

Lower Thames Crossing Consultation (Summer 2021)

Cranham Ward

Consultation

1. Concerns over the length of the consultation period of 8 weeks rather than 12, and the inappropriate timing during the school holiday season.

Advance Actions

1. Introduce weight restrictions in Front Lane in advance of the development phase, to mitigate against increased traffic and the snarling up of this widely used alternative route.
2. Install a Zebra Crossing in Front Lane near to Isis Drive in advance of the development phase, to mitigate against the increased risk to children walking and cycling to Hall Mead School and Engayne School.
3. Engagement with Ward Councillors at the 'Local Impact' development phase.
4. Councillors to receive a copies of Havering Council's submissions to ensure partnership working and understanding.

Development Phase

5. There will be 24/7 construction work on the area immediately adjacent to the M25 in our area but they claim that the work noise (in Db) would be less than is already present. However, whilst the average noise levels may appear to be lower than now, what is significant is that there will be some night time workings, seven days a week. This represents an increase to noise levels outside normal traffic levels which may have an impact on some Cranham residents. It does refer to 'short-term noises that are louder', which as these may be heard during night time, could be disruptive. (Details are on pages 218-223 of the Ward impact summaries document.)
6. Temporary worsening of air quality due to dust and emissions identified in Ockendon Road and Clay Tye Road, this could however impact on Cranham/Upminster, dependent on wind direction.
7. Parts of the A127 would have narrow lanes and a 50mph speed limit for 27 months during construction.
8. A Logistics Hub will be established in Folkes Lane. However, this area moves into Harold Wood Ward in 2022.
9. Ancient woodland will need to be cleared in Folkes Lane due to the diversion of a gas pipeline. New woodland will be planted on the eastern side of the M25 (outside

of Havering's boundaries) Ancient woodland is irreplaceable by its very classification, however no mitigation is being afforded to Havering for this loss.

10. No other biodiversity sites in Cranham Ward will be within the construction site or affected.
11. No built heritage sites will be within the construction site in Cranham Ward.
12. The previous proposals to have access off of Laburnham Gardens and the woodland at the top end of Moor Lane have been dropped. Access will now be gained from other directions (M25/A12&) which do not impact homes etc.
13. We did discuss a weight restriction being introduced, preferably before construction begins, from A127 onto Front Lane. Other matters, such as the Zebra crossing and additional trees along Front Lane, are already in hand, although may need chasing.

Once the Road is Open

14. The new road is due to be opened in 2029.
15. There will be additional road noise due to increased traffic. The only reference to specific mitigation is that of quieter road surface material. There is no mention of acoustic barriers or similar. When asked about this at the public event, they admitted such barriers were not planned. As this part of the M25 is raised, there could be a counter argument about the visual impact. Less of two evils?? Perhaps be specific with the addition of planting.
16. Increased traffic volume has been identified for Cranham yet there is no mention of the impact on the 248 bus service which would be delayed as a consequence.
17. No mitigation identified for increased and closer lighting columns which could increase light pollution.
18. There are predicted to be minor increases in nitrogen dioxide levels along the A127 and Front Lane (north of Avon Road). No mitigation offer has been made.
19. The traffic modelling data points towards significant increases in traffic in parts of Cranham during the morning rush-hour period (see below). (For the Front Lane traffic, although there are no significant impacts shown on surrounding roads, this is likely to be due to vehicles spreading out along Avon Road and further down Front Lane, Marlborough Gardens, Ingrebourne Gardens etc.)
 - i. The modelled time (7am-8am) shows up to 1,000 extra vehicles (+40%) using the westbound section of the A127 from the M25 junction.

- ii. Up to 250 extra vehicles (+40%) travelling south in Front Lane between the A127 and Avon Road during the same period.
 - iii. Up to 250 extra vehicles (+20%) travelling north in Front Lane between The Fairway and the A127 during the same period.
 - iv. There are no significant predicted impacts off-peak or during the evening peak period.
 - v. In Emerson Park Ward, it is predicted that up to 500 extra vehicles (over +40%) will use Wingletye Lane southbound between the A127 and Sylvan Avenue during the same period. This will in turn lead to up to 250 extra vehicles (over +40%) using the rest of Wingletye Lane southbound and the same number (over +40%) for Sylvan Avenue westbound.
20. Walking and cycling routes would need to be improved around the A127/M25 junction as recognised by cycling groups, the Council and Councillors. Pedestrians and cyclists will only have access to the northern side of the A127 with no indication of access to the southern side. In addition, pedestrians and cyclists will only have access to a safe crossing of the A127 on the eastern side of the M25, with no safe provision on the western side.

Councillor Gillian Ford

Councillor John Tyler

Councillor Linda Van den Hende

London Borough of Havering