Welcome

The London Borough of Havering has secured £4.5m of funding from the Mayor of London and £1.8m from Transport for London (TfL) to progress plans to transform New Road (the A1306) in South Hornchurch. Subject to TfL approvals of the final design, further funding will be released to help deliver the scheme.

Even though the new A13 was built almost twenty years ago, New Road still retains the look and feel of its old function as a trunk road. Whilst it is already a single carriageway east of Cherry Tree Lane, to the west of this junction it remains a dual carriageway. This creates an unpleasant environment that is dominated by the road and has road safety issues.

There is now also a greater awareness of the impact that transport has on well-being, and how encouraging people to walk, cycle and catch public transport more can help to improve health and reduce air pollution. The funding that is available has given us the unique opportunity to now tackle these challenges through an ambitious set of proposals that we have called the Beam Parkway scheme. Our plans will transform New Road into a greener and more pleasant place to spend time in and live next to, for both existing and future residents.

This exhibition gives you the opportunity to take a look at the proposals - outlined on these boards - and let us know what you think.

The work we are doing is limited to New Road itself. Although the Beam Parkway scheme will complement the housing developments that make up the Rainham and Beam Park Housing Zone, it is an entirely separate project. If you are interested in finding out more about the Rainham and Beam Park Housing Zone, please visit: www.havering.gov.uk/Documents/Planning/Rainham-Beam-Park-Planning-Framework.pdf

Have your say

We want to make sure we are creating better connections and new public space that work well for everyone. So that we can do this, it is important for us to understand your thoughts and ideas about Beam Parkway. We’ve set up a questionnaire which you can complete in person at one of our public events, or online at the link below. It’s open until Sunday 22nd July 2018, so make sure you fill it out before then:
www.havering.gov.uk/beamparkway

Historic context & New Road timeline

1729
Rainham Hall built
Rainham Hall was built by Captain John Hale after he purchased Rainham Wharf. He invested money in draining the River Thames to allow for the dock to be built up to Rainham from the Thames with their cargoes of imported building materials.

1718
Rainham Wharf
Captain John Hale purchased Rainham Wharf and increased the trade of building materials and coal to London. The Creek had been an established trade route since the early 1300s carrying livestock and wool.

1801
Manor Way
A north south road between agriculture fields can be seen on maps of 1801 funding part of Milestone Farm through Hornchurch Marsh in the size. Later named Manor Way the track would have been a cut between the various manor houses and the Thames.

1810
New Road built
Tilbury Sundial Dock started work on New Road to allow Tilbury Quay to Rainham to shorten the distance to the last at Tilbury during the Napoleonic wars.

1803 - 1815
Napoleonic Wars

1875
Romford Canal
Built in 1797 to get crops and passengers to Romford and was used to carry coal to the docks. The Canal was never completed and failed due to competition from the rail transport advance. Elements of the completed section can be found in the lower Beam Valley County Trail that has been restored through the Rainham Marshes.

1854
Railway
The London, Tilbury, and Southend railway was opened in 1854 in 1854 bringing a rail connection between Rainham and London. The line was built by Amy to Greswold in Kent.

1896
Market Gardens
After gathering increased during the 19th Century to the farms around Rainham and Allenby, the Great Eastern Railway was one of the larger market gardens in this area. Crops produced for the London market included asparagus, cabbages, potatoes onions, cabbages and the Tons Rainham Cabbage which was first advertised in 1971.
Introduction

New Road in Hornchurch sits between the historic village of Rainham to the east, with links to Rainham Marsh and the River Thames; and the Beam Parklands, Beam Valley Country Park and the Chase Local Nature Reserve to the west.

The creation of Beam Parkway will offer the opportunity to tie all these unique areas together, with a high quality network of pathways, cycleways and public spaces.

Scheme background

The area around New Road was designated as the Rainham and Beam Park Housing Zone in 2015. The Housing Zone will offer around 3,500 new homes, community facilities, a new school, and a new train station on the C2C line which will be known as Beam Park. Whilst the Beam Parkway scheme is also part of the Housing Zone, it is separate to these developments. Nevertheless, Beam Parkway will complement them and transform the road that runs through them, improving the environment for people already living in the area as well as for new residents.

A masterplan for the area was commissioned by the London Borough of Havering in 2015, which sets out where new developments, green spaces, routes and connections could go throughout the area. The future residential development sites and new railway station lie primarily to the south of the Beam Parkway with some development sites to the north. The masterplan was adopted by the Council in January 2016 and can be found on the council website:


Diagram showing the future relationship between Beam Park and the wider network of green spaces and destinations including Beam Valley Country Park, Ingrebourne Marshes, Rainham Marshes and the Thames.

Diagram indicates the current planning status of the Housing Zone development sites. The extent of the Beam Parkway Scheme is outlined in red. More information is available online at: www.havering.gov.uk/Documents/Planning/Rainham-Beam-Park-Planning-Framework.pdf

1961

A13

In 1961 pedestrian subway were constructed at Down's Corner, Phillip Road and Sonar Road.

2017

Healthy Streets

To improve the roads, footpaths, and cycle paths. It’s all about making life easier for everyone who uses them.

2006

A1306

Further changes to the road included removal of the railings to provide a more open feel to the road, new carriageways, Rifle at the side of the road and fences replaced with road

2019-2021

Beam Parkway

Under construction. Please see timeline on page 13 for project specific information leading up to planned implementation.

1999

A1306

Maintained the A1306 in 1999 following the completion of the majority of the Forest Road and Rainham Marshes, reducing traffic away from Southend Road.

1920

A13

In 1920 New Road was designated as the A13 and formed part of the A1306. This included the stretch of road to Bylands Rainham Village, Tilbury and Southend became even easier, but for communities that had grown up along New Road it means traffic becoming part of the everyday existence.

2016

Rainham and Beam Park Housing Zone

A new Beam Park railway station is proposed to exhibit development of the site. Beam Park (Planning Framework) adopted by LD Havering in 2016.


**Scheme objectives**

- Enhance public spaces and provide new ‘green’ areas
- Reduce the impact of the road, bringing together the north and south and improving community links
- Unlock major regeneration and make the most of opportunities to provide new homes
- Enable and encourage walking, cycling and use of public transport
- Reduce the negative impacts of transport on the environment and the physical surroundings
- Contribute to improved health
- Improve access to employment and education opportunities

**Creating Beam Parkway**

The existing layout of New Road is based on its former function as a major road corridor (the A13). It acts as a barrier to movement between areas to the north and south. Our design has therefore focused on improving the quality and functionality of New Road, ahead of planned growth in the area.

The Beam Parkway scheme involves reallocating existing carriageway space (that is not required to maintain traffic capacity) to other uses. This is similar to what has already taken place at the eastern end of New Road, towards Dovers Corner.

The space which is gained from narrowing the roadway will provide improved footways, a new two-way cycle track and space for planting and public spaces. Other improvements include new street lighting, improved crossings, new places to sit and rest, and some specific proposals in key locations which will be covered in more detail on the following boards.

New trees and planting have the potential to improve air quality, provide new and extended habitats for wildlife, reduce the risk of flooding, and give a much more pleasant look and feel to the area which can be enjoyed by existing and future residents as well as visitors to the area.

*Existing view looking west along New Road at Spencer Road junction.*

*Proposed view with reduced carriageway, new two way cycle track, improved footways on both sides of the Parkway, new energy efficient streetlighting, planted swales and other planting. Connections are improved through new raised informal crossings to the Parkway and continuous footways across existing side roads.*

*40,100 m² of existing carriageway*

*29,000 m²*

*Remodelled carriageway*

*2,000 m²*

*New cycle track*

*4,300 m²*

*New footway*

*4,200 m²*

*New planting (excluding 300 m²)*

*Equivalent in size to 42 tennis courts*
Traffic, parking and road safety

Existing traffic conditions

Since being bypassed by the A13, the A1306 is now a less important road corridor in comparison. However, as it is still a key road in the local area we have collected evidence to understand traffic conditions along it and its relationship to conditions along the A13 corridor:

- We collected traffic data over an 18 day period along both the A1306 and A13 corridors. This shows that on a typical day, the key bottleneck along the A1306 corridor is at the Heathway junction to the west of the scheme area.

- This data also shows that over the 18 day period there were five traffic incidents along the A13. Two of these incidents had no impact on the Beam Parkway section of the A1306. Three of these incidents led to increased traffic flow and travel times along the Beam Parkway section of the A1306, but these were caused by bottlenecks forming at other parts of the A1306.

- Most of the Beam Parkway section of the A1306 is currently a dual carriageway, with one traffic lane and one bus lane in each direction. The section between Cherry Tree Lane and Dovers Corner is already a single carriageway, with one traffic lane in each direction.

- There are issues with north-south rat-running on residential roads between the A1306 and Rainham Road.

Opportunity

The Beam Parkway section of the A1306 is surrounded by the bottleneck at the Heathway junction to the west, and the existing single carriageway section east of Cherry Tree Lane. This means that in between these two pinchpoints there is the opportunity to narrow New Road without negatively affecting the traffic capacity of the A1306 corridor.

From this starting point we developed our proposals for Beam Parkway. These proposals were informed by traffic modelling, using software which enables us to simulate what future scenarios would look like, including with the proposed scheme in place. Whilst traffic modelling is only a tool that does not enable us to predict the future with complete certainty, the approach we have taken is robust and proportionate:

- We collected a large amount of traffic data to feed our traffic models. Using this data we are modelling the morning and evening weekday peak hours, which represent a ‘worst case’ scenario.

- Our modelling has also included future traffic flows in the year 2031, taking into account the latest available information about planned developments as well as background changes in traffic levels.

- Our models are being audited by Transport for London, which provides assurance that they are of an appropriate standard.

Whilst this modelling is still in the process of being finalised, it indicates that the Beam Parkway scheme will provide adequate traffic capacity for both existing and future traffic flows. There will be both increases and decreases in vehicle journey times, due to changes to junctions. For vehicles travelling east-west along the A1306, these changes in peak period journey times are expected to vary between decreases and increases of up to approximately half a minute.

As the Beam Parkway scheme will not affect the overall capacity of the A1306 corridor, it is not expected to increase (nor decrease) the rat-running problem on residential roads.

Parking and access

There will generally be no changes to the existing on-street parking arrangements along New Road as part of the Beam Parkway scheme. The existing parking bays in front of Blewitt’s Cottages will be retained, and apart from this on-street parking will not be permitted elsewhere along New Road. The exception to this is in front of the shops at Southview Parade, where on-street parking bays will be provided for customers of these businesses.

Existing access to properties along New Road will be retained as part of the scheme.

Road safety & proposed measures

The record of collisions recorded in the area over the last three years has been analysed to identify road safety issues.

1. A relatively low number of casualties have occurred along the section of New Road between Dovers Corner and Cherry Tree Lane. This suggests the narrower road that exists here already is safer than the dual carriageway section to the west of Cherry Tree Lane.

2. A large number of collisions involve vehicles turning right colliding with vehicles travelling in the opposite direction. This is often related to high speeds. We aim to reduce the likelihood of this by encouraging more moderate speeds and introducing traffic calming measures.

3. There has been an increase in the number of collisions involving cyclists in the last two years. The proposals include the installation of a new two way cycle route along New Road which should help to lessen the number of collisions in future.

4. Some collisions involving pedestrians show that the existing crossing points aren’t meeting the needs of people. We plan to introduce new crossing points which will fit much better with where people want to cross, for example near bus stops.
Improving the road for all users

Walking

We want to encourage people to walk as much as possible, whether they are travelling around the area, accessing public transport, or just walking for leisure. The proposals for Beam Parkway will improve pedestrian links to shops, local services, green spaces and public transport. The footways will be upgraded, making them wider and more comfortable, and will include more regular crossing points and places to sit and rest.

Making sure that the area works well for everyone is very important, and we have specifically considered the needs of disabled users when designing the scheme to ensure it is as easy as possible for people with disabilities to travel around the area.

Cycling

The proposals include a new two-way cycle track along the south side of New Road, including crossings which can be used by cyclists to move north or south. This will help enable more people to cycle in a safe and comfortable environment, both as a means of transport and for leisure.

It will also provide links to shops, local services and green spaces. New cycle parking will also be installed.

Public transport

A new train station at Beam Park is due to open in 2021. This will be located between Dagenham Dock and Rainham on the C2C line.

The Beam Parkway scheme will include a new junction opposite Askwith Road which will help pedestrians, cyclists, public transport and private vehicles access the station easily.

In addition to the new station, buses will still form the backbone of the public transport network. As part of the Beam Parkway scheme, bus stop locations will be rearranged to make sure they are in the best place for people wanting to use them. The future bus network is being considered separately by Transport for London and is not part of this consultation.
How will this look?

Existing section

Proposed section

Existing and Proposed cross sections to represent the changes proposed to New Road between Askwith Road and Cherry Tree Lane

Continuous footway
Pedestrian priority over vehicles

Continuous cycle track
Pedestrian and cycle priority over vehicles

Floating bus stop
Pedestrian priority over cycles

Informal crossing
Vehicle and cycle priority over pedestrians

Junctions to the north side of New Road

Junctions to the south side of New Road

Bus stops on the south side of New Road

Floating bus stop in Manchester

Raised informal crossing in Southwark, London

Continuous footways in Walton-on-the-Naze, Essex

Continuous cycle lane in Amsterdam, the Netherlands

Photograph by The Ranty Highwayman

Photograph by The Ranty Highwayman

Photograph by TIGA

Steen Deible Cleaver
A Parkway of Places

The design for Beam Parkway is inspired by the unique existing landscapes in the area surrounding New Road, and the history of New Road itself.

Making new public space

New landmarks and spaces in specific locations will help people identify with the area and give a further unique identity to the area. These landmarks and locations have been identified in relation to the memories, character and history of the road.

To mark out each area from its surroundings, specific materials, signage and planting will be used to vary the experience of those travelling along the street.

New tall elements

Historically, there have been a number of tall features along the skyline of this mainly flat landscape. Some of these, such as St Helen and St Giles church tower in Rainham Village remain as local landmarks, whereas others such as the 13th century windmill near the Beam River at Mardyke Farm have left no trace. Today, pylons and wind turbines make up much of the ‘tall features’ view to the south.

The proposals include the installation of a number of new 'tall elements', including signs and trees, which will mark, celebrate and make visible key location and places within the Parkway which can be viewed from afar or experienced up close.

Key locations have been identified as:

- the entrance to Beam Parklands
- Marsh Way
- Southview Parade
- Manor Way junction, and
- Dovers Corner

Swales

Swales are areas of land which are set at a lower level than the road and cycle tracks. This allows surface water from the road and cycle tracks to run into them, creating a more marshy area which can support a wide range of plants as well as providing a cleansing and drainage system that will remove contaminants from the water as it soaks into the ground.

It is proposed to introduce a line of swales along the length of the Beam Parkway. These will separate the pedestrian and cycle routes from the road, and provide an opportunity for planting on both sides of the space.
Beam Parklands

New entrance to Beam Parklands to mark this 15-hectare green space which provides high-quality public open space for local people and visitors to enjoy. It is also home to an array of wildlife and a new mini nature reserve that will connect to the Beams Valley Country Park and The Chlops Local Nature Reserve to the north.

A new informal crossing improves access along with enhancements such as a tail sign, seating, a footscraper and new planting that extends the character of the Parklands into the flowway.

New aim to be added to existing signalised junction to provide main road entry to the future Beam Park development. Crossing allocation reduced and signalised crossings provided. Please note that the technical details of this junction are in the process of being confirmed.

Marsh Way Embankments

The existing Marsh Way embankments provide a valuable urban wild habitat. This area is proposed as a future Kingfisher and interactive trail providing a diverse and educational resource and urban wildlife trial for the new children’s nursery and play park school that will be built in the Beam Park development. Proposals include log huts and small areas to increase and support biodiversity.

A row of tall conifer trees is proposed at the northern approach to Marsh Way to be seen from a walkway facing south to the strong tree line that can be seen within the wider landscapes.

Existing view at Beam Parklands, looking west.

Proposed illustration.

A tall sign and large trees are proposed to mark the entrance to Beam Parklands. Playful word association of ‘beam’ to ‘sunbeam’ is introduced as a sundial at this entrance and makes reference to the bigger landscape and natural elements. ‘BEAM’ refers to the River, the Parkway, the Parklands and Beam Park.
Proposed illustration.

Improvements to the forecourt at Southview Parade are proposed to ensure that the shop parade ties in with the Beam Parkway scheme. This includes a new pedestrian crossing, short stay customer parking on both sides of the street, cycle parking and space for outdoor seating.
Bewitt’s Cottages

The character of the new planting evokes the field pattern of market gardens that flourished the 18th and 19th Century Hainault and South Hornchurch landscapes supplying fresh vegetables to Wanstead and Central London.

Existing access roads between each of the tenements and on-street parking are retained. New footways alongside the parking are connected to the inner footway by brick paved paths through the planting areas.

Existing view at Bewitt’s Cottages, looking east.

Proposed illustration.

Planting that is arranged in a field pattern that references the historical links to market gardening is protected by a low roadside hedge. The varied planting will provide more dynamic seasonal changes and visual interest for views from the cottages and footway.
Dovers Corner

The existing wetland character of the nearby Ingrebourne marshes will be extended through the planting across the roundabout at Dovers Corner bringing the spirit of Rainham Marshes to the railways and defining the entrance to Rainham village as set within the bigger historic Rainham Marshes landscape.

A tail-ender sign saying DOWERS on one side and CORNER on the other creates a new landmark that reflects the local history of this location. Please note the technical details of this junction are in the process of being continued.

Drawing Key

- Scheme boundary
- Route with low level planting
- Low level planting
- Proposed trees
- Existing retained tree
- Red asphalt/crackfill
- Horticultural crackfill
- Clay fill to raised area
- Granite/consolidation paving to town centre
- Meet asphalt to carriageway
- Raised access
- Buff asphalt to bush median
- Dutch style transition kerbs to junctions
- Dutch style transition to crossovers
- Standard granite 150mm kerbs
- Special granite 150mm kerbs
- Special granite quadrants
- Cycle paving
- Bus stop
- Street bench
- Cycle stands
- Street bin
- Street lighting
- Housing Zone development sites

Existing view looking east towards Dovers Corner.

Proposed illustration.

Here the footway peels away from the cycle track giving the planting more prominence and pedestrians and cyclists a chance to experience a sense of the bigger wetland landscapes nearby. Seating is set back from the footway amid the naturalistic planting.
Planting proposals

Beam Parkway lies between the Beam and Ingrebourne rivers, where the loose, eroded soil of the Thames floodplain meet the gravel areas of the north. The planting has been chosen to reflect this physical, geographical and historical context – as well as creating a biodiverse and interesting landscape to look at.

A wide range of plant types will be included, made up of both native species which might be found in the local creeks and marshes, as well as some new species which refer back to the past trade links of the Thames estuary.

All species chosen – both native and exotic – have been chosen for the way they look and their robustness, ensuring they are well suited and can thrive in the area where they will be planted. This should allow a sustainable, biodiverse and beautiful landscape to develop which will remain in place for the long term. The full grown sizes of the trees has also been considered when looking at where they will be located along Beam Parkway.

Swales planting will help deal with rain water runoff from the road and other hard surfaces, forming links physically and visually to the adjacent rivers and wetlands.

Planting palette

Material palette

A consistent and robust palette of street furniture (bollards, litter and recycling bins, seating, benches, planters, lighting, etc.) and surface materials has been put together, taking into account ease of maintenance and durability.
Beam Parkway timeline

- **2015**: Successful funding bid to TfL
- **2016-2017**: Initial design development
- **Summer 2018**: Analysing and considering consultation feedback
- **Autumn to winter 2018**: Contractor procurement process
  - Detailed design
  - Transport for London board approvals
- **Spring 2019**: Advance works
- **Summer 2019**: Beam Parkway construction starts
- **Spring 2021**: Beam Parkway completed

**NOW**

June / July 2018

Public consultation

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**Have your say...**

Thank you for your interest in the Beam Parkway scheme.

Now that you’ve learnt more about what we’re proposing, please let us know what you think. We’ve set up a questionnaire which you can either complete today or access at the link below. It’s open until Sunday 22nd July 2018, so make sure you respond before then.

www.havering.gov.uk/beamparkway
The design team

Steer Davies Gleave

Steer Davies Gleave is a transport consultancy, with a long track record of working collaboratively with clients and stakeholders to develop schemes that make cities better places to live.

Founded in 1978, we have a global network of offices and over 400 consultants who mix rigour and technical expertise with an open-minded, imaginative approach.

We have previously developed and helped to implement a number of high-profile schemes across London, such as the recent removal of the Archway Gyratory.

East

East is an award winning architecture, landscape and urban design practice established in London since 1995. Over the last twenty years East has successfully delivered architectural, public realm and urban design projects for public and private clients at all scales and work stages.

We concentrate on projects of public relevance and have a close understanding of urban change. Our work has come to be internationally recognised for a patient and innovative role in adjusting and improving the urban fabric and its uses. Taking on the wide range of factors include financial constraints, what is happening at the edge and around any project area, political intricacies affecting delivery, and close dialogue with users through carefully designed consultation processes.

JCLA

A geographical background informs the practice, specialising in sustainable site-specific strategies and solutions for landscape development and restoration.

Special interests include water systems, rivers and wetlands, wild spaces in the city, industrial archaeology and polyfunctional productive landscapes.

Projects have included nature reserves, historic landscape restoration, industrial landscapes, parks, woodlands and wetlands, housing estates, hotels, school grounds, sports and play facilities, art installations and galleries, public realm and streetscape.

Studio DEKKA - Lighting Designers

Studio Dekka is an interdisciplinary design practice specialising in urban and architectural lighting. Founded by directors Chantelle Stewart and John Harrison in 2009, our aim is to develop sensitive and intelligent night-time environments that unlock new possibilities for the varied and meaningful life of our cities after dark.

Recently completed public realm projects include architectural and street lighting in Wood Green and Green Lanes in Haringey; a public realm lighting masterplan for Regent’s Place in central London; and the redevelopment of the King’s Crescent Estate in Hackney.

Europa - Graphic Designers

Europa is a graphic design studio with a particular interest in architecture, urbanism and the role that graphic design can play in a place’s identity. Europa looks at moments when graphic design and architecture overlap, and create opportunities for graphic design to play a more supportive and less top down role in framing a place.

The Green Infrastructure Consultancy - Sustainable Urban Drainage Consultant

The Green Infrastructure Consultancy (GIC) advises on policy, planning, design, installation and management of green infrastructure, with a special interest in green roofs, living walls and sustainable drainage features, including rain gardens. Director Gary Grant is a Fellow of the Chartered Institute of Ecology and Environmental Management.

GIC has a track record of seminal projects ranging from policy (for example the London Mayor’s living roof policy and technical report) to cutting edge analysis (for example the London Bridge and Bankside Green Infrastructure Audits) to high profile projects (for example the Rubens at the Palace Hotel living wall).

Norman Rourke Pymne

Norman Rourke Pymne are project managers and cost consultants working in the infrastructure and construction sectors. Since 1947 they have been providing expert advice to the industry ensuring projects are delivered on time and to budget. Norman Rourke Pymne are currently delivering several major infrastructure and public realm improvement projects across central London and the southeast of England.