



## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
19 February 2013**

**Town Hall, Main Road,  
Romford**

Members 9: Quorum 4

**COUNCILLORS:**

**Conservative Group  
( 5)**

**Residents' Group  
( 2)**

**Labour Group  
( 1)**

**Independent  
Residents' Group  
( 1)**

Garry Pain (Chairman)  
Billy Taylor (Vice-Chair)  
Steven Kelly  
Barry Oddy  
Frederick Thompson

Brian Eagling  
John Wood

Denis Breading

David Durant

**For information about the meeting please contact:  
Taiwo Adeoye 01708 433079  
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## **AGENDA ITEMS**

### **1 CHAIRMAN'S ANNOUNCEMENTS**

The Chairman 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 also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2007. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include anyone who specifies or alters a design, or who specifies the use of a particular method of work or material. Whilst the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

### **2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

(if any) - receive.

### **3 DISCLOSURE OF PECUNIARY INTERESTS**

Members are invited to disclose any pecuniary interest in any of the items on the agenda at this point of the meeting.

*Members may still disclose any pecuniary interest in an item at any time prior to the consideration of the matter.*

### **4 MINUTES (Pages 1 - 16)**

To approve as a correct record the minutes of the meeting of the Committee held on 8 and 15 January 2013, and to authorise the Chairman to sign them.

### **5 PARKING IN THE HILLDENE SHOPPING AREA, HAROLD HILL - MOTION REFERRED FROM COUNCIL**

Report to follow if available

### **6 BUS STOP ACCESSIBILITY GUBBINS LANE AND NORTH HILL DRIVE 2012/13 - OUTCOME OF PUBLIC CONSULTATION (Pages 17 - 40)**

Report attached

**7 ORANGE TREE HILL AND NORTH ROAD, HAVERING-ATTE-BOWER CHANGES TO TRAFFIC CALMING - OUTCOME OF PUBLIC CONSULTATION**

Report to follow if available

**8 RESIDENTS PARKING ZONE RO5A - MARSHALLS PARK (OUTCOME OF PUBLIC CONSULTATION)**

Report to follow if available

**9 HIGHWAYS SCHEMES APPLICATIONS (Pages 41 - 52)**

The Committee is requested to consider the report relating to work in progress and applications - Report attached

**10 TRAFFIC AND PARKING SCHEMES WORK PROGRAMME (Pages 53 - 58)**

The Committee is requested to consider the report relating to minor traffic and parking schemes - Report attached

**11 URGENT BUSINESS**

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

**Ian Buckmaster  
Committee Administration &  
Member Support Manager**

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# Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
8 January 2013 (7.30 - 7.45 pm)**

**Present:**

**COUNCILLORS**

**Conservative Group** Garry Pain (Chairman), Billy Taylor (Vice-Chair),  
Steven Kelly, Barry Oddy and Frederick Thompson

**Residents' Group** John Wood and John Mylod

**Labour Group** Denis Breading

**Independent Residents  
Group** David Durant

Apologies were received for the absence of Councillor Brian Eagling.  
+Councillor John Mylod substituted in his place.

There was no interest declared at the meeting.

There was no member of the public present at the meeting.

The votes were unanimous with no votes against unless stated otherwise.

The Chairman reminded Members of the action to be taken in an emergency.

**72 MINUTES**

The minutes of the meeting of the Committee held on 13 November 2012 were as a correct record and signed by the Chairman.

**73 HORNCHURCH MAJOR SCHEME - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report on the Hornchurch Major scheme. The report outlined proposals for a 20mph Zone, Restricted Parking Zone, various speed tables and changes to pedestrian crossings following the completion of public consultation.

The scheme proposal included the following key features in the area:

- Better pedestrian environment – removal of barriers to accessibility, including pinch points, inappropriately placed street furniture and aesthetic improvements to surfacing/materials
- Rationalised pedestrian crossing points – siting pedestrian controlled crossings in more appropriate positions on pedestrian desire lines
- De-cluttering of the town centre – removing pedestrian guard railing and rationalising signing/lighting onto as few columns as possible, along with the siting of street furniture, trees and lighting into consolidated strips along pavements
- Better bus waiting areas – creation of fully accessible bus stops, with remodelling to provide space for more buses to stop simultaneously and bus stops to be better integrated into the street
- Greening of the town centre – the use of street trees throughout the centre along with plants to create a more attractive, pleasant High Street
- New lighting – renewal of lighting throughout the centre of Hornchurch to create a more efficient, elegant, white light for the highway, pavement and building frontages
- Way finding and legibility – maps, information boards and pedestrian signing to better connect the centre of Hornchurch and its environs
- Better provision of social spaces – identifying areas which can provide for social spaces, including seating and planting to allow people to enjoy time within the town centre
- Signalisation of the North Street and High Street junction – supporting smoother and more controlled traffic flow through the centre
- High Street – a radical alteration to the core area of the High Street, with a speed controlled 20mph zone, provision of a continual central pedestrian crossing strip, including surfacing of carriageways to actively slow vehicles, creating a more balanced street, suited to the needs of pedestrians and providing a public realm heart to the town
- Cycling facilities – a significant step change in cycling provision:
  - High Street from the 'White Hart' gyratory to North Street – dedicated on-carriageway cycle lanes
  - High Street from North Street to Billet Lane on-carriageway cycling
- Town Centre – advance stop lines at traffic light controlled junctions, to allow cyclists to queue ahead of traffic
- Town Centre – cycle parking provision in the most appropriate parts of the town centre, such as in main shopping areas and adjacent to areas where people congregate, providing additional security

- Greening the town centre – the use of extensive planting, including street trees, planters with flowers and shrubs, climbing plants and working with local business and residents to encourage them to green their properties, to create a more attractive town centre and more habitat for birds and insects
- High Street servicing – a single loading bay would be provided off the road to allow for deliveries such as post collection and security van cash collections, there would be no other on-street parking in the town centre, as this was rejected in the pilot public consultation

Following consultation, Staff were of the view that because of the substantial consultation and public engagement throughout the development of the scheme, local businesses and many residents were generally aware of the proposals.

The Committee considered the report and, following debate, **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the bulk of the Hornchurch Major Scheme including 20mph Zone, Restricted Parking Zone, speed tables and pedestrian crossing changes as detailed in the report and be implemented.
2. That it be noted that the estimated cost of £1.88m for implementation would be met by Transport for London through the Hornchurch Major Scheme allocation and from the balance of the Regeneration capital programme for Hornchurch.

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**Chairman**

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# Public Document Pack

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Town Hall, Main Road, Romford  
15 January 2013 (7.30 - 8.45 pm)**

**Present:**

**COUNCILLORS**

**Conservative Group** Garry Pain (Chairman), Billy Taylor (Vice-Chair),  
Steven Kelly, Barry Oddy and Frederick Thompson

**Residents' Group** John Wood and Ron Ower

**Labour Group** Denis Breading

**Independent Residents  
Group** David Durant

Apologies were received for the absence of Councillor Brian Eagling.  
+Councillor Ron Ower substituted in his place.

Councillors Garry Pain, Billy Taylor, Steven Kelly, Ron Ower, Denis Breading and David Durant declared an interest in Agenda Item 6 – Parking and Loading Arrangements at 69-79 Butts Green Road. The Councillors advised that they had been members of the Regulatory Services Committee that considered planning application P1495.11 out of which this highways application arose. The Councillors advised that their interest was not prejudicial to their ability to consider the application on highways grounds and that there were no issues of predetermination.

Councillor Barry Oddy also declared an interest in Agenda Item 6 as he had been the Chairman of the Regulatory Services Committee that considered planning application P1495.11. Councillor Oddy regarded his interest to be prejudicial to his ability to consider the application. Councillor Oddy advised that he would leave the Chamber during the presentation of the Item and would not take part in the vote.

There were no members of the public present at the meeting.

The votes were unanimous with no votes against unless stated otherwise.

The Chairman reminded Members of the action to be taken in an emergency.

74 **MINUTES**

The minutes of the meeting of the Committee held on 11 December 2012 were agreed as a correct record and signed by the Chairman.

75 **HAROLD HILL ACCIDENT REDUCTION PROGRAMME - HILLDENE AVENUE PROPOSED SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)**

The report before Members detailed safety improvements along Hilldene Avenue as part of the Harold Hill Accident Reduction Programme. Transport for London had approved funding of this and other accident reduction programmes as part of the 2012/13 Havering Borough Spending Plan settlement.

A feasibility study and public consultation had been carried out to identify the safety improvements along Hilldene Avenue and had recommended the installation of a humped pelican crossing.

At the Committee meeting on 11 December 2012, a motion to reject the scheme had been defeated. As the substantive motion to approve had not been supported by a majority vote, no decision had therefore been made. The matter had therefore been submitted to the Committee again.

The scheme proposed to provide a humped pelican crossing together with street lighting improvements along Hilldene Avenue between West Dene Drive and East Dene Drive as shown on drawing No: QL002/H/1. Accident analysis showed 19 personal injury accidents PIAs occurred over a 10 year period. Of the 19 PIAs, 6 were serious; 3 were speed related; 6 occurred during the hours of darkness and 8 involved pedestrians. Of the 20 casualties, 10 were pedestrians at this location. It was considered that the humped pelican crossing would reduce vehicle speeds and subsequently minimise accidents in the area.

Public consultation letters describing the proposals were delivered to local residents / occupiers along Hilldene Avenue, emergency services, bus companies and cycling representatives with a deadline of 30 October 2012. Two written responses were received from London Buses and London Bus Infrastructure. Both indicated that the scheme would not affect them.

The proposed humped pelican crossing would improve pedestrian facility, reduce vehicle speeds and accidents in the area. The report informed the Committee that no respondents objected to the proposal. It was therefore recommended that the proposed measures in the recommendation should be approved for implementation.

During the debate a member of the Committee was of the view that following the recent approval of a new development at Regulatory Services

Committee, road and access layouts at the location would change and as a result the scheme should not proceed as the area would be a building site for the next 2 to 3 years.

A motion to recommend rejection of the scheme was proposed by Councillor Kelly and seconded by Councillor Oddy. The motion was carried by 8 votes for to 0 against with 1 abstention.

76 **PARKING & LOADING ARRANGEMENTS AT 69-79 BUTTS GREEN ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed comments received in response to a public consultation on proposals to provide a loading and parking bay outside 77/79 Butts Green Road and a bus stop clearway outside 69/75 Butts Green Road in support of the implementation of a development at 77/79 Butts Green Road and sought a recommendation to the Cabinet Member for Community Empowerment that either:

- (a) the measures as described in the report and shown on Drawing F9D08/135A(00)22F (Factor 9 Design) be implemented; or
- (b) the Head of Streetcare proceeds with the design and consultation on an alternative layout.

Following the appeal by Tesco Stores Ltd that was allowed by the planning inspector, condition 7 stipulated that:

*Prior to the occupation of the development hereby permitted an area within the highway to the front of the site for the loading and unloading of delivery and service vehicles, shall be provided in accordance with a scheme that has been submitted to and approved in writing by the local planning authority. This approved area shall be permanently retained thereafter. There shall be no loading or unloading of goods from vehicles other than from within this approved area.*

The proposed layout showed the bus stop being relocated outside 69/75 with a clearway restriction and a single yellow line restriction in front of 77/79 which would permit loading. After discussion with staff, the layout was revised to replace the single yellow line restriction with a multi-use bay for loading and parking.

The proposed layout shown on drawing F9D08/135A (00)22F (Factor 9 Design) was proposed to operate as follows:

- 10am to 2pm – loading as the Planning Inspector limited loading to the new store from 10am and not before (7 days a week).
- 2pm to 6:30pm – pay and display parking (Monday to Saturday)
- No restrictions would operate outside of these times

Following a public consultation on the proposal, a response was received from Hornchurch Hire & Sales, which objected to the proposals outlining that relocating the bus stop directly outside its premises will block any passing businesses and that at a meeting in their premises there was supposed to be space for three parking/delivery spaces not the two in this proposal.

Tesco Stores Ltd supported the provision of the multi-use bay in terms of loading and parking. London Buses also supported the proposals as they would provide an accessible bus stop.

During debate, the Committee sought clarification on the requirements to provide loading facilities under the conditions of the planning application P1495.11. Members considered the possibility of alternatives to those proposals laid out in the report. Members were informed of the need to take Equalities legislation into account in considering the design of the parking / loading bay. Members were informed of the practical requirements that need to be taken into account in the design and positioning of the parking / loading bay.

Councillor Kelly proposed acceptance of recommendation (ii) and this was seconded by Councillor Ower.

By a majority of 7 votes in favour to 1 vote against, the Committee **RESOLVED** to recommend that:

1. The Head of StreetCare should proceed with the detailed design, advertisement and consultation on the alternative proposal as described in this report and shown on Drawing QH051/OF/101A and the outcome should be reported to a future meeting.
2. It be noted that the estimated cost of £20,000 for implementation would be met by Tesco Stores Limited secured by an agreement made under Section 106 of the Town & Country Planning Act 1990.

*As stated at the beginning of the minutes and in accordance with his disclosure of interest, Councillor Barry Oddy left the meeting during the discussion and took no part in the voting.*

77 **PROPOSALS TO IMPROVE CYCLE FACILITIES AT RONEO CORNER GYRATORY, ROMFORD**

The Committee considered a report that detailed three schemes of safety improvement for cyclists using the Roneo Corner gyratory as part of the Local Implementation Plan for 2012/13. Funding had been allocated by Transport for London to review existing cycle facilities at Roneo Corner gyratory. The scheme was in response to problems with cyclists using the

busy gyratory particularly when travelling southbound towards Elm Park, Rainham, Romford or Rush Green.

A detailed feasibility study had been carried out with a view to improve the facilities for cyclists at Roneo Corner gyratory. The objective was to provide safe facilities and connections with the existing A124 cycle route, commencing from the borough's western boundary and continuing to Upminster via Hornchurch.

As part of the study, it was considered necessary to review trade delivery arrangements for despatching goods by businesses as well as staff and customer parking to ensure that the current arrangements were not impeded.

The collision accident data for the last four years (up to October 2011) compiled by London Road Safety Unit had detailed 15. All PIAs had resulted in slight injury accidents.

The report proposed the following cycle facilities:

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

This option proposed measures relating to converting the existing footways, where feasible, for cyclists to use them safely. The specific measures proposed were:

- i) Eastbound cyclists travelling from Rush Green or Romford to Hornchurch would mount the existing footway on the north side of Hornchurch Road. The existing footway would be converted to shared use by pedestrians and cyclists. The proposals were shown on drawing no. QL035-of-101 included in the report.
- ii) Westbound cyclists would mount the existing footway on the south side of Hornchurch Road (between Upper Rainham Road and Roneo Link). The existing footway would be converted to shared use. The proposals were shown on drawing no. QL035-of-101 included in the report.
- iii) Southbound cyclists travelling from Hornchurch Road (east of the gyratory) would mount the footway on the south side of the gyratory and continue their journey towards Elm Park or Rainham. Cyclists travelling from Hornchurch Road (west arm) would use the footway on the west side of the gyratory. The existing footway would be converted to shared use by both pedestrians and cyclists. The proposals were shown on drawing no. QL035-of-101 included in the report.
- iv) At certain locations the footways would be widened to accommodate both cyclists and pedestrians and this had been stated where applicable. The widening would be limited to the grass verge only and not in the carriageway.

- v) It was estimated that the cost to implement the measures of this option would be less than £60,000. This cost was considered to be modest and could be completed within the financial allocation provided by Transport for London under the Local Implementation Plan for 2012/13.

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

- i) This option incorporated the measures of option 1 and involved converting the existing pedestrian crossings (pelicans) on all arms of the gyratory to toucans which would facilitate both cyclists and pedestrians to cross the roads safely.
- ii) It was estimated that the cost to implement the measures of this option would be £80,000, (in addition to the £60,000 cost of option 1). It was anticipated that these measures would be implemented in 2013/14 financial year subject to the availability of funds from Transport for London. The proposals were shown on drawing no. QL035-of-201 included in the report.

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

- i) This option involved measures to convert the existing one-way system in Roneo Link to two way traffic i.e. permit traffic between Upper Rainham Road and Hornchurch Road. The junction of Roneo Link/Hornchurch Road (east side of the gyratory) would be signal controlled. The section of Upper Rainham Road between the southern end of Roneo Link and Hornchurch Road would be partially closed and used for access only to the local shops, flats and other residential properties. This section would also provide a safe route for cyclists. The proposals were shown on drawing no. QL035-of-301 included in the report.
- ii) The existing one-way system in Hornchurch Road between Roneo Link and Upper Rainham Road would be converted to two-way traffic. The proposals were shown on drawing no. QL035-of-301 included in the report.

The cost to implement this option was estimated at £250,000. Due to the complexity of the works involved such as feasibility studies, public consultation, scheme design, traffic signal design by Transport for London and implementation it was important to spread the scheme over two years.

The report also detailed alternative measures to improve cycle facilities such as the gyratory regulating both local and through traffic.

It was stated that provision of a mandatory cycle lane was considered in the carriageway of Roneo Link but this measure was not feasible as

westbound traffic on entering from both arms of Hornchurch Road into the gyratory started to change lanes to enter into correct lanes leading towards Rainham (south) Romford (north) or Rush Green (west). Mandatory cycle lanes were supported by Traffic Management Orders which prohibit vehicles from entering into them. This measure was not considered to be practicable or financially viable.

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

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

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

The proposals described in the report were associated with improving cycling facilities at Roneo Corner gyratory which was very busy particularly during peak periods. Officers stated that the proposed facilities would not have any detrimental impact on frontages at Roneo Corner nor on customer parking and deliveries. It was anticipated that the impact of traffic on Roneo Corner was likely to increase due to planned local developments and traffic growth in the future, therefore, the proposed measures would benefit all road users.

In accordance with the public participation arrangements the Committee was addressed by a member of the Havering Cycle Liaison Group who expressed his views in support of the scheme. He stated that the current layout was dangerous for cyclists and that he favoured option 3.

During the debate, members raised the following concerns regarding the proposed scheme.

- That the scheme was very expensive and Members were not sure it would work.
- That there was no problem in the area and that the gyratory operated well and the scheme should not go forward.
- That option 3 would be an issue for businesses accessing forecourts.

- That Hornchurch had on going works for some time and the commencement of another major scheme would be problematic.
- That there were many sets of traffic signals which managed the flow well and the only problem was occasionally in the morning peak.

A motion to reject all options of the scheme was proposed by Councillor Kelly and seconded by Councillor Oddy.

The motion was carried by was 7 votes in favour to 2 against.

## 78 **PROPOSALS TO IMPROVE ACCESSIBILITY AT EXISTING BUS STAND IN ESSEX GARDENS - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered the report and, without debate, **RESOLVED:**

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment the implementation of a scheme to convert the existing bus stand in Essex Gardens to a 24 hour clearway for buses. The new clearway would be located on the south side of Essex Gardens from a point 3.5 metres from the western flank wall of No. 2 Essex Gardens, extending westward for a distance of 27 metres. The proposals are shown on drawing no. QL027-of-101.
2. That it be noted the cost of carrying out the works is £5,000. This would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for improving reliability of public transport package.

## 79 **HIGHWAYS SCHEMES APPLICATIONS**

The report presented Members with all new highway schemes requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee would either make recommendations to the Head of StreetCare to progress the scheme or the Committee would reject the request.

The Committee considered and agreed in principle the schedule that detailed the applications received by the service en bloc.



The Committee's decisions were noted as follows against each request:

<b>SECTION A - Highway scheme proposals with funding in place</b>			
<b>Item Ref</b>	<b>Scheme</b>	<b>Description</b>	<b>Decision</b>
	Nothing reported this month		
<b>SECTION B - Highway scheme proposals without funding available</b>			
H1	Noak Hill Road/ Chequers Road	Problems with deer being hit by vehicles. Noak Hill Road – either provide a speed camera or a pinch point between Church Road and Tees Drive. Chequers Road - 40mph speed limit, light road, provide "no overtaking" double white line, deer activated VA signs.	<b>REJECTED (unanimous)</b>
H2	Ardleigh Close to A127 North-west bound	Construct road extension to Ardleigh Close and over railway to provide north-west bound slip road to reduce congestion at Ardleigh Green Road/ A127.	<b>REJECTED (unanimous)</b>
H3	Hampden Road, Near Clockhouse Lane	Request for a zebra crossing next to Boots as residents having trouble crossing road due to high traffic flows.	<b>REJECTED (unanimous)</b>
H4	Wingletye Lane (western side) between Wych Elm Road and Copthorne Gardens	Request for a new footway, 500m in length, as resident has seen children walking along muddy path, presumably so they do not have to cross the road twice.	<b>REJECTED (unanimous)</b>
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>			
Nothing reported this month			

## 80 TRAFFIC AND PARKING SCHEMES WORK PROGRAMME

The report before the Committee detailed all Minor Traffic and Parking Scheme application requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee would either make recommendations to the Head of StreetCare to progress the scheme or the Committee would reject the request.

The Committee considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decisions were noted as follows against each scheme:

<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
TPC292	Melville Road and Cowper Road, Rainham	Request for parking restrictions and residents parking scheme in Melville Road and Cowper Road to deter commuter parking.	REJECTED (7 to 2)
TPC293	Deyncourt Gardens, Upminster	Request for a) parking restrictions in the free bay in Deyncourt Gardens or b) to convert the free bay in Deyncourt Gardens to pay&display	REJECTED (7 to 2)
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>			

TPC279	Brooklands Ward	As requested at the April 2012 HAC meeting a parking review of the Brooklands Ward was requested to be undertaken. Draft designs have been produced and are to be presented to the Committee. The proposal incorporates schemes approved for implementation.	NOTED
TPC280	Romleighs Estate	This item is based on numerous requests and reports and petitions received in recent months from both residents and Ward Cllrs of the Romleighs Estate to address the parking issues	NOTED
TPC281	The Drive. Harold Wood	Request to change the existing Disc Parking bay in The Drive to a Pay& Display parking bay.	NOTED

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**Chairman**

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# HIGHWAYS ADVISORY COMMITTEE

19 February 2013

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
GUBBINS LANE AND NORTH HILL  
DRIVE 2012/13  
Outcome of public consultation**

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report sets out the responses to a consultation for the provision of fully accessible bus stops along Gubbins Lane, Harold Wood and North Hill Drive, Harold Hill.

The scheme is within **Harold Wood**, **Heaton** and **Gooshays** wards.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;  
  
*Gubbins Lane*
  - QL020-OF-108A (1 stop)
  - QL020-OF-109&110A (2 stops)  
*North Hill Drive*
  - QL020-OF-101&102A (2 stops)
  - QL020-OF-104&105B (stop outside 83 to 89 North Hill Drive)
  - QL020-OF-106&107A (2 stops)
  
2. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements outside 80 to 90 North Hill Drive and shown on Drawing QL020-OF-104&105B are implemented which reduces the bus stop clearway length by 4 metres to end at the boundary of Nos.80 & 82.
  
3. That the Committee having considered the representations made either;
  - (i) Recommends to the Cabinet Member for Community Empowerment that the bus stop outside 98/100 North Hill Drive be relocated outside 108 North Hill Drive/ side off 2 North Hill Green and made accessible, along with re-provision of footway parking as shown on Drawing QL020-OF-103B; or;
  - (ii) That the proposal be rejected.
  
4. That it be noted that the estimated cost of £50,000 for implementation will be met by Transport for London through the 2012/13 Local Implementation Plan additional allocation for Bus Stop Accessibility for R294.

## REPORT DETAIL

### 1.0 Background

- 1.1 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 high kerb space adjacent to stops.
- 1.2 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, although this will only be appropriate where carriageways are wide enough.
- 1.3 The introduction of bus stop clearways is essential in improving 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 not removed) if the bus cannot get to the kerb.
- 1.4 Drawing QB109/00/01B shows a standard bus stop layout where the bus stop is within a length of parked vehicles. In such a situation, a 37 metre long bus stop clearway is required to enable buses to meet the kerb so that both loading doors can be used. Where local conditions allow, this length can be reduced and so any design work will consider needs on a case by case basis.
- 1.5 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.
- 1.6 There are 690 bus stops in Havering (October 2012). 664 are on borough roads, 20 are on the Transport for London Road Network and 6 are in private areas (e.g. Queen’s Hospital).
- 1.7 Of these stops, 38% are deemed to be fully accessible. In order for a stop to be fully accessible, it must meet the following criteria;
  - The kerb to the footway must be between 125mm and 140mm to be compatible with the front and rear loading doors of the bus and the ramp deployed from the rear loading doors;

- The bus stop should be restricted from parking and stopping by a bus stop clearway so that the stop is always available for buses to be able to pull into tightly to the kerb.
- 1.8 For Havering, funding for Bus Stop Accessibility works have mainly come from the Transport for London Local Implementation plan (LIP), but occasionally funding is secured as part of the development process.
- 1.9 Staff from StreetCare tend to work with TfL 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 where there are particular problems.
- 1.10 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.
- 1.11 Proposals for accessibility improvements have been developed for various bus stops along Gubbins Lane and North Hill Drive as set out in the following table. The stops primarily serve R294, but additionally some of the stops also serve R499 (North Hill Drive) and R256 & R347 (Gubbins Lane);

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QL020-OF-101&102A	Side of 2 Wincanton Road/ Outside 136 North Hill Drive	Existing bus stop clearway moved north-west approximately 3 metres. 140mm kerb and associated footway works provided at bus boarding area.
QL020-OF-101&102A	As above, opposite side of the road	140mm kerb and associated footway works provided at bus boarding area.
QL020-OF-103A	Relocate bus stop (flag and shelter) from 98/100 North Hill Drive to outside 108 North Hill Drive/ side off 2 North Hill Green.	Bus stop to be relocated as current position cannot be made accessible as kerbside length is not enough to serve both bus doors.  New location proposed with 37 metre bus stop clearway, 140mm kerb and associated footway works at bus boarding area.
QL020-OF-	Outside 80 to 90	37 metre bus stop clearway



104&105A	North Hill Drive	140mm kerb and associated footway works provided at bus boarding area.
QL020-OF-104&105A	Outside 83 to 89 North Hill Drive	37 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QL020-OF-106&107A	Outside 18 to 28 North Hill Drive	37 metre bus stop clearway.
QL020-OF-106&107A	Outside 17 to 23 North Hill Drive	37 metre bus stop clearway.
QL020-OF-108A	Outside "Elite Panelcraft", Gubbins Lane	37 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QL020-OF-109&110A	Outside 13 to 17 Gubbins Lane / Community Centre	37 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QL020-OF-109&110A	Outside Clinic, Gubbins Lane	29 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.

1.12 57 letters were hand-delivered to those potentially affected by the scheme (6 Gubbins Lane and 51 North Hill Drive) on or just after 17<sup>th</sup> December 2012, with a closing date of 18<sup>th</sup> January 2013 for comments.

1.13 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of consultation information.

## 2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 2 responses were received for Gubbins Lane and are set out in Appendix I of this report. Both responses were from London Buses.
- 2.2 The 2 responses for Gubbins Lane were both in support of the scheme.
- 2.3 By the close of consultation, 7 responses were received for the North Hill Drive and are set out in Appendix I of this report.
- 2.4 2 responses were from London Buses in support, 1 response was from a disabled person who cared for a resident and requested an adjustment to assist their specific circumstances and 4 responses were from residents who all objected to the proposal to relocate a bus stop.

### **3.0 Staff Comments**

- 3.1 The 3 bus stops at Gubbins Lane are not contentious and so Staff recommend that the works be implemented.
- 3.2 A person who cares for a resident in the vicinity of the bus stop outside 80 to 90 North Hill Drive (Drawing QL020-OF-104&105A) requires the use of a specially adapted vehicle as they are only able to walk a very short distance with crutches. They have requested that the clearway associated by the bus stop be reduced by 3 metres to assist with their parking needs.
- 3.3 Staff have discussed the matter with the carer involved and been provided with appropriate background information. Given that the approach to the start of the bus stop clearway is at the end of a bend where on-road parking is less likely, Staff are able to confirm that this adjustment can easily be made.
- 3.4 With regard to the proposed bus stop relocation from outside 98/100 North Hill Drive to outside 108 North Hill Drive/ side off 2 North Hill Green, this has attracted 4 objections with the broad issues being;
- Likely to attract children/ teenagers to loiter and this would be noisy/ intimidating,
  - Concerns with overlooking from buses/ security,
  - Impact on vehicle access to premises,
  - Pollution from buses,
  - Loss of parking,
  - Impact on traffic/ congestion,
  - Impact on property values.
- 3.5 The current bus stop outside 98/100 North Hill Drive cannot be made fully accessible in its current location as there is only 6 metres of kerbside available. The absolute minimum length of kerbside to serve 2 door buses is 8 metres and so the stop requires relocation to a position where it can be made accessible and London Buses has confirmed the need for the

stop. In considering an alternative location, Staff needed to locate a length of kerbside of at least 8 metres in length between the stop outside No.136 North Hill Drive and Whitchurch Road as both Routes 294 and 256 turn left from North Hill Drive into Whitchurch Road.

- 3.6 This section of North Hill Drive contains many vehicle accesses and so alternative locations are limited. There is space just before the junction with Whitchurch Road, some opportunities outside other properties or adjacent to North Hill Green. There is no suitable location north of North Hill Green.
- 3.7 The proposed location would necessitate the loss of footway parking for 2 vehicles. This can be re-provided just north between Nos.1 and 2 North Hill Drive.
- 3.8 In terms of disruption to adjacent premises' accesses, the bus stopping position would be between No.2 North Hill Green and 108 North Hill Drive. The position is against a flank fence and whilst there is a potential overlooking issue from a stopped bus (from an upper deck), the location is not directly outside the front of any premises.
- 3.9 The proposed position is nearly opposite the junction with Ashbourne Road, but the actual bus stopping position would be south of the junction. Vehicles turning right from Ashbourne Road would have space to complete the turn and stop in the event of a bus serving the stop and for south-bound traffic, the carriageway is wide and overtaking vehicles are permitted using the central part of the carriageway which is hatched with road markings.
- 3.10 Ultimately, the Committee will need to balance the Council's general duty to make the borough's highway network accessible against the balance of local objections; but Staff must suggest that careful consideration of the equality implications be given in reaching that decision.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The estimated cost of £50,000 for implementation will be met by Transport for London through the 2012/13 Local Implementation Plan additional allocation for Bus Stop Accessibility, Route 294. The funding will need to be spent by 31st March 2013, to ensure full access to the grant.

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 StreetCare Capital budget.

**Legal implications and risks:**

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

**BACKGROUND PAPERS**

Project file: QL020, Bus Stop Accessibility Route 294 2012/13



## APPENDIX I SUMMARY OF CONSULTATION RESPONSES

### GUBBINS LANE

Respondent/ Drawing Ref.	Location	Summary of Comments
London Buses (Operations) All 3 locations	All 3 locations	London Buses has no issues to raise with the proposals and fully supports them as presented.
London Buses (Infrastructure) All 3 locations		A good improvement to those three stops on Gubbins Lane.

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### NORTH HILL DRIVE

Respondent	Location	Summary of Comments
London Buses (Operations) All 7 locations	All 7 locations	London Buses has no issues to raise with the proposals and fully supports them as presented.
London Buses (Infrastructure) All 7 locations		A good improvement. Technical questions about 3 sites with adjustments required for bus stop flags and shelters.
Carer for resident QL020-OF- 104&105A	Outside Nos. 80 to 90	Carer has specific mobility needs requiring an adapted vehicle being able to park very close to resident concerned. Officers can provide more detail to members if required. Carer has requested adjustment to Bus Stop Clearway to accommodate needs.

2 North Hill Green	Relocate bus stop (flag and shelter) from 98/100 North Hill Drive to outside 108 North Hill Drive/ side off 2 North Hill Green.	<p>There are many reasons that I feel the 'accessibility programme' is not suitable or validated to be erected outside my property, therefore, I am rejecting these proposals and I would like them to be passed onto the committee for urgent review.</p> <p>Details for rejecting them are as follows;</p> <ul style="list-style-type: none"> <li>• I have lived in my home for over 30 years and feel this would encourage a huge amount of stress and ill health for me to cope with these proposals, particularly as groups of teenagers have a tendency to use bus stops as a 'focal meeting-up point' which then causes more noise pollution and also has the effect, that whereby groups of children can be quite intimidating and verbally abusive towards residents. This is a point that I am particularly very worried and deeply concerned about.</li> <li>• Having the access/improvements for the shelter outside my property will be a huge invasion of my privacy. Clear views into my kitchen &amp; home will be seen via passengers using the upper deck of the buses, as the top part of my back door is made out of plain glass, again, a clear invasion of privacy.</li> <li>• My garden is adjacent to North Hill Drive, therefore, passengers on the upper deck level will have a clear view into my garden which I feel is invasive.</li> <li>• This will pose a very high risk to the security at my property owing to the clear views that passengers on the upper levels of the bus will have into both my house via the garden door/window as well as my garden/shed. Residents in Harold Hill and neighbouring areas are increasingly having their homes and garden sheds broken into.</li> <li>• Noise pollution from the buses starting/ending their shifts directly outside my home will have a detrimental impact on my health given the current medication I am administering prescribed by my GP in order to help me sleep.</li> <li>• Toxic fume pollution levels from exhausts coming from HGV vehicles such as the buses that will be stopping / starting there will have a detrimental impact on my health.</li> <li>• Gaining frequent access to my property via car and parking facilities will have a major impact on my family and friends visiting owing to the parking restrictions/controls that will be put in place should the proposals go ahead.</li> <li>• Local neighbours, many of them whom have small children, will not be able to park within close proximity to their homes.</li> </ul>
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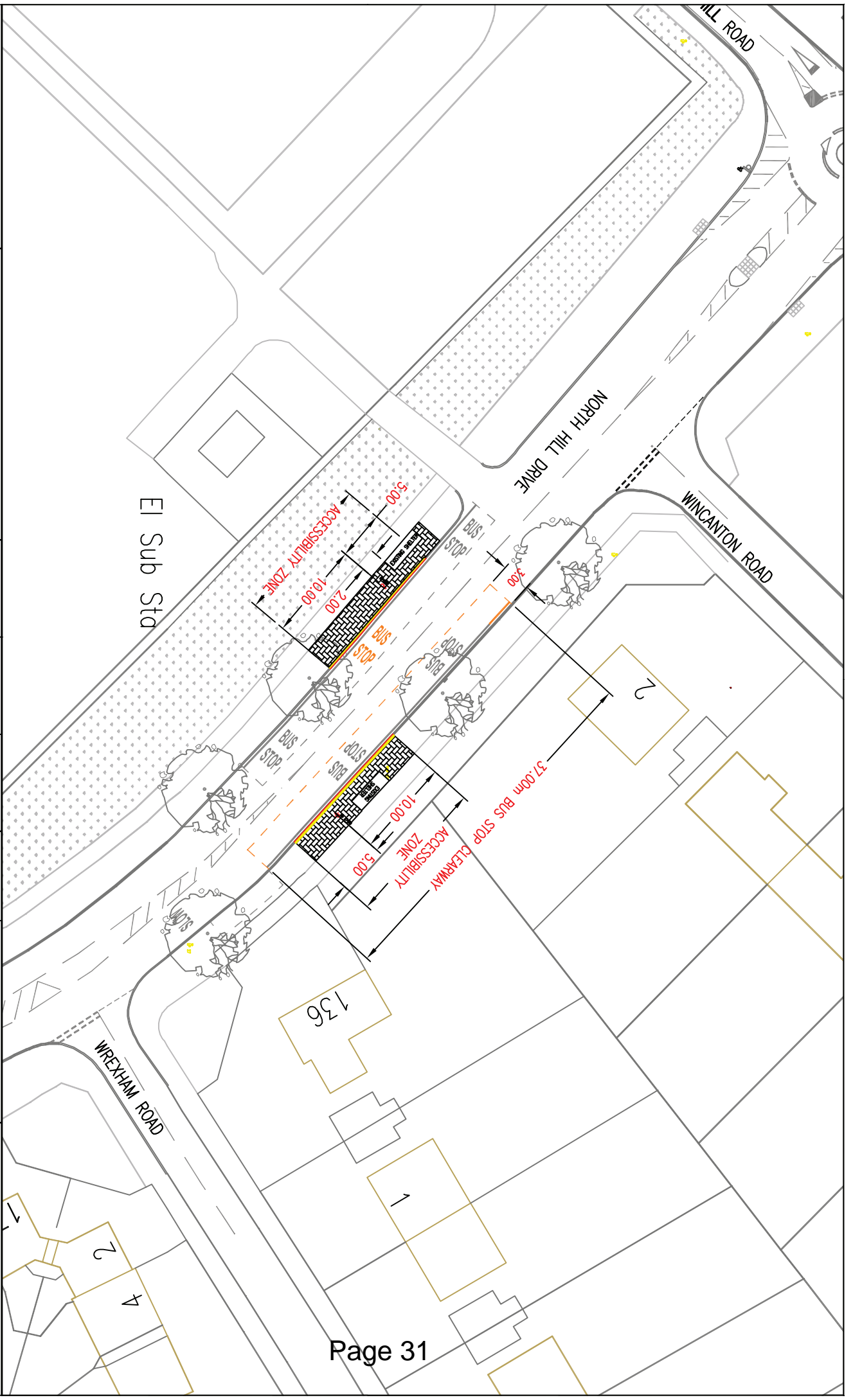
		<p>I would like all of the above points to be put before the committee in order to reject the proposal of having the accessibility programme outside my property.</p> <p>A copy of this letter will also be sent via email to The Principal Engineer of the Highways Advisory Committee by email.</p> <p>Please can you also forward to me by return a copy of the proposed agenda that will be taking place on 19th February 2013 at 7.30pm in Havering Town Hall, as I would like to see if my rejections have been put on the appeal and that the speaker has made a note of them.</p> <p>Additionally, please can you advise me who will be representing the residents of the North Hill Drive and if there will be any resident meetings going forward, if so, where will they be held as I would like to be included and attend all of them when they are scheduled to take place.</p>
<p>6 North Hill Green 1<sup>st</sup> responder QL020-OF-103A</p>	<p>Relocate bus stop (flag and shelter) from 98/100 North Hill Drive to outside 108 North Hill Drive/ side off 2 North Hill Green.</p>	<p>I am a resident from North Hill Green writing to express my concern at the proposed plans to move the current bus stop from outside 98/100 North Hill Drive to outside 108 North Hill Drive by the side of 2 North Hill Green. I feel that this would cause major disruption along North Hill Drive as it would cause problems for people entering and emerging from Ashbourne Road which is located opposite North Hill Green.</p> <p>North Hill Drive is a busy road with a constant stream of traffic going along it, so it would be impractical to move a bus stop to such an inappropriate place. North Hill Drive is a busy residential street that is used by many residents especially those who live along North Hill Green where there are no parking facilities available especially now that the garages which were located along Ashbourne Road have been demolished. The proposed plan would take up what limited parking space is available to residents. This will in turn increase the number of residents that would have to park in the road causing a major obstruction for traffic and congestion along the way.</p> <p>I hope you understand and appreciate my level of concern at these proposed plans and that you will reconsider your decision.</p>

<p>6 North Hill Green 2<sup>nd</sup> responder QL020-OF-103A</p>	<p>Relocate bus stop (flag and shelter) from 98/100 North Hill Drive to outside 108 North Hill Drive/ side off 2 North Hill Green.</p>	<p>I am a resident from North Hill Green writing to express my concern at the proposed plans to move the current bus stop from outside 98/100 North Hill Drive to outside 108 North Hill Drive by the side of 2 North Hill Green. I feel that this would cause major disruption along North Hill Drive as it would cause problems for people entering and emerging from Ashbourne Road which is located opposite North Hill Green. North Hill Drive is a busy road with a constant stream of traffic going along it, so it would be impractical to move a bus stop to such an inappropriate place.</p> <p>North Hill Drive is a busy residential street that is used by many residents especially those who live along North Hill Green, us residents have no parking facilities available to us now that the garages which were located along Ashbourne Road have been demolished and we would have even less available should such proposed work go ahead. The proposed plan would take up what limited parking space is available to residents. This will in turn increase the number of residents that would have to park in the road causing a major obstruction for traffic and congestion along the way.</p> <p>I hope you understand and appreciate my level of concern at these proposed plans and that you will reconsider your decision.</p>
<p>108 North Hill Drive QL020-OF-103A</p>	<p>Relocate bus stop (flag and shelter) from 98/100 North Hill Drive to outside 108 North Hill Drive/ side off 2 North Hill</p>	<p>Not happy with the suggested new bus stop. Finds the information given to be poorly researched and not very well thought out as explained on the phone. The drawing suggest that the bus stop marking will run all the way in front of our drive. We are not clear as it is not explained to us how this will affect us, or if we will be able to use our drive at all.</p> <p>Under any circumstances we fear that this new change may lower and downgrade the value of our property as people waiting at the bus stop can cause a nuisance to the front of our house while waiting for the bus. As well, already it is very difficult for us to pull out of the drive with pedestrians walking past, cars coming out of Ashbourne Road and buses arriving at the bus stop. Having the new bus stop in front of our drive, how are we going to get on and off our drive?</p> <p>Finally, we want to say that we are very disappointed that no initiative was taken to contact us in person to explain this matter to us hence we are the family that will be directly effected by this new</p>



	Green.	change.  We would be grateful if someone would find the time to sit down with us and discuss this in more detail, ideally before the public meeting. As it stands this new change to improve access, but the current proposal put in front of us suggests the opposite.
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**JOB TITLE**  
 BUS STOP ACCESSIBILITY  
 NORTH HILL DRIVE

**DRAWING TITLE**  
 PROPOSED MEASURES  
 BS2746 & BP4552

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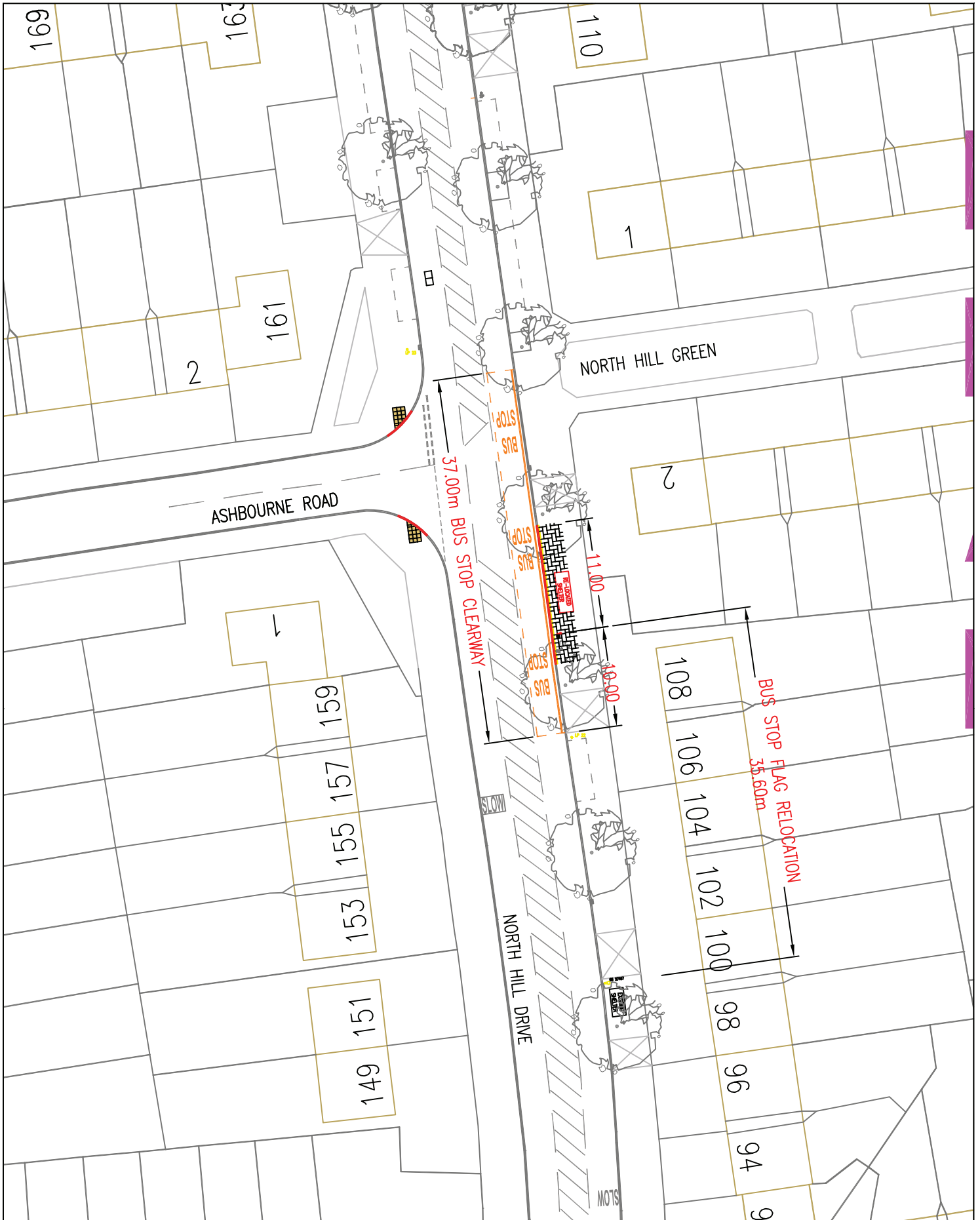
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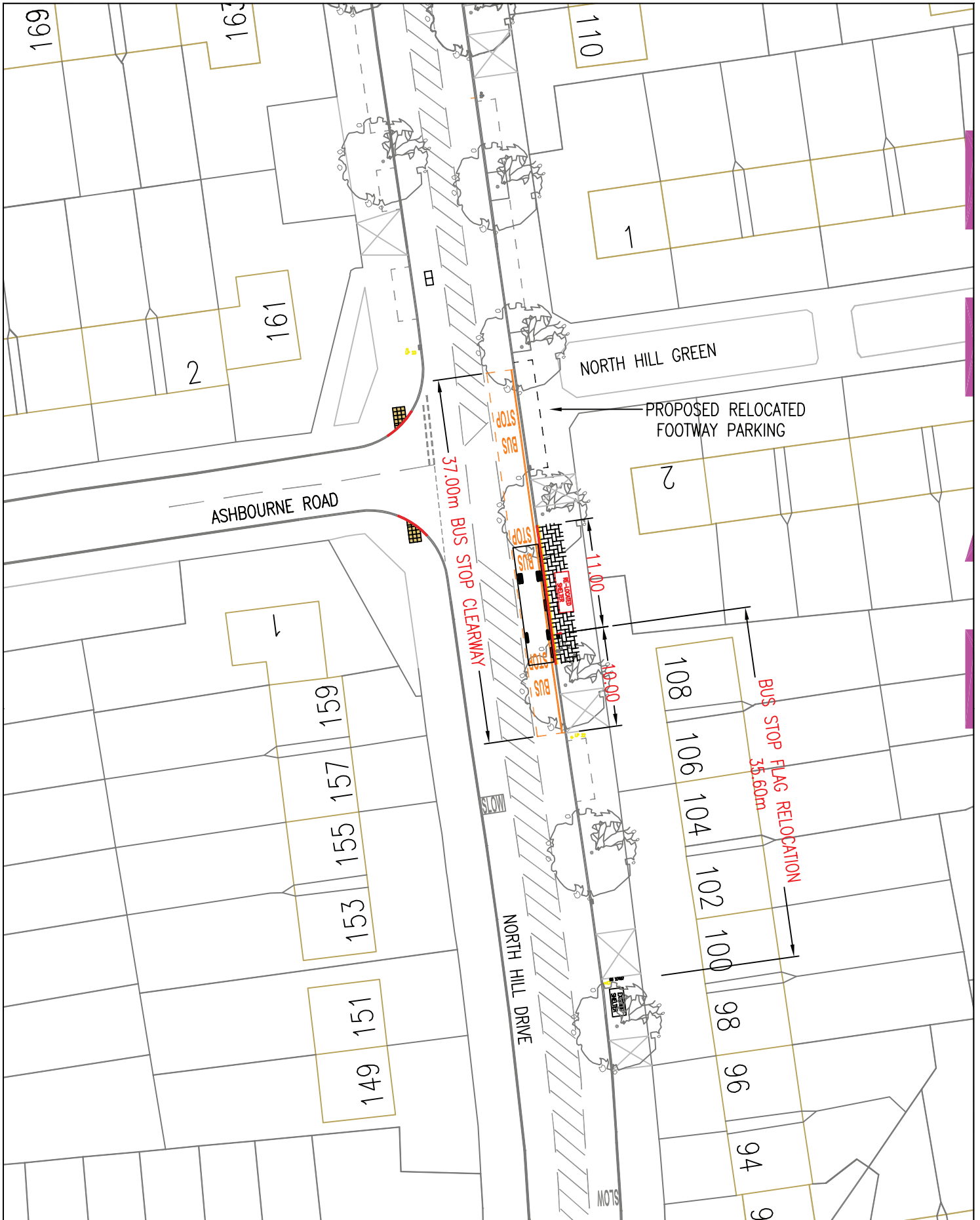
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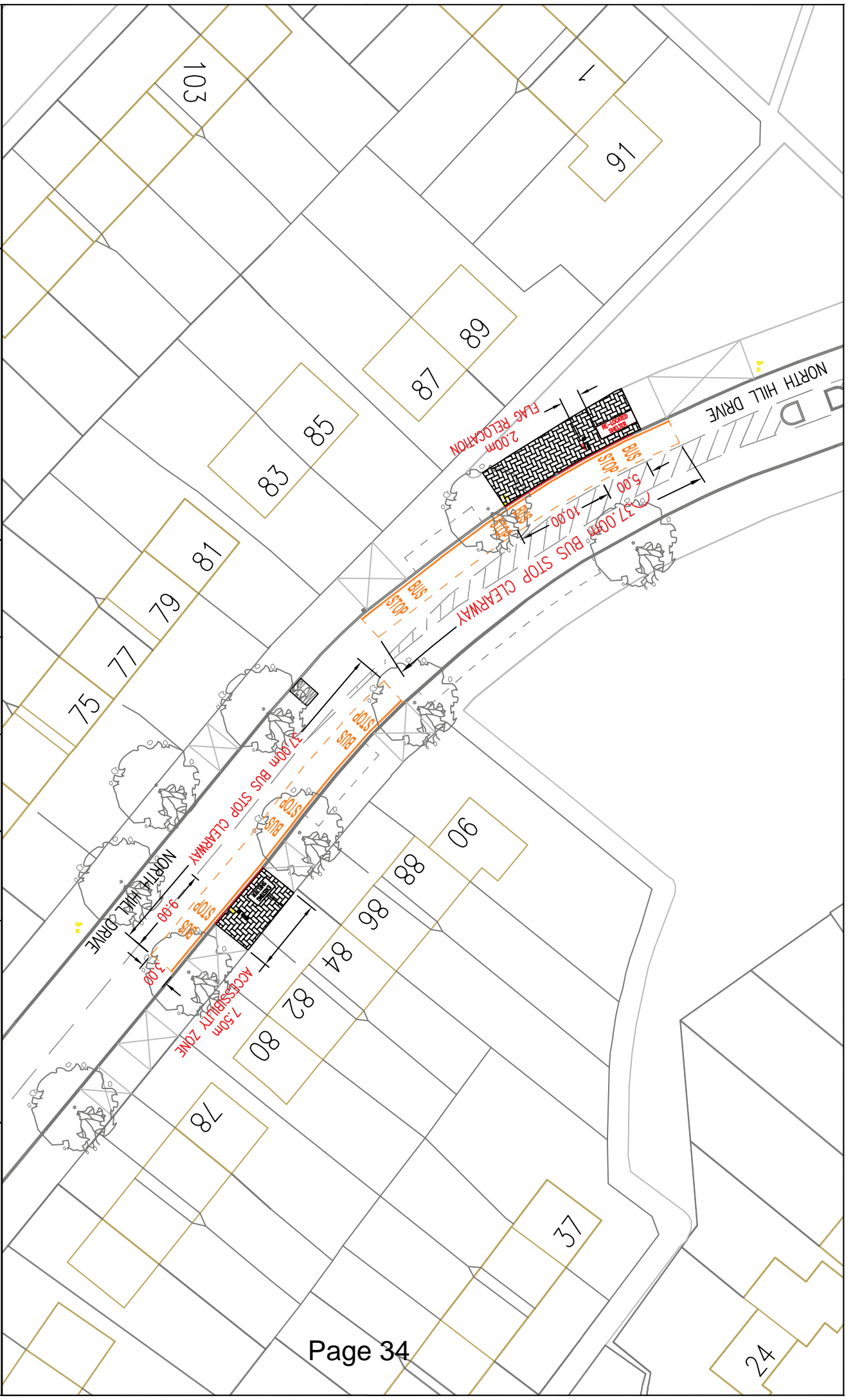
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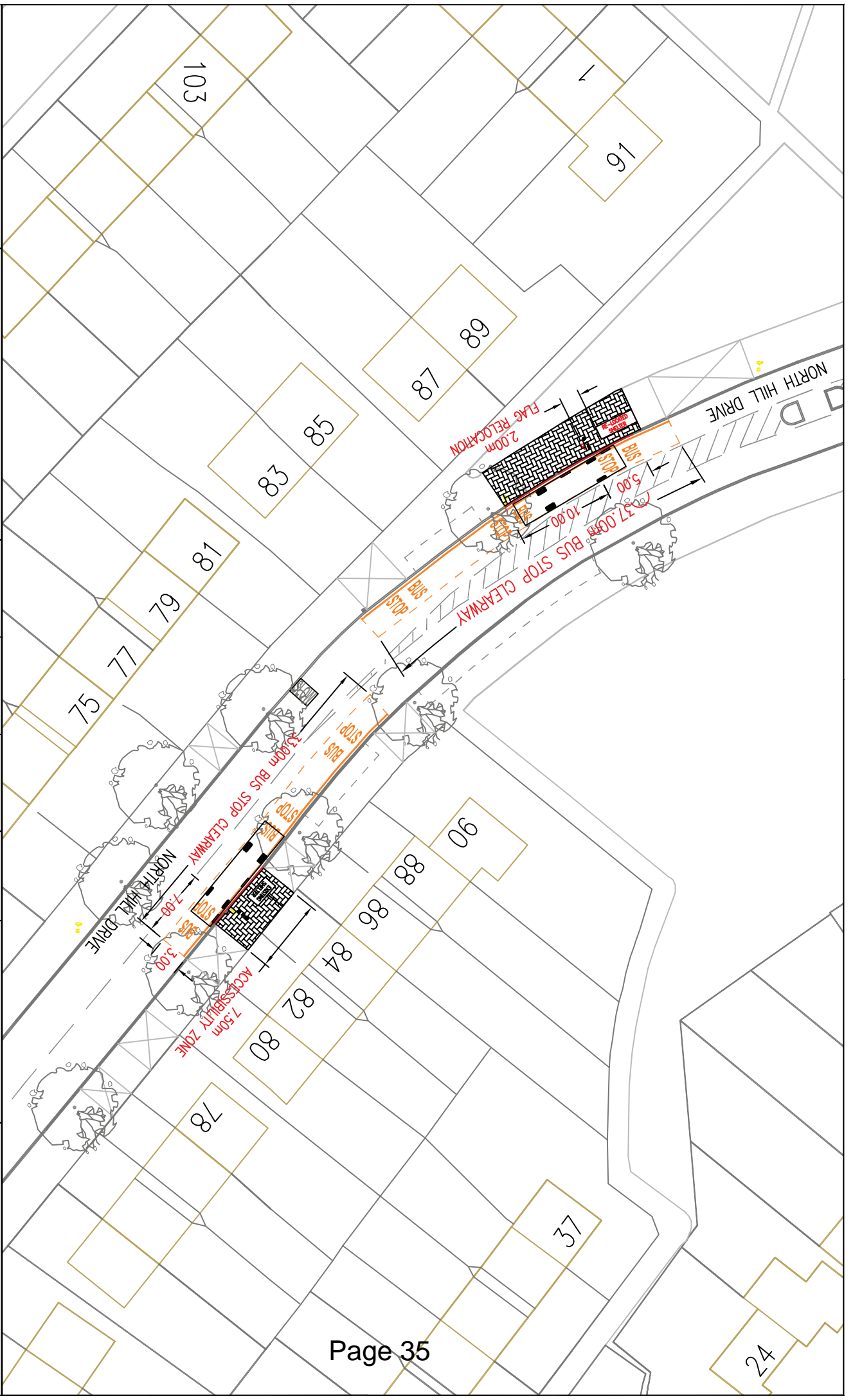
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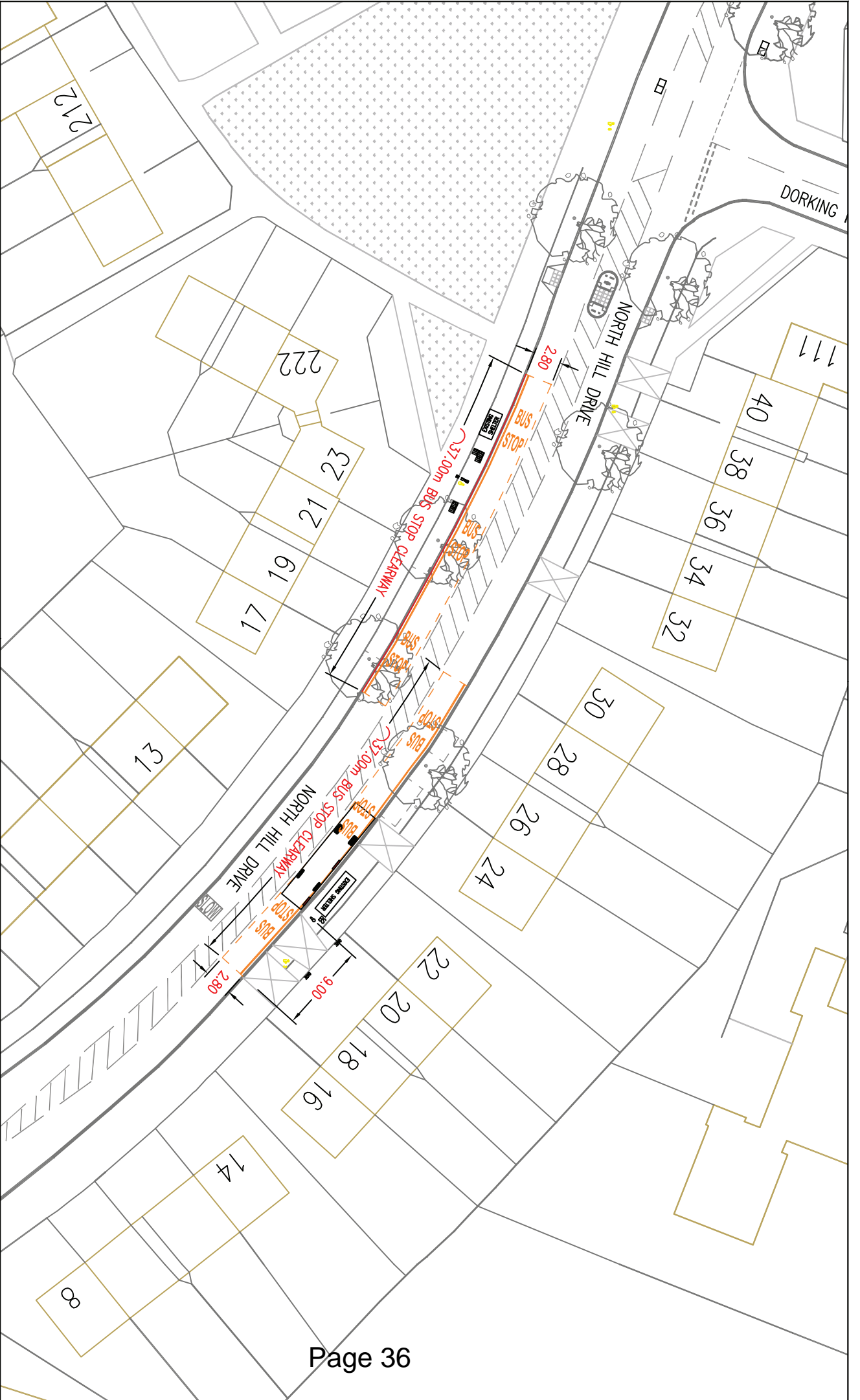
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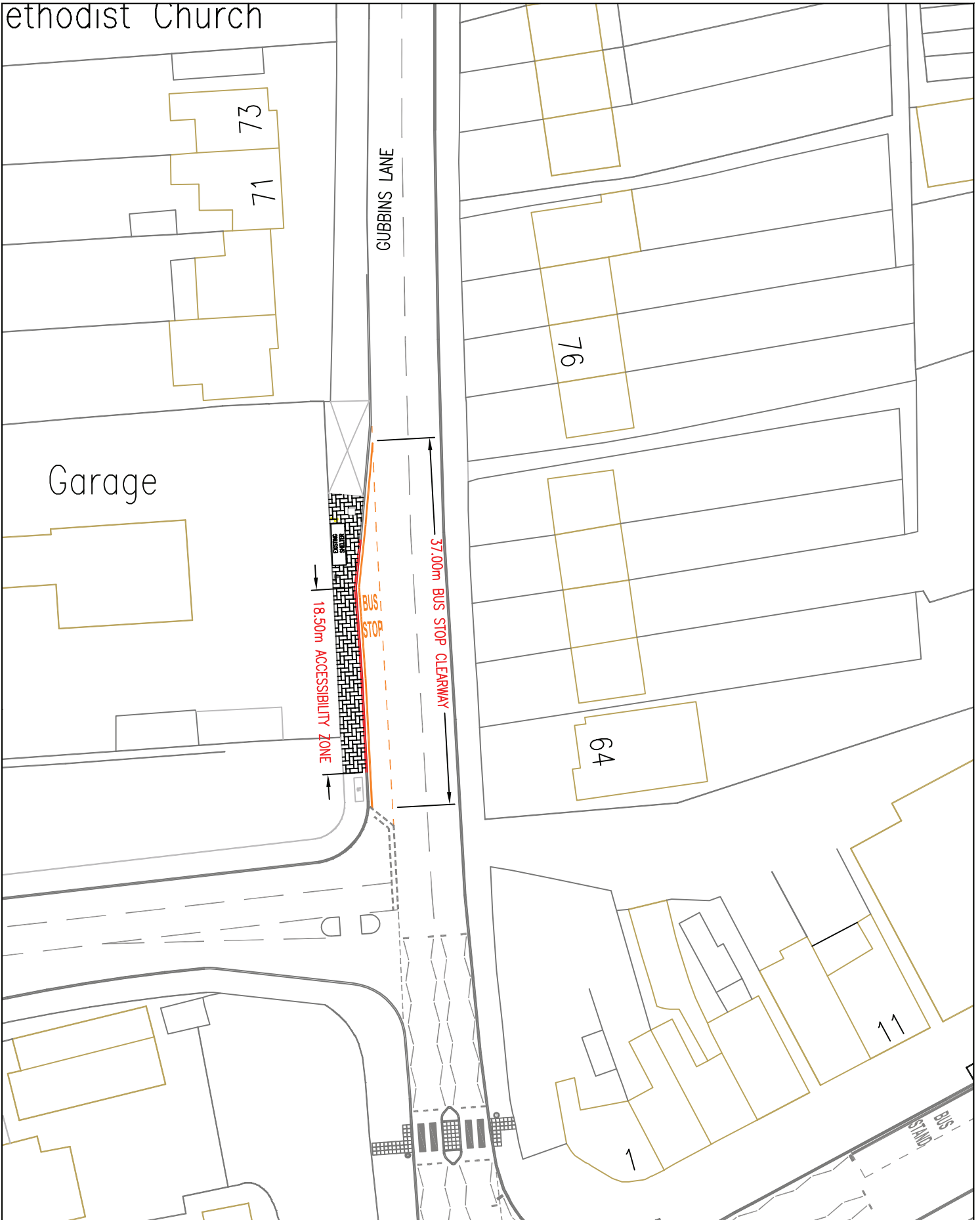
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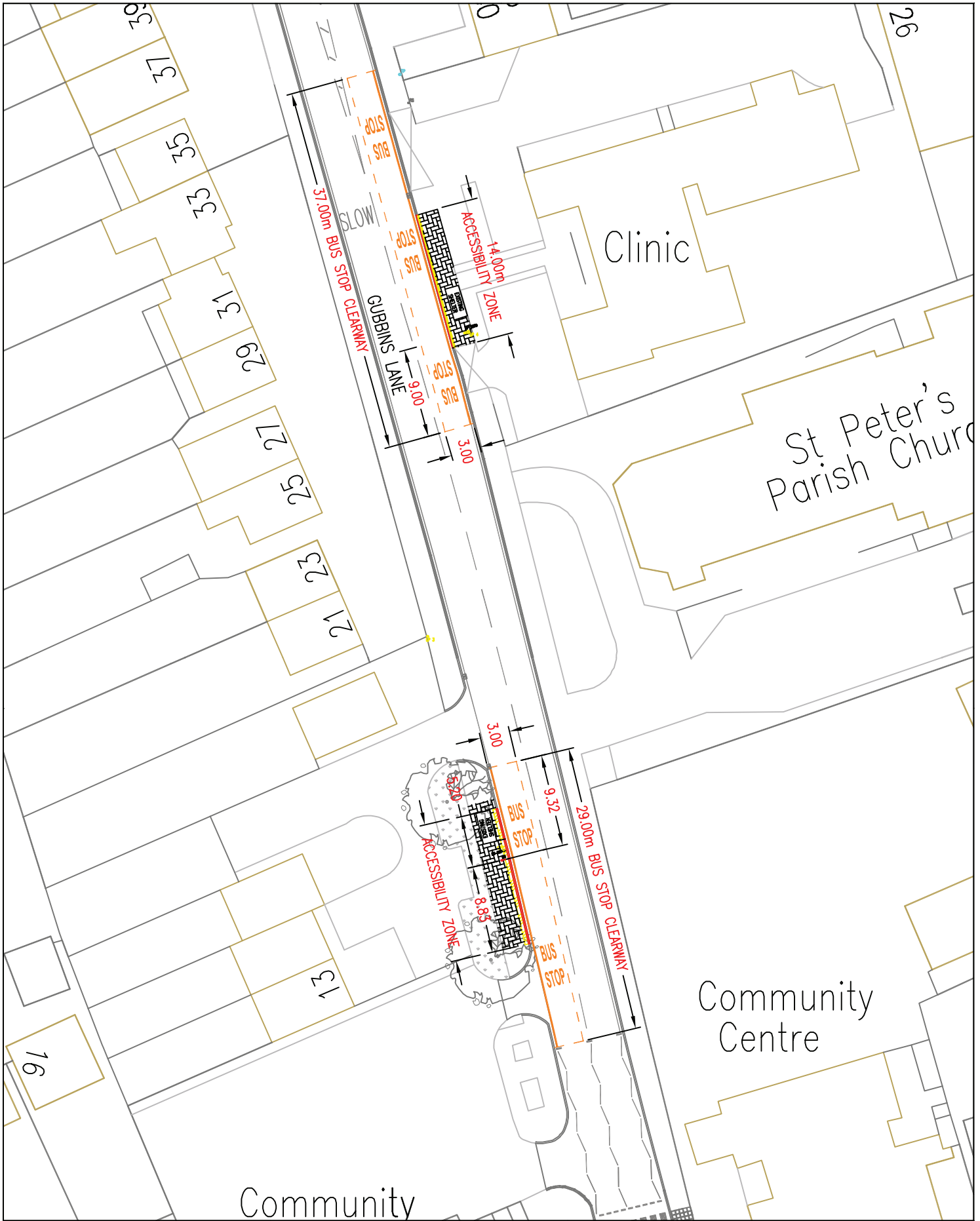
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# Methodist Church

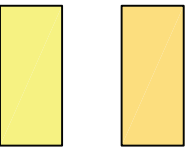


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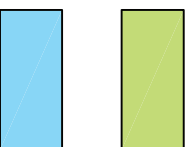
Community

<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE: PROPOSAL</p>	
<p>JOB TITLE <b>BUS STOP ACCESSIBILITY GUBBINS LANE</b></p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>			
<p>DRAWING TITLE <b>PROPOSED MEASURES BP3279 &amp; BS20718</b></p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 10.12.12</p>		<p>DRAFT</p>	
<p>ISSUE</p>		<p>ACAD REF:</p>		<p>DRAWING No QLO20-OF-109&amp;110</p>	
		<p>REVISION</p>		<p>REVISION AMENDMENT</p>	
		<p>DATE</p>			



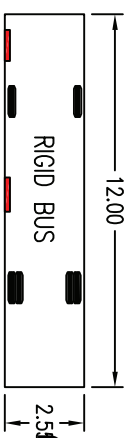
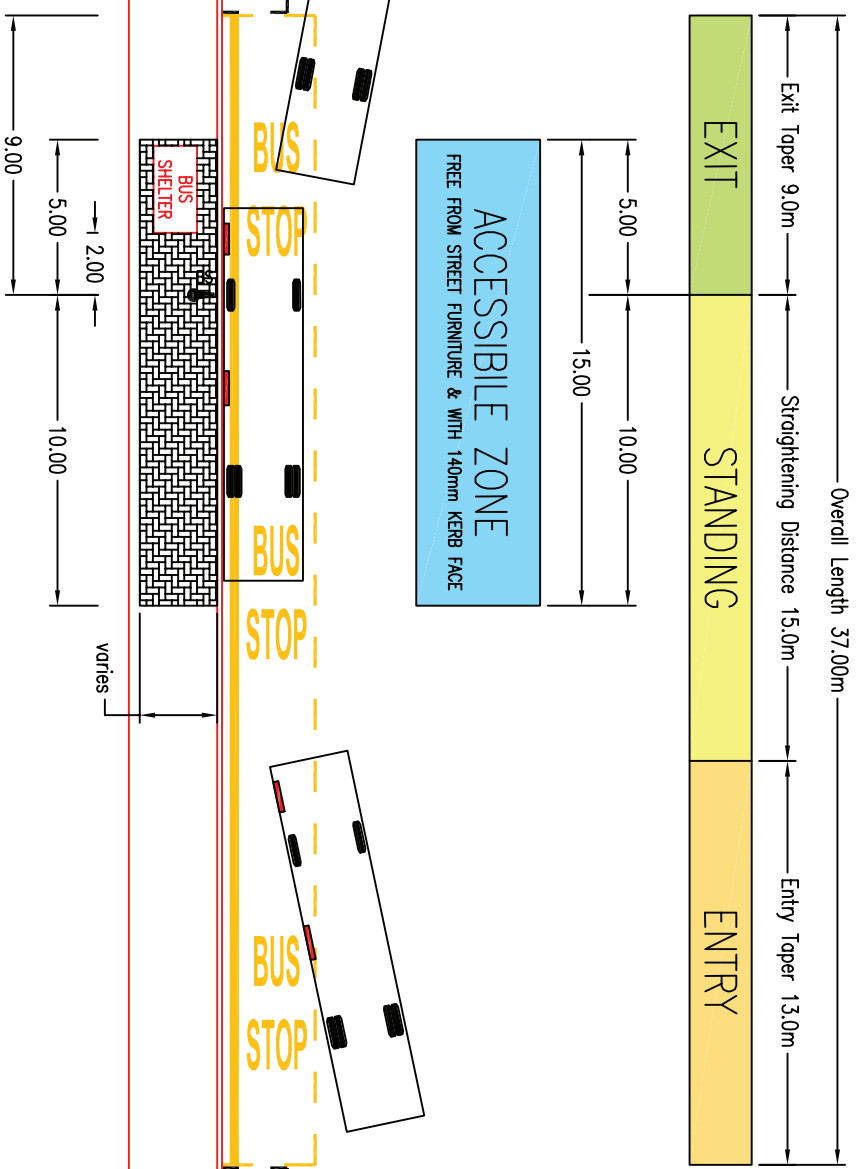
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

**STANDING ZONE**  
 ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 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.  
 CROSSOVER SHOULD NOT BE PERMITTED.



- NOTES:
- LAYOUTS 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 BORDERS) OR OTHER SITUATIONS SUCH AS THE EXIT TO A PEDESTRIAN CROSSING.
  - ANY LAYOUT WHICH DOES NOT CONFORM TO THE IDEAL STANDARD REQUIRES CONSULTATION WITH STREETCARE TRAFFIC & ENGINEERING SECTION.

<p><b>Haverling</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROMFORD, RM1 3DW          TELEPHONE No: 01708 434343 FAX No: 01708 433721          E-MAIL: streetcare@haverling.gov.uk</p>		JOB TITLE <b>Haverling STREET DESIGN GUIDE</b> PART 6 – STANDARD DETAILS		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP		PURPOSE INFORMATION	
DRAWING TITLE <b>BUS STOP ACCESSIBILITY DETAIL</b> LAYOUT 1		SCALE (AT A4 SIZE) N.T.S.		DATE MAY 10		DRAFT <input checked="" type="checkbox"/>		ISSUE <input type="checkbox"/>		DRAWING UPDATE DATE FEB 04	
ACAD REF: <i>Rev 2 - Standard Detail</i>		DRAWING No QB109/00/01		REVISION B		REVISION A		AMENDMENT		©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haverling 100024327	

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# HIGHWAYS ADVISORY COMMITTEE

19 February 2013

# REPORT

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS**

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" type="checkbox"/>
Value and enhance the life of every individual	<input type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

## SUMMARY

This report presents applications for new highway schemes for which the Committee will make recommendations to the Head of StreetCare to either progress or the Committee will reject.

## RECOMMENDATIONS

1. That the Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the highway schemes applications set out the attached Schedule, Section A – Scheme Proposals with Funding in Place.
2. That the Committee considers the Head of StreetCare should not proceed further with the highway schemes applications set out in the attached Schedule, Section B - Scheme proposals without funding available.
3. That the Committee notes the contents of the Schedule, Section C – Scheme proposals on hold for future discussion.
4. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment if a recommendation for implementation is made.
5. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source. In the case of Section B - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Highways Advisory Committee receives all highway scheme requests; so that a decision will be made on whether the scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Several schemes are funded through the Transport for London Local Implementation Programme and generally the full list of schemes will be presented to the Committee at the first meeting after Annual Council, unless TfL make an early funding announcement, in which case the list can be provided early. Some items will be presented during the year as programmes develop.
- 1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.

- 1.4 Where any scheme is to be progressed, then the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee which will make recommendations to the Cabinet Member for Community Empowerment. Where a scheme is not to be progressed, then the Head of StreetCare will not undertake further work.
- 1.5 In order to manage this workload, a schedule has been prepared to deal with applications for new schemes and is split as follows;
- (i) Section A - Scheme Proposals with Funding in Place. These are projects which are fully funded and it is recommended that the Head of StreetCare proceeds with detailed design and consultation.
  - (ii) Section B - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held in Section C for future discussion should funding become available in the future.
  - (iii) Section C - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee decision.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The estimated cost of each request or project is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

**Legal implications and risks:**

Many aspects of highway schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Where a scheme is selected to proceed, then such advertisement would take place and then be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Community Empowerment.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

**Human Resources implications and risks:**

None.

**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.

Decisions need to be made which are in accordance with equalities considerations, the details of which will be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Community Empowerment.

**BACKGROUND PAPERS**

None.



**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**19th February 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
<b>SECTION A - Highway scheme proposals with funding in place</b>								
<b>Transport for London Local Implementation Plan 2013/14 - Brought to HAC following Mayor of London announcement in December 2012. Project development (unless a multi-year scheme will not commence until 1st April 2012).</b>								
H1	Main Road/ North Street Corridor - Implementation	Upper Brentwood Road/ Main Road junction review; North Street/ A12 junction review	MULTI-YEAR SCHEME Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£300k	Transport Planning	07/02/2013	Mark Philipotts
H2	Main Road/ North Street Corridor - Feasibility	Balgores Lane/ Main Road junction review	MULTI-YEAR SCHEME Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£50k	Transport Planning	07/02/2013	Mark Philipotts
H3	Freight Loading Facilities	Programme to provide accessible loading facilities around town, district and local centres across Havering	MULTI-YEAR SCHEME Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£75k	Streetcare	07/02/2013	Mark Philipotts

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**19th February 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Review of Lower Bedfords Road/ Stright Road junction	Continuance of multi-year programme. Links to Ambitions and Whitworth/ Broxhill sites development and S106 funding to be triggered in future.	MULTI-YEAR SCHEME Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£20k	Streetcare	07/02/2013	Mark Philpotts
H5	Romford Public Realm Enhancement	Continuance of multi-year scheme to repave, declutter and landscape core of Town Centre	MULTI-YEAR SCHEME Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£300k	Regeneration	07/02/2013	Mark Philpotts
H6	Upminster Road South Public Realm Improvements	Improvements around shipping parade near Brights Avenue. Continuance of multi-year scheme	MULTI-YEAR SCHEME Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£100k	Streetcare	07/02/2013	Mark Philpotts
H7	Improving reliability of public transport (improving bus reliability)	Borough-wide	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£50k	Streetcare	07/02/2013	Mark Philpotts

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**19th February 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H8	Ingrebourne Valley Connect 2 programme	Connect 2 Route, final year works	MULTI-YEAR SCHEME Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£100k	Regeneration	07/02/2013	Mark Philipotts
H9	Bus Stop Accessibility Improvements	Havering Road and Pettits Lane North	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£60k	Streetcare	07/02/2013	Mark Philipotts
H10	Improvements to A124 cycle route - Upminster to Rush Green	A124 Corridor	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£50k	Streetcare	07/02/2013	Mark Philipotts
H11	Squirrels Heath / Arleigh Green Road junction feasibility	Squirrels Heath/ Arleigh Green junction	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£10k	Transport Planning	07/02/2013	Mark Philipotts

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**19th February 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H12	Improvements in Hornchurch for Taxis	Hornchurch Town Centre	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£10k	Regeneration	07/02/2013	Mark Philipotts
H13	Gubbins Lane Public Realm and Environmental Improvements Package	Gubbins Lane	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£50k	Regeneration	07/02/2013	Mark Philipotts
H14	Romford Casualty-reduction package (129 accidents in 5 years)	Brentwood Road, Balgores Lane, Victoria Road, Heath Park Road	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£100k	Streetcare	07/02/2013	Mark Philipotts
H15	Rainham Package (147 accidents over 5 years)	A1306 from Dover's Corner to Thurrock borough boundary, Upminster Road North, Airfield Way, Suttons Lane	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£100k	Streetcare	07/02/2013	Mark Philipotts
H16	Collier Row Package (37 accidents over 5 years)	Collier Row Lane, Havering Road, Clockhouse Lane etc	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£80k	Streetcare	07/02/2013	Mark Philipotts

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**19th February 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H17	Feasibility for 2014/15 Casualty Reduction Packages	Borough-wide	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£60k	Streetcare	07/02/2013	Mark Philipotts
H18	Collier Row to Harold Hill Cycle Safety Improvements	Chase Cross Road/ Havering Road junction, Noak Hill Road/ Lower Bedfords Road junction	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£50k	Streetcare	07/02/2013	Mark Philipotts
H19	Highway improvements to pedestrian access from Harwood Hall Lane to Oakfield Montessori School	Harwood Hall Lane	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£40k	Streetcare	07/02/2013	Mark Philipotts
H20	Highway improvements to pedestrian access to Gidea Park School from Lodge Avenue	Lodge Avenue	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£20k	Streetcare	07/02/2013	Mark Philipotts

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**19th February 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H21	Bus turn around area for increased frequency to St Francis Hospice feasibility study	North Road	Programme agreed through Cabinet process, with HAC consultation in 2012/13. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2013/14	£5k	Transport Planning	07/02/2013	Mark Philipotts
<b>SECTION B - Highway scheme proposals without funding available</b>								
H22	Hainault Road, north of A12	50 signature petition to close the road to through traffic.	There is no suitable location in the street for a full closure as there is no highway space within which to provide a turning area. Service vehicles (refuse, deliveries etc) would have to therefore reverse for long distances. A closure may divert traffic to other streets. It might be feasible to reduce through traffic by restricting traffic from turning left into the street from the A12 (so left onto the A12 is the only permitted turn), this would allow service vehicles to access the road without turning round.	None	£8k	Cllr Trew, via petition submitted to Council in November 2012	09/01/2013	Cllr Trew

**London Borough of Havering  
Traffic & Engineering - StreetCare  
Highway Schemes Applications Schedule**

**Highways Advisory Committee  
19th February 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H23	Marlborough Road, Mawneys	Street being used as a "mini race track" and a hump is needed to slow traffic down.	Feasible, but unfunded. A single hump is unlikely to influence speeds along the whole road length.	None	£3k	Resident	05/02/2013	
H24	Faircross Avenue, Havering Road end	7ft width restriction	Feasible but unfunded.	None	£5k	Resident	05/02/2013	
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>								
Nothing reported this month								

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# HIGHWAYS ADVISORY COMMITTEE

19 February 2013

## REPORT

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS  
February 2013**

**Report Author and contact details:**

**Alexandra Watson  
Traffic & Parking Control, Business  
Unit Manager (Schemes & Challenges)  
01708 432603  
alexandra.watson@havering.gov.uk**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" type="checkbox"/>
Value and enhance the life of every individual	<input type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

### SUMMARY

This report presents applications for on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for Community Empowerment who will then recommend a course of action to the Head of StreetCare to either progress, reject or hold pending further review.

## RECOMMENDATIONS

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;
  - (a) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
  - (b) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion.
3. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment should recommendation for implementation is made and accepted by the Cabinet Member for Community Empowerment.
4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source and that the budget available in 2012/13 is £90.5K. It should also be noted that the advertising, Order making and street furniture costs for special events are funded via this revenue budget.
5. In total and at Period 10, all budget provision for 2012/13 is committed.

## REPORT DETAIL

### 1.0 Background

- 1.1 The Highways Advisory Committee receives all on-street minor traffic and parking scheme requests. The Committee advises whether a scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Approved Schemes are generally funded through a revenue budget (A24650). Other sources may be available from time to time and the Committee will be advised if an alternative source of funding is potentially available and the mechanism for releasing such funding.

- 1.3 Where the Committee recommends to the Cabinet Member for Community Empowerment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee, which will make recommendations to the Cabinet Member for Community Empowerment.
- 1.4 Where the Committee recommends to the Cabinet Member for Community Empowerment that a scheme should not be progressed subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will not undertake further work and the proposed scheme will be removed from the Schemes application list. Schemes removed from the list will not be eligible for re-presentation for a period of six months commencing on the date of the Highways Advisory Committee rejection.
- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
- (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council's revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Community Empowerment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
  - (ii) Section B – Minor Traffic and Parking scheme requests on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion or funding issues.
- 1.5 The schedule contains information on funding source, likely budget (as a self-contained scheme, including design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee advice to the Cabinet Member for Community Empowerment.
- 1.6 Committee is also asked to note that officers in Traffic and Parking Control received approximately 3,000 pieces of correspondence in relation to traffic and parking control scheme requests and queries from 1st January 2013 until 31st January 2013

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The estimated cost of each request is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Overall costs will need to be contained within the overall revenue budget.

Where other funding streams are sought, for example Invest to Save bids, no scheme will be progressed until relevant funding is secured and if dependent funding is not secured, then schemes will be removed from the work programme.

### **Legal implications and risks:**

Many aspects of on-street minor traffic and parking schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

When the Cabinet Member for Community Empowerment approves a request, then public advertisement and consultation would proceed to then be reported back in detail to the Committee following closure of the consultation period. The Committee will then advise the Cabinet Member for Community Empowerment to approve the scheme for implementation.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

### **Human Resources implications and risks:**

None.

### **Equalities implications and risks:**

Decisions need to be made which are in accordance with various equality and diversity considerations, the advice of which will be reported in detail to the Committee so that they may advise the Cabinet Member for Community Empowerment.

## BACKGROUND PAPERS

None.

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
February 2013

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>									
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>									
TPC279	Brooklands Ward	As requested at the April 2012 HAC meeting a parking review of the Brooklands Ward was requested to be undertaken. Draft designs have been produced and are to be presented to the Committee. The proposals incorporate schemes approved for implementation.	Officers recommend that the scheme be approved for consultation and that the item ref TPC279 now incorporates items T&ET18(post consultation approved) TPC78 TPC142 TPC213 This will ensure proper recording of related items and allow the Traffic and Parking	2011 2012	LBH Revenue	Cost can not be determined at this stage	Ward Cllrs & Residents	Various	Brooklands
TPC280	Romleighs Estate	This item is based on numerous requests and reports and petitions received in recent months from both residents and Ward Cllrs of the Romleighs Estate to address the parking issues	Officers have surveyed the area and have produced draft design of two recommendations for either a residential parking zone operational between 8-6.30pm Mon-Sat or A controlled parking zone (CPZ) operational between 10.30-11.30am Mon-Fri to match the exis	2012	LBH Revenue	Cost can not be determined at this stage	Ward Cllrs & Residents	05/10/2012	Harold Wood
TPC281	The Drive, Harold Wood	Request to change the existing Disc Parking bay in The Drive to a Pay& Display parking bay.	Officer recommend a 1hr limited wait parking bay with no return within 2hours <b>HAC October 2012 - To be discussed at a future HAC meeting in 6 months</b>	No	LBH Revenue	4,200	Cllr Eagling	27/09/2012	Harold Wood

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