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.