



HIGHWAYS ADVISORY COMMITTEE

2 February 2016

Subject Heading:

**WESTERN ROAD
Proposed Controlled Pedestrian
Crossing and Traffic Calming features
Outcome of public consultation**

CMT Lead:

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £650,000 for
implementation will be met by
Transport for London through the
2015/16 (£300,000) and 2016/17
(£350,000) Local Implementation Plan
allocation for Romford Public Realm
Improvements.**

**The subject matter of this report deals with the following Council
Objectives**

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[X]

SUMMARY

This report sets out the responses to a consultation for the implantation of traffic calming features with the construction of three speed tables and a new zebra crossing on Western Road, forming part of a wider public realm and pedestrian improvement scheme for Western Road; and seeks a recommendation for their implementation.

The scheme is within **Romford Town** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the proposed changes to Western Road as set out in this report and shown on Drawing QN032/PC/01 (contained within Appendix I) are implemented;
2. That it be noted that the estimated cost of £650,000 for implementation will be met by Transport for London through the 2015/16 (£300,000) and 2016/17 (£350,000) Local Implementation Plan allocation for Romford Public Realm Improvements.

REPORT DETAIL

1.0 Background

- 1.1 Following approval for the construction of the Romford Leisure Centre Development (RLD), it was identified that there was likely to be an significant increase in demand for pedestrians wishing to cross Western Road between the RLD and The Liberty car park
- 1.2 At present the nearest controlled crossing facility to assist with this movement is outside the pedestrian entrance to The Liberty Shopping Centre, approximately 80 metres away.
- 1.3 There is an uncontrolled crossing on Western Road at the junction of Mercury Gardens which is a similar distance but difficult for pedestrians to navigate due to the carriageway width and speed of vehicles exiting the roundabout.

- 1.4 In recognition of this, it is proposed to install a zebra crossing where the location is determined by the likely pedestrian desire line for those using the many bus stops on Western Road, as well as the RLD, Liberty car park and shopping centre respectively. To assist with pedestrian accessibility and safety, a central refuge is also proposed which allows people to cross the road in two parts.
- 1.5 In order to improve pedestrian safety and comfort; and to cope with expected new pedestrian movements, it is proposed to provide level crossing points and traffic calming in the form of 3 speed tables located at the entrance and exit to the Liberty Shopping Centre car park and the junction of Western Road with Grimshaw Way.
- 1.6 The proposed zebra crossing and associated refuge will be positioned on the raised table located at the junction of Grimshaw Way resulting in drivers being required to slow down on approach, ultimately creating a safer environment for pedestrians.
- 1.7 The eastern section of central reservation will be reshaped to reduce the width of carriageway pedestrians are required to cross and to encourage drivers to enter that section of Western Road at a reduced speed.
- 1.8 The kerblines to the entrance and exit to The Liberty Shopping Centre car park will be adjusted to reduce speed and increase the size of the central pedestrian footway/ crossing area.
- 1.9 Beyond the traffic calming and crossing works mentioned above it is also proposed to improve the footways of Western Road between Mercury Gardens and the pedestrian entrance to The Liberty Shopping Centre. These public realm improvements would complement the RLD and recognise the likely increase in footfall. These additional proposals included
- 1.10 The adjustment of the southern kerb line of Western Road and the realignment of the entrance to Grimshaw Way will provide a wider southern footway allowing better allocation of space for bus passengers, RLD users and through traffic.
- 1.11 Repaving of Western Road between the Mercury Gardens roundabout and the pedestrian entrance to the Liberty Shopping Centre using a mixture of granite and granite aggregate based material. In addition, planters and/or trees with other street furniture will be introduced to improve the public realm.
- 1.12 Removal of the western section of central reservation between the Mercury Gardens roundabout and the Liberty Shopping Centre car park entrance to rationalise road space with the provision of a right turn pocket for those wishing to access the car park and remove street clutter.

- 1.13 The provision of fully accessible bus stops on Western Road, this includes the provision of a section of high kerb and associated footway adjustments so that all passengers board and alight buses in as near as a step-free and safe way as possible. There are no plans for any shelter upgrades. The full set of proposals are shown on Drawing QN032/PC/01.
- 1.14 Approximately 50 letters were sent to those potentially affected by the scheme on the 11th December 2015, the consultation was uploaded onto the Council's website, a public advert was included in the Romford Recorder and London Gazette and site notices were erected at the proposed location, with a closing date of the 8th January 2016 for comments.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 3 responses were received as set out in Appendix I to this report.
- 2.2 Two residents responded. One was largely in favour but felt that more should be done for cycling as part of the scheme and that pedestrians should have more priority at the Liberty car park entrance. The other resident expressed issues with the bus stop layout which is outside the control of the Council.
- 2.3 Sovereign House responded in favour of the Council widening the footway by utilising the unused space fronting their premises. Officers are currently liaising with landlords and hope to acquire this area of approximately 150sqm via section 228 of the Highway Act 1990.

3.0 Staff Comments

- 3.1 In terms of cycling, Staff are of the view that unless there is a radical redesign of the Mercury Gardens/ Western Road junction and Mercury Gardens itself, any protected cycling facilities on Western Road would exist as isolated features. The reduction of traffic speeds in the street would go some way to make cycling "feel" safer, but probably only as far as existing users. The scheme does seek to provide more priority for pedestrians, but Western Road will still act as a busy access to the Liberty car park and for bus services in and out of the town centre.
- 3.2 Staff have recognised the need to work closely with the contractors on the RLD and if controlled pedestrian crossing facility is agreed by this Committee, it is likely that element of the scheme will be installed and fully operational upon completion of the RLD.
- 3.2 It is worth noting that although unrelated to the recommendation of the Committee, the area of new paving immediately to the front of the proposed RLD will be completed in early 2017 as this aligns with the final stages of the development.

- 3.3 In order to complete the construction of the raised tables and to complete any surfacing works, it is likely that a closure of Western Road will be required during the night.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £650,000 for implementation will be met by Transport for London through the 2015/16 (£300,000) and 2016/17 (£350,000) Local Implementation Plan allocation for Romford Public Realm Improvements.

The costs shown are an estimate and are part of the full costs for the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall StreetCare Capital budget.

Legal implications and risks:

Before a decision can be taken on implementation, proposals for zebra crossings and speed tables require public advertisement.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

Project file: QN 032 Western Road Public Realm Improvements\Western Road

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Resident RM3	QN032/PC/01	<p>Was broadly in favour of the proposals but felt that the scheme didn't do enough to promote walking and cycling and suggested the following:</p> <p>The entrance to the car park still presents an obstacle for pedestrians, especially the point where there are cars turning in from two different directions. It would be better if pedestrians had more obvious right of way across the car park entrance.</p> <p>The pedestrian island closest to Mercury Gardens presents a dangerous pinch point which may encourage vehicles to overtake cyclists dangerously.</p> <p>Was disappointed that no cycle lane included in these proposals, especially as there appears to be enough space on the exit from Mercury Gardens to Western Road.</p> <p>Was in favour of the principle of reducing vehicle speeds, however, suggested that raised tables were more of an obstacle for cyclists than motor vehicles and the use of raised tables in these proposals would have a detrimental impact on the 'cyclability' of this route.</p>
Resident	QN032/PC/01	<p>The resident's main concern was the bus stop layout and format in front of the Liberty shopping centre. London buses have been informed as other members of the public have also informally commented on this issue as part of this public consultation.</p>
Office manager Sovereign House	QN032/PC/01	<p>Informal meeting with the building manager for Sovereign House Was in favour of the proposals and was keen to support the Council in the</p>

		<p>acquisition of fenced off 'no man's land' to the front of the building.</p> <p>Suggests that there should only be one lane at the roundabout for Western Road when travelling from Junction Road towards Mercury Gardens. As both lanes are able to proceed straight, this can sometimes lead to side swiping and near misses when two vehicles exit towards the southern section of Western Road</p>
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