



# Haverling

LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
10 December 2013**

**Town Hall, Main Road,  
Romford**

Members 11: Quorum 4

**COUNCILLORS:**

**Conservative  
( 6)**

**Residents'  
( 2)**

**Labour  
( 1)**

**Independent  
Residents'  
( 1)**

**UKIP  
( 1)**

Melvin Wallace  
(Chairman)  
Frederick Thompson  
(Vice-Chair)  
Jeffrey Brace  
Steven Kelly  
Barry Oddy  
Damian White

Brian Eagling  
John Wood

Denis Breading

David Durant

Lawrence Webb

**For information about the meeting please contact:**

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## **AGENDA ITEMS**

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

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

The Chairman will also announce the following:

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

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

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

(if any) - receive.

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

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

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

### **4 MINUTES (Pages 1 - 8)**

To approve as a correct record the minutes of the meeting of the Committee held on 12 November 2013, and to authorise the Chairman to sign them.

### **5 CHANGES TO MEMBERSHIP OF THE COMMITTEE**

The Committee is to note the revised membership of the Committee

### **6 BUS STOP ACCESSIBILITY CORBETS TEY ROAD & OCKENDON ROAD - OUTCOME OF PUBLIC CONSULTATION (Pages 9 - 36)**

Report attached

- 7 BUS STOP ACCESSIBILITY ARDLEIGH GREEN ROAD, BUTTS GREEN ROAD, BILLET LANE & NORTH STREET - OUTCOME OF PUBLIC CONSULTATION**  
(Pages 37 - 80)

Report attached

- 8 PROVISION OF PEDESTRIAN CROSSING FACILITY FOR GIDEA PARK PRIMARY SCHOOL, GIDEA PARK (OUTCOME OF PUBLIC CONSULTATION)** (Pages 81 - 90)

Report attached

- 9 PROVISION OF PEDESTRIAN CROSSING FACILITY FOR OAKFIELDS MONTESSORI SCHOOL, UPMINSTER - OUTCOME OF PUBLIC CONSULTATION**  
(Pages 91 - 102)

Report attached

- 10 ROMFORD ACCIDENT REDUCTION PROGRAMME - BRENTWOOD ROAD / HEATH PARK ROAD / SALISBURY ROAD - PROPOSED SAFETY IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION)** (Pages 103 - 124)

Report attached

- 11 NORTH STREET AND HAVERING ROAD AT THE JUNCTION WITH A12 EASTERN AVENUE - PROPOSED JUNCTION WIDENING AND IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)** (Pages 125 - 136)

Report attached

- 12 GEOFFREY AVENUE - PROPOSED 7.5 TONNE WEIGHT LIMIT (OUTCOME OF PUBLIC CONSULTATION)** (Pages 137 - 144)

Report attached

- 13 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 145 - 152)

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

- 14 TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 153 - 158)

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

**15 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  
Council Chamber - Town Hall  
12 November 2013 (7.30 - 8.35 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Melvin Wallace (Chairman), Frederick Thompson, Steven Kelly, Barry Oddy and +Wendy Brice-Thompson
<b>Residents' Group</b>	Brian Eagling and John Wood
<b>Labour Group</b>	Denis Breading
<b>Independent Residents Group</b>	David Durant
<b>UKIP</b>	Lawrence Webb

Apologies were received for the absence of Councillors Billy Taylor and Damian White. Councillor Wendy Brice-Thompson substituted for Councillor Billy Taylor.

Councillor Andrew Curtin was also present for part of the meeting.

There was a member of the public present for of the meeting

Unless otherwise indicated all decisions were agreed with no vote against.

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

**38 MINUTES**

The minutes of the meetings of the Committee held on 15 October 2013 were approved as a correct record and signed by the Chairman.

**39 PROPOSED TRAFFIC IMPROVEMENTS IN ELM PARK AVENUE, ELM PARK**

The report before the committee detailed the outcome of a consultation relating to provision of loading facilities for businesses, improving

accessibility at existing bus stops and parking for shoppers in Elm Park Avenue, between The Broadway and Diban Avenue.

The report outlined the following proposed traffic improvement:

1. The existing waiting and loading restrictions in Elm Park Avenue operate between 08:30am to 06:30pm, Monday to Saturdays whereas loading was also permitted during these restricted times, for a maximum period of 20 minutes. Lack of dedicated loading bays for freight had a detrimental impact on the traffic flow, particularly during peak periods and often occurred at bus stops.
2. The existing bus stops in Elm Park Avenue (between The Broadway and Diban Avenue) were outside nos. 25 Elm Parade and 196. The stops do not have clearway restrictions to prevent waiting and loading 'At Any' time, applicable throughout the week. As a result, measures were considered necessary at this stage to improve accessibility which involved altering the kerb heights to enable buses to park close to the kerb side so that loading ramps could be deployed which were especially needed for people using wheelchairs.
3. Loading bay in Elm Park Avenue, outside Tesco Express

Currently, there are no dedicated loading bays for businesses in Elm Park Avenue and lack of on-street loading facilities had been raised locally by shopkeepers. Businesses in Elm Park Avenue receive deliveries throughout the day. The delivery vehicles park in the road or close to a bus stop which prevented buses from pulling close to the kerb line. As a result, it was important to provide a loading bay outside nos. 18 and 19 Elm Parade to ensure that deliveries were carried out safely and without disrupting the traffic flow. It was empathised that the loading bay was not specifically proposed for Tesco Express but also to provide benefits to all the shops and businesses in Elm Park Avenue. The proposals were shown on drawing no. QL025-0B-230.

The loading bay would allow free loading for maximum 20 minutes with no return within 2 hours. The loading bay would operate from 08:30am to 06:30pm, Monday to Saturdays inclusive which would be in line with other loading bays in The Broadway.

4. To improve traffic flow in Elm Park Avenue

To widen the carriageway by one metre at specific locations i.e. existing bus stop (north side) and new loading bay in Elm Park Avenue. Carriageway widening would not impede the pedestrian movements as there was sufficient area for pedestrians on the footway. The proposals were shown on drawing no. QL025-0B-230 appended to the report.

5. To improve accessibility for passengers at existing bus stops

At present, buses experience difficulties to gain access into the existing bus stops in Elm Park Avenue to pick up or alight passengers due to inconsiderate parking at existing bus stops or parking in the path where buses start to pull in towards the bus stop. This forces buses to stop in the road thus blocking the traffic.

Passengers with disabilities find it difficult to alight or board as buses are unable to pull close to the kerb. To overcome the problem, it was proposed to provide clearway restrictions at the bus stops. Clearways will reduce the problem of accessibility by allowing buses to pull close to the kerb and safely deploy their ramps. The proposals are shown on drawing no. QL025-0B-230.

The proposals also involved off setting the existing bus stop by 1 metre into the footway situated outside property nos. 20 to 28, Elm Parade. The measures would not involve any loss of highway trees.

6. To provide parking for shoppers

It was proposed to provide parking for shoppers to enhance passing trade. The proposals involved provision of 4 bays in Diban Avenue. The parking would operate by Pay and Display and a ticket machine would be installed at a convenient location to dispense tickets. The parking tariff would be the same as in The Broadway, Elm Park.

During general debate, Members of the Committee discussed and sought clarification of the following matters:

That the loading bay was for all shops to use and that the work was coordinated with the paving works in Elm Park.

If pay-and-display parking bays between the zebra crossing and the loading bay were considered. In reply officers explained that the carriageway would block the approach to the loading bay and that it was also opposite the bus stop with a cabinet also in the way. It was confirmed that the loading bay was not for the use of any one shop exclusively, that all shop owners in the vicinity could use it.

A Member was concerned about the pay-and-display parking in Diban Avenue and felt that the existing part time restriction was effective and that after this time there was a turnover of spaces. Officers explained that the logic of the pay and display was to encourage turnover.

A Member was of the opinion that car users always parked up along Diban Avenue and Pay & Display would help the situation as it did by Hornchurch Station.

The Committee **RESOVLED**:

1. To recommend to the Cabinet Member for Community Empowerment that the measures as listed in Appendix A (Schedules 1, 2, 3 and 4) of the report be implemented and the necessary traffic orders are made.
  - i) Schedule 1 – ‘At Any’ time Waiting and Loading parking restrictions,
  - ii) Schedule 2 – Freight loading facilities for shops and businesses,
  - iii) Schedule 3 - Pay and Display parking for shoppers, visitors etc,
  - iv) Schedule 4 – Provision of clearway restrictions at existing bus stops.
  
2. That it be noted the cost of carrying out the works was £20,000. This would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for improving reliability of public transport package.

The vote was 8 in favour, 1 against and 1 abstention. Councillor Breading voted against the scheme and Councillor Webb abstained from the vote.

40 **PARK LANE - PROPOSED HUMPED ZEBRA CROSSING (THE OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report that detailed the outcome of a consultation following a feasibility study that identified pedestrian facilities along Park Lane and humped zebra crossing with kerb build out.

A feasibility study had been carried out to identify pedestrian facilities. It detailed that a humped zebra crossing with kerb build out would improve road safety and provide pedestrian facilities.

The report informed Members that the traffic surveys showed that two-way traffic flow was up to 550 vehicles per hour during peak periods along Park Lane. That in the four-year period to June 2013, four personal injury accidents (PIAs) were recorded along Park Lane in the vicinity of Malvern Road and Clifton Road. Two involved school children and all were slight injuries.

At the consultation, the proposals informed approximately 60 local residents / occupiers in the area affected by the proposals. Six written responses from Local Members, London Buses and residents were received and the comments were summarised in the appendix of the report.

With the agreement of the Committee, Councillor Andrew Curtin addressed the committee and sought clarification on the proposed scheme:



Councillor Curtin stated that residents had concerned with the proposal and sought clarification why the existing refuge by Brentwood Road was not considered. He also stated that residents were concerned that they were not able to stop on the zig-zags to park on driveways.

Officers responded that the current location was a choice between the location near the junction with Malvern Road and an alternative at Clifton Road and that refuge by Brentwood Road would not fit because of various driveways.

A Member stated that he agreed with the crossing, but disagreed with the build-out. He suggested that the scheme be installed as designed but without the build-out. Officers explained that to do this would mean that the crossing would not be safe because parked vehicles would block the view of pedestrians crossing which is why the build-out was proposed. Officers explained that the alternative would be to significantly increase the no parking zig-zag lines, for which public consultation would be required.

Councillor Kelly proposed the scheme be installed without the build out, this was seconded by Councillor Oddy.

The motion went to the vote and was lost, 6 to 4. Councillors Durant, Kelly, Oddy and Wallace voted in favour of the motion.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that
  - (a) Humped zebra crossing with kerb build out along Park Lane by Malvern Road detailed on Drawing No. QM032/1 be implemented
2. That, it be noted that the estimated costs of £25,000, would be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for School Travel Plan Programme.

The vote for the proposal was 6 in favour, 3 against and 1 abstention. Councillors Breeding, Kelly and Oddy voted against the scheme and Councillor Durant abstained from the vote.

#### 41 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

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
<b>SECTION A - Highway scheme proposals with funding in place</b>			
H1	Waterloo Road	Signal-controlled crossing between Oldchurch Road roundabout and railway, linked to developer contributions for the development of the former Oldchurch Hospital site	AGREED
H2	Squadrons Approach	Provide 9:30am to 4pm, Monday to Friday, parking restrictions from junction with Franklin Road to south-western end of Squadrons Approach to facilitate new turning head for coaches serving new visitor centre.	AGREED
<b>SECTION B - Highway scheme proposals without funding available</b>			
H3	Havering Road, near Moray way	Request to widen existing pedestrian refuge to better accommodate parents and children walking to school or provide a controlled crossing.	REJECTED 8-2
H4	Park Lane	Make street one-way from Hornchurch Road to Brentwood Road to deal with 2-way traffic "facing off" because of parking on both sides. Resident reports damage to parked vehicles.	REJECTED 9-1
H5	Butts Green road, Emerson Park – Outside Tesco stores	Remove footway build-out from bus stop outside Tesco Store.	AGREED 9-1
		<b>Highway scheme proposal on hold for future discussion (For Noting)</b>	
H6	Appleton Way	Request for zebra crossing on speed table between car park and High Street alleyway / traffic calming as people are finding it difficult to cross because of speeding drivers.	DEFERRED

**42 TRAFFIC AND PARKING SCHEMES REQUEST**

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:

<b>Minor Traffic &amp; Parking Schemes Applications Schedule</b>			
<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
TPC357	Butts Green Road	Request for a parking review of the area following the opening of the Tesco's store and the commuter parking problems faced by the residents and the businesses of the area.	AGREED 9-1(abstention)
TPC358	156 Hornchurch Road, RM11 1QH	Request to convert the loading bay outside 156 Hornchurch Road to Pay & Display.	REJECTED 9-1
TPC359	Marshalls Park School / Pettit's Lane Romford.	To extend the school keep clear yellow zig zags to the boundary of house number 126 Pettit's Lane Romford.	AGREED
TPC324	Malvern Road, Romford	Request to amend the voucher bays in Malvern Road (outside the school) into Resident Parking bays.	AGREED

**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 areas	Request to review parking situation in newly adopted road between Osborne Road and Towers Infant School and surrounding area following the school expansion.  Deferred until June 2013 - Paper and draft paper to be presented	REJECTED 9-1(abstention)
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**Chairman**

# HIGHWAYS ADVISORY COMMITTEE

10 December 2013

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
CORBETS TEY ROAD &  
OCKENDON ROAD  
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 Corbets Tey Road and Ockendon Road and seeks a recommendation that the proposals be implemented as set out in the report.

The scheme is within **Upminster** ward.

## 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;
  - QM016-OF-51&52B
  - QM016-OF-54B
  - QM016-OF-55A
  - QM016-OF-56A
  - QM016-OF-401A
  - QM016-OF-402A
  
2. That it be noted that the estimated cost of £25,000 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, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible to all people. 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 improves the accessibility of bus stops 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 be positioned next 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 stops which are fully accessible to all people 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 Where buses cannot fully access the kerb, then there may be delays in the loading or unloading of passengers leading to buses stopping longer than necessary. In some cases, certain passengers may not be able to access buses at all or the bus driver will simply need to pass the stop by where access to the kerb is not possible.
- 1.7 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 November 2013.
- 1.8 Of these stops, 47% 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.
- 1.9 For Havering, funding for Bus Stop Accessibility works has mainly come from the Transport for London Local Implementation plan (LIP), but occasionally funding is secured as part of the development process.
- 1.10 Staff from StreetCare 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.
- 1.11 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.

1.12 Proposals for accessibility improvements have been developed for various existing bus stops along Corbets Tey Road and Ockendon Road as set out in the following tables;

<b>CORBETS TEY ROAD</b>		
<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF-51&52A	Outside 130 to 134	27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-51&52A	Outside 191 to 195	27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-54A	Outside 249 to 251	Bus stop flag and shelter relocated from outside 249 to outside 251 to move bus stopping position away from zebra crossing.  27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-55A	Outside 236 to 238	23 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-56A	Outside 303 to 307	Relocate bus stop flag from between vehicle crossings of 303/305 to common boundary of 305/307 to be able to make stop accessible.  27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.



<b>OCKENDON ROAD</b>		
<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF-401A	Outside 1 to 6	Footway built out of layby outside no.4 for bus stop flag and shelter; kerb realigned outside no.1 to leave parking layby outside 1 to 3 (not restrictions).  13 metre bus stop clearway at footway build-out.
QM016-OF-401A	Outside Huntsman & Hounds	21 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-402A	Opposite Cemetery	21 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.  Pair of dropped kerbs for passengers to cross Ockendon Road.
QM016-OF-402A	Outside Cemetery	21 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.

1.13 Approximately 35 letters were hand-delivered to those potentially affected by the scheme on or just after 25<sup>th</sup> October 2013, with a closing date of 18<sup>th</sup> November 2013 for comments.

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

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 9 responses were received which are summarised in Appendix I.

2.2 Of the responses, 3 raised objections or concerns. With regard to the proposals outside 1-6 Ockendon Road (QM016-OF401A), the Metropolitan Police questioned the length of proposed clearway having part into front of

the general parking bay. The second was in relation to the southbound stop shown on 249-251 Corbets Tey Road (Drawing QM016-OF-54A) whereby an objection was made in relocating the bus stop and shelter outside a listed building (No.251).

- 2.3 The third was in relation to the northbound stop outside 130-134 Corbets Tey Road (Drawing QM016-OF-51&52A) where the resident of No.132 raised concerns that the scheme would prevent a widening of the existing vehicle crossing to his premises.

### **3.0 Staff Comments**

- 3.1 The clearway outside 1 to 6 Ockendon Road (QM016-OF401A) would be 9 metres long if reduced to match the accessible area of the bus stop which can be accommodated. Staff will seek clarification with the Department for Transport should the scheme proceed.
- 3.2 With regard to the southbound stop outside 249-251 Corbets Tey Road (Drawing QM016-OF-54A), the current arrangement has buses stopping close to or on the zig-zags (controlled area) on the exit side of the adjacent zebra crossing which is not desirable and Staff consider the stop still needs to be rearranged. Drawing QM016-OF-54AB shows a possible compromise arrangement which would still have the shelter outside the listed building, but close to the northern boundary of the plot, rather than in the centre of the plot and the clearway can be reduced accordingly.
- 3.3 For the northbound stop outside 130-134 Corbets Tey Road (Drawing QM016-OF-51&52A). Staff confirm that provision can be made for an extended vehicle crossing for No.132 and this is shown on Drawing QM016-OF-51&52B. The decision to proceed with the extension would be for the resident concerned.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £25,000 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 subject to the recommendations of the committee 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

**APPENDIX I  
CONSULTATION RESPONSES**

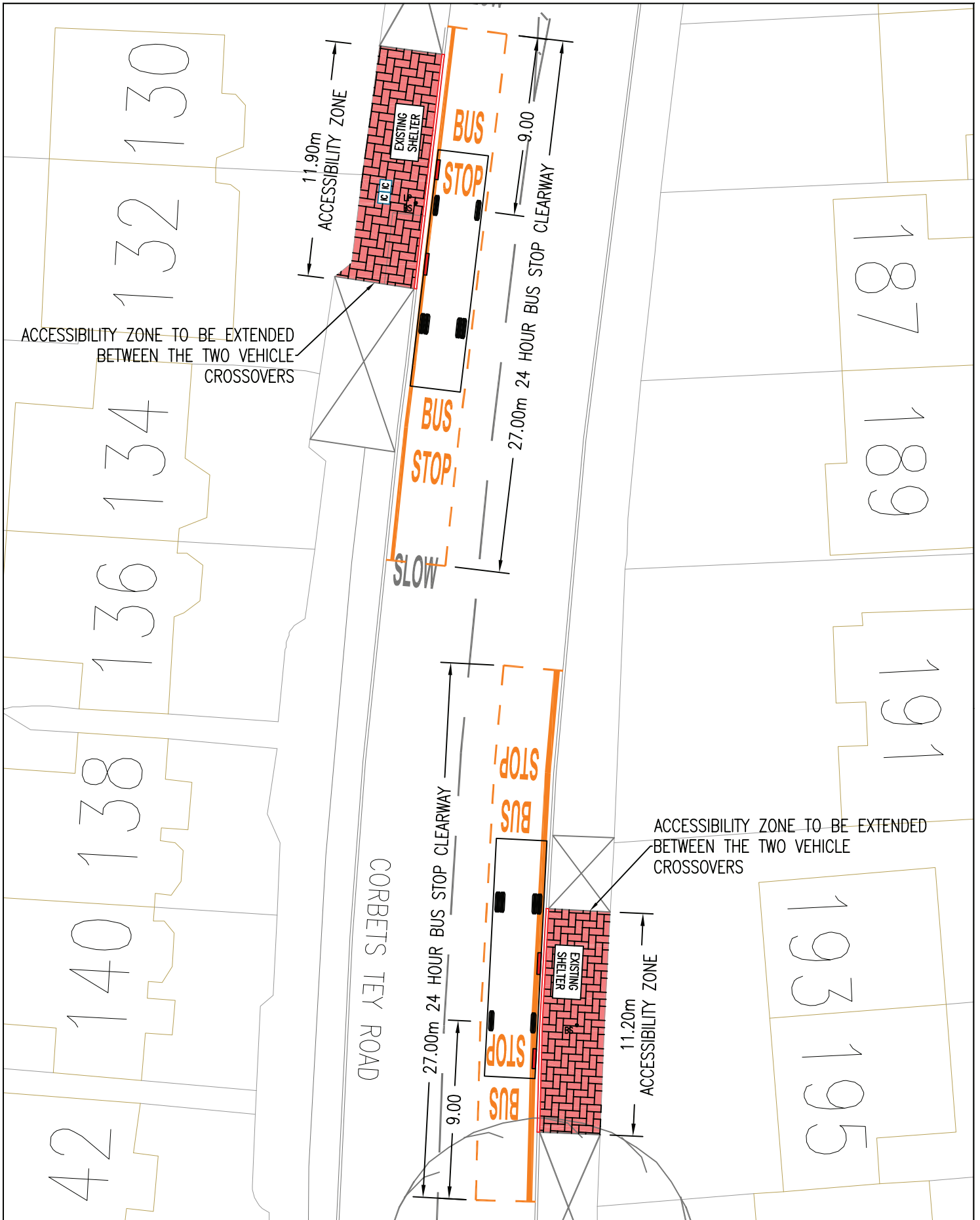
<b>Respondent</b>	<b>Drawing Reference &amp; Location</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
Alan Ford TfL London Buses Operations	All sites	Fully supports measures from an operational point of view, especially the proposal opposite the Huntsman & Hounds which has always been awkward to access.	Huntsman & Hounds is Drawing QM016-OF-401A
Matthew Moore TfL London Buses Infrastructure	All sites	Some locations may not have power supplies for new shelters, but TfL may be able to source solar-powered shelters in the near future.	Solar power to run shelter lighting.
Martin Young Metropolitan Police Chadwell Heath Traffic Unit	Huntsman & Hounds Drawing QM016-OF-401A	Does not consider it possible to have a parking bay behind a bus stop clearway as the clearway regulations extend from the centre of the road to the highway boundary, i.e. including any lay-by, verge or footway.	Clearway can be reduced in length to suit accessible kerb length.
Lee Macey LBH Bereavement Services	QM016-OF-401A (both stops) QM016-OF-402A (both stops)	General enquiry about works programme and impact on cemetery operation.	Staff advised that scheme was at consultation stage only and should the scheme be agreed, Staff will ensure involvement of colleagues during construction.
Dr Roy Joffe 142 Corbets Tey Road	QM016-OF-51&52A Northbound	Applauds efforts to improve bus stop accessibility and supports it.  Requests additional parking controls in area to deal with commuters.	Commuter restriction request passed to colleagues in Traffic & Parking Control.

Terry Hall 303 Corbets Tey Road	QM016-OF-56A Southbound	<p>Supports the Council's desire to make bus stops more accessible for all particularly as there are a high number of residents who require special consideration in the area.</p> <p>The proposed improvement is welcomed as it returns the stop to its original position of some years ago and moves it further from the junction with Foxhall Road. The junction has been the site of a number of road traffic accidents in the past and in [residents'] opinion having a bus stop so close to the junction increases the risk of more.</p>	Stop proposed for relocation for accessibility purposes rather than for any road safety risk.
Maurice Davey 305 Corbets Tey Road	QM016-OF-56A Southbound	<p>No problem with scheme so long as bus stop flag is placed on property boundary as shown on the plan and that the street tree is not affected.</p> <p>Resident requests that stop be changed from STOP to REQUEST.</p>	<p>Flag would be placed as proposed and tree would not be affected.</p> <p>STOP/ REQUEST designation a matter for TfL and the request has been passed on.</p>
Joseph Wylde 251 Corbets Tey Road	QM016-OF-54A Southbound	<p>Resident suggests that when shelter was first installed, the Council's Listed Building Department recommended that it should not go outside resident's listed building.</p> <p>Resident explains that 35 years ago when he purchased the property, he paid for two crossovers at considerable expense, but it caused him and his family considerable problems.</p> <p>It was dangerous trying to enter driveway when a bus was in the stop. The children from Gaynes School caused</p>	<p>The current layout has buses stopping very close to or within the zig-zags (controlled area) on the exit side of the adjacent zebra crossing.</p> <p>The length of the proposed clearway could be reduced, but the shelter should be relocated, but not as far. This may go some way to reduce the impact on the listed building.</p>

		<p>many problems by running in and out of driveway so at great expense period railings were erected in conjunction with English Heritage and Council's Listed Building Department to alleviate the problem losing a grass verge in the process.</p> <p>The bus stop in its present location causes enough problems with the school children throwing rubbish in the resident's garden and constantly trying to kick the bus shelter to bits as reported to Gaynes School many times.</p> <p>Resident does not wish the shelter and associated rubbish moved further away from Cranston Park Avenue which gives these children quick access to their school and my family more problems.</p>	An alternative layout will be shown for consideration by the committee.
Mr Monaghan 132 Corbets Tey Road	QM016-OF- 51&52A Northbound	The resident and staff had a discussion about the possibility of accommodating an enlarged vehicle crossing to his premises.	Staff have confirmed that space can be left for an enlarged vehicle crossing, but the decision to proceed would remain with the resident.

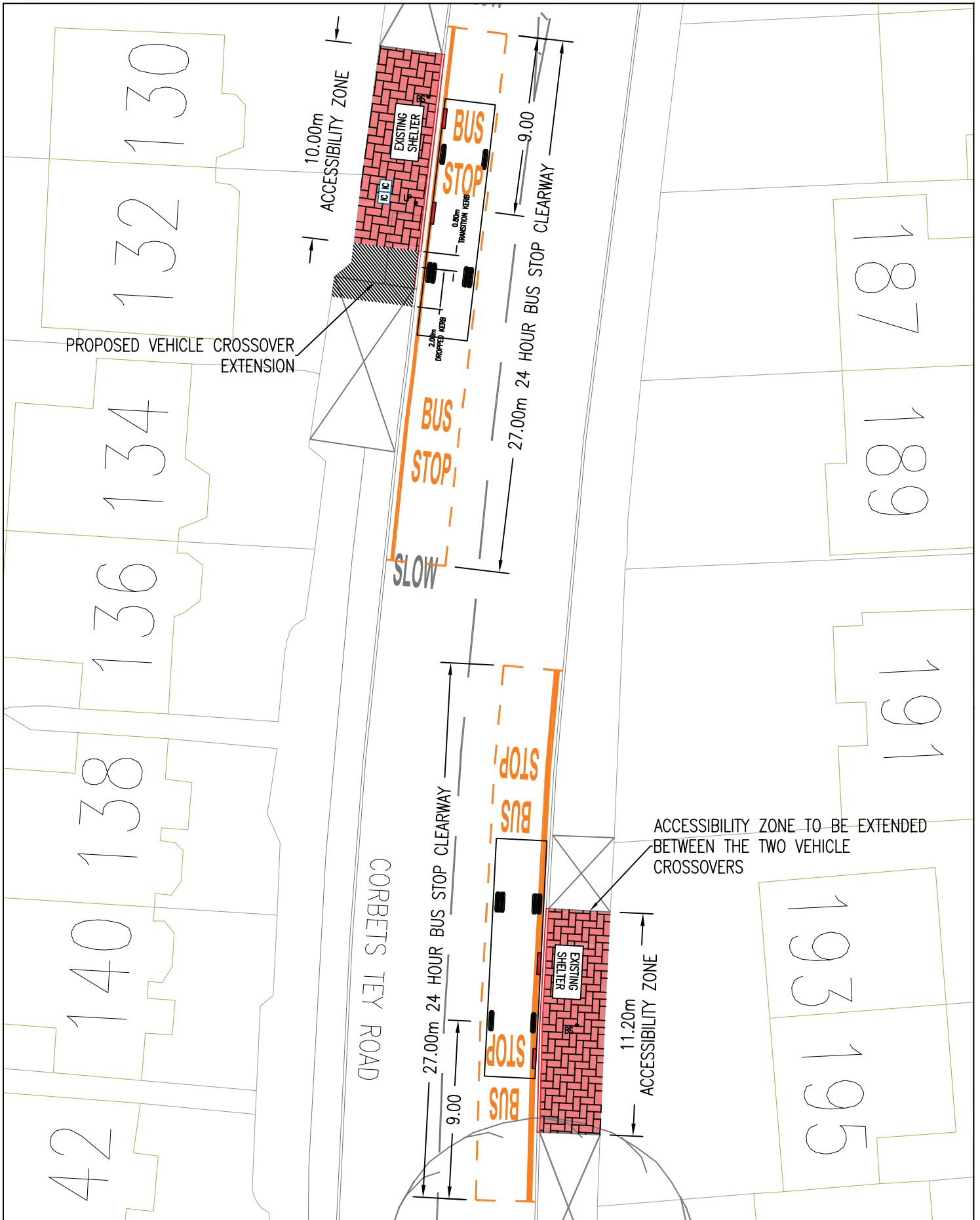
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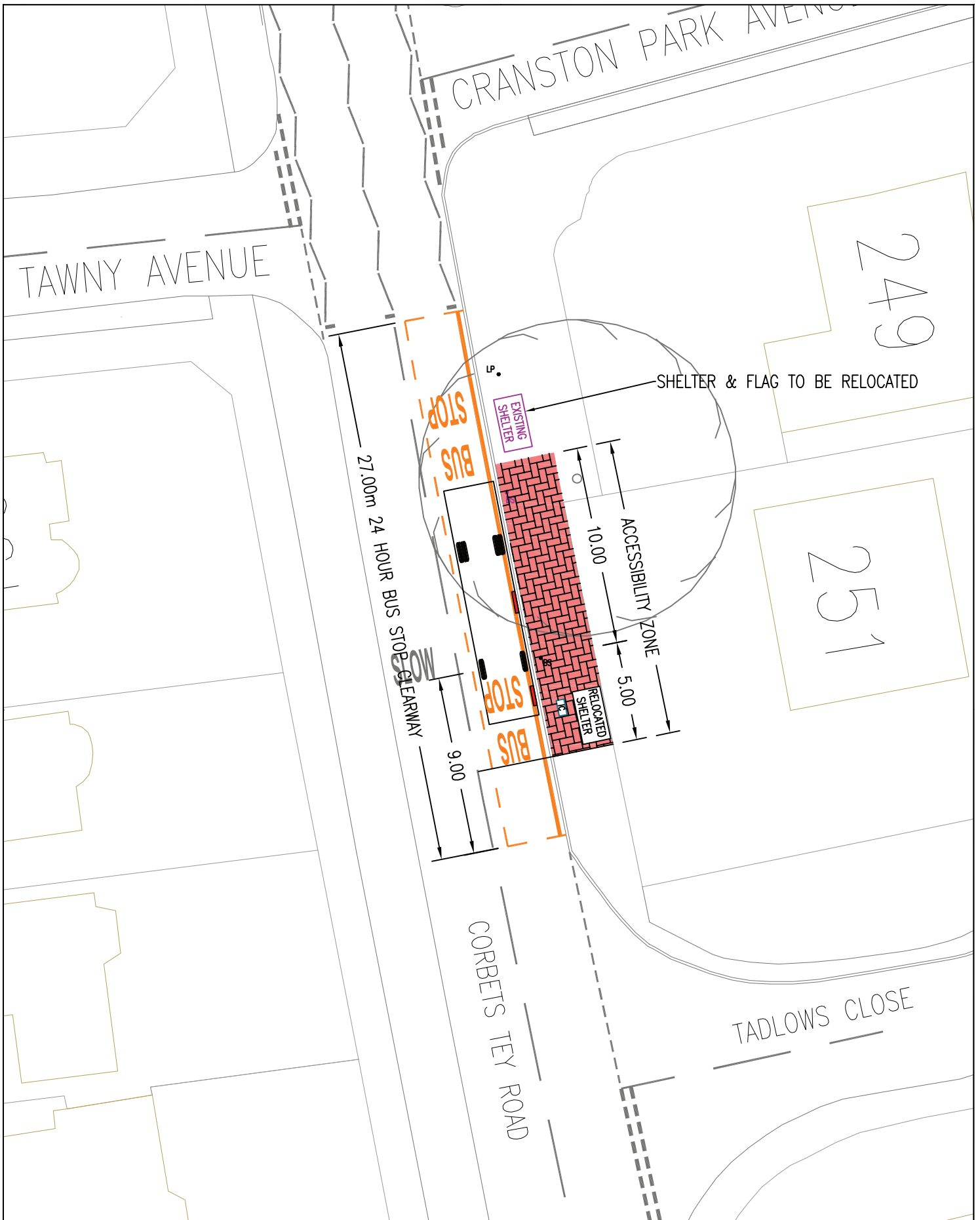
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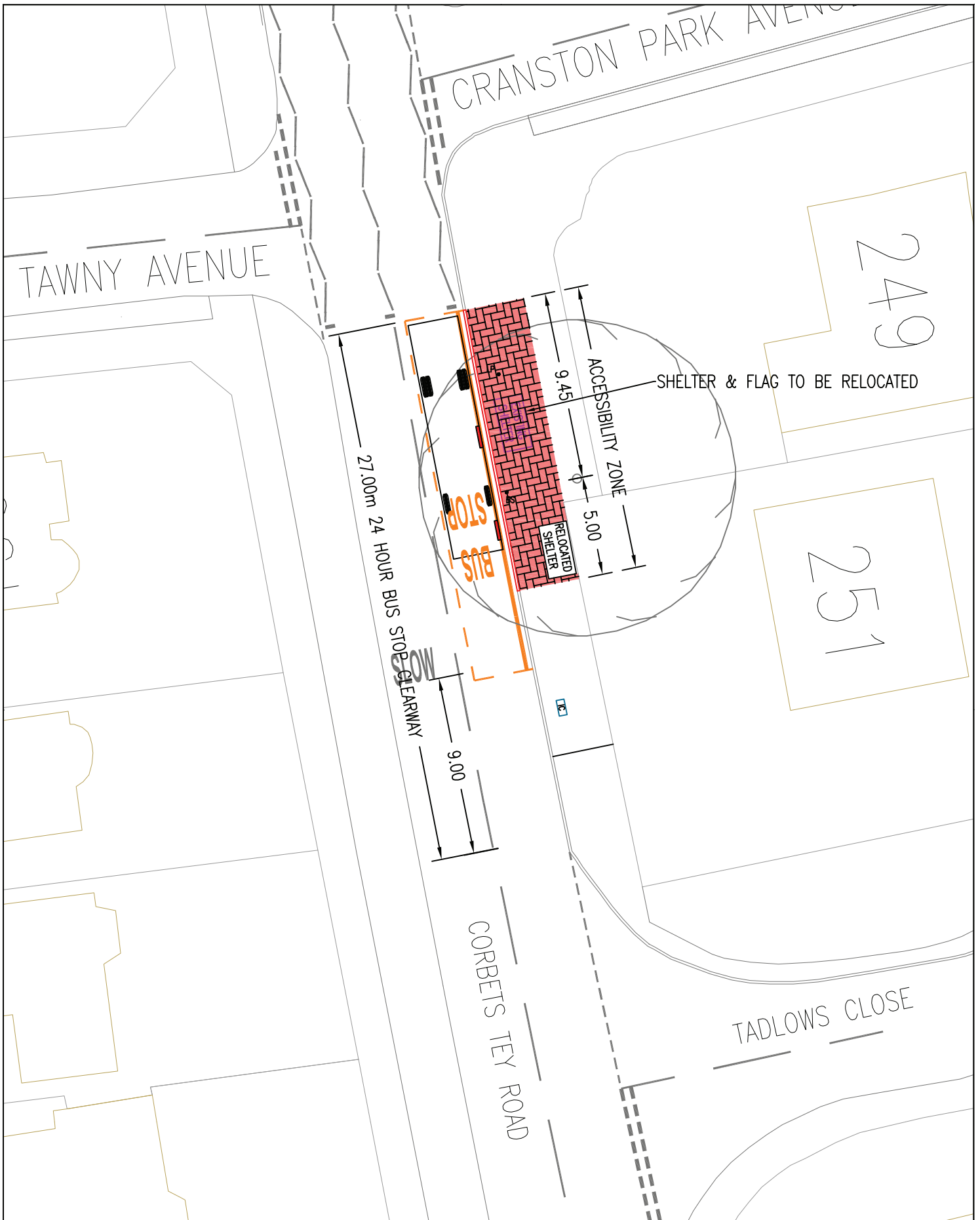
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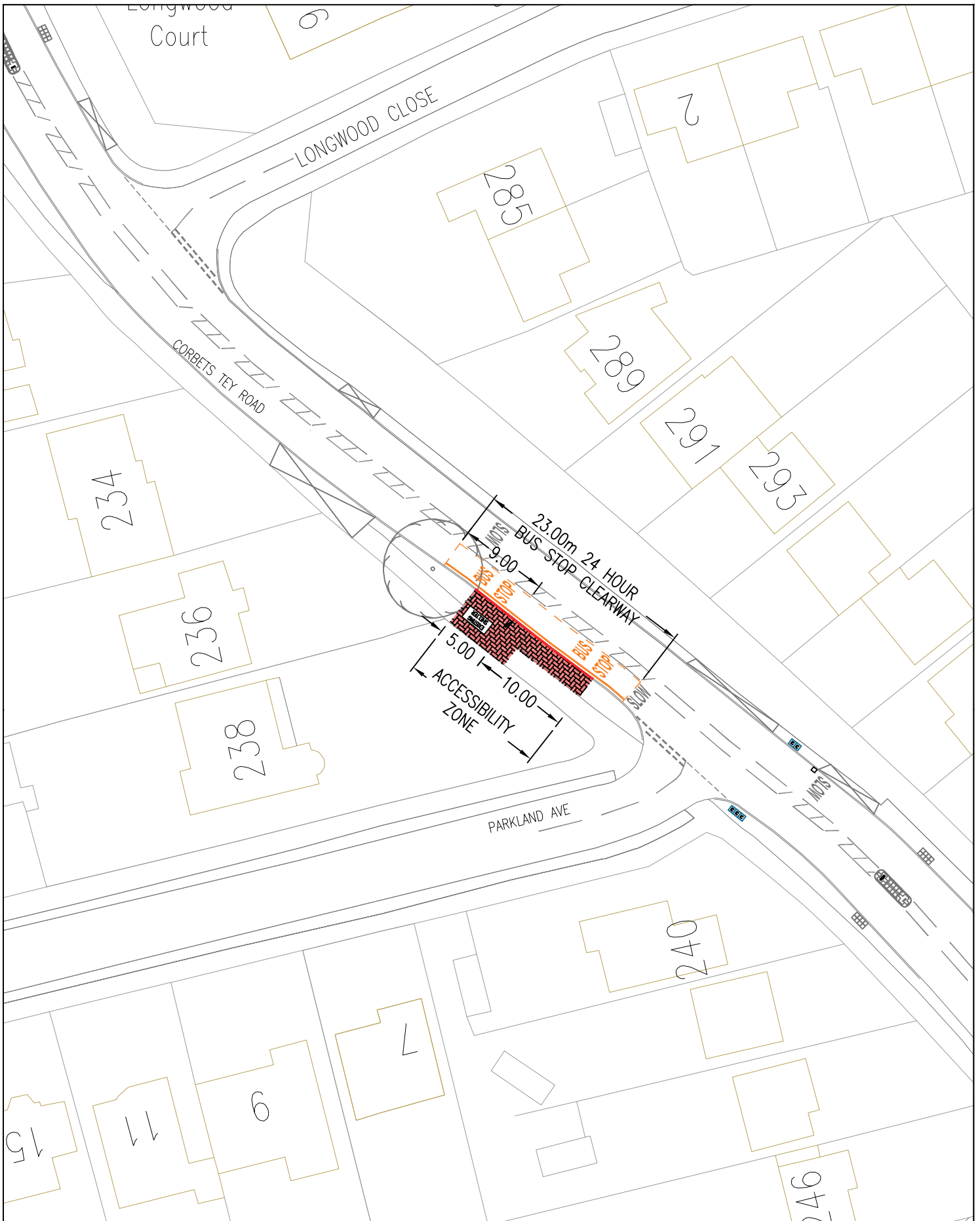
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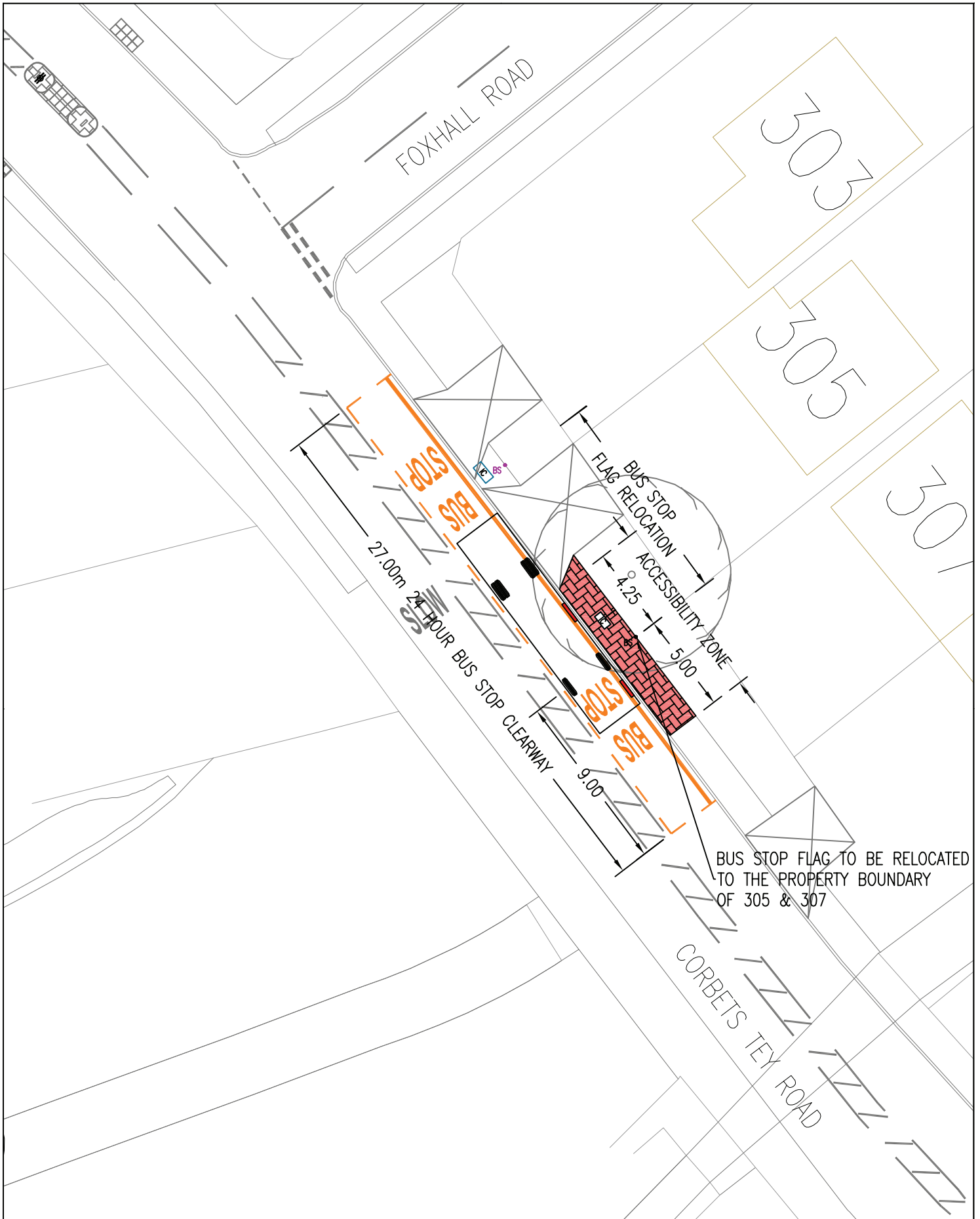
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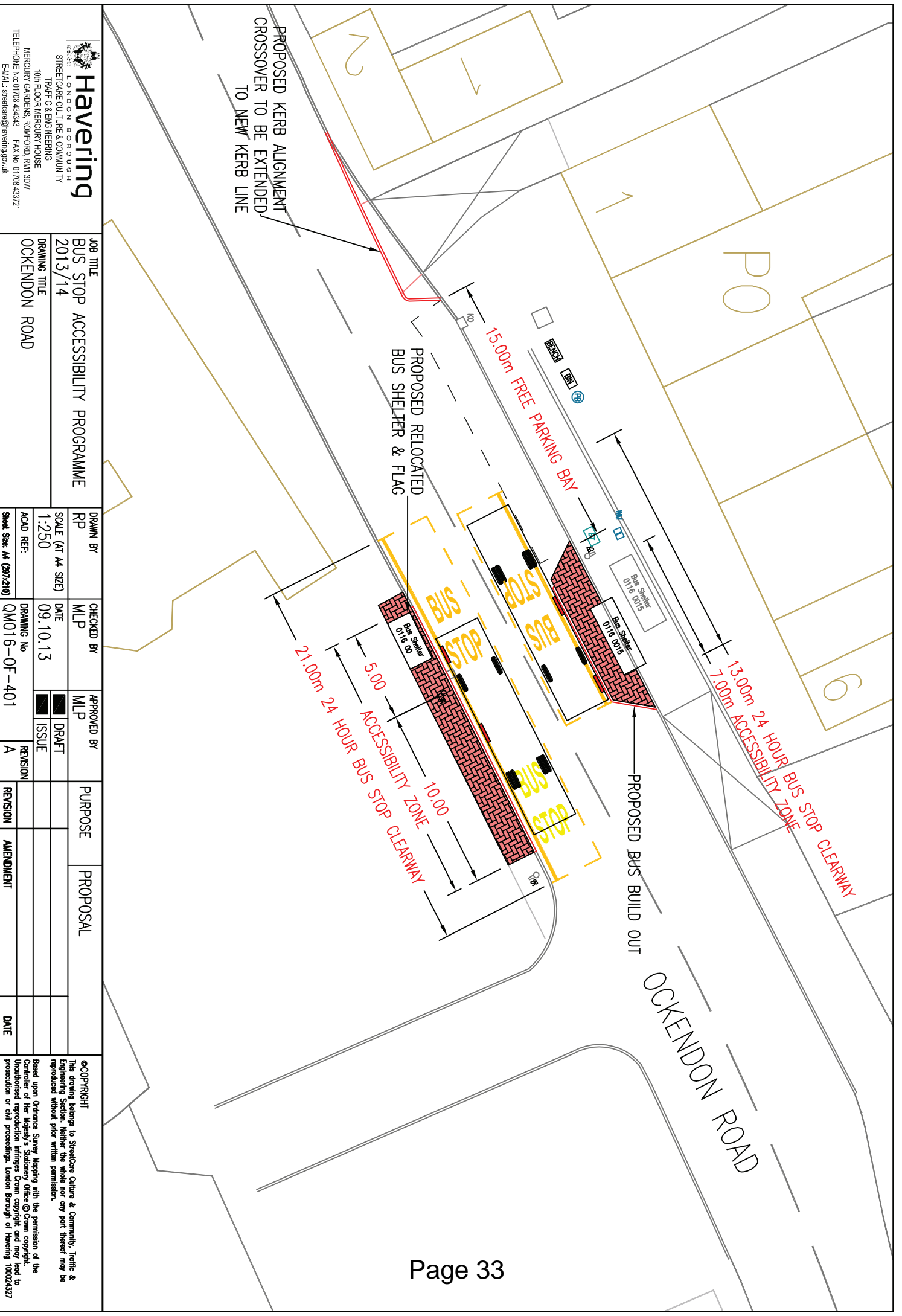
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BUS STOP FLAG TO BE RELOCATED TO THE PROPERTY BOUNDARY OF 305 & 307

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 BUS STOP ACCESSIBILITY PROGRAMME  
 2013/14  
**DRAWING TITLE**  
 OCKENDON ROAD

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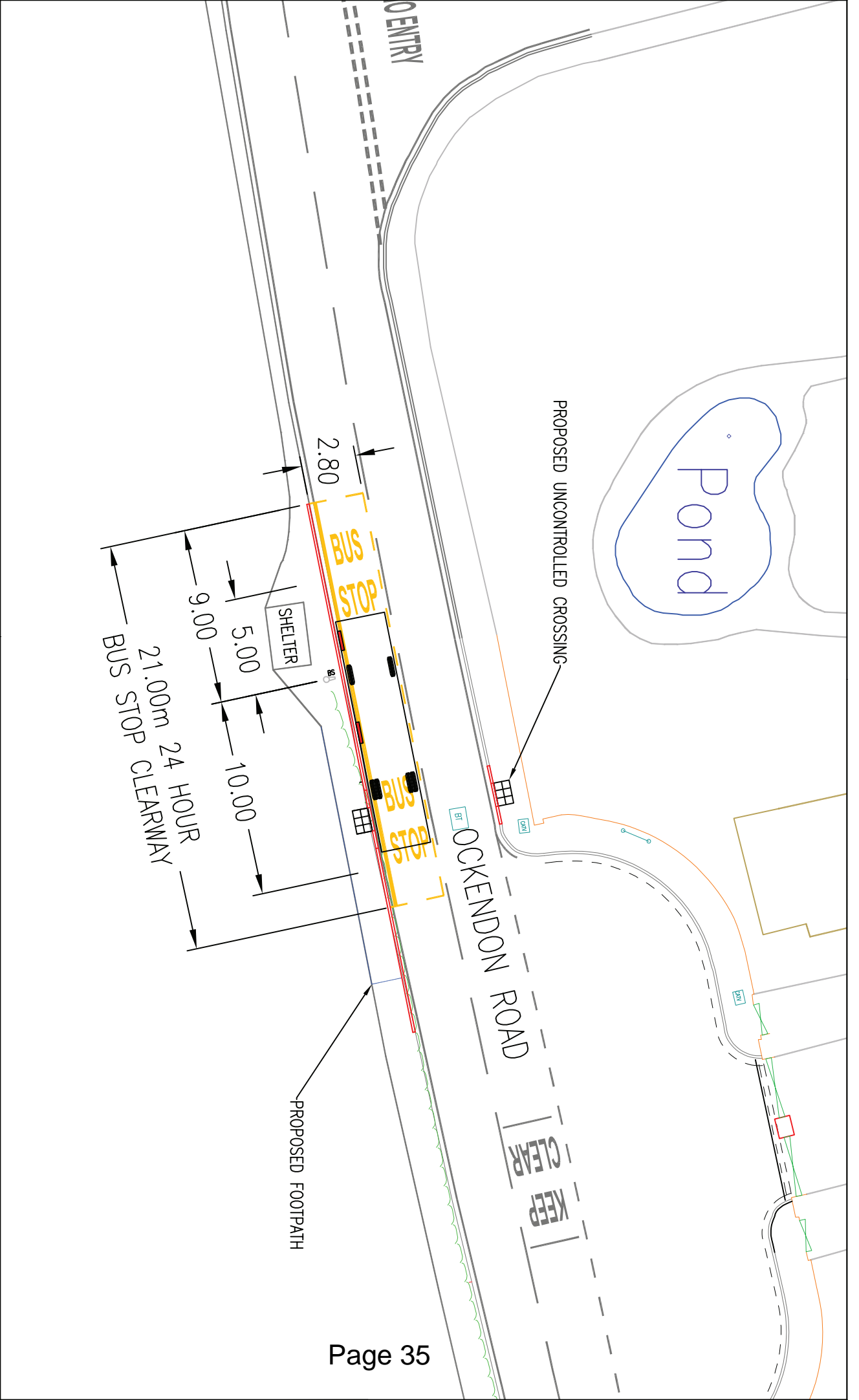
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2013/14

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# HIGHWAYS ADVISORY COMMITTEE

10 December 2013

# REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY  
ARDLEIGH GREEN ROAD,  
BUTTS GREEN ROAD,  
BILLET LANE & NORTH STREET  
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 Ardleigh Green Road, Butts Green Road, Billet Lane and North Street and seeks a recommendation that the proposals be implemented as set out in the report.

The scheme is within **Squirrels Heath, Emerson Park** and **St Andrews** 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;
  - QM016-OF-201A
  - QM016-OF-203A
  - QM016-OF-204A
  - QM016-OF-205A (southbound stop only)
  - QM016-OF-206A
  - QM016-OF-207A
  - QM016-OF-208A
  - QM016-OF-209A
  - QM016-OF-210A
  - QM016-OF-211A
  - QM016-OF-213A
  
2. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that one of the following bus stop accessibility options as set out in this report and shown on the following drawings are implemented;
  - (i) QM016-OF-212A; or
  - (ii) QM016-OF-212-2A
  
3. That it be noted that an alternative to the proposals shown on Drawing QM016-OF-205A (northbound stop only) is being consulted on and will be the subject of an additional committee report in early 2014.
  
4. That it be noted that the estimated cost of £35,000 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, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible to all people. 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 improves the accessibility of bus stops 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 be positioned next 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 stops which are fully accessible to all people 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 Where buses cannot fully access the kerb, then there may be delays in the loading or unloading of passengers leading to buses stopping longer than necessary. In some cases, certain passengers may not be able to access buses at all or the bus driver will simply need to pass the stop by where access to the kerb is not possible.
- 1.7 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 November 2013.

- 1.8 Of these stops, 47% 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.
- 1.9 For Havering, funding for Bus Stop Accessibility works has mainly come from the Transport for London Local Implementation plan (LIP), but occasionally funding is secured as part of the development process.
- 1.10 Staff from StreetCare 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.
- 1.11 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.
- 1.12 Proposals for accessibility improvements have been developed for various existing bus stops along Ardleigh Green Road, Butts Green Road, Billet Lane and North Street as set out in the following tables;

<b>ARDLEIGH GREEN ROAD</b>		
<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF201A	Outside 225 to 229	Bus stop flag relocated to common boundary of nos. 227 & 229.  21 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-203A	Outside 159 to 165	23 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  <i>Note: Space would be left should 157</i>

		<i>to 163 request formal vehicle crossing in the future.</i>
QM016-OF-204A	Outside Havering College	Bus shelter moved 3.5 metres south. 25 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-205A	Outside 75 to 83	37 metre bus stop clearway.
QM016-OF-205A	South of Ayloff's Walk	33 metre bus stop clearway.
QM016-OF-206A	Outside 23 to 27	29 metre bus stop clearway.
QM016-OF-207A	South of Woodlands Avenue	27 metre bus stop clearway.

**BUTTS GREEN ROAD**

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF-208A	Outside Greenways Court	37 metre bus stop clearway
QM016-OF-209A	Outside Thorpe Lodge	Shelter turned round and placed at rear of footway.  37 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.

**BILLET LANE**

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF-210A	Outside Emerson Park Court / 153	25 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.

<b>NORTH STREET</b>		
<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF-211A	Outside 96 to 108	Existing lay-by made a bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-212A <b>(Option 1, existing location)</b>	Outside 87 to 89	23 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-212-2A <b>(Option 2, alternative location)</b>	To be relocated outside Menthone Place	Bus stop to be relocated 35m south outside Menthone Place  27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-213A	Outside Crown House	37 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-213A	Outside Sainsbury Car Park	31 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.

1.13 Approximately 135 letters were hand-delivered to those potentially affected by the scheme on or just after 25<sup>th</sup> October 2013, with a closing date of 18<sup>th</sup> November 2013 for comments.

1.14 In addition, ward councillors, Highways Advisory Committee members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 10 responses were received which are summarised in Appendix I.

- 2.2 With regard to the proposed bus stop clearway at 75 to 83 Ardleigh Green Road, the northbound stop shown on Drawing QM016-OF-205A, a proposal to relocate the bus stop to another location is under consultation. A separate report will be presented early in 2014.
- 2.2 With regard to the two options at 87 to 89 North Street (Drawing QM016-OF-212A) and outside Menthone Place, North Street (Drawing QM016-OF-212-2A), there was support and opposition for the relocate position.

### **3.0 Staff Comments**

- 3.1 With regard to the options at 87 to 89 North Street (Drawing QM016-OF-212A) and outside Menthone Place, North Street (Drawing QM016-OF-212-2A), there are competing views.
- 3.2 The police prefer the stop to be moved because of reduced conflict with vehicles accessing the business premises at No.87. This relocation is also supported by the resident at No.89 who is affected by the current location.
- 3.3 However, there is objection from a resident and the managing agent of Menthone Place in terms of impact on the residents of Menthone Place, plus a resident immediately opposite the alternative location objects. A further resident opposite the alternative location suggests a completely different location.
- 3.4 The existing location can be made accessible. The alternative location can be made accessible and would provide space for a shelter. Staff suggest that members consider the comments made and make a recommendation accordingly.
- 3.5 The other locations have not received any comments and Staff recommend that they be implemented as consulted.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £35,000 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 subject to the recommendations of the



committee 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

**APPENDIX I  
CONSULTATION RESPONSES**

<b>Respondent</b>	<b>Drawing Reference &amp; Location</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
Cllr Roger Ramsey	General	Seeking confirmation that no kerb build-outs are proposed.	Staff confirmed that no kerb build-outs are proposed.
Alan Ford London Buses Operations	General	Fully supports programme from an operational point of view.	None.
Martin Young Metropolitan Police Chadwell Heath Traffic Garage	General	No issues with the plans as presented.	None.
	QM016-OF-212- OPTION 2A  (Option 2, alternative location). To be relocated outside Menthone Place	Looks to be the better option, with less conflict with the vehicles using the business premises at number 87. Plus it will allow the provision of a shelter.	Will need to be considered by the committee with other, competing views.
Mr & Mrs Randall 89 North Street	QM016-OF-212- OPTION 2A  (Option 2, alternative location). To be relocated outside Menthone Place	Plan to move bus stop outside Mentone Place seems to be the best idea. The kerb at the bus stop outside our house already encroaches over our driveway by about 2ft. This makes reversing out of our driveway quite hazardous, especially in the morning, when the bus stop and main road are at their most busy.  As stated on your plan, relocating the bus stop to Mentone Place would give a larger accessibility area and allow a bus shelter which would create a boundary	Will need to be considered by the committee with other, competing views.

		<p>between the flats and the bus passengers.</p> <p>The Garden centre situation at No.87 have agreed that this would be the best solution as they and the other businesses on the site constantly use their frontage for deliveries and customer parking. Once again the bus stop at its present location cause difficulties.</p> <p>Also having the bus stop in such close proximity to our property, over the years we have had to deal with some unpleasantness with people using the bus stop. Therefore the proposed solution would be favourable for all concerned.</p>	
Darren Stoner J. Nicholson & Son	<p>QM016-OF-212- OPTION 2A</p> <p>(Option 2, alternative location). To be relocated outside Menthone Place</p>	<p>We write as the Managing Agents of the above block of flats. We have been made aware by the leaseholders that there is a proposal for a raised kerb and a bus shelter to be installed outside Menthone Place.</p> <p>We are responsible for the maintenance of the external communal parts and we are concerned that access will be prevented/ hindered to our communal bin area for collections. We also raise concerns about the possible increase in litter around the property as a result of the shelters placement.</p> <p>Given the placement of the shelter it will be an intrusion of the residents' privacy as it is situation directly in front of the properties private residence. We would like to point out that where the bus stop is currently, it is outside a commercial property, which may be of benefit to them,</p>	Will need to be considered by the committee with other, competing views.

		<p>however this also raises concerns about excessive noise with people waiting around outside a residential building.</p> <p>Finally we would like to raise concerns of Highway Safety, as where the planned bus shelter is proposed, it will obstruct the vision of anyone exiting Menthone Place to oncoming traffic. It would also be dangerous if a bus has stopped there and a vehicle is exiting, they will not see oncoming vehicles or motorcycles potentially overtaking the bus.</p> <p>We would be grateful to receive your written comments in respect of our concerns at your earliest convenience and if there is any reason why the change is to be made now as we were unaware of any previous problems.</p>	
<p>Russell Soar 78 North Street</p>	<p>QM016-OF-212- OPTION 2A</p> <p>(Option 2, alternative location). To be relocated outside Menthone Place</p>	<p>I am slightly confused by the diagram showing changes to the existing bus stop outside 87 North Street, then a second diagram showing it relocated outside Mentone Place.</p> <p>Is it your intension to carry our works on both sites?</p> <p>This would appear to be unnecessary and expensive.</p> <p>I would suggest that as you are considering moving this bus stop, 35m closer to the Sainsburys car park bus stop, you consider moving it to the mid point between them.</p> <p>The initial benefit would be that the works would only be needed on one site rather than potentially 3 times.</p>	<p>Will need to be considered by the committee with other, competing views.</p> <p>TfL not considering removing both stops to replace with one mid-way as it would reduce area served by route in terms of access for passenger catchment.</p>

		<p>Subsidiary benefits would be moving the bus stop closer to the Queens theatre, the library and the Fairkytes complex.</p> <p>I am aware from previous correspondence that easy access between the Library and Langtons Gardens is considered to be of vital importance.</p> <p>Additionally, another benefit would be to allow cars exiting to Sainsburys car park, a clear view as it can be blocked when there is a bus at this stop.</p> <p>I realise that this proposal would have to be agreed with TfL and possibly the bus operators but feel that it could be a considerable cost saving in these times of austerity.</p>	
Roy Pollard 4 Menthone Place	QM016-OF-212- OPTION 2A  (Option 2, alternative location). To be relocated outside Menthone Place	<p>With regard to the above mentioned references and your proposal to possibly relocate the bus stop to outside Menthone Place, I give below my comments and objections to this proposal.</p> <p>Historically, given this bus stop currently located outside 87 North Street has been there for 40 or more years without any problems to drivers or passengers and that for at least the last 15 years or so all London buses have been fitted with a "kneeling device" which lowers the nearside suspension to bring the entrance and exits down to kerb level, I therefore see no need to spend all this public money to raise the pavement/kerb where it's not needed and there isn't a problem!</p>	<p>Will need to be considered by the committee with other, competing views.</p> <p>The "kneeling" suspension still requires a nominal kerb face of 140mm to be fully effective for those with reduce mobility.</p>

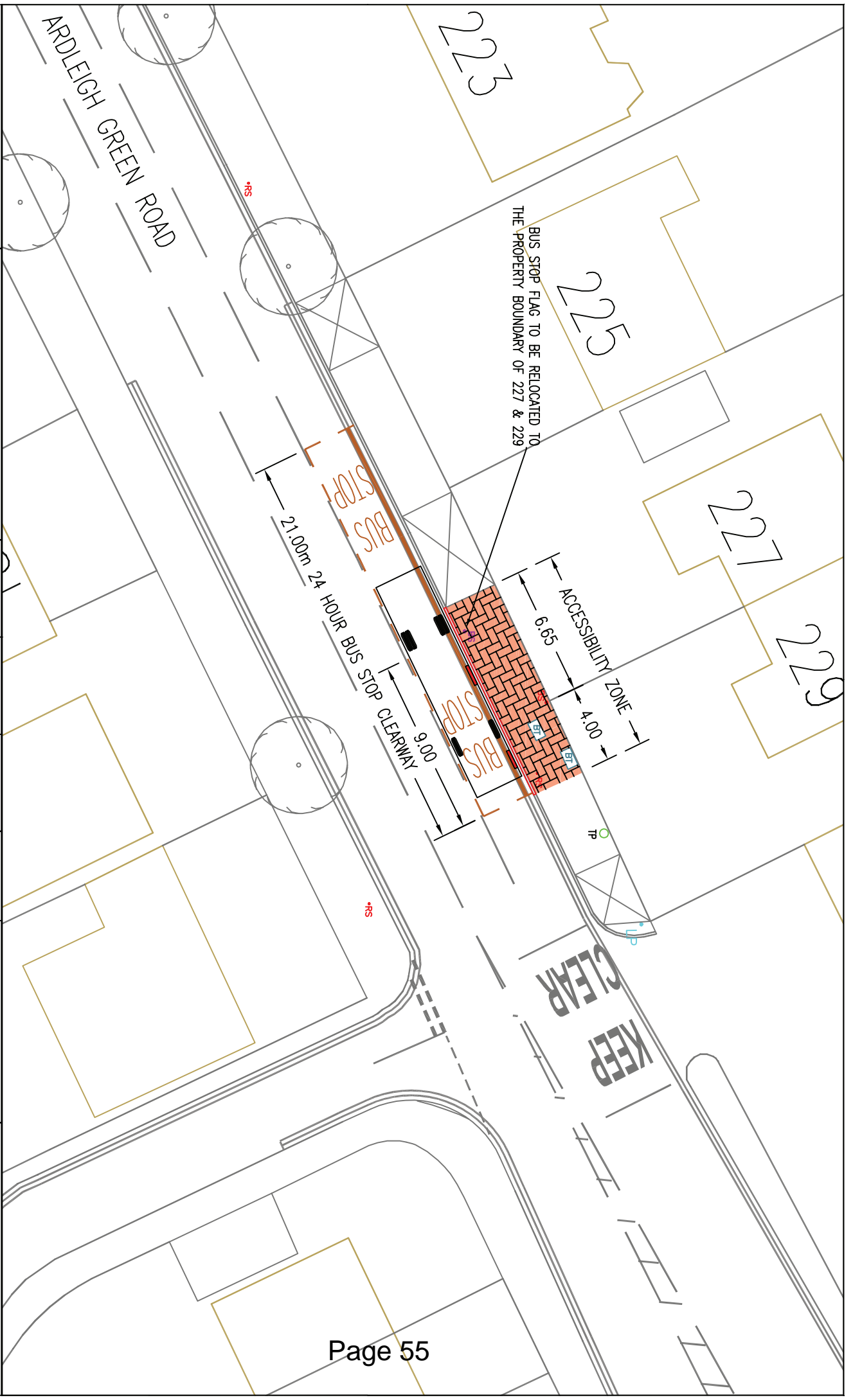
		<p>To carry out the alterations to the pavement/kerb at the bus stops current location would be I expect be problematic to the residents at 87, hence your additional proposal to relocate the bus stop.</p> <p>I therefore wish to object to the Proposal to Relocate the bus stop to outside Menthone Place.</p> <p>1/ Should the relocation go ahead then the "Bus stop clearway" where parking is not permitted will prevent the refuse lorry from stopping to empty our euro bin located in bin shed next to the southern boundary as I have now detailed on your drawing and attached to this email. If the refuse collectors did decide to flout the parking restriction then the raising of the pavement/kerb will also prove problematic to the refuse collectors having a higher kerb to negotiate which may well have health &amp; safety implications. Also in raising the pavement, us residents would then lose our step free access from our pathway onto the public pavement that we currently enjoy and the refuse collectors would also have a further step to negotiate with our bin.</p> <p>2/ The residents at 87 where the current bus stop is located moved into that house knowing full well it was there. We Leaseholders bought our flats without a bus stop located outside our frontage and may well have chosen not to, had it already been in place. I feel sure the Freeholder of Menthone Place would also be of the same opinion. I fully expect relocating the bus stop to outside Menthone Place will have a detrimental effect on our</p>	
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		<p>property prices as well.</p> <p>3/ We currently experience and especially at weekends, a litter problem where passing pedestrians throw there litter onto our garden area. If the bus stop is relocated then the litter problem will become worse with people waiting at the stop rather than just walking past.</p> <p>In conclusion it would appear the council is wishing to create numerous problems to its residents and council tax payers where none existed. The stress and anxiety that your proposals have personally caused me through this nonsensical proposal are most certainly something I could well have done without.</p>	
Jane Elliot-Waine 82a North Street		<p>We live at 82a North Street and are somewhat dismayed at the proposal to relocate the bus stop opposite our property. The current bus stop location, drawing reference QM016-OF212A works perfectly, not overly disturbing residents or interfering with our privacy from people from the top decks of the buses being able to stare into our property. It is situated next to commercial properties therefore not disturbing anyone and of a night the cafe there is closed so has no affect on them at all.</p> <p>The proposal to move it in option 2-A seems ludicrous and we would like to formally notify you that we are completely against the proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>- This would seriously compromise the privacy of not just our property but that of 11 others residents in the road.</li> </ul>	



		<p>The current position only affects 2 people, so how can this be a good move. We certainly don't relish the idea of up to 80 people being able to stare into our property, especially my bedroom, as by personal choice we don't have net curtains, our home though feels private and that's the way we'd like it to continue.</p> <p>- The pavement is not particularly wide outside Menthone Place and the provision of a bus stop would make passing and alighting for the buses, especially for the disabled far more difficult. Current position is wider as next to commercial property with large frontage making passing and alighting from the buses much easier for the disabled and people with young children.</p> <p>- Moving the bus stop would also increase noise and disturbance to us at all hours of the day or night. The noise of the engines running when waiting, cars trying to pass revving, kids shouting particular at night, we get all this already but at least it is not right opposite us at present. Also following the introduction of traffic lights at the end of north street, queues of traffic particularly of a weekend run all the way passed Burnway, with buses sitting opposite again this will cause greater disturbance and also make getting off of our driveway more difficult and more dangerous.</p> <p>- I feel there is potential safety issue as well for residents of Menthone Place trying to exit from their car park. With buses parked in such close proximity to the exit this will create a blind spot for drivers trying to exit and for drivers</p>	
--	--	--	--

		<p>overtaking the parked buses, the potential for accidents will increase because of this.</p> <p>Because of the reasons outlined above we ask that the council take a common sense approach to this and leave the bus stop where it is.</p>	
<p>Mrs J Millard 81 Ardleigh Green Road</p>	<p>QM016-OF-205A Outside 75 to 83</p>	<p>Objects to scheme.</p>	<p>Alternative layout being consulted on and will be the subject of a separate report to HAC in early 2014.</p>
<p>Kellie Crane 83 Ardleigh Green Road</p>	<p>QM016-OF-205A Outside 75 to 83</p>	<p>Objects to scheme.</p>	



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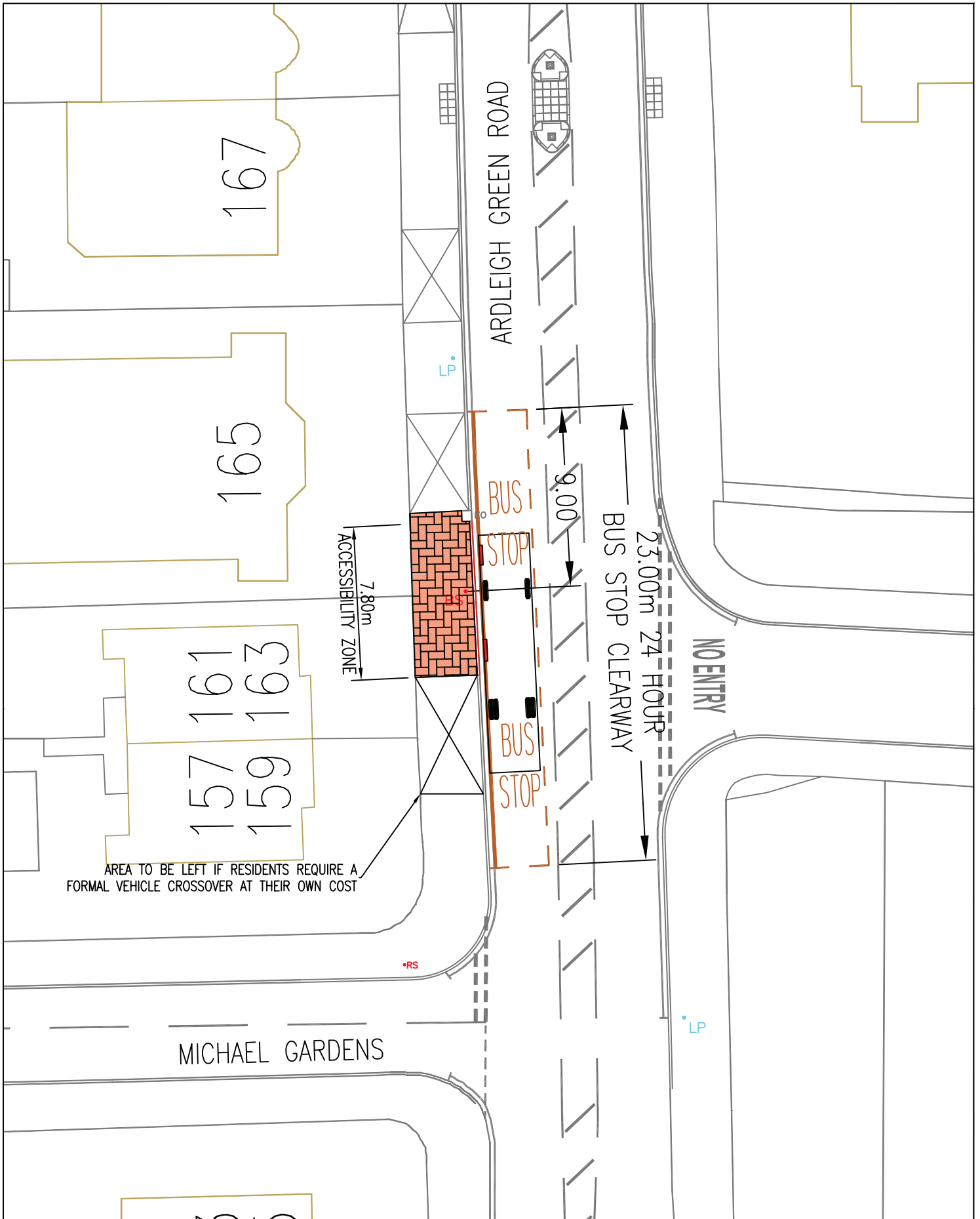
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<b>ROUTE</b>	256, 165 & 370
<b>DRAWING TITLE</b>	ARDLEIGH GREEN ROAD
<b>SOUTHEND ATERIAL RD (9240)</b>	

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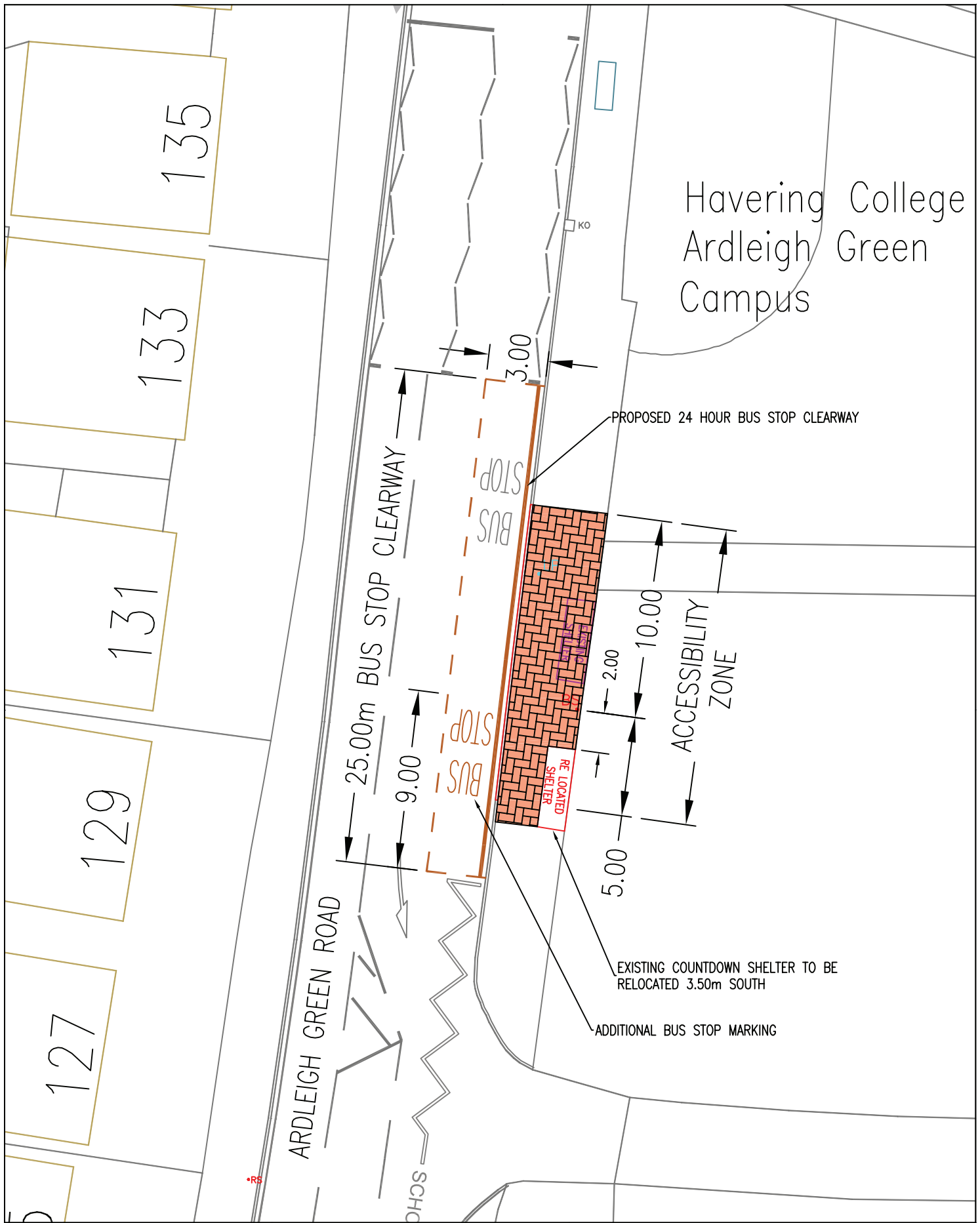
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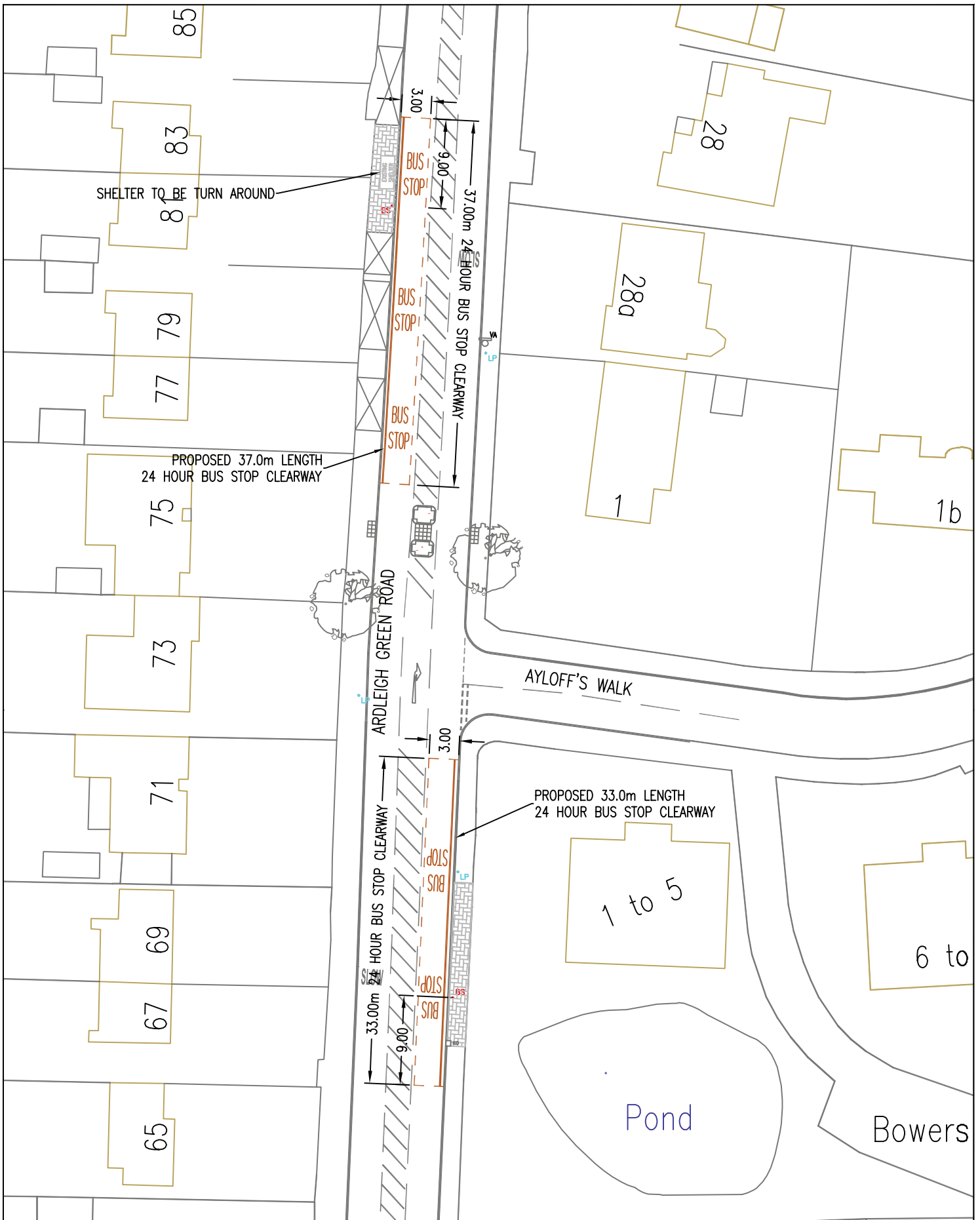
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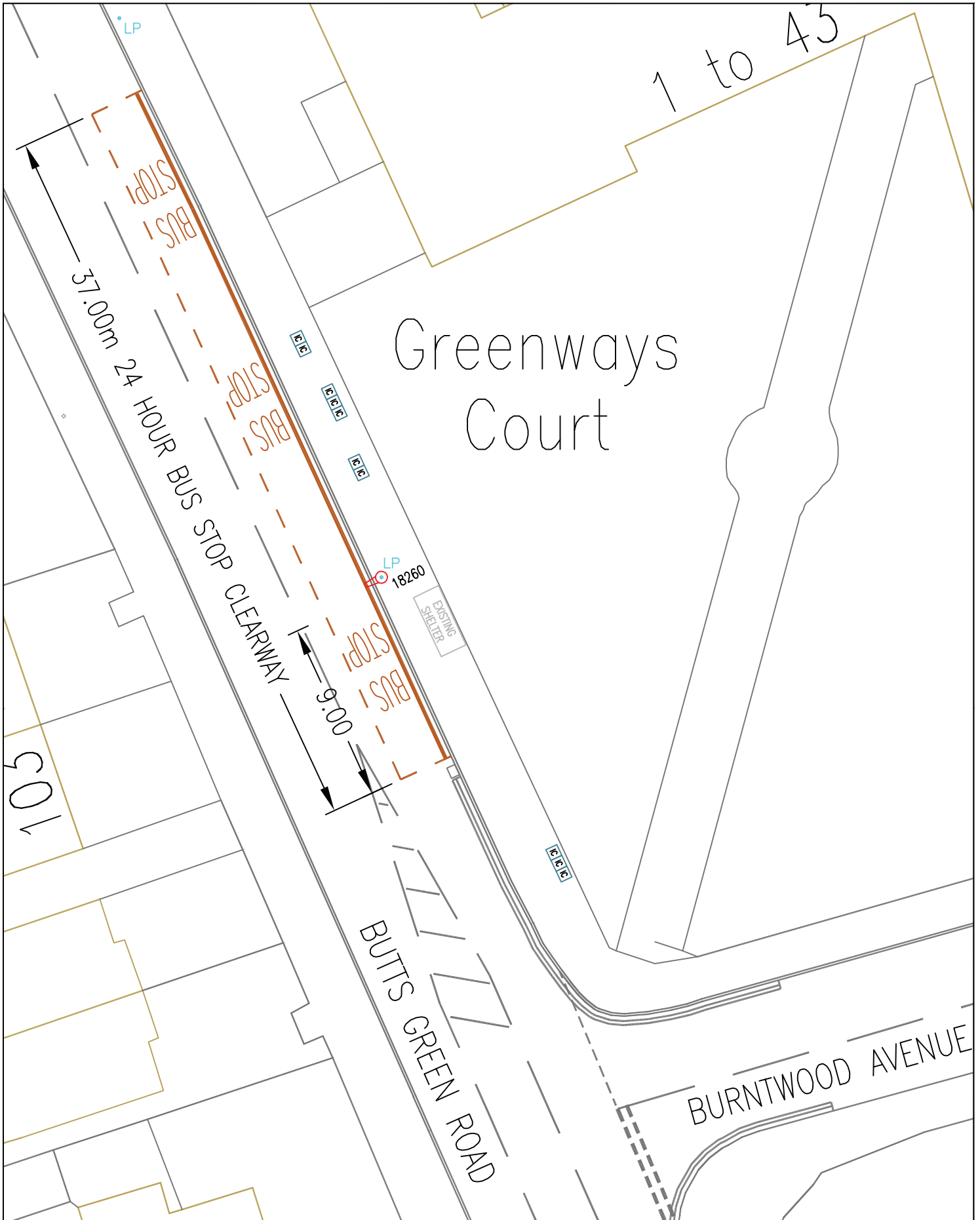
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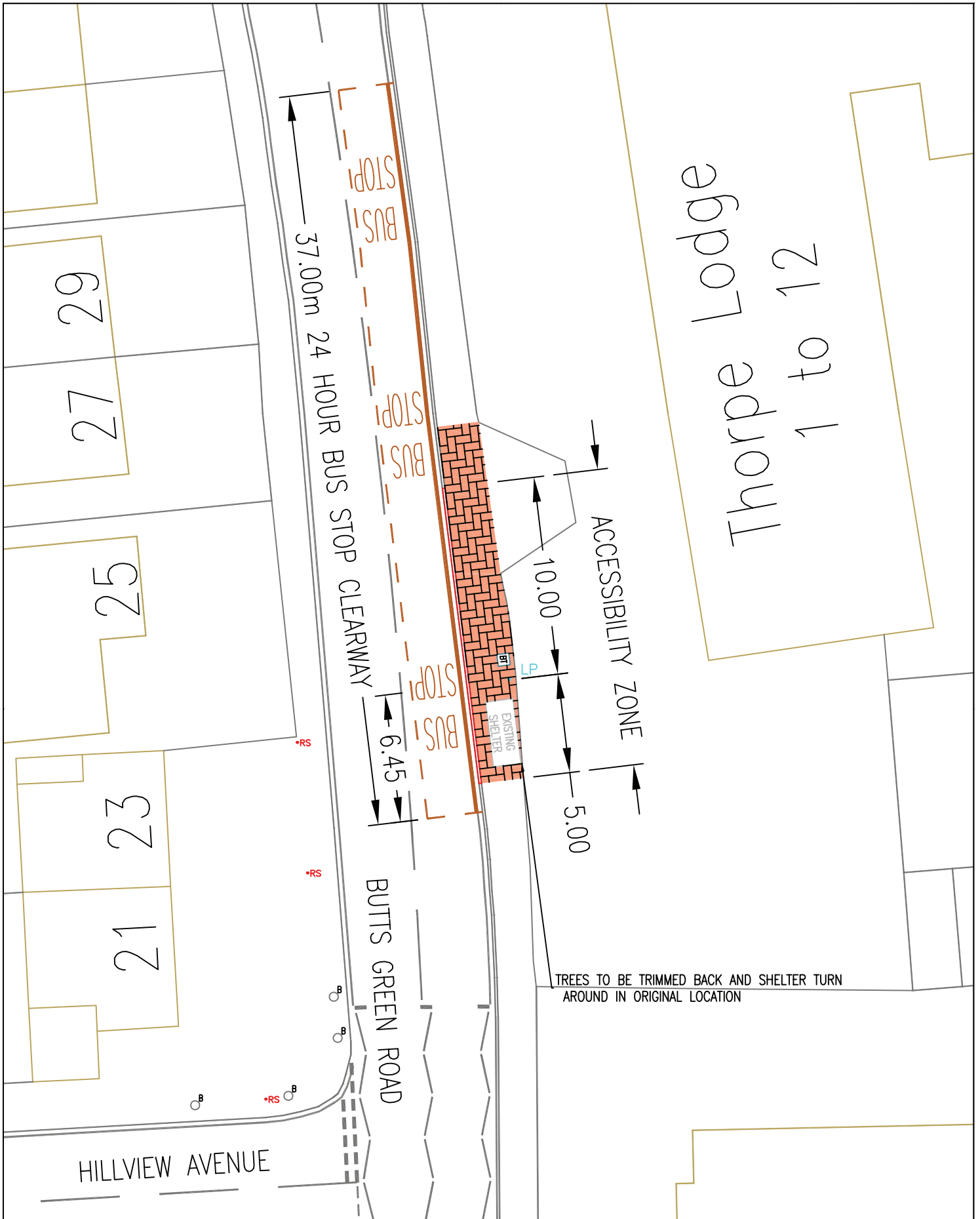
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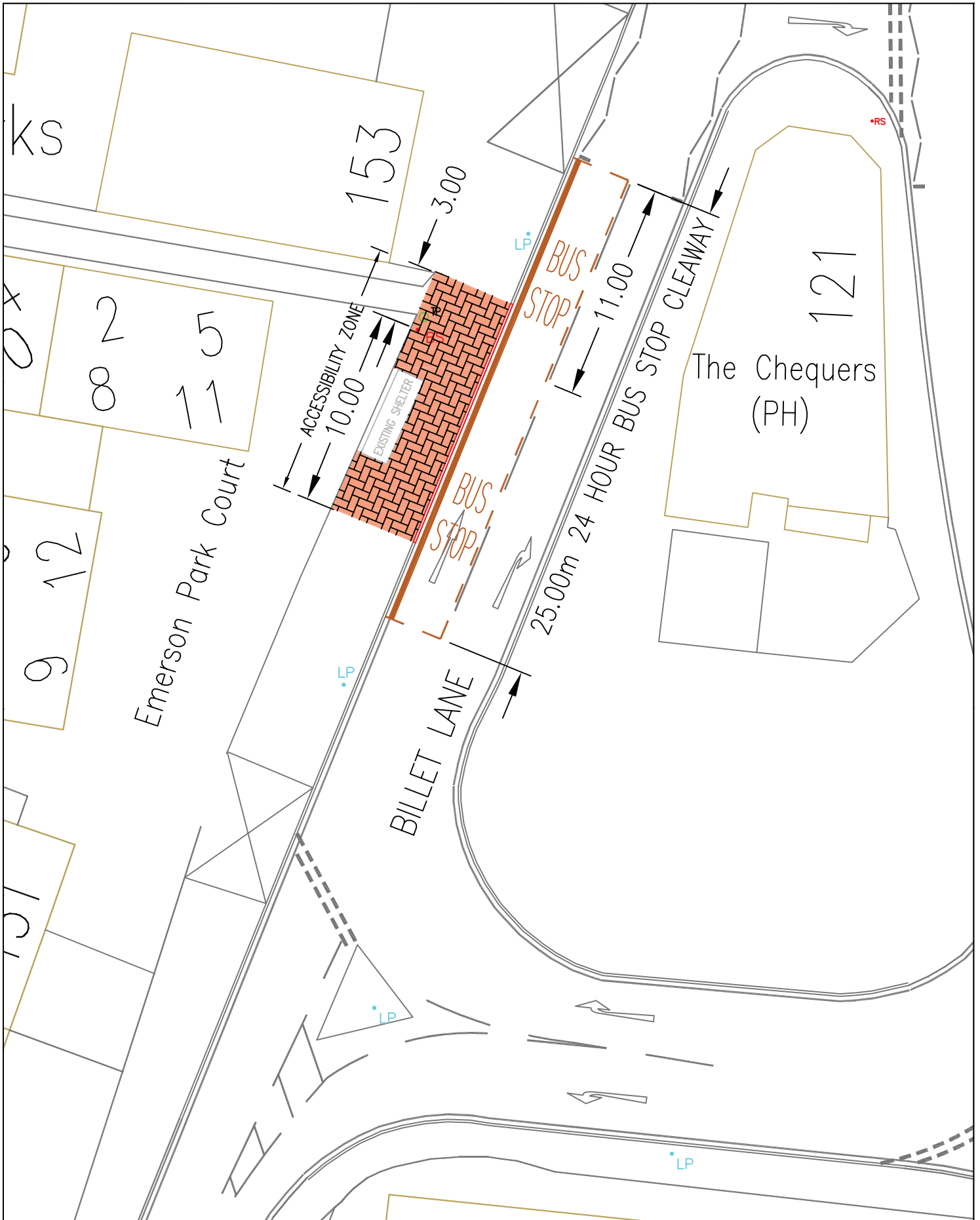
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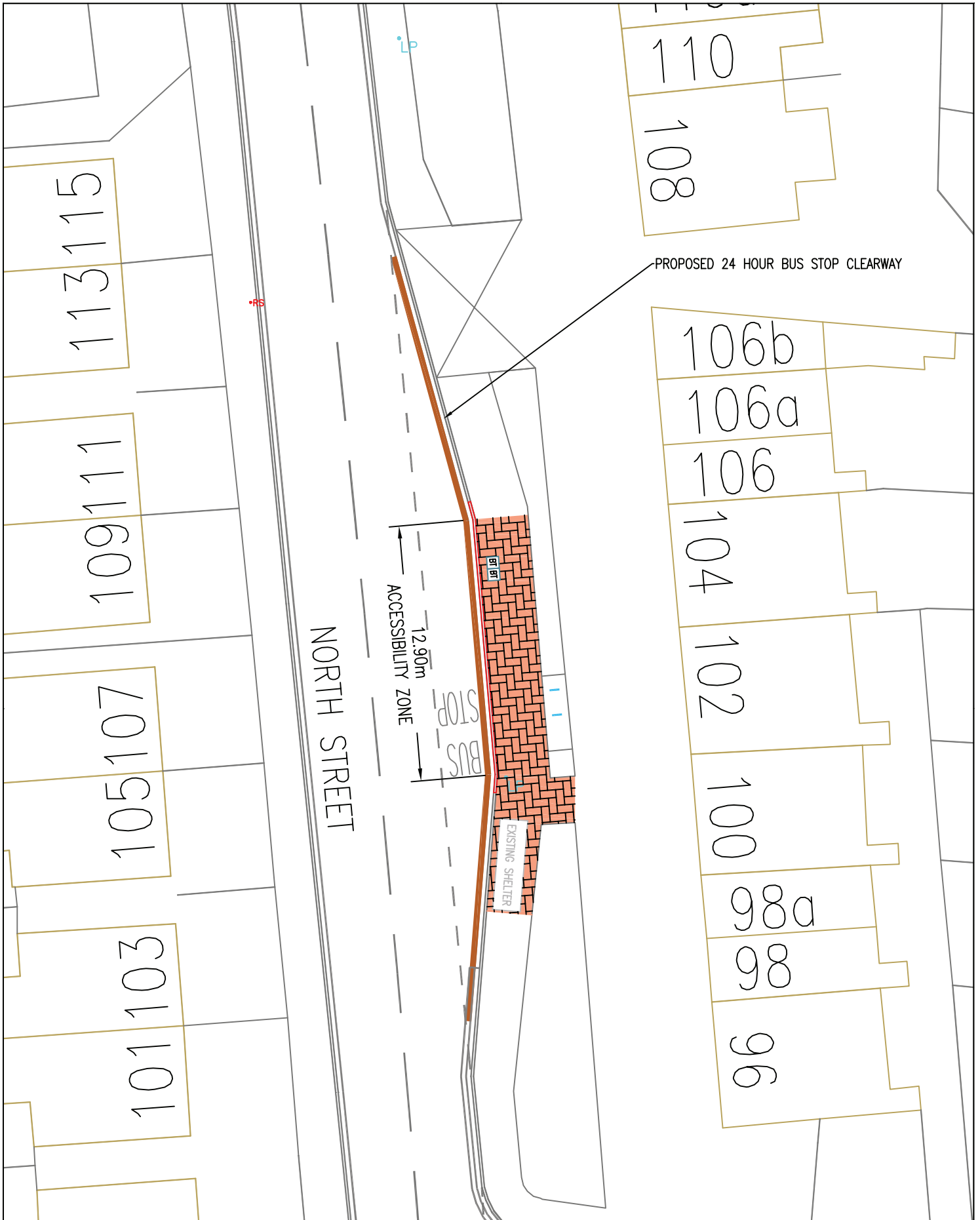
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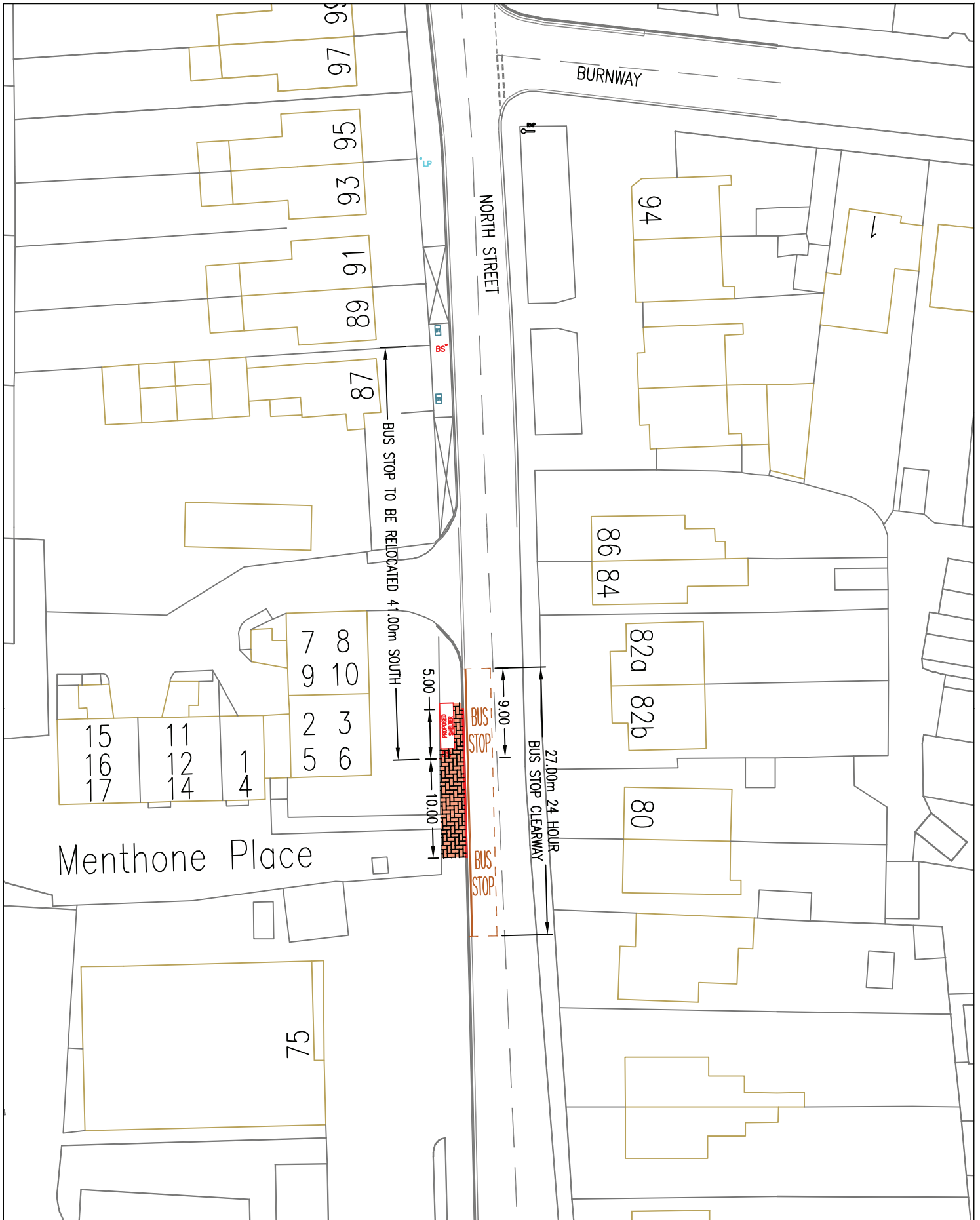
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<b>DRAWING TITLE</b> NORTH STREET BURNWAY (18264)		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> MLP	
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<b>ACAD REF:</b>		<b>DRAWING No</b> QM016-OF-211		<b>REVISION</b> A		<b>REVISION</b>	
<b>Sheet Size: A4 (210x297)</b>		<b>Page 73</b>		<b>AMENDMENT</b>		<b>DATE</b>	

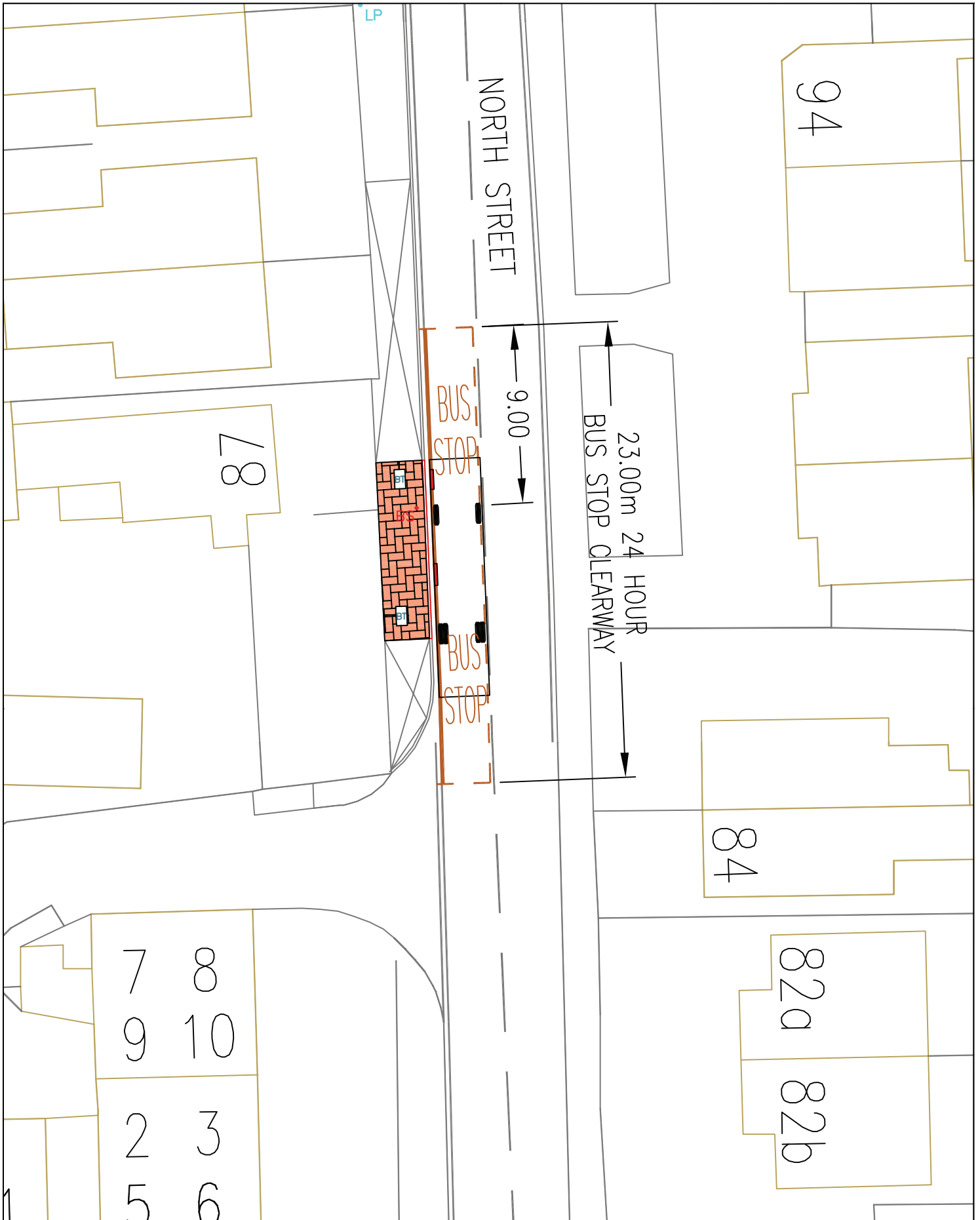
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<b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		<b>PURPOSE</b> PROPOSAL			
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2013/14 ROUTE 256, 165 & 370		<b>©COPYRIGHT</b> 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			
<b>DRAWING TITLE</b> NORTH STREET BURNWAY (18263) OPTION 2		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> MLP	
<b>SCALE (AT A4 SIZE)</b> 1:500		<b>DATE</b> 21.10.13		<b>REVISION</b> A		<b>REVISION</b> <b>AMENDMENT</b>	
<b>DRAFT</b>		<b>ISSUE</b>		<b>ACAD REF:</b> Sheet Size: A4 (210x297)		<b>DRAWING No</b> QM016-OF-212/2	
				<b>Page 75</b>		<b>DATE</b>	

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<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2013/14 ROUTE 256, 165 & 370		©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			
<b>DRAWING TITLE</b> NORTH STREET BURNWAY (18263)		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> MLP	
<b>SCALE (AT A4 SIZE)</b> 1:250		<b>DATE</b> 04.09.13		<b>DRAFT</b>		<b>ISSUE</b>	
<b>ACAD REF:</b>		<b>DRAWING No</b> QM016-OF-212		<b>REVISION</b> A		<b>REVISION</b> <b>AMENDMENT</b>	
						<b>DATE</b>	

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<b>Havering</b> 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		<b>PURPOSE</b> PROPOSAL			
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2013/14 ROUTE 256, 165 & 370		<b>©COPYRIGHT</b> This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.					
<b>DRAWING TITLE</b> NORTH STREET QUEEN THEATRE (18265 & 18266)		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					
<b>SCALE (AT A4 SIZE)</b> 1:500		<b>DATE</b> 04.09.13		<b>DRAFT</b> <input type="checkbox"/>		<b>ISSUE</b> <input type="checkbox"/>	
<b>ACAD REF:</b> Sheet Size: A4 (210x297)		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> Page 79	
<b>DRAWING No</b> QM016-OF-213		<b>REVISION</b> A		<b>REVISION</b>		<b>AMENDMENT</b>	
						<b>DATE</b>	

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# HIGHWAYS ADVISORY COMMITTEE

10 December 2013

# REPORT

**Subject Heading:**

**Provision of Pedestrian Crossing  
Facility for Gidea Park Primary School,  
Gidea Park**

**Report Author and contact details:**

Nicola Childs  
Engineer  
01708 433103  
Nicola.childs@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 document reports on the outcome of a consultation on the provision of pedestrian improvements in Lodge Avenue, outside Gidea Park Primary School, Gidea Park.

The scheme is within **Romford Town** 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 the measures are approved for implementation as detailed in this report and shown on the following drawing:
  - QM022/OB/01.B.
2. That it be noted the estimated cost of carrying out the works is £12,700 (plus a further possible cost payable to BT of up to £14,408 to relocate a telegraph pole). This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

## REPORT DETAIL

### 1. **Background**

- 1.1 Gidea Park Primary School main entrance is on Lodge Avenue, Gidea Park. The school has 420 pupils on its roll for 2013. The street, running from Lodge Avenue north to Main Road, has a 30mph speed limit with continuous parking bays, extending across private driveways. The parking bays are for resident permit holders Monday to Friday between 9.15am and 10am.
- 1.2 The school has raised issues in its School Travel Plan of vehicles driving too fast along Lodge Avenue and parents parking on the School Keep Clear markings and across private drives. These are perpetual problems but are beyond the remit of this scheme.

### 2. **Proposal**

- 2.1 To provide a traffic calming feature that benefits pedestrians crossing for the school and to minimise loss of parking, a build out with flat top hump is recommended.
- 2.2 The footway will be built out 1.8 metres outside property numbers 169 and 171, opposite the school. The road will be 5.5 metres wide here. The parking bay that extends from number 165 to 175 is almost 2.3 metres into the carriageway. This will be reduced to 1.8 metres to be in line with the build out and which is also the design width for a parking bay. This

provides pedestrians with better visibility in order to cross the road. The School Keep Clear marking outside the school will be maintained.

- 2.3 A single flat top hump will be provided at the build out as a traffic calming feature. This will raise the carriageway to the same level as the footway for easier crossing by pedestrians.
- 2.4 The proposal will require the removal of a mature London plane tree. Whilst unfortunate to lose such an established tree, it has severely damaged the footway, kerb and carriageway and will continue to be a maintenance liability. Six replacement trees will be planted in the locality but a species more suited to a highway location.
- 2.5 There is a telegraph pole and lamp column outside numbers 169 and 171 Lodge Avenue which should be relocated to ensure pedestrian desire lines are not impeded. The relocation of the lamp column is straight forward and has been included in the scheme estimate.
- 2.6 BT (British Telecom) has quoted a cost of £13,000 to relocate the telegraph pole away from the build out. This is a worse case scenario and provides for two new poles, depending on where they can be relocated. For BT to produce a detailed estimate, a fee of £1407.40 is payable in advance and is non-refundable. This will not be pursued unless the Highways Advisory Committee recommends that the scheme proceeds and the Cabinet Member approves implementation.

### **3. Outcome of Consultation and Staff Response**

- 3.1 Twenty one letters were posted to residents and businesses in the consultation area plus Gidea Park School emailed the letter to its parents on Monday 21<sup>st</sup> October with replies required by Friday 22<sup>nd</sup> November. The emergency services were also consulted.
- 3.2 Appendix B is a summary of responses received. Only four responses were received regarding the proposal: two were in favour, one objected and the last only discussed the school's other entrance. Those in favour recognised that the scheme would assist children crossing Lodge Avenue and would support the school's travel plan. The resident objecting discussed how bad the situation is with some parents wanting to park very close to the school and blocking residents' driveways. He did not mention the benefit the build out would bring to pedestrians crossing the road.
- 3.3 The residents of numbers 169 and 171 requested a meeting on site with staff to discuss how the build out would affect their driveways. The build out was marked on the carriageway and once explained to them, they were satisfied of the benefits of the scheme.

#### **4. Recommendations**

- 4.1 It is recommended that the proposals be implemented as advertised and consulted.



## IMPLICATIONS AND RISKS

### **Financial Implications and risks:**

It is estimated that the cost of carrying out the works is £27,108, including £14,408 should the telegraph be moved. This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee 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:**

None arising from this scheme.

### **Human Resources Implications and risks:**

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

### **Equalities Implications and risks:**

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

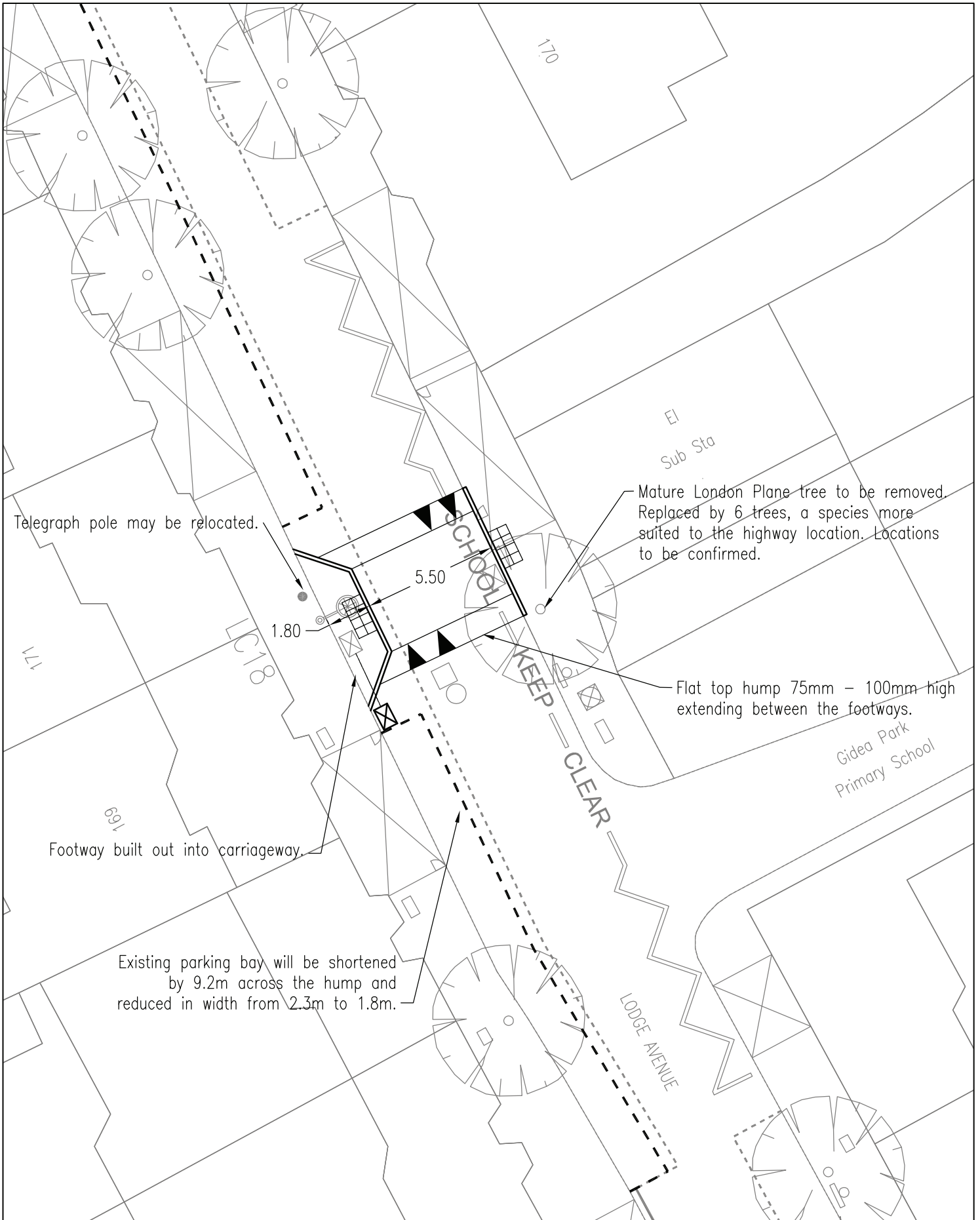
**BACKGROUND PAPERS**

**Scheme project file:** QM022 – Gidea Park Primary School.

## **Appendix B**

### Summary of Consultation Responses

Response details				Views			Comments
	Date	Name	Address	Object	Agree	?	
1	22.10.13	Resident 1	Main Rd			*	Highlights problem in St Ivians Drive. DYL are ignored.
2	22.10.13	Resident 2	137 Lodge Ave		*		Supports hump as speed of traffic in Lodge is hazard to children crossing.
3	22.10.13	School	Lodge Avenue		*		Welcomes the scheme - it supports the work of their STP
41	Letters posted to residents & businesses.			0	2	1	



<b>Havering</b> 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		<b>PURPOSE</b> 01			
<b>JOB TITLE</b> Gidea Park Primary School Pedestrian Crossing Improvement		<b>©COPYRIGHT</b> 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			
<b>DRAWING TITLE</b> Proposal for Lodge Avenue Consultation Drawing		<b>DRAWN BY</b> NC	<b>CHECKED BY</b> MP	<b>APPROVED BY</b> INITIAL			
<b>SCALE (AT A4 SIZE)</b> 1:200	<b>DATE</b> Oct 13	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	<b>ACAD REF:</b> Sheet Size: A4 (210x297)	<b>DRAWING No</b> QM022/01/01	<b>REVISION</b> B	<b>REVISION</b> AMENDMENT	<b>DATE</b>

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# HIGHWAYS ADVISORY COMMITTEE

10 December 2013

# REPORT

**Subject Heading:**

**Provision of Pedestrian Crossing  
Facility for Oakfields Montessori  
School, Upminster**

**Outcome of second consultation**

**Report Author and contact details:**

Nicola Childs  
Engineer  
01708 433103  
Nicola.childs@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 document reports on the outcome of a second consultation on the provision of pedestrian improvements in Harwood Hall Lane, outside the Oakfields Montessori School, Upminster.

The scheme is within **Upminster** 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 the measures are approved for implementation as detailed in this report and shown on the following drawing:
  - QM021/OB/02.B.
2. That it be noted the estimated cost of carrying out the works is £25,500. This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

## REPORT DETAIL

### 1. Background

- 1.1 Oakfields Montessori is an independent school for early years, reception and years one to six. It is situated on the south side of Harwood Hall Lane, Upminster within the Upminster Conservation Area. It is the only school in the borough not served by a footway up to its pedestrian entrance.
- 1.2 As of July 2013, the school has 187 pupils and the percentage of pupils living within 1.2 miles is 47.9%. Considering this is an independent school and pupils may travel from outside of the borough to attend, a significant proportion do live within walking distance.
- 1.3 Harwood Hall Lane starts at its junction with Corbets Tey Road and runs south west for 630m to Aveley Road. It is subject to a 30mph speed limit and a 7.5 tonne weight restriction along its entire length. The road is rural in nature. The only substantial footway runs on the north side from the junction with Corbets Tey Road up to the Corbets Tey School for children with complex learning needs, which lies opposite the Montessori School.
- 1.4 The vehicular entrance to the school is 100 metres south west of the entrance to Corbets Tey School. Some parents choose to walk with their children to and from Oakfields School, which requires walking in the carriageway for 135 metres and through the vehicle access.
- 1.5 For a number of years the school has said that there has been a strong desire from parents for a dedicated pedestrian access to the school,



something which the school has placed in its travel plan and has been campaigning for.

- 1.6 There is an existing pinch point between the entrances to the two schools (road narrows on both sides). Street lighting commences at this pinch point and continues up to Corbets Tey Road.
- 1.7 An automatic classified traffic count was carried out with loops laid in the carriageway between the entrance and exit of Corbets Tey School between Monday 8<sup>th</sup> July and Sunday 14<sup>th</sup> July 2013.
- 1.8 The eastbound weekday average 24hr flow was 3341 vehicles and westbound was 4034 vehicles. The 85<sup>th</sup> percentile traffic speeds (the speed at which 85% of the vehicles are travelling at or below) is 35.56 eastbound and 36.08 westbound. A maximum speed of over 60mph was recorded twice. Staff consider these speeds are especially undesirable outside schools.
- 1.9 These results match the anecdotal evidence from the schools and staff observations of vehicle speeds being excessive through the site, either side of the current build out.

## **2. Proposal**

- 2.1 To enable a safe pedestrian crossing facility into this school it needs to be segregated from the vehicle entrance. Visibility requirements, Conservation Area restrictions and Tree Preservation Orders prevent a footway being constructed within the school boundary. Hence this proposal maintains the build out from the original plan modified to accommodate the large school buses exiting Corbets Tey School. The build out provides pedestrians a large enough area to enter and leave the school and wait to cross the road.
- 2.2 This pedestrian facility would be used by both schools when they have a critical incident evacuation, a drill for which they have once a year when one school evacuates to the other.
- 2.3 The school has funding and a contractor in place for providing a footpath up to and widening the pedestrian gate.
- 2.4 This build out acts as a traffic calming feature with vehicles leaving Upminster having to give way to oncoming traffic. The existing pinch point will be removed and replaced with a round top hump. An additional lamp column will be provided in advance of this hump. This hump will be mirrored with another hump near the eastern boundary of Corbets Tey School. This maintains calmed traffic outside both schools.
- 2.5 There is anecdotal evidence of a speeding issue west of the existing pinch point up to the junction with Aveley Road. This scheme's remit is not to address any specific problems here. However, the 30mph terminal

signs located at the mini roundabout could be moved further into Harwood Hall Lane to ensure they are more visible to drivers. Also, '30' roundels could be provided in addition to the 30mph repeater signs.

- 2.6 Corbets Tey School were concerned about the impact build out would have on the large Havering coaches exiting the school. The shape of the build out has been revised since the last consultation. Staff also marked out the proposed kerb line and observed a coach exiting the school. There is satisfactory room for the manoeuvre.

### **3. Outcome of Consultation and Staff Response**

- 3.1 Forty one letters were posted to residents and businesses in the consultation area plus Oakfields School emailed the letter to its parents on Wednesday 23<sup>rd</sup> October with replies required by Friday 22<sup>nd</sup> November. The emergency services were also consulted.
- 3.2 Appendix B is a summary of responses received. 15 responses were received. The ward councillors and parents of Oakfields Montessori School are in favour of the revised scheme. The parents are increasingly keen to see progress as it is something many have been campaigning for, for sometime.
- 3.3 Councillor Durant objected to the scheme suggesting the Oakfields School wall be removed and the footway built 'in' instead of out. This had been considered but is not possible because of lack of intervisibility between drivers and pedestrians; as well planning constraints in terms of impact on the local conservation area and trees with preservation orders within the school grounds.
- 3.4 Cllr S Kelly sought confirmation that the scheme included a build-out, which was confirmed by Staff in the affirmative.
- 3.5 This time, the ward councillors, were in favour of pedestrian safety improvements stating that the single build out will be less confusing to drivers. They are aware that this is the only option that will provide a safe pedestrian access to the school whilst also calming traffic.
- 3.6 The Police also support the proposals.

#### **4. Recommendations**

- 4.1 It is recommended that the proposals as publicly consulted are implemented. There is no reasonable alternative option for providing this school with a pedestrian access.

### **IMPLICATIONS AND RISKS**

#### **Financial Implications and risks:**

It is estimated that the cost of carrying out the works is £25,500. This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee 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:**

None arising from this scheme.

#### **Human Resources Implications and risks:**

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

#### **Equalities Implications and risks:**

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

## **BACKGROUND PAPERS**

**Scheme project file:** QM021 – Oakfields Montessori School – Pedestrian Facility.

## **Appendix B**

### Summary of Consultation Responses

Response details			Views		Comments
	Date	Name	Object	Agree	
1	23.10.13	Cllr Durant	*		Would prefer the footway widened into the school, removing the wall and trees. (This is not possible as the wall is part of the conservation area and trees are covered by TPOs). Thinks build out will reduce road safety.
2	23.10.13	Cllr S Kelly	/	/	Requested confirmation that the scheme included a build out
3	1.11.13	Parent K parent		*	Has written on numerous occasions campaigning for a footway.
4	4.11.13	Parent B parent		*	In favour. It will enable children to walk and cycle.
5	4.11.13	Parent KA parent		*	In favour.
6	4.11.13	Parent H parent		*	In favour.
7	4.11.13	Parent L parent		*	School journey is 30 seconds in car because it's too dangerous to walk. Pupils should have the choice of walking.

8	5.11.13	Parent F	parent		*	In favour.
9	5.11.13	Cllr van den Hende			*	In favour. New design is safer.
10	6.11.13	Parent T	parent		*	In favour.
11	5.11.13	Parent HE	parent		*	In favour but plans not enough. Should have speed camera, DYs around ne entrance. Build out will cause congestion.
12	8.11.13	Parent B	parent		*	In support
13	11.11.13	Cllr Ower			*	In favour
14	10.11.13	Cllr Hawthorn			*	In favour. Concerned about horse boxes from stable driving over humps.
15	14.11.13	Police			*	Police have no issues and support the scheme.
16	21.11.13	Corbets Tey School			*	In favour, after allaying concerns of exiting buses.
41	Letters posted to residents & businesses. (Parents of Oakfields emailed by the school.)					

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Unit



New lamp column and  
Hump warning signs.

All of pinch point and signs to  
be removed. A new Conservation  
Area sign to be relocated elsewhere.



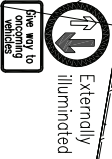
Unit

Footway redesigned to accommodate  
turning movement of school coaches.

Oakfields School vehicular entrance.

3m. Reflective Glasdon Impactapol  
bollards on corners of build out.  
2xkeep left & 1xkeep right

Existing gate will become pedestrian  
access, widened to 0.95m by the school,  
leading to new path into school grounds.

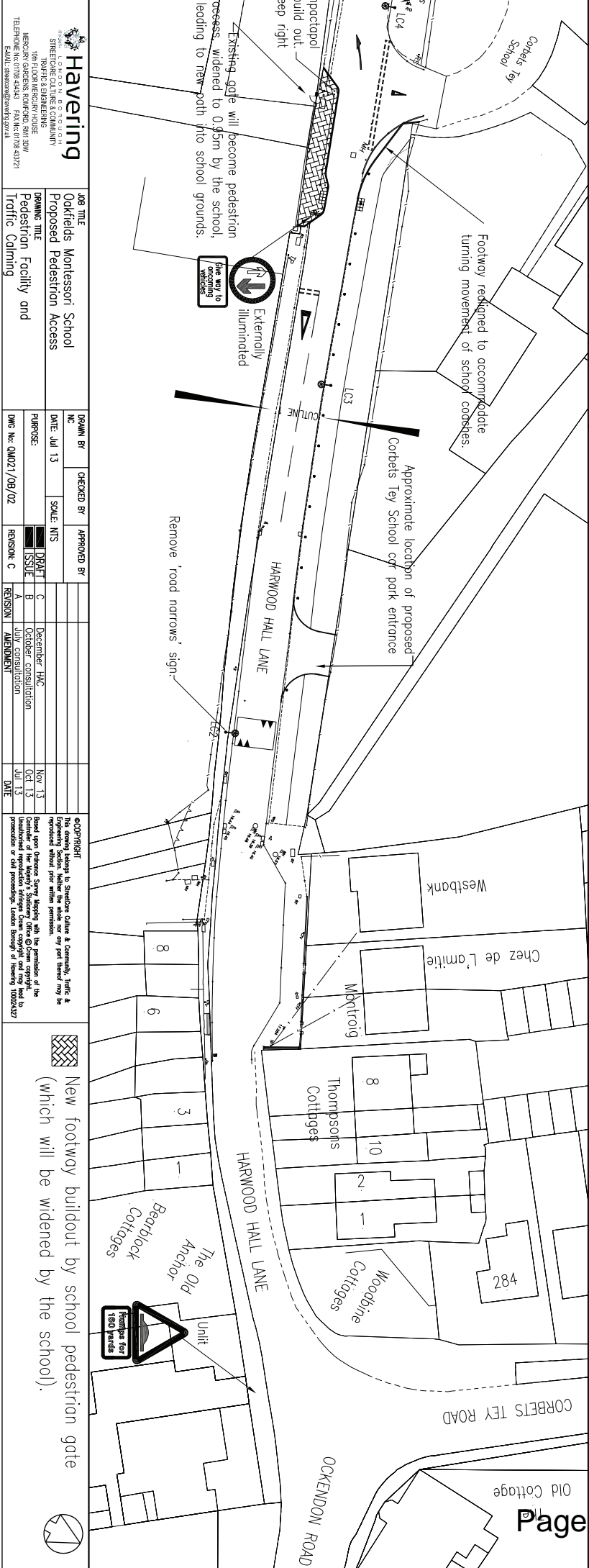


Externally  
illuminated

Give way to  
oncoming  
vehicles

Oakfields  
Montessori School

Approximate  
Corbets Tey Sc



**Haverling**  
STREETWISE CULTURE COMMUNITY  
TRAFFIC ENGINEERING  
100 COCKENDON ROAD  
MERCIAURTON, BRISTOL, AVON  
TELEPHONE: 01178 54343 FAX: 01178 43271  
EMAIL: streetwise@haverling.co.uk

JOB TITLE	Oakfields Montessori School	
	Proposed Pedestrian Access	
DRAWING TITLE	Pedestrian Facility and	
	Traffic Calming	
DATE	SCALE	APPROVED BY
DATE: Jul 13	SCALE: NTS	
PURPOSE	ISSUE	REVISION
DWG No: QM021/09/02	REVISION: C	
CHECKED BY	APPROVED BY	
DATE	DATE	DATE

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New footway buildout by school pedestrian gate  
(which will be widened by the school).



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# HIGHWAYS ADVISORY COMMITTEE

# REPORT

10 December 2013

**Subject Heading:**

ROMFORD ACCIDENT REDUCTION  
PROGRAMME – BRENTWOOD ROAD /  
HEATH PARK ROAD / SALISBURY 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  | <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 checked="" type="checkbox"/> |

**SUMMARY**

Brentwood Road/Heath Park Road/Salisbury Road – Romford 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 20mph speed limit, gateway measures, speed tables, humped zebra crossing, humped pelican crossing, kerb build-out, coloured surfacing, roundels road markings and road signs 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 **Squirrels Heath and Emerson Park** 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:

### **Brentwood Road**

- (a) 20mph speed limit, 'Gateway' measures, speed tables, kerb build-out, school keep clear markings, humped pelican crossing, coloured surfacing, 20mph and 30mph roundels road markings and road signs along Brentwood Road between The Drill Roundabout and Clive Road as shown on Drawing Nos.QM001/L, QM001/1, QM001/3, QM001/4 and QM001/5.

### **Heath Park Road**

- (b) 20mph speed limit, 'Gateway' measures, speed table, humped zebra crossing, coloured surfacing, 20mph and 30mph roundels road markings and road signs along Heath Park Road between The Drill Roundabout and Margaret Road as shown on Drawing Nos.QM001/L, QM001/7 and QM001/8

### **Salisbury Road**

- (c) 20mph speed limit, speed control humps and 20mph roundels road markings along Salisbury Road as shown on Drawing Nos.QM001/L and QM001/6.

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 the speed table without kerb build out together with school keep clear marking changes along Brentwood Road outside Squirrels Heath Primary School's entrance be implemented as shown on Drawing No. QM001/2/R.
3. That, it be noted that the estimated costs of £100,000, 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. Brentwood Road/Heath Park Road/Salisbury 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 Brentwood Road/Heath Park Road/Salisbury 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 1200 vehicles per hour during peak periods along Brentwood Road and Heath Park Road.

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

Location	85 <sup>th</sup> ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Brentwood Road outside Squirrels Heath Primary school entrance	34	32	41	39
Heath Park Road by Salisbury Road	34	34	47	44

The 85<sup>th</sup> percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Brentwood Road and Heath Park Road exceeds the 30mph speed limit. Staff consider these speeds to be undesirable and a contributory factor to accidents.

### Accidents

- 1.4 In the four-year period to October 2012, eleven and five personal injury accidents (PIAs) were recorded along Brentwood Road between The Drill Roundabout and Clive Road and Heath Park Road between The Drill Roundabout and Margaret Road respectively. Of the eleven PIAs in Brentwood Road, three were serious; one occurred during the hours of darkness and five involved pedestrians. Of the five PIAs in Heath Park Road, two were serious; one was speed related and two involved pedestrians.

Location	Fatal	Serious	Slight	Total PIAs
<b>Brentwood Road between The Drill Roundabout and Clive Road</b>				
Brentwood Road / Cavenham Gardens Junction	0	1	1 (1-Ped)	2
Brentwood Road between Cavenham Gardens Salisbury Road	0	0	1 (1-Ped)	1
Brentwood Road / Hazelmere Gardens Junction	0	0	3 (1-Dark)	3
Brentwood Road / Great Gardens Road Junction	0	2 (2-Peds)	0	2
Brentwood Road / Cranham Road	0	0	2	2
Brentwood Road / Clive Road Junction	0	0	1 (1-Ped)	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>11</b>
<b>Heath Park Road between The Drill Roundabout and Margaret Road</b>				
Heath Park Road between The Drill Roundabout and Salisbury Road	0	1 (1-Ped)	1 (1-Ped)	2
Heath Park Road / Salisbury Road Junction	0	0	2 (1-Speed)	2
Heath Park Road / Balmoral Road Junction	0	1	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>

### Proposals

- 1.5 The following safety improvements are proposed along Brentwood Road, Heath Park Road and Salisbury Road to reduce vehicle speeds and minimise accidents.

#### Brentwood Road

- Brentwood Road between The Drill Roundabout and Clive Road  
(Drawing Nos:QM001/L, QM001/1, QM001/2R, QM001/3, QM001/4 and QM001/5)
  - 20mph speed limit.
  - Coloured surfacing with 20/30 roundels road markings and road signs.
  - Speed table.
  - School Keep Clear road markings Monday-Friday, 8.00am-5.00pm.
  - Humped pelican crossing.
  - Speed table
  - 20mph roundels.

- Heath Park Road between The Drill Roundabout and Margaret Road (Drawing Nos:QM001/L, QM001/7 and QM001/8)
  - 20mph speed limit.
  - Speed table.
  - Humped zebra crossing with illuminated zebra posts.
  - 'Gateway measures with 20/30mph roundels, coloured surfacing and road signs.
- Salisbury Road (Drawing Nos:QM001/L and QM001/6)
  - 20mph speed limit.
  - Speed control humps
  - 20mph roundels road markings.

## **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 also consulted on the proposals. Written responses were received covering the whole scheme from both the Metropolitan Police and London Buses. Eleven written responses were received from the residents of Brentwood Road, Heath Park Road and Salisbury Road.

### **Brentwood Road**

2.2 Approximately, 170 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 22<sup>nd</sup> November 2013 were invited. Written responses were received from the Metropolitan Police, London Buses and two residents and the comments are summarised in the Appendix.

### **Heath Park Road**

2.3 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 22<sup>nd</sup> November 2013 were invited. Five written responses from the residents were received and the comments are summarised in the Appendix.

### **Salisbury Road**

2.4 Approximately, 60 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 22<sup>nd</sup> November 2013 were invited. Written responses were received from two residents and the comments are summarised in the Appendix.

## **3.0 Staff comments and conclusions**

3.1 The accident analysis indicated that eleven and five personal injury accidents (PIAs) were recorded in the study area along Brentwood Road and Heath Park Road respectively. Of these totals, five were serious; seven involved pedestrians; one was speed related and one occurred during the hours of darkness. A speed survey showed that vehicles are, on average, travelling above the speed limit. Squirrels Heath Junior and Infant Schools are located

along Salisbury Road and Brentwood Road where a 20mph speed limit was proposed. The proposed safety improvements would minimise accidents along these roads. 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 £100,000. 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 31<sup>st</sup> 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**

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.

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. QM001/L, QM001/1, QM001/2R, QM001/3, QM001/4, QM001/5, QM001/6, QM001/7 and QM001/8.**

## APPENDIX

### SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QM001/1 (Metropolitan Police)	Have no issues with the plans	-
QM001/2 (London Buses)	-Agree with this proposal. -Request for parking restriction along Brentwood Road. -Raised issues about bus stop near speed table.	Parking restrictions could be considered at a later date. It is considered that the speed tables would not cause a significant problem for buses. The relocation of bus stops could be considered at a later date if necessary.
<b>BRENTWOOD ROAD</b>		
QM001/B/1 (No.271 Brentwood Road)	-Less expensive scheme in the vicinity of school would achieve the required effect. -Making 20mph zone along long section of Brentwood Road is not a good idea. -The introduction of a 20mph zone might not have much effect on the speeding behaviour. -Speed tables and humped pelican crossing cannot be a good idea along the bus routes for bus passengers.  -Speed table with kerb build-out by school entrance is not a good idea.  -Not enough space for cyclists and motorists, where the pedestrian refuges and hatch markings installed. -This whole scheme will make pollution in the area. -Why the scheme has not been extended over the bridge to cover the area outside the Frances Bardsley school. - Request for (a)20mph zone in the side roads	The 20mph zone is proposed due to accidents along Brentwood Road and Heath Park Road and for the safety of school children in the vicinity.  It is considered that the 20mph zone would reduce vehicle speeds and accidents. Speed tables are bus user friendly and would not cause a significant problems for bus passengers  As a results of public consultation, the kerb build out will be omitted. Speed table will be installed without kerb build out if approved. The cyclists' measures could be considered at later date if necessary. No problems were identified at present.  The extension of this zone could be considered in future if funding being available.  It is considered that the proposed measures are

	<p>including Salisbury Road.</p> <p>(b)Double mini roundabout at the Brentwood Road/ Clive Road/ Cranham Road</p> <p>(c)Mini roundabout at Brentwood Road/Osborne Road</p> <p>(d)Vehicle activated sign Brentwood Road by the bridge</p> <p>(e)A better scheme for parking outside the new Tesco store near the Drill Roundabout.</p>	<p>adequate to reduce vehicle speeds and accidents in the area.</p> <p>The requested measures could be considered at a later date if necessary.</p>
<p>QM001/B/2 (No.285 Brentwood Road)</p>	<p>(i)How and when was the traffic census carried out?</p> <p>(ii)The proposal and scheme seems to have been designed in a rush so that the unexpected monies from TFL are lost. Drawings are drawn and checked by one person.</p> <p>(iii)is there a guarantee that the proposed measures are the best safety measures?</p> <p>(iv)Have the appropriate authorities/companies been consulted?</p> <p>(v) Why no plans to assist cyclists?</p> <p>(vi)Why are the humps and speed table before junctions?</p> <p>(vii) Who will monitor traffic to ensure it adheres to the new speed limit?</p> <p>(viii) Would speed camera similar to those placed in Rush Green Road be a better option?</p>	<p>Manual counts were carried out along Brentwood Road and Heath Park Road during peak periods as usual.</p> <p>The scheme was selected one year earlier as part of LIP funding submission. Drawings are always checked by the Principal Engineer.</p> <p>The proposed measures are considered to be best option to this particular study. In traffic management, various other measures are also possible.</p> <p>In any public consultation, the Council consults residents/occupiers, emergency services, bus companies, cycling representatives, local Members, HAC Members and any other interested parties.</p> <p>The 20mph zone would assist cyclists. Further measures could be considered at a later date if necessary.</p> <p>The speed tables are placed at various locations where most accidents occurred and to make it effective in reducing accidents.</p> <p>It is a self enforcing scheme. In any case, the Metropolitan Police will enforce the speed limit if necessary.</p> <p>London Safety Camera Partnership is responsible for selection, maintenance and</p>

	<p>(ix)Where will school coaches when dropping off and picking up the children from school be able to park due to time changes on the school keep clear markings?</p> <p>(x)Has a safety audit been carried out prior to these proposals?</p> <p>(xi)Will the speed tables be crossing points similar to those in Hornchurch High Road?</p> <p>-Request for advance warning signs and roundel markings on the side roads.</p>	<p>operation of speed cameras. The Council has no control over the selection of speed camera. The school keep clear markings time changes are proposed to improve safety in the vicinity of school. The coaches should park in the close proximity where it is safer and legal. It is not mandatory requirements to do carry out safety audits in all Council's schemes. It is not similar block paving crossing. The speed tables will be constructed in tarmac with tactile pavings. In detail design stage, additional roundels and road signs will be considered.</p>
QM001/B/3 (No.304 Brentwood Road)	<p>We welcome the proposed safety improvements to reduce the speed in the area. The queries include</p> <p>-Why does the crossing area need to be humped?</p> <p>-Would a hump cause house shudder?</p> <p>- Is the 20mph speed limit restricted to school times only?</p>	<p>The Hump was proposed to reduce vehicle speed and enforce 20mph speed limit. The speed tables would not cause a significant problems. No. The 20mph speed limit is proposed all the time.</p>
QM001/B/4 (No.344 Brentwood Road)	<p>-Agree the principle of safety improvements. Strenuously object to measures which will increase the congestion.</p> <p>-Reducing the speed limit would not cause problem</p> <p>-Would not consider that speed humps would cause problem</p>	<p>As a result of public consultation, the kerb build out will be omitted.</p>
<b>HEATH PARK ROAD</b>		
QM001/H/1 (No.99 Heath Park Road)	<p>We agree fully.</p> <p>-Will this scheme be re-enforced by cameras?</p> <p>-Are they any plans to deals with the parents who park dangerously?</p> <p>-Shutting off one end of Salisbury Road would reduce the number of</p>	<p>It is a self enforcing scheme.</p> <p>Our parking team is responsible for parking enforcement. They will enforce parking outside the school as usual. The shutting off any roads would cause inconvenience to</p>

	vehicles using it as a cut through.	majority of residents.
QM001/H/2 (No.111 Heath Park Road)	-Whilst I appreciate any efforts to make our roads safer, earlier measures such as vehicle activated signs and pinch point will not achieve any marked improvement. -Did you consider making Salisbury Road one way?	It is considered that the proposed improvements would improve safety in the area.  One way would normally increase vehicle speeds. The Council proposed these measures to reduce vehicle speeds and accidents.
QM001/H/3 (No.126 Heath Park Road)	Object to the 'Gateway' measures with coloured surfacing and 20/30 roundels in Drawing nos.QM001/L and QM001/8.	The coloured surfacing is necessary at the start of the speed limit to warn the motorists about the restrictions.
QM001/H/4 (No.128 Heath Park Road)	Object to the 'Gateway' measures with coloured surfacing and 20/30 roundels in Drawing nos.QM001/L and QM001/8.	The coloured surfacing is necessary at the start of the speed limit to warn the motorists about the restrictions.
QM001/H/5 (2 James Close, Gidea Park)	Agree with the proposals. Request for speed control humps and crossing islands along the Heath Park Road bend.	These measures could be considered at a later date if necessary.
<b>SALISBURY ROAD</b>		
QM001/S/1 (No.32 Salisbury Road)	Part of problem is the number of commuters who regularly park here so that when parents park as well we all find ourselves blocked.	Parking team will be advised to consider further parking restrictions along Salisbury Road.
QM001/S/2 (No. 43 Salisbury Road)	Re-position the speed control hump to get a vehicle crossover.	It will be considered when the vehicle crossover application is received.

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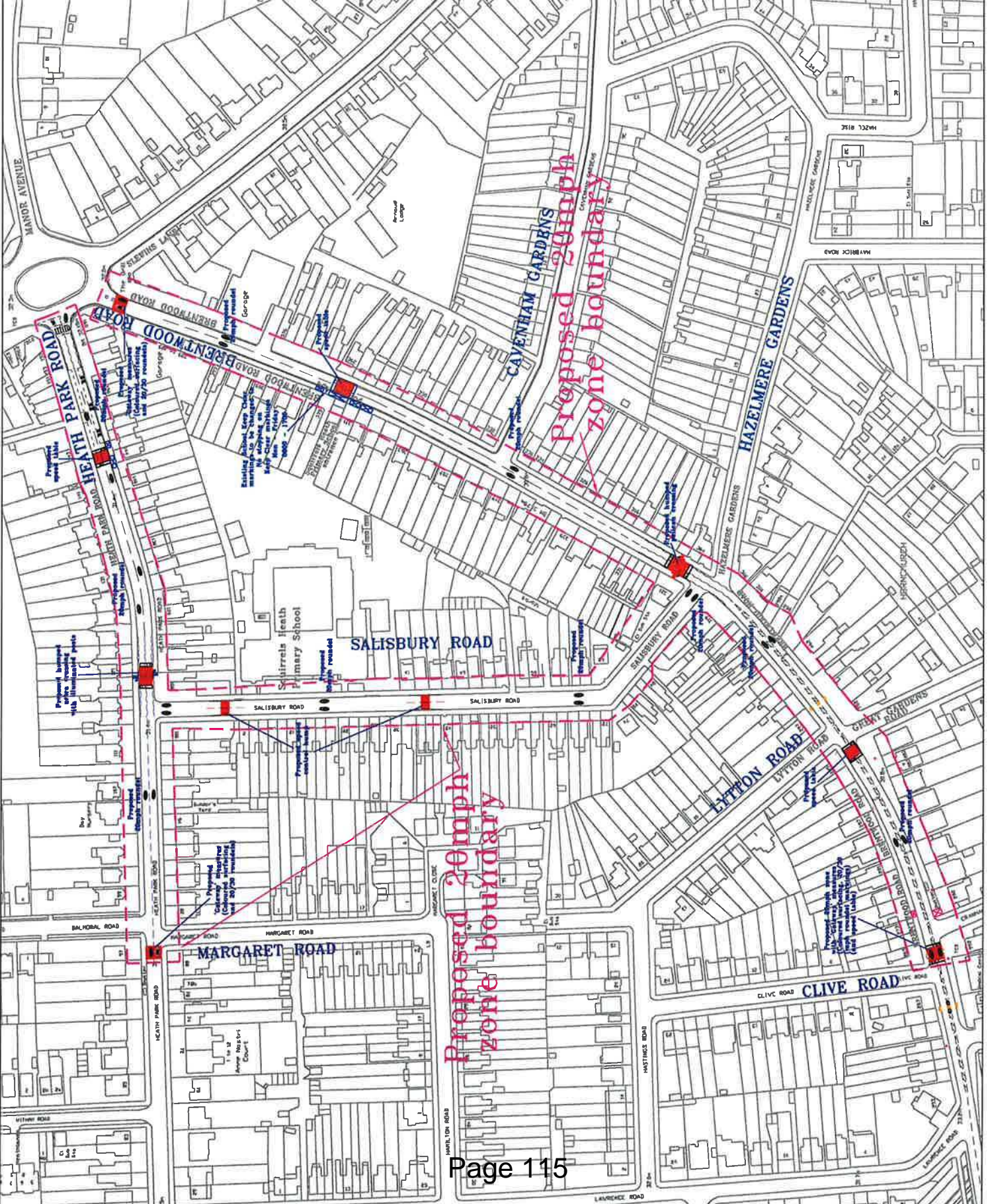
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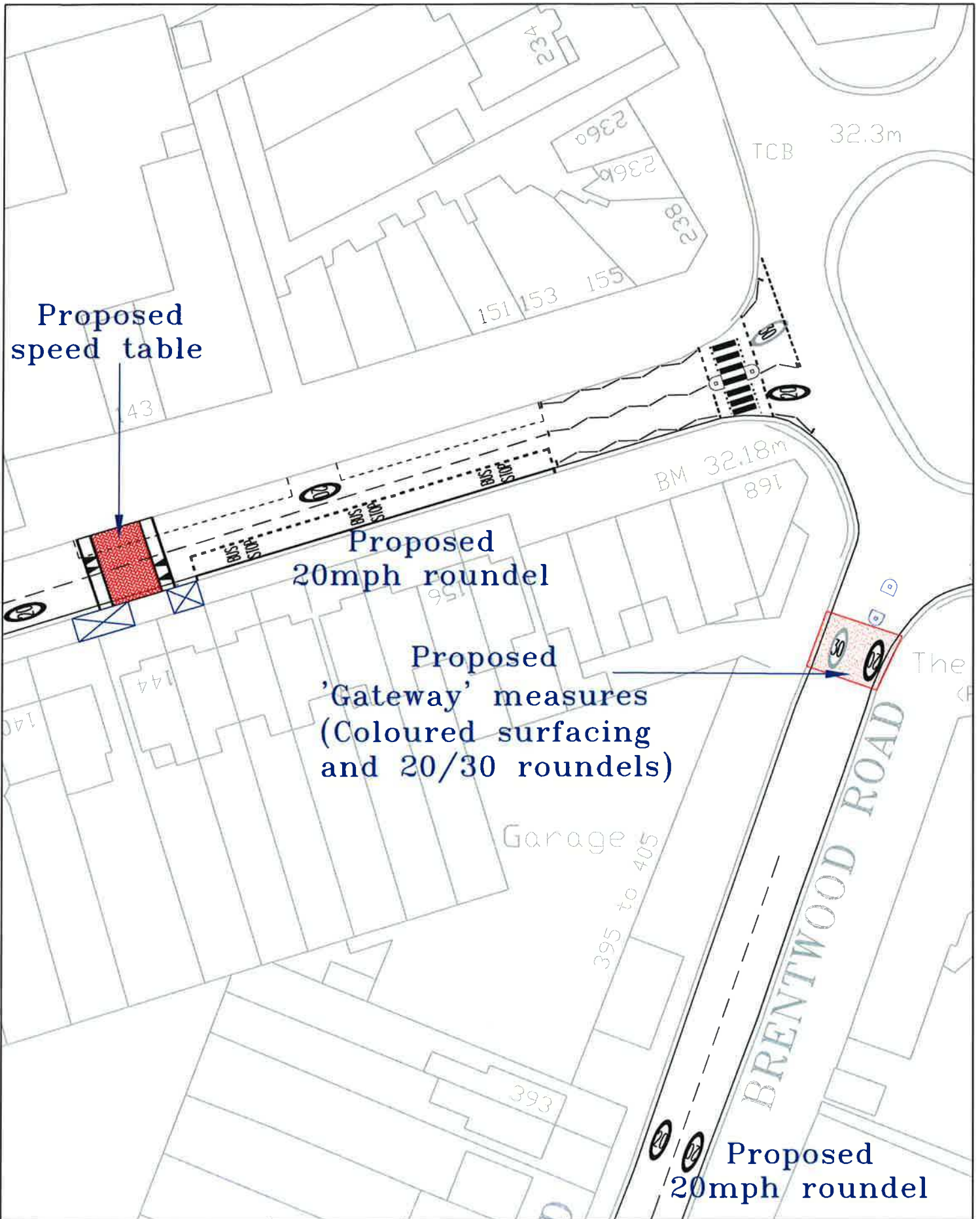
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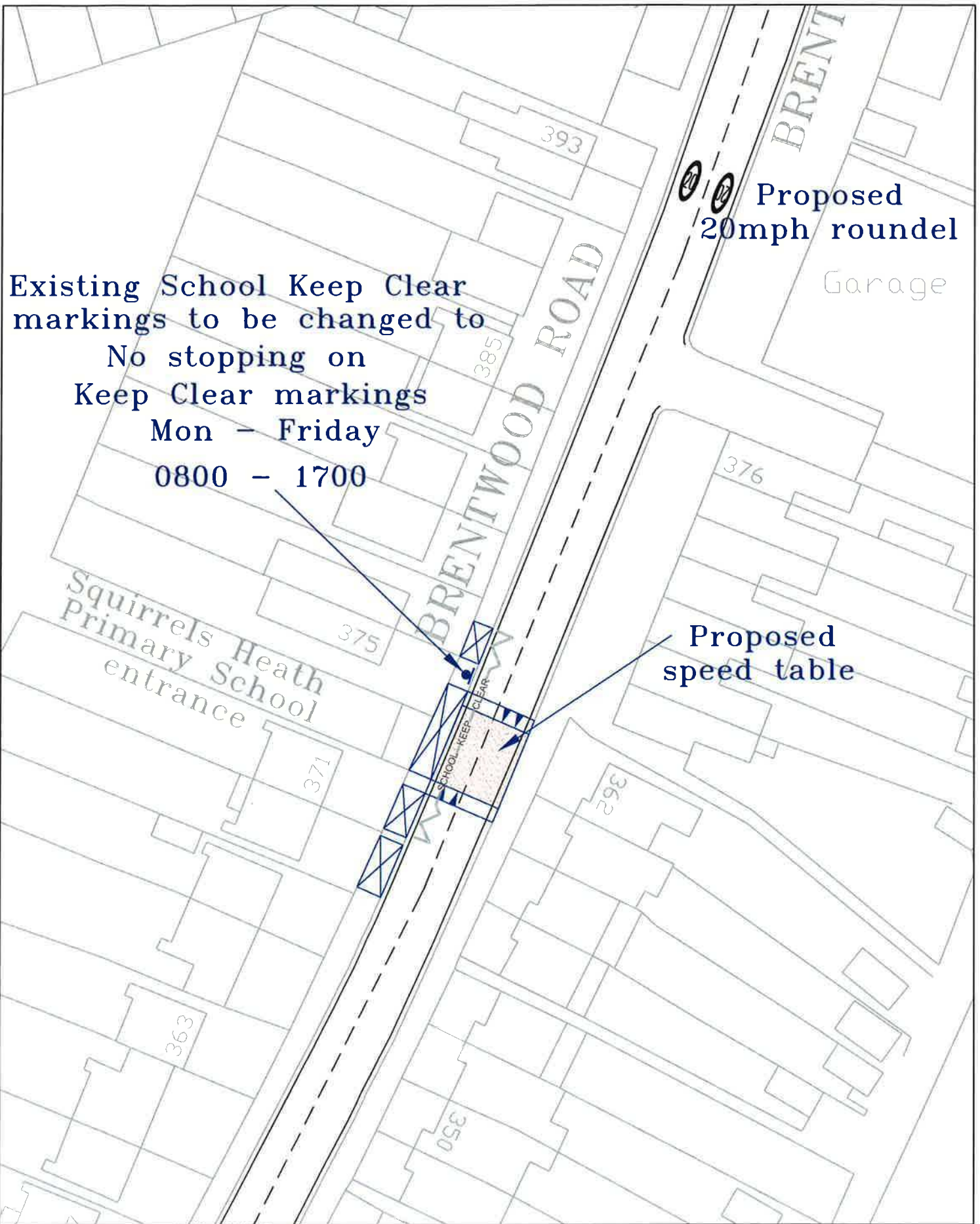






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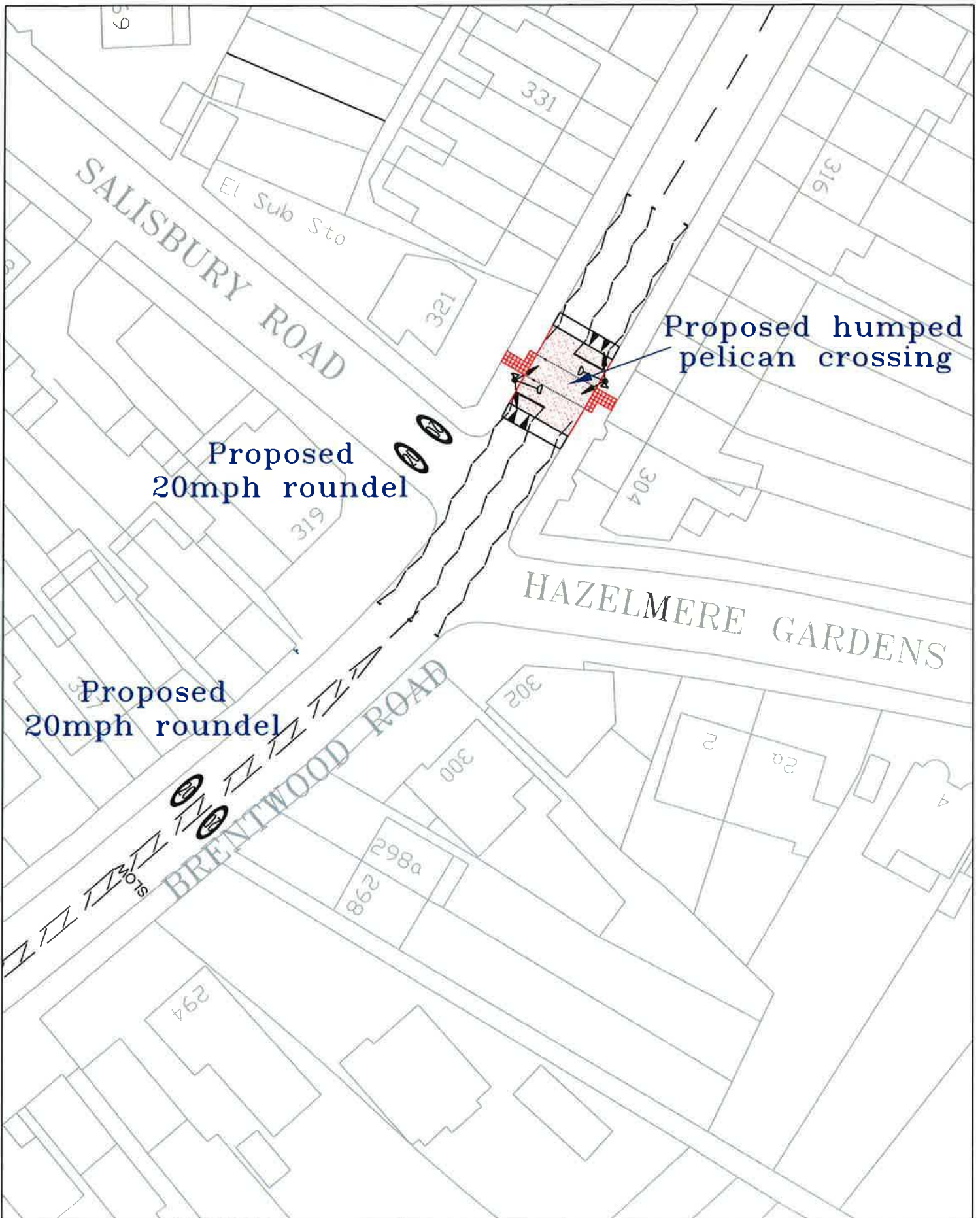


Existing School Keep Clear markings to be changed to  
 No stopping on  
 Keep Clear markings  
 Mon - Friday  
 0800 - 1700

Proposed  
 20mph roundel  
 Garage

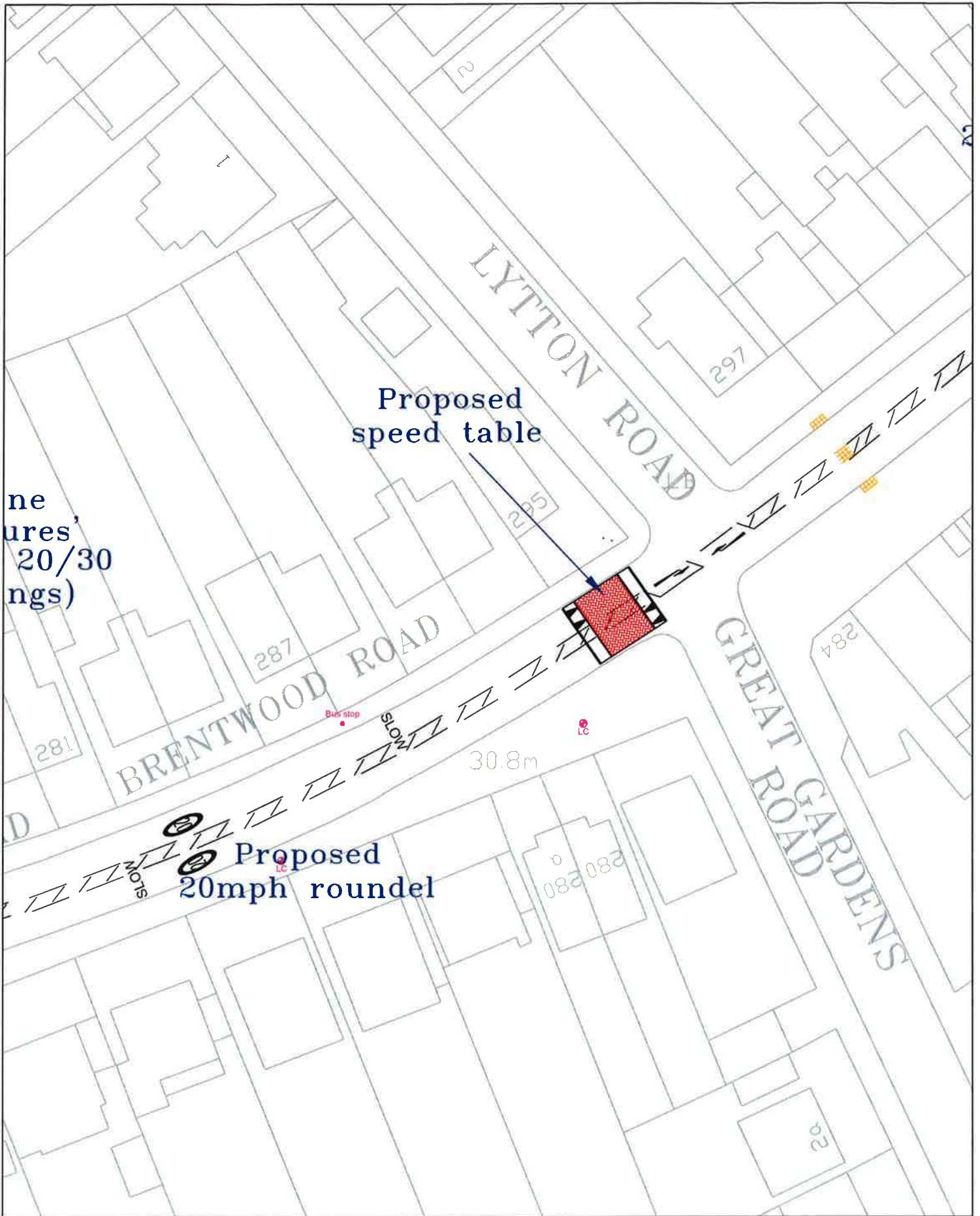
Proposed  
 speed table

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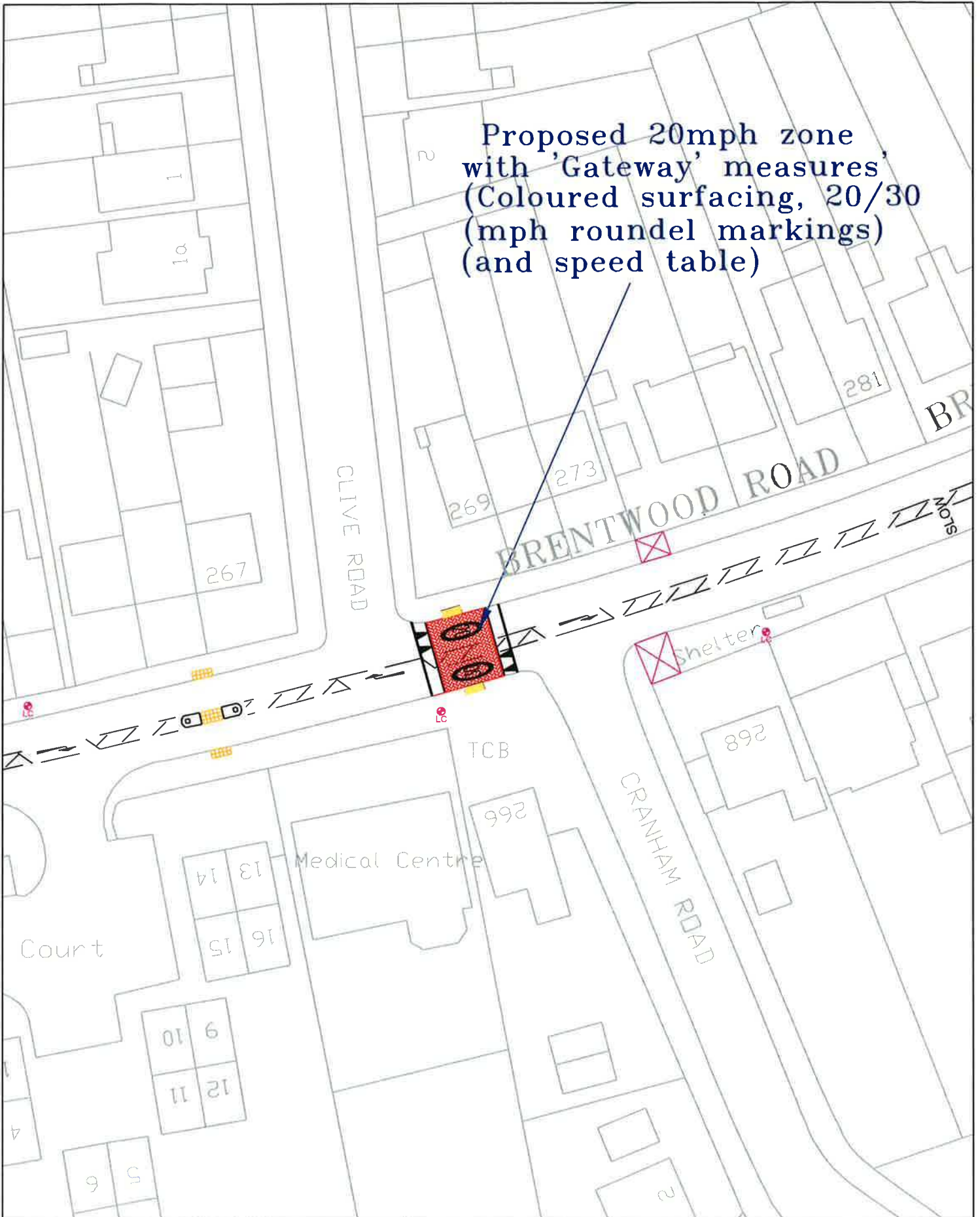
Proposed  
speed table

Proposed  
20mph roundel

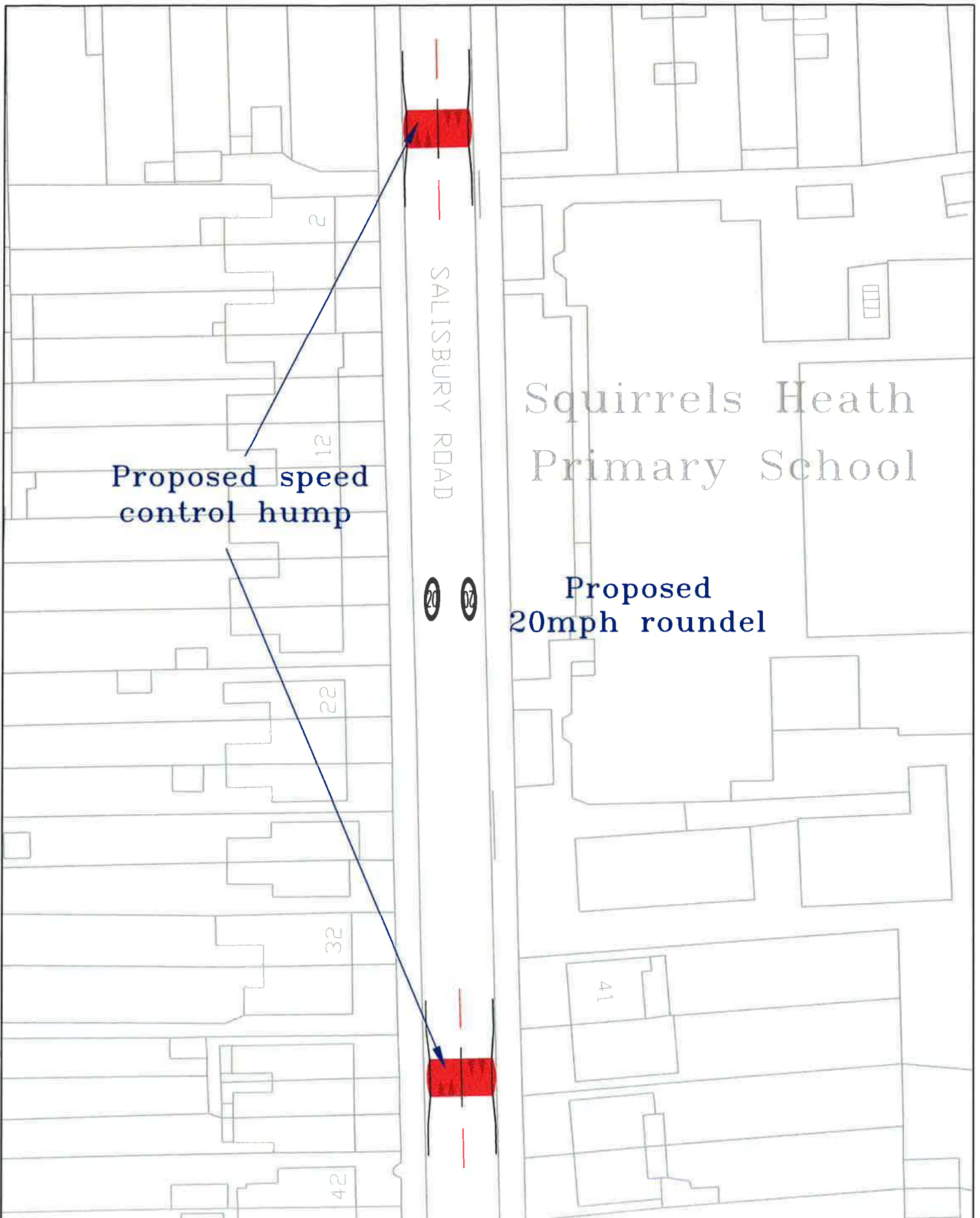
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Proposed 20mph zone  
with 'Gateway' measures  
(Coloured surfacing, 20/30  
(mph roundel markings)  
(and speed table)

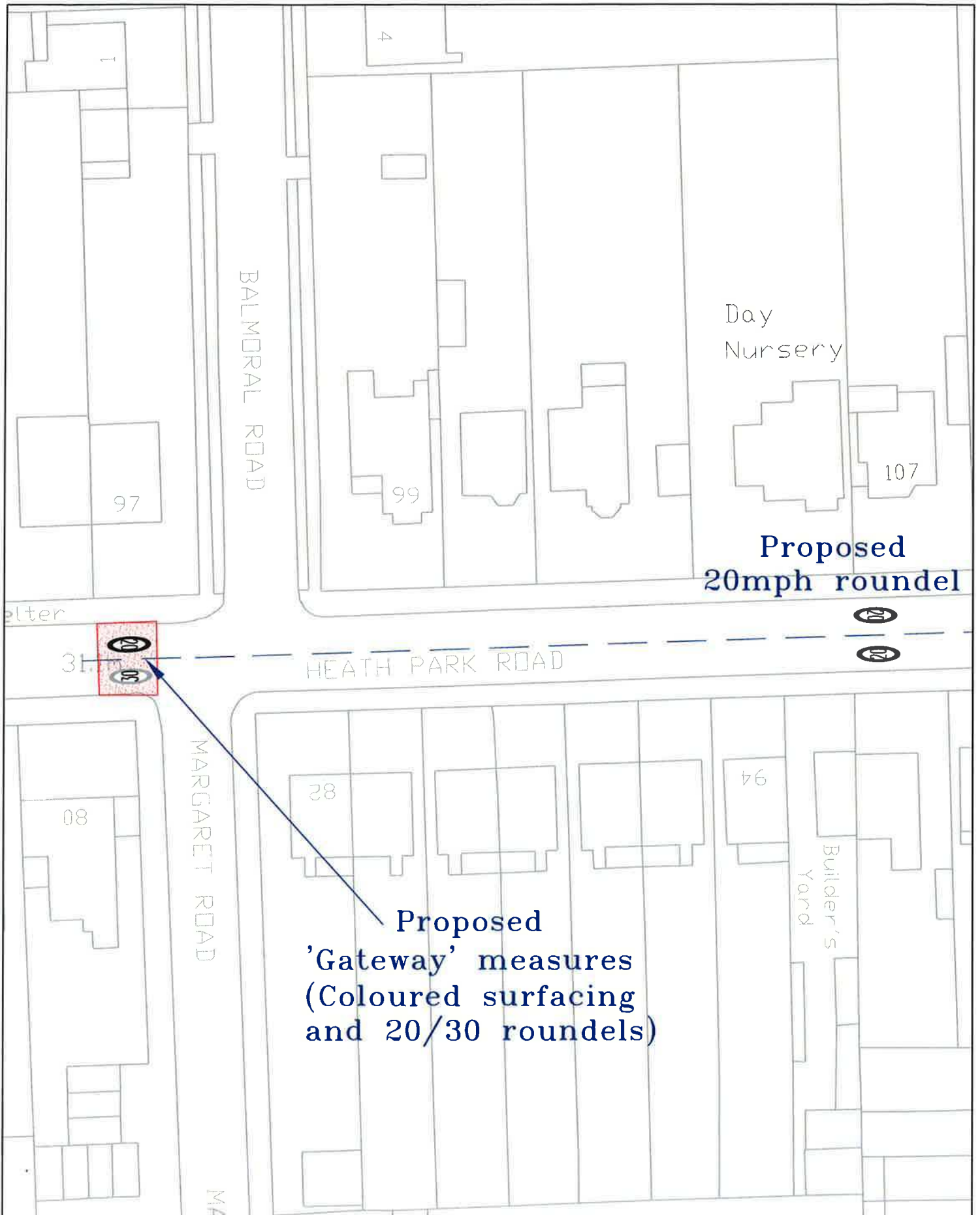


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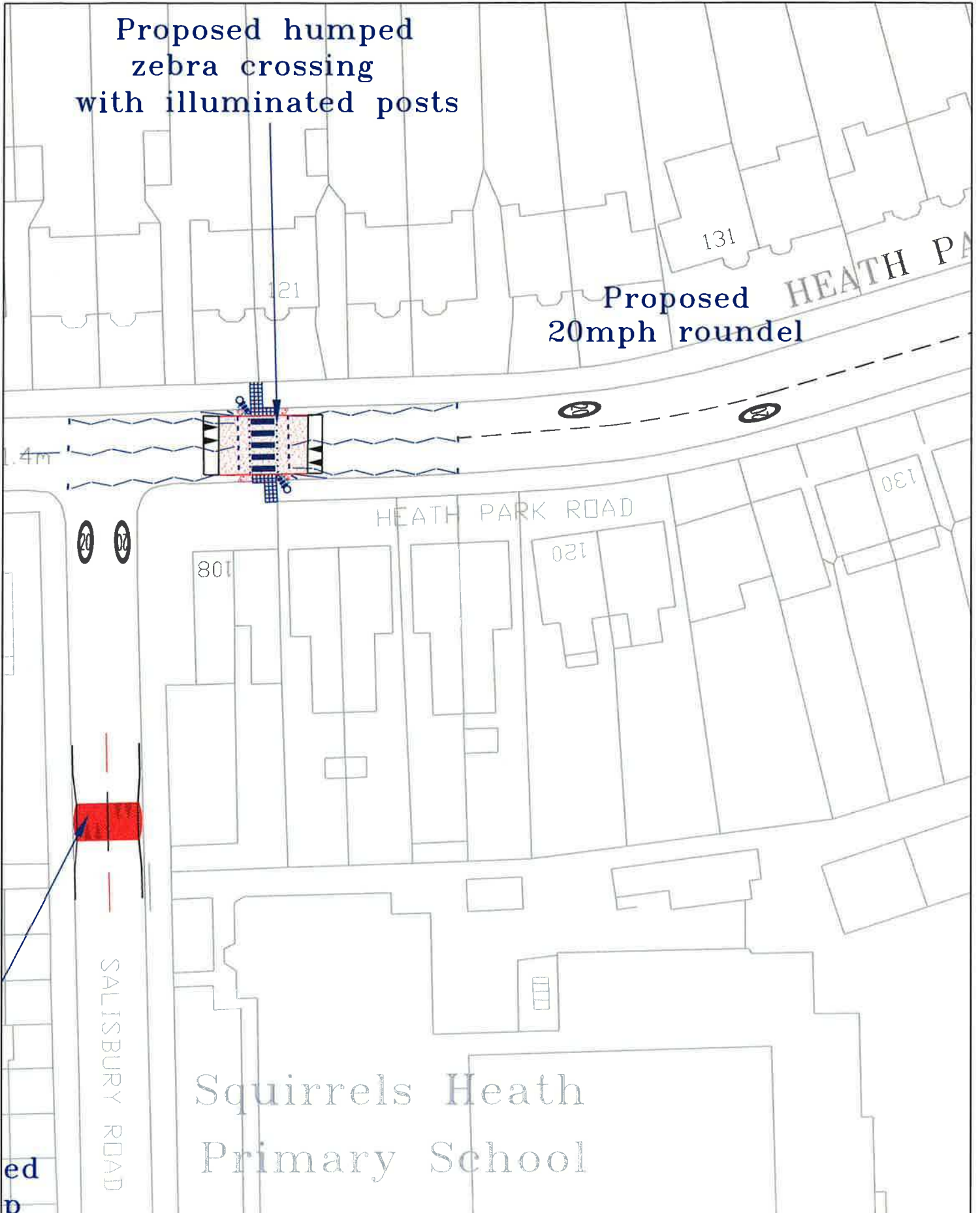
<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JH TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p><b>PURPOSE</b> -</p>		<p>©COPYRIGHT This drawing belongs to StreetCore Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>	
<p><b>JOB TITLE</b> ROMFORD ACCIDENT REDUCTION PROGRAMME</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><b>CHECKED BY</b> VS</p>		<p><b>APPROVED BY</b> Page 121</p>	
<p><b>DRAWING TITLE</b> PROPOSED SAFETY IMPROVEMENT 20MPH ZONE</p>		<p><b>DRAWN BY</b> VS</p>		<p><b>DRAWING No</b> QM001/6</p>		<p><b>REVISION</b> -</p>	
<p><b>SCALE (AT A4 SIZE)</b> NTS</p>		<p><b>DATE</b> OCT 13</p>		<p><b>DRAFT</b> ISSUE</p>		<p><b>REVISION</b> AMENDMENT</p>	
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				<b>REVISION</b> -		<b>AMENDMENT</b> -	
						<b>DATE</b> -	

Proposed humped zebra crossing with illuminated posts



Squirrels Heath Primary School

<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p><b>PURPOSE</b> -</p>	
<p><b>JOB TITLE</b> ROMFORD ACCIDENT REDUCTION PROGRAMME</p>		<p><b>©COPYRIGHT</b> This drawing belongs to StreetCore Culture &amp; Community, Traffic &amp; 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 © Drawn copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>	
<p><b>DRAWING TITLE</b> PROPOSED SAFETY IMPROVEMENT 20MPH ZONE</p>		<p><b>DRAWN BY</b> VS</p>	<p><b>CHECKED BY</b> VS</p>	<p><b>APPROVED BY</b> Page 123</p>	
<p><b>SCALE (AT A4 SIZE)</b> NTS</p>	<p><b>DATE</b> OCT 13</p>	<p><b>DRAFT</b> ISSUE</p>	<p><b>ACAD REF:</b> Sheet Size: A4 (210x297)</p>	<p><b>DRAWING No</b> QM001/8</p>	<p><b>REVISION</b> -</p>
				<p><b>REVISION</b> AMENDMENT</p>	<p><b>DATE</b></p>

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# HIGHWAYS ADVISORY COMMITTEE

10 December 2013

## REPORT

**Subject Heading:**

**NORTH STREET AND HAVERING ROAD  
AT THE JUNCTION WITH A12 EASTERN  
AVENUE – PROPOSED JUNCTION  
WIDENING AND IMPROVEMENTS**

**Report Author and contact details:**

**Outcome of public consultation**

Daniel Jackson  
Engineer  
daniel.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 checked="" type="checkbox"/>

### SUMMARY

This report sets out the results of the public consultation concerning the proposals for layout improvements to the junction of North Street and Havering Road with the A12 Eastern Avenue.

Due to the size and location of this scheme it falls within two ward boundaries, **Pettits and Brooklands**.

## 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 the improvement works to the junction of A12 Eastern Avenue, North Street and Havering Road are approved for implementation as detailed in this report and shown on the following drawing:
  - QL051/PC/01
2. That it be noted that the estimated cost of £250,000 will be met by agreed funding from the 2013/14 Transport for London (TFL) - Local Implementation Plan (LIP).

## REPORT DETAIL

### 1.0 Background

- 1.1 Part of the Councils' Local Implementation Plan is to investigate the feasibility of improving traffic flow throughout Havering and improving access to and from Romford Town Centre. Improving the ease with which traffic can get to and from Romford will have benefits for its economic prosperity and help ensure that it remains an attractive and convenient location for visitors and businesses.
- 1.2 The junction of North Street and Havering Road with the A12 Eastern Avenue is one of the busiest in the borough, accommodating traffic travelling to and from Romford in a north/south direct and London in the east/west direction.
- 1.3 At present this junction suffers from substantial traffic queue lengths on Havering Road in the AM peak period and North Street in the PM peak period and the lack of lane designation results in potentially unsafe weaving movements in the centre of the junction, which have been the cause of injury collisions and near misses.
- 1.4 The potential for improvements to this junction were identified in the Main Road and North Street Corridors Study, and following consideration by the Council's Executive and the Romford Town Centre Partnership board, the scheme was included within the annual spending submissions (funding bids)

to TfL. Funding was allocated to progress detailed feasibility work in 2012/13, and this work confirmed that the traffic capacity of the junction could be improved by utilising some of the land located adjacent to the western footway on North Street.

Further funding was allocated by TfL in 2013/14 to progress the project from detailed design through to implementation. The proposed design is illustrated in drawing no QL051/PC/01 and incorporates the following features:

- An extension of the left turn slip lane on North Street by approximately 50 metres, allowing left turning vehicles can pass through the junction more efficiently.
  - As cyclists are considered as vulnerable road users a northbound cycle lane is proposed to assist their use of the junction.
  - A shared use (pedestrian/cyclist) footway is proposed for the western footway of North Street to provide improved mobility between North Street and the Eastern Avenue West. (TfL plan to convert the southern A12 footway to shared use in this location)
  - The pedestrian refuge islands on North Street and Havering Road are to be reconstructed to current standards which will provide safer waiting and highlighted crossing areas for pedestrians and vulnerable road users.
  - Designated ahead and turn lanes on North Street and Havering Road are proposed with the intention of removing vehicle conflict in the centre of the junction to improve safety.
  - It is proposed to remove the southbound bus lane on Havering Road which will allow vehicles the opportunity to get into lane earlier and create uniform queue lengths.
- 1.6 Public consultation on the scheme commenced on 8<sup>th</sup> November 2013, with letters delivered by hand to the occupiers of those properties with direct frontages to the works and also to those approximately 20 metres in either direction. This area incorporated part of Hainault Road, Cedar Road and Parkside Avenue, and comments were to be received in writing by 30<sup>th</sup> November 2013. Ward councillors and HAC members were provided with copies of the consultation information along with on the Council's standard consultee list.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation 4 responses had been received and these are summarised in appendix A of this report
- 2.2 There were no responses from residents. One business responded objecting to construction works taking place in close proximity to their

premises, but did not raise any objection to the principle of the scheme or the proposed design. They highlighted issues that were experienced during the construction of previous schemes in the close vicinity.

- 2.3 The police have expressed support for the removal of the southbound bus lane on Havering Road and recommended that that proposed northbound cycle lane is surfaced green to highlight the presence of cyclists.
- 2.4 There have been 2 responses from ward councillors who are in general support of the proposals but suggest additional works outside the scope of this scheme.

### **3.0 Staff Comments**

- 3.1 By utilising some of the available land on North Street to widen the junction, some of the congestion problems currently experienced will be alleviated.
- 3.2 As part of the ongoing design improvements, traffic modelling of the junction was undertaken and highlighted that the proposals would increase the capacity of the junction in its entirety. It is anticipated that the proposal will improve average journey times for northbound traffic using North Street by over a minute.
- 3.3 Importantly, several elements of this scheme focus on proposals to improve safety for vulnerable road users. The provision of wider refuges for pedestrians crossing North Street/Havering Road and the inclusion of a northbound advisory cycle lane and advanced stop line, together with a shared use footway on North Street for cyclists travelling west, will assist people walking and cycling in this area.
- 3.4 A Safety Audit was undertaken on the detailed design by TfL in October 2013, and the majority of their recommendations have been considered and incorporated into the design.
- 3.5 It should be noted that in order to construct a scheme of this size it will be necessary to split construction work into a number of phases to minimise disruption to traffic and to maintain safety for site operatives. These phases would include elements of footway, lane and carriageway closures in which some diversions will be necessary.

## **IMPLICATIONS AND RISKS**

### **Financial Implications and Risks**

The estimated cost of implementing the proposals as described in the background of this report is £250,000. This cost would be met from the 2013/14 Transport for

London - Local Implementation Plan (LIP) budget for the Main Road and North Street corridor study.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee 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 LIP budget.

**Legal implications and risks:**

There are no legal implications or risks.

**HR Implications and Risks**

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

**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.

**BACKGROUND PAPERS**

Project Scheme File Ref:  
QM006 North Street Junction Study

Drawing QL051/PC/01:  
Proposed carriageway widening  
Consultation Plan

**APPENDIX A**

## Summary of Consultation Responses:

Respondent	Comments
Metropolitan Police Chadwell Heath Traffic Unit	<ul style="list-style-type: none"> <li>○ Police support the removal of the southbound bus lane on Havering Road</li> <li>○ Suggest that the proposed cycle lane on North Street should be surfaced green to highlight the presence of cyclists.</li> </ul>
Councillor Wallace	<ul style="list-style-type: none"> <li>○ Believes the scheme looks ok in principle although highlights an issue with the existing pedestrian crossing on the Eastern Avenue East, which is not included within the scope of the scheme.</li> </ul>
Councillor Trew	<ul style="list-style-type: none"> <li>○ Regards the scheme as a practical solution and hopes that something similar can be done on Mawney Road at the junction with the A12.</li> </ul>
Brook Furnishings Ltd	<ul style="list-style-type: none"> <li>○ We currently have issues with delivery vehicles pulling up outside the entrance to our car park at present, if the works proceed then we will have a convoy of work vans outside the front of our showroom, blocking off the view from our passing trade which we heavily rely on.</li> <li>○ Works have been completed recently (approximately 4 weeks ago), which caused enough disruption with our business due to vehicles parked outside and lack of access to our premises.</li> <li>○ We have hourly traffic updates on the local radio station, TimeFM, still stating that 'traffic is at a standstill between St Edwards Way and the A12' even though we have photographic evidence showing that there is no congestion at the reported times. We have called the station on several occasions and they have advised us that they are obtaining the information from TFL. This is clearly wrong and something needs to be done about it.</li> <li>○ We pay a lot of money for rates on the showroom, but feel very aggrieved that there are more works even considered being carried out outside our showroom. Our business has already been badly affected by the works to date and if the works do get carried out then we are in a position where we will have to cease trading. We are currently struggling to cover all</li> </ul>

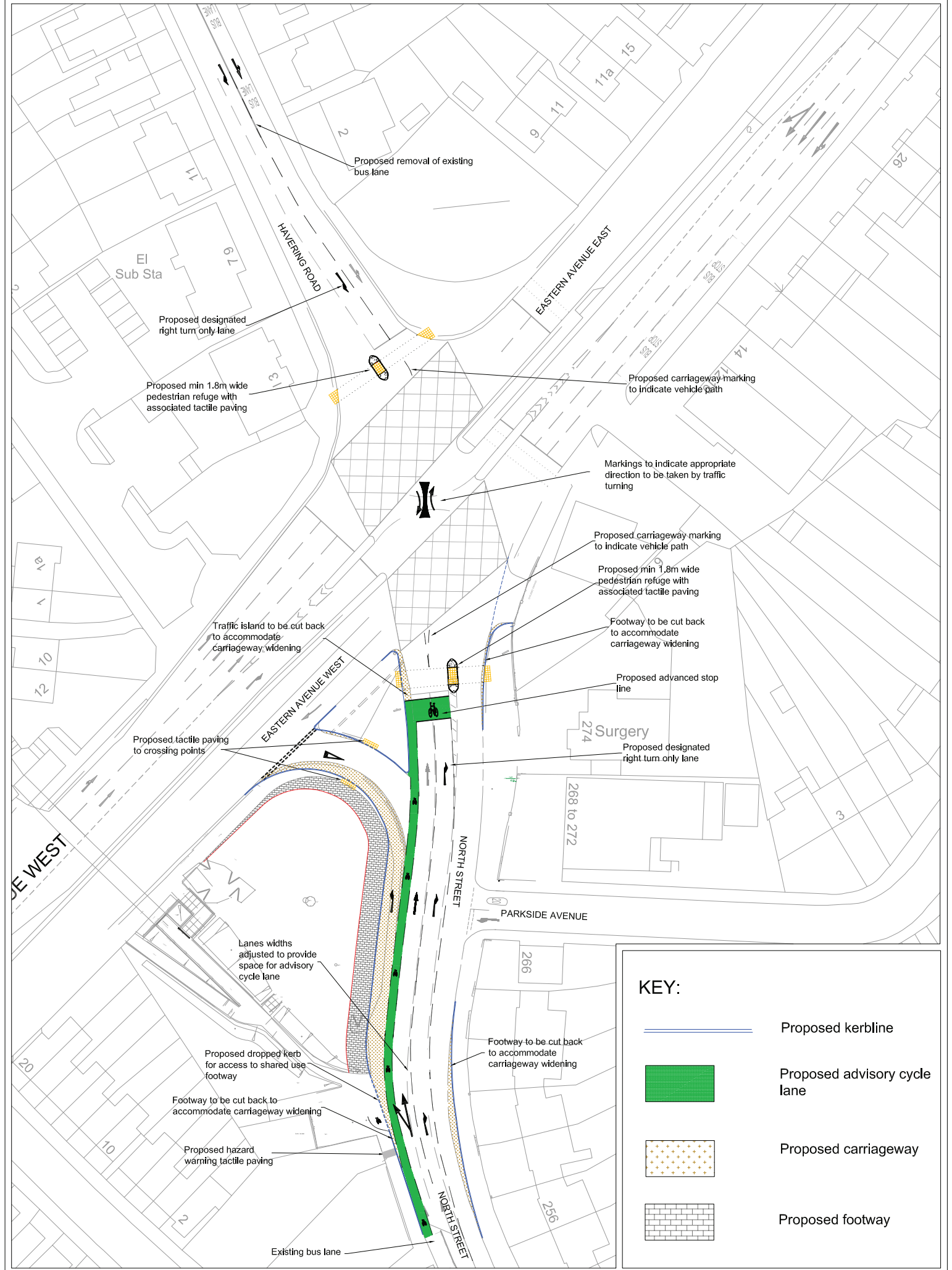
	<p>our large expenses (rent and rates) and if the works proceed then this will undoubtedly put us into administration, causing severe ramifications to everyone involved with Brooks Furnishings.</p>
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**Havering**  
LONDON BOROUGH

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# HIGHWAYS ADVISORY COMMITTEE

10 December 2013

# REPORT

**Subject Heading:**

**GEOFFREY AVENUE – PROPOSED 7.5  
TONNE WEIGHT LIMIT**

**Report Author and contact details:**

**Outcome of public consultation**

Daniel Jackson  
Engineer  
daniel.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 type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

## SUMMARY

This report sets out the results of the public consultation concerning the proposals for the provision of a 7.5 tonne weight limit in Geoffrey Avenue as part of measures to prevent the road being used by commercial vehicles often servicing the Church Road industrial estates.

This scheme is within the **Harold Wood** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made either;
  - (a) recommends to the Cabinet Member for Community Empowerment that the 7.5 weight limit set out in this report be implemented; or
  - (b) that the scheme be rejected.
  
2. That it be noted that the estimated cost of £3,000 will be met by funding from the Council's 2013/14 revenue budget for traffic signs and bollards.

## REPORT DETAIL

### **1.0 Background**

- 1.1 Geoffrey Avenue is a residential street which links the southwest bound A12 with Church Road. The street often has parking on both sides which narrows the available carriageway width.
- 1.2 It has been observed that on occasion commercial through-traffic uses the street in both directions.
- 1.3 Concerns about larger commercial vehicles using the street have been raised by residents and was highlighted to the Council in the form of 69 signature petition which was considered by the Highways Advisory Committee at its meeting of 11<sup>th</sup> December 2012 (Highways Applications, Item H3).
- 1.4 The Committee decided that the Head of Streetcare should proceed with the design and consultation on imposing a 7.5 tonne weight limit within the street.
- 1.5 A 7-day traffic survey (24 hours a day) was undertaken from Monday 8<sup>th</sup> July 2013 which recorded that out of 881 vehicles, 123 were heavy goods (over 3.5 tonnes) travelling southbound compared to 49 out of 684 travelling northbound for the period.
- 1.6 The results show approximately 99% of the HGV's entering Geoffrey Avenue from the A12 are classified as rigid 2 axle heavy good vehicles and therefore it is difficult to ascertain if these vehicles are above 7.5 tonne gross vehicle weight (GVW) as HGVs are classed as being vehicles over 3.5 tonnes.

- 1.7 Further analysis of the survey indicates that there is 30% more traffic (all vehicles) in general travelling southbound at average speeds 21.6 mph compared with 18.5 mph for northbound traffic.
- 1.8 A proposal to introduce a 7.5 tonne weight limit (with exemption for vehicles serving the street, such as refuse vehicles) was advertised on 14<sup>th</sup> October 2013, with site notices placed and 68 letters delivered by hand to residents of the street with comments to be received in writing by 8<sup>th</sup> November 2013.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 5 responses had been received with 3 from residents, 1 from the police and 1 from a HAC member. These comments are summarised in Appendix A of this report.
- 2.2 The police objected to the proposals as it deals with one road in isolation which would transfer the problem to parallel streets. The police suggested that the HGV route should be positively signed from the A12.
- 2.3 One resident gave full support to the proposals. One resident stated that the street should be “no entry” from the A12. One resident objected on the basis that the limit would not be enforced and would not deal with non-residential through traffic, especially where the A12 was congested and suggested that traffic be prevented from leaving the A12.
- 2.4 The HAC member sought clarification if there was rat-running in the street as parallel roads seemed to be similar.

## **3.0 Staff Comments**

- 3.1 A 7.5 tonne weight limit prohibits vehicles with GVW in excess of 7.5 tonnes and so smaller, 2 axle lorries would be excluded as they are in the 3.5 to 7.5 tonne range.
- 3.3 According to the traffic survey almost all of HGVs recorded using Geoffrey Avenue are 2 axle lorries, therefore, it is difficult to establish if these lorries are within 7.5 tonnes.
- 3.5 It is the case that enforcement of the 7.5 tonne limit would lie with the Metropolitan Police as the Council has not taken on powers to enforce moving traffic offences.
- 3.6 As highlighted previously, the survey results show that over 50% more HGV's travel southbound on Geoffrey Avenue than northbound. This indicates that there may be an issue with drivers missing Harold Court Road.
- 3.7 The response rate from residents was low with 1 in support and 2 requesting measures to prevent all traffic leaving the A12 and so with the objection

made by the police, Members will need to decide if the weight limit is likely to be an effective treatment.

## IMPLICATIONS AND RISKS

### **Financial Implications and Risks**

The estimated cost of £3,000 for implementation can be met from the Council's 2013/14 revenue budget for traffic signs and bollards.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee 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 Revenue budget.

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

Weight limits require advertisement and consultation before a decision can be made on their implementation. Enforcement of moving traffic offences on Havering borough roads (including weight limits) is carried out by the Metropolitan Police.

### **HR Implications and Risks**

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

### **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.

Weight limits can reduce traffic volumes and the risk of collisions, especially involving vulnerable users. A residential street with restricted HGV access may improve subjective safety.



**BACKGROUND PAPERS**

Project Scheme File Ref:  
QM025 Geoffrey Avenue Weight Limit

**APPENDIX A**

**Summary of Consultation Responses:**



Respondent	Comments
Metropolitan Police Chadwell Heath Traffic Unit	<ul style="list-style-type: none"><li>○ Please be advised that Police do not support the environmental weight limit proposed for Geoffrey Avenue.</li><li>○ If the purpose of the restriction is to stop heavy vehicles gaining access to the industrial premises in Church Road via Geoffrey Avenue then this should not be set in isolation.</li><li>○ If Geoffrey Avenue is unsuitable for heavy vehicles then so would be David Drive and Court Avenue, the next two turnings along the A12, which heavy vehicles are likely to use if they cannot use Geoffrey Avenue.</li><li>○ If the accepted route to access Church Road is via Harold Court Road, then this should be signed to that effect with the use of diagram 2806 TSRGD from the A12.</li></ul>
Resident of Geoffrey Avenue	<ul style="list-style-type: none"><li>○ A 7.5 tonne weight limit prohibits vehicles of a GVW in excess of 7.5 tonnes and so smaller, 2 axle lorries are excluded as they are 3.5 to 7.5 tonnes GVW. Vehicles in excess of 7.5 tonnes will be larger 2-axle lorries (7.5 to 18 tonnes) and then multi-axle lorries such as 3-axle lorries (rigid or artic) and then 4-axle lorries such as rigid grab lorries (32 tonnes) or artics (38 tonnes). Then there are other lorries with 5 or more axles up to 44 tonnes. So, the lorries which are normally seen in the street are within 7.5 tonnes and only occasionally are larger vehicles seen.</li><li>○ The real issue for the street is commercial traffic missing Harold Court Road plus through traffic using the street when the A12 becomes congested which is probably a more regular problem than large vehicles. Drivers often drive at a speed that the subjective observer would have concerns about. In addition, some local operators use the street (e.g Morrison Utilities at the Elms Estate), but using vehicles within 7.5 tonnes.</li><li>○ In our opinion, the solution is to positively sign the commercial vehicle routes to the local industrial/ commercial sites from and to the A12 and then physically prevent traffic leaving the A12 (left turn ban) such as the layout at the junction of the A12/ Somerville Road in Redbridge.</li></ul>

	<ul style="list-style-type: none"> <li>○ As well as dealing with the underlying concern about larger vehicles using the street, this would actually deal with the greater problem of traffic which should be keeping to the A12 and the distributor network including Harold Court Road and Church Road.</li> <li>○ If a similar treatment were provided at David Drive, Court Avenue and possible Avenue Road, then the conditions for residents will be improved and additionally, the streets are used by pupils walking to Harold Court School and a reduction in traffic using the streets would be a subjective safety improvement for them, especially with the recent expansion of the school.</li> <li>○ Specifically with Geoffrey Avenue, residents could access the A12 as now (outward), but returning from the M25 direction would need to use Harold Court Road and Church Road. Coming from Romford, the ability to U-turn at Harold Court Road / A12 would be lost, but technically the permitted movement is right into Harold Court Road rather than a U-turn (because of conflict with vehicles leaving Harold Court Road) and TfL has been enforcing such movements elsewhere on its network.</li> <li>○ In terms of the enforcement of the 7.5 tonne limit, this rests with the Met. Police as the Council has not taken on moving traffic offences. It is unlikely enforcement by the police for what is a rare event will be a priority.</li> <li>○ In summary, we object on the basis that the weight limit will do little to deal with real issue of non-residential through traffic, it is very unlikely to be enforced and limited funding would be better used to reduce the rat-running by all vehicles by preventing traffic leaving the A12 and by positively signing the route to be taken by all commercial traffic via Harold Court Road and Church Road. This would civilise the street and indeed would provide wider benefits if the other parallel streets were similarly dealt with.</li> </ul>
Councillor Thompson	<ul style="list-style-type: none"> <li>○ Sought clarification if rat running in the street is prevalent as parallel roads seem to be very similar.</li> </ul>
Local Resident	<ul style="list-style-type: none"> <li>○ Suggests the Council should consider making Geoffrey Avenue 'no entry' from the A12.</li> </ul>
Resident of Geoffrey Avenue	<ul style="list-style-type: none"> <li>○ Is in full support of the proposals and believes sat navs are sending HGV's to Geoffrey Avenue rather than Harold Court Road.</li> </ul>

# HIGHWAYS ADVISORY COMMITTEE

10 December 2013

# REPORT

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
DECEMBER 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  
10th December 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
<b>SECTION A - Highway scheme proposals with funding in place</b>								
H1	Bretons Park to Ingrebourne Hill - cycling and walking route	Highway elements of works to link Bretons Park to Ingrebourne Hill via Rainham Road, Ford Lane, South End Road and Grove Park Road	Funding bid approved by Cabinet on 13/2/13. HAC approval sought to proceed to design and consultation of route.	GLA Big Green Fund	c£200k	Bob Flindall LBH Regeneration	02/12/2013	N/A
<b>SECTION B - Highway scheme proposals without funding available</b>								
H2	Park Lane	28 signature petition requesting (parking and) traffic calming review as the road has become increasingly dangerous and damage caused to residents' cars due to speed of traffic. Residents concerned for young children because of number of cars parked and speed at which they travel.	Feasible but not funded.	None	Depends on scope	Residents	02/12/2013	N/A
H3	Pettits Boulevard	Request for one-way street to deal with high speed traffic avoiding A12/Pettits Lane North junction.	Feasible, but not funded. We assume one-way towards Pettits Lane North	None	£8k	Andrew Rosindell MP on behalf of resident	08/11/2013	ENQ-0126934

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

**Highways Advisory Committee  
10th December 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Sunnings Lane	Closure of street at its southern end to stop use by speeding and inappropriate traffic.	Feasible, but not funded.	None	£5k	Cllr Hawthorn	11/11/2013	N/A
H5	Ardeligh Green Road, near junction with Squirrels Heath Lane	Request to widen pedestrian refuge to north of junction.	Feasible, but unfunded	None	£6k	Resident	22/11/2013	
H6	Park End Road	Change speed cushions to speed table as current layout is not effective and creates vibration for residents.	Feasible, but unfunded	None	£10k per site	Resident	26/11/2013	ENQ-0128256

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

**Highways Advisory Committee  
10th December 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H7	Gaynes Park Road	Concern about speeding traffic and that the two existing traffic islands in the street are not wide enough and should be widened.	The existing pedestrian refuges are essentially the maximum width for the width of the carriageway to allow all classes of traffic to pass. They could be widened, but the carriageway would need to be widened too.	None	£30k	Resident	26/11/2013	ENQ-0134167
H8	Lilliput's Childrens Centre, Wingletye Lane	Request for a 125 metre footway to connect with a bus stop on the eastern side of the street and a pedestrian crossing outside the centre to access western side of street.	Feasible, but not funded. Footway costs exclude relocation of mobile phone mast. Controlled crossing probably not suitable as it would only be occasionally used, so refuge and road widening would be more appropriate.	None	£45k footway £30k refuge	Care Management Group	28/11/2013	ENQ-0135530
H9	Ardleigh Green Road, approach to A127 Southend Arterial Road	Widen footway on northern side of street adjacent to Kwik Fit.	Feasible but not funded. Two options; (i) Remove one of two traffic lanes, or (ii) Acquire land from Kwik Fit	None	Approx £10k plus land costs	Cllr Wallace on behalf of resident	28/11/2013	Cllr Wallace

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

Highways Advisory Committee  
10th December 2013

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H10	Suttons Lane, outside St George's Hospital	Remove hump from humped zebra crossing which is causing vibration and disturbance to residents.	Feasible but not funded. Removal would need kerb and adjacent footway relaid to new levels. Loss of hump would reduce local speed reduction.	None	£6k	Resident	28/11/2013	ENQ-0135570
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>								
H11	Appleton Way	Request for zebra crossing on speed table between car park and High Street alleyway / traffic calming as people are finding it difficult to cross because of speed of drivers.	Feasible but not funded. Deferred from 15th October 2013 (H2). In the 4-years to July 2013 no injury collisions recorded within 50 metres of the speed table. Deferred awaiting staff resources for pedestrian flow counts.	None	£15k	Resident	25/09/2013	ENQ-0123013
		28/11/13 08:30 to 09:30	122 northbound 29 southbound					
		<b>2-way Total</b>	<b>151</b>					
		27/11/13 12:00 to 13:00	85 northbound 80 southbound					
		<b>2-way Total</b>	<b>165</b>					
		27/11/13 16:00 to 17:00	76 northbound 114 southbound					
		<b>2-way Total</b>	<b>190</b>					

# HIGHWAYS ADVISORY COMMITTEE

10 December 2013

## REPORT

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS  
December 2013**

**Report Author and contact details:**

**Ben Jackson  
Traffic & Parking Control, Business  
Unit Engineer (Schemes, Challenges  
and Road Safety Education & Training)  
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**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 £104.5K. It should also be noted that the advertising, Order making and street furniture costs for special events are funded via this revenue budget.
5. At Period 6 in 2013/14, 57.4K 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.
- 1.6 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  
 Highways Advisory Committee  
 December 2013  
 Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>									
TPC369	Park Lane, Homchurch	Request for a parking and traffic calming review at this end of Park Lane and to be included in the existing RO3 permit scheme	Petition received from 29 residents (between 45 & 61 odds and 72 & 150 evens) Traffic calming issue referred to T&Engineers - Mark Philipotts	No	LBH Revenue	1,500	Resident via Clr Thompson	25/10/2013	Romford Town
TPC370	Allandale Road	See email in scheme inbox from Clr Thompson. Request to change current voucher bays into resident parking.	Our data shows that there is a dramatic decrease in issuing voucher permits across the borough. 15 permits were issued in 2011/2012 and 3 permits issued in 2013/2014.	No	LBH Revenue	1,000	Clr Thompson & Residents	04/11/2013	Romford Town
TPC371	Melville Road and Cowper Road, Rainham	Request for parking restrictions and residents parking scheme in Melville Road and Cowper Road to deter commuter parking.	Feasible although site visits and surveys will need to be conducted. Petition received from residents with 169 signatures. Informal consultation will be required setting out options to formalise a report	request for parking restrictions and residents parking scheme in Cowper Road HAC 14/4/12 TPC217 - rejected and again 14/01/2013 TCP292.	LBH Revenue	Cannot be quantified at this stage	Clr White and residents	14/11/2013	Rainham & Wennington

**London Borough of Havering**  
**Traffic & Parking Control - StreetCare**  
**Minor Traffic & Parking Schemes Applications Schedule**  
**Highways Advisory Committee**  
**December 2013**

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
TPC372	Kings Grove, off Kings Road, Romford	Request for Double Yellow Lines in the turning head of Kings Grove to allow access/egress of vehicles of the new builds at that end of the road.	Vehicles park in turning head outside making it impossible for residents in the new builds to get on/off their driveway. Photographic evidence supplied	No	LBH Revenue	800	Resident via Cllr Thompson	14/11/2013	Romford Town
TPC373	Mead School entrance from number 139-141 Amersham Road Harold Hill	Request the extension of the yellow zig-zag lines opposite Mead School's entrance from nos 139 to 141 Amersham Road, Harold Hill.	Feasible as it is on a bend, it is a dangerous situation for children when leaving school.	No	LBH Revenue	800	Resident via Cllr Eagling	19/11/2013	Harold Wood
TPC374	Roborough Walk, Homchurch	Request for yellow line restriction in Roborough Walk to enable easy access/egress to the garage of a resident of 2 Roborough Walk	Resident has a disabled wife and sometimes finds it difficult to manoeuvre as people park opposite and adjacent to his garage. There are footway parking bays in this road and Officers have advised the resident to obtain neighbouring support for this request	Rejected by TPC Officers	LBH Revenue	800	Resident	26/11/2013	Elm Park

**SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues**