

HIGHWAYS ADVISORY COMMITTEE

1 March 2016

Subject Heading:

Proposed traffic improvements in Angel Way, Romford - 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 £49,000 for the improvements would be met by Transport for London through the 2015/16 allocation of Local Implementation Plan for improving safety for cyclists package.

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	[]

SUMMARY

This report sets out the responses to a consultation to improve traffic flow and upgrading the existing cycle facilities in Angel Way, Romford. It further seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

That the Committee having considered the report and the representations make recommends to the Cabinet Member for Environment that the following measures are implemented:

1. **Upgrading existing cycling facilities**

Upgrade of the existing cycle facilities in Angel Way between the eastern boundary wall of the Trinity Methodist Church and High Street, Romford as shown on drawing no. QO 008AW_001.

For Member's information, cycle tracks are exempted from Traffic Orders under the Highways Act of 1980, Section 65(1) and this is explained in item 3.3 of this report.

2. **Changes to vehicular movements in Angel Way, Romford between High Street and St. Edwards Way**

Proposed vehicular movements in the entire length of Angel Way be agreed as shown on drawing no. AGW/01/01.

3. **Construction of Speed table in Angel Way, Romford**

Angel Way between the entrance to the multi-storey car park of Trinity Methodist Church and High Street, Romford and extending on both sides of the Multi-storey car park approximately 10 metres as shown on drawing no. QO 008AW_001.

4. **Construction of Freight loading bays:** will be operative between 6.00 a.m. and 9.00 p.m. on Monday to Saturdays inclusive, where vehicles may wait for the purpose of loading or unloading for a maximum period of 30 minutes with a prohibition on vehicles returning within 1 hour.

Angel Way, the south-westernmost south-east to north-west arm

- (a) the north-east side, from a point 21.2 metres north-west of the north-western kerb-line of High Street, Romford extending north-westward for a distance of 12.4 metres.
 - (b) the south-west side, from a point 6.4 metres south-east of the south-eastern boundary wall of Trinity Methodist Church car park extending south-eastward for a distance of 12.5 metres.
5. **Implementation of waiting and loading restrictions**: Waiting & Loading Restrictions operative 'At Any' time in:

Angel Way, the whole street, excluding those lengths which are marked, signed and designated as parking places (inclusive of disabled parking bays) or loading places as shown on drawing no. AGW/01/01.

6. That it be noted that the estimated cost for implementation is £49,000 which will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for improving cycle facilities in Romford package.

REPORT DETAIL

1.0 **Background**

- 1.1 Angel Wa is situated in the northwest part of the Romford town centre. It connects St. Edwards Way in the north and High Street in the south. It provides a vital transport link for businesses of High Street, residential flats, local church, multi-storey car park, etc.
- 1.2 There is an existing cycle route between High Street, Romford and Collier Row via Angel Way. The existing cycle facilities were developed in late 1990s and are now currently in need of extensive upgrading given that the cycling design standards have changed and it is important to incorporate latest innovations to ensure safety for all road users. Transport for London has allocated funding through the Local Implementation Plan for 2015/16 to upgrade the existing cycle route in the town centre.
- 1.3 Whilst designing new facilities for cycling, it was considered important to review the existing traffic conditions in Angel Way to ensure that both measures are considered unilaterally. Given the varied use of the area (as described above) and that freight deliveries are made throughout the week, therefore, it is important to ensure access for larger vehicles using the road to development sites is not obstructed by inconsiderate or obstructive parking.

Various measures have been identified such as 'At Any' time waiting and loading restrictions, provision for freight loading bays and changes to disabled parking facilities to improve their use. All these elements of the proposals are explained in details within this report.

2. **Proposed traffic improvements in Angel Way, Romford**

The studies had identified various measures to improve the flow of traffic in Angel Way and these are explained in details below:

2.1 **Proposed 'At Any' time Waiting and Loading restrictions**

At present there are temporary 'At Any' time' waiting and loading restrictions in Angel Way between High Street and the Trinity Methodist Church, Romford. These were implemented in December 2014 mainly to keep the road clear from inconsiderate parking. Temporary restrictions are valid for up to eighteen months. The temporary measures will soon expire and it is proposed to make the restrictions permanent. The proposals are shown on attached drawing no. AGW/01/01.

2.2 **Proposed freight loading bays in Angel Way, Romford**

Currently, there are loading bays at the behind of the shops in High Street, Romford between property nos. 18 to 46. However, there are no loading bays for businesses in Angel Way by the multi-storey car park. The lack of on-street loading facilities has been raised by local shopkeepers and businesses in Angel Way and High Street that receive deliveries throughout the day. At present, delivery vehicles park at various locations in the road, which obstructs the general flow of traffic.

In order to meet the needs of the businesses it is proposed that two loading bays are provided in Angel Way to ensure that deliveries are carried out safely and without disrupting the traffic flow. The loading bays will allow free parking for maximum 30 minutes with no return within 1 hour. The loading bays will operate from 06:00am to 09:00pm, Mondays to Saturdays inclusive. The operational times will be the same to other loading bays in the close vicinity. The proposals are shown on drawing no. QO 008AW_001.

In respect of the loading bays opposite the site entrance to the former Decathlon site, it is felt necessary to formally remove the loading bays at this location, which is predominately fronted by hoardings that are moved around to facilitate access to the development site. This will prevent any issues arising with parking enforcement and road users claiming that signs and lines are missing. Undoubtedly, further proposals for this end of Angel Way will be progressed after the two development sites are completed.

3 **Proposed measures to upgrade the existing cycle route**

As various developments have taken place in the town centre, it was considered necessary to view the direction of travel of the traffic in relation to upgrading the existing cycle route.

3.1 **Angel Way between Trinity Methodist Church and Service road (north of car park).**

It is proposed that this section of the road will remain as two-way i.e. permitting traffic in both directions. The proposals are shown on drawing no. QO 008AW_001.

3.2 **Angel Way between Service Road (north side of car park) and Angel Way (south of car park)**

It is proposed to make this section one way only, i.e. traffic moving in west bound direction only. The proposals are shown on drawing no. QO 008AW_001.

3.3 **High Street, north of Angel Way, Romford**

It is proposed to provide a cycle route on the existing footway. The proposals are shown on drawing no. QO 008AW_001.

For members information cycle tracks are exempted from traffic orders under section 65 (1) of the Highways Act of 1980 states that '*highway authority may, in or by the side of a highway maintainable at public expense by them which consists of or comprises a made up carriageway, construct a cycle track as part of the highway, and they may light and cycle track constructed by them under this section*'.

4. **Proposed speed table**

It is proposed to raise the carriage level of Angel Way (between the High Street, Romford and the entrance to the car park of Trinity Methodist Church) to be level with the existing footway which will have a similar effect to a speed table.

Speed tables are normally installed in roads to reduce the speed of traffic at potential locations where speed reduction is required. This will have the advantage to slow the traffic entering into Angel Way from the High Street and also maintain similar surface level for traffic, cyclists and pedestrians. Cyclists will find it easier to change their route from the cycle track to the road and vice versa. The proposals are shown on attached drawing no. QO 008AW_001.

5. **Outcome of Public Consultation**

Consultation letters were sent to the emergency services and other statutory consultees on 26th February 2016. Approximately, 170 letters were sent by

post to the occupiers in the immediate area. The closing date for receipt of representations was 26th February 2016. By the close of consultation, 5 responses were received. The responses are summarised in Appendix I of this report.

6.0 **Staff Comments**

- 6.1 The Metropolitan Police, Salvation Army and Havering branch of the London Cycle Campaign are in support of the proposed measures. Two occupiers have objected the proposals about the lack of parking for the residents of Leyland Court and the Trinity Methodist Church of Romford have objected to making the temporary restrictions permanent, between High Street, Romford and the private car park owned by the Trinity Methodist Church of Romford. Both objectors were informed that the Council does not provide parking for private use and is giving consideration to open the multi-storey car park in Angel Way on Sundays. It is also considering that parking permits could be issued to the residents but these proposals are at feasibility stage largely based on the Council's resources and financial justification.
- 6.2 It is, therefore, recommended that the proposals to upgrade the existing cycling facilities and highway works are agreed. It is anticipated that once the measures are implemented these will help in the long term developments that have been planned to take place in Angel Way.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme.

The estimated cost for implementation is £49,000, which will be met by Transport for London through the 2015/16 allocation of Local Implementation Plan for improving the reliability of public transport package.

The costs shown are an estimate of the full costs of 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 incorporated into the financial estimate. In the unlikely event of an over spend, the balance would need to be contained within the overall Streetcare Revenue budget.

Legal implications and risks:

Parking and loading bays require public advertisement and consultation of proposals before a decision can be taken prior to their implementation.

There are legal implications associated with prohibiting or permitting traffic movements at various locations in the highway network, therefore, it requires public advertisement of traffic management orders and consulting the local frontages in the immediate vicinity.

Cycle tracks are exempted from Traffic Orders under the Highways Act of 1980, Section 65(1). However, when undertaking such works it requires public advertisement and consulting the local frontages in the immediate vicinity.

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 proposals are to improve the traffic flow in Angel Way and upgrading the existing cycle facilities. The impact should not adversely impact on those with protected characteristics under the Equality Act of 2010 and the proposals seek to promote a healthier lifestyle for all.

Loading restrictions do not allow parking by blue-badge holders, but are sometimes necessary in order to maintain traffic flow, traffic capacity or to improve road safety by preventing all parking in key locations.

BACKGROUND PAPERS

Project file: QO 008 – Romford cycle safety scheme.

Appendix 1

Summary of Consultation Responses

Summary of consultation responses

By the close of the consultation 5 responses were received and these are summarised as follows.

1. The Metropolitan Police (Roads & Transport Policing Command) endorse the proposals.
2. The local Havering branch of London Cycle Campaign have pledged their full support for the proposals.
3. 65 Leyland Court, Romford – the resident has objected the proposals and has expressed concerns about the limited level of parking allocated for the residents of Leyland Court.

Staff response: the resident was informed that the Council is considering measures to open the car park on Sundays for shoppers, businesses and also for the residents who particularly reside in flats in the town centre. The proposals are at feasibility stage based on financial justification of the overheads associated with operation of the car park.

4. The Salvation Army, Romford – Provided their comments by telephone. They strongly support the proposals and consider that the proposed loading bays in Angel Way will benefit their business given that they are now the owners of the Foster House, which was formerly a public house.
5. Trinity Methodist Church, Romford – has objected the proposals and consider that the proposals are ill-conceived. The objections are summarised as below:
 - a) The current proposals appear to entirely ignore the interests of the Church which provides a Christian congregation and a valuable resource serving the general community in the area. The premises are used seven days a week, both during the day and in the evenings. The greatest problem is experienced during dark evenings and the surrounding area is dead and insecure. The present proposals are designed to isolate the area and threaten the viability of Trinity Methodist Church.

Staff response: The representative of the Church was explained at a meeting that the Council does not provide parking for private use and if provided this will set precedence in the borough. If the current temporary parking restrictions in Angel Way between the car park of the Church and High Street, Romford is allowed for parking, the occupiers of Leyland Court, Harding House and Newman House will park there immediately and provide no parking space for the use by the Church. The representative of the Church agreed with the foreseeable problem during the meeting.

The representative was further explained that the Council is giving consideration to open the Multi-storey car park in Angel Way, Romford on Sundays and also issue parking permits to residents of Leyland Court and other

residing in flats. The proposals are at feasibility stage as it is based on financial resources and manpower to manage out of core hours.

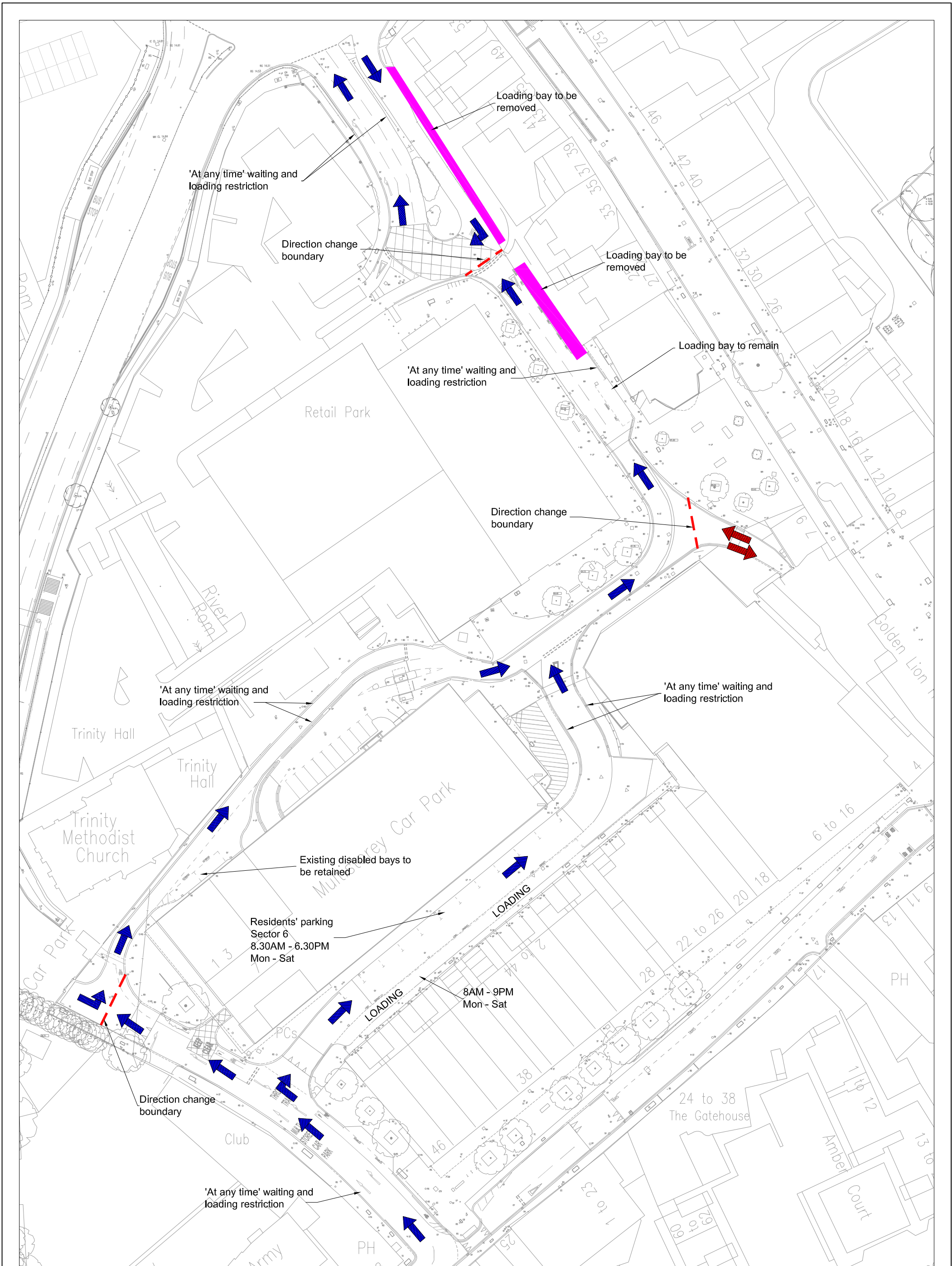
- b) The Church has suggested the omission of the proposed loading bay in the north-west side of Angel Way, instead provide parking in the evenings and Sundays.

Staff response: The representative of the Church was explained at a meeting that the proposed loading bays have been included due to the demand in the area for businesses.

- c) In regards to the consultation drawings, the issues were clarified to the representative of the Church at a meeting.

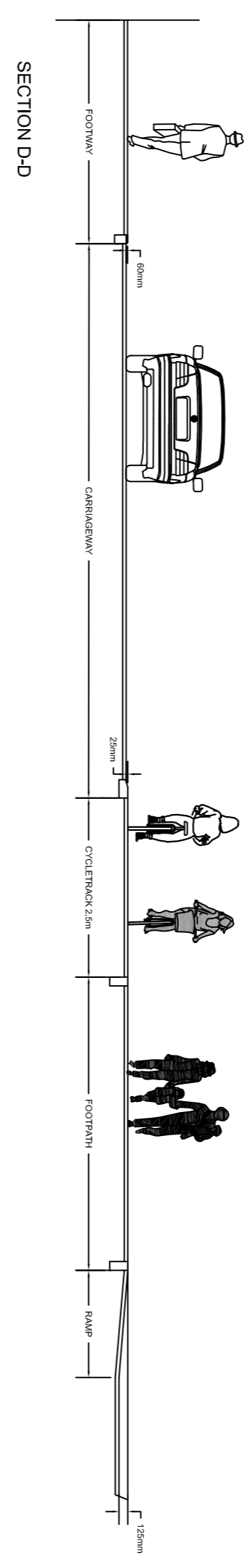
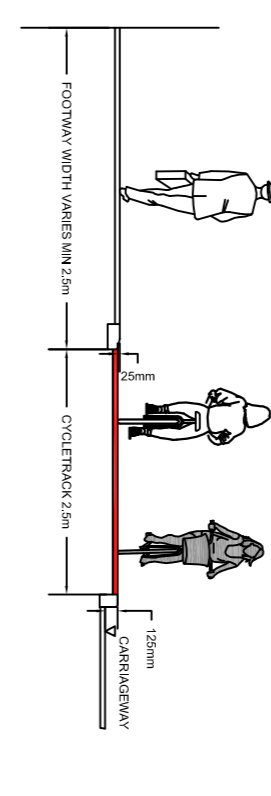
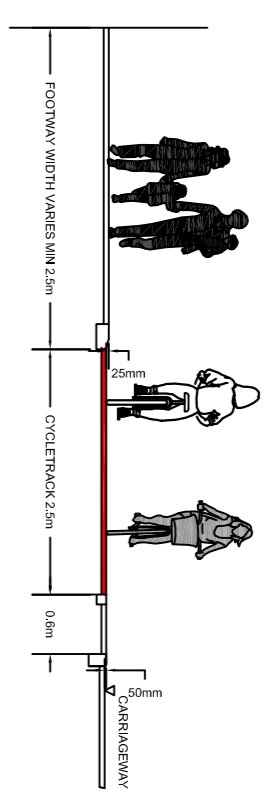
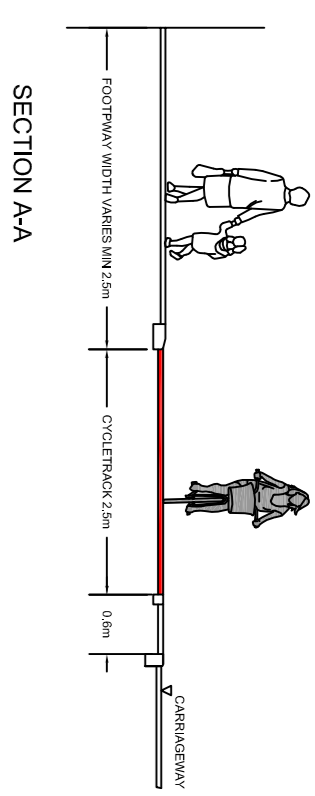
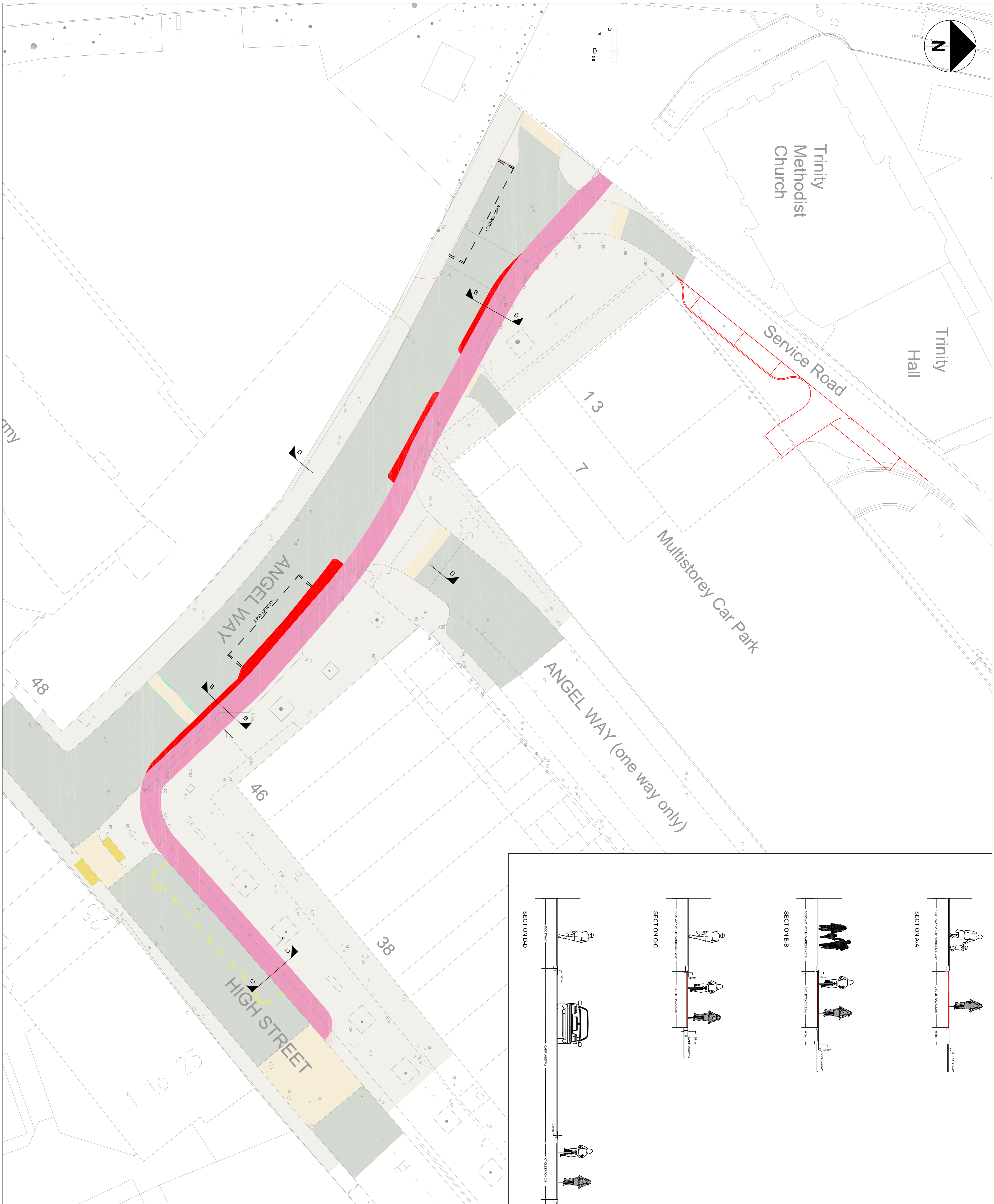
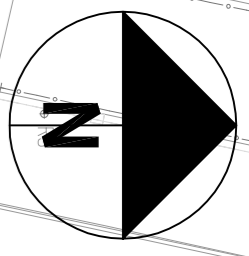
Appendix 2

Plan showing details of
proposed traffic improvements



Appendix 3

Plan showing details of
proposed cycle measures



24 to 38
The Gatehouse

DRAWING STATUS		APPROVED BY: MP	
DESIGNER: JTK	CHECKED BY: JTK	DATE: 17/12/15	REVISION: 0
SCALE: 1:200	SHEET NO: A1 (8414594)	DATE: 17/12/15	REVISION: 0
DRAWING NUMBER: 00 008AW 001			
<p>STREETSPACE CULTURE & COMMUNITY 10th FLOOR, MERCHURY HOUSE MERCHURY HOUSE, ROYFORD, BA11 3JW TELEPHONE: 01781 834343 FAX: 01781 837271 EMAIL: STREETS@STREETSPP.COM</p>			
<p>Client: Romford Town Centre Project: Cycle Safety Scheme Improvements</p>			
<p>DATE: _____</p>			

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Client: Romford Town Centre
Project: Cycle Safety Scheme
Improvements

DATE: _____