

ROMFORD AREA COMMITTEE (Brooklands and Romford Town Wards) AGENDA

7.30 p.m.

Tuesday,
17 July 2007

Havering Town Hall
Main Road, Romford

Members 6: Quorum 3

COUNCILLORS:

Fred Osborne (C)

Robert Benham (VC)

Andrew Curtin

Barry Tebbutt

Wendy Brice-Thompson

Frederick Thompson

NB: HAVERING STREETCARE STAFF WILL BE AVAILABLE AT THE VENUE FROM 7:00pm TO RESPOND TO GENERAL QUERIES.

For information about the meeting please contact: Taiwo Adeoye (01708) 433079
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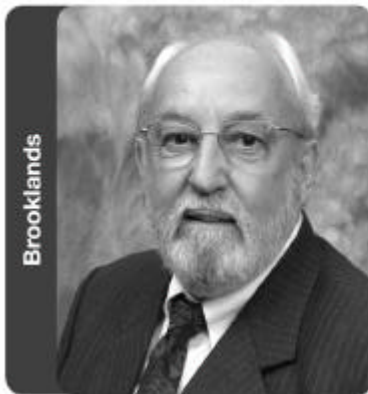


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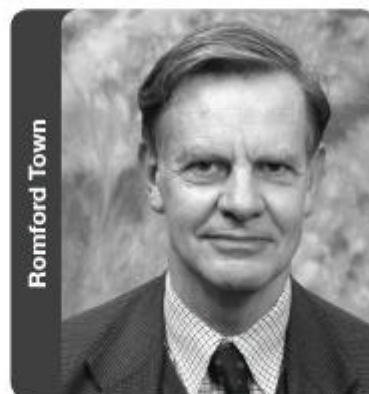
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NOTES ABOUT THE MEETING

1. HEALTH AND SAFETY

The Council is committed to protecting the health and safety of all who attend its meetings or meetings of its Committees etc.

At the beginning of the meeting, there will be an announcement about what you should do if there is an emergency during its course. For your own safety and that of others at the meeting, please comply with any instructions given to you about evacuation of the building, or any other safety related matters.

2. MOBILE COMMUNICATIONS DEVICES

Although mobile phones, pagers and other such devices are an essential part of many people's lives, their use during a meeting of the Council or one of its Committees can be disruptive and a nuisance. Everyone attending is asked therefore to ensure that any device is switched to silent operation or switched off completely.

3. CONDUCT AT THE MEETING

Although members of the public are welcome to attend meetings of the Council and its Committees, they have no right to speak at them. Seating for the public might on some occasions be limited and the Council cannot guarantee that everyone who wants to be present in the meeting room can be accommodated. At Area Committees, there is a public question time.

At all other times, the Chairman of the meeting has discretion to invite members of the public to ask questions or to respond to points raised by Members. Those who wish to do that may find it helpful to advise the Committee Officer before the meeting so that the Chairman is aware that someone wishes to ask a question.

PLEASE REMEMBER THAT THE CHAIRMAN MAY REQUIRE ANYONE WHO ACTS IN A DISRUPTIVE MANNER TO LEAVE THE MEETING AND THAT THE MEETING MAY BE ADJOURNED IF NECESSARY WHILE THAT IS ARRANGED.

If you need to leave the meeting before its end, please remember that others present have the right to listen to the proceedings without disruption. Please leave quietly and do not engage others in conversation until you have left the meeting room.

Romford Area Committee, 17 July 2007**Welcome to this Area Committee Meeting....****Some Frequently Asked Questions****What is an Area Committee?**

It is a formal meeting of all of the Councillors who sit for wards within the Area. Councillors are members of the Committee automatically; they are not appointed because they belong to any particular political party or group, or indeed to none.

What can it do?

The main purpose of an Area Committee is to enable local Councillors to meet with local people to deal with matters of local concern. Committees and other meetings at the Town Hall tend to deal with matters of borough-wide concern.

How many are there?

There are nine Area Committees, between them covering the whole of the borough. They are:

Area	Constituent wards
North Romford	Havering Park and Mawneys
Harold Hill	Heaton and Gooshays
Romford	Brooklands and Romford Town
Gidea Park	Pettits and Squirrels Heath
Emerson Park and Harold Wood	Harold Wood and Emerson Park
Upminster	Upminster and Cranham
Hornchurch	Hacton and St Andrews
Elm Park and Hylands	Elm Park and Hylands
South Hornchurch and Rainham	Rainham & Wennington and South Hornchurch

Each has six Members, three from each of its constituent wards.

Where does it meet?

Each Area Committee meets four times a year at a venue within its area, which it uses regularly for its meetings. Details for the coming meeting are usually published in "Living in Havering" or can be found out by asking Democratic Services at the Town Hall.

What will be on the agenda?

Generally, Area Committee agendas comprise five parts:

- A "surgery" at which the public can raise issues with Committee Members, representatives of StreetCare and of other services
- The formalities of the meeting, including minutes of the last meeting

Romford Area Committee, 17 July 2007

- Reports on highways and other environmental issues
- Information report on issues of current local concern; and
- Future business and meetings.

The precise agenda will vary from meeting to meeting, depending on what needs to be dealt with at any particular time.

A major component of the current issues is schemes for improving the use of the public highway.

Who runs the meeting?

The Committee each year elects one of its Members as Chairman and he or she will be in control. There is a Vice-Chairman who will take charge if the Chairman is absent for any reason.

A member of Democratic Services staff is also present: his or her job is to assist the Chairman with the smooth running of the meeting, to take the Committee's minutes and to deal with any issues that cannot be dealt with by any one else.

Who can attend?

By law, Area Committee meetings are open to anyone.

Who will attend?

- The Chairman, Vice-Chairman and other Members and the designated Democratic Services Officer
- Officers from StreetCare, and from other departments that have reports that the Area Committee will be dealing with
- Representatives of other official agencies, such as the police, are also often in attendance.

How can I raise an issue?

There are two ways you can raise an issue:

- *Before the meeting:* contact the Chairman, or the Democratic Services officer who deals with the Area Committee
- *At the meeting:* raise the issue during the public question time period (which usually lasts 30 minutes but, at the Chairman's discretion if there is time, can last longer)

Romford Area Committee, 17 July 2007**RULES AND CONVENTIONS FOR AREA COMMITTEES**

1. Area Committee meetings will be treated as just one element of community engagement and be used as a means by which community engagement can be promoted.
2. Area Committees will be constituted under the Local Government Act 1972 and will have the purpose set out in Article 10 of Part 2 of the Constitution (as revised).
3. There will be nine Area Committees, each covering two electoral wards as set out in Article 10 of Part 2 of the Constitution (as revised).
4. Each Area Committee will decide the fixed venue where it will hold its meetings except in exceptional circumstances as determined by the Chairman. Additional meetings would ordinarily be held at the same venue.
5. Ordinary Area Committee meetings will start at 7.30pm.
6. Area Committees will meet four times a year, but will have the facility for holding special meetings. The Chairman may also arrange informal meetings of the Area Committee, alone or jointly with others, where to do so is conducive to dealing with particular items of business.
7. Area Committees should and can –
 - (a) consult the public to inform the decision makers;
 - (b) be used for the Council to inform the public;
 - (c) be used for non-Council agencies to inform or consult;
 - (d) be entitled to specifically invite appropriate people or organisations to meetings.
8. Area Committee Chairmen –
 - (a) operate under the Job Description, as agreed from time to time by the Governance Committee;
 - (b) take the role of steering committee and collective Member activity, and
 - (c) be required to report to each area committee meeting on their activities since the last meeting as well as an annual report to be submitted to the last ordinary meeting of the Committee of the Municipal Year.
9. In respect of Public Question Time -
 - (a) 30 minutes be allocated for questions from the public at each ordinary meeting, with the Chairman having discretion to modify that length of time, as the first part of the Agenda;
 - (b) Area Committee Chairman be responsible for dealing with questions and co-ordinate their replies.
10. Area Committee Members appointed to area-specific bodies on behalf of the Area Committee by the Governance Committee be required to report to the Area Committee at least once a year on their activities.
11. Area Committees shall –
 - (a) make decisions in respect of traffic matters or (the parameters to be defined) from time to time by the Governance Committee to be recommendation-makers to those taking the decisions;
 - (b) be allocated a budget of £5,000 and be delegated authority to spend on minor locally-focused environmental initiatives (on the basis of criteria established by the Governance Committee from time to time).
 - (c) be entitled to bid for an allocation from a £45,000 budget held on behalf of Cabinet, such bid to be accompanied by a business case.

AGENDA ITEMS

1. CHAIRMAN'S ANNOUNCEMENTS

The Chairman or a member of staff on their behalf will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will remind members of the public present, that Councillors have to make decisions on the basis of the facts before them. The Chairman will also remind members of the public that the decisions may not always be popular, but they should respect the need for Councillors to take decisions that will stand up to external scrutiny for accountability.

PART 1

2. APOLOGIES FOR ABSENCE (If any) – to receive

3. DECLARATION OF INTERESTS

Members are invited to declare any interests in any of the items on the agenda at this point of the meeting. (Members may still declare an interest in an item at any time prior to the consideration of the matter).

4. APPOINTMENT OF THE CHAIRMAN AND VICE CHAIRMAN

To receive nominations and make appointments to the positions of Chairman and Vice-Chairman for the current Municipal Year.

5. APPOINTMENT TO THE HAVERING COMMUNITY AND POLICE CONSULTATIVE GROUP [CPCG]

To appoint the Area Committee's Representative on the Consultative Group.

6. MINUTES

To approve as a correct record the minutes of the meeting of the Committee held on 2 May 2007, and to authorise the Chairman to sign them.

PART 2

The time shown against this item indicates the expected duration and is given for guidance only. The meeting will close no later than 10:00pm, unless an extension is agreed at the meeting.

7. PUBLIC FORUM AND SURGERY

Ward Councillors, Local Police and officers from StreetCare and possibly other Council services where the Area Chairman has arranged, will be in attendance to give the chance for residents to raise any service issues with staff or Members.

PART 3**8. CHAIRMAN'S REPORT****PART 4****9. LICENSING OF GAMBLING ACTIVITY - Presentation**

The Committee are asked to receive a presentation from the Licensing Team

10. REVIEW OF PRIMARY EDUCATION - Presentation

There will be a presentation by Children's Services staff

11. PEDESTRIAN FACILITIES- Western Road - Report attached.**12. BUS STOP ACCESSIBILITY- Various Locations - Report attached.****PART 5****13. FUTURE AGENDAS**

Committee Members are invited to indicate to the Chairman items they would like to see on future agendas.

14. DATE OF NEXT MEETING

The date of the next meeting will be Tuesday 23 October 2007.

15. URGENT BUSINESS

Other business can be considered at the meeting if the Chairman agrees that circumstances justify consideration on grounds of urgency. The reasons why the matters were considered will be recorded in the minutes.

CHERYL COPPELL
Chief Executive

**MINUTES OF THE MEETING OF THE
ROMFORD AREA COMMITTEE
Havering Town Hall, Romford
2 May 2007 (7.15pm –9.45pm)**

Present: Councillors Fred Osborne (Chairman), Robert Benham Andrew Curtin, Barry Tebbutt and Frederick Thompson.

An apology for absence was received from Councillor Wendy Brice-Thompson.

The Leader of the Council Councillor Michael White was also present.

Councillor Frederick Thompson declared an interest in the item relating to parking around Queens Hospital and left the meeting while that was discussed.

10 members of the public and a representative of the press attended.

The Chairman advised of action to be taken in the event of emergency evacuation of the Town Hall becoming necessary.

Father Martin Howes of St Augustine Church, Rush Green opened the meeting with prayers.

32. MINUTES

The minutes of the meetings of the Committee held on 25 January 2007 were agreed as a correct record and were signed by the Chairman.

33. PUBLIC FORUM

The Chairman invited comments from the public on any of the items contained within Appendix 1 of the Minutes, or for any new issues to be raised. The issues raised are set out in Appendix 1.

34. CHAIRMAN'S REPORT

The Chairman combined his annual and regular Chairman's report. He outlined projects set in place and in some cases completed over the last Municipal Year:

Marshalls Park Area- Speed restriction now in place along with the Mildmay Road One Way system being made permanent.

Electronic signage around the Romford Ring Road installed to show commuters where car parking spaces are available.

Improved road safety provisions in Dagenham Road with parking restrictions and pedestrian refuge.

Pedestrian refuge in Main Road to assist the elderly.

The Area Committee also received some funds which was directed towards purchase of an additional speed gun for use primarily in the Brooklands area.

The proposed changes to the bus route 499 would be going ahead. The first proposal is to undertake minor alterations to the route at the turn around area in Chadwell Heath.

One of the projects still outstanding included the report from London Buses on a bus route from Rush Green to Hornchurch.

35. REVIEW OF AREA COMMITTEES

The Committee noted that the meeting arrangements for all Area Committees had been altered so that StreetCare staff would now normally be in attendance for half an hour before the start of meetings rather than during meetings, and that the point at which minutes were confirmed etc would revert to the beginning of the meeting.

Consideration was also invited of the question of the venue for future meetings. The Council had decided that Area Committees should each meet in a single, known venue convenient to its area.

Members discussed the question of venue and **agreed** that, subject to the availability of accommodation, the Committee would continue to meet at the current venue (Council Chamber at the Town Hall) for the coming municipal year.

36. ROMFORD PEDESTIAN SIGNAGE PROPOSAL

The Committee received an oral presentation from the Town Centre Regeneration Officer on the Romford Urban Strategy that was adopted by the Council in January 2005. A key proposal of the Urban Strategy was to enhance access and improve connectivity within the town centre.

The report identified that signage was needed to help reinforce a sense of identity in Romford, improve legibility and people's ability to navigate through the area, as well as making a positive contribution to the public realm. Following this, detailed designs and a prototype (life sized) sign

known as the 'linear finger post' that identified points of interest and main and secondary pedestrian routes in Romford town centre had been commissioned

Locations for these signs had also been identified, so that they were part of a linked network.

The consultation had been an integral part in the development of the signs involving independent access consultants and a review by representatives of the Havering Access Committee, Sight Action Havering, the Macular Degeneration Society and CCTV.

The work had been presented to the Romford Town Centre Partnership on two occasions which had warmly welcomed the proposal. On 3 April an on street trial in the Town Centre was carried out and the 73 respondents were overwhelmingly positive.

The presentation was to draw the project to the attention of the Area Committee as part of the ongoing consultation and to seek its support.

In response to questions asked, the Committee was informed that the signs do illuminate at night. They would consider numbering the signs to aid users and that they had taken advice on visual impaired effects.

37. FUTURE PLANS FOR ST GEORGES HOSPITAL

The Chairman introduced Keeley Chaplin of Havering Primary Care Trust (PCT).

Keeley Chaplin of Havering PCT thanked the Committee for the opportunity to explain the future plans for service provision at the St George's Hospital site.

The Committee was advised that it had been the intention of the PCT to relocate services from St. George's to an existing hospital site in Harold Wood. However, following detailed discussions it became apparent that the Harold Wood site was too big to accommodate the 60-bed in-patient facility which the PCT required. Accordingly, the decision to relocate was abandoned.

Members were advised that the PCT had subsequently decided that the existing site at St. George's could be re-developed in such a way as to accommodate the new facility. The existing facility was far too big and was not designed for modern-day rehabilitative care provision.

The existing hospital would be demolished and replaced with a much smaller 60-bed in-patient facility. The surplus land would be sold-off for redevelopment.

Members were advised that the plans to re-develop the existing site would firstly need to be ratified by the Strategic Health Authority and then planning permission submitted to the Local Planning Authority.

The Chairman thanked the representatives of the PCT for the presentation and invited Members of the Committee and the public to comment or provide questions on the proposals.

In response to enquiries, the Committee was informed that:

- the re-modelling exercise of the site would not be undertaken until the consultation period was over towards the end of 2007.
- the current buildings were no longer suitable for modern day healthcare and it would not be appropriate to approach English Heritage to get the 1938 building at the St Georges site listed.

The Committee was also advised that the PCT welcomed comments from residents. Formal consultation on the PCT's plans would follow in due course.

38. FUTURE AGENDA

The Committee requested that the following issues be considered at future meetings.

- Balgores Lane to Main Road, provision of filter traffic lights
- Removal of bus lane along Oldchurch Road

The Chairman took this opportunity to inform the Committee and the public that the Council was not aware of the sort of business (sex shop) that had taken over the old Littlewoods premises. The Council had been in contact with the landlords of the Liberty complex about this matter.

39. DATE OF NEXT MEETING

The Committee noted that the next meeting would be held on Tuesday 17 July 2007.

APPENDIX 1**MATTERS RAISED AT THE MEETING BY MEMBERS OF THE PUBLIC****Roneo Corner**

A resident raised the issue on this piece of land that was sold and plans are underway to build a 8 storey building on this site. The resident urged Members not to accept this application when it is presented.

The Committee was informed that Councillor Robert Benham called in this decision in relation to the provisional plans which earmarked money from this sale to redevelopment in Harold Hill.

Main Road

A resident complained that no red surfacing had been provided under the SLOW markings.

Romford Car Park Signage

A resident complained that the sign on Main Road on the approach to the Ludwigshafen Roundabout was obscured by a very large tree.

Rush Green Road/ Dagenham Road

A resident raised the matter of a recent collision whereby an elderly motorist lost control and ended up in the front window of the pharmacy. The resident request more pedestrian guardrail.

The Committee was informed that pedestrian guardrail PGR would not stop a car and it was designed to keep peds out of the road.

Salt Test Request

A resident complained of plague pits within the Rush Green Gardens and Lilliput Road area and was urgently requesting a salt test. The Committee was urged to give this a serious consideration.

Refuse Collection

A resident wanted clarification if the Council was about to implement fortnightly refuse collection.

The Committee was informed that there were no such plans.

Advertising Board in Romford Market place

A resident complained that the advertising board in the market place Romford was being used to chain down bicycles

Date of Area Committee Meeting on Council website

A resident complained that the date of the Area Committee meeting was not on the Council's website.

Romford Area Committee, 2 May 2007**Graffiti in Rush Green area**

A resident commented that shop keepers in the area were happy and satisfied with the great improvement since the graffiti in the area were cleaned off.

Members of the public were informed that there was no cost to an individual for reporting graffiti; forms have been distributed to shop keepers to make reporting possible. The Council had 3 teams of cleaning graffiti in the borough

Rush Green allotment

The Committee was thanked for its support on the allotment land issue at Rush Green.

Pot Holes on Road within the AC boundary

A resident raised concern of pot holes in some roads within the Area Committee boundary.

Bank Holiday shows

A resident wanted confirmation that the three main shows are going ahead as there were no publicity about them. He went further to request that the shows return to the old format as many people were not impressed with the entrance charges and organisation.

Un- taxed vehicles

A resident complained that un-taxed vehicles were being parked on Clydesdale Road.

The Committee was informed that the Council would work with DVLA to enforce on these illegal vehicles.

Refurbishment of Pavement

A resident requested to know when the road re-surfacing would reach Como Street.

The Committee was informed that residents can contact the area street care coordinator for regular updates.



COMMITTEE	DATE	ITEM
ROMFORD AREA COMMITTEE	17 JULY 2007	11

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: PEDESTRIAN FACILITIES – Western Road, Romford

Wards: Romfod Town

SUMMARY

Pedestrian facilities – Various locations was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify pedestrian facilities along Western Road, Romford.

This report details the findings of the feasibility study. The proposals include pedestrian refuge, centre hatch and slow markings. It is recommended that the pedestrian facilities at the identified location should be approved in principle.

RECOMMENDATIONS

1. That the Area Committee approves the following in principle to:
 - (a) Agree the pedestrian facility proposals along Western Road as shown on Plan No. QE184/03.
 - (b) Authorise staff to carry out a public consultation on the above proposals.

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- (c) Delegate the approval process to the Head of Technical Services in consultation with the Chairman of the Area Committee, if changes are required to the proposals before going to public consultation.
 - (d) Delegate the approval of the final scheme in the light of the results of the public consultation to the Head of Technical Services in consultation with the Chairman of the Area Committee.
2. That, the estimated cost of £8,000 be met from the Transport for London's (TfL) 2007/08 financial year allocation to Havering for Local Safety Schemes.

REPORT DETAIL**Background**

1. In December 2006, Transport for London approved funding for a number of local safety schemes as part of 2007/08 Havering Borough Spending Plan settlement. Pedestrian facilities – various locations was one of the schemes approved by TfL. A feasibility study has been carried out to identify pedestrian facilities along Western Road. The proposals, as described in the recommendations are considered to improve pedestrian facilities along Western Road. This location was originally requested by residents and occupiers.

Proposals

2. It is proposed to provide pedestrian refuge, centre hatch and slow markings along Western Road as shown on Plan No. QE184/03. Due to limited funding availability, it is not possible to provide a zebra crossing at this location at present. However, in order to accommodate future upgrading to zebra crossing, it is proposed to provide 2.4metre wide crossing which is the minimum width for the

Romford Area Committee, 17th July 2007

zebra crossing, recommended by Department for Transport. The proposals would provide pedestrian facilities and minimise accidents, particularly pedestrian accidents at this location.

Consultation

3. The proposals will be publicly advertised and all parties including emergency services and bus companies, affected by the proposals, will be consulted during the consultation period.

Financial Implications and Risks

4. The estimated cost of the proposals is £8, 000. Pedestrian facilities – various locations including Western Road was one of the schemes approved by TfL which is to be implemented from Havering's 2007/08 allocation for Local Safety Schemes. This scheme is fully funded by TfL.

Legal Implications and Risks

5. None.

Human Resources Implications and Risks

6. None.

Equalities and Social inclusion Implications and Risks

7. There would be some visual impact from the pedestrian facility proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

Conclusions

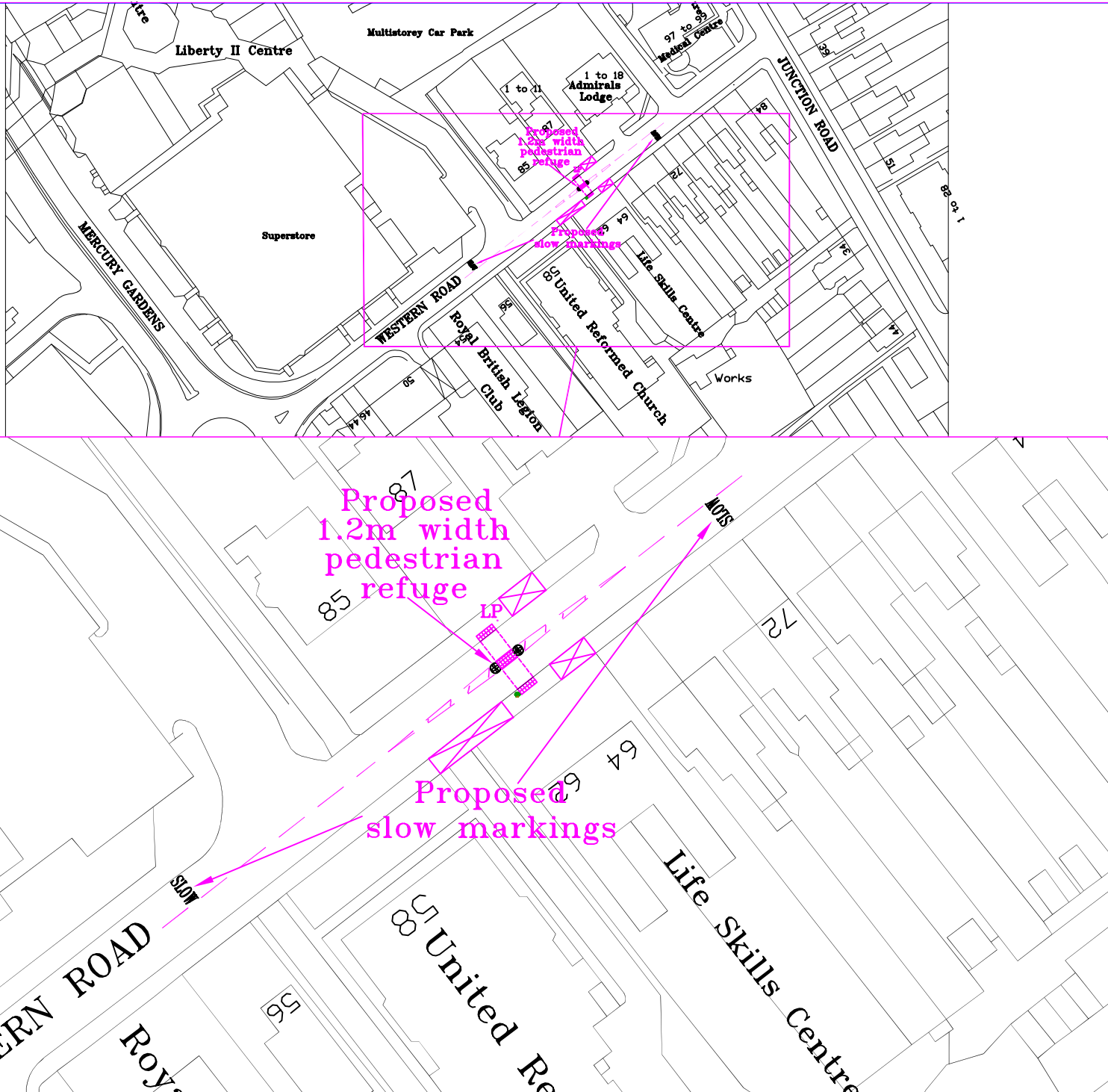
8. The proposals including pedestrian refuges, centre hatch and slow markings are proposed to improve pedestrian facility and safety along Western Road. It is therefore recommended that the proposals in the recommendation should be approved in principle.

Romford Area Committee, 17th July 2007

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CHERYL COPPELL
Chief Executive

Background papers: None





COMMITTEE	DATE	ITEM
ROMFORD AREA COMMITTEE	17 JULY 2007	12

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: BUS STOP ACCESSIBILITY
Various locations around Romford Town Centre

Ward(s): Romford Town, Brooklands

SUMMARY

Transport for London provides funding for Bus Stop Accessibility improvements through the London-wide Local Implementation plan (LIP) based on annual bids by the London Boroughs.

In recent years, Staff from Technical Services have been working with Transport for London Bus Priority, London Buses and the Police (where required) on a programme of mainly route-based Bus Stop Accessibility improvements, although individual sites are investigated from time to time.

This report recommends a series of bus stop accessibility improvements within, on and just outside Romford Ring Road.

RECOMMENDATIONS

1. That the following proposals are agreed in principle and staff be authorised to undertake public consultation on providing fully accessible bus stops, including 24 hour Bus Stop Clearways as set out in detail in the report below and as shown on the respective drawings;
 - (a) Outside 11 Western Road
(Drawing QF006-01-A)

- (b) Outside Sovereign House
(Drawing QF006-02-A)
- (c) Outside 1 - 7d Western Road
(Drawing QF006-03-A)
- (d) Outside Mercury House
(Drawing QF006-04-A)
- (e) Opposite Mercury House
(Drawing QF006-05-A)
- (f) Outside The Town Hall
(Drawing QF006-06-A)
- (g) Outside St Edwards RC School
(Drawing QF006-07-A)
- (h) Opposite St Edwards RC School
(Drawing QF006-08-A)
- (i) Outside Como Street Car Park
(Drawing QF006-09-A)
- (j) Junction with Mawney Road
(Drawing QF006-10-A)
- (k) Outside 30-44 London Road
(Drawing QF006-11-A)
- (l) Opposite the Brewery
(Drawing QF006-12-A)
- (m) Outside the Brewery
(Drawing QF006-13-A)
- (n) Outside 36-26 Oldchurch Road
(Drawing QF006-14-A)
- (o) Oldchurch Road junction with Davidson Way
(Drawing QF006-15-A)

2. That the approval process be delegated to the Head of Technical Services in consultation with the Chairman of the Area Committee, if changes are required to the proposals before it proceeds to public consultation.
3. That the approval of the final scheme following the results

of the public consultation be delegated to the Head of Technical Services in consultation with the Chairman of the Area Committee.

4. That the estimated cost of £100,000 be met by Transport for London through the 2007/08 Local Implementation Plan allocation for Bus Stop Accessibility, subject to finance being available.

REPORT DETAIL

1. Transport for London provides funding for Bus Stop Accessibility improvements through the London-wide Local Implementation plan (LIP) based on annual bids by the London Boroughs.
2. In recent years, Staff from Technical Services have been working with Transport for London Bus Priority, London Buses and the Police (where required) on a programme of mainly route-based Bus Stop Accessibility improvements, although individual sites are investigated from time to time.
3. The route approach allows for comprehensive review of existing bus stop positions for accessibility, convenience, safety etc. and sometimes requires stops to be moved away from points of conflict such as where parking or proliferation of vehicle crossings prevent stops being accessible in their existing positions.
4. In addition, centres of transport activity are investigated from time to time (schools, shopping centres, railway stations, for example), especially if there is conflict between different modes of transport.
5. People with mobility problems, the elderly and people travelling with young children find it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access is often caused by indiscriminately parked vehicles, or lack of space adjacent to stops.
6. Improvements to the bus stop environment such as raising kerbs or footways, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop.

7. The introduction of bus stop clearways reduces the problem of accessibility by providing sufficient space for buses to pull in close to the kerb. It has become even more important with the provision of buses that are fully wheelchair accessible, because the benefits of low-floor and “kneeling” buses are considerably reduced if the bus cannot get to the kerb.
8. Local authorities in England and Wales are able to implement bus stop clearways without advertising or making Traffic Regulation Orders (TROs), following a change in legislation in 2003.
9. Bus stop clearways generally consist of red carriageway surfacing, a solid yellow marking running adjacent to the kerb and are bounded by yellow broken line markings. The red coloured surfacing has no legal significance, but serves to highlight the area under bus stop clearway restriction. The yellow markings and the use of signage designates the bus stop as a bus stop clearway. Bus stop clearways prohibit all vehicles other than buses from stopping in the area during the prescribed times. If the signage at the bus stop clearway does not include times, then it is in operation for 24 hours a day.
10. The Council is a consultee where London Buses wishes to move or introduce a bus stop or shelter. However, it should be noted that the ultimate decision lies with London Buses as a subsidiary of Transport for London. Staff work with London Buses and TfL on the Bus Stop Accessibility Programme with the aim of co-ordinating bus stop and shelter works with accessibility improvements.
11. Drawing QB109/00/01 A shows a typical arrangement for a fully-accessible on-carriageway stop, including bus stop clearway, with the position of the bus entering and leaving the stop shown. It should be noted that the position of the wheels on the bus and its steering arrangement, requires a longer entry zone than exit zone to allow the bus stop pull in tight to the kerb.
12. In some situations, it is recognised that buses stopping on the carriageway can have an impact on traffic flows, especially on narrow roads. However, bus stop clearways with accessible footways, allow for buses to use stops more efficiently, minimising the length of time a bus is stationary. This will have the positive effect of reducing disruption to traffic flows to a minimum.

13. Staff, TfL Bus Priority and London Buses have reviewed several sites within, on and just outside of Romford Ring Road for accessibility.
14. It is proposed to undertake a variety of accessibility improvements, including the provision of high kerbs, footway improvements, the provision of Bus Stop Clearways and some “de-cluttering” of street furniture. The proposals are set out in the table below and the drawings for each location are also referred to:

Site Ref	Location	Description of works
1	Western Road Outside 11 Western Road Drawing Ref: QF006-01-A	Existing Bus Stop. 39 metre 24 Hour bus stop clearway Provide 25 metres of 140mm high kerb Zig-Zag markings to be extended Bus stop to be surface with red stone mastic asphalt (SMA)
2	Western Road Outside Sovereign House Drawing Ref: QF006-02-A	Existing Bus Stop. 43 metre 24 Hour bus stop clearway Zig-zag markings to conform with regulations Guardrail to be extended by 12m (6x2m panels) Anti-skid surface to be laid on approach to signalised crossing
3	Western Road Outside 1-7d Western Road Drawing Ref: QF006-03-A	Existing Bus Stop. 49 metre 24 Hour bus stop clearway Kerb to be re-aligned with 51 metres of 140mm high kerb Zig-zag markings to conform with regulations Anti-skid surface to be laid on approach to signalised crossing Bus stop to be surface with red stone mastic asphalt (SMA)
4	Mercury Gardens Outside Mercury House Drawing Ref: QF006-04-A	Existing Bus Stop Lay-by to remain Existing 24 hour Clearway to be remarked Provide 25m of 140mm high kerb Footway to be resurfaced to improve passenger safety
5	Mercury Gardens Opposite Mercury House Drawing Ref:	Existing Bus Stop Lamp column 9 to be re-located to a suitable location away from bus shelter

	QF006-05-A	
6	Main Road Outside the Town Hall Drawing Ref: QF006-06-A	Existing Bus Stop Lay-by to be filled in Provide 140mm high kerb. 37 metres 24 Hour bus stop clearway
7	St Edwards Way Outside St Edward RC School Drawing Ref: QF006-07-A	Existing Bus Stop Lay-by to remain 24 hour clearway to be remarked Kerbs to be re-aligned with 140mm kerb height Lamp column 40 to be re-located to a suitable location away from bus shelter Footway around bus shelter to be resurfaced to improve passenger safety Existing bin positioned in front of bus stop flag to be relocated
8	St Edwards Way Outside St Edward RC School Drawing Ref: QF006-08-A	Existing Bus Stop Lay-by to remain Existing bus stop clearway to be remarked Kerbs to be re-aligned with 140mm kerb height Footway around bus shelter to be resurfaced to improve passenger safety
9	St Edwards Way Outside Como Street Car Park Drawing Ref: QF006-09-A	Existing Bus Stop Lay-by to remain Existing restriction to be converted to 24 hour bus stop clearway Provide 12m of 140mm kerb height Footway to be resurfaced to improve passenger safety
10	St Edwards Way Junction with Mawney Road Drawing Ref: QF006-10-A	Existing Bus Stop Lay-by to remain Existing restriction to be converted to 24 hour bus stop clearway Provide 23 metres of 140mm kerb height Footway to be resurfaced to improve passenger safety
11	London Road Junction with Knightsbridge Gardens Drawing Ref: QF006-11-A	Existing Bus Stop 29 metre 24 Hour bus stop clearway Provide 15 metres of 140mm high kerb At Any Time waiting restrictions (double yellow lines) on departing side of stop Existing bus lane to continue through the junction as shown Existing sign on lamp column 4 to be replaced
12	Waterloo Road	Existing Bus Stop

	Opposite The Brewery Drawing Ref: QF006-12-A	25 metre 24 Hour bus stop clearway Provide 17 metres of 140mm high kerb Tactile paving re laid to conform with DfT standards
13	Waterloo Road Outside The Brewery Drawing Ref: QF006-13-A	Existing Bus Stop Lay by to be filled in 37 metres 24 Hour bus stop clearway
14	Oldchurch Road Outside 36-26 Drawing Ref: QF006-14-A	Existing Bus Stop Lay-by to remain Provide 23 metres of 140mm high kerb Advertisement board to be relocated subject to consultation with owner 'At any time' waiting restrictions to be convert into 24 hour bus stop clearway
15	Oldchurch Road Junction with Davidson Way Drawing Ref: QF006-15-A	Existing Bus Stop 21 metres 24 hour bus stop clearway Provide 17 metres of 140mm high kerb Disused street furniture to be removed

Financial Implications

15. The estimated costs of the proposals are:

Site Ref	Location	Estimated Cost
1	BP14227 Western Road	£10,000
2	R0656 Western Road	£8,000
3	34121 Western Road	£11,000
4	34120 Mercury Gardens	£6,000
5	BP4873 Mercury Gardens	£3,000
6	18468 Romford Police Station	£10,000
7	34094 Romford Market	£6,000
8	34118 Romford Market	£4,000
9	34113 North Street	£3,000
10	R0332 Mawney Road	£3,000
11	36644	£6,000

	Knightsbridge Gardens	
12	BP3205 The Brewery	£5,000
13	BP2907 The Brewery	£13,000
14	18289 Rom Valley Way	£8,000
15	R0337 Rom Valley Way	£4,000
	Total Cost	£ 100,000

16. The estimated cost of £100,000 can be met by Transport for London through the 2007/08 Local Implementation Plan allocation for Bus Stop Accessibility, subject to finance being available

Legal Implications & Risks

17. Bus Stop Clearways do not require traffic orders, but current guidance suggests that local consultations should take place.

Human Resources Implications and Risks

18. None.

Equalities and Social Inclusion Implications and Risks

19. The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community and therefore provides an alternative to the private motor car, which can help to reduce traffic congestion and pollution.
20. Bus Stop Clearways (used as part of making bus stops accessible) can displace on-street parking. The associated footway works with providing accessible bus stops can reduce the ability for footway parking to be provided along the section of footway made fully-accessible. With all of the proposals in this report, the effects are negligible.

Staff Contact: Mark Philpotts
 Designation: Principal Engineer
 Telephone No: 01708 43 3751
 Email: Mark.Philpotts@havering.gov.uk

CHERYL COPPELL
Chief Executive

Background Paper List

Preliminary design drawings;

Standard Details	
Drawing No.	Title
QB109/00/01 A	Bus Stop Accessibility Fully accessible on-carriageway stop, including 37m bus stop clearway, general arrangement.

Proposals	
QF006/01/A	Scheme 01 - BP14227, Western Road Outside No11 Western Road
QF006/02/A	Scheme 02 - R0656, Western Road Outside Sovereign House
QF006/03/A	Scheme 03 - 34121, Western Road Outside 1 - 7d Western Road
QF006/04/A	Scheme 04 - 34120, Mercury Gardens Outside Mercury House
QF006/05/A	Scheme 05 - BP4873, Mercury Gardens Opposite Mercury House
QF006/06/A	Scheme 06 - 18468, Romford Police Station Outside The Town Hall
QF006/07/A	Scheme 07 - 34094, Romford Market Outside St Edwards RC School
QF006/08/A	Scheme 08 - 34118, Romford Market Opposite St Edwards RC School
QF006/09/A	Scheme 09 - 34113, North Street Outside Como Street Car Park
QF006/10/A	Scheme 10 - R0332, Mawney Road Outside Yew Tree Lodge
QF006/11/A	Scheme 11 - 36644, Knightsbridge Gardens Outside 30-44 London Road
QF006/12/A	Scheme 12 - BP3205, The Brewery Opposite the Brewery
QF006/13/A	Scheme 13 - BP2907, The Brewery Outside the Brewery
QF006/14/A	Scheme 14 - 18289, Rom Valley Way Outside 36-26 Oldchurch Road
QF006/15/A	Scheme 15 - R0337, Rom Valley Way Oldchurch Road junction with Davidson Way

The above listed documents shall be open for inspection by appointment at the offices of the Head of Technical Services, Whitworth Centre, Noak Hill Road, Romford, Essex RM3 7YA.

FOOTWAY
PRIMARY MAINTENANCE REQUIREMENT AROUND ACCESSIBLE ZONE FOR
PASSENGERS BOARDING AND ALIGHTING

BUS STOP FLAG

SHELTER

SHELTER

Status STANDARD DETAILS

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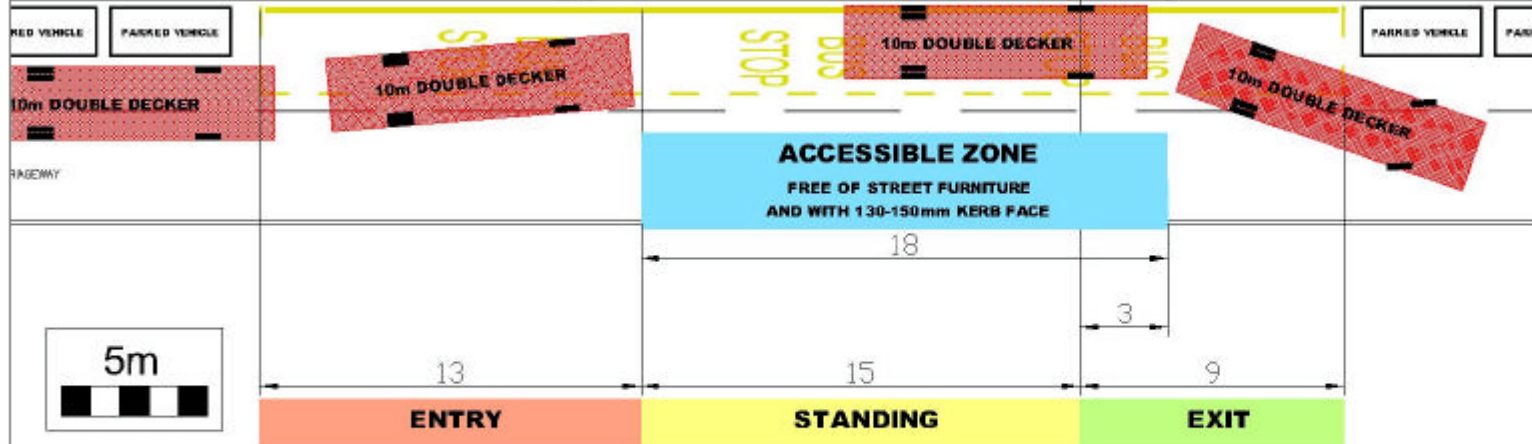
THIS DRAWING BELONGS TO BUILDING AND TECHNICAL SERVICES.
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Notes

LAYOUT DETERMINED FROM STEERING
GEOMETRY OF BUSES TO ALLOW THEM TO
PULL INTO THE KERB WITHIN 200mm, WITHOUT
FRONT AND REAR OF BUS OVERHANGING
FOOTWAY WHICH COULD POSE A SAFETY ISSUE.

THIS IS THE IDEAL LAYOUT AND MAY VARY
WITH THE USE OF FOOTWAY BUILD-OUTS (BUS
BOARDERS) OR OTHER SITUATIONS SUCH AS
THE EXIT TO A PEDESTRIAN CROSSING.

ANY LAYOUT WHICH DOES NOT CONFORM TO
THE IDEAL STANDARD REQUIRES CONSULTATION
WITH TECHNICAL SERVICES.



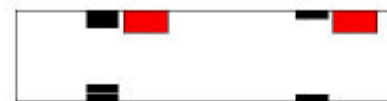
MAJOR DIMENSIONS OF CLEARWAY (10m DOUBLE DECKER SHOWN AS AN EXAMPLE)

ENTRY ZONE
ALLOWS BUS TO PULL IN TO WITHIN 200mm OF KERB.
NEW VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
KEEP FURNITURE SUITABLY SET-BACK FROM KERB.

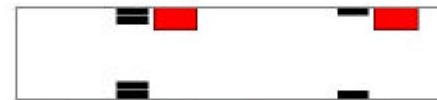
STANDING ZONE.
ALLOWS STANDARD BUSES TO STOP INCLUDING 10m
DOUBLE DECKER, 12m SINGLE DECK.
NEW CROSSOVERS SHOULD NOT BE PERMITTED.
KEEP AREA WITHIN 2m OF KERB FREE OF FURNITURE
WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF
BUS.

EXIT ZONE
ALLOWS BUS TO REJOIN TRAFFIC STREAM.
CROSSOVERS NOT ACCEPTABLE FOR FIRST 3m OF EXIT
ZONE.
FURNITURE SHOULD BE ADEQUATELY SET BACK FROM
KERB.

ACCESSIBLE ZONE
KERB FACE TO BE 130-150mm.
LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER
SIDE.
CROSSOVERS SHOULD NOT BE PERMITTED.



10m "DOUBLE DECKER" BUS



12m STANDARD SINGLE DECK BUS

STANDARD BUSES

DOOR POSITIONS

A MINOR UPDATE OCT 04

revision suffix Revision details Date

Job Title
BUS STOP ACCESSIBILITY

Drawing Title
FULLY ACCESSIBLE
ON-CARRIAGEWAY STOP,
INCLUDING 37m BUS STOP CLEARWAY
GENERAL ARRANGEMENT

LONDON BOROUGH
OF HAVERING

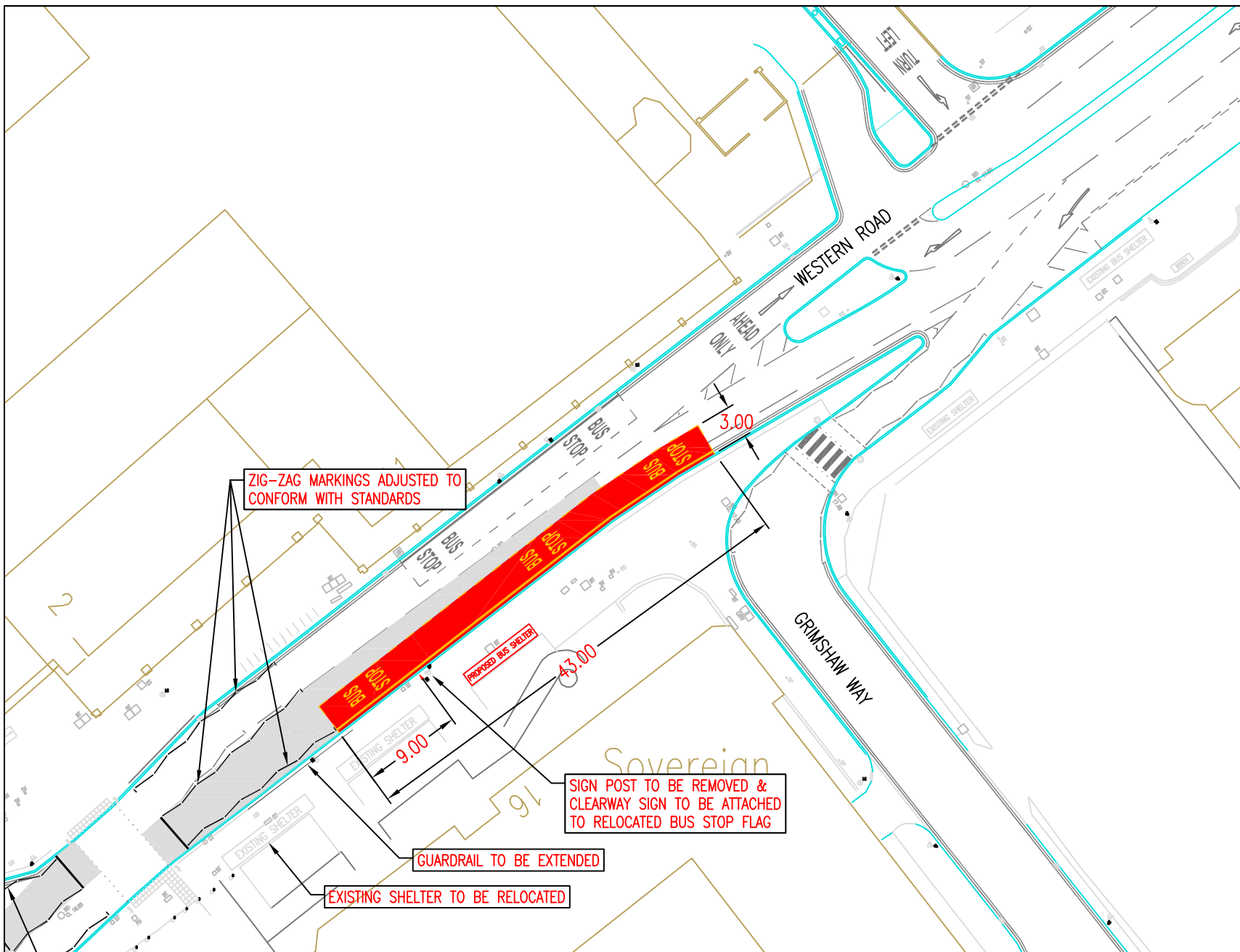


D.LEVETT Dip.Arch, MBA,
Technical Services Manager
Telephone No. 01708 434343

Checked by Approved by

Date FEB 2004 Scales VARIES Drawn By MLP

ACAD Dwg / Drawing Number QB109/00/01 Rev
Sheet Size: A4 (210x297) A



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NOTES

SCHEME SUMMARY -

- ZIG-ZAG MARKINGS TO CONFORM WITH REGULATIONS
- 43m 24 HOUR BUS STOP CLEARWAY
- BUS STOP FLAG & SHELTER TO BE RELOCATED AS SHOWN
- GUARDRAIL TO BE EXTENDED BY 12m (6X2m PANELS)
- ANTI-SKID SURFACE TO BE LAID ON APPROACH TO SIGNALISED CROSSING
- BUS STOP TO BE SURFACE WITH RED STONE MASTIC ASPHALT (SMA)

A	INITIAL ISSUE	25.06.07
REVISION	AMENDMENT	DATE

JOB TITLE
TfL BUS STOP ACCESSIBILITY LIP 07/08
ROMFORD RING ROAD

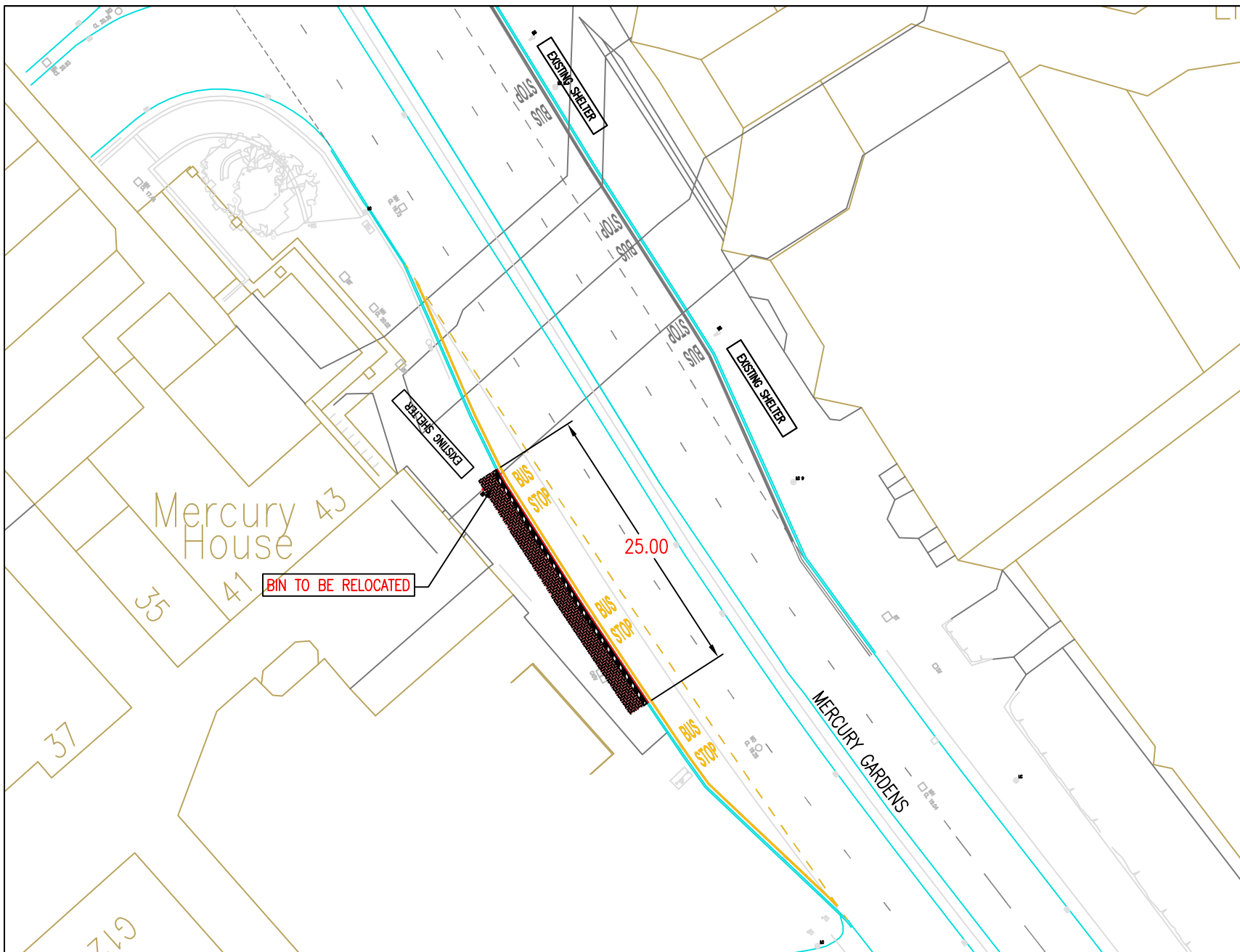
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SCHEME 02
BUS STOP No. R0656
WESTERN ROAD

TRAFFIC & ENGINEERING TECHNICAL SERVICES
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NOAK HILL ROAD
ROMFORD RM3 7YA
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KEY			
	EXISTING BUS SHELTER		140mm KERB UPSTAND
	EXISTING BUS STOP FLAG		NEW FOOTWAY CONSTRUCTION
	EXISTING VEHICULAR CROSS-OVERS		FOOTWAY TO BE SURFACED WITH HRA
	EXISTING LAMP COLUMN		MODULAR PAVING
			BLOCK PAVING
			LANDSCAPE REINSTATEMENT
			CROSS OVER EXTENSION
			BUS SHELTER & FLAG
			WHITE THERMOPLASTIC LINE
			YELLOW THERMOPLASTIC LINE
			BUFF COLOUR TACTILE PAVING
			RED COLOUR TACTILE PAVING
			KERB
			150mm EDGING KERB

DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP
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NOTES

SCHEME SUMMARY –

- EXITING LAY-BY TO REMAIN
- EXISTING 24 HOUR CLEARWAY TO BE REMARKED
- KERB TO BE REALIGNED
- 25m OF 140mm HIGH KERB
- BUS STOP FLAG & SHELTER TO REMAIN IN SAME LOCATION
- FOOTWAY TO BE RESURFACED TO IMPROVE PASSENGER SAFETY
- EXISTING BIN POSITIONED IN FRONT OF BUS STOP FLAG TO BE RELOCATED



















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JOB TITLE
TfL BUS STOP ACCESSIBILITY LIP 07/08
ROMFORD RING ROAD

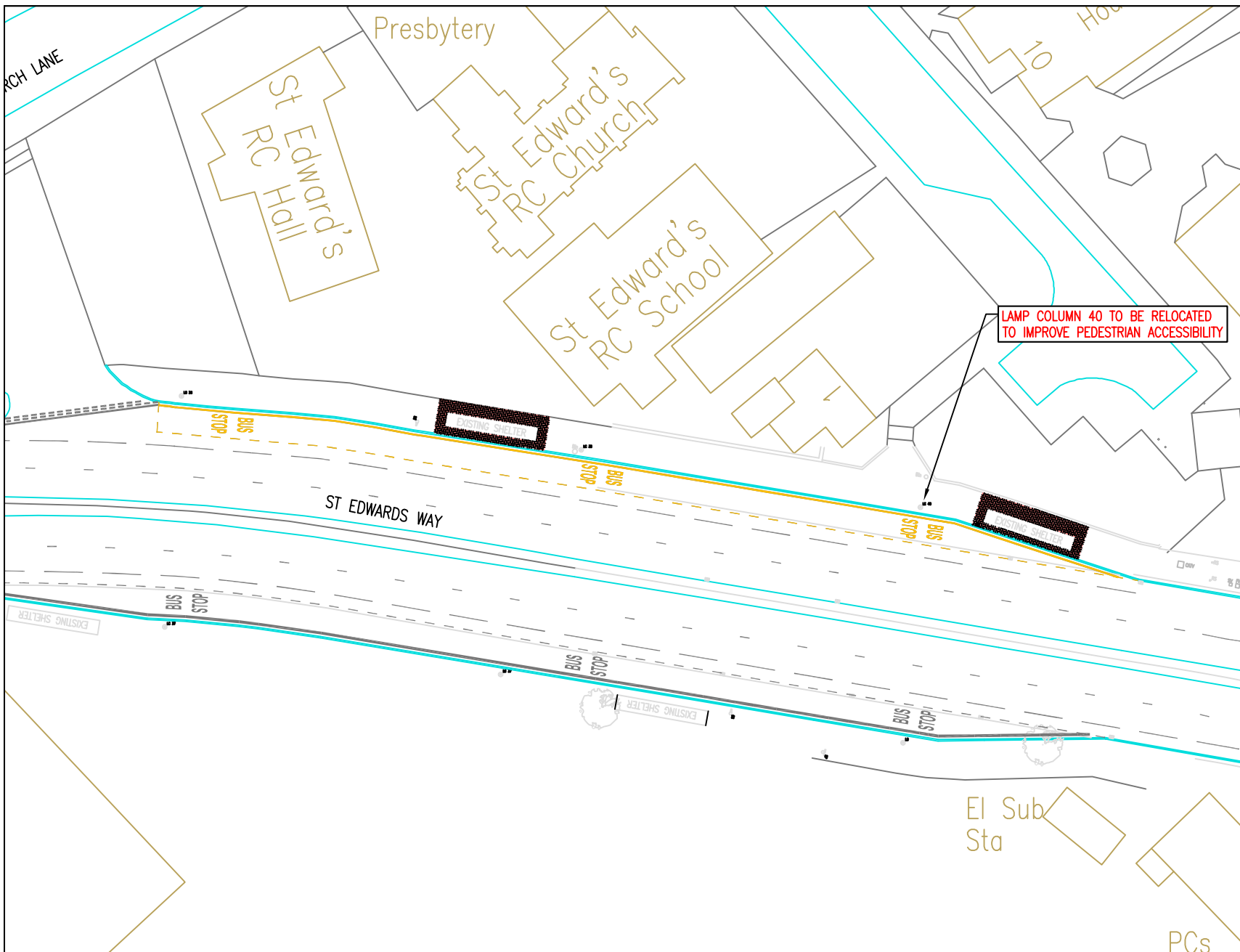
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SCHEME 04
BUS STOP No. 34120
MERCURY GARDENS

TRAFFIC & ENGINEERING TECHNICAL SERVICES
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<p>KEY</p> <p> EXISTING BUS SHELTER</p> <p> EXISTING BUS STOP FLAG</p> <p> EXISTING VEHICULAR CROSS-OVERS</p> <p> EXISTING LAMP COLUMN</p>	<p> 140mm KERB UPSTAND</p> <p> NEW FOOTWAY CONSTRUCTION</p> <p> FOOTWAY TO BE SURFACED WITH HRA</p> <p> MODULAR PAVING</p> <p> BLOCK PAVING</p>	<p> LANDSCAPE REINSTATEMENT</p> <p> CROSS OVER EXTENSION</p> <p> BUS SHELTER & FLAG</p> <p> WHITE THERMOPLASTIC LINE</p> <p> YELLOW THERMOPLASTIC LINE</p>	<p> BUFF COLOUR TACTILE PAVING</p> <p> RED COLOUR TACTILE PAVING</p> <p> KERB</p> <p> 150mm EDGING KERB</p>
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ACAD REF: <small>25/07/2007/Engineering Projects/Transport for London © TfL</small> <small>© TfL 2007. All Rights Reserved. 25/07/07 (Rev 01)</small>	DRAWING No QF006/04	REVISION A
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NOTES

- SCHEME SUMMARY –
- EXITING LAY-BY TO REMAIN
 - EXISTING 24 HOUR BUS STOP CLEARWAY TO BE REMARKED
 - KERBS TO BE REALIGNED WITH 140mm KERB HEIGHT
 - BUS STOP FLAG & SHELTER TO REMAIN IN SAME LOCATION
 - LAMP COLUMN 40 TO BE RE-LOCATED TO A SUITABLE LOCATION AWAY FROM BUS SHELTER
 - FOOTWAY AROUND BUS SHELTER TO BE RESURFACED TO IMPROVE PASSENGER SAFETY
 - EXISTING BIN POSITIONED IN FRONT OF BUS STOP FLAG TO BE RELOCATED

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REVISION	AMENDMENT	DATE

JOB TITLE
 TfL BUS STOP ACCESSIBILITY LIP 07/08
 ROMFORD RING ROAD

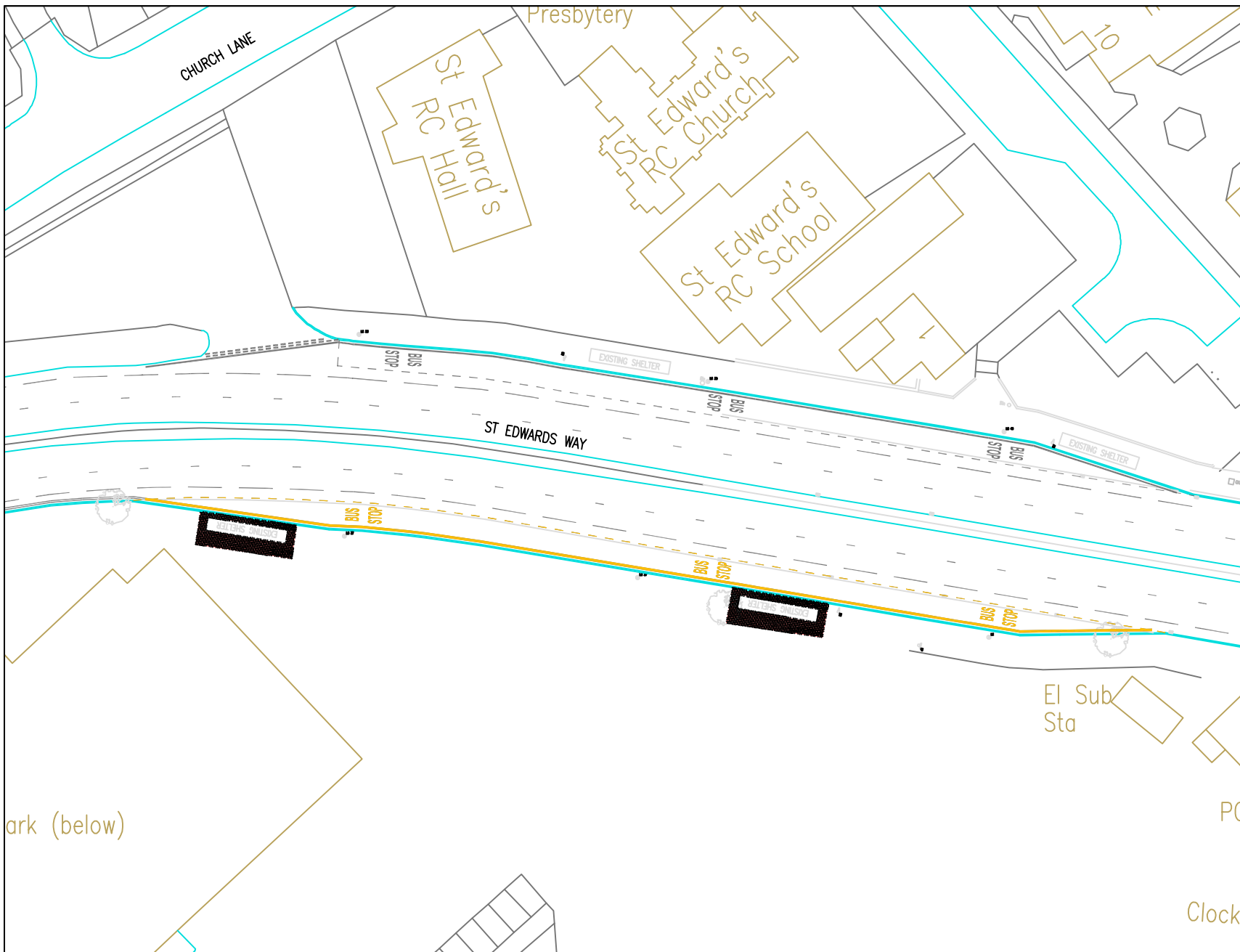
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 SCHEME 07
 BUS STOP No. 34094
 ROMFORD MARKET

TRAFFIC & ENGINEERING TECHNICAL SERVICES
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KEY	140mm KERB UPSTAND NEW FOOTWAY CONSTRUCTION FOOTWAY TO BE SURFACED WITH HRA MODULAR PAVING BLOCK PAVING	LANDSCAPE REINSTATEMENT CROSS OVER EXTENSION BUS SHELTER & FLAG WHITE THERMOPLASTIC LINE YELLOW THERMOPLASTIC LINE	BUFF COLOUR TACTILE PAVING RED COLOUR TACTILE PAVING KERB 150mm EDGING KERB
EXISTING BUS SHELTER EXISTING BUS STOP FLAG EXISTING VEHICULAR CROSS-OVERS EXISTING LAMP COLUMN			

DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP
SCALE N.T.S.	DATE JULY 07	DRAFT <input type="checkbox"/> ISSUE <input checked="" type="checkbox"/>
ACAD REF: <small>23/07/2007 (Approved)</small>	DRAWING No QF006/07	REVISION A
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NOTES

- SCHEME SUMMARY -**
- EXITING LAY-BY TO REMAIN
 - EXISTING 24 HOUR BUS STOP CLEARWAY TO BE REMARKED
 - KERBS TO BE REALIGNED WITH 140mm KERB HEIGHT
 - BUS STOP FLAG & SHELTER TO REMAIN IN SAME LOCATION
 - FOOTWAY AROUND BUS SHELTER TO BE RESURFACED TO IMPROVE PASSENGER SAFETY

A	INITIAL ISSUE	25.06.07
REVISION	AMENDMENT	DATE

JOB TITLE
 TfL BUS STOP ACCESSIBILITY LIP 07/08
 ROMFORD RING ROAD

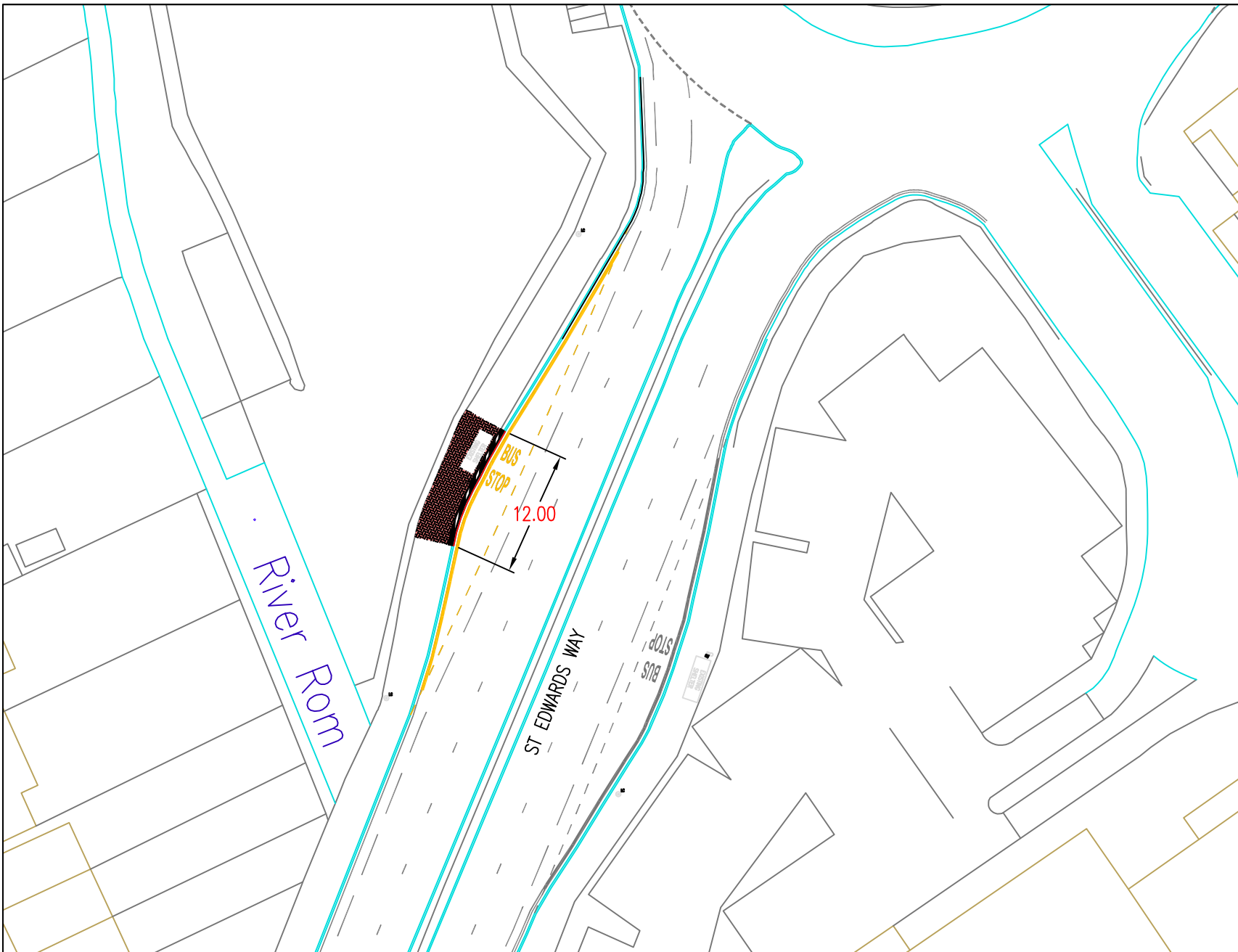
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 BUS STOP No. 34118
 ROMFORD MARKET

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 NOAK HILL ROAD
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 E-MAIL: technicalservices@havering.gov.uk



KEY	140mm KERB UPSTAND NEW FOOTWAY CONSTRUCTION FOOTWAY TO BE SURFACED WITH HRA MODULAR PAVING BLOCK PAVING	LANDSCAPE REINSTATEMENT CROSS OVER EXTENSION BUS SHELTER & FLAG WHITE THERMOPLASTIC LINE YELLOW THERMOPLASTIC LINE	BUFF COLOUR TACTILE PAVING RED COLOUR TACTILE PAVING KERB 150mm EDGING KERB
EXISTING BUS SHELTER EXISTING BUS STOP FLAG EXISTING VEHICULAR CROSS-OVERS EXISTING LAMP COLUMN			

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SCALE 1:500	DATE JULY 07	DRAFT ISSUE
ACAD REF: <small>25/07/2007 (Project) / 25/07/2007 (Design) / 25/07/2007 (Issue)</small>	DRAWING No QF006/08	REVISION A
Sheet Size: A4 (297x210)		



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NOTES

- SCHEME SUMMARY –
- EXITING LAY-BY TO REMAIN
 - EXISTING SINGLE YELLOW LINE TO BE CONVERTED TO 24 HOUR BUS STOP CLEARWAY
 - KERBS TO BE REALIGNED
 - 12m OF 140mm KERB HEIGHT
 - BUS STOP FLAG & SHELTER TO REMAIN IN SAME LOCATION
 - FOOTWAY TO BE RESURFACED TO IMPROVE PASSENGER SAFETY

A	INITIAL ISSUE	25.06.07
REVISION	AMENDMENT	DATE

JOB TITLE
 TfL BUS STOP ACCESSIBILITY LIP 07/08
 ROMFORD RING ROAD

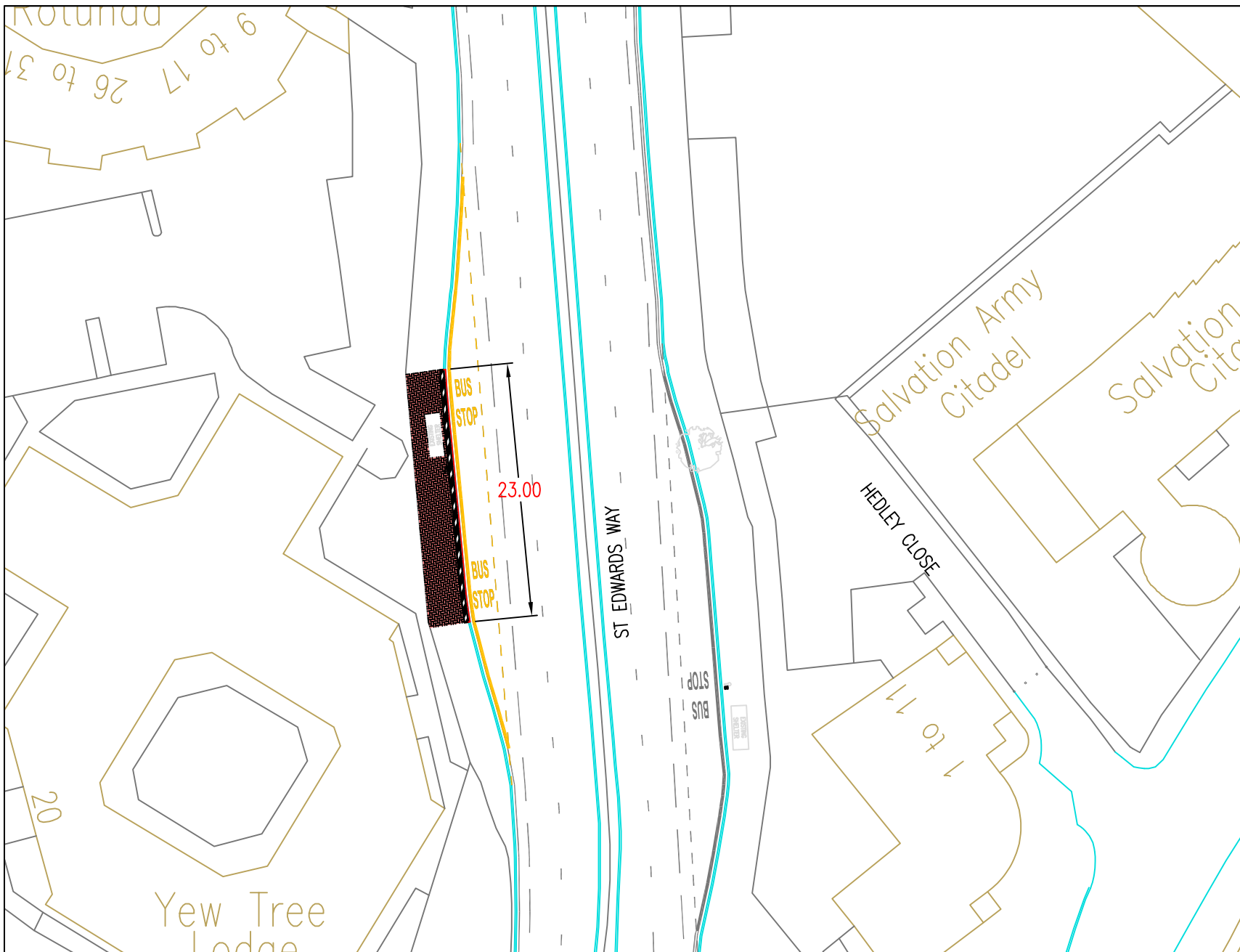
DRAWING TITLE
 SCHEME 09
 BUS STOP No. 34113
 NORTH STREET

TRAFFIC & ENGINEERING TECHNICAL SERVICES
 THE WHITWORTH CENTRE
 NOAK HILL ROAD
 ROMFORD RM3 7YA
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 FAX No: 01708 433719
 E-MAIL: technicalservices@haverling.gov.uk



KEY	140mm KERB UPSTAND NEW FOOTWAY CONSTRUCTION FOOTWAY TO BE SURFACED WITH HRA MODULAR PAVING BLOCK PAVING	LANDSCAPE REINSTATEMENT CROSS OVER EXTENSION NEW BUS SHELTER & FLAG WHITE THERMOPLASTIC LINE YELLOW THERMOPLASTIC LINE	BUFF COLOUR TACTILE PAVING RED COLOUR TACTILE PAVING KERB 150mm EDGING KERB
EXISTING BUS SHELTER EXISTING BUS STOP FLAG EXISTING VEHICULAR CROSS-OVERS EXISTING LAMP COLUMN			

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PURPOSE	PROPOSED MEASURES
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- NOTES
- SCHEME SUMMARY –
- EXITING LAY-BY TO REMAIN
 - EXISTING SINGLE YELLOW LINE TO BE CONVERTED TO 24 HOUR BUS STOP CLEARWAY
 - KERBS TO BE REALIGNED
 - 23m OF 140mm KERB HEIGHT
 - BUS STOP FLAG & SHELTER TO REMAIN IN SAME LOCATION
 - FOOTWAY TO BE RESURFACED TO IMPROVE PASSENGER SAFETY

A	INITIAL ISSUE	25.06.07
REVISION	AMENDMENT	DATE

JOB TITLE
 TfL BUS STOP ACCESSIBILITY LIP 07/08
 ROMFORD RING ROAD

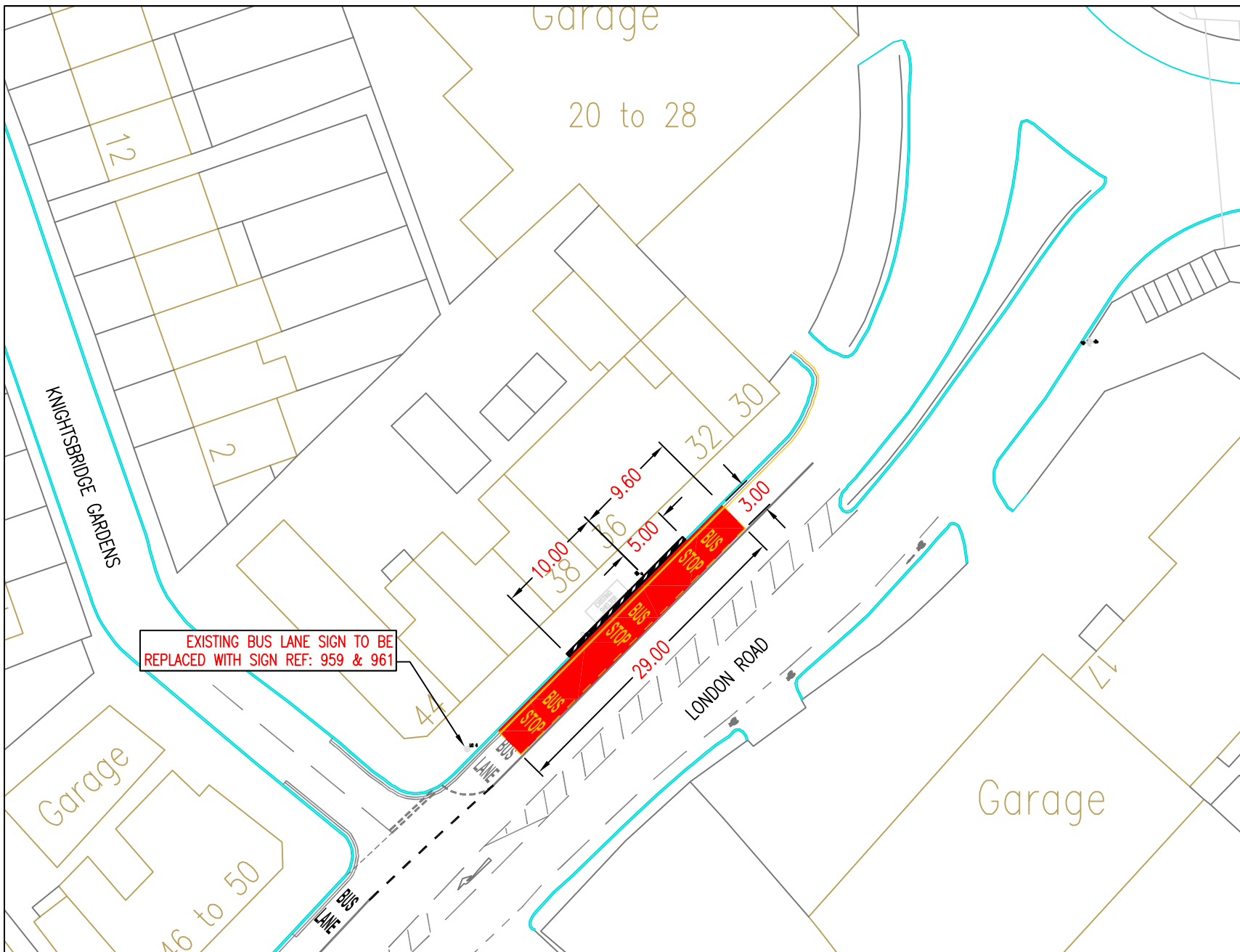
DRAWING TITLE
 SCHEME 10
 BUS STOP No. R0332
 MAWNEY ROAD

TRAFFIC & ENGINEERING TECHNICAL SERVICES
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 NOAK HILL ROAD
 ROMFORD RM3 7YA
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 FAX No: 01708 433719
 E-MAIL: technicalservices@haverling.gov.uk



	EXISTING BUS SHELTER		140mm KERB UPSTAND		LANDSCAPE REINSTATEMENT		BUFF COLOUR TACTILE PAVING
	EXISTING BUS STOP FLAG		NEW FOOTWAY CONSTRUCTION		CROSS OVER EXTENSION		RED COLOUR TACTILE PAVING
	EXISTING VEHICULAR CROSS-OVERS		FOOTWAY TO BE SURFACED WITH HRA		BUS SHELTER & FLAG		KERB
	EXISTING LAMP COLUMN		MODULAR PAVING		WHITE THERMOPLASTIC LINE		150mm EDGING KERB
			BLOCK PAVING		YELLOW THERMOPLASTIC LINE		

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SCALE 1:500	DATE JULY 07	DRAFT ISSUE
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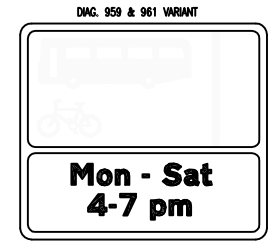


PURPOSE	PROPOSED MEASURES
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NOTES

- SCHEME SUMMARY -
- 29m BUS STOP CLEARWAY
 - 15m OF 140mm HIGH KERB
 - EXISTING BUS STOP FLAG & SHELTER TO REMAIN IN SAME LOCATION
 - CONVERT EXISTING RESTRICTIONS TO 'AT ANY TIME'
 - EXISTING BUS LANE TO CONTINUE THROUGH THE JUNCTION AS SHOWN
 - BUS STOP TO BE SURFACE WITH RED STONE MASTIC ASPHALT (SMA)
 - EXISTING SIGN ON LAMP COLUMN 4 TO BE REPLACED (AS SHOWN BELOW)



A	INITIAL ISSUE	25.06.07
REVISION	AMENDMENT	DATE

JOB TITLE
 TfL BUS STOP ACCESSIBILITY LIP 07/08
 ROMFORD RING ROAD

DRAWING TITLE
 SCHEME 11
 BUS STOP No. 36644
 KNIGHTSBRIDGE GARDENS

TRAFFIC & ENGINEERING TECHNICAL SERVICES
 THE WHITWORTH CENTRE
 NOAK HILL ROAD
 ROMFORD RM3 7YA
 TELEPHONE No: 01708 433704
 FAX No: 01708 433719
 E-MAIL: technicalservices@haverling.gov.uk



	EXISTING BUS SHELTER		140mm KERB UPSTAND		LANDSCAPE REINSTATEMENT		BUFF COLOUR TACTILE PAVING
	EXISTING BUS STOP FLAG		NEW FOOTWAY CONSTRUCTION		CROSS OVER EXTENSION		RED COLOUR TACTILE PAVING
	EXISTING VEHICULAR CROSS-OVERS		FOOTWAY TO BE SURFACED WITH HRA		NEW BUS SHELTER & FLAG		KERB
	EXISTING LAMP COLUMN		MODULAR PAVING		WHITE THERMOPLASTIC LINE		150mm EDGING KERB
			BLOCK PAVING		YELLOW THERMOPLASTIC LINE		

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PURPOSE	PROPOSED MEASURES
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NOTES

- SCHEME SUMMARY –**
- EXISTING LAY BY TO BE FILLED IN
 - 37m BUS STOP CLEARWAY
 - BUS STOP FLAG & SHELTER TO BE RELOCATED AS SHOWN
 - BUS STOP TO BE SURFACE WITH RED STONE MASTIC ASPHALT (SMA)

A	INITIAL ISSUE	25.06.07
REVISION	AMENDMENT	DATE

JOB TITLE
 TfL BUS STOP ACCESSIBILITY LIP 07/08
 ROMFORD RING ROAD

DRAWING TITLE
 SCHEME 13
 BUS STOP No. BP2907
 THE BREWERY

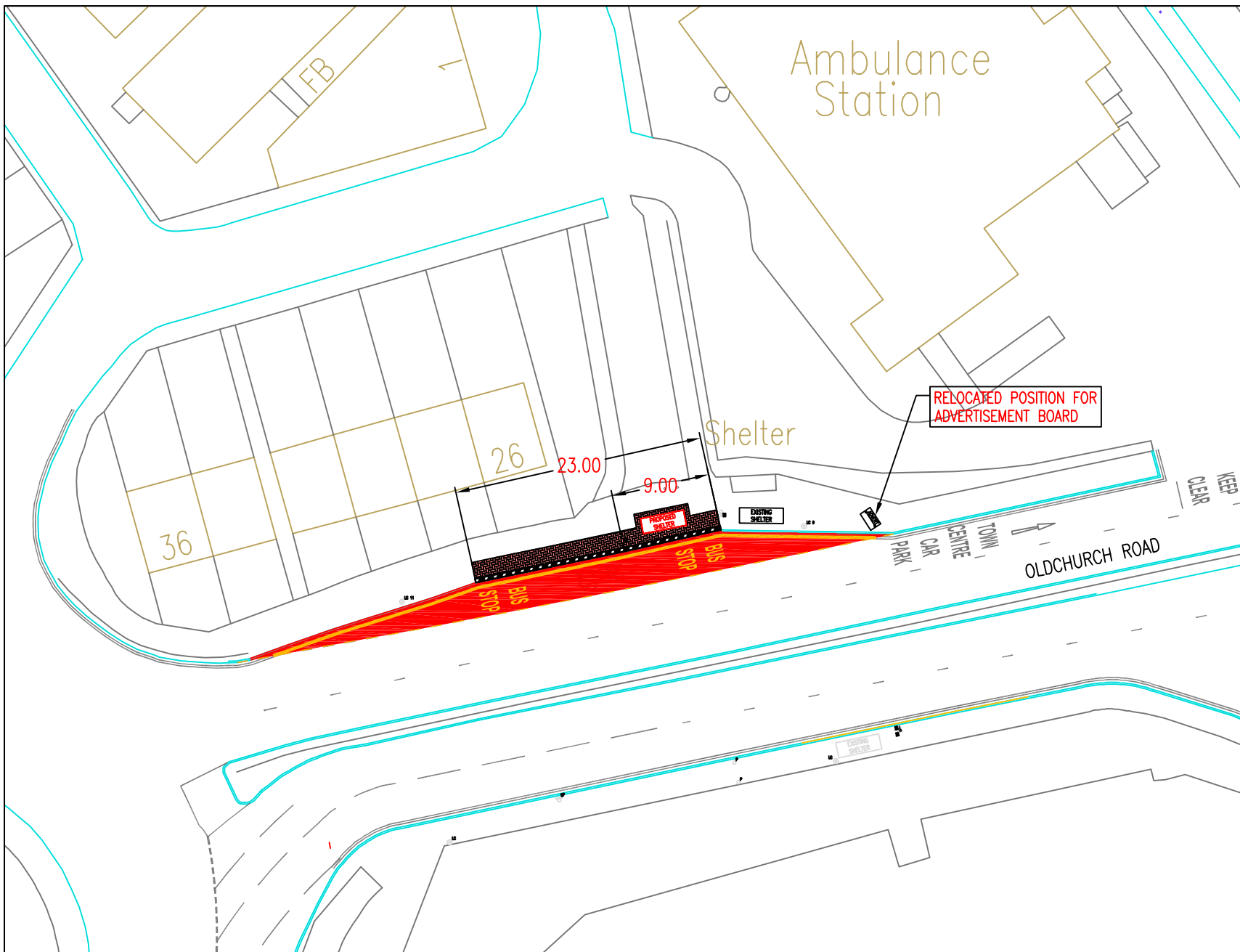
TRAFFIC & ENGINEERING TECHNICAL SERVICES
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 ROMFORD RM3 7YA
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 FAX No: 01708 433719
 E-MAIL: technicalservices@haverling.gov.uk



	EXISTING BUS SHELTER		140mm KERB UPSTAND		LANDSCAPE REINSTATEMENT
	EXISTING BUS STOP FLAG		NEW FOOTWAY CONSTRUCTION		CROSS OVER EXTENSION
	EXISTING VEHICULAR CROSS-OVERS		FOOTWAY TO BE SURFACED WITH HRA		BUS SHELTER & FLAG
	EXISTING LAMP COLUMN		MODULAR PAVING		WHITE THERMOPLASTIC LINE
			BLOCK PAVING		YELLOW THERMOPLASTIC LINE
			BUFF COLOUR TACTILE PAVING		RED COLOUR TACTILE PAVING
			KERB		150mm EDGING KERB

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ISSUE <input checked="" type="checkbox"/>	DRAWING No QF006/13	REVISION A

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PURPOSE	PROPOSED MEASURES
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NOTES

- SCHEME SUMMARY –**
- CONVERT EXISTING 'AT ANY TIME' WAITING RESTRICTION TO 24 HOUR BUS STOP CLEARWAY
 - 23m OF 140mm HIGH KERB
 - ADVERTISEMENT BOARD TO BE RELOCATED SUBJECT TO CONSULTATION WITH OWNER
 - RELOCATE BUS SHELTER AND FLAG AS SHOWN
 - BUS STOP TO BE SURFACE WITH RED STONE MASTIC ASPHALT (SMA)

A	INITIAL ISSUE	25.06.07
REVISION	AMENDMENT	DATE

JOB TITLE
 TfL BUS STOP ACCESSIBILITY LIP 07/08
 ROMFORD RING ROAD

DRAWING TITLE
 SCHEME 14
 BUS STOP No. 18289
 ROM VALLEY WAY

TRAFFIC & ENGINEERING TECHNICAL SERVICES
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 ROMFORD RM3 7YA
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	EXISTING BUS SHELTER		140mm KERB UPSTAND		LANDSCAPE REINSTATEMENT		BUFF COLOUR TACTILE PAVING
	EXISTING BUS STOP FLAG		NEW FOOTWAY CONSTRUCTION		CROSS OVER EXTENSION		RED COLOUR TACTILE PAVING
	EXISTING VEHICULAR CROSS-OVERS		FOOTWAY TO BE SURFACED WITH HRA		BUS SHELTER & FLAG		KERB
	EXISTING LAMP COLUMN		MODULAR PAVING		WHITE THERMOPLASTIC LINE		150mm EDGING KERB
			BLOCK PAVING		YELLOW THERMOPLASTIC LINE		

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Sheet Size: A4 (297x210)		

