



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
17 September 2013**

**Town Hall, Main Road,
Romford**

Members 11: Quorum 4

COUNCILLORS:

Conservative Group (6)	Residents' Group (2)	Labour Group (1)	Independent Residents' Group (1)	UKIP Group (1)
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Melvin Wallace
(Chairman)
Frederick Thompson
(Vice-Chair)
Billy Taylor
Steven Kelly
Barry Oddy
Vacancy

Brian Eagling
John Wood

Denis Breading

David Durant

Lawrence Webb

For information about the meeting please contact:

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taiwo.adeoye@havering.gov.uk**

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 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 13 August 2013, and to authorise the Chairman to sign them.

5 BUS STOP ACCESSIBILITY SUTTONS LANE & AIRFIELD WAY - OUTCOME OF PUBLIC CONSULTATION (Pages 11 - 28)

Report attached

6 BUS STOP ACCESSIBILITY PETTITS LANE NORTH & HAVERING ROAD (PART) - OUTCOME OF PUBLIC CONSULTATION (Pages 29 - 56)

Report attached

- 7 **UPMINSTER ACCIDENT REDUCTION PROGRAMME - CORBETS TEY ROAD AND HACTON LANE PROPOSED SAFETY IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION)** (Pages 57 - 68)

Report attached

- 8 **PROPOSED COACH PARKING IN THEATRE ROAD AND OUTSIDE THE QUEEN'S THEATRE, HORNCHURCH** (Pages 69 - 80)

Report attached

- 9 **GIDEA PARK STATION AREA - LOADING, PARKING AND BUS STOP ACCESSIBILITY PROPOSALS - OUTCOME OF PUBLIC CONSULTATION** (Pages 81 - 90)

Report attached

- 10 **RAINHAM ACCIDENT REDUCTION PROGRAMME - A1306 NEW ROAD PROPOSED SAFETY IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION)** (Pages 91 - 106)

Report attached

- 11 **CHASE CROSS ROAD - PROPOSED 'AT ANY TIME WAITING RESTRICTIONS'** (Pages 107 - 114)

Report attached

- 12 **SOUTH STREET - PROPOSED CHANGE DISC PARKING BAYS TO PAY AND DISPLAY PARKING BAYS**

Report to follow if available

- 13 **CHAMPION ROAD - PROPOSED SCHOOL KEEP CLEAR AND RELOCATION OF FREE PARKING BAY**

Report to follow if available

- 14 **MORAY WAY - PROPOSED CHANGE OF DISC PARKING TO TIME LIMITED FREE PARKING BAY**

Report to follow if available

- 15 **HIGHWAYS SCHEMES APPLICATIONS** (Pages 115 - 120)

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

16 TRAFFIC AND PARKING SCHEMES WORK PROGRAMME (Pages 121 - 128)

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

17 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.

**Andrew Beesley
Committee Administration
Manager**

Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
13 August 2013 (7.30 - 9.15 pm)**

Present:

COUNCILLORS

Conservative Group	Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Barry Oddy and Wendy Brice-Thompson
Residents' Group	Brian Eagling and John Wood
Labour Group	Denis Breading
Independent Residents Group	David Durant

Apologies were received for the absence of Councillor Billy Taylor, +Councillor Wendy Brice-Thompson substituting.

Councillors Linda Hawthorn, Pam Light, Lynden Thorpe and Paul Rochford were also present for part of the meeting.

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

There were ten members of the public present.

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

12 MINUTES

The minutes of the meetings of the Committee held on 9 July 2013 were approved as a correct record and signed by the Chairman subject to an amendment that item H1 (A1306 New Road) on the Highways Schemes Application was Agreed by 8 votes to 1 vote against and not Rejected by 8 votes to 1 vote against.

13 BROXHILL ROAD, HAVERING-ATTE-BOWER SPEED LIMIT REDUCTION (OUTCOME OF PUBLIC CONSULTATION)

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

1. To recommend to the Cabinet Member for Community Empowerment that the measures detailed in the report be approved for implementation as shown on drawing: QM040 Should be QL040/14/01
2. That it be noted the cost of carrying out the works was £2,000. This would be met from the Council's 2013/14 revenue budget for Borough Roads Minor Safety Improvements.

14 **COLLIER ROW ACCIDENT REDUCTION PROGRAMME -
CLOCKHOUSE LANE / COLLIER ROW LANE PROPOSED SAFETY
IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION)**

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

1. To recommend to the Cabinet Member for Community Empowerment that the safety improvements detailed on the relevant drawings be implemented as follows:

Clockhouse Lane

- (a) 20mph speed limit, 'Gateway' measures, speed tables and 20/30mph roundels along Clockhouse Lane between Hampden Road and Lynwood Drive as shown on Drawing No.QM003/CL/1.
- (b) 20mph speed limit, humped zebra crossing, 'Gateway' measures with 20/30 roundels and coloured surfacing along Clockhouse Lane between Lynwood Drive and Burland Road as shown on Drawing No.QM003/CL/2.
- (c) Street lighting improvements, centreline hatch and right turn arrow road markings along Clockhouse Lane between Kingshill Avenue and Larchwood Avenue as shown on Drawing No.QM003/CL/3.

Collier Row Lane

- (d) Raised pelican crossing, tactile pavings alteration, upgrading existing street lighting, relocation of bus shelter and bus stop, centre hatch and right turn arrow road markings along Collier Row Lane by Hulse Avenue as shown on Drawing No.QM003/CO/1.
- (e) White studs at the bend and street lighting improvements along Collier Row Lane by Hainault Road as shown on Drawing No. QM003/CO/2.
- (f) Yellow box markings, white road studs and coloured surfacing along Collier Row Lane by Havering Road as shown on Drawing No. QM003/CO/3).

2. To recommend to the Cabinet Member for Community Empowerment that the additional speed table at the northside of 20mph speed limit boundary along Clockhouse Lane by Burland Road be implemented if no objection is received for further consultation on the speed table proposal.
3. That, it be noted that the estimated costs of £80,000, would be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for the Accident Reduction Programme.

15 **PROVISION OF PEDESTRIAN CROSSING FACILITY FOR OAKFIELDS MONTESSORI SCHOOL, UPMINSTER**

The report before the committee detailed the outcome of a consultation on the provision of pedestrian improvements in Harwood Hall Lane, outside the Oakfields Montessori School, Upminster.

The school has a narrow gate in its perimeter wall opposite the exit to the Corbets Tey School. This position was ideally placed for use as a pedestrian access. It would require widening and creation of a footpath within the school grounds. If the highway proposals were not approved, the school would lose its funding for the pedestrian route within its grounds.

The report explained that the highway verge outside the school gate was less than 1 metre wide and totally inadequate for a footway. In order to create an area large enough to accommodate pedestrians waiting to cross the road, it was proposed to build out the footway into the carriageway, opposite the exit from Corbets Tey School.

This would double as a continuation of the traffic calming pinch point to the west, but with reversed priorities, requiring west bound traffic leaving Upminster to give way to opposing traffic.

This pedestrian facility could be used by both schools when they had a critical incident evacuation, a drill for which they took place once a year when one school evacuated to the other.

Appendix B of the report detailed a summary of responses received at the close of the consultation. Apart from ward councillors and the schools, all other respondents were parents of Oakfields Montessori School who were all in favour of the proposal. Many commented that they currently take the risk and walk to school and would benefit from the proposals. Other comments indicated that it would also enable children in year six to walk to school independently, preparing them for secondary school.

The Head Teacher of Corbets Tey School accepted the benefits the scheme would bring to the schools, pedestrians and as regards traffic calming. She commented however that the large Havering coaches that drop off and collect children at the school would have difficulty exiting their site.

Subsequently, adjustment was made to accommodate left-turning coaches from Corbets Tey School. This would result in the coach drivers being better able to see westbound traffic that might be on the 'wrong' side of the road passing the new build out.

Any further alteration to any of the proposal would be borne out during the detailed design stage.

The ward Councillors, although in favour of pedestrian safety improvements, objected to the proposal on the grounds that it might be confusing to drivers to have a mix of driver priorities. They were also concerned that the crossing may not be well used by the school parents but this was not reflected in the parent responses received.

Officers considered that the location of the proposed build out had good visibility on both approaches, west bound traffic would have just left the pinch point where it would have to slow down or stop and east bound traffic had excellent forward visibility.

With its agreement Councillor Linda Hawthorn addressed the Committee. Councillor Hawthorn explained that she was speaking on behalf of the Upminster ward councillors and that they supported the principle of a walking route to the school, but had concerns that drivers would be confused with the priority working arrangements, although the positive responses from the parents had made ward members more positive about the scheme.

During general debate Members of the Committee discussed:

the length and width of coaches, raising concern over the ability of a coach to make the exit from Corbets Tey School with the proposed build-out in place;

the safety of motorcyclists where a coach was committed to a turn;

the need for the build out to be so wide;

concerns over traffic competing to beat each other through the restriction;

alternatives to the proposed scheme such as the construction of a 1 meter wide footway on same side of the road as Oakfields School;

A Member also raised concern about the build-out area, specifically that it would create a situation whereby drivers tried to beat each other through the restriction.

Officers explained that the service could not design a 1 metre wide footway as it was a very substandard width, 1.5m was recognised as a minimum. It was explained to the Committee that a narrow footway on a street with a known speeding issue would put pedestrians at risk.

Officers explained that the build-out was needed to give space for pedestrians waiting to cross to the Corbets Tey School side of the road and that this scheme was the only realistic way of allowing pedestrians to cross safely.

A Member raised concerns over school children congregating in the vicinity of the build-out. A Member suggested that the pinch point be moved further back. Another Member suggested that the school could make space available within its site boundary to provide a waiting area for children to cross from the road.

The Committee was informed that that there was a planning application pending for a new car park for Oakfields and that they might be putting in a new entrance.

In reply officers informed the Committee that they were aware of work to create a new vehicle entrance for Corbets Tey School, were not aware of any at the Oakfields site.

Other Member views were that the school entrance could be put in a concealed location and that a controlled crossing could replace the build-out

In reply officers explained that the gate location was at the edge of the school site and could not go further towards Corbets Tey Road and that the build out allowed pedestrians to see and be seen. Officers suggested that this was a poor location for the installation of a controlled crossing.

Following the debate, Councillor Kelly proposed a motion that the scheme be deferred for officers to check the planning position and to review scheme in light of Members comments f this was seconded by Councillor Breading.

This was **AGREED** by 8 votes in favour to 1 abstention.

16 **TPC280 - ROMLEIGH PARK ESTATE - PARKING REVIEW**

Following a discussion between the Chairman and the Cabinet Member for Community Empowerment it had been agreed to resubmit to the Committee for consideration a report in response to the formal consultation on the proposal for the Romleigh Park Estate.

The report detailed that further to numerous requests, reports and petitions received from residents and Ward Councillors representing Romleigh Park Estate, a review and consultation of an appropriate parking scheme was submitted to the Committee on 16 October 2012.

The report proposed a Traffic and Parking Control scheme between 10.30am till 11.30am Monday to Friday. This would include waiting restrictions to deter long term and local commuter parking, predominantly from people parking and then walking to Harold Wood Station and to prevent students from the college situated on the former Harold Wood Hospital site from long term parking. It was proposed to design a scheme that worked with the existing Controlled Parking Zone within the Harold Wood Ward.

The report informed the Committee that there may be parking problems within this area once the development within the old Harold Wood Hospital site had been completed.

A public consultation was carried out on 10 May 2013 and 366 resident addresses in the area perceived to be affected by the proposed scheme were advised detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed within the Romleigh Park Estate.

At the close, 62 responses had been received, a 17% response rate. A table outlining all the responses was appended to the report.

About 10% of the responses were in favour of the 10.30am to 11.30am Monday to Friday waiting restrictions and the 'At any time' waiting restrictions at the junctions. Seven per cent of the responses received were against the proposals for the 10.30am to 11.30am Monday to Friday waiting restrictions, although 3% of those were in favour of the 'At any time' waiting restrictions at junctions.

The report outlined that there were an estimated 197 private parking spaces located in designated areas within the Estate, not including garages nor the off-street parking provision fronting the properties. The majority of the home owners had within their deeds one or more car parking spaces and could therefore use these facilities during the one hour restriction. It was for this reason that staff proposed that the Romleigh Park Estate, which was currently unrestricted, be included within the Harold Wood Controlled Parking Zone.

In accordance with the public participation arrangements the Committee was addressed by local residents speaking for and against the scheme. The Committee heard about the benefit of the scheme to local residents who were frequently obstructed by parked cars from getting in and out of their driveways. Two other residents spoke about the disadvantage of the scheme to those who work night shift and had more than two cars; another resident felt that the issues of concern did not affect residents of Copperfields Way and as such did not want to be included in the scheme.

With the agreement of the Committee, Councillor Pam Light spoke in support of the scheme.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke in support of the scheme and two local residents who spoke against the scheme.

During general debate Members of the Committee discussed:

- the possible provision of resident parking permits;
- the possible provision of resident parking bays to accommodate displaced residents' cars;
- whether more consideration could be given to shift workers with no parking spaces;
- the allocation of parking spaces to homes in the area;

With the inclusion of a six month review of the scheme the Committee **RESOLVED:**

To recommend to the Cabinet Member for Community Empowerment that:

- a. the minor parking scheme set out in this report to implement 10:30am till 11:30am Monday to Friday and 'At any time' waiting restrictions, as shown on the drawing TPC280-Romleigh Park Estate Parking Review, be implemented as advertised.
- b. the effect of the scheme be monitored
- c. the estimated cost of this scheme as set out in this report is £6,000 which can be funded from the 2013/14 Minor Parking Schemes revenue budget.
- d. the effect of the scheme be reviewed in six months after implementation.

The vote was 8 in favour and 1 against.

17 **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 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:

Item Ref	Location	Description	Decision
SECTION A - Highway scheme proposals with funding in place			
H1	54/58 Globe Road, Hornchurch	Request to move residents' parking bay back onto footway to assist residents who have difficulty opening car doors on road with steep camber.	AGREED
SECTION B - Highway scheme proposals without funding available			
H2	Nelson Road, South Hornchurch	Removal of speed cushions because of vibration and concern about cracks in residents' property and that cushions are not effective.	REJECTED
H3	Tring Gardens, Harold Hill	190 signature petition calling for road humps and 20mph speed limit.	REJECTED 8 TO 1

18 **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 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:

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC337	Western Avenue, Gidea Park	Request for Western Avenue to be incorporated in to the Gidea Park CPZ due to increased commuter displacement by users of Gidea Park Station	AGREED 8 – 1 abstention
TPC338	Station Parade & Tadworth Parade, Elm Park	Request to review parking at Station Parade & Tadworth Parade possible Pay & Display along with loading facilities	REJECTED
TPC339	Rise Park school Annan Way	Convert existing No waiting to 8.15 - 9.15am - 3.00 - 4.15pm to prevent dangerous parking at the entrance of Rise Park School	DEFERRED For further clarification 8 – 0
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
TPC323	Access road between Osborne Road and Towers Infant School and surrounding area	Request to review parking situation in newly adopted road between Osborne Road and Towers Infant School and surrounding area. Deferred until June 2013 - Paper and draft paper to be presented	DEFERRED UNTILL OCTOBER 2013
TPC328	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for bus stop clearway and adjacent waiting restrictions.	REQUEST FOR BUS STOP CLEARWAY DEFERRED UNTILL OCTOBER 2013 EXTENSION OF WAITING RESTRICTIONS, ADJACENT TO

			CLEARWAY, DELEGATED TO THE CHAIRMAN IN CONSULTATION WITH OFFICERS
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Chairman

HIGHWAYS ADVISORY COMMITTEE

17 September 2013

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
SUTTONS LANE & AIRFIELD WAY
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 part of Suttons Lane and the length of Airfield Way and seeks a recommendation that the proposals to be implemented as set out in the report.

The scheme is within **Elm Park** and **Hacton** 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;
 - QL016-OF-101A
 - QL016-OF-102A
 - QL016-OF-103A
 - QL016-OF-104A
 - QL016-OF-105A
 - QL016-OF-106A
 - QL016-OF-107A
 - QL016-OF-108A
 - QL016-OF-109A
2. That it be noted that the estimated cost of £44,600 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility.

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 very wide.
- 1.3 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 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. 663 are on borough roads, 20 are on the Transport for London Road Network and 7 are in private areas (e.g. Queen's Hospital). Data as of February 2013.
- 1.7 Of these stops, 42% 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 existing bus stops along part of Suttons Lane and Airfield Way as set out in the following tables;

SUTTONS LANE		
Drawing Reference	Location	Description of proposals
QM016-OF-101 A	Outside 32 to 40 Suttons Lane	33 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Bus shelter turned around in current location. Bus stop flag relocated approximately 1 metre north.
QM016-OF-101 A	Outside 85 to 93 Suttons Lane	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. New bus stop flag at boundary of 89/91.
QM016-OF-102 A	Outside 98/100 Suttons Lane	140mm kerb and associated footway works provided at bus boarding area. Bus shelter turned round and relocated to rear of footway.
QM016-OF-103 A	Opposite 116/118 Suttons Lane	140mm kerb and associated footway works provided at bus boarding area. Bus shelter turned round and relocated to rear of footway.
QM016-OF-104 A	Outside 156 to 160 Suttons Lane	140mm kerb and associated footway works provided at bus boarding area.

AIRFIELD WAY		
Drawing Reference	Location	Description of proposals
QM016-OF-105 A	Outside Hornchurch Country Park	25 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-105 A	Opposite Hornchurch Country Park	25 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area. Bus shelter moved 4.8 metres north.
QM016-OF-106 A	Adjacent to Tesco	53 metre bus stop clearway in lay-by. 140mm kerb, lay-by entry and exit taper adjustments and associated footway works provided at bus boarding area. Bus shelter relocated to kerbside.
QM016-OF-106 A	Opposite Tesco	53 metre bus stop clearway in lay-by. 140mm kerb, lay-by entry and exit taper adjustments and associated footway works provided at bus boarding area. Bus shelter relocated to kerbside.
QM016-OF-107 A	Opposite Gosport Drive	27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Bus shelter moved 2 metres north.
QM016-OF-108 A	Adjacent and north of Gosport Drive	27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Bus shelter moved 4.5 metres north.

QM016-OF-109 A	Opposite Dowding Way	25 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-109 A	Adjacent to Dowding Way	23 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.

- 1.12 42 letters were hand-delivered to those potentially affected by the scheme on or just after 1st August 2013, with a closing date of 30th August 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, 3 responses were received. The first was from the Metropolitan Police Traffic Unit which advised that the Police had no issues with the proposals as presented. The other was from London Buses which were content with the plans, but asked for site discussions for infrastructure movements.
- 2.2 Cllr Matthews contacted the Head of Streetcare in relation to the proposals opposite 116/118 Suttons Lane (Drawing QM016-OF-103A) with a concern about the ability of ambulances to stop near residents' premises with a bus stop opposite. Staff provided a response in that the proposals were for works to the footway (a clearway already being in place) and that in the event of an emergency they believed that ambulance and bus staff would cope with any immediate issues.

3.0 Staff Comments

- 3.1 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £44,600 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to be made by this committee when a report is received with the results of the consultation. A final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall 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.

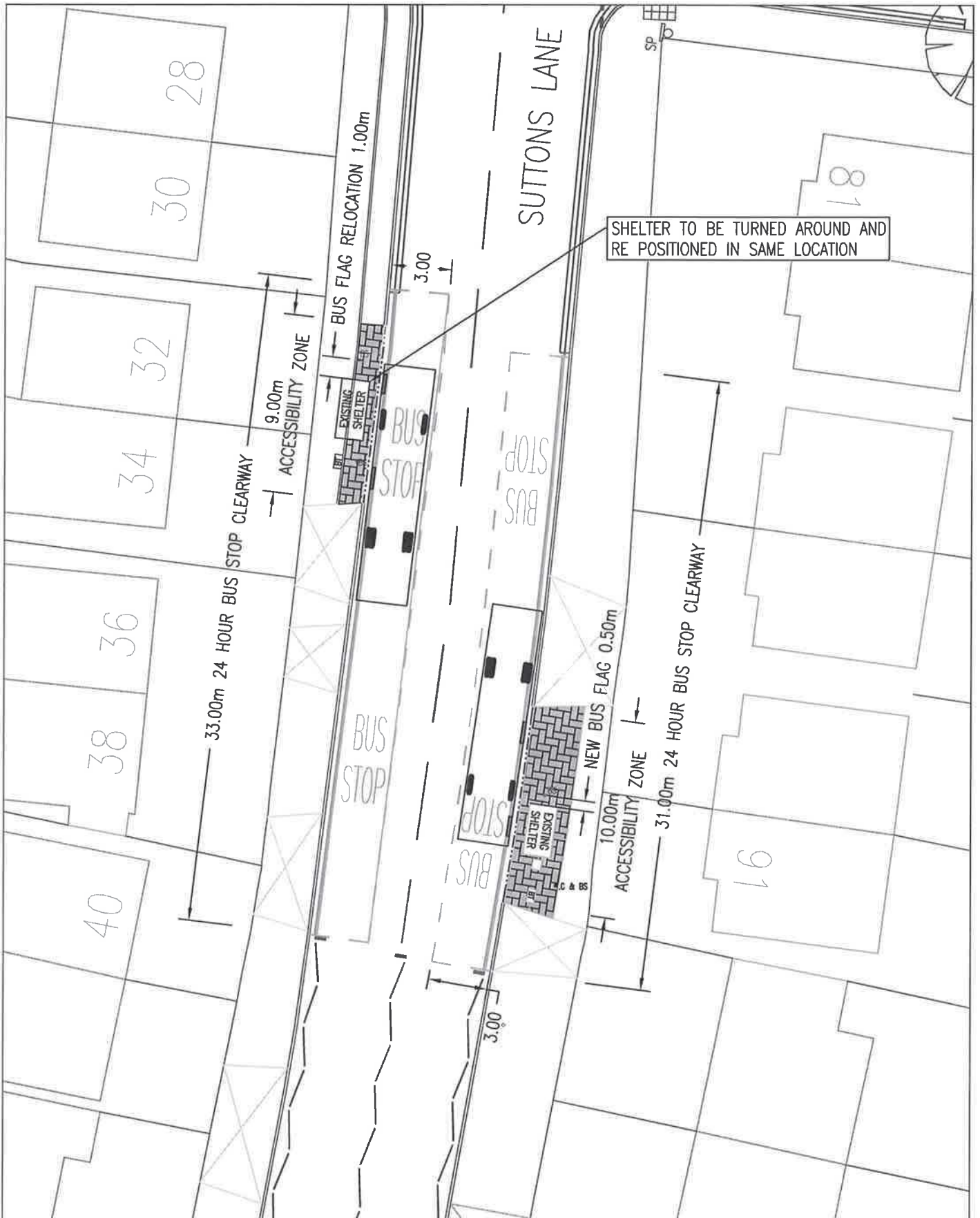
Equalities Implications and Risks:

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.

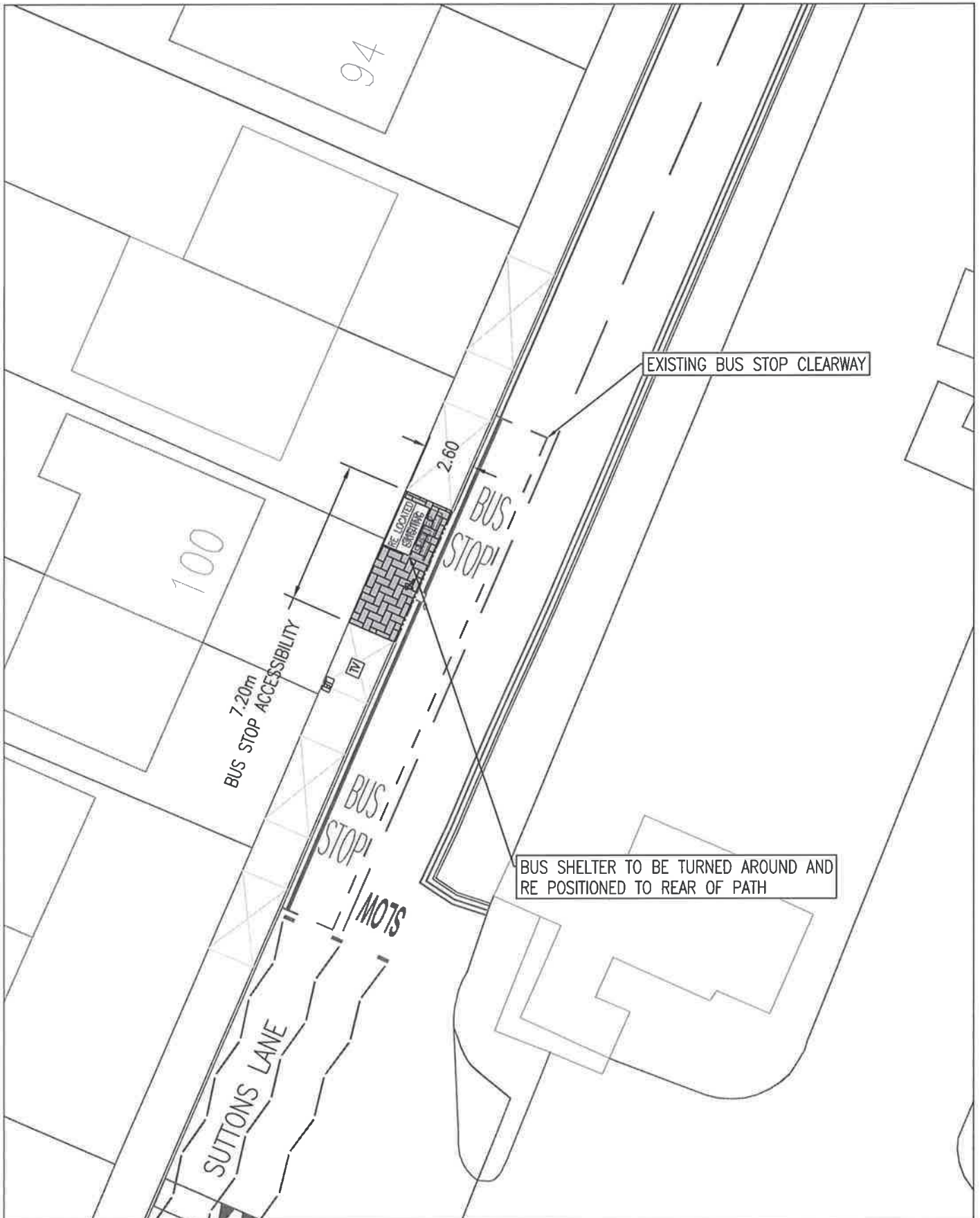
The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance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

BACKGROUND PAPERS

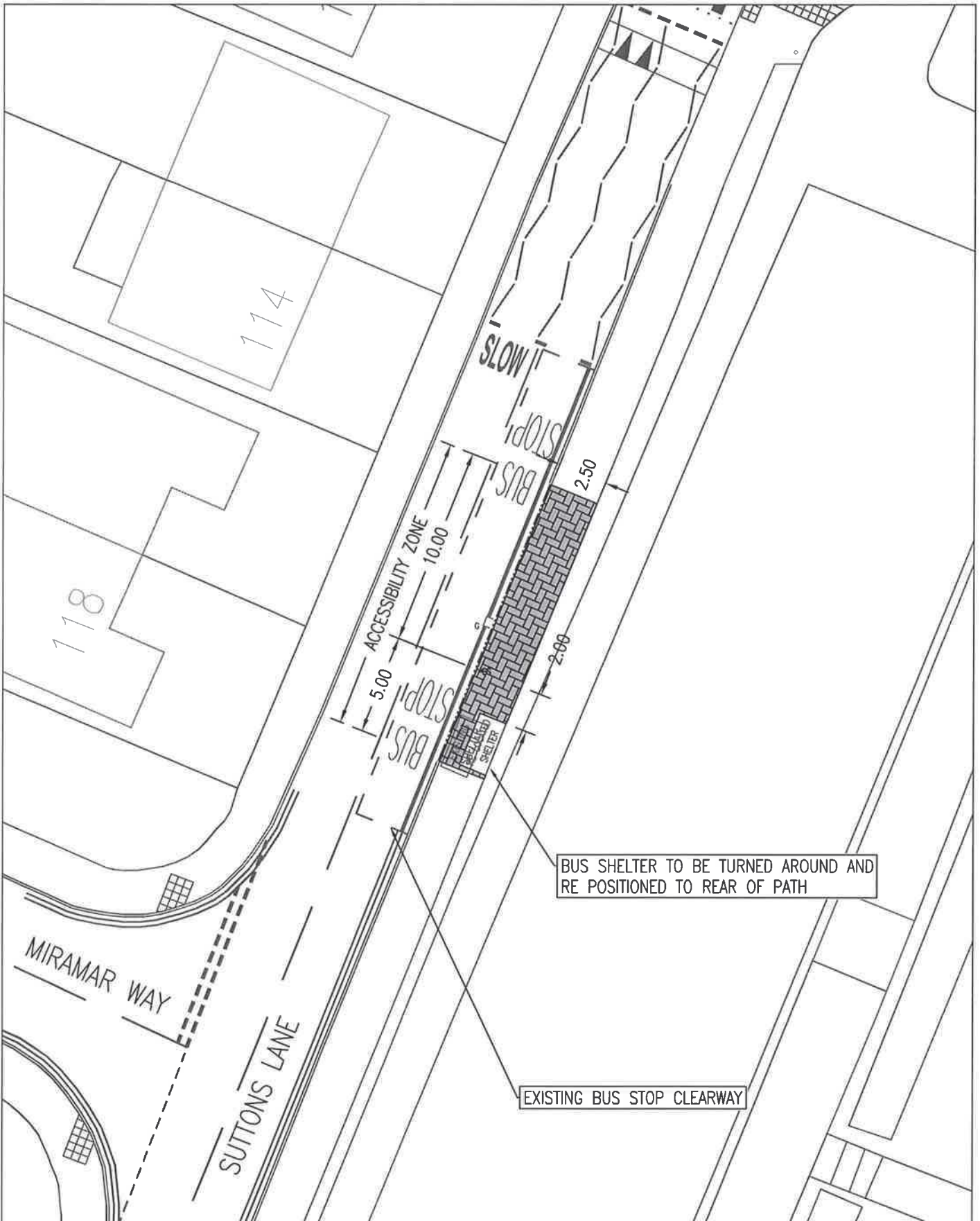
Project file: QM016, Bus Stop Accessibility 2013/14



Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY <small>100, FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JH TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</small>		PURPOSE @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 Havering 100024327		PROPOSAL	
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BUS STOP ACCESSIBILITY 2013/14
ROUTE 252 & 256

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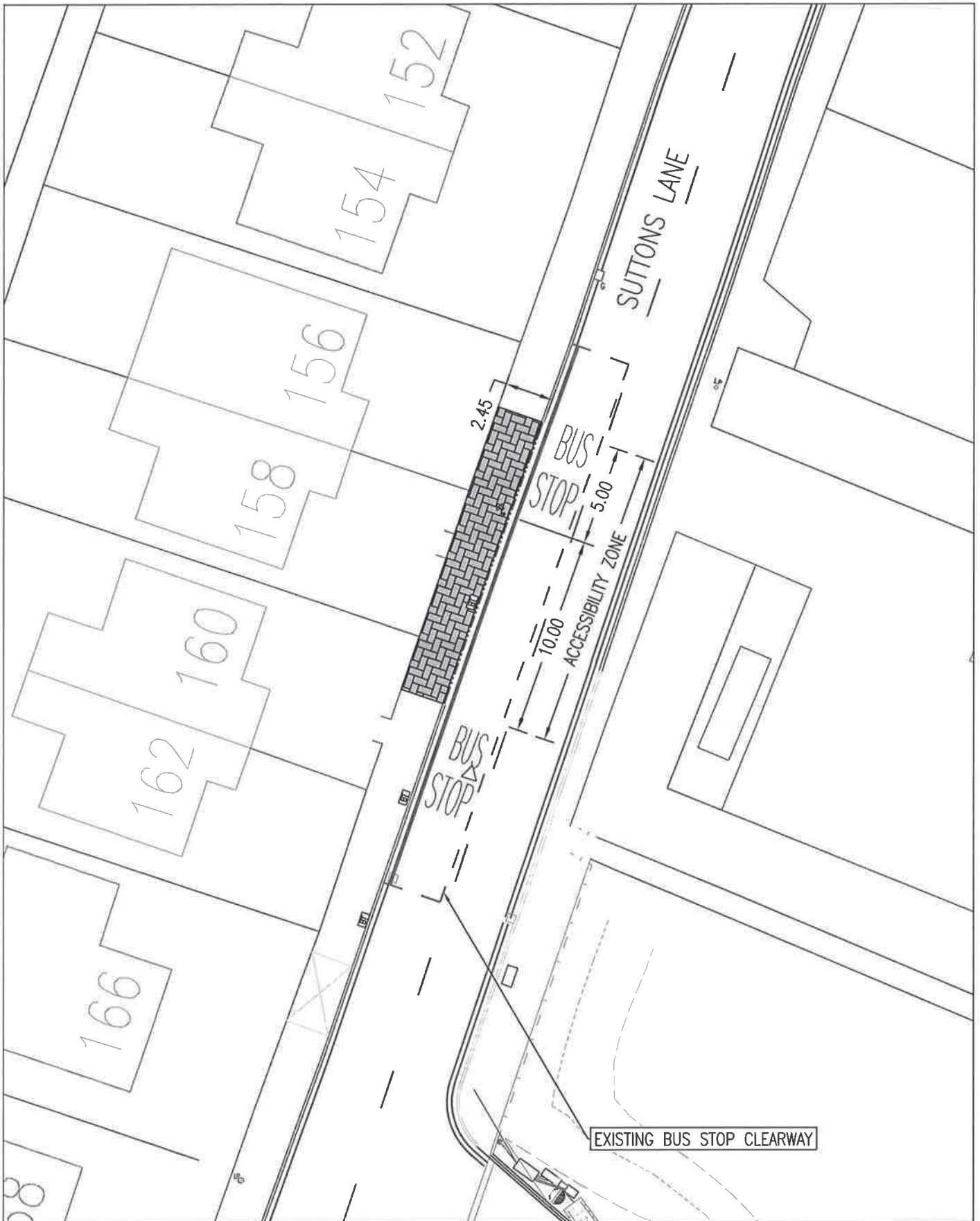
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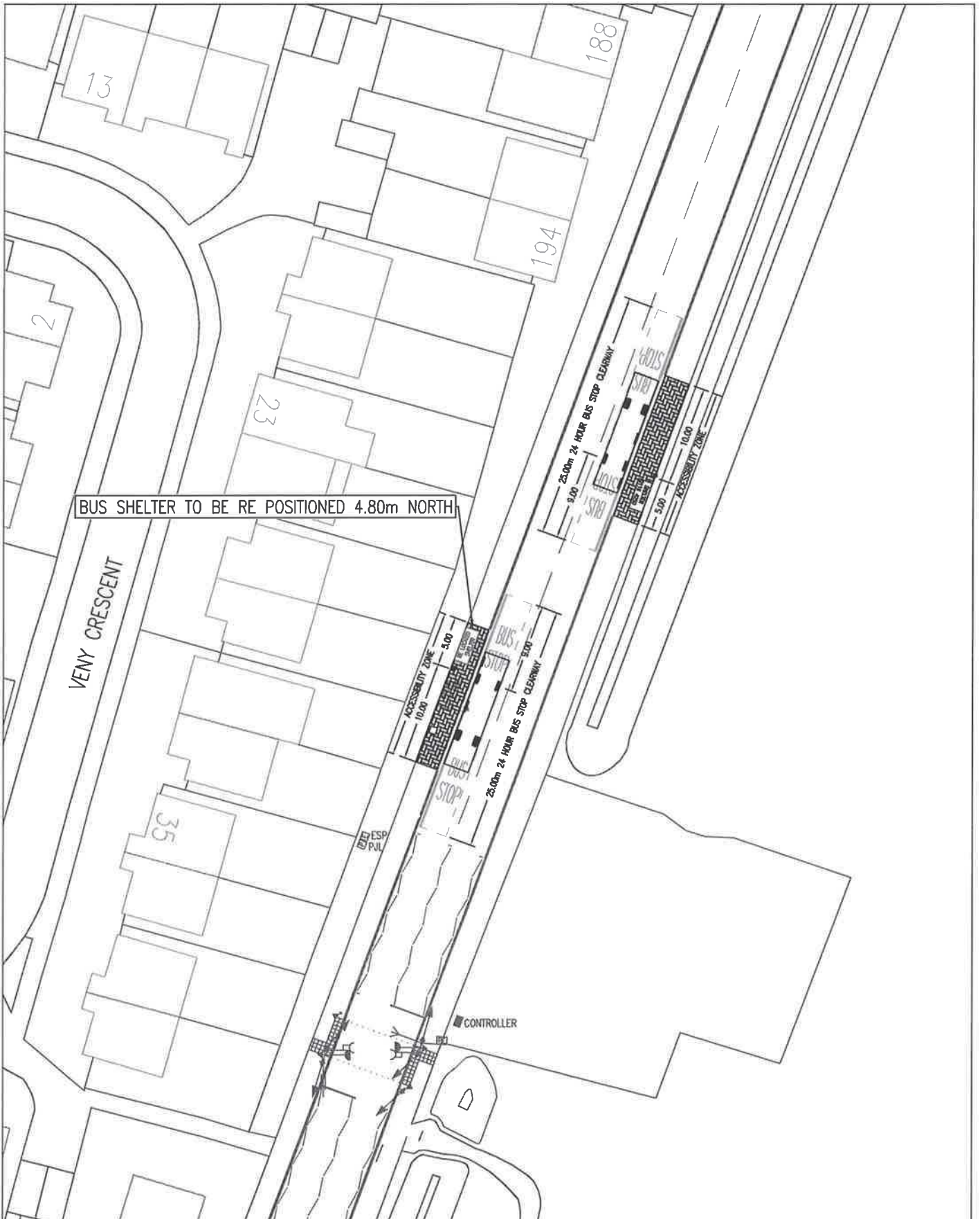
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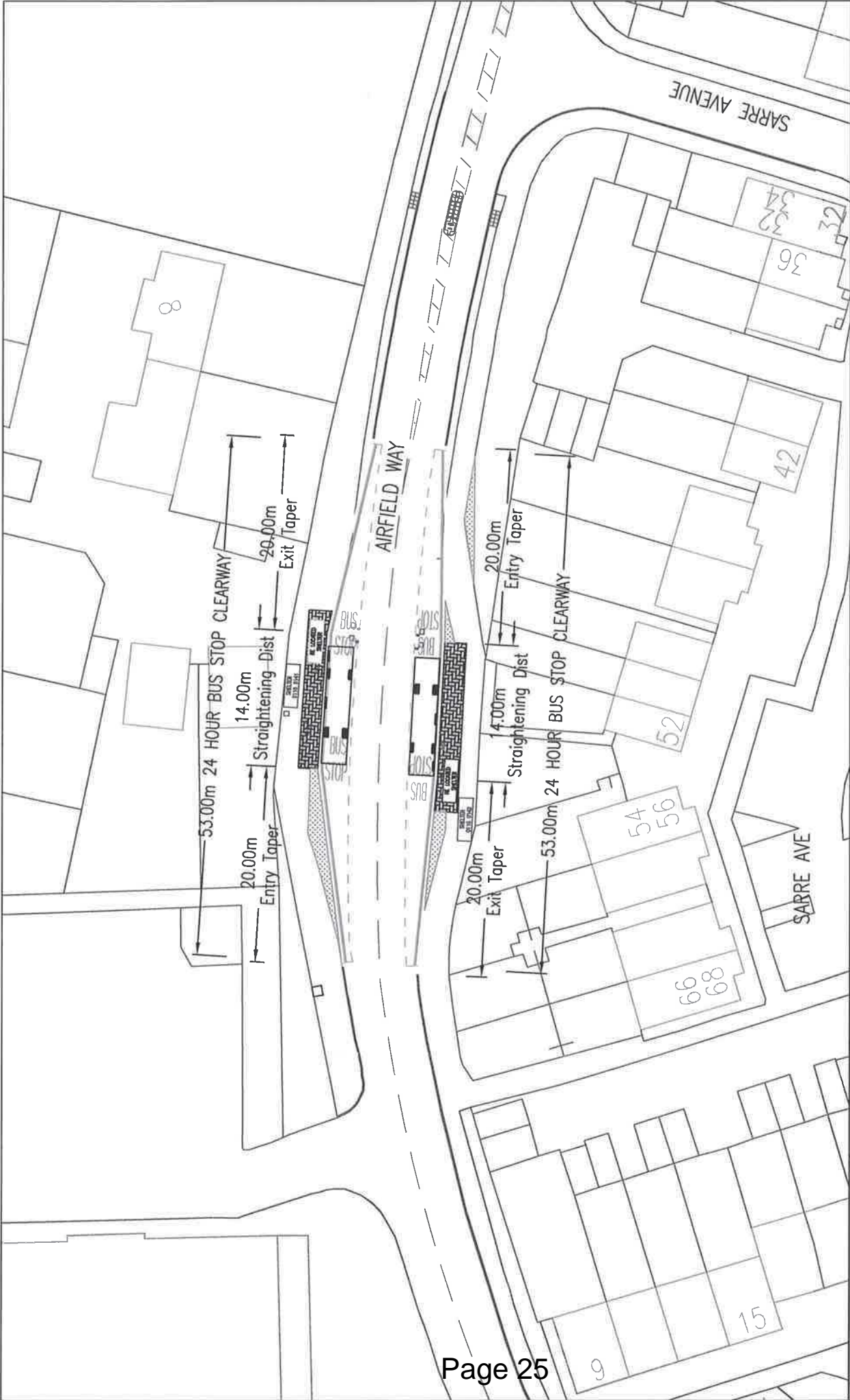
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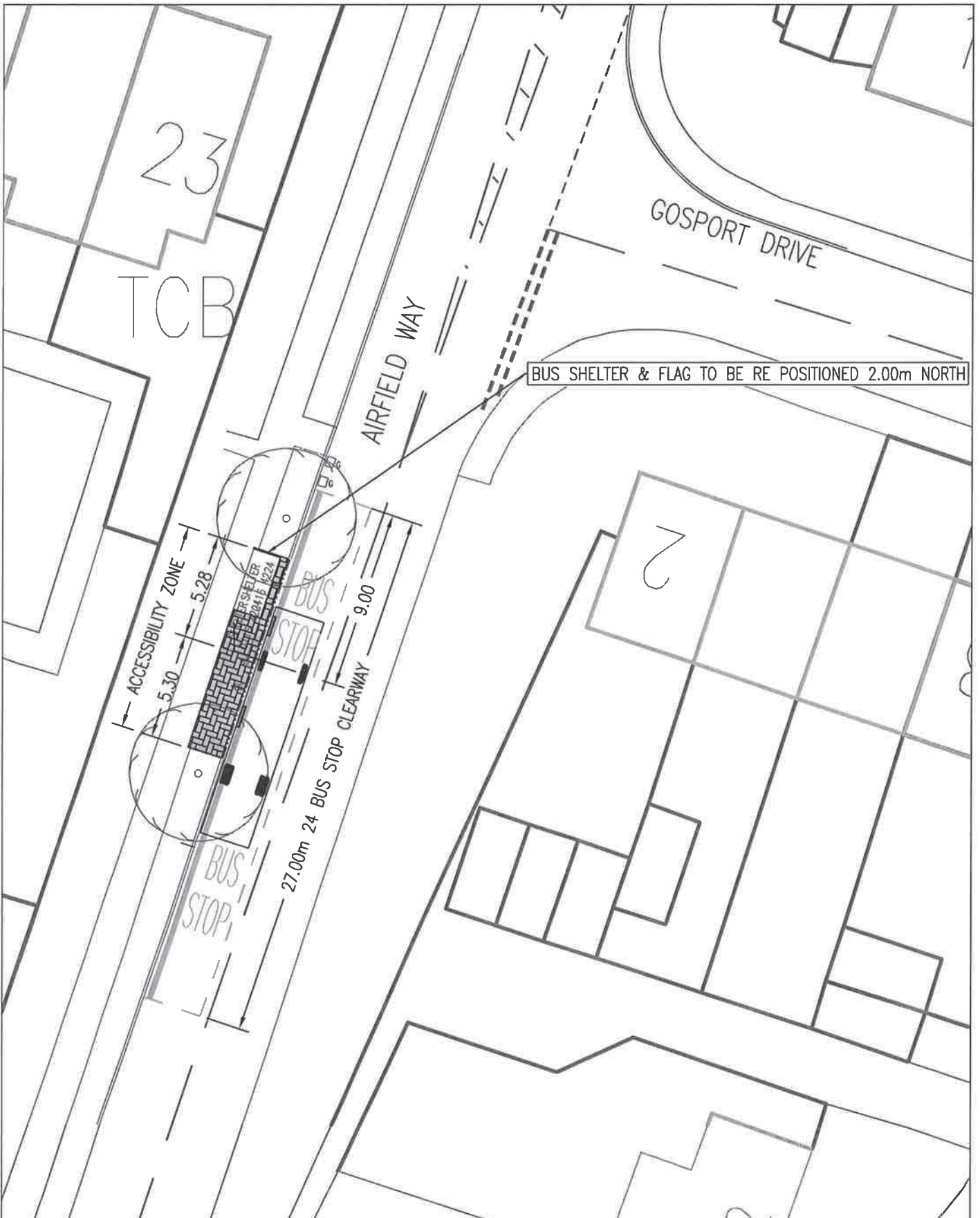
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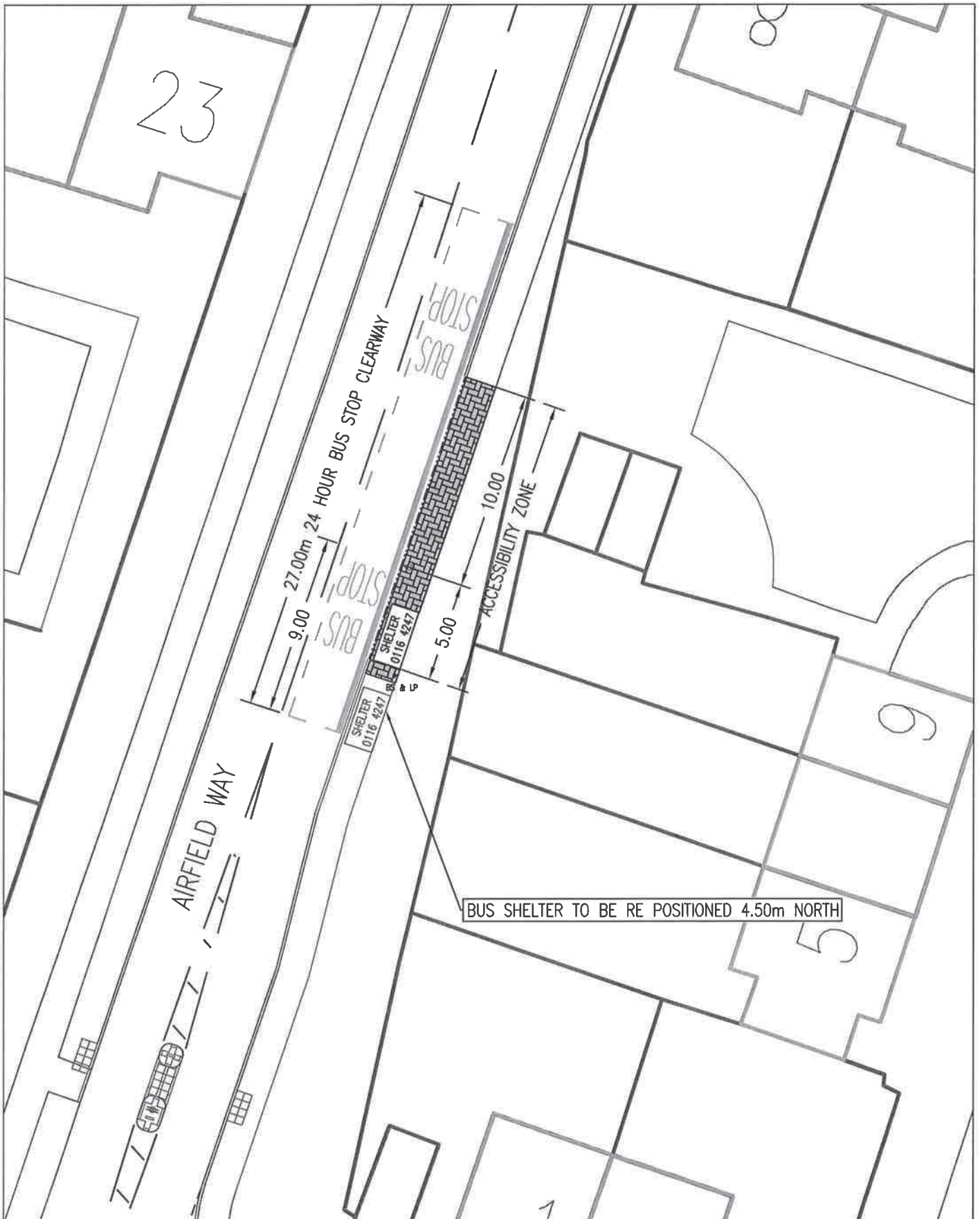


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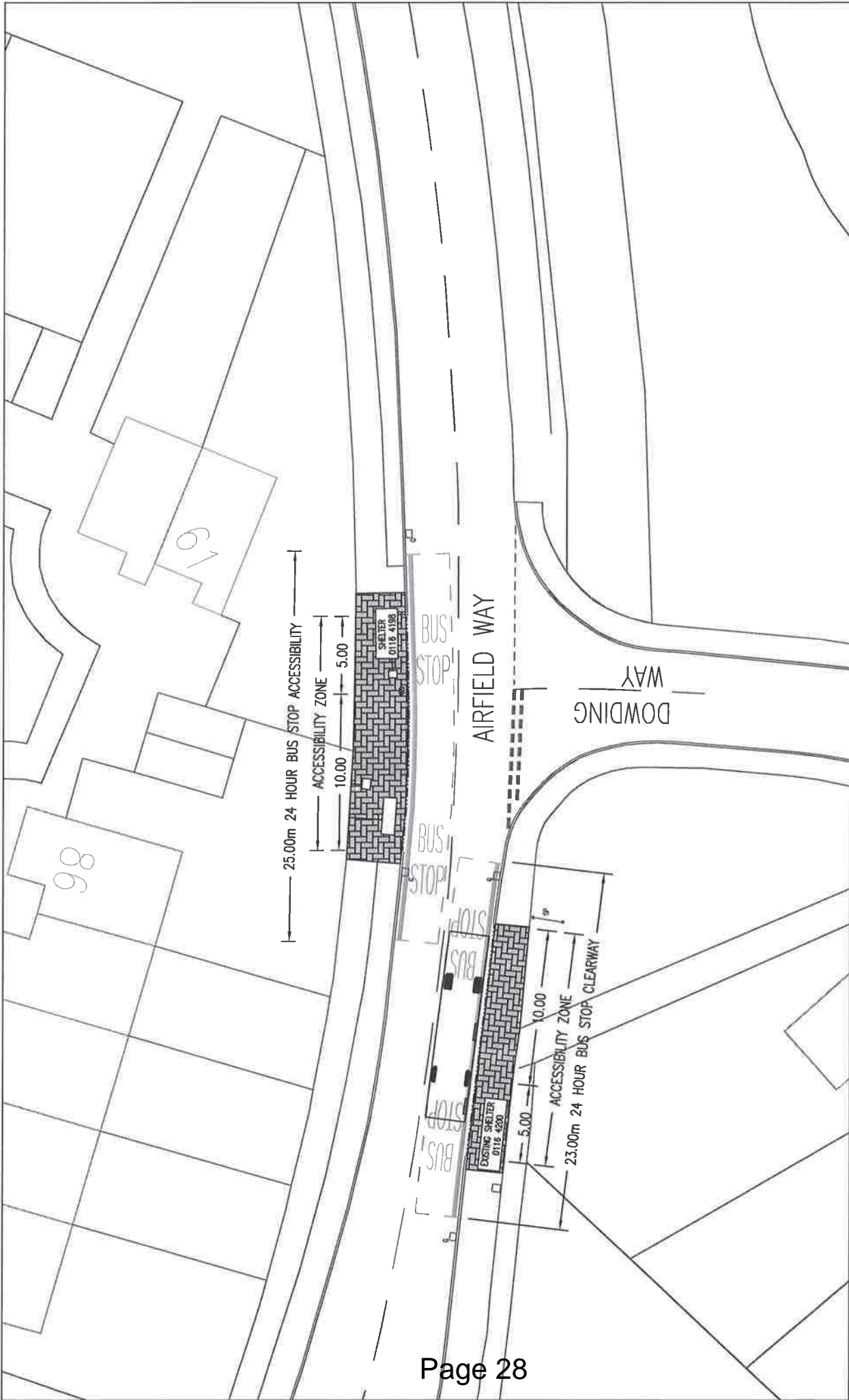
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DRAWING TITLE SUTTONS LANE GOSPORT DRIVE (37099)		DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP			
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JOB TITLE BUS STOP ACCESSIBILITY 2013/14 ROUTE 252 & 256				DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP	
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HIGHWAYS ADVISORY COMMITTEE

17 September 2013

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
PETTITS LANE NORTH &
HAVERING ROAD (PART)
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 the length of Pettits Lane North and part of Havering Road and seeks a recommendation that the proposals to be implemented as set out in the report.

The scheme is within **Pettits, Mawneys** and **Havering Park** 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;
 - QL015-OF-102A
 - QL015-OF-103A
 - QL015-OF-104A
 - QL015-OF-105A
 - QL015-OF-106B
 - QL015-OF-107A
 - QL015-OF-108A
 - QL015-OF-109A

2. With regard to the bus stop currently outside 249-255 Pettits Lane North, that having considered the representations made recommends to the Cabinet Member for Community Empowerment that **one** of the following options for accessibility improvements set out in this report and shown on the following drawings be implemented;
 - (a) QM015/OF/101A – the bus stop remains outside 249-255 Pettits Lane North with the various accessibility improvements made including the removal of the large oak tree, or
 - (b) QM015/OF/201A – the bus stop is relocated outside 247-253 with the various accessibility improvements made.

3. That it be noted that the estimated cost of £60,000 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility – Pettits Lane North & Havering Road.

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 very wide.
- 1.3 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 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. 663 are on borough roads, 20 are on the Transport for London Road Network and 7 are in private areas (e.g. Queen’s Hospital). Data as of February 2013.
- 1.7 Of these stops, 42% 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 existing bus stops along Pettits Lane and part of Havering Road as set out in the following tables;

PETTITS LANE NORTH		
Drawing Reference	Location	Description of proposals
QM015/OF/101A Scheme 01	Near Pettits Boulevard	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Large directional traffic sign moved out of footway into verge.
QM015/OF/101A Scheme 02 Option 1 for Northbound buses	Outside 249 to 255	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Removal of large oak tree outside 253 and 255.
QM015/OF/201A Scheme 02 Option 2 for Northbound buses	Outside 247 to 253	25 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Removal of footway parking outside 249 and 251.
QM015/OF/102A Scheme 03	Adjacent to 2 Heather Close	25 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Lamp column moved away from bus shelter.
QM015/OF/102A	Outside	37 metre bus stop clearway.

Scheme 04	234 to 240	140mm kerb and associated footway works provided at bus boarding area. Bus shelter to be turned around.
QM015/OF/103A Scheme 05	Outside 284 to 296	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area, including refurbishment of drainage channel.
QM015/OF/109A Scheme 11 Bus stop relocated from 434 to 442 as current position cannot be made fully accessible	Between Campbell Close and Glenton Way	23 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. New shelter and flag
QM015/OF/109A Scheme 12	Outside 399 to 411	55 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Lay-by entry/ exit tapers adjusted Dropped kerbs to access alleyway between 403 and 405.

HAVING ROAD		
Drawing Reference	Location	Description of proposals
QM015-OF-104A Scheme 06	Outside 237 to 249	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QM015-OF-105A Scheme 07	Adjacent to Methodist Church and 6 Tweed Glen	57 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Lay-by entry/ exit tapers adjusted

QM015-OF-106A Scheme 08	Outside 315 to 325	49 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Lay-by entry/ exit tapers adjusted Footway links to refuge outside 313 with dropped kerbs to service road outside 313 and 319.
QM015-OF-107A Scheme 09	Near Garry Way	49 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Lay-by entry/ exit tapers adjusted
QM015-OF-108A Scheme 10	Outside 363 to 373	53 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Lay-by entry/ exit tapers adjusted Footway link to service road and dropped kerbs to access alleyway between 371 and 373

1.12 78 letters were hand-delivered to those potentially affected by the scheme on or just after 5th August 2013, with a closing date of 30th August 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, 9 responses were received. These responses are summarised in Appendix II of this report and copies of replies are available. Of the 9 responses, 1 was from London Buses, 1 was from Streetcare's Highways Tree Team and 7 were from residents. The responses are set out within Appendix I, together with the locations to which the responses relate to.

2.2 In addition, the bus stop currently outside 249 to 255 Havering Road was discussed at the Council's Traffic Management Liaison Group on 8th August

2013 where the Metropolitan Police Traffic Unit confirmed that it supports Option 2 (QM015/OF/201A) as it would put more space between the bus stop and the existing zebra crossing. No response was received from the London Fire Brigade.

3.0 Staff Comments

- 3.1 With regard to the two options for the northbound stop on Pettits Lane North, near the fire station, there are comments relating to both. Where it is proposed to move the stop, residents are concerned about the impact on them, local traffic and the fire station. The proposal is favoured by the police traffic unit and London Buses.
- 3.2 With the current location, there is objection to the removal of the large oak tree which is described by the Council's Highway Tree Team as having immense amenity value.
- 3.3 Staff are content with both options, but suggest the relocation would make interaction with the existing zebra crossing less of a risk to highway users and maintain the large oak tree.
- 3.4 With the proposal to relocate the stop from 434-442 Havering Road to between Campbell Close & Glenton Way, there is objection from a resident from the proposed location and support from a resident at the existing location. Staff are only able to advise that the current location cannot be made accessible because of the presence of vehicle crossings and the layby is of a substandard length.
- 3.5 For the proposals for 234 to 240 Pettits Lane North, the objector is concerned about buses stopping nearer his property and the proposed clearway. The scheme will not have buses stopping in any different position that is current and the clearway is required to make the bus stop accessible.
- 3.6 For the proposals to improve the existing site at 315-325 Havering Road, Staff can adjust the design to meet some of the objector's concerns.
- 3.7 With these sites, the Committee will need to balance the views of residents affected by the proposals and the needs of those using bus services, especially where impacted by a lack of accessibility. The remaining sites are not controversial.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £60,000 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to be made by this committee when a report is received with the results of the consultation. A final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall 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: QM015, Bus Stop Accessibility Pettits Lane North & Havering Road
2013/14

Traffic Management Liaison Meeting Minutes, 8th August 2013

**APPENDIX I
PHOTOGRAPH
EXISTING BUS STOP OUTSIDE 249-255 PETTITS LANE NORTH**



APPENDIX II SUMMARY OF CONSULTATION RESPONSES

Respondent	Drawing Reference & Location	Summary of Comments	Staff Comments
Matthew Moore TfL London Buses Infrastructure	All sites	Approves of proposals, subject to detailed design discussions in terms of bus infrastructure.	Staff have now reviewed bus infrastructure with TfL.
Matthew Moore TfL London Buses Infrastructure	QM015/OF/201A Scheme 02 Option 2 (247-253 Pettits Lane North)	More in favour of option 2 (relocate stop to outside 247 to 253)	
Adriana Badescu Pettits Lane North	QM015/OF/201A Scheme 02 Option 2 (247-253 Pettits Lane North)	<p>Objects to Option 2 (relocation of bus stop from outside 249-255 to 247-253)</p> <ul style="list-style-type: none"> • Concerned about impact on fire station, the A12 and Rise Park Parade access. • Concern about a lack of detail provided in the consultation. • Does not understand why a 37m clearway is required for a low frequency bus stop and the impact on parking. • Does not see the need to improve access at this location in the absence of research on who is using the stop. • The relocated stop would have a negative effect on 	<p>Staff are content that the relocated site would not have an adverse impact on the operation of the local highway network or the operations of the fire station.</p> <p>The clearway and physical works are designed to make an accessible bus stop in support of all users as set out in the report.</p> <p>Impact on residents versus bus stop accessibility from a relocated stop is a matter for the committee</p>

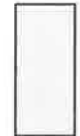
		<p>the value of the property, because of the behaviour of users.</p> <ul style="list-style-type: none"> • The houses at the current location are protected by vegetation. A new stop location would allow people to look into residents' premises. • If the value of the property is reduced, resident would seek legal advice. • The stop should be maintained in its current location. 	to consider.
GJ & SE Wellman Pettits Lane North	QM015/OF/101A Scheme 02 Option 1 (249-255 Pettits Lane North)	<p>Preferred option is to remove the bus stop altogether, but as this is not indicated as an option, would request removal of the oak tree.</p> <p>Do not understand why improvements have been identified as 499 is hail and ride in Pettits Lane and Crow Lane as it is doubtful these kerbs will be adjusted.</p> <p>Few people use the stop and the council money could be better spent.</p>	<p>This is the first bus stop after the A12 and is required to serve the immediate area.</p> <p>No proposals for Pettits Lane and Crow Lane have been considered.</p> <p>Funding provided by TfL specifically for bus stop accessibility works following Council's LIP allocation proposal.</p>
Laura Dean Pettits Lane North	QM015/OF/101A Scheme 02 Option 1 (249-255 Pettits Lane North)	<p>Objects to any work to bus stop or shelter outside residents' home and requests bus stop is moved.</p> <ul style="list-style-type: none"> • The current bus stop is in a dangerous location as when the bus stops it makes the pedestrian crossing extremely hazardous. Cars overtake buses and have to slam on brakes if someone is crossing. Crossing is busy as it is near Rise Park School. • The bus stops outside residents' home and allows 	<p>Staff agree that vehicles overtaking station buses on the approach to a zebra crossing is not desirable from a pedestrian risk point of view.</p> <p>The committee will need to consider the various issues connected with maintaining the</p>

		<p>passengers to look in and impacts on privacy.</p> <ul style="list-style-type: none"> • The bus often does not stop at the stop and blocks residents' driveway. • People use front wall to sit on when waiting for a bus and wall is damaged. • People use front garden to dump rubbish and resident often has to clean us rubbish. • In late June, a bus hit the oak tree which highlights concern about location. • When a bus is in the stop, the resident cannot turn onto driveway. • The bus stop is opposite a junction and causes a daily traffic build up outside property and traffic leaving junction cannot do so safely. • The bus stop is used by children from local secondary school who make disruptions, urinate and swear at residents. • Has recently contacted TfL to request the stop be moved and has contacted Cllr Tebbutt. 	<p>stop at the current or the alternative positions.</p>
Streetcare Highway Tree Team	QM015/OF/101A Scheme 02 Option 1 (249-255 Pettits Lane North)	<p>The oak tree is approximately 100 to 150 years old. Oak trees are very slow growing and this one has immense amenity value. Does not appear tree overhangs carriageway.</p> <p>Not aware of any previous problems.</p> <p>Strongly oppose removal of the tree.</p>	<p>The tree prevents the bus stop being made accessible in its current location and therefore an alternative to removing the tree has been consulted on and the committee will need to reach a judgement.</p>

<p>Mark Butterworth Pettits Lane North</p>	<p>QM015/OF/102A Scheme 04 (234 to 240 Pettits Lane North)</p>	<p>Vehemently objects to proposed plans to undertake certain changes to bus stops in area, especially near residents' premises.</p> <ul style="list-style-type: none"> • Resided in premises 1975 – 1987 and 2006 to present. The only change has been the introduction of 499 adding to 103. The staggering of the bus times means it is unusual for two buses to stop at once and cannot see need for extended pick up/ stop lanes. • Parking outside house already fraught with challenges due to Rise Park School; taking away parking spaces will make situation worse and cause even more school run drivers parking across driveway. • Already puts up with screeching of bus brakes and engine noise and moving stop closer to property would make issues worse. • Neighbour has mobility issues and proposals will make access for taxis with ramps etc more difficult. Household has frequent nurse visits which need parking. 	<p>The 37m clearway is designed to keep sufficient space clear from parked vehicles to allow a bus to pull into the stop for both loading doors to be kerbside.</p> <p>There is footway parking either side of this bus stop which is not affected by the proposals.</p> <p>Buses will stop in same position is they do now and will not be moved closer to residents' premises.</p> <p>Neighbour has footway parking outside premises and off street parking to front garden.</p>
<p>Alan Hunt Havering Road (proposed bus stop site)</p>	<p>QM015/OF/109A Scheme 11 (Bus stop relocated from 434-442 Havering Road to between Campbell Close & Glenton Way)</p>	<p>Objects to proposal to relocate bus stop.</p> <ul style="list-style-type: none"> • Map supplied states that stop would be to flank wall of property when it is the front of property. • New stop would bring noise, litter and antisocial behaviour. • Stop would affect quality of life and desirability and price of house if sold in the future. • New stop would increase risk of road accidents. • Current stop is in a layby which reduces delay. 	<p>The location description on the drawing is not correct; the bus stopping position is the flank wall of the first property in Glenton Way (which was sent consultation information).</p> <p>The committee will need to consider the various issues connected moving the stop. The</p>

		<ul style="list-style-type: none"> • Exit from Campbell Close and Glenton Way into Havering Road would have reduced visibility. Stop would cover slow sign on road and be within 50m to 100m of flashing 30mph sign. • Location is on slight bend, bad driving is common and new stop gives a potential for accidents. • Have residents of Campbell Close and Glenton Way been consulted. 	<p>current location cannot be made accessible because of vehicle crossings and substandard layby length.</p> <p>Staff content with safety of proposed location.</p> <p>Those directly impacted were consulted, not entire streets.</p>
Tony Manning Havering Road (existing bus stop site)	QM015/OF/109A Scheme 11 (Bus stop relocated from 434-442 Havering Road to between Campbell Close & Glenton Way)	<p>In support of the proposals to move the bus stop.</p> <p>Resident's wife is disabled and new location will give easier access onto buses.</p> <p>Additionally, the stop is outside resident's premises and moving it will;</p> <ul style="list-style-type: none"> • Better access to off street parking where people currently often stand waiting for buses. • Relief from dumped rubbish from school children and people boarding buses in the evening. • Stop people sitting or waiting in garden. Have been abused in the past. 	<p>The committee will need to consider the various issues connected moving the stop. The current location cannot be made accessible because of vehicle crossings and substandard layby length.</p>
Mr Homes Havering Road	QM015-OF-106A Scheme 08 (315-325 Havering Road)	<p>Resident has confirmed and evidenced that proposed location of improved pedestrian dropped kerbs coincides with historic vehicle crossing for his premises and seeks clarification if its use would be affected by the works (wall has not been removed and off street parking not</p>	<p>Existing pedestrian dropped kerb has tactile paving and was in use for pedestrians as resident has not removed wall and provided off street parking.</p>

		<p>provided).</p> <p>Resident concerned and objections that width of improved footway from bus stop to service road is much wider than is current and asks that it be narrowed.</p> <p>Resident concerned and objects that proposal is for asphalt finish to improved footway rather than concrete flag paving which prevails in the area.</p>	<p>Position of dropped kerb can be adjusted so that future use of vehicle crossing is not affected and that pedestrians cross separately.</p> <p>Connecting footway can be adjusted to be narrower (1.8m, plus edgings) and realigned to new crossing point.</p> <p>Highways favour use of asphalt finish as easier to maintain than concrete flags.</p>
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EXIT ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.



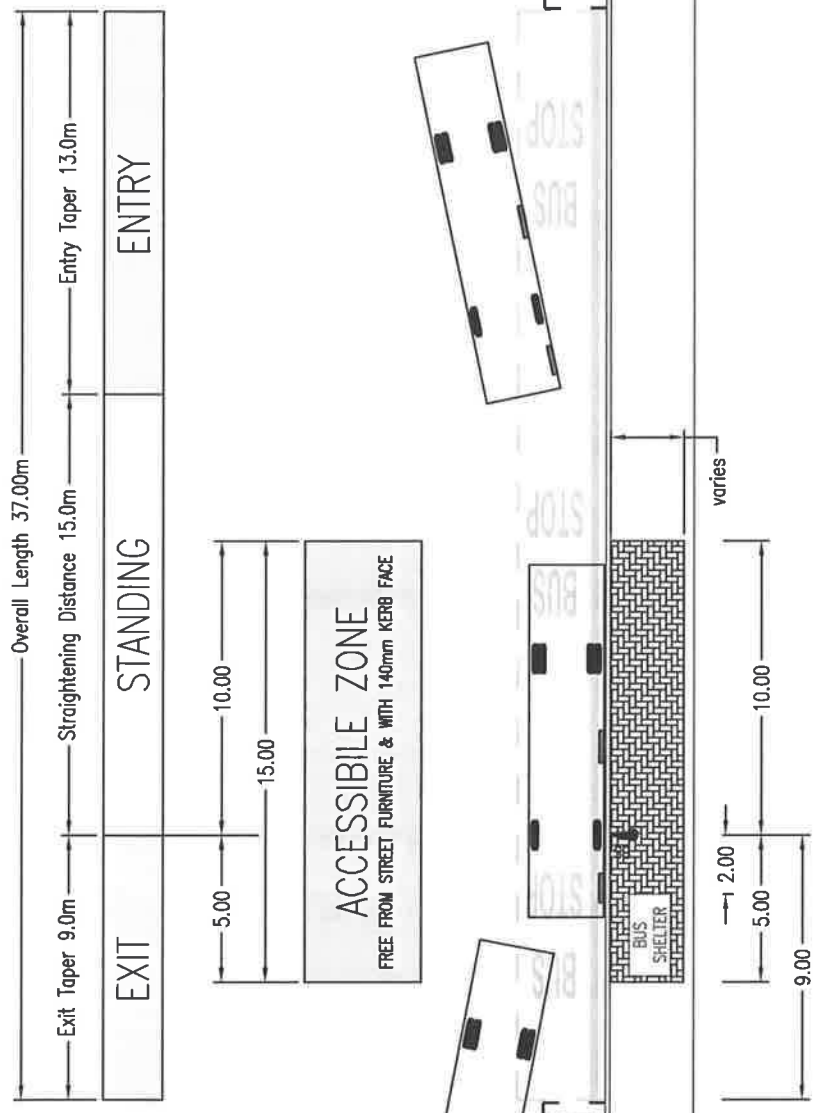
ACCESSIBLE ZONE
 ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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.

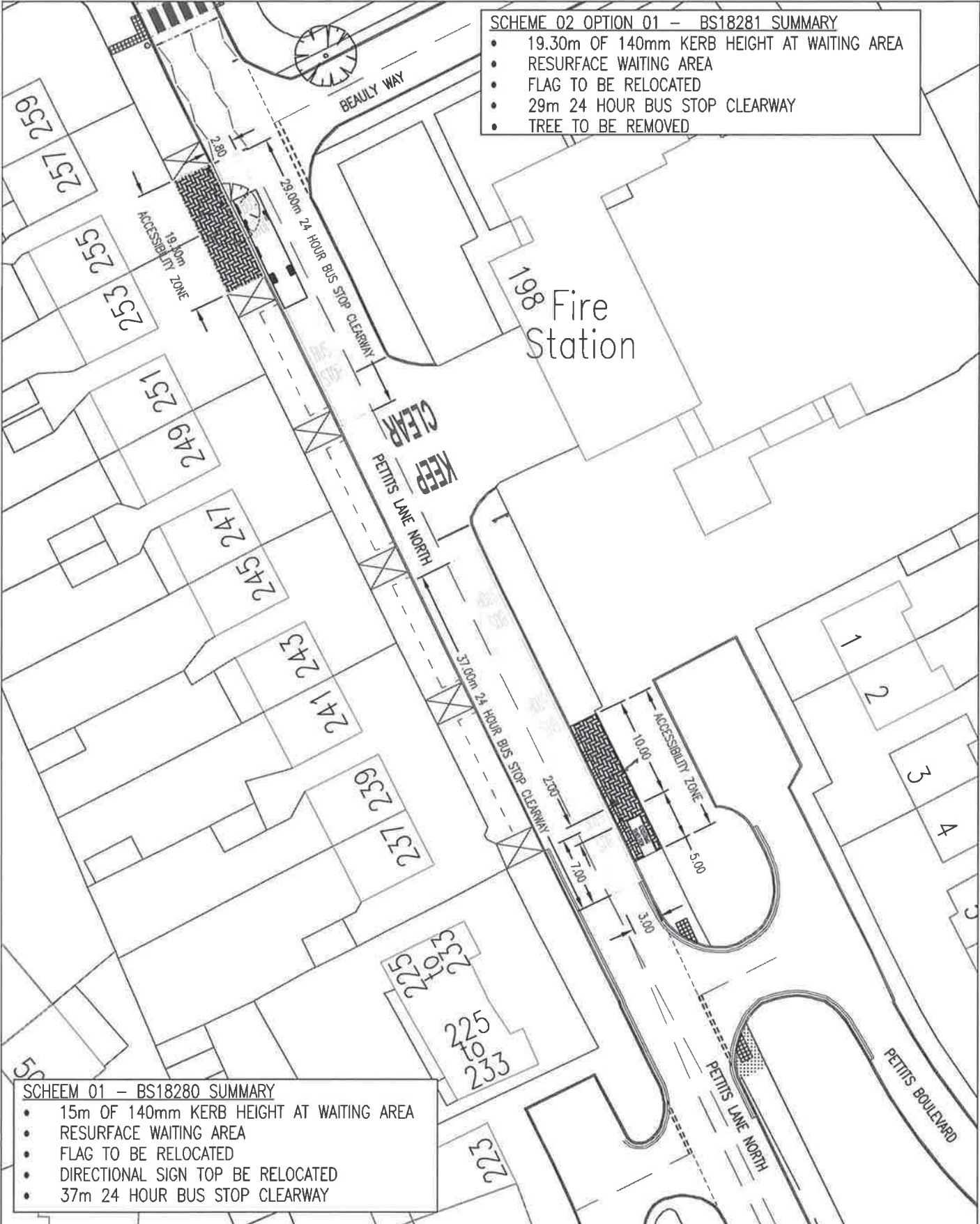


- NOTES:
- LAYOUTS DETERMINED FROM STEERING GEOMETRY OF BUSES TO ALLOW THEM TO PULL INTO THE KERB WITHIN 200mm, WITHOUT FRONT AND REAR OF BUS OVERHANGING FOOTWAY WHICH COULD POSE A SAFETY ISSUE.
 - THIS IS THE IDEAL LAYOUT AND MAY VARY WITH THE USE OF FOOTWAY BUILD-OUTS (BUS BORDERS) OR OTHER SITUATIONS 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.

Haverling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10/F FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 43721 E-MAIL: streetcare@haverling.gov.uk	JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 - STANDARD DETAILS		DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP	PURPOSE INFORMATION	eCOPYRIGHT 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 Havering 100024327
	DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1		SCALE (AT A4 SIZE) N.T.S.	DATE MAY 10	DRAFT <input checked="" type="checkbox"/>	ISSUE <input checked="" type="checkbox"/>	REVISION A
		DRAWING No QB109/00/01	REVISION B	REVISION A	AMENDMENT DRAWING UPDATE	DATE FEB 04	DATE FEB 04

SCHEME 02 OPTION 01 – BS18281 SUMMARY

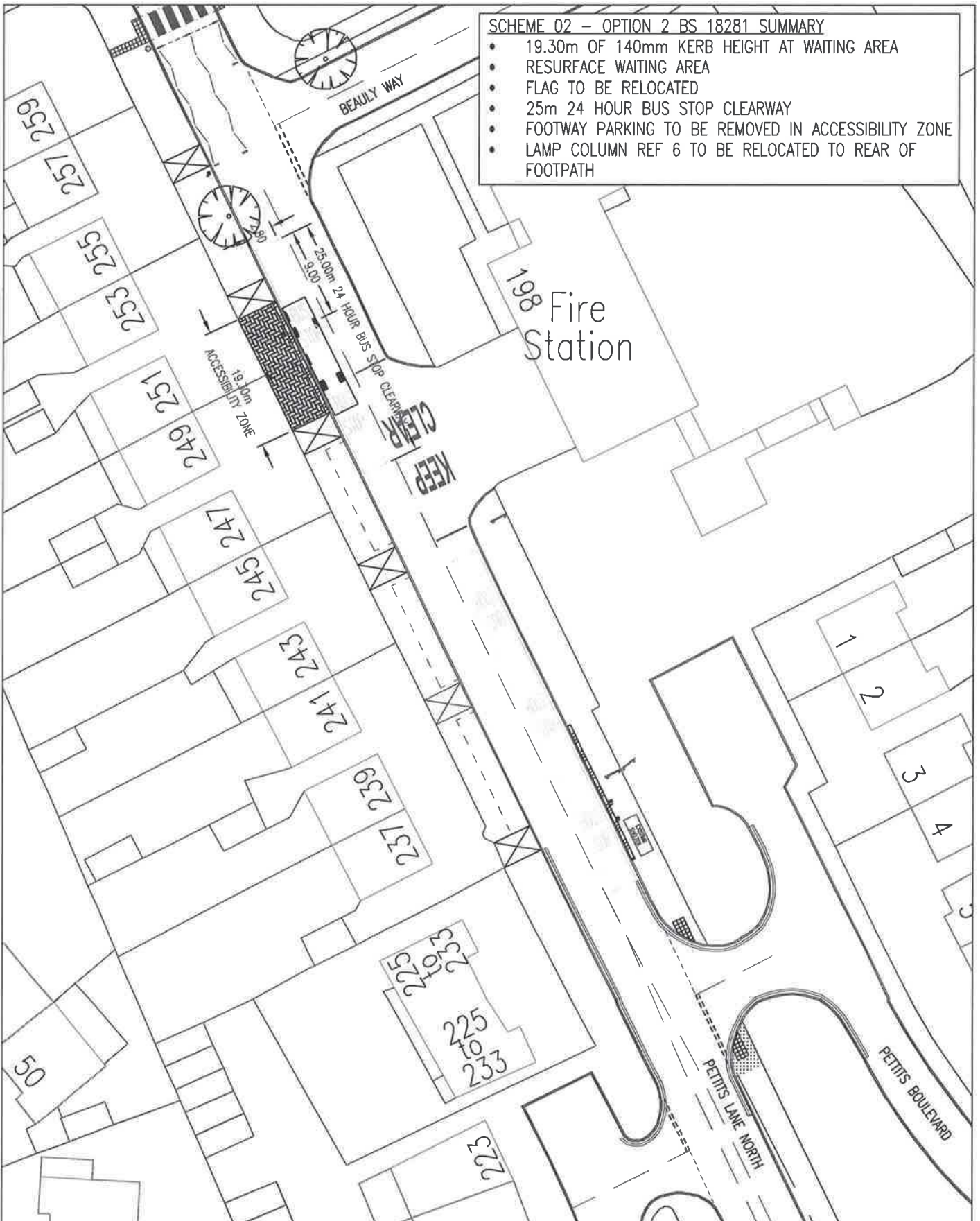
- 19.30m OF 140mm KERB HEIGHT AT WAITING AREA
- RESURFACE WAITING AREA
- FLAG TO BE RELOCATED
- 29m 24 HOUR BUS STOP CLEARWAY
- TREE TO BE REMOVED



SCHEEM 01 – BS18280 SUMMARY

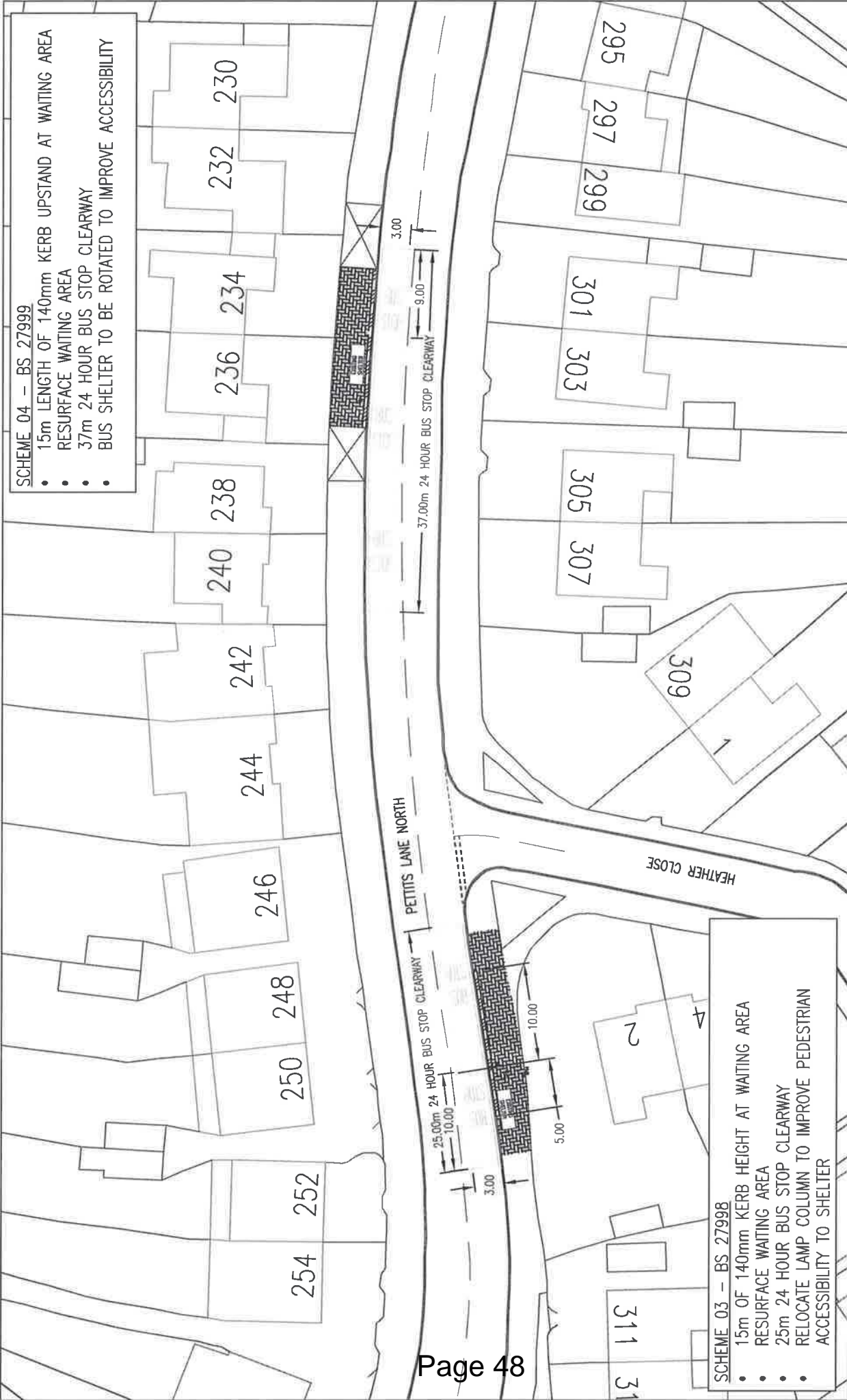
- 15m OF 140mm KERB HEIGHT AT WAITING AREA
- RESURFACE WAITING AREA
- FLAG TO BE RELOCATED
- DIRECTIONAL SIGN TOP BE RELOCATED
- 37m 24 HOUR BUS STOP CLEARWAY

<p>Havering LONDON BOROUGH STREETCARE – CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY BUILDINGS TRAFALGAR, 1041, 30th TELEPHONE: No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p> <p>©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.</p>		<p>PROPOSAL</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>JOB TITLE BSA ROUTE 103 & 499 PETTIT'S LANE NORTH</p>				<p>DRAWN BY RP</p>				<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>					
<p>DRAWING TITLE HEATHER GARDENS BS18280 & BS18281</p>				<p>SCALE (AT A4 SIZE) 1:250</p>		<p>DATE 23.05.13</p>		<p>DRAFT ISSUE</p>		<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAWING No QM015-05-101</p>		<p>REVISION A</p>	
				<p>REVISION</p>		<p>AMENDMENT</p>				<p>DATE</p>					



- SCHEME 02 – OPTION 2 BS 18281 SUMMARY**
- 19.30m OF 140mm KERB HEIGHT AT WAITING AREA
 - RESURFACE WAITING AREA
 - FLAG TO BE RELOCATED
 - 25m 24 HOUR BUS STOP CLEARWAY
 - FOOTWAY PARKING TO BE REMOVED IN ACCESSIBILITY ZONE
 - LAMP COLUMN REF 6 TO BE RELOCATED TO REAR OF FOOTPATH

<p>Havering LONDON BOROUGH STREETCARE – CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, SMI 3SW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p> <p>©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.</p>		<p>PROPOSAL</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>JOB TITLE BSA ROUTE 103 & 499 PETTIS LANE NORTH</p>							
<p>DRAWING TITLE SCHEME 02 – BS 18281 OPTION 2</p>				<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>	
<p>SCALE (AT A4 SIZE) 1:250</p>		<p>DATE 23.05.13</p>		<p>DRAFT ISSUE</p>		<p>ACAD REF:</p>	
				<p>DRAWING No QM015-OF-201</p>		<p>APPROVED BY MLP</p>	
				<p>REVISION</p>		<p>AMENDMENT</p>	
						<p>DATE</p>	



SCHEME 04 – BS 27999

- 15m LENGTH OF 140mm KERB UPSTAND AT WAITING AREA
- RESURFACE WAITING AREA
- 37m 24 HOUR BUS STOP CLEARWAY
- BUS SHELTER TO BE ROTATED TO IMPROVE ACCESSIBILITY

SCHEME 03 – BS 27998

- 15m OF 140mm KERB HEIGHT AT WAITING AREA
- RESURFACE WAITING AREA
- 25m 24 HOUR BUS STOP CLEARWAY
- RELOCATE LAMP COLUMN TO IMPROVE PEDESTRIAN ACCESSIBILITY TO SHELTER

<p>Haverling STREETCARE CULTURE & COMMUNITY TRAFFIC & 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>		<p>JOB TITLE BSA ROUTE 103 & 499 PETITTS LANE NORTH</p> <p>DRAWING TITLE HEATHER CLOSE BS27998 & BS27999</p>		<p>DRAWN BY RP</p> <p>SCALE (AT A4 SIZE) 1:250</p> <p>ACAD REF: Sheet Size: A4 (297x210)</p>	<p>CHECKED BY MLP</p> <p>DATE 23.05.13</p> <p>DRAWING No QM015-OF-102</p>	<p>APPROVED BY MLP</p> <p>DRAFT <input type="checkbox"/></p> <p>ISSUE <input checked="" type="checkbox"/></p> <p>REVISION A</p>	<p>PURPOSE</p> <p>PROPOSAL</p>	<p>REVISION</p> <p>AMENDMENT</p>	<p>DATE</p>
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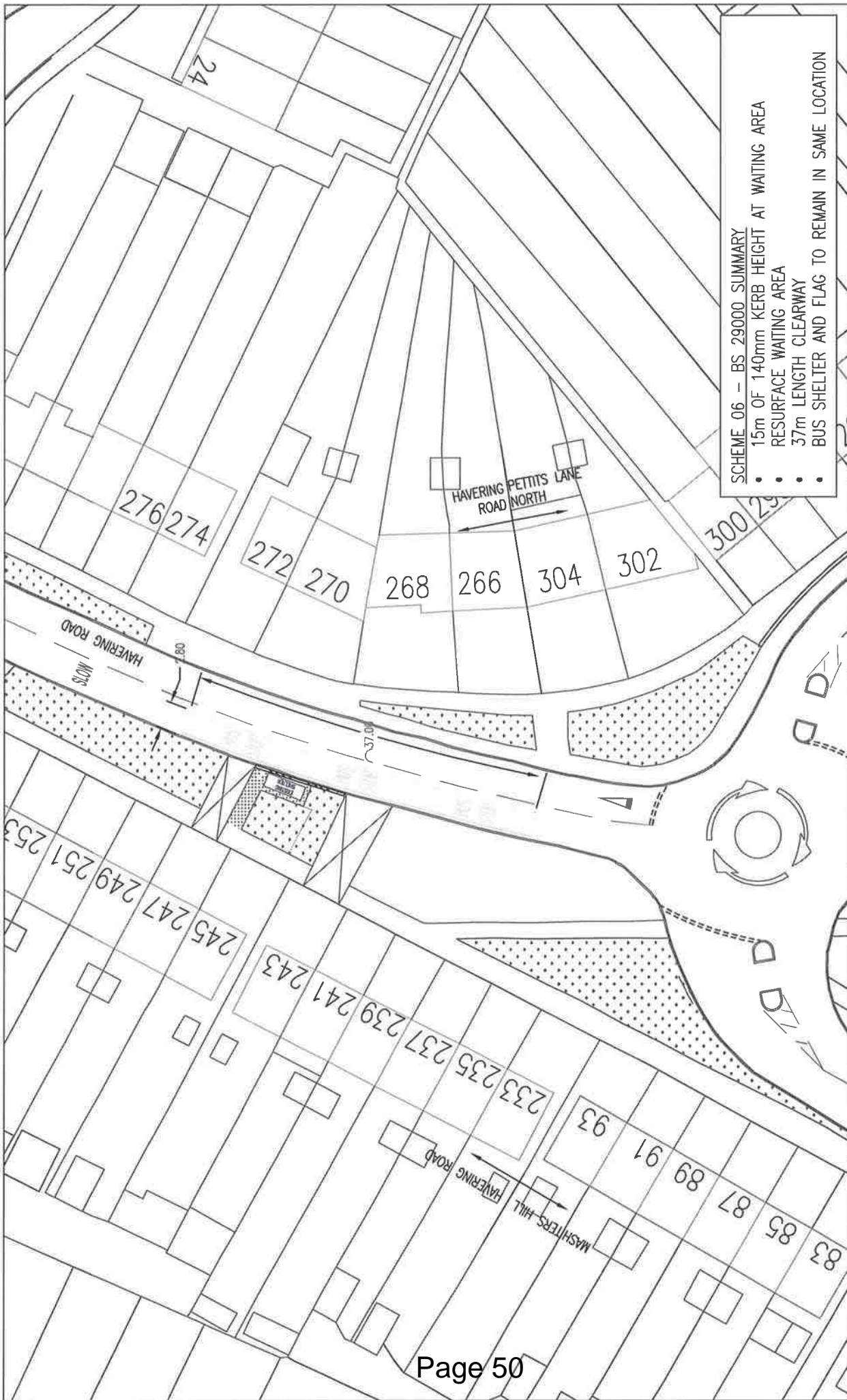
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SCHEME 05 – BS 29001 SUMMARY

- 37m LENGTH CLEARWAY
- RESURFACE WAITING AREA
- REPOSITION SHELTER IN FRONT OF DRAINAGE CHANNEL TO IMPROVE WALKING CONDITIONS FOR PEDESTRIANS

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<p>JOB TITLE BSA ROUTE 103 & 499 PETTITS LANE NORTH</p>				<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>	
<p>DRAWING TITLE MASHITERS HILL BS 29000</p>				<p>SCALE (AT A4 SIZE) 1:250</p>		<p>DATE 23.05.13</p>		<p>DRAFT ISSUE</p>	
<p>ACAD REF:</p>				<p>DRAWING No QM015-OF-103</p>		<p>REVISION A</p>		<p>REVISION AMENDMENT DATE</p>	

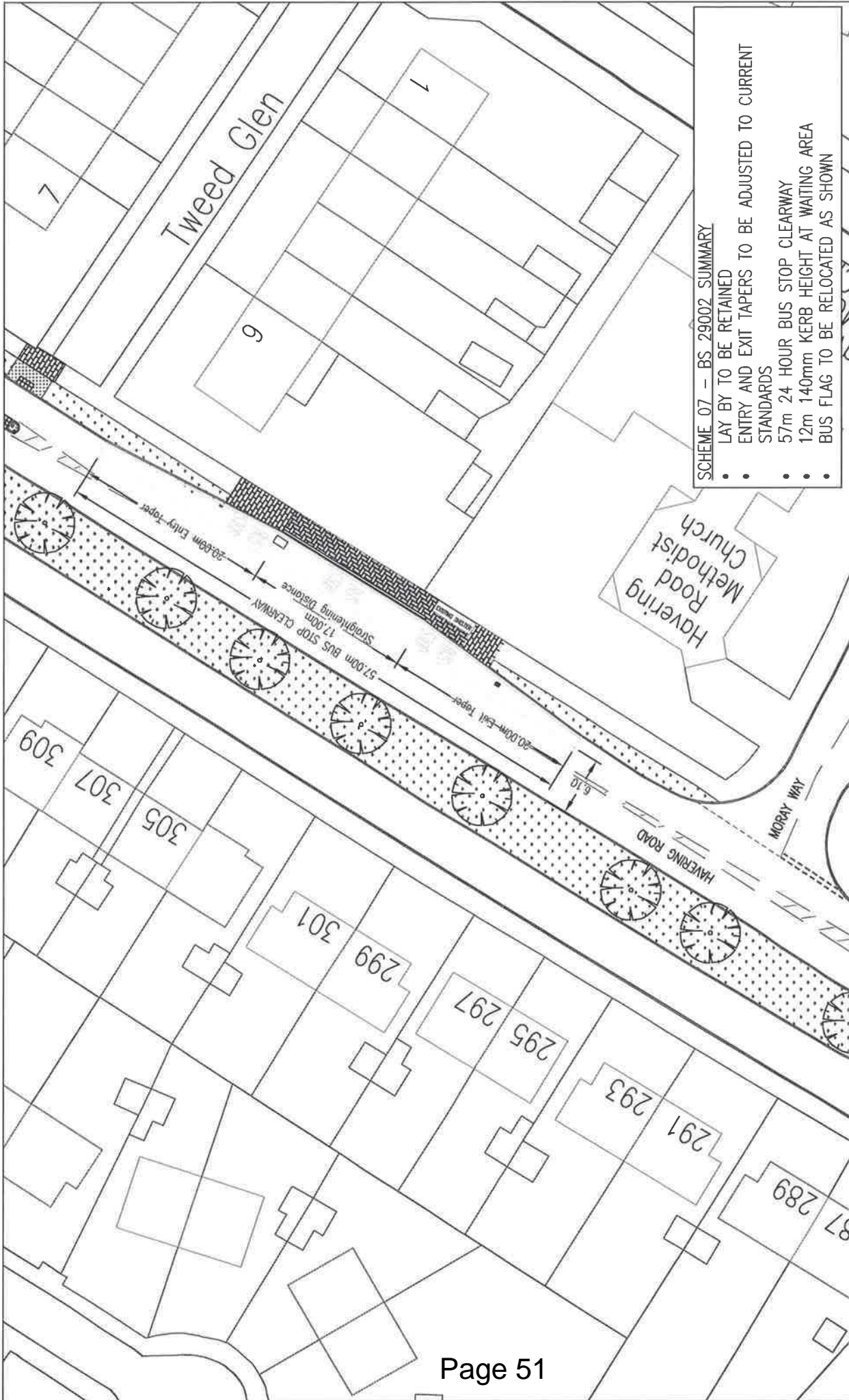


SCHEME 06 – BS 29000 SUMMARY

- 15m OF 140mm KERB HEIGHT AT WAITING AREA
- RESURFACE WAITING AREA
- 37m LENGTH CLEARWAY
- BUS SHELTER AND FLAG TO REMAIN IN SAME LOCATION

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<p>DRAWING TITLE MASHTERS HILL BS 29001</p>		<p>SCALE (AT A4 SIZE) 1:250</p>		<p>DATE 23.05.13</p>		<p>DRAFT <input type="checkbox"/></p> <p>ISSUE <input checked="" type="checkbox"/></p>		<p>REVISION</p>		<p>REVISION</p>		<p>DATE</p>	
<p>ACAD REF: Sheet Size: A4 (297x210)</p>		<p>DRAWING No QM015-0F-104</p>		<p>REVISION A</p>		<p>REVISION</p>		<p>AMENDMENT</p>		<p>REVISION</p>		<p>DATE</p>	

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SCHEME 07 - BS 29002 SUMMARY

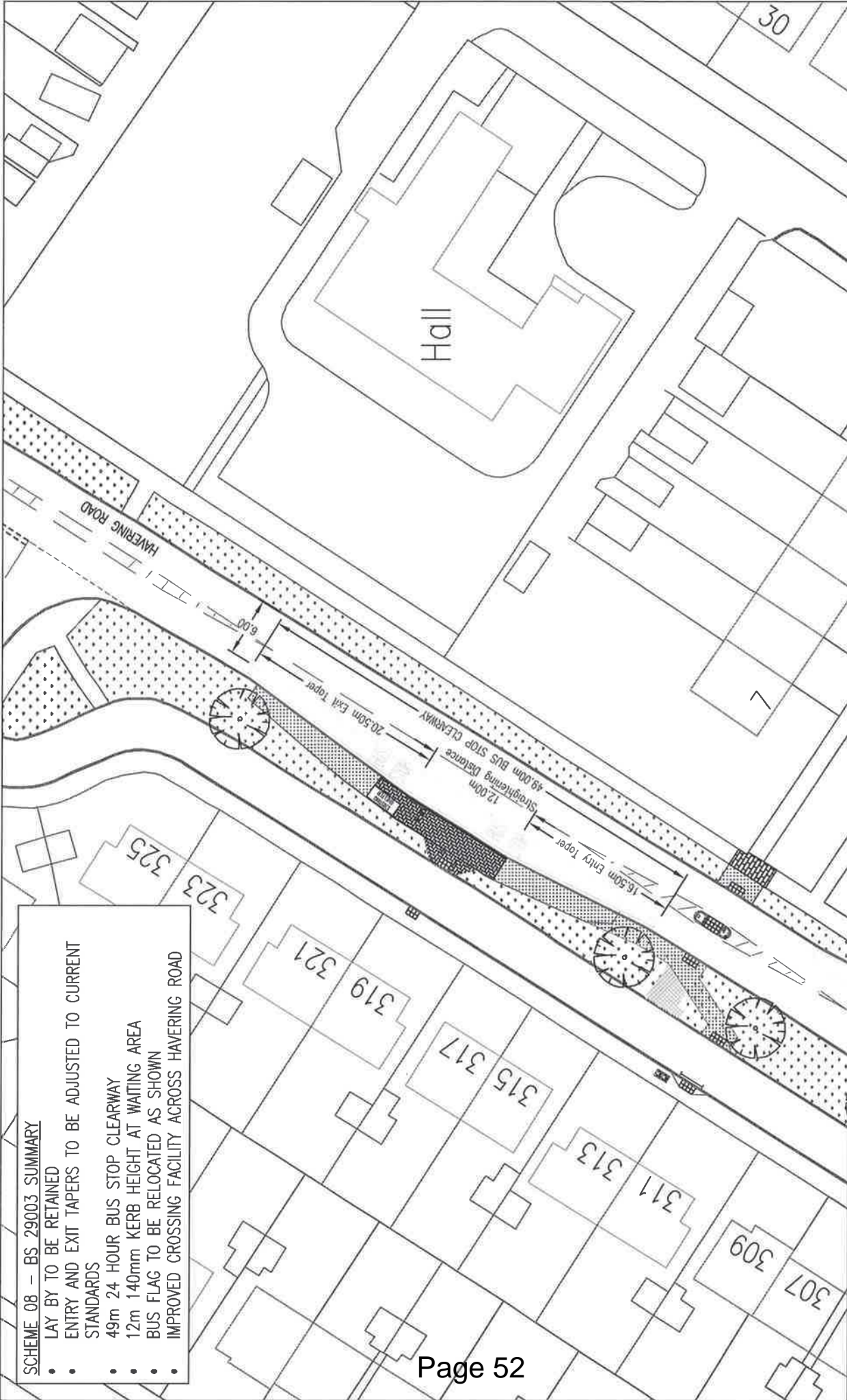
- LAY BY TO BE RETAINED
- ENTRY AND EXIT TAPERS TO BE ADJUSTED TO CURRENT STANDARDS
- 57m 24 HOUR BUS STOP CLEARWAY
- 12m 140mm KERB HEIGHT AT WAITING AREA
- BUS FLAG TO BE RELOCATED AS SHOWN


Havering STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 43721 E-MAIL: streetcare@havering.gov.uk		JOB TITLE BSA ROUTE 103 & 499 HAVERING ROAD		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP		PURPOSE		PROPOSAL	
DRAWING TITLE MORAY WAY BS 29002		SCALE (AT A4 SIZE) 1:250		DATE 23.05.13		DATE 23.05.13		DRAFT		ISSUE		REVISION	
ACAD REF:		DRAWING No QM015-OF-105		REVISION A		REVISION		AMENDMENT		DATE		DATE	

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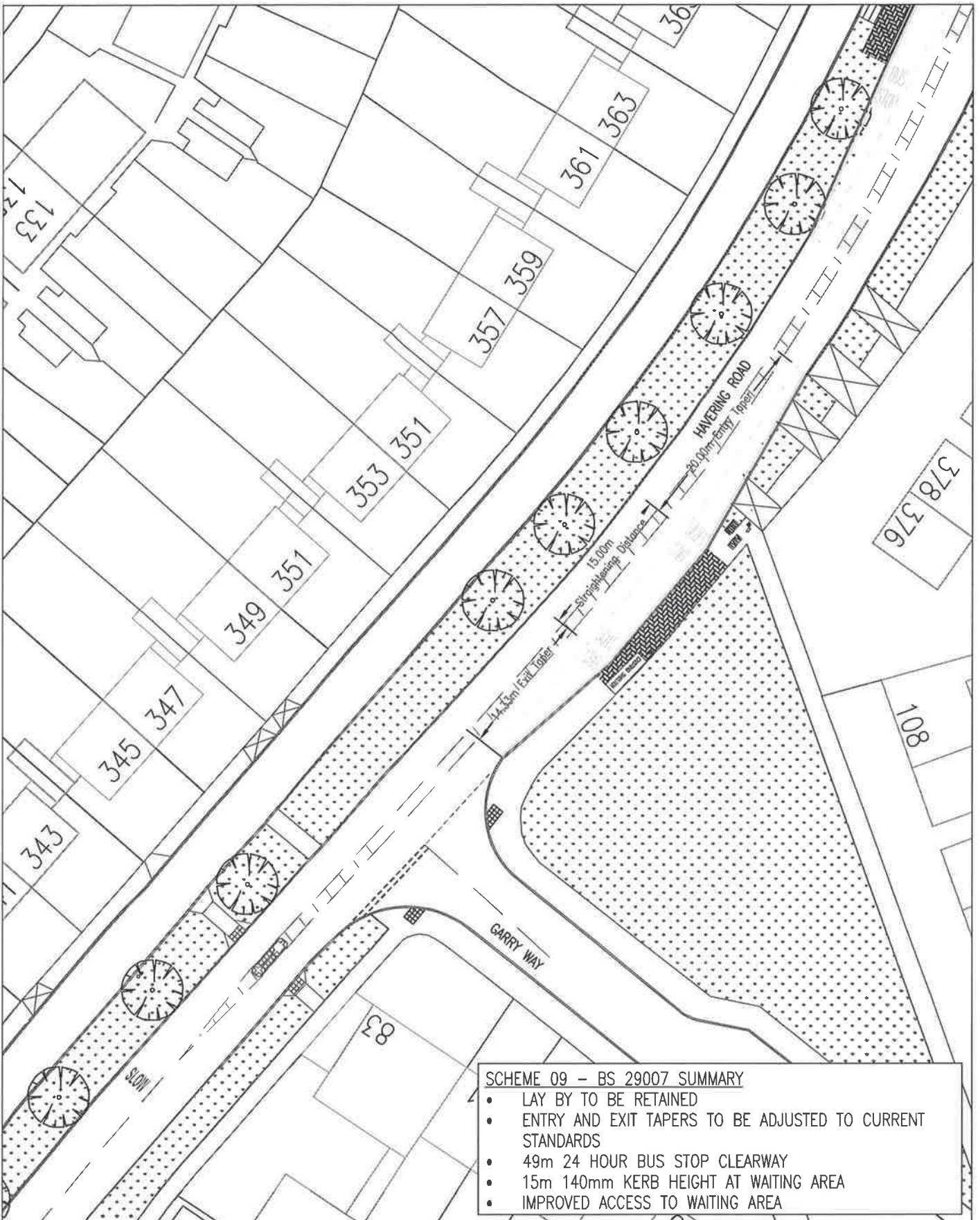
SCHEME 08 – BS 29003 SUMMARY

- LAY BY TO BE RETAINED
- ENTRY AND EXIT TAPERS TO BE ADJUSTED TO CURRENT STANDARDS
- 49m 24 HOUR BUS STOP CLEARWAY
- 12m 140mm KERB HEIGHT AT WAITING AREA
- BUS FLAG TO BE RELOCATED AS SHOWN
- IMPROVED CROSSING FACILITY ACROSS HAVERING ROAD



 Haverling STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk		JOB TITLE BSA ROUTE 103 & 499 HAVERING ROAD DRAWING TITLE MORAY WAY BS 29003		DRAWN BY RP SCALE (AT A4 SIZE) 1:250 ACAD REF: Sheet Size: A4 (297x210)		CHECKED BY MLP DATE 03.09.13 DRAWING No QM015-OF-106		APPROVED BY MLP DRAFT <input checked="" type="checkbox"/> ISSUE REVISION B		PURPOSE B Facilitate proving adjusted to cater for No. 313 vehicle crossover AMENDMENT A Initial Issue B REVISION		PROPOSAL B Facilitate proving adjusted to cater for No. 313 vehicle crossover DATE 03.09.13 23.05.13	
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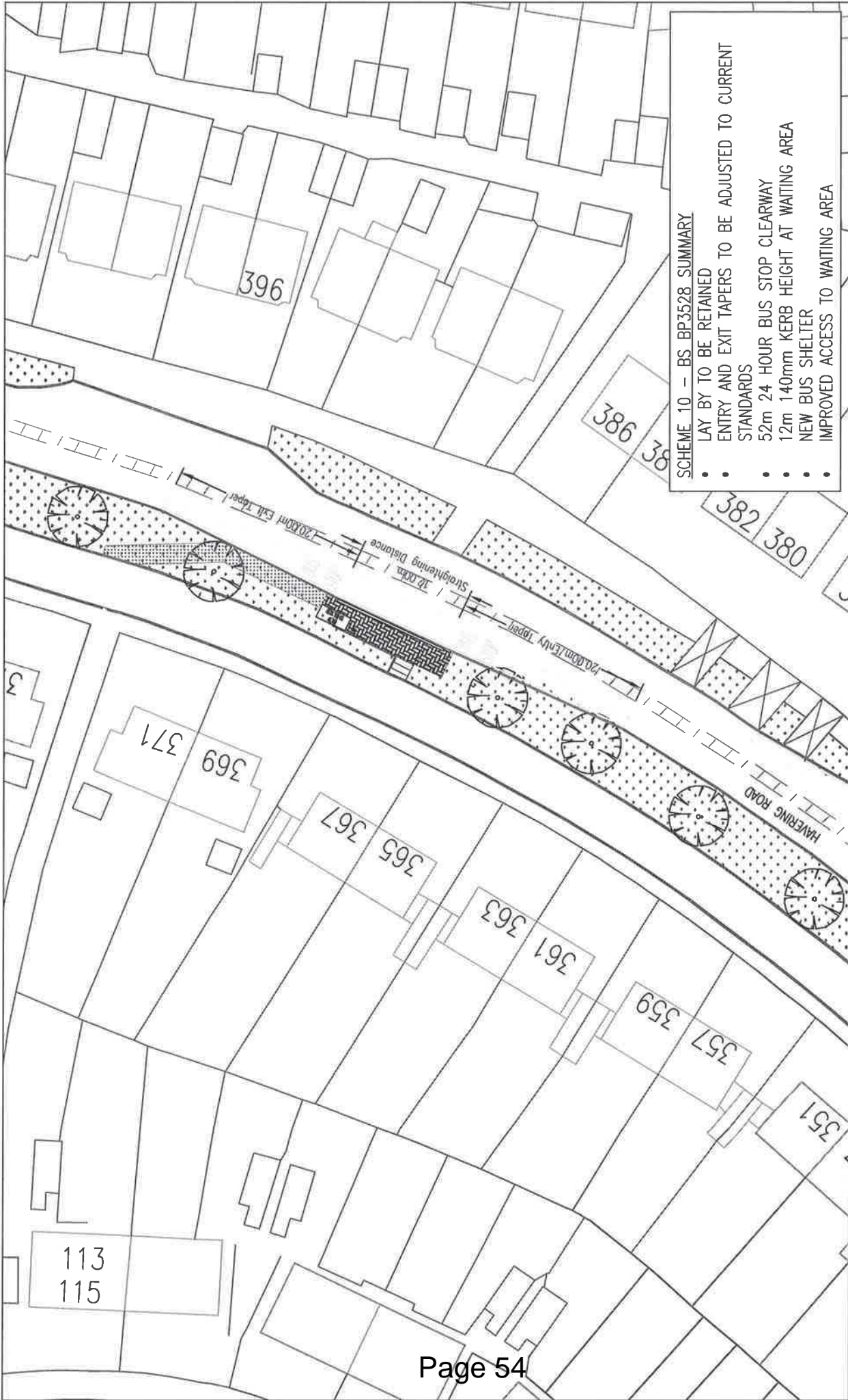
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SCHEME 09 - BS 29007 SUMMARY

- LAY BY TO BE RETAINED
- ENTRY AND EXIT TAPERS TO BE ADJUSTED TO CURRENT STANDARDS
- 49m 24 HOUR BUS STOP CLEARWAY
- 15m 140mm KERB HEIGHT AT WAITING AREA
- IMPROVED ACCESS TO WAITING AREA

<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS 100 GARRY WAY, HAVERING TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p> <p>©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.</p>		<p>PROPOSAL</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>JOB TITLE BSA ROUTE 103 & 499 HAVERING ROAD</p>				<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>	
<p>DRAWING TITLE GARRY WAY BS 29007</p>				<p>ACAD REF:</p>		<p>DRAWING No QM015-OF-107</p>		<p>REVISION</p>	
<p>SCALE (AT A4 SIZE) 1:250</p>		<p>DATE 23.05.13</p>		<p>DRAFT ISSUE</p>		<p>REVISION</p>		<p>AMENDMENT</p>	
						<p>REVISION</p>		<p>AMENDMENT</p>	
						<p>DATE</p>			



SCHEME 10 – BS BP3528 SUMMARY

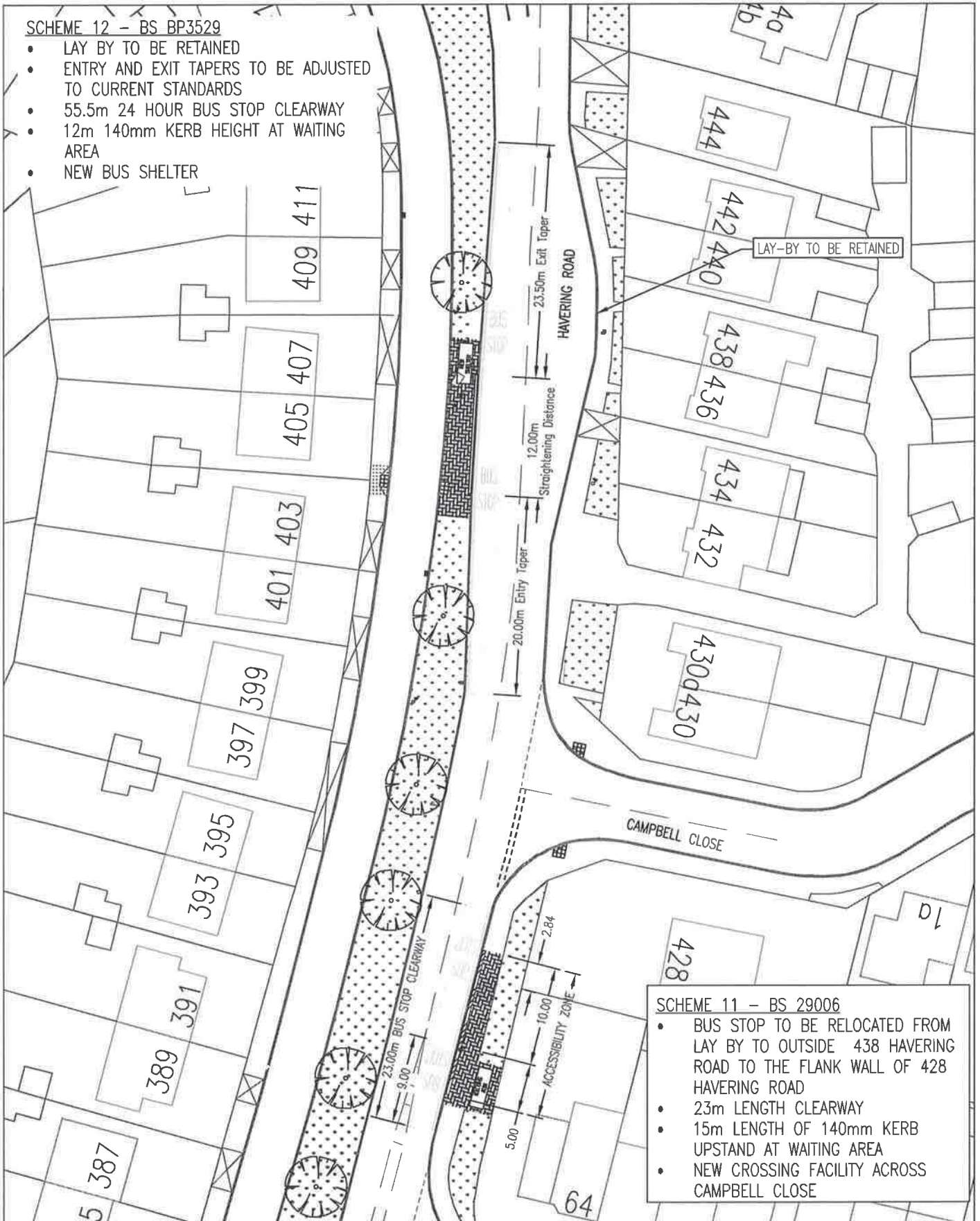
- LAY BY TO BE RETAINED
- ENTRY AND EXIT TAPERS TO BE ADJUSTED TO CURRENT STANDARDS
- 52m 24 HOUR BUS STOP CLEARWAY
- 12m 140mm KERB HEIGHT AT WAITING AREA
- NEW BUS SHELTER
- IMPROVED ACCESS TO WAITING AREA

Havering LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		JOB TITLE BSA ROUTE 103 & 499 PETTITS LN NORTH & HAVERING RD DRAWING TITLE SCHEME 10 – BP 3528		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP		PURPOSE		PROPOSAL	
SCALE (AT A4 SIZE) 1:250		DATE 23.05.13		DRAFT		ISSUE		REVISION		AMENDMENT		DATE	
ACAD REF:		DRAWING No QM015-OF-108		REVISION A		REVISION		REVISION		REVISION		DATE	

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SCHEME 12 - BS BP3529

- LAY BY TO BE RETAINED
- ENTRY AND EXIT TAPERS TO BE ADJUSTED TO CURRENT STANDARDS
- 55.5m 24 HOUR BUS STOP CLEARWAY
- 12m 140mm KERB HEIGHT AT WAITING AREA
- NEW BUS SHELTER



SCHEME 11 - BS 29006

- BUS STOP TO BE RELOCATED FROM LAY BY TO OUTSIDE 438 HAVING ROAD TO THE FLANK WALL OF 428 HAVING ROAD
- 23m LENGTH CLEARWAY
- 15m LENGTH OF 140mm KERB UPSTAND AT WAITING AREA
- NEW CROSSING FACILITY ACROSS CAMPBELL CLOSE

<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p> <p><small>100 FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JH TELEPHONE No: 01708 434343 FAX No: 01708 435721 E-MAIL: streetcare@havering.gov.uk</small></p>		<p>PURPOSE</p>		<p>PROPOSAL</p>	
<p>JOB TITLE BSA ROUTE 103 & 499 HAVERING ROAD</p>		<p>©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.</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>DRAWING TITLE CAMPBELL CLOSE - BS 29006 CHASE CROSS ROAD - BP 3529</p>		<p>DRAWN BY RP</p>	<p>CHECKED BY MLP</p>	<p>APPROVED BY MLP</p>	
<p>SCALE (AT A4 SIZE) 1:250</p>	<p>DATE 23.05.13</p>	<p>DRAFT ISSUE</p>	<p>ACAD REF:</p>	<p>DRAWING No QMO15-05-109</p>	<p>REVISION</p>
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HIGHWAYS ADVISORY COMMITTEE

REPORT

17 September 2013

Subject Heading:

UPMINSTER ACCIDENT REDUCTION PROGRAMME – CORBETS TEY ROAD AND HACTON LANE PROPOSED SAFETY IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

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

- Clean, safe and green borough
- Excellence in education and learning
- Opportunities for all through economic, social and cultural activity
- Value and enhance the life of every individual
- High customer satisfaction and a stable council tax

SUMMARY

Corbets Tey Road and Hacton Lane – Upminster Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and pedestrian refuges, mini roundabout, zebra crossing, larger dome construction, high friction surfacing and centre hatch road markings are proposed.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Upminster and St Andrews** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:

Corbets Tey Road

- (a) Pedestrian refuges and centreline hatch road markings along Corbets Tey Road between Stewart Avenue and The Approach as shown on Drawing No.QM033/C/1.
- (b) Pedestrian refuges along Park Drive and Gaynes Park Road, larger dome construction, high friction anti-skid surfacing, parking signs at the Corbets Tey Road / Park Drive / Gaynes Park Road mini roundabout as shown on Drawing No.QM033/C/2.

Hacton Lane

- (c) Mini roundabout, zebra crossing, pedestrian refuge and minor carriageway and footway widening at the Hacton Lane / Ravenscourt Grove Junction as shown on Drawing No.QM033/H/1.
2. That, it be noted that the estimated costs of £75,000, can be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2012, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2013/14 Havering Borough Spending Plan settlement. Corbets Tey Road and Hacton Lane – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Corbets Tey Road and Hacton Lane Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 900 and 1100 vehicles per hour during peak periods along Corbets Tey Road and Hacton Lane respectively.

A speed survey was carried out and the results are as follows.

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
Corbets Tey Road by The Approach	35	37	40	46
Hacton Lane by Ravenscourt Grove	35	35	41	40

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Corbets Tey Road and Hacton Lane exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the four-year period to October 2012, twenty and twelve personal injury accidents (PIAs) were recorded along Corbets Tey Road and Hacton Lane respectively. Of the twenty PIAs along Corbets Tey Road, two were serious; two were speed related; one was occurred during the hours of darkness and four involved pedestrians. Of the twelve PIAs along Hacton Lane, two were serious and two were speed related.

Location	Fatal	Serious	Slight	Total PIAs
Corbets Tey Road				
Corbets Tey Road between St Mary's Lane and Stewart Avenue	0	1 (1-Ped)	2 (1-Ped)	3
Corbets Tey Road / Stewart Avenue Junction	0	0	2 (1-Ped)	2
Corbets Tey Road / Springfield Gardens Junction	0	0	2 (1-Speed)	2
Corbets Tey Road between Springfield Gardens and The Approach	0	0	1 (1-Ped)	1
Corbets Tey Road / Park Drive / Gaynes Park Avenue mini roundabout	0	0	7	7
Corbets Tey Road / Little Gaynes Lane Junction	0	1	0	1

Corbets Tey Road / Freshfields Avenue Junction	0	0	1	1
Corbets Tey Road / Parkland Avenue Junction	0	0	1 (1-Speed)	1
Corbets Tey Road / Londons Close Junction	0	0	2 (1-Dark)	2
Total	0	2	18	20
Hacton Lane				
Hacton Lane / Ravenscourt Grove Junction	0	0	3	3
Hacton Lane / Alma Avenue Junction	0	1 (1-Speed)	2	3
Hacton Lane between Alma Avenue and Derby Avenue	0	1 (1-Speed)	1	2
Hacton Lane / Derby Avenue Junction	0	0	2	2
Hacton Lane / Little Gaynes Lane Junction	0	0	2	2
Total	0	2	10	12

Proposals

1.5 The following safety improvements are proposed along Corbets Tey Road and Hacton Lane to reduce vehicle speeds and minimise accidents.

- Corbets Tey Road between Stewart Avenue and The Approach
(Drawing No:QM033/C/1)
 - Pedestrian Refuge between Stewart Avenue and Springfield Gardens.
 - Pedestrian refuge south of The Approach.
 - Hatch and centre line road markings.
- Corbets Tey Road/Park Drive/Gaynes Park Road mini roundabout
(Drawing No:QM033/C/2)
 - Pedestrian refuges along Park Drive.
 - Pedestrian refuge along Gaynes Park Road.
 - Larger dome construction.
 - High friction anti-skid surfacing at the Corbets Tey Road approaches.
 - Parking signs as shown.
- Hacton Lane / Ravenscourt Grove Junction
(Drawing No:QM033/H/1)
 - Mini Roundabout.
 - Zebra crossing
 - Pedestrian Refuge

- Minor carriageway and footway widening

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals.

Corbets Tey Road

- 2.2 Approximately, 190 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 02nd September 2013 were invited. Five written responses from Local Members and London Buses were received and the comments are summarised in the Appendix.

Hacton Lane

- 2.3 Approximately, 80 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 02nd September 2013 were invited. Seven written responses from Local Members, London Buses and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that twenty and twelve personal injury accidents (PIAs) were recorded over four year period along Corbets Tey Road and Hacton Lane respectively. Of the twenty PIAs along Corbets Tey Road, two were serious; one was occurred during the hours of darkness and four involved pedestrians. Of the twelve PIAs along Hacton Lane, two were serious and two were speed related.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limits along Corbets Tey Road and Hacton Lane.
- 3.3 The proposed safety improvements would minimise accidents along Corbets Tey Road and Hacton Lane. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals is £75,000. This cost can be met from the 2013/14 Transport for London's LIP allocation to Havering for Accident Reduction Programme. Spend will need to complete by 31st March 2014 to maximise access to TFL funding.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are

subject to change.

This is a standard project for Streetcare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the Streetcare Capital Budget.

Legal Implications and Risks

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

The proposals can be delivered within the standard resourcing within Streetcare and has no specific impact on staffing/HR issues.

Equalities and Social Inclusion

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

BACKGROUND PAPERS

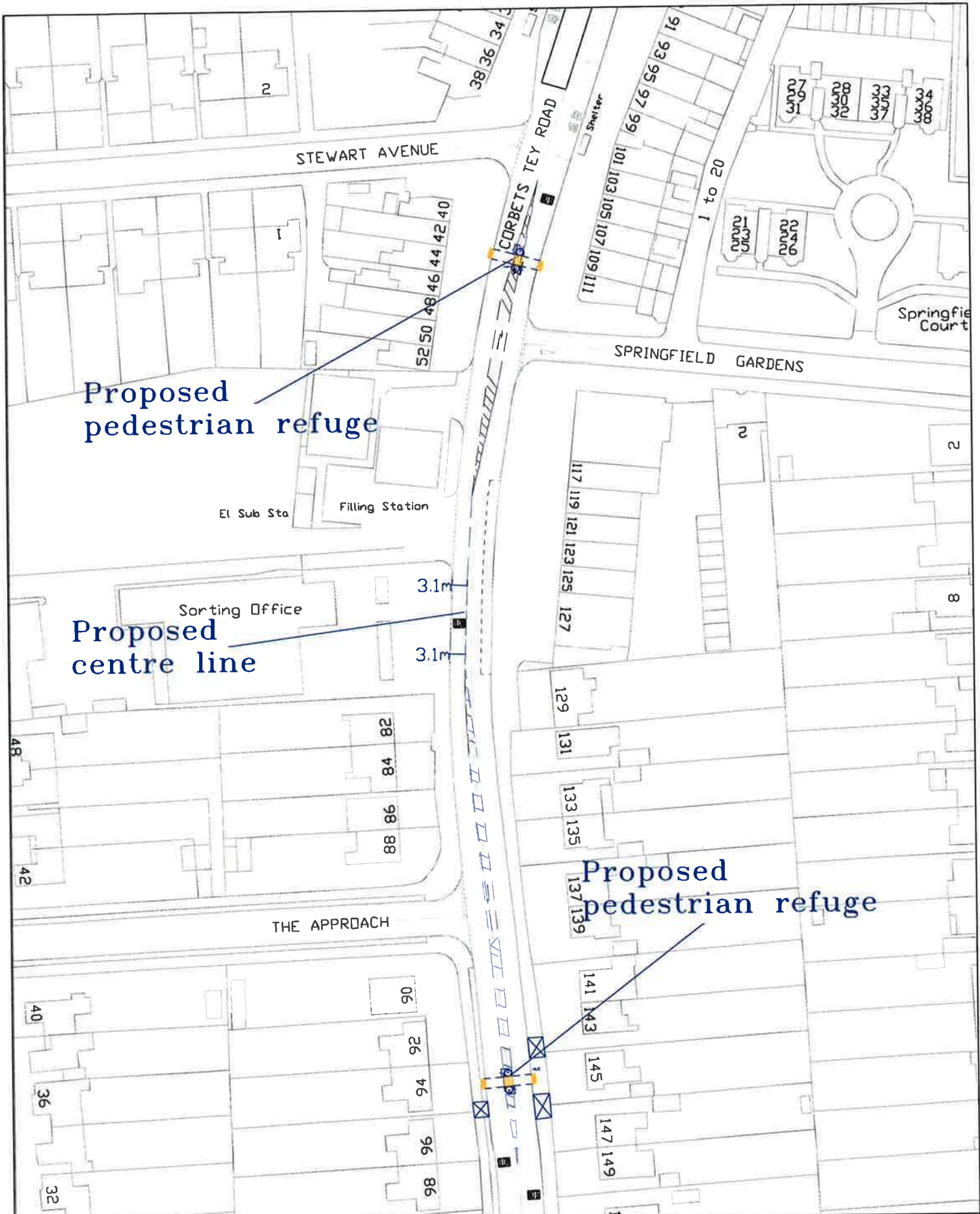
1. **Public consultation Letters.**
2. **Public consultation responses.**
3. **Drawing Nos. QM033/C/1, QM033/C/2 and QM033/H/1.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
Corbets Tey Road		

QM033/C/1 (Member 1)	In favour of the scheme.	-
QM033/C/2 (Member 2)	I am happy for the scheme to go forward to HAC	-
QM033/C/3 (Member 3)	In favour of these, especially the ones in Gaynes Park Road and Park Drive.	-
QM033/C/4 (Member 4)	Happy with the scheme.	-
QM033/C/5 (London Buses)	No issues with this scheme.	-
Hacton Lane		
QM033/H/1 (Member 1)	In favour of the scheme	-
QM033/H/2 (Member 2)	Inquiry about public consultation process.	Advised.
QM033/H/3 (London Buses)	Inquiry about dome section. After explanation, happy with the scheme.	Advised.
QM033/H/4 (7 Hacton Lane)	We support the proposals.	-
QM033/H/5 (44 Hacton Lane)	The plan is a good idea. Request for the following. - Keep clear at the exit to the service road - Relocate zebra crossing	With reference to keep clear, it will be considered at the detailed design stage. With reference to crossing, staff considered that the zebra crossing proposal need to be located at this location. However additional zebra crossing could be considered at a later date towards Upminster Road.
QM033/H/6 (60 Hacton Lane)	I whole heartly approve them as over many years I have witnessed many crashes at this junction. Request to trim nearby tree.	Informed the tree team who will take necessary action.
QM033/H/6 (64 Hacton Lane)	The comments are as follows. - Zebra crossing should be opposite to pathway near Upminster Road, not near mini roundabout. - Why disrupt the access to the property Nos.62 to 78	The zebra crossing need to be located near the mini roundabout. Additional zebra crossing could be considered at a late date if necessary. It is considered that the proposals do not obstruct the vehicle crossovers.

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Proposed pedestrian refuge

Proposed centre line

Proposed pedestrian refuge

Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

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PURPOSE
-
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JOB TITLE
UPMINSTER ACCIDENT REDUCTION PROGRAMME
CORBETS TEY ROAD

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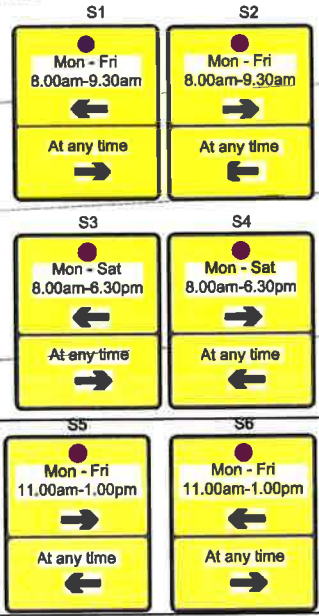
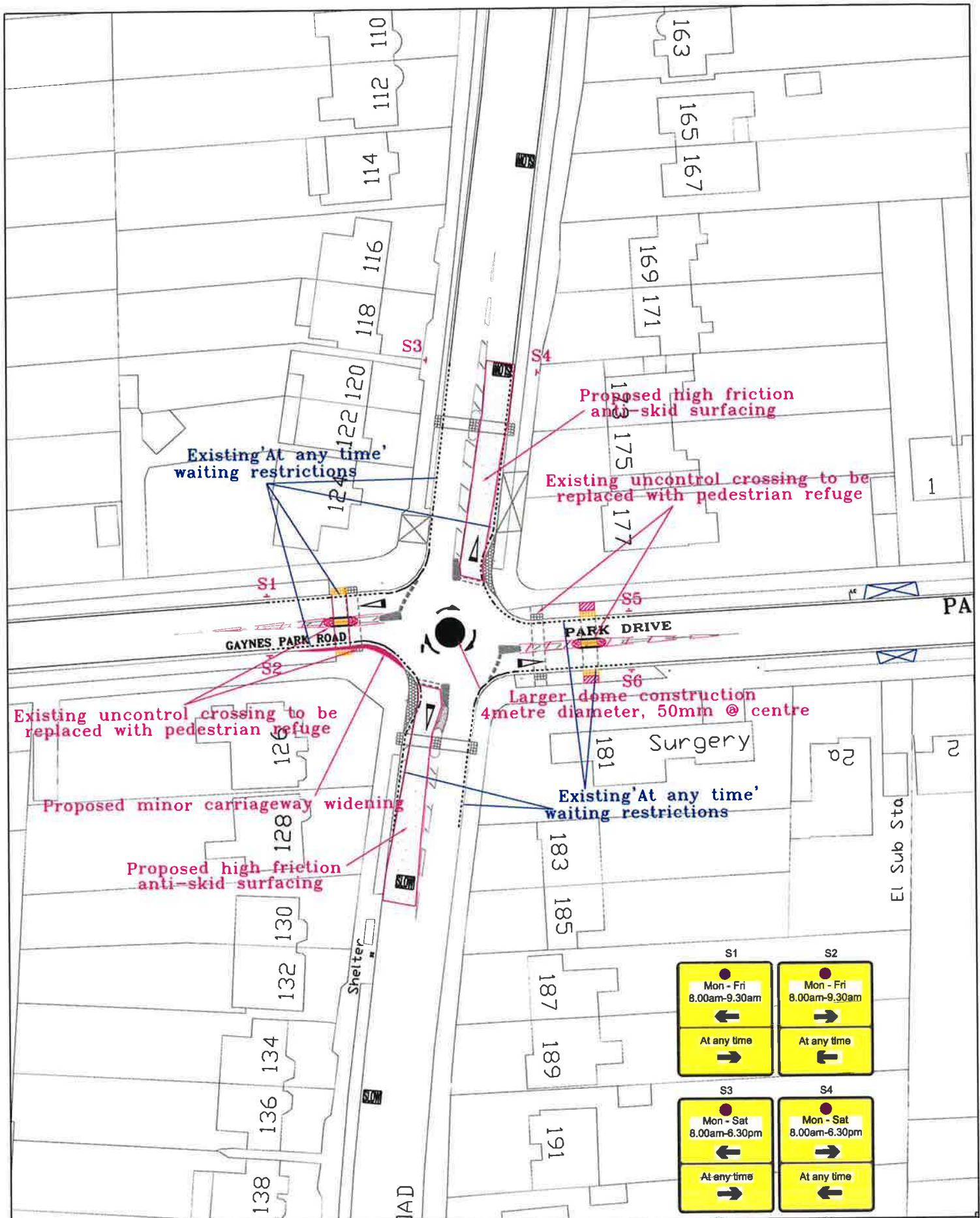
DRAWING TITLE
PROPOSED SAFETY IMPROVEMENTS

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SCALE (AT A4 SIZE)
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DATE
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ISSUE

ACAD REF:
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AMENDMENT
DATE



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JOB TITLE
UPMINSTER PACKAGE
ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
PROPOSED SAFETY IMPROVEMENTS
CORBETS TEY ROAD

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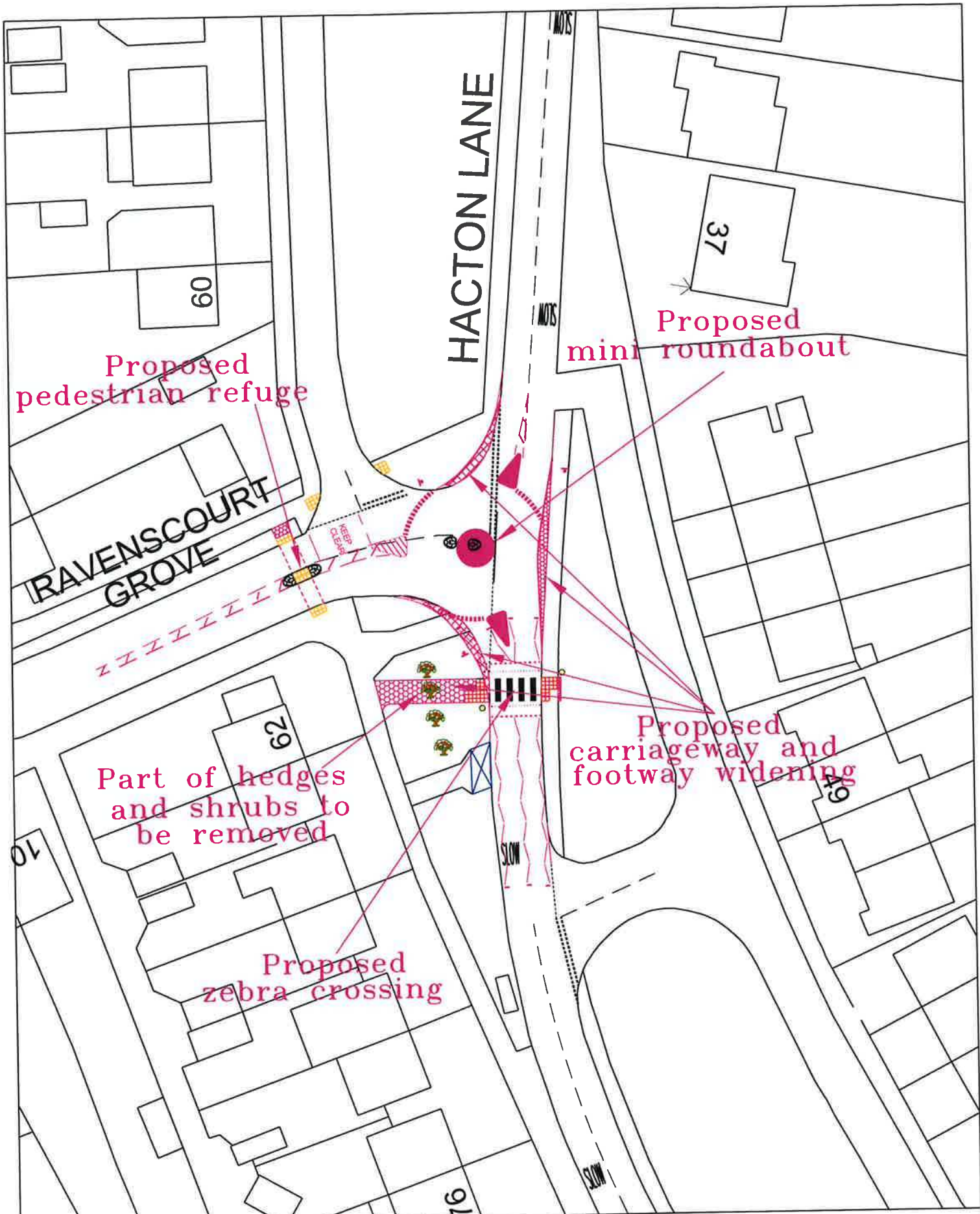
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QM033/C/2

REVISION

REVISION AMENDMENT

DATE



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JH TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -	
JOB TITLE HACTON LANE BY RAVENSCOURT GROVE		©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. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS MINI ROUNDABOUT AND ZEBRA CROSSING		DRAWN BY VS	CHECKED BY VS	APPROVED BY VS	
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HIGHWAYS ADVISORY COMMITTEE

REPORT

17 September 2013

Subject Heading:

Proposed coach parking in Theatre Road and outside the Queen's Theatre, Hornchurch

Report Author and contact details:

Musood Karim
Principal Engineering Assistant
01708 432804
masood.karim@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

The Council's Highways Advisory Committee considered a report in July 2013 on the adoption of roads as public highways around the Queen's theatre. The Committee approved the majority of the measures but felt that temporary closure of roads for coach parking for events such as pantomimes needs to be addressed to formalise short term parking. This report deals with a second consultation based on revised proposals.

The scheme is within **St. Andrews** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that **one** of the following options is agreed for implementation.
 - i) **Option 1:** That the measures as originally designed are implemented. These include provisions of a drop off/pick up parking bay (for 3 cars), free parking bay outside the theatre and free parking in Theatre Road. The proposals are shown on drawing no. QH083-of-201. The cost of implementing the measures is £1,000.
 - ii) **Option 2:** That the redesigned measures as shown on drawing no. QH083-of-201/D are implemented. These include provisions for reduced size of drop off/pick up parking bay outside the theatre (2 cars) and free parking for coaches in Theatre Road and outside the theatre. The cost of implementing the measures is £1,000.
2. That it be noted the cost of carrying out the works can be met by the Council's Streetcare Revenue budget allocated for 2013/14 financial year.

REPORT DETAIL

1. **Background**
 - 1.1 The Council's Highways Advisory Committee considered a report on 9th July this year on regularising the parking regime in the roads around the Queen's Theatre as part of adoption of the roads as public highways. The committee approved the following measures:
 - i) 'At Any' time waiting and loading restrictions to enhance highway safety at various locations;
 - ii) Loading bay in Theatre Road;
 - iii) Stopping for 5 minutes maximum by the recycling centre;
 - iv) One-way traffic flow in the road fronting The Queen's Theatre;
 - v) Blue badge parking bays in the road fronting the theatre entrance.

- 1.2 During the meeting, Members had debated in detail on whether there should be free parking bays for coach parking for events such as pantomimes. Some members felt that temporary road closures would not be helpful in dealing with coach groups, therefore, considered that dedicated short term parking would be beneficial.
- 1.3 The proposals affected as a result of the decision are the drop off/ pick up parking bay in the road for 10 minutes maximum fronting the theatre entrance. Instead, it was agreed that its length is reduced in size and proposed parking bay is converted to coach parking.
- 1.4 It was further agreed at the meeting that the free parking in the Theatre Road are used for coach parking. Theatre staff or members of the public who currently park in these bays can park in Billet Road car park.
- 1.5 Members were further provided with a list of road names and were requested to select an appropriate name so that the Council's Legal Services can designate it in the Council's Highway Register. Members had selected the road's name as Theatre Road, therefore, arrangements are being made to install street name signs.

2. **Details of revised measures to supersede the previous measures**

The three measures that were suggested at the HAC meeting were redesigned and are explained in details below:

- 2.1 The proposals for a free parking bay outside the theatre is abandoned and converted for coach parking. The revised proposals are shown in drawing no. QH083-of-201/D.
- 2.2 The existing drop off point for audiences outside the theatre is reduced in size to enhance coach parking. The proposals have been amended and are shown on attached drawing no. QH083-of-201/D.
- 2.3 Free parking bays in Theatre Road have been excluded from the proposals and converted to free parking for coaches. The revised proposals are shown on attached drawing no. QH083-of-201/D.

3. **Outcome of the consultation**

- 3.1 The revised proposals were consulted again with the stakeholders. Approximately, 90 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder on 26th July 2013, London Gazette. In addition to the above, Ward Members of St. Andrews were also consulted. The emergency services were not consulted on this occasion.

- 3.2 The closing date for receiving any comments was set for 16th August 2013. Seven responses have been received which represents 8% of the letters delivered.

4. **Summary of responses**

The manager of the Queen's theatre has welcomed the decision of a loading bay for deliveries and one-way traffic system outside the theatre. He has further stated that school audiences arrive by coaches mainly in December for the annual pantomime and most visitors are from the local area, arriving by cars or public transport. As a result, he has categorically requested to reject the revised proposals and return to the original measures (ie option 1).

Furthermore, he has concerns about reducing the size of drop off/pick up bay for audiences. He considers that more than one car would be picking up or dropping off passengers, therefore, he has suggested to have two parking bays to meet the prevailing demand.

In addition, 6 identical letters have been received from the theatre's staff. They have also asserted that coaches only arrive for a limited period of time and the free parking would be a loss.

The marketing manager of the theatre has stated that the staff do not receive high wages and if they were to park in the car park it would cost £8 per week. This will penalise them if the proposals proceed.

From the Council's prospective, the problem associated with excluding free parking in Theatre Road is that members of the public could start to park in other residential roads in the immediate vicinity of the theatre which could in turn displace parking for residents.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The costs of implementing the options are included in the recommendations. The final cost is based on which options are selected and agreed by Members. The costs would be met from the Council's Streetcare Revenue budget allocated for 2013/14 financial year.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Streetcare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over spend the balance would need to be contained within the overall Streetcare Revenue budget.

Legal Implications and risks:

Parking restrictions, parking bays, loading bays and one-way working require advertisement and consultation of proposals before a decision can be taken prior to their implementation.

Human Resources Implications and risks:

The proposal can be delivered within the standard resourcing within Streetcare and it has no specific impact on staffing/HR issues.

Equalities Implications and risks:

The Council has a general duty under the Equality Act of 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.

Loading restrictions do not allow parking by blue-badge holders, but are sometimes necessary in order to maintain traffic flow, traffic capacity or to improve road safety by preventing all parking in key locations. This scheme provides parking for blue-badge holders.

BACKGROUND PAPERS

Scheme project file: QH083 – Queen’s Theatre road adoption.

Appendix 1: Schedule of Proposals

Schedule 1

Vehicles stopping outside the Queen's Theatre for a maximum period of 10 minutes to set down or pick up passengers.

The unnamed road fronting The Queen's Theatre, the east side, from a point 28.2 metres south of the southern kerb-line of Theatre Road, extending southward for a distance 12 metres.

Schedule 2

Provision for coach parking in designated parking places, operative at any time, on the lengths of streets specified below:

Theatre Road

- (a) the south side, from a point 15 metres west of the western kerb-line of North Street extending westward for a distance of 38 metres;
- (b) the north side, from a point 37 metres west of the western kerb-line of North Street extending westward for a distance of 19.35 metres.

The unnamed road fronting The Queen's Theatre, the east side, from a point 40.2 metres south of the southern kerb-line of Theatre Road extending southward for a distance of 27 metres.

Appendix C

Proposed layout drawings

Options 1 and 2

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the Hermitage
(Council Offices)

BILLET LANE

NORTH STREET

WEDLAKE CLOSE

51 to

59a

Loading
only

No stopping
except
Recycling
5 min

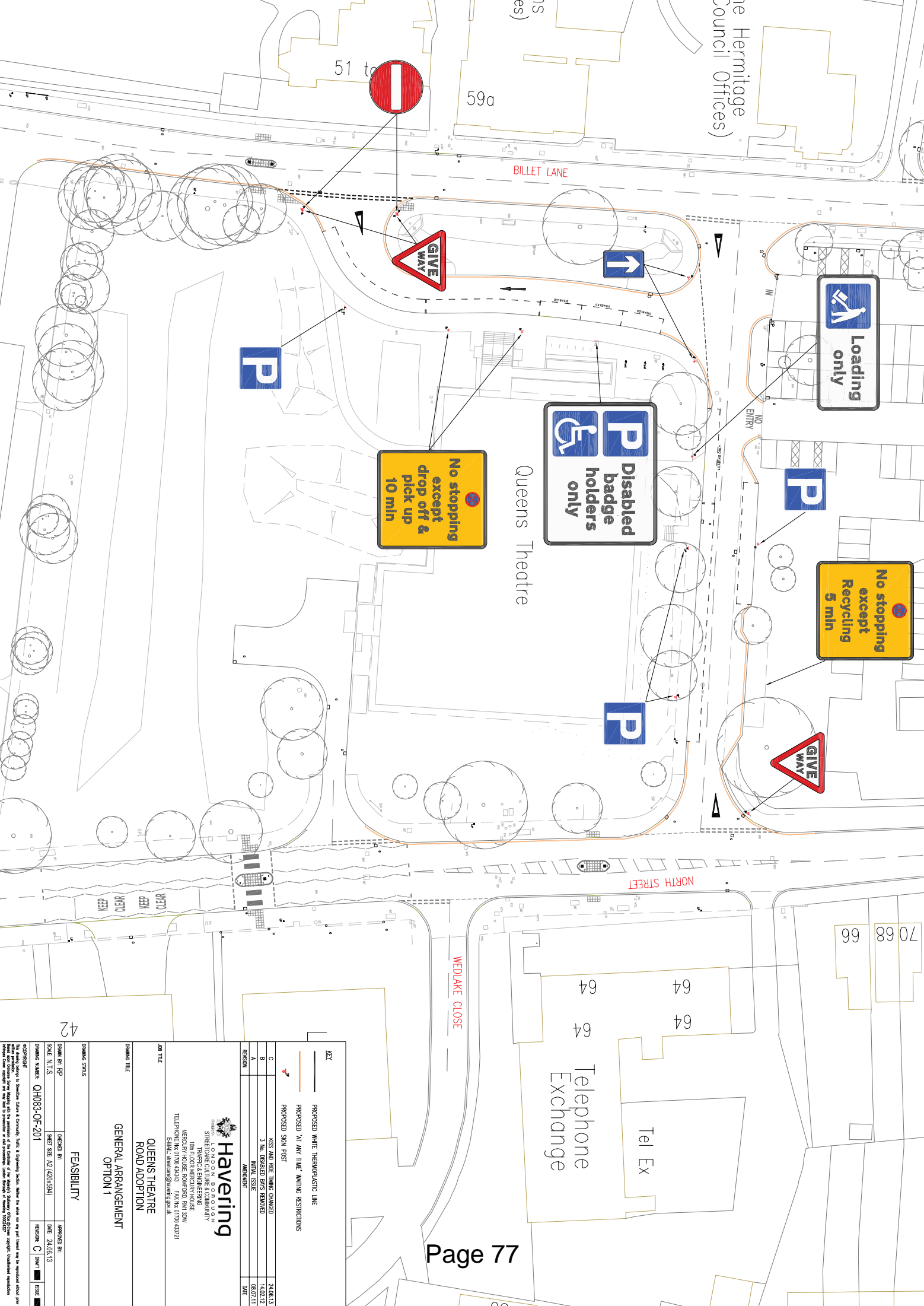
Disabled
badgers
holders
only

No stopping
except
drop off &
pick up
10 min

Queens Theatre

Telephone
Exchange

Tel Ex



KEY

- PROPOSED WHITE THERMOPLASTIC LINE
- PROPOSED AT ANY TIME WAITING RESTRICTIONS
- PROPOSED SIGN POST
- ASS AND ROBE TUNING CHANGED
- 3 NO. DISABLED BAYS REMOVED
- INTERNAL ISSUE

REVISION	DATE	24/06/13
A	14/02/12	
B	08/07/11	
C		

HaVering
LONDON BOROUGH OF HAVERING
STREETCLOUTIER & COMPANY
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EMAIL: streetc@haivering.gov.uk

QUEENS THEATRE ROAD ADOPTION

GENERAL ARRANGEMENT OPTION 1

FEASIBILITY

ISSUED BY: RP	CHECKED BY: A2 (42/05/04)	APPROVED BY: 24/06/13
SCALE: N.T.S.	SHEET NO.: 42	DATE: 24/06/13
DRAWING NUMBER: QH083-OF-201	REVISION: C	ISSUE: 1

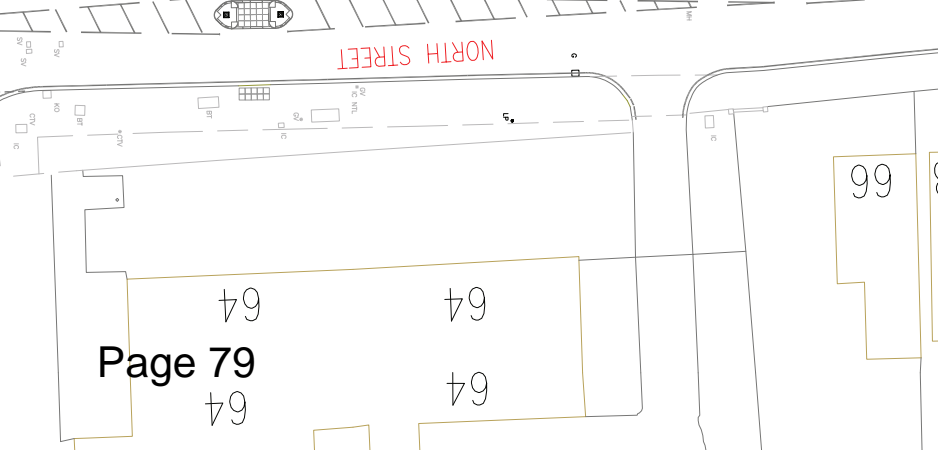
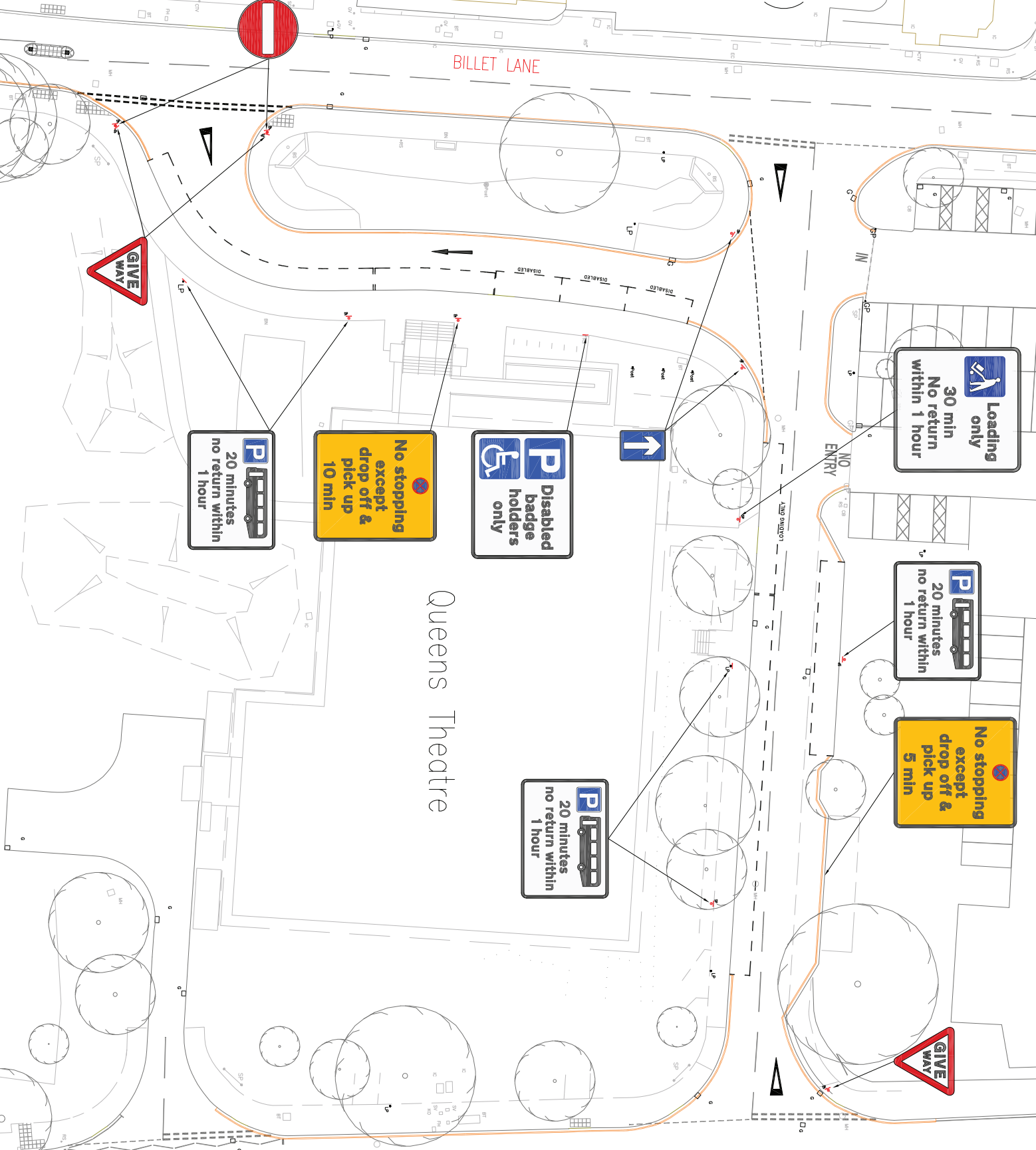
APP TITLE
QUEENS THEATRE ROAD ADOPTION

DRAWING TITLE
GENERAL ARRANGEMENT OPTION 1

DRAWING STATUS
FEASIBILITY

ACCOMPLISH
The design is subject to the approval of the Council and the Highways Department. The design is subject to the approval of the Council and the Highways Department. The design is subject to the approval of the Council and the Highways Department.

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KEY

- PROPOSED WHITE THERMOPLASTIC LINE
- PROPOSED AT ANY TIME WAITING RESTRICTIONS
- PROPOSED SIGN POST

CHANGES MADE BY HIGHWAY ADVISORY COMMITTEE

REVISION	DESCRIPTION	DATE
D		10/07/13
C		24/06/13
B		
A		

HAVERING
 A DIVISION OF LONDON BOROUGH OF HAVERING
 STREETS, LONDON BOROUGH OF HAVERING
 10th FLOOR, MERCURY HOUSE
 MERCURY HOUSE, ROYAL DOCK, RM1 3JW
 TELEPHONE NO. 01708 434343 FAX NO. 01708 433721
 EMAIL: streets@havering.gov.uk

APP TITLE
 QUEENS THEATRE
 ROAD ADOPTION

DRAWING TITLE
 GENERAL ARRANGEMENT
 OPTION 2

DRAWING STATUS
 FEASIBILITY

ISSUED BY	CHECKED BY	DATE	ISSUE
RP	AZ	10/07/13	1
SCALE	SHEET NO.	DATE	ISSUE
1:250	A2 (420x594)	10/07/13	1
DRAWING NUMBER	CH083-OF-201	REVISION	D

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HIGHWAYS ADVISORY COMMITTEE

17 September 2013

REPORT

Subject Heading:

**GIDEA PARK STATION AREA
LOADING, PARKING AND BUS STOP
ACCESSIBILITY PROPOSALS
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 loading bays, parking bays and parking restrictions in Balgores Lane and a bus stop clearway in the westbound bus stop in Station Lane and seeks a recommendation that the proposals to be implemented as set out in the report.

The scheme is within **Squirrels Heath** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the various loading bays, parking bays, parking restrictions and bus stop clearway as set out in this report and shown on the following drawings are implemented;
 - QL008-OB-008A
 - QM009-OB-001A
 - QM009-OB-002A
2. That it be noted that the estimated cost of £20,000 for implementation of the loading bays, parking bays and parking restrictions will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Freight Loading Facilities.
3. That it be noted that the estimated cost of £1,500 for implementation of the bus stop clearway will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility.

REPORT DETAIL

1.0 Background

- 1.1 Works have been ongoing in the area around Gidea Park Station in recent years which has resulted in a substantially improved urban realm. Most of the work has been funded through the annual Transport for London Local Implementation Plan through a 3-year allocation which ended in 2012/13.
- 1.2 Streetcare has more recently allocated some highways capital funding to extend the works further and this is currently ongoing and will end in 2014/15.
- 1.3 As part of the continued liaison with local businesses and other stakeholders (such as London Buses), further TfL-funding opportunities have presented themselves in terms of providing additional parking facilities, new loading facilities and making the westbound bus stop opposite Gidea Park Station fully accessible.

1.4 Staff have developed a number of proposals as follows, which were taken forward to public consultation;

Drawing Reference	Location	Description of proposals
QL008-OB-008A	Station Road Layby outside 10 to 36	Bus Stop in layby restricted with a 24 hour bus stop clearway (as with the bus stop on the opposite side of the road), so that all bus services can access the stop at all times of the day.
QM009-OB-001A	Balgores Lane Northeast side, adjacent to Chalforde Gardens	<p>A new loading bay built as a layby, with a new footway laid behind and the planted area re-landscaped.</p> <p>Operational 8:30am to 6:30pm; Monday to Saturday; 20 minutes loading, no return within 2 hours.</p>
QM009-OB-002A	Balgores Lane 142 to 156	<p>3 additional pay-and-display parking bays outside 154/156, operational as with the existing bays on the railway bridge (8:30am to 6:30pm; Monday to Saturday; 20p for up to 2 hours, 50p for up to 3 hours).</p> <p>A new loading bay outside 150/152; operational 8:30am to 6:30pm; Monday to Saturday; 20 minutes loading, no return within 2 hours.</p> <p>A new loading bay outside 144/146; same terms of operation as above.</p> <p>Double yellow line restrictions outside 146 to 150 to keep bend clear.</p> <p>Double yellow line restrictions across the vehicle access next to 156.</p>

- 1.5 52 letters were hand-delivered to those potentially affected by the proposals on or just after 25th July 2013, with a closing date of 16th August 2013 for comments.
- 1.6 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. The first was from a resident opposite the proposed loading bay adjacent to Chalforde Gardens who was concerned about the potential for loading to take place early in the morning or at night.
- 2.2 The second response was from C&M Insurance (156 Balgores Lane) which welcomed the proposals and was grateful that the Council had proposed restrictions across the vehicle crossing to the rear of the shops.

3.0 Staff Comments

- 3.1 With regard to the proposed loading bay adjacent to Chalforde Gardens, the area is currently available and is used for loading during the day (permitted on the current single yellow line restriction). The proposal allows loading to take place off the main carriageway at the same times as the local parking scheme. Other than any planning restrictions on individual businesses, loading can take place “out of hours”, but the proposals cannot prevent such.
- 3.2 The parking/ loading bays and restrictions north of the railway bridge have been designed to complement each other and provide parking and loading where there currently is none available during the day, but restricting areas at any time where parking is not considered desirable.
- 3.3 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £20,000 for implementation of the loading bays, parking bays and parking restrictions will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Freight Loading Facilities. The estimated cost of £1,500 for implementation of the bus stop clearway will be met by

Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to be made by this committee when a report is received with the results of the consultation. A final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall StreetCare Capital budget.

Legal implications and risks:

Waiting restrictions, parking bays and loading bays require consultation and the advertisement of proposals before a decision can be taken on their introduction.

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

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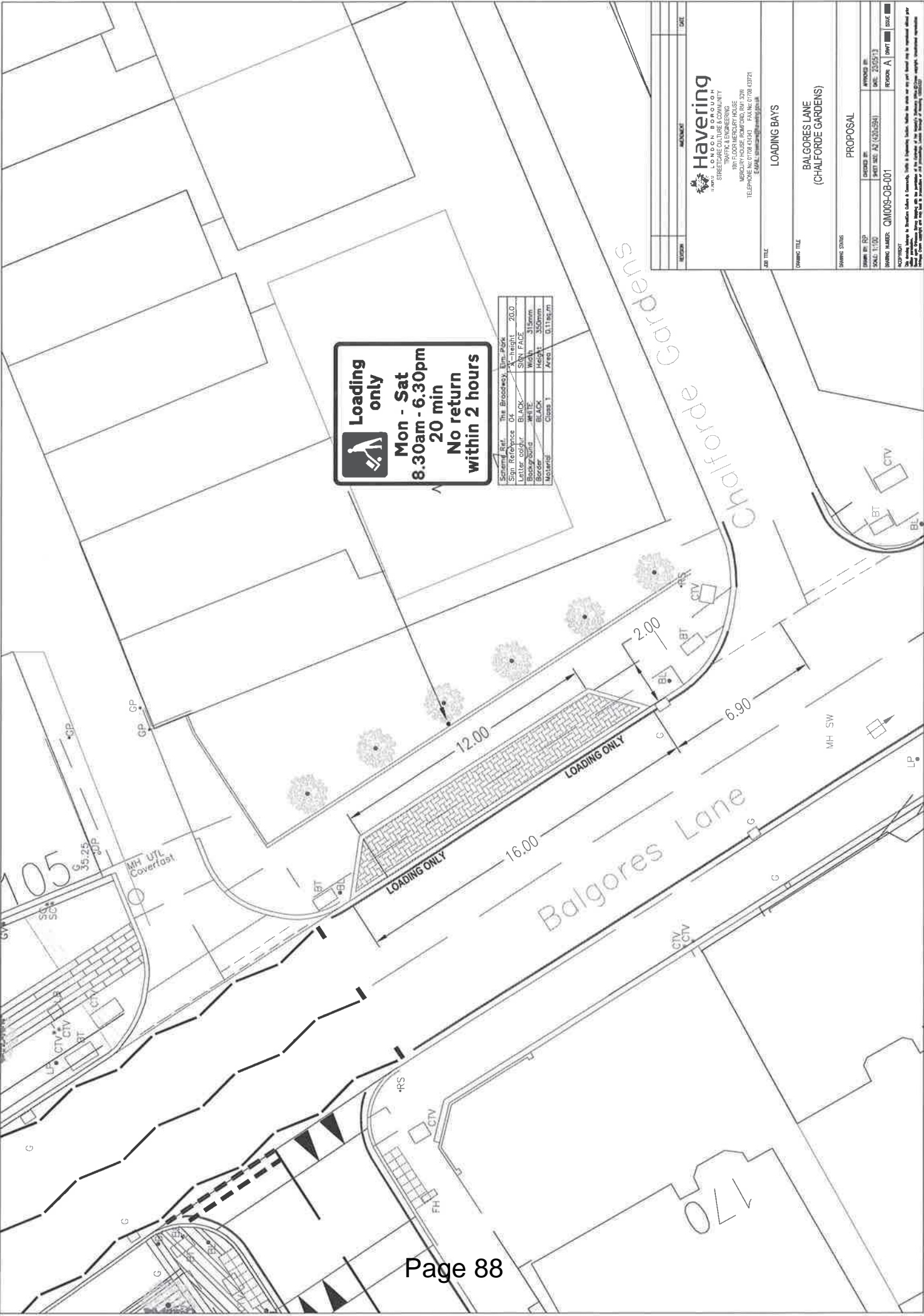
Loading only
Mon - Sat
8.30am - 6.30pm
20 min
No return
within 2 hours

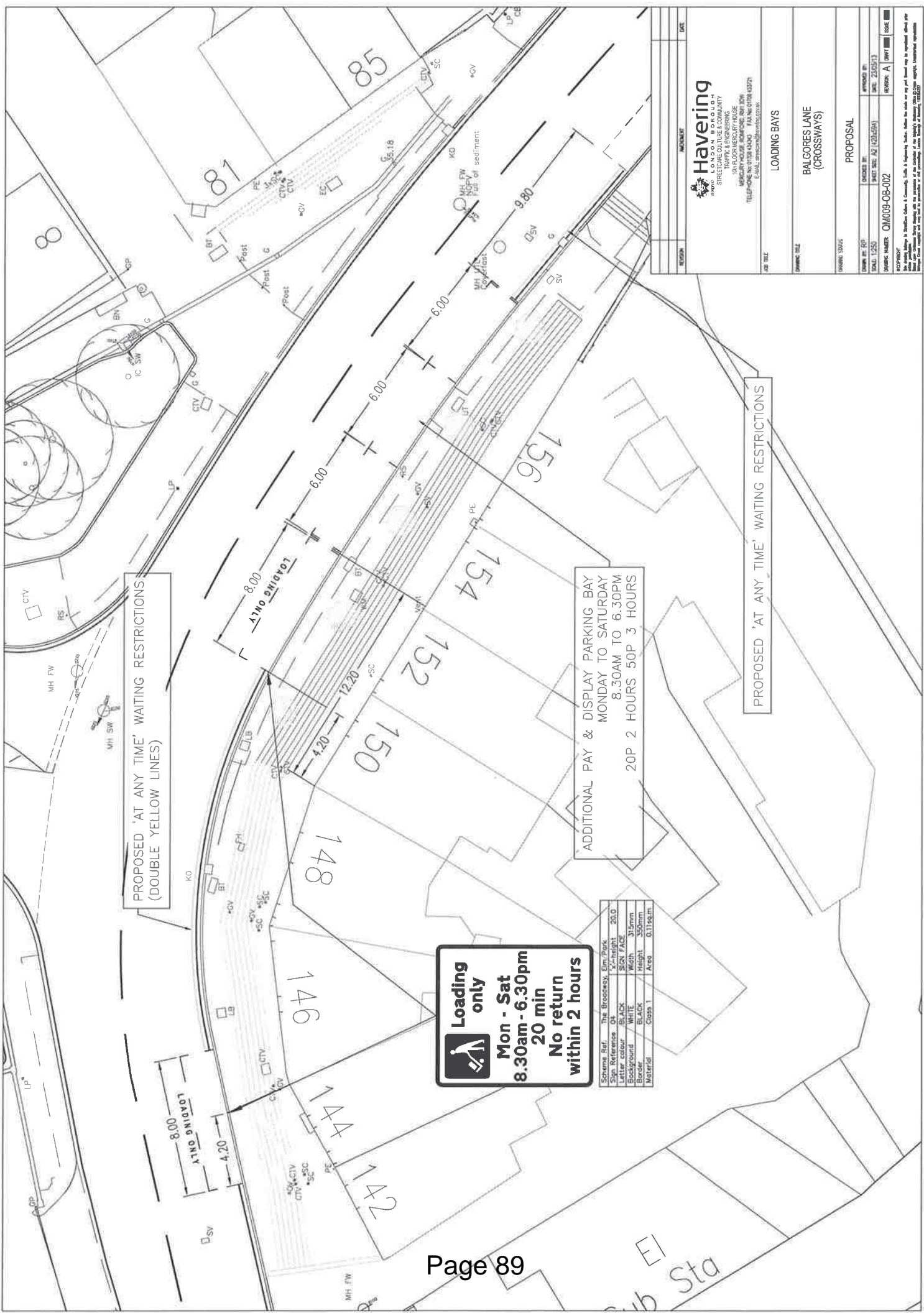
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Surface	Black	10m	20.0
Letter Colour	White	10m	20.0
Block Size	315mm	10m	20.0
Border	Black	10m	20.0
Material	Class 1	10m	20.0
Area	0.11	10m	20.0

Haveing
 100 FLOORS HOUSE
 100 FLOORS HOUSE, 100 FLOORS ROAD, 100 FLOORS
 TELEPHONE: 01203 200000
 EMAIL: info@haveing.co.uk

LOADING BAYS
BALGORES LANE
(CHALFOLDE GARDENS)
PROPOSAL

DATE: 23/05/13
 DRAWN BY: RP
 CHECKED BY: AJ (420254)
 DRAWING NUMBER: QM009-08-001
 REVISION: A





PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS
(DOUBLE YELLOW LINES)

Loading only

Mon - Sat
8.30am - 6.30pm
20 min
No return
within 2 hours

Scheme Ref.	The Broadway, Elm Park	20.0
Lot Reference	BLACK	SEN FACE
Background	WHITE	315mm
Border	BLACK	Height 350mm
Material	Class 1	Area 0.1194m

ADDITIONAL PAY & DISPLAY PARKING BAY
 MONDAY TO SATURDAY
 8.30AM TO 6.30PM
 20P 2 HOURS 50P 3 HOURS

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS

Haveiring
 CIVIL & ENGINEERING
 TRAFFIC & TRANSPORT
 STREET LIGHTING & COMMUNITY
 DESIGN
 100 FLOOR MERCHANT HOUSE
 100 FLOOR MERCHANT HOUSE
 100 FLOOR MERCHANT HOUSE
 TELEPHONE: 01473 611111 FAX: 01473 611111
 E-MAIL: enquiries@haveiring.co.uk

LOADING BAYS

BALGORES LANE
(CROSSWAYS)

PROPOSAL

DATE: 23/05/13
 SHEET NO: 2/1 (20/05/13)
 DRAWING NO: CM009-08-002
 REVISION: A

APPROVED BY: [Signature]
 CHECKED BY: [Signature]
 DRAWN BY: [Signature]
 SCALE: 1:250
 DATE: 23/05/13
 SHEET NO: 2/1 (20/05/13)
 DRAWING NO: CM009-08-002
 REVISION: A

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HIGHWAYS ADVISORY COMMITTEE

REPORT

17 September 2013

Subject Heading:

RAINHAM ACCIDENT REDUCTION
PROGRAMME – A1306 NEW ROAD
PROPOSED SAFETY IMPROVEMENTS
(THE OUTCOME OF PUBLIC
CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

SIVA Velup
Senior Engineer
01708 433142
velup.siva@havering.gov.uk

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

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

SUMMARY

A1306 New Road – Rainham Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and larger roundabout, traffic islands, vehicle activated warning signs, high friction surfacing, coloured surfacing, rumble strips, ‘Giveaway’, hatch, 40mph roundel and slow road markings are proposed.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Rainham and Wennington** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Junction ahead vehicle activated warning signs, 'Giveaway' markings and signs and slow markings along A1306 New Road in the vicinity of Wentworth Way Junction as shown on Drawing No.QM002/A/1.
 - (b) High friction surfacing and re-marking worn off road markings along A1306 New Road in the vicinity of Launder's Lane Junction as shown on Drawing No.QM002/A/2.
 - (c) Traffic islands along A1306 New Road in the vicinity of Wennington Road Junction as shown on Drawing No.QM002/A/3.
 - (d) Cross road vehicle activated warning signs, high friction surfacing, rumble strips, coloured surfacing 40mph roundel, hatch and slow road markings along A1306 New Road in the vicinity of Sandy Lane as shown on Drawing Nos.QM002/A/4, QM002/A/4/1 and QM002/A/4/2.
2. That, the Committee having considered the representations made in response to the public consultation process, recommends to the Cabinet Member for Community Empowerment that larger roundabout be implemented at the A1306 New Road / Sandy Lane Junction as shown on Drawing No. QM002/A/5 as a long term solution, subject to funding being available in 2014/15 financial year, detailed design and further consultation with Thurrock Council.
3. That, it be noted that the estimated costs of £70,000, can be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2012, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2013/14 Havering Borough Spending Plan settlement. A1306 New Road – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation

as they will improve road safety. In February 2013, the Highways Advisory Committee approved this scheme in principle for public consultation.

- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The A1306 New Road Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1800 and 1000 vehicles per hour during peak periods along A1306 New Road and Sandy Lane respectively.

A speed survey was carried out and the results are as follows.

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
A1306 New Road by Sandy Lane	37	52	45	58
Sandy Lane by A1306 New Road	40	45	55	60

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along A1306 New Road exceeds the 40mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the four-year period to October 2012, thirty two personal injury accidents (PIAs) were recorded along A1306 New Road between Dovers Corner and Thurrock Borough Boundary. Of the thirty two PIAs, three were fatal; six were serious; two were speed related and four were occurred during the hours of darkness.

Location	Fatal	Serious	Slight	Total PIAs
A1306 New Road in the vicinity of Wentworth Way	0	2	2	4
A1306 New Road / Upminster Road North Junction	0	0	3 (1-Speed)	3
A1306 New Road / Lambs Lane South Junction	0	1	2	3
A1306 New Road / Launderers Lane Junction	0	1	3 (1-Speed) (1-Dark)	4

Between Lauanders Lane and Wennington Road	1	0	0	1
A1306 New Road / Wennington Road Junction	0	2	3 (1-Dark)	5
A1306 New Road / Sandy Lane Junction	2	0	10 (2-Dark)	12
Total	3	6	23	32

Proposals

1.5 The following safety improvements are proposed along A1306 New Road between Dovers Corner and Thurrock Borough Boundary to reduce vehicle speeds and minimise accidents.

- A1306 New Road in the vicinity of Wentworth Way junction
(Drawing No:QM002/A/1)
 - Junction ahead vehicle activated warning signs.
 - 'Giveaway' markings and signs.
 - Slow road markings.
- A1306 New Road in the vicinity of Lauanders Lane junction
(Drawing No:QM002/A/2)
 - High friction surfacing at the approaches.
 - Re-marking worn off road markings in the area.
- A1306 New Road in the vicinity of Wennington Road junction
(Drawing No:QM002/A/3)
 - Traffic islands at both approaches to the right turn lanes.

For A1306 New Road / Sandy Lane Junction, two options were considered as short term and long term proposals. The short term proposals would be implemented during 2013/14 financial years if approved. The long term proposal of larger roundabout would require additional funding which could be implemented if funding being available in future years. Accident analysis showed that fatal and serious accidents occurred at regular intervals over ten year period at this junction. Larger roundabout would be best solution to reduce these fatal and serious accidents at this location.

- Short term proposals – A1306 New Road in the vicinity of Sandy Lane junction (Drawing No:QM002/A/4, QM002/A/4/1 and QM002/A/4/2)
 - Cross Road ahead vehicle activated warning signs with slow markings on a red surface at both approaches as shown.
 - Coloured high friction surfacing at both approaches as shown.
 - Red hatch area as shown.
 - 7No. Rumble strips at both approaches.
 - 40mph roundel on red surfacing.
 - Extension of hatch markings.

- Long term proposal - A1306 New Road in the vicinity of Sandy Lane Junction (Plan No. QM002/A/5)
 - Large Roundabout

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in February 2013, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals.
- 2.2 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 12th August 2013 were invited. Three written responses from Metropolitan Police, Local Resident Association and resident were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that thirty two personal injury accidents (PIAs) were recorded over four year period along A1306 New Road between Dovers Corner and Thurrock Borough Boundary. Of these totals, three were fatal; six were serious; two were speed related and four were occurred during the hours of darkness. Accident analysis over ten year period also indicated that fatal and serious injuries are regular occurrence at the A1306 / Sandy Lane junction.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limit along A1306 New Road.
- 3.3 Traffic modelling using 'ARCADY' programme used to assess the proposed roundabout at A1306 New Road / Sandy Lane Junction. The modelling showed that the maximum flow capacity ratio and queues are 0.62 and 2 vehicles during peak hours respectively which are considered to be not significant. It means that the proposed layout will cater for any traffic growth in future.
- 3.4 The proposed safety improvements would minimise accidents along A1306 New Road. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals is £70,000. This cost can be met from the 2013/14 Transport for London's LIP allocation to Havering for Accident Reduction Programme. Spend will need to complete by 31st March 2014 to maximise access to TFL funding.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Streetcare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the Streetcare Capital Budget.

Legal Implications and Risks

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

Human Resource Implications and Risks

The proposals can be delivered within the standard resourcing within Streetcare and has no specific impact on staffing/HR issues.

Equalities and Social Inclusion

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

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**
3. **Drawing Nos. QM002/A/1, QM002/A/2, QM002/A/3, QM002/A/4, QM002/A/4/1, QM002/A/4/2 and QM002/A/5.**

APPENDIX

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QM002/A/1 (Metropolitan Police)	Police fully support your proposals along this road to improve safety in particular at the junction with Sandy Lane which has a history of several serious collisions. Police would very much welcome Option 2, the larger roundabout at the A1306 New Road / Sandy Lane junction. This would remove any confusion about this being giveaway or a roundabout. A roundabout would facilitate the turning of larger vehicles and the correct deflection into the roundabout would help reduce eastbound speeds at this location.	-
QM002/A/2 (Wennington Village Association)	<p>Majority of our group consider that the designated improvements are acceptable, but finer details need to be considered. The group members' comments include the following:</p> <p>Member 1</p> <ul style="list-style-type: none"> - Roundabout is the far better option to keep moving but traffic signals may hinder the flow. - How about speed camera. <p>Member 2</p> <ul style="list-style-type: none"> - Request for cross hatch extension at the Sandy Lane Junction. - Traffic signals could be phased to suit the amount of traffic which cannot be achieved with a roundabout. - It is essential that the numbers and severity are reduced. <p>Member 3</p> <ul style="list-style-type: none"> - Traffic signal phases at the Upminster Road North need to be altered to remove straight ahead and right turn conflicts. <p>Member 4</p> <ul style="list-style-type: none"> - Roundabout will not solve any problems due to tailback but traffic signals would enhance the flow of traffic. <p>Member 5</p>	<ul style="list-style-type: none"> - London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras. In addition to the installation of speed camera, the Council need to allocate funding to maintain the cameras each year which may be difficult in future years. - Traffic modelling showed that no tailbacks are expected if roundabout are installed. - Staff considered that the roundabout considered being better option than the traffic signals in reducing accidents at this location. - The facilities for cyclists could be considered at the detailed design stage if necessary.

	<ul style="list-style-type: none"> - Roundabout would be an acceptable solution. My main concern is that there should be a viable, safe pathway for all similar road users including cyclists to negotiate this dangerous junction. 	
QM002/A/3	<ul style="list-style-type: none"> - It appears that the proposal is based on those that will comply. The problem is always, those that won't. - Provide traffic islands between Dovers corner and Wentworth Way, opposite to Laurel Court and before Lauanders Lane exit. - Ban right turn from Wentworth Way. - Provide road markings at the Upminster Road traffic signals for Upminster Road traffic. - Re-mark road markings along whole length of A1306 New Road. 	<p>Staff considered that the proposed measures are adequate to reduce accidents along A1306 New Road. Further traffic islands are not necessary at present. It could be considered at a later date. Worn off road markings will be re-marked along A1306.</p>



PROPOSED JUNCTION AHEAD VEHICLE ACTIVATED SIGN

A1306 NEW ROAD

PROPOSED SLOW MARKINGS

PROPOSED SLOW MARKINGS

WENTWORTH WAY

PROPOSED GIVEWAY MARKINGS AND SIGNS

PROPOSED JUNCTION AHEAD VEHICLE ACTIVATED SIGN



Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

10th FLOOR MERCURY HOUSE
MERCURY GARDENS
ROCHFORD, RM1 3JH
TELEPHONE No: 01708 434343
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E-MAIL: streetcare@havering.gov.uk

PURPOSE -
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JOB TITLE
A1306 NEW ROAD/LAUNDERS LANE
ACCIDENT REDUCTION PROGRAMME

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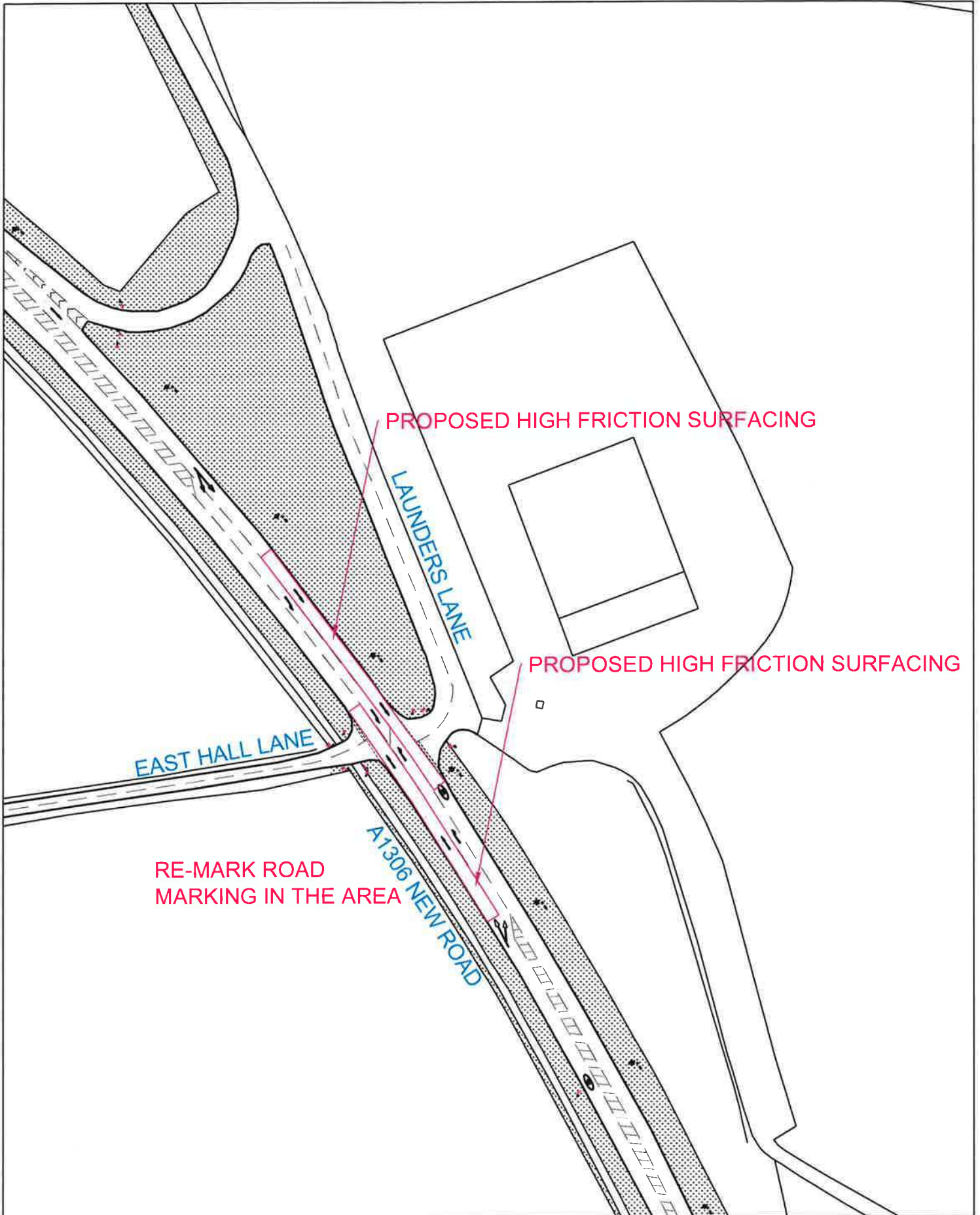
DRAWING TITLE
PROPOSED
SAFETY IMPROVEMENTS

DRAWN BY VS CHECKED BY VS
DESIGNED BY MP

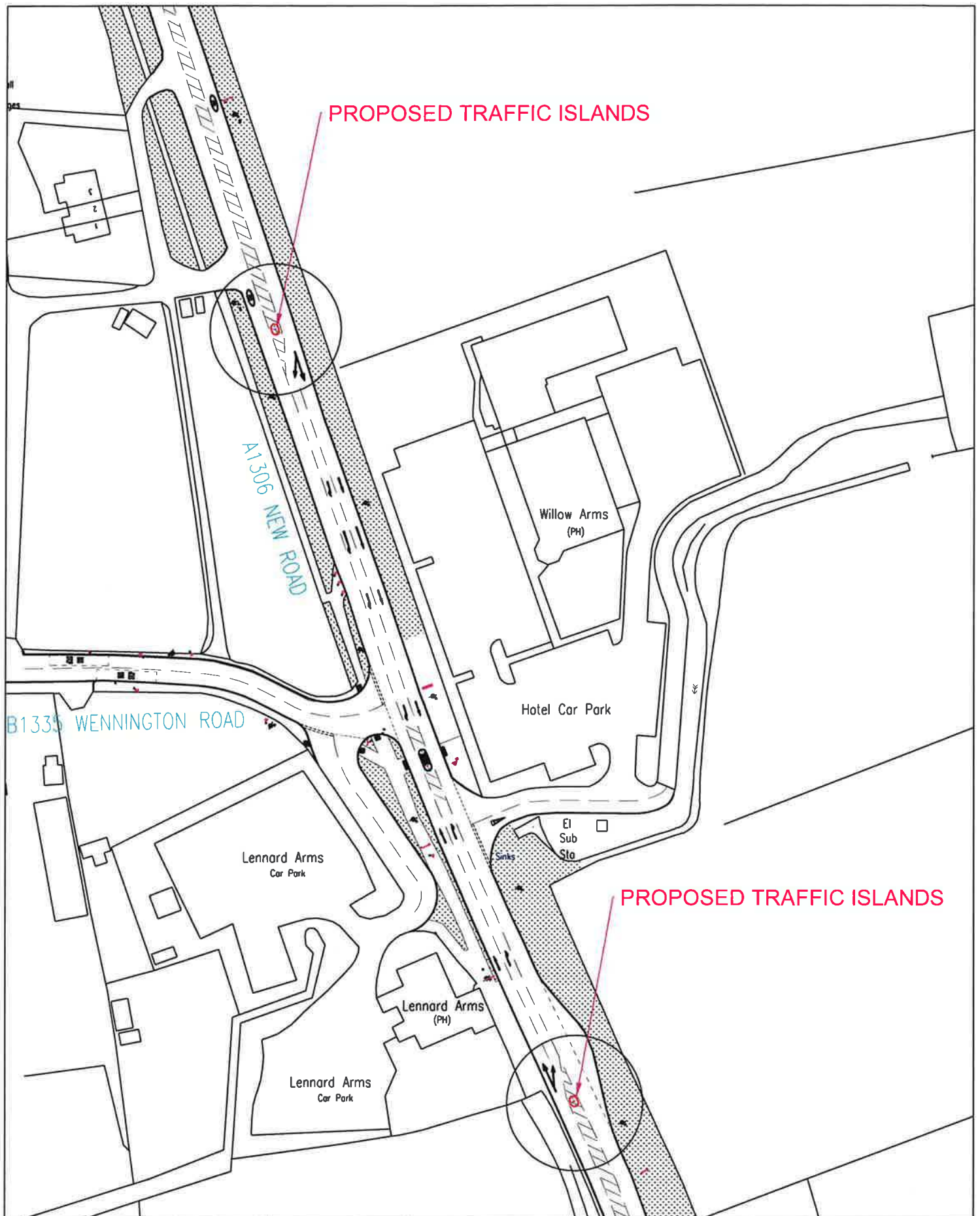
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NTS JUNE 13

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SHEET No: 1 OF 1

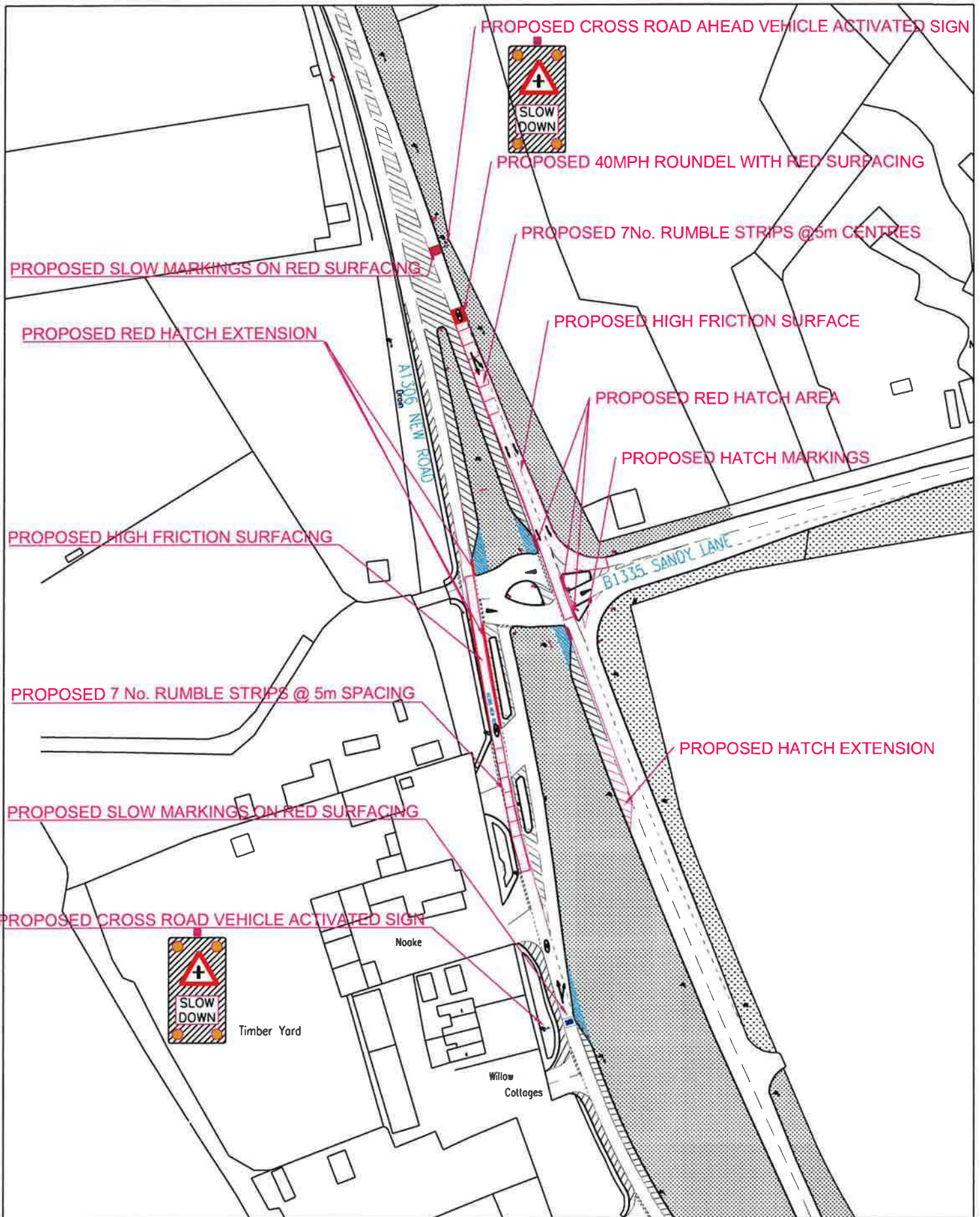
REVISION	AMENDMENT	DATE



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROCHFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk		PURPOSE -		©COPYRIGHT This drawing belongs to StreetCore Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	
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DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS		DRAWN BY VS	CHECKED BY VS	APPROVED BY MP	Page 100		
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Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS THORNTON, HA1 3JH TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -		©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.	
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REVISION	AMENDMENT	DATE									

PROPOSED CROSS ROAD AHEAD VEHICLE ACTIVATED SIGN



PROPOSED 40MPH ROUNDAL WITH RED SURFACING

PROPOSED 7No. RUMBLE STRIPS @5m CENTRES

PROPOSED HIGH FRICTION SURFACE

PROPOSED RED HATCH AREA

PROPOSED HATCH MARKINGS

ING

A1306 NEW ROAD
Down

B1335 SANDY LANE

Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

10th FLOOR MERCURY HOUSE
MERCURY GARDENS
ROMFORD, RM1 3DW
TELEPHONE No: 01708 434343
FAX No: 01708 433721
E-MAIL: streetcare@havering.gov.uk

PURPOSE -

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JOB TITLE
A1306 NEW ROAD/SANDY LANE
ACCIDENT REDUCTION PROGRAMME

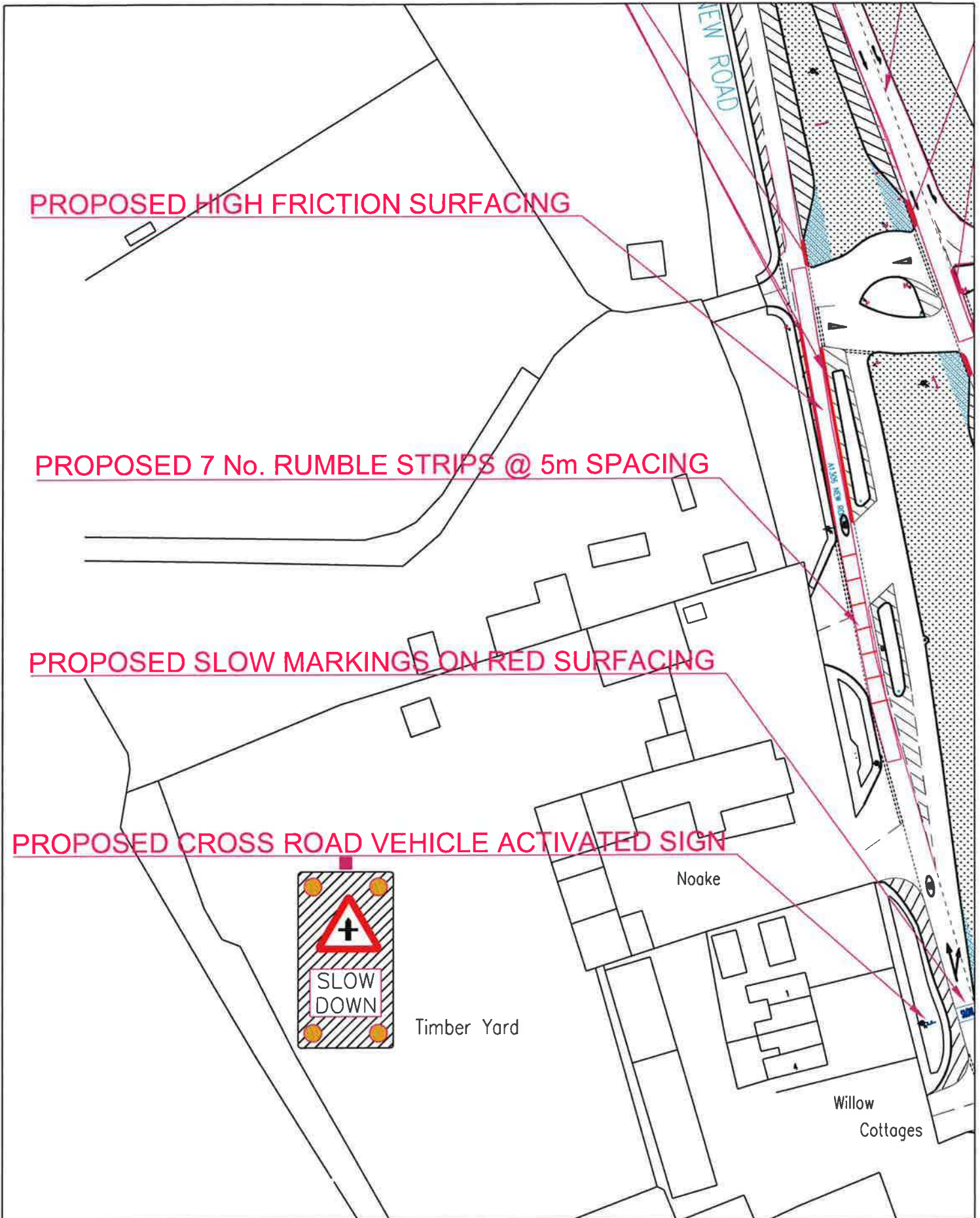
DRAWING TITLE
PROPOSED SAFETY IMPROVEMENTS
OPTION 1

DRAWN BY VS CHECKED BY VS
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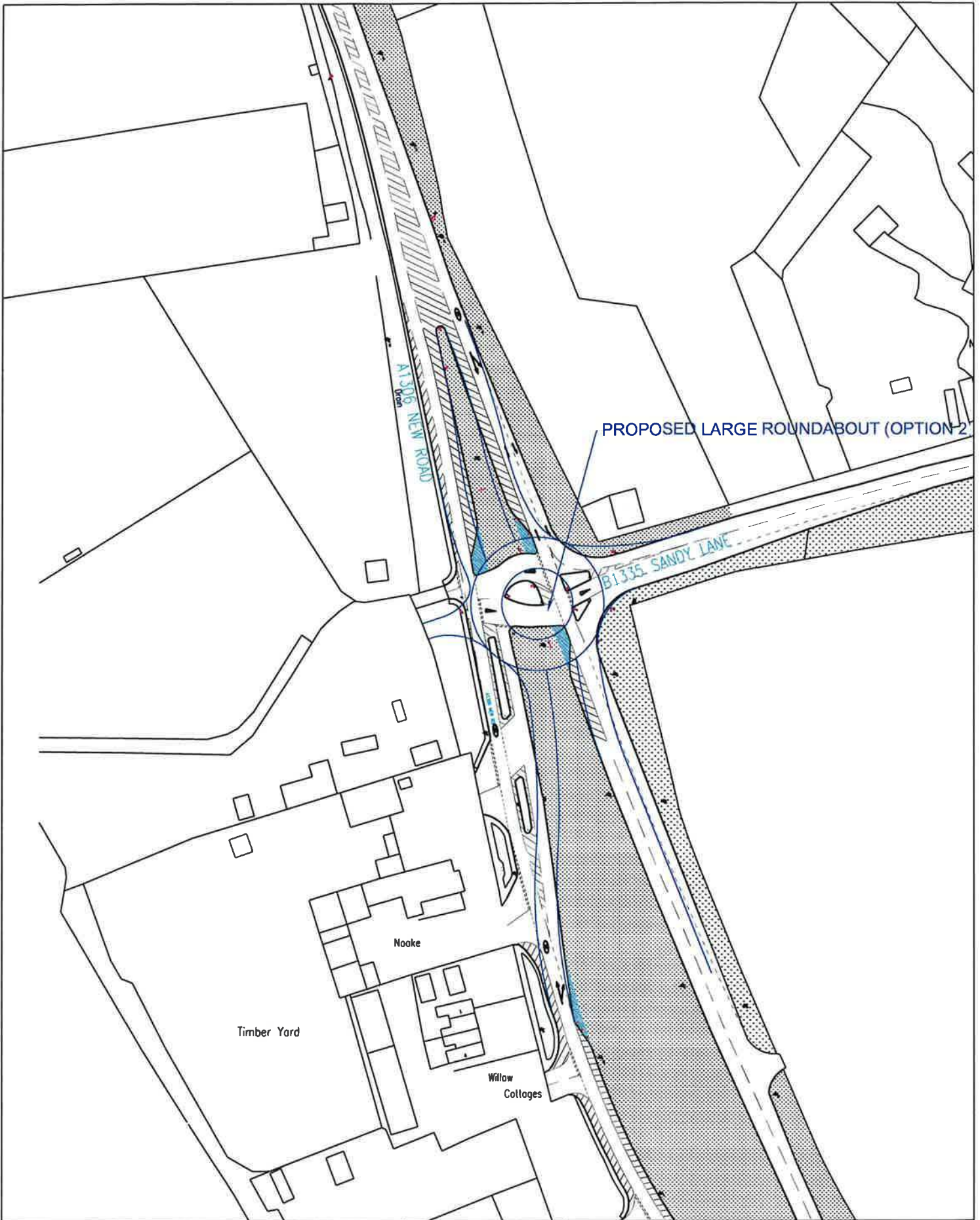
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		10th FLOOR MERCURY HOUSE MERCURY GARDENS NEWFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk		PURPOSE -	
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DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS OPTION 1		DRAWN BY VS		CHECKED BY VS	
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PROPOSED LARGE ROUNDABOUT (OPTION 2)

A1306 NEW ROAD

B1335 SANDY LANE

Nooke

Timber Yard

Willow Cottages

		10th FLOOR MERCURY HOUSE MERCURY GARDENS HAVERING, HA1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -	
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HIGHWAYS ADVISORY COMMITTEE

Date 17 September 2013

REPORT

Subject Heading:

TPC312- Chase Cross Road, proposed
'At any time' waiting restrictions.

Report Author and contact details:

Sarah-Jane Rogers
01708-432787
schemes@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 checked="" type="checkbox"/> |
| High customer satisfaction and a stable council tax | <input type="checkbox"/> |

SUMMARY

This report outlines the responses received to the advertised proposals for proposed 'At any time' waiting restrictions in Chase Cross Road, which was agreed in principle under the Head of Streetcares delegated powers.

RECOMMENDATIONS

1. **That the Committee, having considered the representations made, recommends to the Cabinet Member for Community Empowerment that:**
 - a. the minor parking scheme set out in this report to implement 'At any time' waiting restrictions, as shown on the attached drawing TPC312-Chase Cross Road, be implemented as advertised.
 - b. the effect of the scheme be monitored
 - c. Members note that the estimated cost of this scheme as set out in this report is £1.000 which can be funded from the 2013/14 Minor Parking Schemes revenue budget.

REPORT DETAIL

1.0 Background

- 1.1 Following a Traffic Liaison Meeting held on the 29th September 2011 a representative from the Metropolitan Police requested that we look at implementing a scheme in Chase Cross Road opposite the parade of shops.
- 1.2 On the 18th October 2011 Highways presented a report to the Highways Advisory Committee for safety improvements to the area. It was then noted at this meeting that a resident was concerned about parking conditions in the vicinity of the shops and crossing. It was noted that the Parking Team would review the parking restrictions at this location.
- 1.3 On the 20th October 2011 a Ward Councillor contacted a Highways Engineer stating that residents were concerned about the parking situation in the area of the shops in Chase Cross Road and that they were requesting waiting restrictions to stop the bottle neck effect that was taking place.
- 1.4 On 15th November 2011 a request for 'At any time' waiting restrictions in the section of Chase Cross Road, between the zebra crossing and the bus stop lay-by was taken to the Highways Advisory Committee and was deferred.
- 1.5 On the 15th May 2012 the Committee agreed to remove this item from the deferred list by 8 votes in favour with 1 abstention.
- 1.6 In February 2013 at a Traffic Liaison Meeting a representative from the Metropolitan Police raised the issue again about parking opposite the parade of shops on Chase Cross Road.

- 1.7 As a result of the further representation from the Police, the Head of StreetCare chose to exercise his delegated powers to progress proposals to introduce waiting restrictions in this area. These proposals were placed on calendar brief and being unchallenged, were formally advertised. These proposals are appended to this report as Appendix A, drawing TPC312-Chase Cross Road.
- 1.8 The proposals are to introduce 'At any time' waiting restrictions to cover the unnamed road opposite 266 Chase Cross Road, extending into Chase Cross Road, on its southern side, between the unnamed road opposite 266 to the lay-by fronting 284 and extending into the unnamed road fronting the Chase Cross Road residential addresses, on its northern side for 10 metres either side of its junction with the unnamed road opposite 266.
- 1.9 Due to the significant response received to the advertised proposals, the Head of StreetCare considered that it would be more appropriate for the responses to be considered by this Committee and that the Committee decides on a further course of action.
- 1.10 This report outlines the responses received to the statutory consultation for the proposed waiting restrictions in Chase Cross Road and recommends a further course of action.

2.0 Outcome of Public Consultation

- 2.1 On the 24th May 2013, residents of 36 addresses in the area perceived to be affected by the proposed scheme were advised by letter enclosing a plan, detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed in Chase Cross Road.
- 2.2 At the close of the public consultation on the 14th May 2013, 11 responses were received along with a 558 person petition organised by the owner of the Olive Tree Café.

2.3 Responses to the public consultation

Response 1: A request by a member of the public requesting waiting restrictions and why they were needed as every morning there are vehicles parked on the opposite side to the shops, this along with other vehicles cause a tailback of traffic which can stretch all the way back to the traffic lights. It must be noted that this request was received one day after the consultation period had ended.

Response 2: The resident is in favour of the proposals, but feels the residents should not be penalised for parking in the service road.

Response 3: A Transport for London representative is in favour of the proposals, as they will eliminate the bottleneck in Chase Cross Road.

Response 4: A Transport for London representative is in favour of the proposals, as there are often reports of minor hold up to the bus services due to vehicles parking and the buses waiting for a gap in the oncoming traffic to proceed.

Response 5: In agreement with the proposals, as residents have been asking for them.

Response 6: Metropolitan Police are very much in favour of the proposals, as they have received many complaints, mostly from residents about the manner of parking. The section of road in question often sees vehicles parked on both sides of the carriageway, usually by large van type vehicles, which restrict the traffic flow and cause conflict between vehicles trying to pass. The parked vehicles also restrict the visibility between passing drivers and pedestrians trying to use the zebra crossing, making it more likely for a collision to occur.

Response 7: A business owner is objecting to the proposals, as opening the road would encourage drivers to speed and cause road accidents and impact on local residents with displacement parking. Businesses will cease as it will impact trade to the parade of shops. It was suggested that other solutions such as development of the verge on Chase Cross Road opposite the parade of shops to include parking bays.

Response 8: A resident objecting to the 'At any time' Waiting Restrictions within the vicinity of the shops.

Response 9: A resident is objecting to the proposals as they saw it in the 'Living' magazine and feel that Havering Council are always telling us how committed they are to local businesses, but placing parking restrictions will cut down trade and possibly make it impossible for them to continue trade.

Response 10: The Member of Parliament for Romford wrote in to say they visited the Olive Tree Café to discuss the proposals and to view the traffic issues. The MP agrees with the statement made in the letter distributed by the council on the fact the congestion does occur, but the accident that occurred on Chase Cross Road was merely to do with a speeding vehicle, which is currently hindered by the presence of vehicle on both sides of the road.

The MP believes that there are alternative arrangements which could be made that would both serve the aims of the council in reducing congestion, ensuring speeding is still controlled and also ensuring ample parking for all local businesses. It was pointed out the grass verge area opposite the parade of shops could be converted into parking facilities.

Response 11: A Councillor- has stated that there is a better way forward, which would be beneficial to both the council and to all the local residents. It is felt that in terms of the solution to the problems that are currently being faced, including road safety and sight lines, the introduction of any restrictions to parking would be advantageous. However, one suggestion from the councillor that they considered to be sensible and cost-effective approach would be the introduction of two wheel bay parking on the opposite side of the road to where the proposed restrictions would be placed.

The petition that was submitted was signed by 558 signatories objecting to the proposed to introduction of the 'At any time' waiting restrictions in Chase Cross Road.

3.0 Staff Comments

From the 36 addresses we consulted, 11 responses were received, equating to a 30% return rate.

16% of the responses were in favour of the 'at any time' Waiting Restrictions whilst 14% not including the 558 person petition were against the proposals for the 'At any time' Waiting Restrictions.

The majority of the respondents objecting to the proposals were requesting that the grass verge located opposite to the parade of shops be converted into footway parking bays. This option would be costly to the Council, as engineering works need to take place to build out the area due to the steep incline in the verge.

The proposals were designed due to the high numbers of complaints the council were receiving from motorists and from the Metropolitan Police, regarding obstructive parking and sight lines being hindered by parked vehicles. Comments have also been received from Streetcare Officers reporting congestion problems whilst driving through the area.

Before the proposals were designed, staff requested information via TFL regarding the number of accidents that took place within the vicinity of the parade of shops. The data that is available up to May 2013, subject to change shows that there was one recorded personal injury accident in the area where the restrictions are proposed

IMPLICATIONS AND RISKS

Financial Implications and Risks

This report is asking HAC to recommend to Lead Member for Community Empowerment the implementation of the above scheme

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,000 including advertising costs. This cost can be met from the 2013/2014 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance

would need to be contained within the Streetcare overall Minor Parking Schemes revenue budget.

HR Implications and Risks

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

Legal Implications and Risks

Legal resources will be required to give effect to the proposals.

Equalities Implications and Risks:

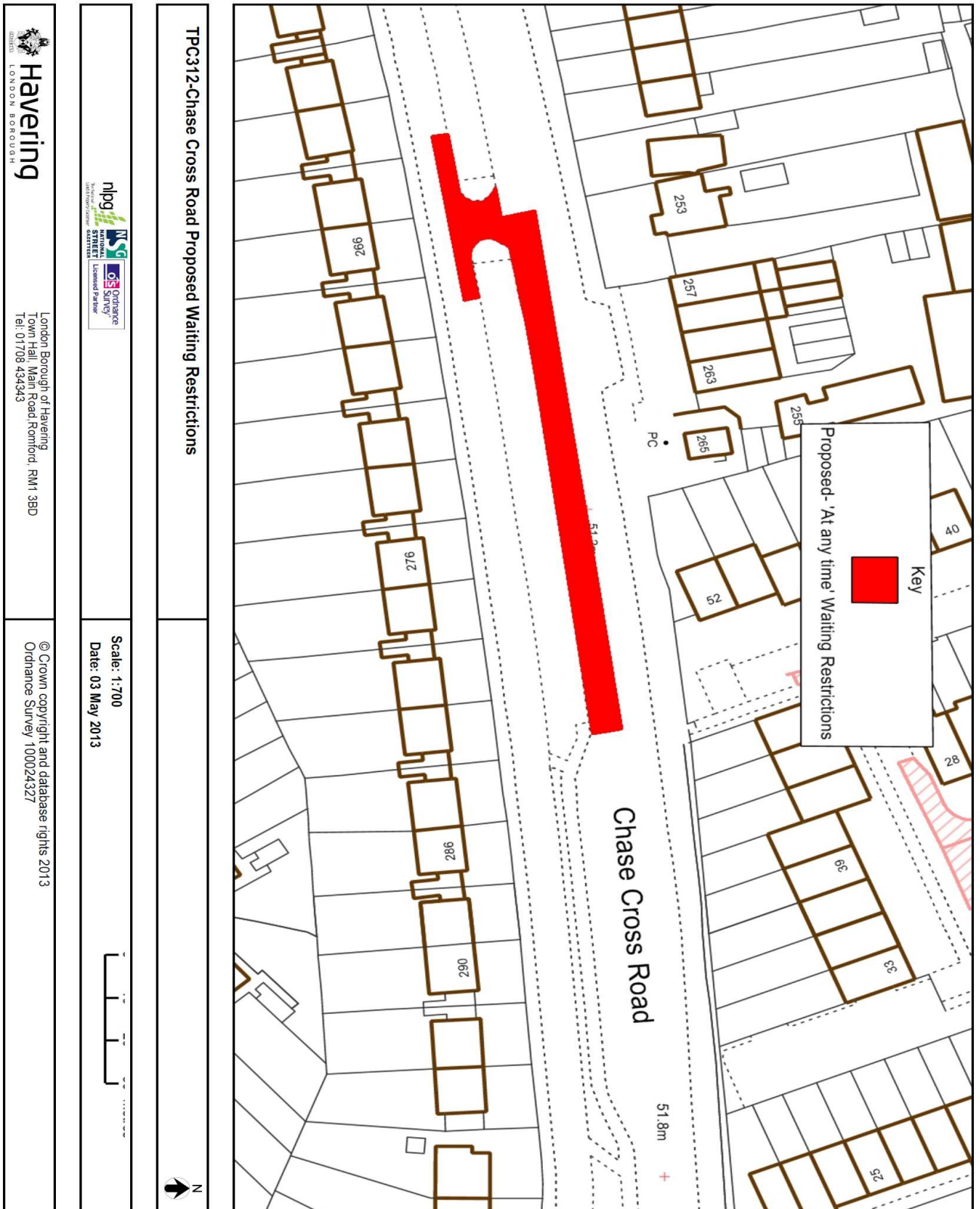
Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children and young people, older people), this will assist the Council in meeting its duty under the Act.



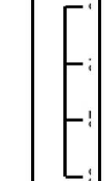
There will be some visual impact from the required signing and lining works but it is anticipated that this work will improve road safety and access for disabled people, older people and parents with prams.

BACKGROUND PAPERS

Appendix A



TPC312-Chase Cross Road Proposed Waiting Restrictions

 <p>London Borough of Haverling Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2013 Ordnance Survey 100024327</p>
	<p>Scale: 1:700 Date: 03 May 2013</p> 

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HIGHWAYS ADVISORY COMMITTEE

17 September 2013

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
SEPTEMBER 2013**

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
Engineering Services, Highways - StreetCare
Highway Schemes Applications Schedule**

**Highways Advisory Committee
17th September 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place								
Nothing reported this month								
SECTION B - Highway scheme proposals without funding available								
P00110	Petersfield Avenue/ Petersfield Close, Harold Hill	Request for speed restrictions as cars approach junction too fast and it is hard to see to exit the close	Issue may be more with visibility by parked vehicles, but traffic calming feasible on main road, but not funded.	None	£15k	Resident	08/08/2013	ENQ-0113994
H2	New Place Gardens, Upminster	Request for speed humps	Feasible, but not funded	None	£18k	Residents (x2)	02/09/2013	ENQ-0118547
H3	Dagnam Park Drive, near Settle Road, Harold Hill	Request to remove speed cushions as residents are experiencing vibration	Would reduce noise/ vibration from larger vehicles, but may reduce effectiveness of wider traffic calming scheme, although there is other calming nearby.	None	£3k	Residents (x2)	02/09/2013	ENQ-0118568 ENQ-0118570

London Borough of Havering
 Engineering Services, Highways - StreetCare
 Highway Schemes Applications Schedule

Highways Advisory Committee
 17th September 2013

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Benets Road, Hornchurch	Request for speed humps	Feasible, but not funded	None	£18k	Resident	05/09/2013	ENQ-0119495
H5	Albert Road	Request for speed humps/ reduced speed limit	Feasible, but not funded. 20mph speed limit would require traffic calming to be effective.	None	£20k	Resident	05/09/2013	ENQ-119500
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
Nothing reported this month								

HIGHWAYS ADVISORY COMMITTEE

17 September 2013

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
September 2013**

Report Author and contact details:

**Ben Jackson
Traffic & Parking Control, Business
Unit Engineer (Schemes, Challenges
and Road Safety Education & Training)
01708 431949
ben.jackson@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 checked="" 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 2013/14 is £87.4K. It should also be noted that the advertising, Order making and street furniture costs for special events are funded via this revenue budget.
5. At Period 4 in 2013/14, 26.7K of the revenue budget has been 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.

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
 Minor Traffic & Parking Schemes Applications Schedule

Highways Advisory Committee
 September 2013

SECTION A - Minor Traffic and Parking Scheme Requests									
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
TPC339	Rise park school Annan Way	Convert the existing waiting restrictions in Annan Way from No waiting 8.15 - 9.15am - 3.00 - 4.15pm Monday to Friday by extending the existing School Keep Clear marking in Ayr Way into Annan Way, on both sides of the road, restricting the area with a No	This request has been made following the monitoring of employees of the school, Civil Enforcement Officers and requests made by the Head of StreetCare	Not previously requested	LBH Revenue	800	School CEO's HoS	05/08/2013	Pettits
TPC347	Heath Park Road, Manor Avenue	Conversion of existing Disc Parking Bays to Pay and Display parking bays	These are the last two locations in Gidea Park where Disc Parking is still in operation. All other Disc Parking Bays in Gidea Park have been converted to Pay and Display	TCP206 rejected at HAC on 20/03/12 for officers to conduct wider review of the area incorporating Heath Park Road. The area has been surveyed and it is recommended that all the Disc Parking Bay be converted to Pay and Display parking bays along with a lo	Capital	12,000	Officer	21/08/2013	Squirresl Heath
TPC348	George Street, Junction with Brentwood Road	Staff suggestion to convert the existing Voucher Parking bay to a Pay and Display parking bay.	This proposal is to provide much needed parking provision for customers to the local shops where parking facilities are limited.	A proposals was agreed by this Committee in November 2012, TCP283, to convert the existing Voucher Parking Bay to a residents parking bay. The small off-street parking area close to the ring road has been agreed to be included in the residents parking sche	Capital	4,000	Officer	21/08/2013	Romford Town
TPC349	Corbridge Mews Romford, RM1 2EG	Request for newly adopted road to be included in the existing permit parking zone in that area.	This area could be added to Sector 3 or a new small sector could be created.	Not previously requested	LBH Revenue	5,000	Neighbourhood Manager East Thames Housing Corporation	21/08/2013	Romford Town

London Borough of Havering
Traffic & Parking Control - StreetCare
Minor Traffic & Parking Schemes Applications Schedule
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SECTION A - Minor Traffic and Parking Scheme Requests									
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
TPC350	Cumberland Close	An area previously left for turning. Resident request to change area into resident parking bays as it was formally used.	Recommended that it be progressed	13/08/2013	LBH Revenue	800	Officer/ Resident	13/08/2013	Hornchurch
TPC351	Sunnyside Gardens	To change 3 Disc parking bays into Free maximum waiting bays or metre bays	MB - To implement Maximum waiting bays to help residents. Recommended that it be progressed	13/08/2013	LBH Revenue	800	Councillor	13/08/2013	Upminster
TPC352	Mungo Park Road at the junction of Southend Road	Implement 'At any time' waiting restrictions at the junction with South End Road.	Request from Officer to implement 'At any time' waiting restrictions to ease traffic congestion.	No	LBH Revenue	800	Traffic & Parking Control Officer and Resident	28/08/2013	South Hornchurch
TPC353	Fames Drive	Implement 'At any time' waiting restrictions on both sides of the road at the apex of the bend located between no's 8 to 12 Fames Drive. Request from officers and residents to implement 'At any time' waiting restrictions at the apex of the bend to deter	As the proposed location of the restrictions is to cover the apex of a blind bend, it is recommended that the proposals be progressed.	Jan-11	LBH Revenue	800	Traffic & Parking Control Officer and Resident	28/08/2013	Squirrels Heath
TPC354	Ferguson Avenue adjacent to Ferguson Court	Implement 'At any time' waiting restrictions on both sides of the road at the apex of the bend. Request from Ward Councillors and residents to implement 'At any time' waiting restrictions at the apex of the bend to deter vehicles parking obstructing sight	As the proposed location of the restrictions is to cover a the crest of a bend, near a junction it is recommended that the proposals be progressed.	Rejected at HAC September 2011	LBH Revenue	800	Resident & Councillor Wallace	19/08/2013	Squirrels Heath
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues									

London Borough of Havering
 Traffic & Parking Control - StreetCare
 Minor Traffic & Parking Schemes Applications Schedule

Highways Advisory Committee
 September 2013

SECTION A - Minor Traffic and Parking Scheme Requests									
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
TPC323	Access road between Osborne Road and Towers Infant School and surrounding area	Request to review parking situation in newly adopted road between Osborne Road and Towers Infant School and surrounding area. Deferred until June 2013 - Paper and draft paper to be presented	Request 1) from resident who would like footway bays so that residents who parked 2 wheels on footway before road adopted can continue to do so. Request 2) from school for DYL restrictions and/or zig-zag markings to deter residents/parent	Not previously requested	LBH REV	Cost are not determined at this stage	Resident and School	29/04/2013	Hylands
TPC328	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for bus stop clearway and adjacent waiting restrictions.	Buses are having problems as vehicles obstruct bus stop and passengers are unable to get on/off safely. Those with reduced mobility are mostly affected.	TPC247 June 2012 request for bus stop clearway - rejected. TPC267 August 2012 request for 'At Any time' restrictions at junction of Squirrels Heath Lane and the entrance to David Lloyd Centre - rejected.	TFL/LBH Revenue	500	Councillor Tebbutt and TFL	29/05/2013	Squirrels Heath

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