A12 Eastern Avenue/B177 Barley Lane and Hainault Road

New pedestrian crossings and junction improvements

Consultation Summary
August 2016
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Background
Between 21 January and 3 March 2016, we invited the public and stakeholders to comment on our proposals for new pedestrian crossings and road layout changes on the A12 Eastern Avenue junction with the B177 Barley Lane and Hainault Road.

Our proposals intended to help traffic flow more smoothly, reduce delays experienced by right turning traffic, and make it easier for pedestrians and cyclists to cross the road. Proposals included:

- Changes to the road layout to lengthen the right-turn lane on the A12 eastbound approach
- New traffic signals with optimised signal timings, and an additional green light stage in the traffic light sequence for vehicles turning right from Barley Lane, heading northbound
- New signalised pedestrian crossings on each section of the junction, including the introduction of a shared pedestrian/cyclist use ‘toucan’ crossing on the southern arm of the junction
- A reduced speed limit on the A12 Eastern Avenue through the junction from 50mph to 40mph

The consultation was designed to enable us to understand local opinion about the proposed changes.

Responses to consultation
We received 30 responses to the consultation. There were 24 responses from members of the public and six responses from stakeholders.

Responses from members of the public
We asked three specific questions concerning the proposals. The following tables show the results:

<table>
<thead>
<tr>
<th>Do you support the proposal to change the road layout on the A12 Eastern Avenue, lengthening the right-turn lane on the eastbound approach to B177 Barley Lane and Hainault Road?</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>20</td>
</tr>
<tr>
<td>No</td>
<td>3</td>
</tr>
<tr>
<td>Not answered</td>
<td>1</td>
</tr>
</tbody>
</table>
Do you support the proposal for the installation of new signalised pedestrian crossing facilities on each section of the junction?  

<table>
<thead>
<tr>
<th>Yes</th>
<th>14</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>6</td>
</tr>
<tr>
<td>Not answered</td>
<td>4</td>
</tr>
</tbody>
</table>

Do you support the proposal for the installation of signalised toucan crossing facilities on the southern arm of the junction?  

<table>
<thead>
<tr>
<th>Yes</th>
<th>15</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>7</td>
</tr>
<tr>
<td>Not answered</td>
<td>2</td>
</tr>
</tbody>
</table>

We also asked for any other comments on the proposals. There were 22 replies to this question. The most common points have been listed below:

<table>
<thead>
<tr>
<th>Issues most commonly raised</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals should be expanded to include improvements at the B177 Barley Lane junction with Chadwell Heath Lane</td>
<td>8</td>
</tr>
<tr>
<td>General support for the proposal</td>
<td>5</td>
</tr>
<tr>
<td>Concern that proposals will further worsen congestion at B177 Barley Lane junction with Chadwell Heath Lane</td>
<td>3</td>
</tr>
<tr>
<td>A lengthened right-turn lane on the A12 westbound approach is also required</td>
<td>3</td>
</tr>
<tr>
<td>Speeding is not an issue at the junction, a reduced speed limit is not necessary</td>
<td>3</td>
</tr>
<tr>
<td>Concern the proposals will slow traffic in the area</td>
<td>3</td>
</tr>
<tr>
<td>Proposed crossings should be straight, and not staggered</td>
<td>2</td>
</tr>
<tr>
<td>Pedestrian signals are not required. There is a low volume of pedestrians at the junction.</td>
<td>2</td>
</tr>
</tbody>
</table>
Six stakeholder responses were received. A summary of the main points raised follows:

**Confederation of Passenger Transport (CPT)**
CPT noted that any restriction to traffic flow on a key arterial route and a major trunk road will inevitably impact on road capacity. They consider that the proposed changes would significantly reduce traffic flow and capacity, ultimately lead to congestion and increased journey times.

Particular areas of concerns include the introduction of further “red light time” for traffic and the reduced speed limit. The proposals also lacked information on the effect the proposals might have on journey times. Increased journey times would be a concern.

CPT commented that improved safety for pedestrians and cyclists crossing the A12 at Barley Lane is a laudable aspiration. Given the complexity of the resultant crossings, and the overall effect on traffic flow along this route, a safer and more acceptable option could be the installation of footbridges with step free access. This would separate pedestrians and cyclists from fast moving traffic using the main A12.

In response to the comments received we met with CPT to provide a more detailed look at our proposals and to explain how we consider the proposed changes would benefit the junction.

**Councillor Anne Sachs, Chadwell Ward, London Borough of Redbridge**
The proposals are a good idea that will improve safety. Particularly pleased that signal timings will be adjusted with more sensitive equipment, as queues can get very long for the junction from both Hainault Road and Barley Lane.

**London Fire Brigade**
London Fire Brigade officers confirmed they have visited the site and that the proposed work will have no effect on their operations.

**London TravelWatch**
Note that there are bus stop lay-bys very nearby. Bus lay-bys mean that buses can often fail to pull in close enough to the kerb; can be used for parking and mean buses get trapped at the stop. An extension of the scheme to infill these bays would be welcomed by London TravelWatch and bus passengers.

**Metropolitan Police Service, Roads Transport Policing Command**
Consider the proposals as a significant improvement on the existing arrangement. If the opportunity arises, they would like to see a small change to the design of the separator island on the eastbound junction with B177 Hainault Road. Extending the length of the island by 3 to 4 metres would help prevent a substantial number of motorists from using the slip road exits to avoid the traffic lights on the A12.
Peter Brett Associates on behalf of North East London NHS Trust, Goodmayes Hospital

Support the proposals to improve safety, particularly for vulnerable road users. Proposals will also better manage delay and congestion and reduce the severance effect of the road.

Our decision

After careful consideration of feedback received, we carried out a further review of our proposals. We looked in greater detail at the need for a reduced 40mph speed limit across the junction. We also considered the design of the separator island on the eastbound junction with B177 Hainault Road.

As a result, we have decided to proceed with our proposals, with the following changes:

• We will retain the 50mph speed limit through the junction, and not reduce this to 40mph as suggested in our proposal. Since the consultation we have undertaken a more detailed assessment of the collision history at the junction. Having considered that assessment alongside other factors including the consultation responses and speed limits at neighbouring junctions on the A12, we have concluded that there is no need to change the speed limit at this junction to support the enhancements being provided. We have therefore decided to retain the 50mph speed limit at Barley Lane, in keeping with other junctions along the outer A12 Eastern Avenue corridor

• During our detailed design process, in advance of construction work, we will consider minor changes to the length of the separator island on the eastbound junction with B177 Hainault Road to discourage poor driver behaviour and improve safety

We expect to be able to start work at Barley Lane in early 2017. Exact dates are subject to confirmation of funding and coordination with other work in the area. We will write to local residents and stakeholders to confirm details of construction works nearer to the time.

Our responses to issues raised

Below are our responses to the key issues raised during consultation:

Expand proposals to address problems entering and exiting B177 Barley Lane/ Chadwell Heath Lane junction due to traffic congestion, perhaps with the introduction of signals

Barley Lane and Chadwell Heath Lane are part of the London Borough of Redbridge’s road network. Our proposals do not extend on to the borough’s roads. However, we will share comments and suggestions concerning this matter with the borough for their consideration.
Our proposals are designed to improve traffic flow on the A12 at Barley Lane. New traffic signals would also enable the junction to operate more efficiently. We expected that nearby local roads such as Chadwell Heath Lane and the B177 will also benefit from reduced congestion.

Proposals should also include an extended right-turn lane on the eastern arm of the A12 for traffic heading westbound
Our traffic modelling and numerous site observations have indicated that right turn traffic flows into Barley Lane are significantly higher than those into Hainault Road. We are aware that the western arm of the junction is subjected to safety and congestion issues and our proposals seek to address these. The eastern arm of the junction does not experience the same level of disruption; therefore we do not consider it necessary to introduce an extended right-turn lane at that location.

Consider filling in the bus stop lay by heading eastbound, to prevent buses getting trapped at the stop
It has been our practice to locate bus stops in lay-bys on roads with a speed limit of 40mph or higher. This is for road safety and capacity reasons, which outweigh potential delays to bus journeys. In compliance with our Accessible Bus Stop Design Guidance, bus stops C and D on the A12 Eastern Avenue have lay-bys of sufficient length to allow buses to line up and stop close and parallel to the kerb.

Consider lengthening the separator islands on the B177 north and south of the junction to prevent drivers using slip roads to avoid the traffic lights on the A12
We are grateful to learn of this observation. As part of the detailed design process, we will consider minor changes to the islands to promote safer driving and discourage poor driving behaviour

Pedestrian signals are not required. There is a low volume of pedestrians at the junction
Our feedback shows that at the moment, pedestrians are not keen to cross the road at the junction, and some find the existing arrangements inaccessible. The lack of formal crossings is considered unsafe, and some pedestrians take detours to avoid the road here. This is particularly the case for vulnerable road users, who have told us the introduction of pedestrian signals is welcome. We therefore expect that the introduction of formal pedestrian crossing facilities would encourage more pedestrians to cross the road at this location.

Proposed pedestrian crossings look complex. They should be straight, and not staggered
Unfortunately it is not appropriate to provide straight pedestrian crossings at this location, as this would take a large amount of green time away from traffic resulting in significantly worsening congestion and delay.
**Concern the proposals will slow traffic, leading to increased journey times**
The proposed junction layout changes and the introduction of new traffic signals with optimised signal timings are designed to improve traffic flow, and enable the junction to operate more efficiently. Our traffic modelling shows increased capacity and reduced waiting times would be achieved at the junction.

We intend to use the latest intelligent traffic signalling technology that allows us to incorporate new pedestrian stages without increasing red light times to general traffic. Adaptive and intelligent traffic signal control (known as SCOOT) will distribute traffic efficiently and allocate more green time to the other arms of the junction as and when needed. The extended right turn filter will increase capacity by 30 per cent on the western arm of the junction.

Given the 30 per cent increase in capacity, an improved junction operation and an unchanged speed limit of 50mph, we anticipate an overall reduction in journey times through the junction.

**Speeding is not an issue at the junction, a reduced speed limit is not necessary**
Our proposal to reduce the speed limit through the junction from 50mph to 40mph was intended to contribute to a safer environment for all road users. However, since the consultation, we have undertaken a more detailed assessment of the collision history at the junction. Having considered that assessment alongside other factors, including the consultation responses and speed limits at neighbouring junctions on the A12, we have concluded that there is no need to change the speed limit at this junction to support the enhancements being provided. We have therefore decided to retain the 50mph speed limit at Barley Lane, in keeping with other junctions along the outer A12 Eastern Avenue corridor.

**Is there potential to consider a new road, west of B177 Barley Lane to better link the hospital grounds to the A12?**
A new link road would require the construction of an additional junction on the A12. An additional junction, particularly in close proximity to the B177 junction with Barley Lane and Hainault Road would lead to increased delays and congestion on the A12. Hence we would not support such a proposal.