

**APPENDIX 1
SUMMARY OF CONSULTATION RESPONSE**

RESPONSE REF:	COMMENTS	COUNCIL COMMENTS
QV007/1 (London Ambulance Services)	Could I just confirm the speed tables will be bus friendly.	The speed table are bus friendly
QV002/2 (Local Cranham Member)	I am unable to make your Teams meeting tomorrow but support the proposals and do not have any questions at this stage.	-
QV007/3 (Local Upminster Member)	<p>In general, I support appropriate and well-designed interventions that improve the safety of our roads and support sustainable travel options. I would like to make some initial observations on your draft proposals.</p> <p>Your data includes the section from the Harold Wood end of Hall Lane up to the A127. Speeding along this section is more significant than through any other section, inflating the overall picture of excess speed but I note that no interventions are proposed for that section.</p> <p>Incidents at the A127 on slip and off slip sections represent two-thirds of all of the incidents recorded but you have no proposals to improve this busy and complex section of the road.</p> <p>I have concerns regarding the use of more raised tables along Hall Lane and Station Road. I know from personal experience, residing some 50m from a raised pedestrian crossing, that these cause significant vibrations and noise when heavy or loose loaded traffic passes across. Whilst this is not specifically damaging to property it can be the source of concern and annoyance to residents and has resulted in complaints to Councillors at other locations.</p>	<p>Only one personal injury collision (PIC) occurred in north section of Hall Lane between Sheperds Hill and A127 Sip Road. Due to this reason, no proposals were considered in this section.</p> <p>13 out of 43 PICs occurred at the A127 slip road/Hall Lane junctions. These junctions are maintained by the Transport for London. The safety improvements were proposed within the Havering Council boundaries.</p> <p>Hall Lane is a local distributor road, You expect to get some noise as it is in the main road.</p>

	<p>Raised features can also make bus travel and cycling less pleasant, and I do not see any specific measures to improve cycling infrastructure in the proposals, though I do accept that if speeds can be reduced this can of itself encourage cycle usage.</p> <p>I note that the permitted entry/exit road at the former pitch and putt development has not been included on your plans. This new entrance and associated highway measures need to be incorporated into any proposals, and consideration given to additional pedestrian crossing arrangements for Hall Lane at this location, as this site will include some public open space as well as the new houses.</p> <p>In general, I support the additional Crossing points indicated on the plans.</p>	<p>The speed tables are far away from the properties to cause ground-borne vibrations.</p> <p>The speed table profiles will be sinusoidal shape which will help to minimise any discomfort for cyclists and buses.</p> <p>Development is under construction stage, the Council would not adopt any changes to the layouts until it completed.</p>
<p>QV007/4 (Havering cyclists)</p>	<p>Whilst I welcome the plans to reduce traffic speeds in an attempt to reduce the danger to vulnerable road users, I do have some concerns and some objections to the scheme which are:</p> <ol style="list-style-type: none"> 1. Can you ensure that the profiles of all the speed tables are to be sinusoidal so as to reduce the impact on cyclists when crossing them? 2. Can you confirm that the reference to the crossing adjacent to Howard Road and Branfil Road as being a “Pelican” crossing, is a clerical error, as it actually exists as a Toucan crossing? However, I certainly support the provision of a raised table there. 	<p>The speed table profiles will be sinusoidal shape.</p> <p>Although it is a Toucan crossing, the term of pelican crossing is considered to be more familiar phrase to the public compared with toucan crossing.</p>

	<p>I would also strongly object to the deployment of the three new mini-roundabouts proposed along Hall Lane for reasons listed below;</p> <p>(i) Cyclists I have spoken to feel particularly vulnerable using mini-roundabouts due to car drivers frequently failing to correctly observe rights of way!</p> <p>(ii) Also, in all three locations, the give points are set back into the side roads where there is reduced visibility, especially to the right where drivers have to give way and where it is more likely they will miss people cycling, specifically at;</p> <p>(a) Masefield Drive - view blocked by shrubs</p> <p>(b) The Fairway - view blocked by a large street tree</p> <p>(c) Ingrebourne Gardens - view blocked by two large street trees</p> <p>Finally, the guidance in LTN 1/20 suggests that mini-roundabouts are acceptable for cyclists' safety where traffic volumes are light, but your notice indicates volumes of 1,500 vehicles per hour along Hall Lane & Station Road which is not 'light' by any means.</p> <p>Some more suggestions for improvements to pedestrian safety are as follows:</p> <ol style="list-style-type: none"> 1. The proposed speed table at Gaynes Road would be more useful for pedestrians if it were also a zebra crossing. 2. The provision of a raised table at the entrance to Station Approach from Station Lane would be of great benefit to the very many pedestrians crossing Station Approach at this point, (between Upminster station and The Junction PH), and if sufficiently wide, would also solve the long-standing lack of disabled access to the side entrance to Upminster station and its car park. Also, at this particularly hazardous junction, I believe the Junction Public House has created chaos for pedestrians by 	<p>The mini roundabouts are working well in terms of reducing collisions in Havering. At the detailed design stage, any issues relating to the visibility will be addressed.</p> <p>The Council considered that the mini roundabouts would reduce vehicle speeds and collisions.</p> <p>The requests could be considered at a later date when the funding is available.</p>
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	installing permanent street furniture on their frontage, which I believe should be subject to 'enforcement'.	
QV007/5 (Havering resident 1 - Upminster)	<p>While I am happy to see any actions to reduce vehicle speeds and hence improve the safety of vulnerable road users, I have to say that I feel strongly that an opportunity to resolve a long-standing access problem is being missed,</p> <p>Crossing the entrance to Station Approach from Station Lane on foot can be hazardous even to the able-bodied as impatient drivers turn in and out of Station Approach but this is much worse when in a wheelchair.</p> <p>What is more, the lack of access for wheelchair and pushchair users from Station Lane to the station side entrance and to the car park can be a real issue. In the attached pictures (View of Station Approach and View of Station Lane), you see that on the north side of the junction, the pavement narrows markedly to the right of the dropped kerb preventing access to Station Approach.</p> <p>I would like to suggest the provision of an extended raised table at this junction (circled in blue in the attached drawing Station Approach.PNG) both to slow down turning motor vehicles and to provide step-free access between Station Lane and Station Approach which currently does not exist.</p> <p>I understand that this may require co-operation with C2C but I feel this is too important an issue to go unresolved.</p>	The request could be considered at a later date when the funding being available.
QV007/6 (Havering resident 2 - Hall Lane)	<p>With reference to the proposed collision reduction programme, firstly I confirm that as residents of Hall Lane we are totally in favour of the proposals as frankly something has got to be done regarding the excessive speed which is often experienced on Hall Lane.</p> <p>My only query is the proposed 'mini roundabout' at the top of Masefield Drive which in our opinion is unnecessary.</p>	The mini roundabouts are working well in terms of reducing collisions in Havering. The residents views will be considered in the decision making process whether to

		proceed with the proposals or not.
QV007/7 (Havering resident 3 – Hall Lane)	Having lived in Hall Lane for more than 40years, I can only commend this scheme in attempting to reduce road collisions and give it my full backing	-
QV007/8 (Havering resident 4)	<p>Whilst I approve of the proposed measures in general, I would like to make the following points:</p> <ul style="list-style-type: none"> • The letter refers to speeds of up to 60mph regularly being recorded by Bird Lane, yet none of the proposed measures seem to relate to this section of Hall Lane, ie this far north. • The junction of the slip road from the south side ie west-heading, A127 with Hall Lane always appears hazardous, especially for traffic attempting to turn right in order to cross the A127 and head north towards Shepherds Hill – there is often a lot of traffic in both direction, often quite fast, making this crossing difficult, especially as visibility is limited. However, this may not be within the remit of the proposed scheme. • What is the purpose of the mini-roundabout at Masefield Drive/Hall Lane – is this to slow traffic or to make access on to Hall Lane easier? If the latter, does the amount of traffic turning out justify this? • Has any account been made into the likely impact of traffic entering or leaving Hall Lane from the housing developments planned for the mini-golf site? • A raised speed table is proposed immediately north of Gaynes Road/St Lawrence Rd/ Station Road junction. Is this really necessary since much of the time traffic seems to be crawling along here anyway 	The residents views will be considered in the decision making process whether to proceed with the proposals or not.

	<ul style="list-style-type: none"> Additional pedestrian crossing points would reduce the risk of pedestrian/car collisions in Station Road. The current pelican crossing outside M & S has a long wait time for pedestrians and thus people often give up waiting and dodge traffic to cross. There is a similar problem at the junction with St Mary's Lane, especially if wishing to cross to diagonal corners, when 4 sets of lights must be negotiated. Also, although not a long distance in terms of miles between these two sets of lights (M & S, St Mary's Lane), in terms of pedestrian convenience for access to shops etc, it does seem a long way, often too far to want to walk and so again many cross dodging the traffic. Access from the station to bus stops and the passage alongside the railway to the Dury Falls Estate creates further risks as many dodge traffic rather than go to the crossings – suggesting that the positions of these need reviewing. 	
<p>QV007/9 (Better Street for Havering)</p>	<p>We support the proposals to provide humped controlled crossings as they will help provide more accessible crossing points for people walking and wheeling. In the case of the crossing on Station Road by Howard Road, this is in fact a toucan crossing and we also support this being raised.</p> <p>We have no particular view on the other speed tables other than the one on Station Road by Gaynes Road which we feel should be a controlled crossing to make it easier for people walking and wheeling to cross the busy road and so we object to it in its current form. We further feel the opportunity for a controlled crossing outside the station has been missed which would serve the strong walking desire line to the alleyway just north of the bridge.</p> <p>In all cases, the speed tables should have sinusoidal ramps in accordance with S7.6.5 of LTN 1/20, especially as most of the route being treated forms part of National Cycle Network route 136.</p> <p>We do, however, object to the mini-roundabouts in all three locations as their design places the give way point is set further back into each side street into a position where</p>	<p>Although it is a Toucan crossing, the term of pelican crossing is considered to be more familiar phrase to the public compared with toucan crossing.</p> <p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not. The request will be considered at a later date when the funding being available.</p>

	<p>driver visibility to the right is significantly impaired which adds to the risk of drivers not seeing people cycling. This set back also impacts on the position of the existing dropped kerbs at two of the side streets so that people crossing will be within the circulatory area and we would not wish to see these inset further off the walking desire line.</p>	
<p>QV007/10 (Havering resident 5 - The Fairway)</p>	<p>I am writing to endorse your plans for safety improvements in Hall Lane and Station Road, Upminster. It's been long overdue.</p> <p>If it's not long jams of traffic tailing back down Hall Lane in peak hours - pumping goodness knows how much CO2 into our air - then it's drivers who think Hall Lane is some kind of race track. I think your plans can only be a good thing and will undoubtedly help cut down accidents and even deaths.</p> <p>However, I'd like you to go further.</p> <p>My road, The Fairway, just adjacent to your improvement plans, has become a rat run and cut-through for drivers who don't want to get stuck in Hall Lane. The road is less than 400 metres long, but somehow these cars can get up to speeds of 60mp without any trouble.</p> <p>It's a road that is home to slow moving old people and families with children, so it's only a matter of time before someone is seriously hurt or worse. Unless something is done. The Fairway is also a throughway for scores of kids going to and from Hall Mead school.</p> <p>The road urgently needs a 20mph limit and speed bumps to slow down our racing friends before something terrible happens.</p> <p>Is it possible to extend your plan to our road too please?</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p> <p>The request could be considered at a later date when the funding being available.</p>
<p>QV007/11 (Havering resident 6 - Abington Court)</p>	<p>I am pleased to hear that the issue of excessive speeding is being addressed. As my flat overlooks Hall Lane I am only to aware of how many motorists accelerate hard once they pass Deynecourt Gardens and presumably think it acceptable to treat this stretch of road road as a race track and to drive in a manner risking both other motorists and pedestrians.</p> <p>While I wholeheartedly agree with the proposals I would make two observations.</p>	

	<p>1. The plans seems to envisage no changes to the existing road layout between Deyncourt Gardens and the raised zebra crossing near Spencer Crescent. This is a relatively long stretch of road and I would like to see an additional measure to reduce speeds between them otherwise I can see excessive speeding in this stretch still being an issue.</p> <p>2.Regarding the mini roundabout proposed by Masefield Drive my concern would be whether the drivers who are inconsiderate enough to drive excessively fast in a residential area would bother to follow the “give way to the right”rule and would not slow down but simply maintain their speed and go straight across.</p>	<p>The request could be considered at a later date when the funding being available.</p> <p>The residents’ views will be considered in the decision making process whether to proceed with the proposals or not.</p>
<p>QV007/12 (Havering resident 7 – Ingrebourne Gardens)</p>	<p>I wish to comment as follows :</p> <ul style="list-style-type: none"> - I am in complete agreement with the proposals to reduce the speed of traffic particularly along Hall lane approaching Upminster Railway station. - I would very much appreciate if you could expand this scheme a little to include some traffic calming methods along Ingrebourne Gardens . <p>This road is a straight (slightly downhill from Hall Lane) road from Hall Lane to Front Lane in Cranham and suffers on a regular basis from excessive speeding. The road is the main entry and exit route for Hall Mead Secondary school which has large numbers of pupils utilising the road and of course has recently acquired an expanded special needs facility that probably involves additional parent pick-ups.</p> <p>I would hate to have to await a serious accident before this is considered but of course visual testing by designated personnel in high viz jackets will never show the true experiences.</p>	<p>-</p>
<p>QV007/13 (Havering resident 8)</p>	<p>My comments are as follows -</p> <p>1. The speed tables are concentrated at the north end of Hall Lane and Station Road. The 4 tables at the north end are within a 500m length, leaving a length of 500m from</p>	

	<p>Ingrebourne Gardens into Upminster without speed tables. I would have thought it would have been better to more evenly distribute the speed tables.</p> <p>2. I am not sure of the need for speed tables in Station Road as the traffic speeds in Upminster centre are slow.</p> <p>3. Of equal importance as Hall Lane are Avon Road, Ingrebourne Gardens and Deyncourt Gardens, which are popular routes to Cranham. Traffic speeds are often too fast and would themselves benefit from a speed tables. Avon Road is residential, has its own commercial centre and provides routes to schools. Ingrebourne Gardens is similar with a residential properties, commercial centre at the eastern end and Hall Mead School in the middle. I would like to see these roads with speed tables to protect residents, shoppers and school children.</p> <p>4. I trust you will take the opportunity to carry out maintenance on Hall Lane as the surface is breaking up leading to potholes (north end), the drainage is deficient (both north and south of Ingrebourne Gardens), the sub grade is failing (between Ingrebourne Gardens and Station Road, and there is a persistent leak by Upminster Railway Station.</p> <p>Please feel free to contact me should you need to.</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p> <p>The request could be considered at a later date when the funding being available.</p>
<p>QV007/14 (Havering resident 9 – Nyth Close)</p>	<p>The junction with Hall Lane and the two A127 slip roads is an accident black spot. I have been hit once by a car whose driver did not look to his left properly when leaving the west bound A127. Turning that junction into a medium size roundabout would mean that drivers would only have to watch to their right and both reduce collisions there and slow traffic before Bird Lane. The other junction could then be improved by making drivers coming from Brentwood turn left continue to the new roundabout, as above, and going round 360 degrees to get on the east bound A127.</p> <p>The mini roundabout at the junction with Hall Lane isn't very effective at slowing traffic as most vehicles just go in a straight line over the top. Unfortunately raising the centre</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

	<p>wouldn't work as buses would then not be able to turn right. Changing the shape of the north side island would force drivers to turn left slightly and thereby slow down (hopefully).</p> <p>A mini roundabout at Masefield Drive is unnecessary in terms of access to/from the turning and will not solve the problem of speeding as it won't be large enough to prevent vehicles from driving over the top.</p> <p>Raising the crossing by the golf course - good idea</p> <p>Speed table between 77 and 88. The planning of a completely new turning into the former Pitch and Putt ground presents an opportunity to construct a large roundabout there to slow traffic considerably and could be paid for by the builder.</p> <p>Mini roundabout at Ingrebourne Gardens - this is not needed and will do nothing to slow vehicles. At the junction Ingrebourne Gardens is far too wide to be safe for pedestrians. The road here is more than twice as wide as the rest. Coupled with the very large tree in Hall Lane it is impossible for a pedestrian heading south to see and vehicles coming from behind. The width of Ingrebourne Gardens should be reduced at the junction to create a 90 degree kerb between that road and Hall Lane (See junction Deyncourt Gardens and Hall Lane). This would enable better visibility for pedestrians and slow down vehicles turning into/out of Hall Lane</p> <p>Junction Deyncourt Gardens and Hall Lane - Install a box junction on the south bound side of Hall Lane</p> <p>Raised pelican crossing, Station Road - Good idea</p> <p>Junction Howard Road and Station Road - Make Howard Road a No Entry from Station Road. This would serve a number of purposes; 1 - Stop Howard Road being a rat run to avoid Bell Corner.</p>	<p>The mini roundabouts are working well in Havering in terms of reducing collisions.</p> <p>The request could be considered at a later date when the funding is available.</p>
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	<p>2 - Make crossing the road safer for pedestrians going to/from Upminster Station 3 - Stop the hold ups in Station Road by drivers that stop on the corner to pick up passengers from the station</p> <p>Pedestrian speed table, Station Road - at present I don't think this is needed as the vehicles here are usually travelling slowly anyway. A box junction in Station Road between Gaynes Road and St Lawrence Road would be a better plan.</p> <p>Extra idea - make St Lawrence Road one-way East bound and Garbutt Road one-way North bound</p>	
<p>QV007/15 (Havering resident 10 – Upminster)</p>	<p>There needs to be a zebra crossing (including lights) at the location Outside Upminster United Reformed Church.</p> <p>There are hundreds of children (at local schools) and families who continually worry & show concern at the traffic/speed and the inability to cross anywhere in between the lights at Howard Rd and the lights at St Marys Lane.</p>	<p>The request could be considered at a later date when the funding being available.</p>
<p>QV007/16 (Havering resident 11 – Spencer Crescent)</p>	<p>I could not see:</p> <ol style="list-style-type: none"> 1) any change to the current zebra pedestrian crossing outside Waldergrave Gardens/Methodist Church, for example a crossing on a raised table, where car naturally slow down. 2) any change to the junction of the station access road and Station road which will enable safer access, especially for buses. I thought it worked quite well when the recent road works traffic lights were in operation! 3) any consideration to traffic congestion for traffic flowing north of the station road/Corbets Tey Road/St Mary's Lane traffic lights. Severe congestion was caused as traffic backed up into this traffic light junction, unable to freely flow north. <p>This is not an objection, merely a request for more information.</p>	<p>The request could be considered at a later date when the funding being available.</p>

<p>QV007/17 (Taxi Rank)</p>	<p>Please could you confirm that there will be no impact on taxi ranks during these works and in the long term as they are not shown on the plans?</p> <p>Any works that would potentially impact ranks would need to be discussed with us in advance of a public consultation and any requests for taxi rank suspensions during works would need to be sent to us at the following address;</p>	<p>It will be considered during the construction stage.</p>
<p>QV007/18 (Havering resident 12)</p>	<p>Whilst I am naturally all for reducing speed and improving the safety on our roads, the proposal is a long way from the answer. In response to the proposal, I would like to make the following points:</p> <ol style="list-style-type: none"> 1. Your letter opens by commenting, 'speeds of up to 60 mph regularly recorded' in the Hall Lane area by Bird Lane - yet this is some 0.5 mile from the first traffic calming measure near Upminster Court. 2. The fatality referenced in the past 5 years was in fact as a result of the police chasing a stolen van, this was outside Upminster Court and I would argue could have been a lot worse had their been raised pedestrian islands in place. 3. The traffic into Upminster High St is already very congested, adding mini roundabouts will further exasperate this. 4. The Borough currently have poor road surfaces which are damaging residents vehicles, raised speed control tables will serve to cause more vehicle damage. 5. The borough is facing an impending ULEZ scheme implementation - a scheme devised to improve air quality, contrary to this scheme which will reduce traffic flow and as a result reduce air quality from standing vehicles. <p>The accident hotspot in Upminster appears to be the junction of Hall Lane and the A127 - I don't see any solution to this in your correspondence.</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

	I am against the proposal, and I hope that my above points are taken into consideration before any decision is made.	
QV007/19 (Havering resident 13 – The Fairway)	Having lived in Ingrebourne Gardens and The Fairway for over sixty years and been a car driver for that period, I wish to make my views on the proposals. The statement that vehicles use Hall Lane with speeds of up to 60 mph regularly recorded, between the Avon Road junction and St Lawrence Road is challenged. Should the data be based on readings taken at Bird Lane I cannot comment, but firstly the speed limit here is 40mph not 30mph which it becomes further down the road, but as vehicles leaving the A127 where the speed limit is 70mph they could still be speeding. I note that no speed records or average speeds are shown for the section from Avon Road to Station Road. My experience is that traffic is often at peak times crawling at speeds less than 10mph down Hall Lane and there is no requirement for these costly proposals. The three proposed mini roundabout at Masefield Drive, The Fairway and Ingrebourne Gardens are considered unnecessary and will slow traffic in Hall Lane considerably at peak usage times, 7.45 to 8.45 and 14.45 to 15.45 when children are being taken to school. Accidents to vehicles occur more at roundabouts although these are not reported as the drivers exchange data and then leave it to insurance. I consider it ridiculous to implement three roundabouts within a couple of hundred metres.	The residents' views will be considered in the decision making process whether to proceed with the proposals or not.
QV007/20 (Havering resident 14 – Deyncourt Gardens)	The traffic on Hall Lane will be negatively impacted by the addition of the mini roundabouts and speed tables. Traffic flow on Hall Lane is not currently an issue and doesn't need remedying. Cutting the bushes back on the Avon Road/ Hall Lane junction would be a good idea, and filling in the pot holes that litter Hall Lane from the A127 turn off would be very welcome, but adding unnecessary mini roundabouts at Masefield Crescent, Fairview and Ingrebourne will not help traffic flow and will, in fact, negatively impact the traffic. Traffic backs up on Hall Lane going in to Upminster due to the station and the crossing outside Marks and Spencer. The rest of Hall Lane is not an issue. Adding mini roundabouts will be a waste of time and money that could be better spent filling in potholes and cutting back bushes.	The residents' views will be considered in the decision making process whether to proceed with the proposals or not.

<p>QV007/21 (Havering resident 15 – Hall Lane)</p>	<p>Whilst I support your efforts to reduce the speed of traffic coming into Hall Lane and out of Hall Lane, I don't see what difference a mini roundabout will make?????</p> <ol style="list-style-type: none"> 1. Living on this junction, the road here is at its narrowest point, so I cannot see how you can fit in a functional mini roundabout, when the road is much wider at Ingrebourne and the Fairway junction. 2. There is already a bus stop outside my house (125) Hall Lane, are you proposing having a mini roundabout where a bus stop is placed? Cars already overtake busses here, do you believe a mini roundabout will stop this, where is your evidence? 3. You mention a fatality in Hall Lane, the only fatality in Hall Lane in the 8 years my wife and I have lived here, was a thief evading police at high speed who was travelling out of Hall Lane on the wrong side of the road when colliding with an oncoming vehicle. Do you believe the thief would have stopped because there was a minim roundabout? 4. You have a speed warning sign adjacent to the park, opposite Masefield, we have requested previously, make this a real speed camera and traffic will slow, why is this not being considered, especially when the infrastructure is already in place? 5. The former mini golf course in Hall Lane was taken away from residents as the public service of some 90 years had been run down by the local council! Having attended numerous events locally to prevent this destruction of our neighbourhood, we have been consistently told that this development would not increase traffic flow in Hall Lane and lead to no further traffic pollution and or accidents/speed. So why now is it being stated after your study there is a problem, prior to any construction of some 50 plus new homes in Hall Lane? 6. Why are you proposing to raise the pedestrian crossing traffic island opposite Upminster Court, when at most weekends, children cross the road where there is no crossing (namely Masefield/Hall Lane) as their parents park their cars in Masefield as an overspill of the Rugby club. Surely it would make sense to have a raised pedestrian crossing at the junction of Masefield where the opening is to enter the park instead of a mini roundabout. With a speed camera perhaps? 	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

	<p>7. One of the biggest problems in Hall Lane are pedestrians crossing on the bridge opposite the station (Upminster) especially in the dark, pedestrians cannot be seen. Why do you not move the current pelican crossing outside Marks and Spencers to the T-Junction by the station (adjacent to the public house), you then have a well lit crossing which would help manage traffic flow in and out of the station, stop motorists parking on the bridge and allow pedestrians to cross their.</p> <p>I wholeheartedly object to a “mini” roundabout being placed at the junction of Hall Lane and Masefield.</p>	
<p>QV007/22 (Havering resident 16)</p>	<p>I object to this proposal. It does not take into account cyclists as mini roundabouts are a hazard to cyclists. Many boroughs have a cycling policy if installing a slipway (not sure of correct terminology) so cyclists are separated from vehicles on mini roundabouts. The other issue is there is only a 60 mph area next to the A127. If that area was made a 30mph the reducing the speed from Avon road to 20mph through Upminster town ctr this would make this road much safer. Why is it Havering never seems to take into account cyclists when proposing changes to road layouts</p>	<p>The residents’ views will be considered in the decision making process whether to proceed with the proposals or not.</p>
<p>QV007/23 (Brents Insurance)</p>	<p>I am writing as a resident of The Fairway, Upminster in respect of the above proposals to which I object.</p> <p>Whilst every resident recognises the need to ensure safety on our roads any measures that are implemented should be carried out in proportion to the risk and not to the detriment of the road usage.</p> <p>To instal mini roundabouts is totally disproportionate, especially considering the low number of incidents on the road in question versus the volume of traffic. The traffic flow at the junctions concerned do not currently suffer with accidents and installing mini roundabouts will clutter the road and I suspect be ignored. The installation of speed tables does nothing to improve safety in Upminster road – it simply results in drivers almost emergency braking when they come upon them causing near misses of cars hitting those in front, or drivers simply ignore – especially those with larger 4WD vehicles that are prevalent in the area.</p>	<p>The residents’ views will be considered in the decision making process whether to proceed with the proposals or not.</p>

	<p>The roads in question constantly suffer with pot holes each year that take an age to repair making it a danger – why not repair the road to a fit standard and then install a speed alert sign or reduce the speed limit?</p> <p>I suspect there is a budget to be spent – this plan is not an appropriate spend of that money and I urge you to re-think and spend the money on other areas in the borough where problems actually exist.</p>	
<p>QV007/24 (Havering resident 17 – Ingrebourne Gardens)</p>	<p>we are old age pensioners and we are objecting to the above proposal work to be carried by Council because as follows:</p> <ol style="list-style-type: none"> 1, At present the volume of traffic is greater, drivers are cutting short cut from Hall lane through Ingreboune gardens, Also please note there are major concern about the safety for School Children’s near Hall mead School is ,the proposal will create further volume traffic through ingreboune gardens. Although there is speed limit near Malbourough gardens but the drivers does not follow the rules. 2. Also TfL buses taking Short cut at night time from Hall lane through Ingrebourne gardens to Cranham depot. 3 Drivers will take short cut through our road to Front lane (Cranham) it will create excessive volume of traffic , already there have been near a few misses , 4 Instead of having three round or raising the curbs in Hall lane ,we are asking the Council to raise the road levels on roads on Ingreboune gardens nearby .there should be consideration by the Council , how you are planning the solve the over flowing traffic to the residents nearby . 	<p>The residents’ views will be considered in the decision making process whether to proceed with the proposals or not.</p>

<p>QV007/25 (Havering resident 18 – Ingrebourne Gardens)</p>	<p>I am writing to strongly object to the proposed “Safety Improvements” for the Hall Lane area of Upminster for many reasons as listed below:</p> <p>1) The addition of multiple roundabouts along Hall Lane seems excessive and unnecessary for the stretch between The Fairway and the station. The traffic along this stretch of road is usually free flowing and often slow and queuing from the station all the way back to Ingrebourne Gardens, the area of higher speeds is nearer to the A127 between there and Avon Road where traffic exits the A127 and transitions to the road. Is this not normal? The current road layout works and traffic freely flows and it calmed by the natural curves in the road and the current traffic islands.</p> <p>The addition of these measures are not at the area of the perceived problem. The evidence and statistics used are completely misleading and unjustified. The one unfortunate fatality was a circumstance where an individual chose to speed and disregard the law and this would not have been prevented by any changes in the current road layout. This was not usual every day road use and it is not correct to use this as a reason for any scheme. The pedal cycle accidents and those after dark would not also be prevented by these measures. Better lighting and better road surfaces would be a better benefit to all road users.</p> <p>2) The addition of mini roundabouts would mean traffic stopping and starting, engines slowing and then revving which would increase pollutants and noise. This would have a detrimental effect to all residents and road users particularly any cyclists.</p> <p>3)The character of the area (Hall Lane) would be compromised as a result of these measures. It is an area of local pride and the roads should not be over developed in this way when there is no justification to do so. It is a ‘Special Townscape Area’ and should be preserved as such.</p> <p>4) The mini roundabout proposed for the top of Ingrebourne Gardnes is completely unnecessary. The plan appears to show that the pavements will be reduced, this is not safe for pedestrians. I also am concerned that the decision would be made as a</p>	<p>The residents’ views will be considered in the decision making process whether to proceed with the proposals or not.</p>
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	<p>part of this layout change that the parking bay would be removed. This is always in use and the loss would have a big impact to the residents. The proposed plans would encourage more traffic to use Ingrebourne Gardens as a cut through. Buses already use this road and parking is often an issue on particular days (West Ham match days) when it only possible for a single car to negotiate the road. Queues to a roundabout would compound this issue. There is a well-used post box at the top end of Ingrebourne Gardens which locals rely on. I am also concerned this would have to be removed to accommodate the proposed plan. This would have a detrimental impact on the residents.</p> <p>I fully object to the proposed changes, I believe they are unnecessary and detrimental to the character of the local area and the wellbeing of the residents. I do not feel that this is a sensible use of "Funding from TFL" . The road surface is the biggest issue with multiple pot holes on the stretch of road mentioned. Traffic and cyclists swerving to avoid them is dangerous as often means leaving their traffic lane and this could easily cause accidents, particularly after dark.</p> <p>I would like to question that the correct amount of time has been spent considering the suitability of these proposals, as they seem so inappropriate to the area and disproportionate to any issue. Has the area actually been visited in person or studied at different times of the day? If so i cannot see how the proposal would have been conceived to be any type of solution.</p>	
<p>QV007/26 (Havering resident 19 – Ingrebourne Gardens)</p>	<p>1. We believe the Council plans to build 3 new mini-roundabouts in Hall Lane are a disproportionately drastic proposal for the perceived road safety problem and would be harmful to the character of the area and amenity of residents.</p> <p>We have made our formal response and would now please request your help and support in having these plans scaled back significantly and the 3 new proposed mini-roundabouts eliminated entirely.</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

2. From Station Road junction with St Mary's Lane northwards to Hall Lane A127 Flyover there are in effect 3 different stretches of road/traffic area - Station Road, Hall Lane

(Upminster Station to Avon Road), and Hall Lane (Avon Road to the A127). These 3 different stretches of road have different traffic and pedestrian behaviour characteristics, as well as, (due to their existing different neighbourhood characteristics), differing levels of risk of harm to their character from traffic calming measures.

PIC (personal injury collision) statistics lose their capability to inform when as in the Consultation/Notification letter those of the 3 different road stretches referred to above are amalgamated - from a traffic speed, pedestrian numbers & behaviour, and physical character aspect, those 3 stretches of road are quite different.

Amalgamation of all these figures might provide one larger overall figure of 43 PICS over a 5 year period being used to justify the proposals but this is not a valid presentation - the case (claimed justification and potential disadvantages) for each of the above 3 separate road stretches above should be considered individually.

It is also not valid to use the one road death in Hall Lane in support of the proposals - the quoted death was due to very specific criminal circumstances of a driver of a stolen van crashing at speed fleeing police arrival - this incident has no relevance and general applicability to road safety measures, and should not be used to support traffic calming measures.

The representation of this death would have been more informative and transparent had the Consultation Notification letter reported that **over the 5 year period there had been no road accident deaths** that could have been prevented by any road safety measures that are now being proposed

3. HALL LANE (A127 to Avon Road).

Drivers coming off the A127 heading into Upminster on Hall Lane often fail to adjust their speed to the fact they are no longer on an arterial road and this stretch of Hall Lane can be reasonably described as a 'fast stretch "because of this.

This behaviour is further encouraged because of the open feel of this stretch of road past Bird Lane down to Avon Road as there is almost no roadside housing on this stretch of road and open country on much of the west side.

The Consultation Notification letter mentions speeding in the Bird Lane area but surprisingly no safety measures are proposed - we believe this is because such speeding falls away by the time traffic reaches Avon Road junction and rarely re-occurs in the entire remainder of Hall Lane and Station Road - the absence of any significant speeding in those particular stretches of road seems confirmed by the absence of any such mention in the Consultation Notification letter

However, were any traffic calming measures in this locality proposed they would have little harmful impact on the character of this stretch of road due to its generally open character and very limited roadside housing.

4. HALL LANE (Avon Road to Upminster Station).

From the Avon Road junction to the pedestrian island about 50 metres north of the vehicle entrance/exit to the Hall Lane playing fields speeding is rare - in fact the position of this pedestrian island then produces a further degree of traffic calming on the south bound carriageway as the road bends abruptly at that point and then continues past the playing fields entrance/exit to the junction with the Fairway.

We do not support the mini-roundabout proposal nearby at the junction with Masefield Drive as we think it excessive for the perceived problem, however we do believe some safety measures should be implemented since 40 metres to the south

the dual vehicle entrance/exit to Hall Lane Playing Fields/ Upminster Golf Club has a serious blind spot looking north.

At present the vehicle exit from the playing fields and the golf club has a very restricted view in a northerly direction and because of this there is very little time for a driver to pull out of this exit road before briskly moving traffic from the north may abruptly appear very close and be on collision course.

A speed cushion and warnings placed on the Hall Lane southbound carriage way 40 metres north of the Playing Fields.Golf Club vehicle exit would considerably reduce the risk of collision at this point.

From the Fairway to Upminster Station there is little speeding and again this seems to be confirmed by the absence of its mention in Consultation Notification letter.

While during peak periods slow moving traffic queues will stretch from Upminster Station all the way to the vicinity of The Fairway at other times traffic flows freely.

The proposals would introduce features such as speed tables and mini-roundabouts that would cause a constant need to decelerate and accelerate where none exists at present and this will increase air pollution from car exhausts particularly in the vicinity of these features.

The constant decelerating and accelerating will have a detrimental impact on the lives, and amenity of residents on this stretch of Hall Lane.

From the Fairway to Upminster Station the area has the planning designation of 'Hall Lane Special Townscape Area' due to its special character and age and design of the housing, and this is significant since it highlights the fact that insensitive development of any sort could be harmful to the character of this area.

Almost the entire stretch of road has houses fronting it.

Although this planning designation is relevant to building development it does bring awareness that other development, including road engineering safety measures, could be harmful to the character of the locality.

Therefore the road safety measures proposals in this Special Townscape Area should have their claimed justification and claimed benefits tested against the potential degradation of the character of the locality because they could be harmful to it- it would not be legitimate to simply say the Council has access to the funds and the 'Road Safety' label should transcend all other considerations.

The claimed justification/benefits of the road engineering proposals must be tested against the potential harm to the character of the area, for each of the 3 very different stretches of road, Station Road, Hall Lane (Upminster Station to Avon Road) and Hall Lane (Avon Road to the A127).

We contend the proposed measures would be harmful to the character of the Hall Lane Special Townscape Area, the safety case for them is weak, any claimed benefits are as a consequence negligible, and if implemented the proposed measures would have a detrimental impact on the lives of residents on this stretch of road.

The proposals, particularly the mini-roundabouts, at The Fairway, and Ingrebourne Gardens represent excessive disproportionate development to mitigate any perceived problem at these localities - the Consultation Notification letter does not mention excessive speeding in this stretch of road.

5. STATION ROAD

This is a shopping centre with far more pedestrians than Hall Lane. Pedestrians often run directly across the road from the station to catch a bus, while by the shops many others choose to cross the road away from traffic light crossings simply to go from one shop to another - this is a common dangerous behaviour - they often weave in and out through slow moving traffic that then might pick up speed.

Moving, but congested, traffic can make the locality particularly dangerous for pedestrians with frustrated drivers from Wilson Close car park queuing to exit Gaynes Road and some occasionally shoot straight across Station Road to enter St Lawrence Road Road as a cut through to escape congestion.

Pedestrians on Station Road crossing St Lawrence Road at the junction are particularly vulnerable.

We believe that because of the volume of pedestrians using Station Road and the volume of traffic in this short stretch of road, the proposed safety measures are justified, and that because the road is fronted almost entirely by shops, any traffic calming measures in Station Road will not have any great harmful impact on the character of the area.

6. PROPOSED MINI-ROUNABOUT AT INGEBOURNE JUNCTION GARDENS

The proposed mini-roundabout at the junction with Ingrebourne Gardens is significantly larger than those proposed at the junctions of The Fairway and Masefield Drive and the new road marking 'opposing traffic separation feature' shown on the proposals at the entrance and into Ingrebourne Gardens from the proposed mini-roundabout, not only seems to be to encourage the use of this road as a rat-run even more than it is at present. but would have the effect of pushing vehicles entering Ingrebourne Gardens well to the left of the eastbound Ingrebourne Gardens carriageway lane which in turn will quite possibly lead to Havering Highways Dept subsequently asserting that the small number of useful existing

parking spaces on that carriageway in Ingrebourne Gardens just a few metres in from Hall Lane would have to be removed in order not to impede traffic flow.

Such is the size of this mini-roundabout that vehicles travelling on the southbound carriageway of Hall Lane will actually have to enter the existing entrance/neck of Ingrebourne Gardens by one carriageway width to circumvent the mini-roundabout and proceed onwards towards Upminster Station.

Traffic will be pushed closer to houses on the corner of Hall Lane/Ingrebourne Gardens

We can see no justification for a mini-roundabout at this junction at all - there is no mention of speeding at this junction in the Consultation/Notification letter

This sizeable mini-roundabout would produce deceleration/acceleration gear changing where none exists at present and increase air pollution/particulates from car/lorry/bus exhausts as well as increasing noise.

This will have a detrimental impact on the amenity of closeby residents

7. IMPROVEMENT NEEDED THAT IS NOT IN PROPOSALS

The west bound slip road off the A127 from the Southend direction at its junction with Hall Lane has restricted driver vision in a northerly direction over the flyover with a significant blind spot for drivers waiting to enter Hall Lane. Fast moving Hall Lane traffic from the A127 flyover heading in the direction of Bird Lane may abruptly appear very close travelling at excessive speed with a real possibility of collision.

The Council need to use the available funds from TFL to design and implement a comprehensive solution to this dangerous junction.

	<p>-----</p> <p>The main speeding problems do not lie between Upminster Station and The Fairway and less drastic calming features such a very limited number of shallow speed cushions and road markings (if anything is deemed necessary at all) on this stretch of Hall Lane would suffice without the disproportionately excessive road engineering safety proposals which would be a wasteful and harmful use of financial resources, albeit TFL's resources and not those of Havering.</p> <p>Seeking to spend the entirety of the funds available from TFL simply because they are available cost free to Havering would be a harmful policy.</p>	
<p>QV007/27 (Uni-serve business)</p>	<ol style="list-style-type: none"> 1) The drawing is currently incorrect with regards to the drive way at Upminster Court this would need to be revised to reflect where the turning into the driveway actually stands 2) Why is a mini round about necessary from Hall Lane to Masefield Drive- this seems more dangerous and also unnecessary 3) What is the likely impact to business for Upminster Court with a number of new speed bumps places directly outside the entrance and exit 4) The speed table is proposed directly outside the exit gate and also outside a residential house- this is surely not practical 	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>
<p>QV007/28 (Havering resident 20 – The Fairway)</p>	<p>We understand the concern to reduce speed as a result of 43 personal injuries and 1 fatality in 5 years of which was of a criminal offence .</p> <p>However the proposed improvements are disproportionately excessive for a 1.1 mile stretch .</p> <p>3 mini roundabouts Proposed raised zebra crossing Raised pedestrian traffic island Raised speed table x2</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

Raised pedestrian refuge

This will mean that nearly every 10 yards there will be restrictions .

The proposals will increase traffic on already a very congested Rd which leads to St Mary and Hornchurch which will lead to frustration for the drivers and public transport. We cannot see how this will benefit the residence .

The Raised speed tables are not emergency friendly especially for Ambulances who find it difficult to reach to destination and administer medicine while in transit . Especially as the demographics of Upminster is of the elder generation..

We are already having to buy electric cars due to the ulez emissions coming into place .

Electric cars are lower profile to the ground than normal cars . The speed bumps will damage these cars and drivers will incur more costs .

The monies will best spent on

Fixing the pot holes on the road surfaces and better speed restriction cameras which will reduce speed and benefit all without causing disruption.

We do not object to all the proposals .

The mini roundabout at The Fairway and Ingrebourne Gardens are excessive .

proposed pelican crossings and zebra could be a welcome but not raised.

Raised speed tables are not necessary and are more disruptive for cyclist and drivers .

	<p>We strongly feel according to your results the response is far to drastic, disruptive and heavy handed for what you are trying to achieve.</p>	
<p>QV007/29 (Havering resident 21 – The Fairway</p>	<p>The study for Hall Lane does not identify the different road environments of Hall Lane.</p> <p>The study does not identify where the reported accidents have occurred.</p> <p>I feel the accidents are probably concentrated in a couple of areas, one being the exit slip road from A127 eastbound, this intersection being Hall Lane, this junction is reknowned for collisions.</p> <p>Therefore the accident incidents in the built up area of Upminster are fewer.</p> <p>I feel the proposed mini-roundabouts and raised speed tables would cause air pollution and sound pollution.</p> <p>Air pollution by the cars, buses and lorries slowing down and speeding up in navigating the raised speed tables.</p> <p>Sound pollution by the traffic slowing down and speeding up, their changing of gears and change of engine pitch. This would exacerbated by buses and heavy goods vehicles whose noise would also include the sound of their large structures and loads .</p> <p>I disagree with the proposed mini roundabouts on the junctions by Masefield Drive and The Fairway. There is insufficient road and pavement space to create a mini roundabout. Traffic would not be able negotiate round easily, so would generally go over the top, again also having the issue of slowing down and speeding up, causing air and sound pollution.</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

	<p>This currently happens at Avon Road mini-round, traffic driving into Upminster drive over the top of the mini-roundabout.</p> <p>I agree there are certain stretches where speeding traffic should be addressed, but I don't think what you are suggesting is correct, what you are suggesting is over complicated, destructive to the area, and spoiling our environment.</p> <p>I feel it would be more effective to have a speed camera along the stretch by Hall Lane park, possibly where the vehicle activated speed warning sign is currently or thereabouts. Which would slow traffic approaching the bend, just before the Hall Lane park/golf club entrance.</p> <p>There are 30 mile an hour speed signs just after Avon Road roundabout but more prominent signs may work better and if there were a speed camera and a warning sign of the speed camera that would definately make drivers take more notice of their speed.</p> <p>Please take into account the views of the Upminster residents, whose lives are affected by your decisions.</p>	
<p>QV007/30 (Havering resident 22)</p>	<p>I wondered why along with the several new roundabouts you propose along Hall Lane there is not one leaving the new housing development on the miniature golf course site.</p> <p>I have lived on this road for 20 years and mainly traffic builds up at rush hour, and if there is a problem on the A127 or M25. When the new building starts at the pitch and putt this will cause new obstructions to traffic so why no measures taken to control that? Surely a roundabout will be needed there, and even after building is completed for the new residents.</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

	<p>I cannot help but think that maybe you are calming the traffic around the real problem which is the disruption caused by the new development.</p>	
<p>QV007/31 (Havering resident 23 – Hall Lane)</p>	<p>I am writing this email to oppose the plans to implement 3 additional mini roundabouts along Hall Lane.</p> <p>I reside at 61 Hall Lane, the one house that is directly affected by the proposed plans. Having lived at this address for for nearly 7 years we don't believe that this is the correct safety measure needed along this specific area of Hall Lane.</p> <p>In our opinion the biggest danger when pulling out of Ingrebourne Gardens onto Hall Lane are the large trees on the pavement that cause a visual obstruction. As you approach the junction there is a blind spot for drivers to see oncoming cyclists and cars, this will not change if traffic calming measures as mentioned in the letter are implemented.</p> <p>We would propose that a 20mph speed limit is introduced to reduce the speed of traffic and enforced by speed cameras.</p> <p>A further point as to why we oppose the mini roundabout is based around the access to our property. Based on the current placement of the mini roundabout detailed below, it would stop us being able to pull onto our driveway in a legal manner. As of current we can access our property with no problems from the three directions outlined below, with the mini roundabout we would only legally be able to access out property from one direction (marked with a blue arrow).</p> <p>If coming from direction 1 or 2 we would now have to drive over the roundabout to safely access the property, an illegal manoeuvre that could get us 3 points on our license or a fine of up to £300. U turns on a mini roundabout are also to be avoided (as per the Highway Code uk regulations) which would stop us from being able to access our home from direction 1.</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

<p>QV007/32 (Havering resident 24)</p>	<ul style="list-style-type: none"> • The proposal states that the speed study was carried out by Bird Lane. This is a completely different section of road to where the measures are due to be placed. The speed limit is not even comparable (Bird Lane jct is 40mph) • The inclusion of the "1 fatal PIC" is somewhat misleading. As a witness to that incident it involved a stolen vehicle being driven dangerously (without the occupants wearing seatbelts) on the wrong side of the road whilst evading a pursuit by the police. No amount of traffic calming would have prevented this. Infact the collision was in the vicinity of an existing pedestrian crossing refuge. • As a resident of Hall Lane (north of the Avon Road roundabout) I can confirm that there is somewhat of an issue with speeding vehicles (mainly overnight). Your speed study does seem to suggest this. However none of the measures are actually in this area. • Due to the interaction of the traffic lights at Bell Corner and the pedestrian crossing outside Upminster Station, peak time traffic backs up well past the junction with The Fairway" and is very slow moving. Adding additional roundabouts here will almost certainly cause problems as traffic will be blocking them. • I would also question the additional ongoing investment that will be needed to these roads with extra traffic calming. The road surface of Hall Lane is already extremely poor and many of the vehicles using the road are very heavy (double decker buses, many HGVs). Any form of speed hump or table will add enormous amounts of wear and also an increase in noise and vibration for local residents. 	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>
<p>QV007/33 (Havering resident 25)</p>	<p>I am writing to express my opposition to the proposed measures. As someone who frequently drives down Hall Lane and Station Road (my office is on Station Rd) I have found it to be problem free and can see no way in which these restrictions will help matters.</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or</p>

	<p>In fact, the only times there have been problems on Station Road is when there have been restrictions on the traffic. It gets exceptionally busy at times and anything to reduce the flow of traffic will not help these matters.</p> <p>Quite frankly, if Havering Council is going to spend money on roads, the absolute priority should be repairing some of the surfaces which are in an appalling state on some of the Borough's roads.</p>	not.
<p>QV007/34 (Havering resident 26)</p>	<p>I objecting to the proposed work on the following basis:-</p> <ol style="list-style-type: none"> 1. The cost benefit of the works is too expensive. Very little benefit will be seen by the local community. 2. The proposed speed bumps is a disproportionate responds to the few occurrence of speeding. 3. The few speeding vehicles are most likely to be from the police, fire brigade or ambulances. 4. The slow down of vehicles will dramatically raise pollution levels to pedestrians and local community. 5. This proposed work is in direct violation to the Mayor of London ULEZ policy of reducing deaths of children and other vulnerable people to increased carbon particulates and nitrous oxide in the atmosphere. 6. As Havering has according to the Mayor of London one of the highest polluted Borough. Flagrantly increasing pollutants verges on criminality. 	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>
<p>QV007/35 (Havering resident 27)</p>	<p>We are in full agreement that, on a reasonably regular basis, many vehicles travel in excess of the speed limit, particularly on the inbound to Upminster side, and some of speed restriction would be beneficial. However, we have some reservations about the proposed methods. Would not a simple speed camera prove to be an adequate deterrent if sited on the central point of the inward stretch, similar to the one in Shepherds Hill which appears to be effective. For a short while, at least, it may be an income generator but regular users would soon know to observe the speed limit.</p> <p>Our reservations about the proposed methods are for the following reasons.</p>	<p>The residents' views will be considered in the decision making process whether to proceed with the proposals or not.</p>

Speed humps

- Speed humps themselves cause damage to the cars, cycles and buses
- Hall Lane is regularly used as the fastest route to emergency vehicles, Intermittent speed bumps are not helpful in facilitating a smooth ride for patients or speed of transfer
- Bus travel over speed bumps does not make for a comfortable ride.

Mini roundabouts

- The Hall Lane/Avon Road mini roundabout has limited success in slowing traffic.
- The low incidence of traffic entering Hall Lane from Masefield Drive makes the siting of a mini roundabout there totally inappropriate
- The rush hour traffic flow would be even more disrupted than at present
- A far greater number of vehicles enter and leave Hall Lane from the Tithe Barn and the Golf and Bowling Club exits on what is current a blind corner

As resident of Hall Lane, we shall await the outcome of th consultation with interest.