



HIGHWAYS ADVISORY COMMITTEE

8 January 2013

REPORT

Subject Heading:

**HORNCHURCH MAJOR SCHEME
Outcome of public consultation**

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report recommends that the Hornchurch Major scheme be approved for completion including proposals for a 20mph Zone, Restricted Parking Zone, various speed tables and changes to pedestrian crossings, following the completion of public consultation.

The scheme is within **St. Andrews'** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the bulk of the Hornchurch Major Scheme including 20mph Zone, Restricted Parking Zone, speed tables and pedestrian crossing changes in as detailed in this report and Appendix I be implemented.
2. That it be noted that the estimated cost of £1.88m for implementation will be met by Transport for London through the Hornchurch Major Scheme allocation and from the balance of the Regeneration capital programme for Hornchurch.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 22nd March 2011, the Highways Advisory Committee considered a report which set out the development of an extensive set of proposals for Hornchurch Town Centre. The proposals would involve investment in public realm and the funding of highway improvements that would result in a significant improvement in the quality of the public realm for pedestrians, motorists and public transport users.
- 1.2 The committee heard details of the background to the scheme, the substantial public consultation and public engagement which had taken place and how various options had been developed which led to a scheme proposal with key features as follows;
 - Better pedestrian environment – removal of barriers to accessibility, including pinch points, inappropriately placed street furniture and aesthetic improvements to surfacing/materials
 - Rationalised pedestrian crossing points – siting pedestrian controlled crossings in more appropriate positions on pedestrian desire lines
 - De-cluttering of the town centre – removing pedestrian guard railing and rationalising signing/lighting onto as few columns as possible, along with the siting of street furniture, trees and lighting into consolidated strips along pavements
 - Better bus waiting areas – creation of fully accessible bus stops, with remodelling to provide space for more buses to stop simultaneously and bus stops to be better integrated into the street

- Greening of the town centre – the use of street trees throughout the centre along with plants to create a more attractive, pleasant High Street
- New lighting – renewal of lighting throughout the centre of Hornchurch to create a more efficient, elegant, white light for the highway, pavement and building frontages
- Wayfinding and legibility – maps, information boards and pedestrian signing to better connect the centre of Hornchurch and its environs
- Better provision of social spaces – identifying areas which can provide for social spaces, including seating and planting to allow people to enjoy time within the town centre
- Signalisation of the North Street and High Street junction – supporting smoother and more controlled traffic flow through the centre
- High Street – a radical alteration to the core area of the High Street, with a speed controlled 20mph zone, provision of a continual central pedestrian crossing strip, including surfacing of carriageways to actively slow vehicles, creating a more balanced street, suited to the needs of pedestrians and providing a public realm heart to the town
- Cycling facilities – a significant step change in cycling provision:
- High Street from the ‘White Hart’ gyratory to North Street – dedicated on-carriageway cycle lanes
- High Street from North Street to Billet Lane on-carriageway cycling
- Town Centre – advance stop lines at traffic light controlled junctions, to allow cyclists to queue ahead of traffic
- Town Centre – cycle parking provision in the most appropriate parts of the town centre, such as in main shopping areas and adjacent to areas where people congregate, providing additional security
- Greening the town centre – the use of extensive planting, including street trees, planters with flowers and shrubs, climbing plants and working with local business and residents to encourage them to green their properties, to create a more attractive town centre and more habitat for birds and insects
- High Street servicing – a single loading bay would be provided off the road to allow for deliveries such as post collection and security van cash collections, there would be no other on-street parking in the town centre, as this was rejected in the pilot public consultation

1.3 The Committee supported the proposals and authorised the Heads of Streetcare and Regeneration to proceed with the detailed design and public consultation (and advertisement) of the scheme as there were a variety of features which required statutory advertisement.

1.4 Some parts of the scheme were not subject to statutory consultation/ advertisement and have been completed on site (some repaving and new street lighting for example).

- 1.5 For the elements which require statutory consultation/ advertisement, the detailed design process led to various elements being advertised and subject to public consultation as set out in the following table and the schedule in Appendix I.

Location	Key features
High Street (Billet Lane to North Street)	Removal of the 2 pelican crossings and installation of various speed tables and uncontrolled crossing points (note: the junction of High Street and North Street is to be signalised with pedestrian phases). Introduction of a 20mph Zone.
High Street (North Street to Gyratory)	Relocation of the pelican crossing from middle section of the street to the north-eastern point of the gyratory area.
High Street and Gyratory Area	Establishment of a “Restricted Parking Zone” on High Street and Station Lane (including the gyratory) which has the effect of preventing waiting and loading generally, but includes the provision of <ul style="list-style-type: none"> • loading bays outside 128 to 134 and 119 to 123 High Street • a taxi rank outside 150 to 158 High Street. • The existing loading bay opposite 171 to 177 would remain <p>The “RPZ” will mean that all parking-related road markings can be removed to improve the look of the town centre area.</p> <p>The existing bus stops either side of the gyratory would remain in their current positions, but adjusted to make them fully accessible.</p>

2.0 Public Consultation

- 2.1 190 letters were hand-delivered to those businesses and residents potentially affected by the proposals on or just after 7th November 2012 along with copies of the consultation information being provided to ward councillors, HAC members and standard consultees (such as the emergency services and London Buses). The consultation period ran until 23rd November 2012.

2.2 There was a delay in advertisement of the proposals which did not take place until 7th December 2012, with a further period for comments ending on 28th December 2012.

2.3 By the close of consultation, 4 responses had been received. The first response was from the manager of Sainsbury's who sought further information on likely construction programme, but had no comment relating to the consultation. The second response was from a resident who also sought further information on construction programme and a drawing showing the detailed proposals.

2.4 The third response was from a representative of Transport for London Taxi & Private Hire (TPH) who commented as follows;

- Would the new taxi rank be cut into the pavement?
- How many taxis will it be for? I believe discussions have taken place with the taxi trade association rep and this new taxi rank will be for 3 taxis.
- Will the taxi rank be in operation 24 hours a day? This would be our preference as the area is busy during the day and could benefit from a taxi presence.

2.5 TfL TPH also asked some supplementary questions regarding taxi rank provision in Hornchurch Town Centre more generally and the borough as a whole.

2.6 The fourth response was from London Buses which raised a concern about the dimensions of the bus stop lay-by outside 163/179 Station Lane in terms of buses being able to leave the lay-by to proceed around the gyratory.

2.7 In response to the advertised proposals, one response was received from a member of the public whose comments are summarised as follows;

- Concerned that the proposed speed tables would have an adverse impact on the emergency services, especially the effect on patients in ambulances and fire responses (citing a friend who is a driver at Hornchurch fire station).
- Suggests the scheme should be scrapped as it would send more traffic around the back streets which would lead to accidents.
- The money should be spent on widening the road over rail bridge at Emerson Park and on other parts of the borough.
- Suggests bus laybys should be built citing laybys filled in at Upminster and Cranham causing congestion.
- Suggests a mini-roundabout should be built at the junction of Abbs Cross Lane and Suttons Avenue as traffic lights cost money and maintenance.

3.0 Staff Comments

- 3.1 In relation to comments made by TfL TPH. Staff confirm (and have confirmed to TPH) that the new rank will be in operation 24 hours a day and has space for three taxis contained within the footway area. The wider issues for taxi ranks in Hornchurch are being considered by Regeneration as a separate issue and for borough-wide issues, TfL TPH have been directed to the Traffic & Parking Control team within Streetcare.
- 3.2 With the bus lay-by issue, Staff met with London Buses and the Metropolitan Police Traffic Unit to discuss the detail of the concerns. The main issue was that London Buses had concerns with the arrange of the bus flag and shelter in terms of where buses would stop. Staff were able to show that a slight kerb adjustment within the lay-by would address the issue and London Buses were content.
- 3.3 In response to the comments made by the member of the public, Staff would comment as follows;
- The emergency services have been fully consulted and engaged in the design process and there are no issues outstanding.
 - The funding has been provided by TfL specifically for the Hornchurch Major Scheme and is not available for the other suggestions made.
- 3.4 Staff suggest that because of the substantial consultation and public engagement throughout the development of the scheme, local businesses and many residents were generally aware of the proposals, but, the statutory elements still required advertisement. Staff recommend that the scheme now proceeds to completion.

IMPLICATIONS AND RISKS

Financial implications and risks:

The LIP budget provision for the Hornchurch Major Scheme totalled £2,500,000 for 2011/12 and 2012/13. Spend to complete Phase one of the works totalled £1,297,864.66. This included Jacobs design and supervision fees for phase 2 and the anticipated costs of utility diversions. This left a sum of £1,202,135.34 major scheme funding available for the phase 2 works The Councils Regeneration Capital programme for Hornchurch contains a sum of £138,209; this is available on code AA157 and has been added to the project budget, giving a total of £1,340,344

TfL have confirmed that £300,000 of the funding above will be available, via carry forward, in 2013/14. This, coupled with the fact that £138,209 of Council funding is being used (not time limited), provides some insurance against loss of resources through spend not being completed within 2012/13.

The winning tender was £1,246,107.10. Advice from StreetCare and Jacobs Engineering was that a 20% contingency should be made available. This has been achieved through a value engineering exercise with the contractor who has now been appointed on the basis of a contract sum of £1,087,859 – as follows:-

	£
Budget remaining	1,340,344
Revised contract	1,087,859
Contingency	252,485 (23% of contract sum)

In addition staff are exploring additional funding from both Transport for London and the Veolia Havering Riverside Trust.

Legal implications and risks:

20mph Zones, speed tables, the provision/ removal of signalised pedestrian crossing and Restricted Parking Zones require advertisement and consultation before a decision can be taken on implementation.

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.

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

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.

Good quality footways and reduced street clutter can help pedestrians of all abilities to negotiate and navigate the public realm and is especially helpful for disabled people.

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 Scheme File Ref:
QK 046 Hornchurch Major Scheme Implementation

**APPENDIX I
TRAFFIC NOTICES AND SCHEDULES**

LONDON BOROUGH OF HAVERING

THE HAVERING (20 M.P.H. ZONE) (NO. *) TRAFFIC ORDER 201*
THE HAVERING (WAITING AND LOADING RESTRICTION) (CIVIL ENFORCEMENT AREA)
(NO. 1) (AMENDMENT NO. **) ORDER 201*
THE HAVERING (FREE LOADING PLACES) (NO. 1) (AMENDMENT NO. **) ORDER 201*
THE HAVERING (BUS STOP CLEARWAY) (AMENDMENT NO. *) TRAFFIC ORDER 201*
THE HAVERING (PRESCRIBED ROUTES) (NO. **) TRAFFIC ORDER 201*
THE HAVERING (PROHIBITION OF STOPPING ON CAB RANKS) (CIVIL ENFORCEMENT AREA)
(NO. 1) (AMENDMENT NO. **) ORDER 201*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Havering, hereinafter called the Council, propose to make the above-mentioned Orders under sections 6, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to introduce a Restricted Parking Zone on the lengths of roads specified in Schedule 1 to this Notice. The Restricted Parking Zone would prohibit vehicles from waiting or loading at any time, without the requirement for road markings, except within the signed loading bays, taxi ranks and bus stop clearways/bus stand.
3. The effect of the 20 MPH Zone Order would be to impose a speed limit of 20 miles per hour on the length of street specified in Schedule 2 to this Notice.
4. The effect of the Free Loading Places Order would be to designate loading places, operative at any time, on the lengths of street specified in Schedule 3 to this Notice, where vehicles may wait for the purpose of loading or unloading for a maximum period of 30 minutes and where return to that same loading place would be prohibited for 1 hour.
5. The effect of the Bus Stop Clearway Order would be to:-
 - (a) to designate a bus stand operative at any time on the length of street specified in Schedule 4A to this Notice;
 - (b) impose 'no stopping except buses' restrictions operative at any time on the length of street specified in Schedule 4B to this Notice.
6. The effect of the Prescribed Routes Order would be to prohibit vehicles proceeding eastbound in A124 High Street from turning left on reaching its junction with North Street.

7. The effect of the Prohibition of Stopping on Cab Ranks Order would be to impose no stopping restrictions operative at any time, which would prohibit all vehicles other than Hackney Carriages from stopping or remaining at rest on the length of street specified in Schedule 5 to this Notice.
8. Copies of the proposed Orders, of the Orders being amended, together with the Council's statement of reasons for proposing to make the Orders and a plan showing the locations and effects of the Orders can be inspected until the end of six weeks from the date on which the Orders are made or as the case may be, the Council decides not to make the Orders, between 9.30 a.m. and 4.30 p.m. on Mondays to Fridays at the offices of London Borough of Havering, PASC (Public Advice Service Centres) Liberty Shopping Centre, Romford RM1 3RL.
9. Any person desiring to object to the proposals or make other representation should do so in writing to Mark Philpotts, Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW by email at highways@haverling.gov.uk, to the Principal Engineer, quoting reference QK046, to arrive by 28th December 2012.

Dated 7 December 2012

IAN BURNS
Acting Assistant Chief Executive

Town Hall
Main Road
Romford RM1
3BD

SCHEDULE 1

A124 High Street, Hornchurch, both sides, between the common boundary of Nos. 80 to 86 and 88 High Street and the common boundary of Nos. 176 and 178 High Street.

North Street, both sides, between the common boundary of Nos. 4 and 6 North Street and its junction with High Street, Hornchurch.

Station Lane

- (a) the north to south arm, both sides, between the common boundary of Nos. 30 and 32 Station Lane and its junction with High Street, Hornchurch.
- (b) the north-east to south-west arm, between its junction with High Street, Hornchurch and the common boundary of Nos. 30 and 32 Station Lane.

SCHEDULE 2

A124 High Street, Hornchurch, between its junction with Billet Lane and its junction with North Street.

SCHEDULE 3

A124 High Street, Hornchurch

- (a) the north-east side, from a point 5 metres south-east of the common boundary of Nos. 115 and 117 High Street extending south-eastward for a distance of 13 metres and with all wheels on the footway.
- (b) the south-west side, from a point 3.9 metres north-west of the common boundary of Nos. 134 and 136 High Street extending north-westward for a distance of 15.5 metres and with all wheels on the footway.

SCHEDULE 4A

Station Lane, the south-west side, from a point 0.8 metres north-west of the common boundary of Nos. 22 and 24 Station Lane extending north-westward for a distance of 25 metres.

SCHEDULE 4B

A124 High Street, Hornchurch, the north-east side, from a point 5.4 metres south-east of the north-western flank wall of No. 161 High Street extending south-eastward for a distance of 59 metres.

Station Lane, the south-west side, from a point 25.8 metres north-west of the common boundary of Nos. 22 and 24 Station Lane extending north-westward for a distance of 33 metres.

SCHEDULE 5

A124 High Street, Hornchurch, the south-west side, from a point 1.7 metres north-west of the common boundary of Nos. 158 and 160 High Street extending north-westward for a distance of 19 metres and with all wheels on the footway.

LONDON BOROUGH OF HAVERING

ROAD TRAFFIC REGULATION ACT 1984 - SECTION 23

**PROPOSED REMOVAL OF PELICAN CROSSINGS -A124 HIGH STREET,
HORNCHURCH
& PROPOSED PELICAN CROSSING – A124 HIGH STREET, HORNCHURCH**

Notice is hereby given that the Council of the London Borough of Havering (“the Council”), under Section 23 of the Road Traffic Regulation Act 1984, has approved proposals to remove the Pelican Crossings in Schedule 1 to this Notice and install pedestrian crossings as set out in Schedule 2 to this Notice, with associated tactile paving, zig-zags, and traffic signals, as part of a regeneration scheme for Hornchurch Town Centre and in order to improve road safety.

Plans of the proposals may be inspected between 9.30 a.m. and 4.30 p.m. on Mondays to Fridays at the offices of London Borough of Havering, PASC (Public Advice Service Centres) Liberty Shopping Centre, Romford RM1 3RL from the 7 December 2012 to the 28 December 2012.

Any person desiring to object to the proposals or make other representation should do so in writing to Mark Philpotts, Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW or by email at highways@havering.gov.uk, to the Principal Engineer, quoting reference QK046, to arrive by 28 December 2012.

Please contact Mark Philpotts, Traffic & Engineering, Streetcare, on 01708 433751 should you wish to discuss the contents of this Notice.

Dated 7 December 2012

IAN BURNS
Acting Assistant Chief Executive

Town Hall
Main Road
Romford RM1 3BD

SCHEDULE 1

Street	Location
A124 High Street, Hornchurch	In the vicinity of Nos. 101 and 110/112
A124 High Street, Hornchurch	In the vicinity of Nos. 121/123 and 132
A124 High Street, Hornchurch	In the vicinity of Nos. 151/153 and 158

SCHEDULE 2

Street	Location
A124 High Street, Hornchurch	the centre line of which would be located approximately in line with the north-western flank wall of No. 161 High Street,

LONDON BOROUGH OF HAVERING

HIGHWAYS ACT 1980 AS AMENDED - SECTION 90A

PROPOSED SPEED TABLES – A124 HORNCHURCH HIGH STREET

Notice is hereby given that the Council of the London Borough of Havering (“the Council”), under Section 90A of the Highways Act 1980 as amended, has approved a proposal to install the traffic calming features specified in column 3 of the table in the Schedule to this Notice in the street specified in column 1 of that table and at the location specified in column 2 of that table, in order to improve road safety.

The speed table will have a nominal height of 75mm and a maximum height of 100mm and will be constructed in accordance with the Department for Transport specifications.

A plan of the proposal may be inspected between 9.30 a.m. and 4.30 p.m. on Mondays to Fridays at the offices of London Borough of Havering, PASC (Public Advice Service Centres), Liberty Shopping Centre, Romford RM1 3RL from the 7 December 2012 to the 28 December 2012.

Any person desiring to object to the proposals or make other representation should do so in writing to Mark Philpotts, Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW or by email at highways@havering.gov.uk, to the Principal Engineer, quoting reference QK046, to arrive by 28 December 2012

Please contact Mr Philpotts, Traffic & Engineering, Streetcare, on 01708 433751 should you wish to discuss the contents of this Notice.

Dated 7 December 2012

IAN BURNS
Acting Assistant Chief Executive

Town Hall
Main Road
Romford RM1
3BD

SCHEDULE

1. Street	2. Location	3. Feature
A124 High Street, Hornchurch	In the vicinity of Nos. 102 to 134 and Nos. 101 to 125	Speed table, approximately 112 metres long to provide a change in road surface level.
A124 High Street, Hornchurch	In the vicinity of No. 101 and Nos. 110 to 114	Speed table, approximately 14 metres long to provide a level pedestrian crossing point.
A124 High Street, Hornchurch	In the vicinity of Nos. 113 to 117 and Nos. 122 to 126	Speed table, approximately 12 metres long to provide a level pedestrian crossing point.