.

**Legal implications and risks:**

Prescribed Routes (one-way streets, vehicle type restrictions), parking restrictions, blue badge-holder parking bays and loading bays require advertisement and public consultation before a decision can be made on implementation.

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

Parking places for Blue badge-holders are reserved for the sole use of those correctly displaying a blue badge.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community. The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all, but especially where infrastructure is provided or substantially upgraded.

**BACKGROUND PAPERS**

Project Scheme File Ref:  
QK019 Rainham Interchange/ Library Site