



HIGHWAYS ADVISORY COMMITTEE

10 December 2013

REPORT

Subject Heading:

**NORTH STREET AND HAVERING ROAD
AT THE JUNCTION WITH A12 EASTERN
AVENUE – PROPOSED JUNCTION
WIDENING AND IMPROVEMENTS**

Report Author and contact details:

Outcome of public consultation

Daniel Jackson
Engineer
daniel.jackson@havering.gov.uk

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	[X]
Value and enhance the life of every individual	[X]
High customer satisfaction and a stable council tax	[X]

SUMMARY

This report sets out the results of the public consultation concerning the proposals for layout improvements to the junction of North Street and Havering Road with the A12 Eastern Avenue.

Due to the size and location of this scheme it falls within two ward boundaries, **Pettits and Brooklands**.

RECOMMENDATIONS

1. That the Committee, having considered the responses and information set out in this report, recommends to the Cabinet Member for Community Empowerment that the improvement works to the junction of A12 Eastern Avenue, North Street and Havering Road are approved for implementation as detailed in this report and shown on the following drawing:
 - QL051/PC/01
2. That it be noted that the estimated cost of £250,000 will be met by agreed funding from the 2013/14 Transport for London (TFL) - Local Implementation Plan (LIP).

REPORT DETAIL

1.0 Background

- 1.1 Part of the Councils' Local Implementation Plan is to investigate the feasibility of improving traffic flow throughout Havering and improving access to and from Romford Town Centre. Improving the ease with which traffic can get to and from Romford will have benefits for its economic prosperity and help ensure that it remains an attractive and convenient location for visitors and businesses.
- 1.2 The junction of North Street and Havering Road with the A12 Eastern Avenue is one of the busiest in the borough, accommodating traffic travelling to and from Romford in a north/south direct and London in the east/west direction.
- 1.3 At present this junction suffers from substantial traffic queue lengths on Havering Road in the AM peak period and North Street in the PM peak period and the lack of lane designation results in potentially unsafe weaving movements in the centre of the junction, which have been the cause of injury collisions and near misses.
- 1.4 The potential for improvements to this junction were identified in the Main Road and North Street Corridors Study, and following consideration by the Council's Executive and the Romford Town Centre Partnership board, the scheme was included within the annual spending submissions (funding bids)

to TfL. Funding was allocated to progress detailed feasibility work in 2012/13, and this work confirmed that the traffic capacity of the junction could be improved by utilising some of the land located adjacent to the western footway on North Street.

Further funding was allocated by TfL in 2013/14 to progress the project from detailed design through to implementation. The proposed design is illustrated in drawing no QL051/PC/01 and incorporates the following features:

- An extension of the left turn slip lane on North Street by approximately 50 metres, allowing left turning vehicles can pass through the junction more efficiently.
 - As cyclists are considered as vulnerable road users a northbound cycle lane is proposed to assist their use of the junction.
 - A shared use (pedestrian/cyclist) footway is proposed for the western footway of North Street to provide improved mobility between North Street and the Eastern Avenue West. (TfL plan to convert the southern A12 footway to shared use in this location)
 - The pedestrian refuge islands on North Street and Havering Road are to be reconstructed to current standards which will provide safer waiting and highlighted crossing areas for pedestrians and vulnerable road users.
 - Designated ahead and turn lanes on North Street and Havering Road are proposed with the intention of removing vehicle conflict in the centre of the junction to improve safety.
 - It is proposed to remove the southbound bus lane on Havering Road which will allow vehicles the opportunity to get into lane earlier and create uniform queue lengths.
- 1.6 Public consultation on the scheme commenced on 8th November 2013, with letters delivered by hand to the occupiers of those properties with direct frontages to the works and also to those approximately 20 metres in either direction. This area incorporated part of Hainault Road, Cedar Road and Parkside Avenue, and comments were to be received in writing by 30th November 2013. Ward councillors and HAC members were provided with copies of the consultation information along with on the Council's standard consultee list.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation 4 responses had been received and these are summarised in appendix A of this report
- 2.2 There were no responses from residents. One business responded objecting to construction works taking place in close proximity to their

premises, but did not raise any objection to the principle of the scheme or the proposed design. They highlighted issues that were experienced during the construction of previous schemes in the close vicinity.

- 2.3 The police have expressed support for the removal of the southbound bus lane on Havering Road and recommended that that proposed northbound cycle lane is surfaced green to highlight the presence of cyclists.
- 2.4 There have been 2 responses from ward councillors who are in general support of the proposals but suggest additional works outside the scope of this scheme.

3.0 Staff Comments

- 3.1 By utilising some of the available land on North Street to widen the junction, some of the congestion problems currently experienced will be alleviated.
- 3.2 As part of the ongoing design improvements, traffic modelling of the junction was undertaken and highlighted that the proposals would increase the capacity of the junction in its entirety. It is anticipated that the proposal will improve average journey times for northbound traffic using North Street by over a minute.
- 3.3 Importantly, several elements of this scheme focus on proposals to improve safety for vulnerable road users. The provision of wider refuges for pedestrians crossing North Street/Havering Road and the inclusion of a northbound advisory cycle lane and advanced stop line, together with a shared use footway on North Street for cyclists travelling west, will assist people walking and cycling in this area.
- 3.4 A Safety Audit was undertaken on the detailed design by TfL in October 2013, and the majority of their recommendations have been considered and incorporated into the design.
- 3.5 It should be noted that in order to construct a scheme of this size it will be necessary to split construction work into a number of phases to minimise disruption to traffic and to maintain safety for site operatives. These phases would include elements of footway, lane and carriageway closures in which some diversions will be necessary.

IMPLICATIONS AND RISKS

Financial Implications and Risks

The estimated cost of implementing the proposals as described in the background of this report is £250,000. This cost would be met from the 2013/14 Transport for

London - Local Implementation Plan (LIP) budget for the Main Road and North Street corridor study.

The costs shown are an estimate of the full costs of the scheme, should it 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 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 LIP budget.

Legal implications and risks:

There are no legal implications or risks.

HR 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. 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.

BACKGROUND PAPERS

Project Scheme File Ref:
QM006 North Street Junction Study

Drawing QL051/PC/01:
Proposed carriageway widening
Consultation Plan

APPENDIX A

Summary of Consultation Responses:

Respondent	Comments
Metropolitan Police Chadwell Heath Traffic Unit	<ul style="list-style-type: none"> ○ Police support the removal of the southbound bus lane on Havering Road ○ Suggest that the proposed cycle lane on North Street should be surfaced green to highlight the presence of cyclists.
Councillor Wallace	<ul style="list-style-type: none"> ○ Believes the scheme looks ok in principle although highlights an issue with the existing pedestrian crossing on the Eastern Avenue East, which is not included within the scope of the scheme.
Councillor Trew	<ul style="list-style-type: none"> ○ Regards the scheme as a practical solution and hopes that something similar can be done on Mawney Road at the junction with the A12.
Brook Furnishings Ltd	<ul style="list-style-type: none"> ○ We currently have issues with delivery vehicles pulling up outside the entrance to our car park at present, if the works proceed then we will have a convoy of work vans outside the front of our showroom, blocking off the view from our passing trade which we heavily rely on. ○ Works have been completed recently (approximately 4 weeks ago), which caused enough disruption with our business due to vehicles parked outside and lack of access to our premises. ○ We have hourly traffic updates on the local radio station, TimeFM, still stating that ‘traffic is at a standstill between St Edwards Way and the A12’ even though we have photographic evidence showing that there is no congestion at the reported times. We have called the station on several occasions and they have advised us that they are obtaining the information from TFL. This is clearly wrong and something needs to be done about it. ○ We pay a lot of money for rates on the showroom, but feel very aggrieved that there are more works even considered being carried out outside our showroom. Our business has already been badly affected by the works to date and if the works do get carried out then we are in a position where we will have to cease trading. We are currently struggling to cover all

	<p>our large expenses (rent and rates) and if the works proceed then this will undoubtedly put us into administration, causing severe ramifications to everyone involved with Brooks Furnishings.</p>
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Havering
LONDON BOROUGH