



Havering
LONDON BOROUGH

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www.havering.gov.uk

London Borough of Havering (20035775) - Actions arising from Issue Specific Hearings 8, 9 and 10

Dear Sir,

Please find below and in the accompanying appendices responses to Actions that arose from the Issue Specific Hearings held in October 2023.

Issue Specific Hearing 8

- Action Point 1 Assessment of Construction Compound Effects

Are there circumstances in which the assessment of construction compounds has been undertaken on a generalised or generic basis, but where the proximity of specific sensitive uses/receptors or the variable nature and location of particular construction activities give you reason for concern that any maximum adverse effects of the proposed operations at the compound have not yet been assessed?

The Council has responded to Q9.1.5 (of ExQ2) regarding the adequacy of controls to monitor the impact of vibration on heritage assets, which could be potentially vulnerable to vibration relating to construction traffic/operations. This is subject of a separate Deadline 6 submission.

There are four listed buildings in North Ockendon which are adjacent to the utility diversions for multi-utility networks and the Short Term Online Main Works Construction Access Route:

- Kilbro (Project ID. LB5; List Entry No. 1079868)
- Russell Cottage (Project ID. LB6; List Entry No. 1079869)
- The Forge (Project ID. LB7; List Entry No. 1079870)
- Castle Cottages (Project ID. LB8; List Entry No. 1079871)

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It is suggested that condition surveys of these buildings are carried out prior to the commencement of any works to provide a baseline record of the condition of the buildings. This would then allow any potential damage arising from vibration to be identified as works progress.

- Action Point 10 LBH: Upminster Cemetery and South Essex Crematorium

To the extent that extended opening hours could be a form of mitigation, please confirm current operating hours and explain how they can be varied?

Upminster Cemetery is open to the public between 9am and 7pm during the summer and between 9am and 4pm in the winter. Burial services (direct to grave) operate between 9am and 3:30pm.

The Crematorium Service hours vary depending on the service that is required. Cremations only with no actual service (no Minister) are between 8am and 9am. Cremation services with a Minister are between 9am and 3:30pm for an hour slot (i.e., final service finishing at 4:30pm).

There are two chapels at the SEC, so when examining extended operating hours these have been looked at on the basis of both chapels performing services for an additional two hours each.

An extension of Crematorium operating hours by a further two hours into the late afternoon/early evening would incur the following costings for the Council.

Depending on what grade the chapel attendants and technicians are:

Grade 3 - £14.10 per hour * 2 hours at O/T rate of 1¼ per hour = £35.25

Grade 4 - £15.56 per hour * 2 hours at O/T rate of 1¼ per hour = £38.90

Grade 5 - £18.01 per hour * 2 hours at O/T rate of 1¼ per hour = £45.02

So as an average, the cost against each member of staff will be about £40.00. Two chapel attendants and one technician will be £120.00 every day.

In addition to the above, there would be the following operating costs:

Gas – Gas usage based on 2022/23 costs equates to approximately £50 per cremation. Therefore, two chapels operating a further two hours would result in an additional £200.00 per day on additional gas usage.

Electric – Electricity usage based on 2022/23 costs equates to approximately £22.50 per hour. Therefore, a further two hours would result in an additional £45.

In summary, whilst it is feasible to operate the SEC for an additional two hours, it would result in an increase in costs per day for the Council as set out below.

Three staff	£120.00
Gas	£200.00
Electric	£45.00
Total of	£365.00 per day

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- Action Point 11: Upminster Cemetery and South Essex Crematorium

To the extent that under the compensation code there is no claim for injurious affection available to a cemetery or crematorium, is it agreed that the only mitigation measures related to access configurations and operating hours?

As stated in Action Point 10, whilst it is technically feasible to extend operating hours to mitigate any delays to operating services during the bulk of the day, this would come at an additional cost to the Council. Given the financial pressures the Council is currently under, such an additional cost would not be able to be met by LB Havering.

Ensuring that resilience is built in to diversion routes, and that such routes are suitable for the types of vehicles likely to use them to access the Cemetery and SEC, is of utmost importance to the Council. Havering has set out its concerns with the proposed diversion route and potential mitigation measures in Table 6 of its Local Impact Report (REP1-249). LB Havering has a meeting scheduled with the Applicant to discuss this matter in more detail on Thursday 9th November.

Issue Specific Hearing 10

- Action Point 13 Optioneering Report

Last year the Applicant prepared a report for Havering and Transport for London which examined three options for a crossing of the A127. This can be found in Appendix 1, and was sent to Havering on 1st July 2022. The report considered 1) A signalised junction on the A127 incorporating Front Lane and Folkes Lane 2) A signalised at-grade crossing at the A127/Front Lane junction, 3) A grade separated crossing. The report sets out the challenges a signalised junction or at grade crossing would create and explains the benefits a grade separated crossing would bring, including facilitating east west movement across M25/J29.

- Action Point 15 Active Travel England: Capital Programme

To the extent that Active Travel England (ATE) has been established as a Government Agency with a remit and strategy to promote and improve active travel (cycling, walking and equivalent modes), is there any contribution available that might fund NMU network value adding measures (for example, such as but not limited to the provision of a new walking route adjacent to Folkes Lane, Upminster is identified by LB Havering)

As Havering has stated at Issue Specific Hearing 4 and 10, and through representations including REP3-180 and REP5-106, funding for transport projects and programmes is devolved to the Mayor of London and distributed to London Boroughs through the Local Implementation Plan (LIP) process.

Whilst there are funding opportunities through Active Travel England (ATE), these are limited to Local Authorities outside of the GLA Boundary.

Given the funding arrangements for London Boroughs, Havering considers it highly unlikely that ATE funding could become available direct to Havering to deliver the proposed Non-Motorised User route to connect to Folkes Lane Woodland.

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Yours faithfully,

Daniel Douglas

Team Leader Transport Planning

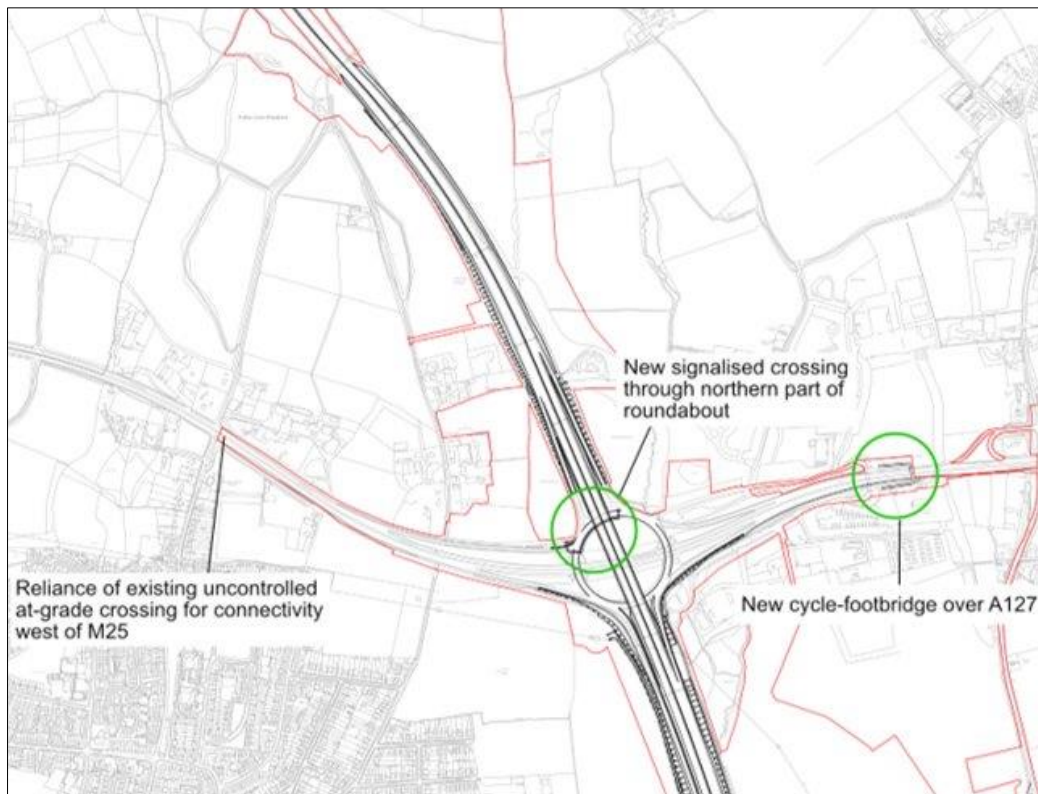
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Proposed Crossing on the A127 to the west of M25 Junction 29

Background

The Walking, Cycling and Horse-riding (WCH) Strategy proposals for the Project were presented at the 2021 Community Impacts Consultation (C-Con) and included a new shared use cycle/footbridge over the A127, to the east of the M25 Junction 29, as shown on Figure 1 below.

Figure 1 - WCH proposals at M25 Junction 29 at C-Con



The shared use cycle/footbridge aimed to resolve the A127 footway severance caused by the proposed LTC M25 slip road arrangement on the southern section of the junction, where existing east-west and north-south crossings are no longer feasible under the proposed highway design.

After crossing the A127 at the new cycle/footbridge, users travelling westbound would continue along the northern side of Junction 29, on the A127 or along Codham Hall Lane, providing a connection to Junction 29. Signalised crossings will be provided on the south and eastbound approaches to the roundabout and on the northern and eastern circulatory carriageway. From Junction 29, users would continue west along the existing shared use cycle/footway along the northern side of the A127, until they reach the existing at-grade uncontrolled crossings at the junctions with Front Lane and Folkes Lane.

Stakeholder Feedback

Stakeholder and public feedback at C-Con on the proposals around the M25 Junction 29 were reviewed to understand whether the WCH Strategy should be improved.

The need for an additional crossing to the west of the M25 Junction 29 to allow for a safe north-south crossing of the A127 was identified by both stakeholders and the public. In general, comments related to:

- Concern over the safety of users at the uncontrolled crossing at the Front Lane junction, due to high traffic flows and speed of motorists; and
- The additional journey time to travel between Moor Lane Cranham to Folkes Lane Woodland Country Park when the uncontrolled crossings at the M25 J29 are removed.

Review of Existing Crossing Facilities

A further review of existing crossing facilities to the west of the M25 Junction 29 was undertaken, investigating their connections to the existing/proposed WCH network. It was found that the staggered uncontrolled crossings at Front Lane and Folkes Lane were substandard and the type of provision was not suitable for existing road conditions, given the existing traffic flows and speed limit.

Based on these findings, an investigation into the provision of a new crossing to the west of M25 Junction 29 has been undertaken with the aim of mitigating the need for users to cross via the existing uncontrolled staggered crossings at the A127 / Front Lane junction.

Proposed Type of Crossing

Three alternative crossing options have been investigated that would facilitate the north-south connectivity for WCH, namely:

- **Option 1** – Signalised Junction on the A127 incorporating Front Lane and Folkes Lane
- **Option 2** - Standalone signalised at-grade crossing at the A127 / Front Lane junction
- **Option 3** – New grade-separated crossing

The benefits and disadvantages of each option were reviewed and are shown on Table 1 below.

Table 1 – Review of Crossing Options on the A127, west of M25 J29

Option	Benefits	Disadvantages
Option 1 – Signalised Junction	<ul style="list-style-type: none"> • Retention of existing WCH desire line connecting Front Lane and Folkes Lane • Controlled crossing facilities for pedestrians and cyclists • Controlled and improved access for vehicles from side roads on to the A127 	<ul style="list-style-type: none"> • Increased journey time for users travelling from Moor Lane towards Woodland Country Park and proposed Hole Farm Woodland • Would not provide a safe crossing for horse-riders as on a heavily trafficked Road • Potential traffic queues from the junction extending back along A127 towards the M25 J29 slip road causing hazardous conditions for merging vehicles • Users would need to wait adjacent to live traffic for pedestrian signal to activate.
Option 2 – At-grade Crossing	<ul style="list-style-type: none"> • Retention of existing WCH desire line connecting Front Lane and Folkes Lane 	<ul style="list-style-type: none"> • Increased journey time for users travelling from Moor Lane towards Woodland Country Park

	<ul style="list-style-type: none"> Controlled crossing facilities for pedestrians and cyclists 	<p>and proposed Hole Farm Woodland</p> <ul style="list-style-type: none"> Does not provide a safe crossing for horse-riders as on a heavily trafficked Road Potential for traffic queues from the crossing to extend back along A127 towards the M25 J29 slip road causing hazardous conditions for merging vehicles Users would need to wait adjacent to live traffic for pedestrian signal to activate.
Option 3 – Grade-separated Crossing	<ul style="list-style-type: none"> Direct north-south connection with minimal increase in journey time Improved road safety by removing potential interaction with motorised vehicles Dedicated WCH facility providing improved connectivity for horse-riders. Free flow access 	<ul style="list-style-type: none"> Need for land and tree removal/replacement at landing locations Cost of build Isolation of users Does not improve existing crossing facilities between Folkes Lane and Front Lane

Preferred Crossing Option

Following the review of the three proposed crossing options to provide improved WCH crossing facilities on the A127 to the west of M25 Junction 29, it was considered that Option 3, a grade-separated bridge crossing, should be provided.

This option would provide a safe crossing facility for walkers and cyclists replacing the existing crossings at the M25 Junction 29, with the added benefit of providing improved connectivity for horse-riders, removing the severance caused by the A127. This option would also not result in potential congestion or queuing on the A127.

Crossing Location

Three locations for the proposed grade-separated crossing were initially investigated to the west of the M25 Junction 29, as shown on Figure 2.

- Location 1 – Connecting Front Lane and Folkes Lane
- Location 2 – Midway between the Front Lane / Folkes Lane junction and the M25 Junction 29
- Location 3 – Connecting Folkes Lane and Moor Lane

A review of each potential location was undertaken to assess its suitability in terms of:

- Directness – Desire lines, journey time and connectivity to the existing and proposed WCH network
- Safety – Interactions between vehicles and WCH users
- Constraints – Location of existing utilities, land use (existing properties/ownership) and landscape geometry and features

Figure 2 - Potential locations for a grade-separated crossing on the A127, west of M25 J29



Directness – Location 3 is the only option that would provide a viable alternative to the existing uncontrolled crossing at M25 Junction 29 due to its directness, minimal change to journey times and connectivity to the wider WCH network. Conversely, locations 1 and 2 would result in a notable detour for users travelling between Moor Lane Cranham to Folkes Lane Woodland Country Park, resulting in increased journey distance and time. However, it is noted that Location 1 would cater for the existing desire line between Folkes Lane and Front lane.

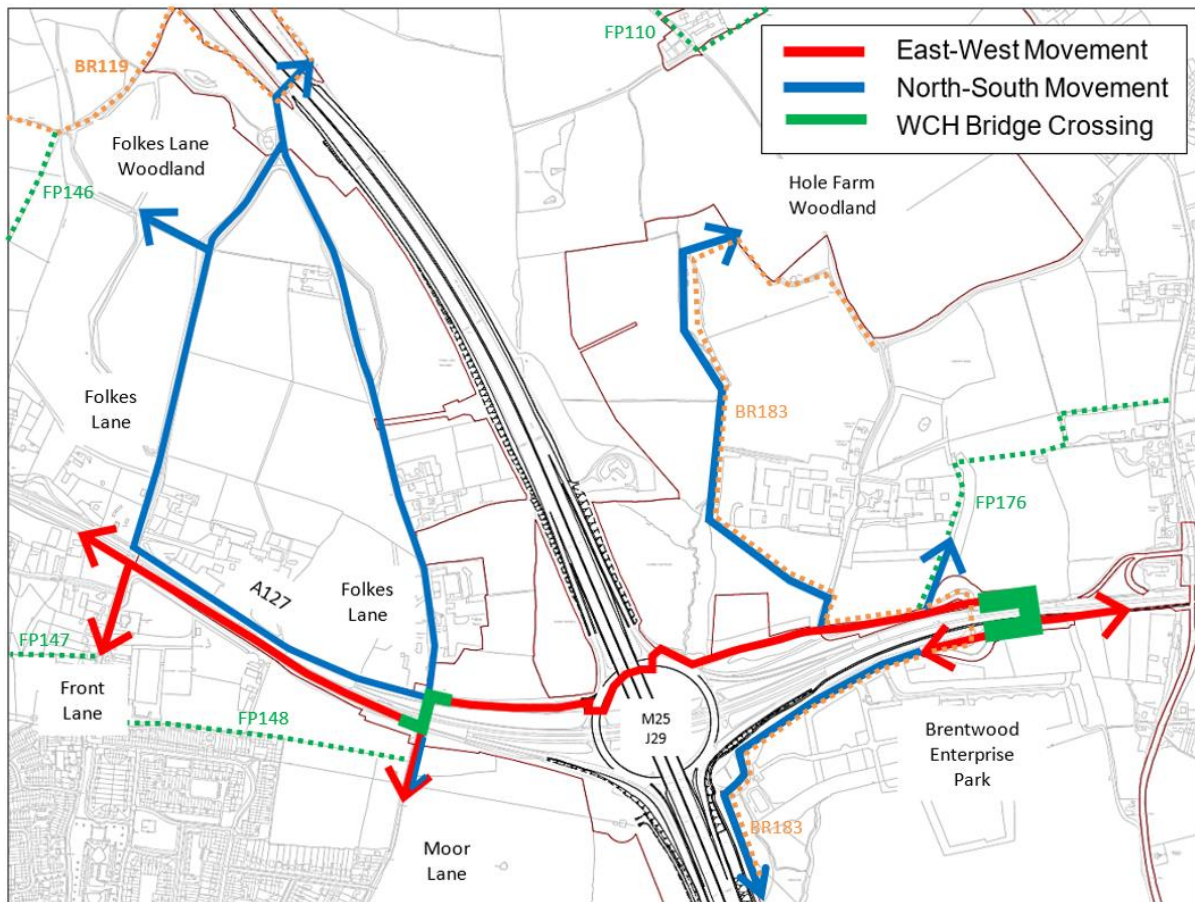
Safety - All locations of the proposed grade-separated crossing would provide potential improvements in road safety by removing potential conflict between WCH and motorised vehicles. However, horse-rider provision at Location 1 may be limited given the connection to the bridge ramps that would need to be adjacent to the live carriageway, due to localised land constraints.

Constraints - Location 1 identified restrictions due to adjacent land use limiting the available space to provide sufficient ramps and steps for a bridge crossing at this location. Potential issues with forward visibility at the Folkes Lane junction were also identified due to the structure (ramps/steps/supports) and potential diversions to existing utilities. At both Location 2 and 3 there are trees that would need to be removed/relocated in order to provide the necessary landings for the ramps and stepped access to the bridge. However, the southern side of the A127 at Location 2 has a dense woodland in comparison to Location 3, where trees are sparser and therefore any removal/replacement and impact on existing biodiversity would be to a much lesser extent.

Preferred Crossing Location

Location 3 was selected as the preferred crossing location, sited to the west of the M25 Junction 29, connecting Moor Lane and Folkes Lane. This location creates a north-south crossing for walkers, cyclists and horse-riders over the A127, improving connectivity to the wider WCH network and to key destinations such as Folkes Lane Woodland and Hole Farm Woodland, as shown in Figure 3. Although this location would require a longer bridge span across the A127, there are less constraints in its construction in terms adjacent land use and providing sufficient ramps and steps to offer suitable accessibility for all.

Figure 3 – Preferred Location for Grade-separated crossing on the A127, west of M25 J29



Summary of Benefits of Proposed Crossing

- Restores north-south links severed by historic road building;
- Provides for all non-motorised users including walkers, cyclists and horse-riders;
- Provides a safe and more direct crossing facility away from potential interactions with motorised vehicles;
- Has no impact on the movement of vehicles along the A127, i.e. does not cause traffic delay;
- Does not unduly impact users travelling north-south from the southern shared use cycle/footway from Moor Lane, as journey times are similar to that of the existing route via the uncontrolled crossings on the western arm of M25 Junction 29;
- Can be constructed with little impact on adjacent land use and will not require diversions of existing utilities; and
- Maintains the north-south connection between Cranham and Brentwood when Bridleway 183 is temporarily closed during the construction of the Project, if in position prior to the main works.

Recent Engagement

The proposed WCH bridge crossing has been presented to stakeholders and the public at local engagement events and at the Local Refinement Consultation held in May/June 2022, presenting the changes made to the WCH strategy since C-Con. Positive feedback was received on the bridge location and the use by all non-motorised users on both crossings over the A127.

Image 1 provides an illustration of the proposed WCH bridge crossing used within the recent local engagement event.

Image 1 – Illustration of the proposed WCH bridge on the A127, west of M25 J29

