



HIGHWAYS ADVISORY COMMITTEE

15 January 2013

REPORT

Subject Heading:

Proposals to Improve Cycle Facilities at
Roneo Corner Gyratory, Romford

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

Clean, safe and green borough	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[X]
High customer satisfaction and a stable council tax	[]

SUMMARY

This report deals with schemes developed to improve the safety of cyclists using the Roneo Corner gyratory. The report sets out three schemes and seeks the recommendation of the Highways Advisory Committee to decide for the implementation of one of those schemes.

The scheme is within **Hylands** Ward.

RECOMMENDATIONS

1. The Committee having considered the three schemes to improve safety for cyclists at the gyratory of Roneo Corner as set out in this report and shown on the relevant drawings, recommends to the Cabinet Member for Community Empowerment the implementation of one of the following schemes:

- i) Option 1: Conversion of existing footways to shared surface and upgrading the existing cycle facilities.

This scheme includes measures to convert the existing footways for shared use by both cyclists and pedestrians and upgrading the existing facilities. These measures, if approved, will be developed in the current financial year ie 2012/13, subject to the rejection of option 3 respectively. The proposals are shown on drawing no. QL035-of-101.

The Committee will note that the cost of carrying out the works for scheme 1 is £60,000. This would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for Reneo Corner, Romford package.

- ii) Option 2: Conversion of existing pelican crossings to toucan crossings

This option includes those measures as proposed in option 1 above in addition to the conversion of the existing pelican crossings to toucan crossings. These additional measures, if approved, will be developed in 2013/14 financial year. The proposals are shown on drawing no. QL035-of- 201.

The Committee will note that the total estimated cost of carrying out the works for option 2 is £140,000 of which £80,000 would need to be met by future funding from TfL subject to the availability of that funding in 2013/14.

- iii) Option 3: Converting Roneo Link to two way traffic

This option involves converting Roneo Link and Hornchurch Road (between Roneo Link and Upper Rainham Road) to two way traffic. It also includes closure of the road on west side of the gyratory to permit local traffic only to shops and flats. The proposals are shown on drawing no. QL035-of-301.

The Committee will note that the estimated cost of carrying out the works for option 3 is £250,000 and would be subject to future TfL funding.

Members should note that if option 3 is progressed, options 1 and 2 will not be progressed. Detailed feasibility studies would be carried out and the findings will be reported to the Council's Highway Advisory Committee later.

REPORT DETAIL

1. Background

As part of the Local Implementation Plan for 2012/13, funding has been allocated by Transport for London to review existing cycle facilities at Roneo Corner gyratory. The scheme is in response to problems with cyclists using the busy gyratory particularly when travelling southbound towards Elm Park or Rainham or Romford or Rush Green.

2. Details of the feasibility studies

- i) A detailed feasibility study was carried out with a view to improve the facilities for cyclists at Roneo Corner gyratory. The objective is to provide safe facilities and connections with the existing A124 cycle route, commencing from the borough's western boundary and continuing to Upminster via Hornchurch.
- ii) As part of the study, it was considered necessary to review trade delivery arrangements or despatching goods by businesses, staff and customer parking to ensure that the current arrangements are not impeded.

3. Existing traffic conditions at Roneo Corner

- 3.1 Roneo Corner handles a considerable amount of local and through traffic resulting in the build up of heavy traffic particularly during the peak periods. There are three main principle roads connecting the gyratory, each of which carries a considerable amount of traffic at various times of the day. At the southern end of the gyratory is the A125 Upper Rainham Road which runs in a north to south direction and the A124 Rush Green Road/Hornchurch Road running west to east of the borough. On the north side of the gyratory, there is an entrance and exit from Tesco, petrol garage and B&Q warehouse.
- 3.2 In terms of local traffic movements, there are some major establishments in the area such as the Queen's Hospital, B&Q Warehouse, Tesco Superstore with a petrol garage etc. Furthermore, building works are in progress on a new housing development at the southern end of South Street. These establishments have the affect of increasing traffic levels at the gyratory.
- 3.3 Given the level of traffic flow and geometry of the gyratory, it is not safe for cyclists using the gyratory and particularly when changing traffic lanes

in the Roneo Link. At the time when the B&Q Warehouse was built, some cycle facilities were implemented through contributions under a Section 106 agreement which was funded by private developers but the measures do not provide safe facilities for cyclists using the gyratory and connections with the existing cycle route along the A124 corridor which commences from the borough's western boundary to Upminster via Hornchurch.

- 3.4 There are business units at the gyratory and these establishments attract customers and deliveries throughout the day. Furthermore, these businesses despatch orders throughout the day which has an impact on the traffic movements at the gyratory. There are other retail units on the west side of the gyratory.
- 3.5 Currently, there are four signal controlled crossings for pedestrians at Roneo Corner and their locations are shown on drawing no. QL035-of-101.

Public transport facilities

- 3.6 Roneo Corner is served by high frequency buses namely routes 248 (7), 252(5) and 365(5) and 575. During peak periods 17 buses travel per hour in each direction. There is also a school bus route 642 which operates 2 services in the morning and 2 in the afternoon, Monday to Fridays only.

4. Traffic Accident Data

The collision accident data for four years (up to October 2011) was sourced from London Road Safety Unit has been examined in detail. During this period, there have been 15 Personal Injury Accidents (PIA) recorded. All PIAs had resulted in slight injury accidents.

5. Existing parking and delivery arrangements at Roneo Corner gyratory

- 5.1 When designing cycle facilities at Roneo Corner gyratory, consideration was given to assess if the measures will have any detrimental impact on the delivery of goods to businesses.
- 5.2 Clarkes Carpets have their own private access leading to a warehouse and have allocated parking for their staff on the side of their retail unit. There is customer parking at the front side of the unit.
- 5.3 Traditional Windows, Melia (kitchen show room) and Stellisons (domestic appliance) receive their goods at the rear sides of their properties via dedicated access (lockable gates) from Upper Rainham Road. In addition, they use the area for customer and staff parking. There is provision for private parking for the residents of the flats residing above the Café Balti restaurant and Razorz hair dressers.

5.4 It is clear that there are good parking arrangements for customers, staff, receiving deliveries, despatching goods etc, therefore, it is unlikely that any illegal parking takes place on the footway fronting Clarkes Carpets which would impede the movements of cyclists.

6. Details of proposed cycle facilities

6.1 Option 1: retaining the existing layout of gyratory and conversion of existing footways for shared use and upgrading existing cycle facilities

This option deals with measures relating to converting the existing footways, where feasible, for cyclists to use them safely. The measures are described in detail below:

- i) Eastbound cyclists travelling from Rush Green or Romford to Hornchurch can mount on the existing footway on north side of Hornchurch Road. The existing footway will be converted to shared use by pedestrians and cyclists. The proposals are shown on drawing no. QL035-of-101.
- ii) Westbound cyclists can mount the existing footway on south side of Hornchurch Road (between Upper Rainham Road and Roneo Link). The existing footway will be converted to shared use. The proposals are shown on drawing no. QL035-of-101.
- iii) Southbound cyclists travelling from Hornchurch Road (east of the gyratory) can mount on the footway on south side of the gyratory and continue their journey towards Elm Park or Rainham. Cyclists travelling from Hornchurch Road (west arm) can use the footway on west side of the gyratory. The existing footway will be converted to shared use by both pedestrians and cyclists. The proposals are shown on drawing no. QL035-of-101.
- iv) At certain locations the footways would be widened to accommodate both cyclists and pedestrians and this has been stated where applicable. The widening, will be limited in the grass verge only and not in the carriageway.
- v) It is estimated that the cost to implement the measures of this option would be less than £60,000. This option is modest and it can be completed within the financial allocation provided by Transport for London under the Local Implementation Plan for 2012/13.

6.2 Option 2: retaining the existing layout of gyratory and conversion of existing pelicans to toucan crossings

- i) This option incorporates the measures of option 1 and involves converting the existing pedestrian crossings (pelicans) on all arms of the gyratory to toucans which will facilitate both cyclists and pedestrians to cross the roads safely.

- ii) It is estimated the cost to implement the measures of this option would be £80,000, (in addition to the £60,000 cost of option 1). It is anticipated that these measures will be implemented in 2013/14 financial year subject to the availability of funds from Transport for London. The proposals are shown on drawing no. QL035-of-201.

6.3 Option 3: Converting existing one-way traffic flow to two ways

- i) This option involves measures to convert the existing one-way system in Roneo Link to two way traffic i.e. permit traffic between Upper Rainham Road and Hornchurch Road. The junction of Roneo Link/Hornchurch Road (east side of the gyratory) would be signal controlled. The section of Upper Rainham Road between the southern end of Roneo Link and Hornchurch Road would partially be closed and used for access only to the local shops, flats and other residential properties. This section will also provide safe route for cyclists. The proposals are shown on drawing no. QL035-of-301.
- ii) Converting the existing one-way system in Hornchurch Road between Roneo Link and Upper Rainham Road to two-way traffic. The proposals are shown on drawing no. QL035-of-301.
- iii) The cost to implement this option is estimated at £250,000. Due to the complexity of the works involved such as feasibility studies, public consultation, scheme design, traffic signal design by Transport for London and implementation it is important to spread the scheme over two years.

7. Alternative measures to improve cycle facilities

As the gyratory regulates both local and through traffic, it was important to consider an alternative option and this is described below:

Provision of a mandatory cycle lane was also considered in the carriageway of Roneo Link. This measure is not feasible as the westbound traffic on entering from both arms of Hornchurch Road into the gyratory start to change lanes to enter into correct lanes leading towards Rainham (south) or Romford (north) or Rush Green (west). Mandatory cycle lanes are supported by Traffic Management Orders which prohibits vehicles from entering into them. This measure was not considered to be practicable and financially viable.

8. Pre-consultation on proposals

The current proposals were also discussed at Urban Design London course attended by the Council's Streetcare officers where an opportunity was given to delegates to bring their own schemes and discuss the measures in their workshop.

Several delegates took part in the Roneo Corner scheme and they considered that radical measures are needed to assist cyclists to negotiate the busy gyratory.

The proposals were also discussed at the Cycling Liaison Group meeting which the Council holds with the local cycling representatives. Members had conceded that the existing junction is not cycle friendly and some robust measures are needed to improve facilities for cyclists.

9. Recommendations

It is recommended that Members to decide which option should be recommended to proceed. If option 3 is to be considered for future implementation, subject to proposals being feasible, or the measures are abandoned at this stage. The proposals are shown on drawing no. QL035-of-301.

If it is recommended that option 3 is not progressed, it is open to members to consider the viability of options 1 and 2. Option 1 will be implemented in the current financial year 2012/13 whereas option 2 to convert the existing pelican crossings to toucan crossings would be implemented in 2014/15 under a separate bid to Transport for London from which this borough receives a financial allocation annually. The proposals are shown on drawing nos. QL035-of-101 and QL035-of-201.

10. Conclusions

The proposals described in this report are associated with improving cycling facilities at Roneo Corner gyratory which is very busy particularly during peak periods. The proposed facilities will not have any detrimental impact on frontages at Roneo Corner or customer parking and deliveries. It is anticipated that the impact of traffic on Roneo Corner is likely to increase due to planned local developments and traffic growth in the future, therefore, the proposed measures will benefit all road users.

IMPLICATIONS AND RISKS

Financial Implications and risks:

This Committee is being asked to consider three options as below:

Option 1: It is estimated that the cost to implement the measures is £60,000, which would met by Transport for London through the allocation for 2012/13 Local Implementation Plan for Roneo Corner Package. The funding will need to be spent by 31st March 2013, to ensure full access to the grant.

Option 2: This option includes the measures for option 1, but it also includes further measures. These are estimated to cost £80,000 and would be implemented in 2013/14, subject to availability of TfL funding.

Option 3: This option excludes both options 1 and 2 and the current allocation of £60,000 for option 1 would be lost.

This scheme is estimated to cost £250,000 which would be subject to future TfL funding.

These are standard projects 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:

- i) The Council may convert existing footways into cycle tracks by technically 'removing' the footway under Section 66(4) of the Highways Act of 1980 as amended 'constructing' the cycle track under Section 65(1) of the Highways Act of 1980 as amended.
- ii) The Council may create new cycle tracks using its powers under Section 65(1) of the Highways Act of 1980 as amended.

Human Resources Implications and risks:

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

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 meets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

Scheme project file: QL035 – Proposals to improve cycling facilities at Roneo Corner, Romford.

Appendix A

Proposed layout drawing

QL035-of-101

Option 1

Appendix B

Proposed layout drawings

QL035-of-201

Option 2

Appendix C

Proposed layout drawings

QL035-of-301

Option 3