



HIGHWAYS ADVISORY COMMITTEE

16 October 2012

REPORT

Subject Heading:

**Rainham Traffic Management Scheme
Proposed one-way system, extension
of 20mph Zone & traffic calming
Outcome of public consultation**

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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 checked="" 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 traffic management measures in support of the Rainham Traffic Management scheme and seeks a recommendation to the Cabinet Member for Community Empowerment that the measures be implemented.

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

RECOMMENDATIONS

1. That the Committee recommends to the Cabinet Member for Community Empowerment that the following measures be implemented along with the making of relevant Traffic Regulation Orders as described in this report and shown on Drawings QK039/PR03 and 04.
 - Extension of the existing Rainham Village 20mph Zone into the new section of Viking Way;
 - Provision of one-way working in
 - Provision on speed tables in the vicinity of 7 & 9 and 29 & 31 Upminster Road South (Drawing QK039/PR/03)
2. That it be noted that the matters relating to proposals for parking bays, loading bays and waiting/ loading restrictions be the subject of a report to a future meeting of the Committee.
3. That it be noted that the cost of the works involved are contained within the existing contract with Breheny Ltd to deliver the Traffic Management Scheme and will be met from the Rainham Traffic Management Grant Funded Capital Budget.

REPORT DETAIL

1.0 Background

- 1.1 The Council has been undertaking a major scheme in Rainham Village which has sought to deliver a number of improvements to the public realm and the management of traffic flow and parking, following extensive public consultation.
- 1.2 The principal features of the traffic and parking changes are as follows;
 - Extension of Viking Way from the access to Tesco to connect with Upminster Road South, with the new section of road subject to one-way working from the Tesco access to Upminster Road South;
 - Provision of parking and loading bays in Upminster Road South with parking restrictions where such bays are not provided;
 - Making of Upminster Road South subject to one-way working from the new junction with Viking Way to Broadway, to create road space for the parking and loading bays;

- Extension of the existing 20mph Zone within Rainham Village into the new section of Viking Way between the Tesco access and Upminster Road south;
- Provision of speed tables with footway build-outs on the northern side of Upminster Road South outside 7/9 and 29/31 Upminster Road South.

1.3 The various proposals are shown on Drawings QK039/PR/03 and 04 and the draft Traffic Regulation Order is reproduced in Appendix I.

1.4 Letters were hand-delivered to those potentially affected by the proposals on or just after 24th August 2012, along with standard consultees (London Buses, police etc), with a closing date of 14th September 2012 for comments. The scheme was also advertised and site notices placed.

2.0 Outcome of Public Consultation

2.1 By the close of public consultation, 7 responses were received.

2.2 Concerns were raised regarding the proposals for parking management, including issues raised by ward councillors. Staff have therefore designed, advertised and are consulting on revised proposals which will be reported to a future meeting of the committee. For the information of the committee, Drawing QK039/PR/04 Revision A shows the revised proposals.

2.3 With regard to the one-way working, 20mph Zone and traffic calming proposals, two responses were received as follows;

- Gayatri Newsagents (22 Broadway) – concerned that the changes to bus services (R103) as a consequence of the one-way system would have a negative affect on passing trade.
- CTC Ride to Ride Network Representative – requests that the speed tables be sinusoidal in profile; the interval between speed tables would render them largely ineffective in reducing speeds; cannot see the need for the build-out at the junction of Viking Way and Upminster Road South; concerned about the impact on less experienced and unconfident cyclists turning right from Viking Way into Upminster Road South; suggestion for a cycle access via Parkway to avoid the diversion.

3.0 Staff Comments

- 3.1 There is no right to passing trade and the scheme has been designed to benefit the village as a whole. The re-routeing of the 103 bus service has already taken place and now better connects with Rainham Station.
- 3.2 The revised proposals shown on Drawing QK039/PR/04 Revision A proposes a further speed table to reduce traffic speed within the one-way section of Upminster Road South. The request for a sinusoidal profile to the speed tables will be reviewed, but Staff advise that this arrangement is more complex to construct and maintain.
- 3.3 The request for the cycle link via Parkway is beyond the scope and funding of this scheme. The issues for the less-confident cyclist in terms of turning right from Viking Way into Upminster Road South are noted, but not considered to be significant as the junction is a standard priority-style arrangement and those leaving Viking Way (including cyclists) will be expected to give way to traffic on Upminster Road South.

IMPLICATIONS AND RISKS

Financial implications and risks:

The costs of the works involved are contained within the existing contract with Breheny Ltd to deliver the Traffic Management Scheme and will be met from the Rainham Traffic Management Grant Funded Capital Budget.

This is a standard project for the Council 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 budget.

Legal implications and risks:

One-way working, speed tables and 20mph Zones require advertisement and consultation before a decision can be taken on implementation.

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. 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 and 20mph Zones 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.

Good quality footways and reduced street clutter can help pedestrians of all abilities to negotiate and navigate the public realm and is especially helpful for disabled people.

BACKGROUND PAPERS

Project Scheme File Ref: QK039 Rainham Traffic Management Scheme

APPENDIX I

LONDON BOROUGH OF HAVERING

THE HAVERING (WAITING AND LOADING RESTRICTION) (CIVIL ENFORCEMENT AREA)

(NO. 1) (AMENDMENT NO. **) ORDER 201*

THE HAVERING (FREE LOADING PLACES) (NO. 1) (AMENDMENT NO. **) ORDER 201*

THE HAVERING (PAY & DISPLAY PARKING PLACES) (NO. 3) (AMENDMENT NO. **) ORDER 201*

THE HAVERING (PRESCRIBED ROUTES) (NO. **) TRAFFIC ORDER 201*

THE HAVERING (BUS STOP CLEARWAY) (AMENDMENT NO. *) TRAFFIC ORDER 201*.

THE HAVERING (20 M.P.H. SPEED LIMIT) (NO. 16) (AMENDMENT NO. *) TRAFFIC ORDER 201*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Havering, hereinafter called the Council, propose to make the above-mentioned Orders under sections 6, 45, 46, 49, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Waiting & Loading Restriction Order would be to impose waiting and loading restrictions operative at any time on the lengths of streets specified in Schedule 1 to this Notice.
3. The general effect of the Free Loading Places Order would be to designate loading places, operative between 8.30 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive, on the lengths of streets specified in Schedule 2 to this Notice, where vehicles may wait for the purpose of loading or unloading for a maximum period of 20 minutes and where return to that same loading place would be prohibited for 1 hour.
4. The general effect of the Pay & Display Parking Places Order would be to provide pay & display parking places, operative between 8.30 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive, on the lengths of streets specified in Schedule 3 to this Notice at a cost of 20 pence for the first hour then £1.40 for up to 1 hour 30 minutes and £2.00 for the maximum period of two hours and where return to that same parking place would be prohibited for two hours.
5. The general effect of the Prescribed Routes Order would be to :-
 - (a) impose one way working from north-west to south-east in Viking Way, from its junction with the unnamed service road accessing Tesco Stores Limited Superstore and its junction with Upminster Road South;
 - (b) impose one way working from west to east in Upminster Road South, from its junction with Viking Way to its junction with Broadway.
6. The general effect of the Bus Stop Clearway Order would be to impose 'no stopping except buses' restrictions operative at any time on the length of street specified in Schedule 4 to this Notice.

7. The general effect of the 20 miles per hour speed limit Order would be to impose a speed limit of 20 miles per hour on the length of street specified in Schedule 5 to this Notice.
8. Copies of the proposed Orders, of the Orders being amended, together with the Council's statement of reasons for proposing to make the Orders and plans showing the locations and effects of the Orders can be inspected until the end of six weeks from the date on which the Orders are made or as the case may be, the Council decides not to make the Orders, during normal office hours on Mondays to Fridays inclusive, at Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW.
9. Any person desiring to object to the proposals or make other representation should send a statement in writing of either their objection or representations and the grounds thereof to Mark Philpotts, Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW, quoting reference LBH/668 to arrive by 14 September 2012.

Dated 24 August 2012

IAN BURNS
Acting Assistant Chief Executive

Town Hall
Main Road
Romford
RM1 3BD

SCHEDULE 1

Park Way, both sides, between the northern kerb line of Upminster Road South and a point 15 metres north of that kerb-line.

Upminster Road South

- (a) the north side
 - (i) between the western building line of No. 93 Upminster Road South and a point 11.8 metres east of the common boundary of Nos. 69 and 71 Upminster Road South;
 - (ii) between a point 0.6 metres south-west of the common boundary of Nos. 69 and 71 Upminster Road South and a point 1 metre east of the common boundary of Nos. 43 and 45 Upminster Road South;
 - (iii) between a point 16.5 metres west of the common boundary of Nos. 43 and 45 Upminster Road South and a point 20 metres east of the common boundary of Nos. 29 to 31 and 33 Upminster Road South;
 - (iv) between a point 4 metres west of the common boundary of No. 29 to 31 and 33 Upminster Road South and a point 32.3 metres east of the common boundary of Nos. 9 and 11 Upminster Road South;
 - (v) between a point 1.9 metres west of the common boundary of Nos. 9 and 11 Upminster Road South and a point 13.8 metres east of the common boundary of No. 12 Broadway and Nos. 1 to 3 Upminster Road South;
 - (vi) between a point 1 metre east of the common boundary of No. 12 Broadway and Nos. 1 to 3 Upminster Road South and its junction with Broadway.
- (b) the south side
 - (i) between the western building line of No. 93 Upminster Road South and a point 2 metres east of the common boundary of Nos. 55 and 57 Upminster Road South;
 - (ii) between a point 14 metres south-west of the common boundary of Nos. 55 and 57 Upminster Road South and a point 1.9 metres north east of the common boundary of Nos. 43 and 45 Upminster Road South.
 - (iii) between a point 19.1 metres west of the common boundary of Nos. 43 and 45 Upminster Road South and its junction with Broadway.

Viking Way, the whole street.

SCHEDULE 2

Upminster Road South

- (a) the north side
 - (i) from a point 1 metre east of the common boundary of Nos. 43 and 45 Upminster Road South extending westward for a distance of 17.5 metres.
 - (ii) from a point 1 metre east of the common boundary of No. 12 Broadway and Nos. 1 to 3 Upminster Road South extending eastward for a distance of 12.8 metres.

- (b) the south side, from a point 2 metres east of a point opposite the common boundary of Nos. 55 and 57 Upminster Road South extending south-westward for a distance of 16 metres.

SCHEDULE 3

Upminster Road South

- (a) the north side, from a point 1.9 metres west of the common boundary of Nos. 9 and 11 Upminster Road South extending eastward for a distance of 34.2 metres.
- (b) the north side, from a point 4 metres west of the common boundary of Nos. 29 to 31 and 33 Upminster Road South extending eastward for a distance of 24 metres.
- (c) the north side, from a point 0.6 metres south-west of the common boundary of Nos. 69 and 71 Upminster Road South extending north-eastward for a distance of 12.4 metres.

SCHEDULE 4

Upminster Road South, the south side, from a point 1.9 metres north-east of the common boundary of Nos. 43 and 45 Upminster Road South extending westward for a distance of 21 metres.

SCHEDULE 5

Viking Way, between a point 20 metres east of its junction with the unnamed service road accessing Tesco Stores Limited Superstore and its junction with Upminster Road South.