



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

Tuesday
14 January 2014

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:

**Taiwo Adeoye 01708 433079
taiwo.adeoye@havering.gov.uk**

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 18)

To approve as a correct record the minutes of the meeting of the Committee held on 10 December 2013, and to authorise the Chairman to sign them.

5 PROPOSALS TO IMPROVE ACCESSIBILITY IN MAWNEY ROAD BY FOREST ROAD, ROMFORD (Pages 19 - 32)

Report attached

6 BUS STOP ACCESSIBILITY UPPER RAINHAM ROAD - OUTCOME OF PUBLIC CONSULTATION (Pages 33 - 52)

Report attached

7 BUS STOP ACCESSIBILITY STRAIGHT ROAD - OUTCOME OF PUBLIC CONSULTATION (Pages 53 - 82)

Report attached

8 PROPOSED 20 MPH FOR THE HIGHFIELD ROAD AREA , COLLIER ROW (Pages 83 - 98)

Report attached

9 UPGRADE OF EXISTING CYCLE ROUTE AND 20 MPH SPEED ZONE IN HIGHVIEW GARDENS AREA, UPMINSTER (Pages 99 - 114)

Report attached

10 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 115 - 120)

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

11 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 121 - 126)

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

12 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

This page is intentionally left blank

Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
10 December 2013 (7.30 - 10.40 pm)**

Present:

COUNCILLORS

Conservative Group Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Barry Oddy, Damian White and Billy Taylor

Residents' Group John Mylod and Ron Ower

Labour Group

Independent Residents Group David Durant

UKIP Lawrence Webb

Apologies were received for the absence of Councillor Jeff Brace.
+Councillor Billy Taylor substituted for Councillor Jeffrey Brace. Councillor Denis Breeding was absent.

Councillor Damian White was absent during and did not vote on the following Agenda Items: Item 6 – Bus Stop Accessibility Corbets Tey Road and Ockendon Road and agenda Item 7 – Bus Stop Accessibility Ardleigh Green Road, Butts Green Road, Billet Land and North Street.

Councillor Linda Hawthorn and Michael Armstrong were also present for part of the meeting.

There were 28 members of the public present at the meeting.

The Committee was informed of the death of Alexandra Watson, Business Unit Manager for the Traffic and Parking Control Team. Alexandra's death followed a brief illness. Alexandra regularly attended meetings of the Highways Advisory Committee in support of her staff and Committee Members.

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

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

43 **MINUTES**

The minutes of the meetings of the Committee held on 12 November 2013 were approved as a correct record and signed by the Chairman.

44 **CHANGES TO MEMBERSHIP OF THE COMMITTEE**

The Chairman announced a revision to the membership of the Committee: Councillor Jeffery Brace to replace Councillor Billy Taylor. Members noted the revised Committee membership.

45 **BUS STOP ACCESSIBILITY CORBETS TEY ROAD & OCKENDON ROAD - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that detailed responses to a consultation for the provision of fully accessible bus stops along Corbets Tey Road and Ockendon Road.

The report explained to the Committee that people with mobility problems, the elderly and people travelling with young children found it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm).

The 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 would help make bus stops fully accessible to all people.

The report also informed the Committee that the introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. That it had 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.

That funding for Bus Stop Accessibility works would be met from the Transport for London Local Implementation Plan (LIP).

The report detailed proposals for accessibility improvements developed for various existing bus stops along Corbets Tey Road and Ockendon Road.

At the close of consultation, 9 responses were received which were summarised in Appendix 1 of the report.

Three respondents raised objections to various aspects of the scheme. With regard to the proposals outside 1-6 Ockendon Road (QM016-OF401A), the Metropolitan Police questioned the length of proposed clearway as it extended to the front of the general parking bay. The second was in relation to the southbound stop outside 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).

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 concern that the scheme would prevent the widening of the existing vehicle crossing in to his premises.

In accordance with the public participation arrangements the Committee was addressed by the resident at 251 Corbets Tey Road who spoke against the relocation of the bus stop to the front of his property in line with his objection as set out in the report.

During the general debate members noted the concerns of the speaker in relation to the bus stop relocation to outside 249/251 Corbets Tey Road. Members had particular concerns over children crowding in the vicinity of the bus stop.

A Member raised concerns over the number of long clearways being installed in the borough and sought clarification on whether there were any statutory obligations to continue to install clearways. Officers clarified the duty under the Equalities Act to make bus stops accessible to all.

Another Member raised concerns about the pair of stops at the Ockendon Road shops being opposite each other presenting a potential safety hazard and a cause for traffic congestion.

Officers offered to review this element of the proposal in order to take the committee's concerns into account and look at the possibility of separating the bus stops.

Officers suggested that the stop outside 249/251 Corbets Tey Road be implemented as detailed on drawing QM016-OF-54B, to improve accessibility, but retain the bus shelter in its current location.

Councillor Ower moved a motion to recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements as recommended by officers in the report be accepted with the exception of:

- (a) the proposed relocation of the bus shelter outside 249/251 Corbets Tey Road which would remain in its current location but with the installation of the footway improvements detailed on drawing QM016-OF-54B;

- (b) the proposed relocation of the bus shelter on Ockendon Road as detailed on drawing QM016-OF-401A would be deferred for officers to provide further design options for the separation of the parallel bus stops, as originally designed.

The motion was seconded by Councillor Taylor.

The Committee **RESOVLED**:

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements outlined in the report and shown on the following drawings be implemented;
 - QM016-OF-51&52B
 - QM016-OF-54B (with the bus shelter and flag remaining in its current location)
 - QM016-OF-55A
 - QM016-OF-56A
 - QM016-OF-402A
2. That it be noted that the estimated cost of £25,000 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocations for Bus Stop Accessibility.

46 **BUS STOP ACCESSIBILITY ARDLEIGH GREEN ROAD, BUTTS GREEN ROAD, BILLET LANE & NORTH STREET - OUTCOME OF PUBLIC CONSULTATION**

The report before the committee detailed responses to a consultation for the provision of fully accessible bus stops along Ardleigh Green Road, Butts Green Road, Billet Lane and North Street.

The report detailed that people with mobility problems, the elderly and people travelling with young children found it difficult to board or alight from buses, unless the vehicle was able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access was often caused by indiscriminately parked vehicles, or lack of high kerb space adjacent to stops.

That the 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 could help with making bus stops fully accessible to all people. It was also suggested that in some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this would only be appropriate where carriageways were very wide.

The introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb.

The funding for Bus Stop Accessibility works mainly come from the Transport for London Local Implementation Plan (LIP).

Proposals for accessibility improvements had been developed for various existing bus stops along Ardleigh Green Road, Butts Green Road, Billet Lane and North Street were set out in the report.

At the close of consultation, 10 responses were received which were summarised in Appendix 1 of the report.

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 was under consultation. A separate report would be presented early in 2014.

The two options for the relocation of the bus stop at 87 to 89 North Street (Drawing QM016-OF-212A) and outside Menthone Place, North Street (Drawing QM016-OF-212-2A), had both support and opposition for the scheme.

The report stated that the Police preferred for the stop to be moved because of reduced conflict with vehicles accessing the business premises at No.87. This relocation was also supported by the resident at No.89 who was affected by the current location.

The report also outlined that the managing agent of Menthone Place raised opposition to the scheme in terms of its impact on the residents of Menthone Place, plus a resident immediately opposite the alternative location objected and suggested an alternative location in a completely different location.

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

- Whether the footway in North Street was sufficiently wide for the installation of a bus shelter Officers clarified that the footway was wide enough to accommodate a shelter and not impede pedestrian traffic.
- The extent of Transport for London's (TfL) powers to install in bus stop flags and shelters. Officers clarified that section 183 of the GLA Act conferred a power to install bus stops.

Members agreed to vote on each set of bus stop improvements as shown on the respective drawings separately.

The Committee **RESOLVED**:

To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report and shown on the following drawings be implemented;

- QM016-OF-201A – (9 votes in favour and 0 against)
- QM016-OF-203A – (9 votes in favour and 0 against)
- QM016-OF-204A – (9 votes in favour and 0 against)
- QM016-OF-205A (southbound only) – (9 votes in favour and 0 against)
- QM016-OF-206A – (9 votes in favour and 0 against)
- QM016-OF-207A – (9 votes in favour and 0 against)
- QM016-OF-208A – (9 votes in favour and 0 against)
- QM016-OF-209A – (9 votes in favour and 0 against)
- QM016-OF-210A – (9 votes in favour and 0 against)
- QM016-OF-211A – (9 votes in favour and 0 against)
- QM016-OF-212A (current location) - (8 votes in favour with 1 abstention)
- QM016-OF-213A – (with request to TFL for installation of countdown display for northbound stop) (9 votes in favour and 0 against)

The Committee noted that an alternative to the proposals shown on Drawing QM016-OF-205A (northbound stop only) is being consulted on and would be the subject of an additional committee report in early 2014.

The Committee noted that the estimated cost of £35,000 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocations for Bus Stop Accessibility.

47 **PROVISION OF PEDESTRIAN CROSSING FACILITY FOR GIDEA PARK PRIMARY SCHOOL, GIDEA PARK (OUTCOME OF PUBLIC CONSULTATION)**

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

1. To recommend to the Cabinet Member for Community Empowerment that the measures are approved for implementation as detailed in the report and shown on drawing QM022/OB/01.B.

2. That it be noted the estimated cost of carrying out the works was £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.

The vote for the proposal was 8 in favour, 1 against and 1 abstention. Councillor Taylor voted against the scheme and Councillor Durant abstained from the vote.

48 **PROVISION OF PEDESTRIAN CROSSING FACILITY FOR OAKFIELDS MONTESSORI SCHOOL, UPMINSTER - OUTCOME OF PUBLIC CONSULTATION**

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

The report informed Members that the school was the only school in the borough not served by a footway up to its pedestrian entrance.

Harwood Hall Lane starts at its junction with Corbets Tey Road and runs south west for 630m to Aveley Road. It was subject to a 30mph speed limit and a 7.5 tonne weight restriction along its entire length. The road was also 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.

The vehicular entrance to the school was 100 metres south west of the entrance to Corbets Tey School. The report explained that for a number of years the school had a strong desire from parents for a dedicated pedestrian access to the school, something which the school had placed in its travel plan and had been campaigning for.

In order to provide a safe pedestrian crossing facility into the school there was a need for the crossing to be segregated from the vehicle entrance. Visibility requirements, Conservation Area restrictions and Tree Preservation Orders prevented a footway been constructed within the school boundary. Hence this proposal maintained the build out from the original plan modified to accommodate the large school buses exiting Corbets Tey School. The build out would provide pedestrians a large enough area to enter and leave the school and wait to cross the road.

The report also stated that the pedestrian facility would be used by both schools when they had a critical incident evacuation, a drill for which they have once a year when one school evacuated to the other.

The build out would act as a traffic calming feature with vehicles leaving Upminster having to give way to oncoming traffic. The existing pinch point would be removed and replaced with a round top hump. An additional lamp column would be provided in advance of this hump. This hump will be mirrored with another hump near the eastern boundary of Corbets Tey School. The humps would maintain calmed traffic outside both schools.

The report further detailed that the 30mph terminal signs located at the mini roundabout would be moved further into Harwood Hall Lane to ensure they were more visible to drivers and that '30' roundels could be provided in addition to the 30mph repeater signs.

Corbets Tey School were concerned about the impact the build out would have on the large Havering coaches exiting their school. The shape of the build out had been revised following the last consultation. Staff were satisfied that there was satisfactory room for the manoeuvre.

Fifteen responses to the consultation were appended to the report.

The ward councillors and parents of Oakfields Montessori School were in favour of the revised scheme. Ward councillors, were in favour of the pedestrian safety improvements stating that the single build out would be less confusing to drivers. They were aware that this was the only option that would provide a safe pedestrian access to the school whilst also calming traffic.

The Police also supported the proposals.

In accordance with the public participation arrangements the Committee was addressed by the schools Business Manager who spoke in support of the scheme. He explained that there was an on-going campaign for traffic calming on Harwood Hall Lane and pedestrian access to the school.

He stated that, lots of parents wanted to be able to walk their children to school, but current conditions were dangerous and prevented them doing so. He detailed that the school had achieved a bronze "Star" award from Transport for London for school travel planning, but without the pedestrian access, they would not be able to achieve more.

A resident speaking against the scheme stated that roads are for traffic and obstacles should only be used in extreme circumstances. He considered that the scheme would cause gridlock for traffic. He stated that the traffic calming would be in place throughout the day, not just during school times, disproportionately affecting road users.

During general debate, Members acknowledged the need to ensure pedestrian safety in Harwood Hall Lane but questioned whether this scheme would improve safety.

Members were mindful of traffic speed along Harwood Hall Lane and raised concerns over children congregating on the proposed build out. A member commented that the build out was a recipe for disaster if it was hit by a fast moving vehicle.

A member suggested that the assembly point could be contained within the school grounds, a build 'in' rather than build 'out'. Officers clarified that this would undermine safety as it would lead to a lack of visibility between drivers and pedestrians.

Another Member stated that the ward councillors were happy with the revised scheme and it would also assist other highway users in the area such as the stables and care home.

A Member suggested a site meeting to look at the issues first hand.

A Member suggested that traffic signals could be installed. In reply officers explained that a pelican crossing under the local conditions would require a budget of around £80,000.00. Officers advised that the funding for this scheme was time-limited until March 2014; that a crossing would not deal with the lack of visibility on the Oakfields School side; and where a crossing was only in use for brief periods during the day, regular drivers would get used to not having to stop for pedestrians.

A motion to recommend rejection of the scheme was proposed by Councillor Kelly and seconded by Councillor Oddy. The motion was carried by 6 votes for to 3 against with 1 abstention.

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

The report before the Committee detailed responses to a consultation for the Brentwood Road/Heath Park Road/Salisbury Road. The Romford Accident Reduction Programme was one of the schemes approved by Transport for London for funding.

A feasibility study had been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended the following safety improvements to reduce vehicle speed and minimise accidents.

- 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.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against the relocation of the southbound bus stop to a location outside his property in line with his objection set out in the report.

During general debate, Members discussed whether the scheme would actually improve safety. A member commented that the roads in the area were already congested and that the scheme was not needed. Another member stated that the scheme would not deal with the issues and should be rejected with the funding allocated to other schemes. A number of members questioned the estimated cost of the scheme.

Officers confirmed that funding for the scheme would end in March 2014.

A motion to recommend rejection of the scheme was proposed by Councillor Taylor and seconded by Councillor Kelly. The motion was carried by 9 votes for to 1 against.

Councillor Thompson voted in favour of the scheme.

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

The Committee considered the report and without debate,
RESOLVED:

1. To recommend to the Cabinet Member for Community Empowerment that the improvement works to the junction of A12 Eastern Avenue, North Street and Havering Road be approved for implementation as detailed in the report and shown on the following drawing:

- QL051/PC/01

2. That it be noted that the estimated cost of £250,000 would be met by agreed funding from the 2013/14 Transport for London (TFL) - Local Implementation Plan (LIP).

51 **GEOFFREY AVENUE - PROPOSED 7.5 TONNE WEIGHT LIMIT
(OUTCOME OF PUBLIC CONSULTATION)**

The proposal before the Committee detailed the results of a public consultation 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.

The report informed Members that it had been observed that on occasion commercial through-traffic uses the street in both directions. Concerns about larger commercial vehicles using the street had 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 December 2012.

A 7 day traffic survey (24 hours a day) was undertaken from Monday 8 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.

The results showed that approximately 99% of the HGV's entering Geoffrey Avenue from the A12 were classified as rigid 2 axle heavy good vehicles and therefore it was difficult to ascertain if these vehicles were above 7.5 tonne gross vehicle weight (GVW) as HGVs are classed as being vehicles over 3.5 tonnes.

Further analysis of the survey indicated that there was 30% more traffic (all vehicles) in general travelling southbound at average speeds 21.6 mph compared with 18.5 mph for northbound traffic.

A proposal to introduce a 7.5 tonne weight limit (with exemption for vehicles serving the street, such as refuse vehicles) was advertised with site notices placed and 68 letters delivered by hand to residents of the street with comments to be received in writing by 8 November 2013. At the close of consultation, 5 responses had been received with 3 from residents, 1 from the police and 1 from a Member of the committee.

The police objected to the proposals as it dealt 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.

A 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.

With the agreement of the Committee, the Chairman read a letter of support for the scheme from Councillor Pam Light.

In response to questions from members on the results of the traffic survey officers clarified that the majority of HGVs recorded using Geoffrey Avenue were 2 axle lorries and therefore, it was difficult to establish if these lorries were within the 7.5 tonne limit. Officers clarified that enforcement of the 7.5 tonne limit would lie with the Metropolitan Police as the Council had not taken on powers to enforce moving traffic offences.

During general debate, Members noted that there had been a previous request for signs on the A12.

A Member noted the response rate from residents and questioned whether the scheme would work. Another Member was of the view that the scheme would simply push traffic into adjacent streets and make no difference. Another Member felt this scheme was needed as the parallel roads of Harold Court Road and Church Road were wider in design and could accommodate HGVs if required.

A Member was of the opinion that 90% of the time, there was no congestion on the A12 and that signs on the A12 directed at HGVs would be missed. He agreed with the scheme as the road was not suitable for HGVs.

By a majority of 8 votes in favour with 2 abstentions the Committee **RESOVLED:**

- (a) to recommend to the Cabinet Member for Community Empowerment that the 7.5 weight limit set out in the report be implemented

That it be noted that the estimated cost of £3,000 would be met by funding from the Council's 2013/14 revenue budget for traffic signs and bollards.

52 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 made individual decisions on the schedule that detailed the applications.

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

Engineering Services, Highways – StreetCare

Highway Schemes Applications Schedule 10 December 2013

Item Ref	Location	Description	Decision
SECTION A - Highway scheme proposals with funding in place			
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	AGREED 10-0

SECTION B - Highway scheme proposals without funding available			
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.	REJECTED 8-1-1
H3	Pettits Boulevard	Request for one-way street to deal with high speed traffic avoiding A12/Pettits Lane North Junction.	REJECTED 7-3
H4	Sunnings Lane	Closure of street at its southern end to stop use by speeding and inappropriate traffic.	REJECTED 8-2
H5	Ardeligh Green Road, near junction with Squirrels Heath Lane	Request to widen pedestrian refuge to north of junction.	REJECTED 9-1 abstention
H6	Park End Road	Change speed cushions to speed table as current layout is not effective and creates vibration for residents.	REJECTED 9-1 abstention
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.	MOVED TO SECTION C for period of 6 months 10-0
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.	REJECTED 10-0
H9	Ardleigh Green Road, approach to A127 Southend Arterial Road	Widen footway on northern side of street adjacent to Kwik Fit.	REJECTED 8-2 abstention

H10	Suttons Lane, outside George's Hospital	St Remove hump from humped zebra crossing which is causing vibration and disturbance to residents.	REJECTED 10-0
	SECTION C	Highway scheme proposal on hold for future discussion (For Noting)	
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 speeding drivers.	REJECTED 10-0

53 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 request:

**Highways Advisory Committee, 10
Traffic and Parking Control, StreetCare**

Minor Traffic and Parking Schemes Applications Schedule 10 December 2013

SECTION A - Minor Traffic and Parking Scheme Requests			
Item Ref	Location	Description	Decision
TPC369	Park Lane, Hornchurch	Request for a parking and traffic calming review at this end of Park Lane and to be included in the existing RO3 permit scheme	AGREED 9 – 1 abstention
TPC370	Allandale Road	See email in scheme inbox from Cllr Thompson. Request to change current voucher bays into resident parking.	AGREED 9 – 1 abstention
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.	REJECTED 6 – 4 To be remitted back to committee within 1 month as part of larger review
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.	AGREED 10 – 0
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.	AGREED 10 – 0
TPC374	Roborough Walk, Hornchurch	Request for yellow line restriction in Roborough Walk to enable easy access/egress to the garage of a resident of 2 Roborough Walk	REJECTED 9 – 1 abstention

Chairman

This page is intentionally left blank



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

14 January 2014

Subject Heading:

Proposals to Improve Accessibility for passengers in Mawney Road by Forest Road, Romford

Report Author and contact details:

**Musood Karim
Principal Engineering Assistant
01708 432804
masood.karim@havering.gov.uk**

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

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

SUMMARY

This report deals the responses to a consultation for the provision of fully accessible bus stop in Mawney Road by Forest Road and seeks a recommendation that the proposals be implemented as set out in the report.

The scheme is located within **Mawneys 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 bus stop accessibility improvements set out in this report and shown on the following drawings are implemented:
 - QM016-of-502 - Bus stop clearway.
 - QM016-of-502 - Provision for accessibility zone for passengers.
2. That it be noted the cost of carrying out the works is £10,000. This would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for improving reliability of public transport package.

REPORT DETAIL

1.0 Background

1. Background

- 1.1 People with mobility problems, the elderly and people travelling with young children find it difficult to board or alight from buses at the existing bus stop situated outside nos. 235/237.
- 1.2 The problem is due to the lack of designated waiting area for passengers used to alight or board buses at the existing bus stop. Passengers board or alight in the driveway of property No. 235 Mawney Road or on the existing grass verge which is practically not safe.
- 1.3 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.

Public transport facilities in Mawney Road, Romford

- 1.1 The existing bus stop provides services for routes 252 (Hornchurch to Collier Row via Romford) and 651 (Romford Station to North Romford) which is a school bus and it operates during school term times only. Route 252 is a high frequency service which runs at every 12 minutes at peak periods ie 10 buses running per hour in both directions.

2. Proposals to improve accessibility for passengers at existing bus stop

- 2.1 Passengers on bus route 252 alight or board in the driveway area of property No. 235, Mawney Road. The conditions at the existing stop are not safe for both mounting and dismounting particularly for elderly passengers with knee arthritis. Bus drivers have often witnessed elderly passengers experiencing difficulties in mounting or alighting buses.
- 2.2 The design guides published by Transport for London require bus stop areas to be 140 millimetres (maximum) above the carriageway level to enable buses to safely dock adjacent to the kerbs. In the case of the existing stop, the driveway is used as a waiting area for passengers. Buses can only lower the platform up to the designed heights, therefore, bus drivers cannot deploy the platforms thus making it difficult for passengers particularly with wheel chairs to board or alight safely.
- 2.3 To overcome the problem, new measures have been designed to provide a hard standing for passengers to wait. The kerb height would be altered to enable buses to park close to the kerb side so that loading ramps can be deployed safely. This would greatly assist wheelchair users and elderly passengers. The proposals are shown on drawing no. QM016-of-502.

3. Alternative measures

- 3.1 Alternative measures were also considered as part of the scheme. Consideration was given to abandon the existing bus stop outside No. 235 with a view that passengers board or alight at other bus stops in the vicinity of the existing bus stop. This option is not viable due to substantial distance the passengers will have to walk, particularly the elderly would be more vulnerable.
- 3.2 There are three bus stops in Mawney Road situated between Marlborough Road and Forest Road. The table below shows locations of existing bus stops, before and after the existing bus stop (ie outside No. 235) and their respective distances in relation to the existing stop.

Location of bus stops in vicinity of stop o/s 235 Mawney Road.	Distance (metres)
Bus stop by Marlborough Road	282
Bus stop by Birch Road	252
Total distance between stops	534

3.3 According to the design guidance published by Transport for London, ideal spacing for bus stops is approximately 400 metres, although a closer spacing in town centres and residential areas is necessary to meet the passenger requirements. If the existing stop is abandoned on safety grounds then the distance between the bus stops would be 534 metres. This distance is considerable for passengers particularly for elderly and London Buses would not exceed the recommended distance. As a result, this option is not viable.

4. Outcome of the consultation

4.1 Following the re-approval in Principle by the Council's Highways Advisory Committee as part of the 2013/14 Local Implementation Plan programme, Streetcare Services proceeded with the design and consultation on the proposals.

4.2 Approximately 50 letters were hand delivered in the consultation area. In addition, London Buses and emergency services (Metropolitan Police, Fire Brigade and London Ambulance). The closing date for receiving any comments was 13th December 2013. By the close of consultation 7 (14%) responses were received and these are summarised below.

5. Summary of consultation responses

The responses are summarised and these are included in Appendix 1 of this report. Some of the objections raised by the respondents are identical, therefore, it is up to the Committee to decide if the proposals are implemented.

6. Conclusions

The current report is submitted to the Committee for the second time as passengers are still experiencing problems at the existing bus stop. The current arrangements at the existing bus stop are not safe for the passengers particularly the elderly.

The proposals will not displace any parking for the residents. There is ample amount of free parking available in Forest Road and other roads in the area. In addition, most residents have garages at the rear side of their properties and have a private alleyway to gain access to them. There are tangible evidences that residents use the garages via the alleyway. It is anticipated that once the hard standing is installed, it will improve safety for passengers at the existing bus stop and comply with the Disability Discrimination Act of 1995.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £10,000, which would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for measures to improve reliability of public transport scheme. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

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

There are no Human Resources implications associated within the scheme.

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, blind and partially-sighted people.

BACKGROUND PAPERS

Scheme project file: QM016 – Bus stop accessibility improvements 2013/14.

Appendix 1

Summary of consultation responses

Summary of consultation responses

1. London Buses (LB) Infrastructure

LB (Infrastructure) deal with the installation of bus stops and shelters in London. They support the proposals.

2. London Buses (Operations)

LB (Operations) deal with operation of bus routes in London. LB support the proposals.

3. Metropolitan Police, Traffic Management Unit

The Traffic Management Unit of Metropolitan Police support the proposals.

4. Mr & Mrs Ozbey have objected to the relocation of the bus stop on the following grounds:

- i) The bus stop is frequently used but only for alighting from buses. Very few passengers board the bus at this stop, therefore, to relocation of the bus stop is not justifiable both in terms of usage and the cost that this project would incur.

Staff comments: London Buses were contacted about the loading and alighting information. LB had provided the survey data of 46 board and 170 alight per day. The data is based for mid- August 2013.

The current proposals do not involve the installation of a new bus shelter. It is only the bus stop flag that would be relocated to meet the accessibility measures.

- ii) To reposition the bus stop and installation of a bus shelter would ruin the outlook from their property and would devalue their property.

Staff comments: The current proposals do not involve installation of a new bus shelter.

- iii) The proposed new location of the bus stop and shelter would be dangerous when driving out of Forest Road as it will be impossible to see when a bus is at the bus stop. This would lead to road traffic accidents. Cars already speed in Mawney Road and dangerously over take parked buses at the existing bus stop.

Staff comments: The visibility splay of vehicles exiting from Forest Road was checked on site in relation with a parked bus. It was noted that the visibility was clear and it would not be detrimental in road safety terms.

- iv) The current bus stop is adequate. The Council should consider making it easier for the elderly and disabled to alight at the current bus stop rather than wasting money on a new bus stop.

Staff comments: The existing location where the passengers currently alight or board is not sufficient to meet the requirements of accessibility for passengers on the following grounds:

- Passengers currently alight or board at a driveway of no. 235 Mawney Road. Buses cannot deploy the ramps to allow safe access for wheel chair users.
 - The section between the drop kerb and the bus stop flag is very short. The distance between the doors (entrance and exit) of a bus is approximately 8 metres. Currently, this is not being met with the guidelines of accessibility, therefore, as a result a modest length of 10 metres is proposed.
- v) Most of their neighbours have converted their gardens to driveways and for those have decided to retain the front gardens does not give the Council the right to install a bus stop outside their properties.
- vi) The respondents moved into their house in March 2010 and this is the second time this issue has repeated in the short space of time. It was dealt with in the past and to keep resurrecting this issue is causing them stress.

Staff comments: The reason the current consultation has come for the second time is because the passengers are experiencing difficulties in boarding, alighting and waiting at a reasonably safe location.

- vii) The respondents have heard that double yellow lines are to be introduced along Mawney Road. This will cause us even more inconvenience as we are frequently unable to park in Mawney Road and Forest Road due to park users. In short the council is discriminating against car owners and home owners.

Staff comments: The parking restrictions are only proposed at this stage and these will not be installed prior to consulting the local residents in the immediate vicinity. Such requests normally come from the local residents and in this case the purpose of the request is to prevent the visitors to King George's Playing Fields from parking indiscriminately in the road.

5. Mr John Kitchen has objected the proposals on following grounds:

- i) There is no need to relocate the existing bus stop as it is only the sunken kerbs need to be repaired which have been compressed into the ground and the resurfacing has left the kerb flat with the road surface. This gives a false effect that there is a dropped kerb. He has further suggested relocating the stop to its original location by Susan Close.

Staff comments: The section of the sunken drop kerbs is not sufficient to accommodate the accessibility zone.

- ii) The stop has been moved further north as compared to the previous public consultation and relocating it further will make it too close to the junction with Forest Road which is a) only a short distance from the next bus stop by Birch Road and b) will be dangerous to traffic exiting from Forest Road as it will severely restrict vision while a bus is parked at the stop.

Staff comments: The visibility splay of vehicles exiting from Forest Road was checked in relation with a parked bus. It was noted that the visibility was clear and it would not be detrimental in road safety terms.

- iii) Mr Kitchen and his wife are retired and both suffer from spinal and arthritis problems. They have never experienced problems getting on or off the bus, as the buses lower their suspension.
- iv) Mr Kitchen is concerned that there will be damage inflicted to his property as he has seen waiting passengers vandalise front garden walls, deposit rubbish into the front gardens where bus stops have been installed outside those dwellings.

Staff comments: Any vandalism to personal property should be reported to the Metropolitan Police.

- v) At the present, buses stopping at the existing stop generate excessive noise and vibrations in their property and moving it closer would exasperate the problem.
- vi) The Council has proposals to provide parking restrictions at this location which will make it necessary for the front garden owners to apply for dropped kerbs for off street parking. The loss of front gardens would have a detrimental impact on the environmental ambience of Mawney Road.

Staff comments: The present position is that the local residents have not been consulted on the proposed parking restrictions. They will have the opportunity to object or provide their comments at the time when they will be consulted.

- 6. Mrs. Coleman has stated that the proposals will make boarding and alighting safer for passengers. She is only concerned about the limited availability of parking as several properties do not have driveways including those close to the existing bus stop, therefore, she has requested more parking bays.

Staff comments: The proposals will not involve substantial loss of parking spaces. Parking works on first come first serve bases and it is not guaranteed that residents will find a parking space directly outside their properties.

- 7. Mr M Ahadi has stated his strong objections for relocating the bus stop outside his house, 237 Mawney Road. By moving the bus stop in front of his property he would be unable to have a drive way to park his car off street.

At present the respondent parks his car in Forest Road which has had several criminal damages. He considers that this could have been prevented if he had the off street parking.

By moving the bus stop in front of his property he would not be able to have drive way, therefore, it would significantly devalue his property.

He further considers that a 24 hour clearway is unnecessary as it would make difficult for him to park away from his property particularly in dropping and picking up shopping for his car.

Staff comments: Information about the drop kerb applications was sourced from the Council's Streetcare (Highways) to check the details about applications received for driveways from the local residents of nos. 237 to 241 Mawney Road. It has been confirmed that the owner of property no. 237, Mawney Road had applied for a drop kerb in 2008 but the owner has not proceeded with the application. Furthermore, since the time when the consultation letters were delivered, the owner has again requested application forms but has not returned them to be processed.

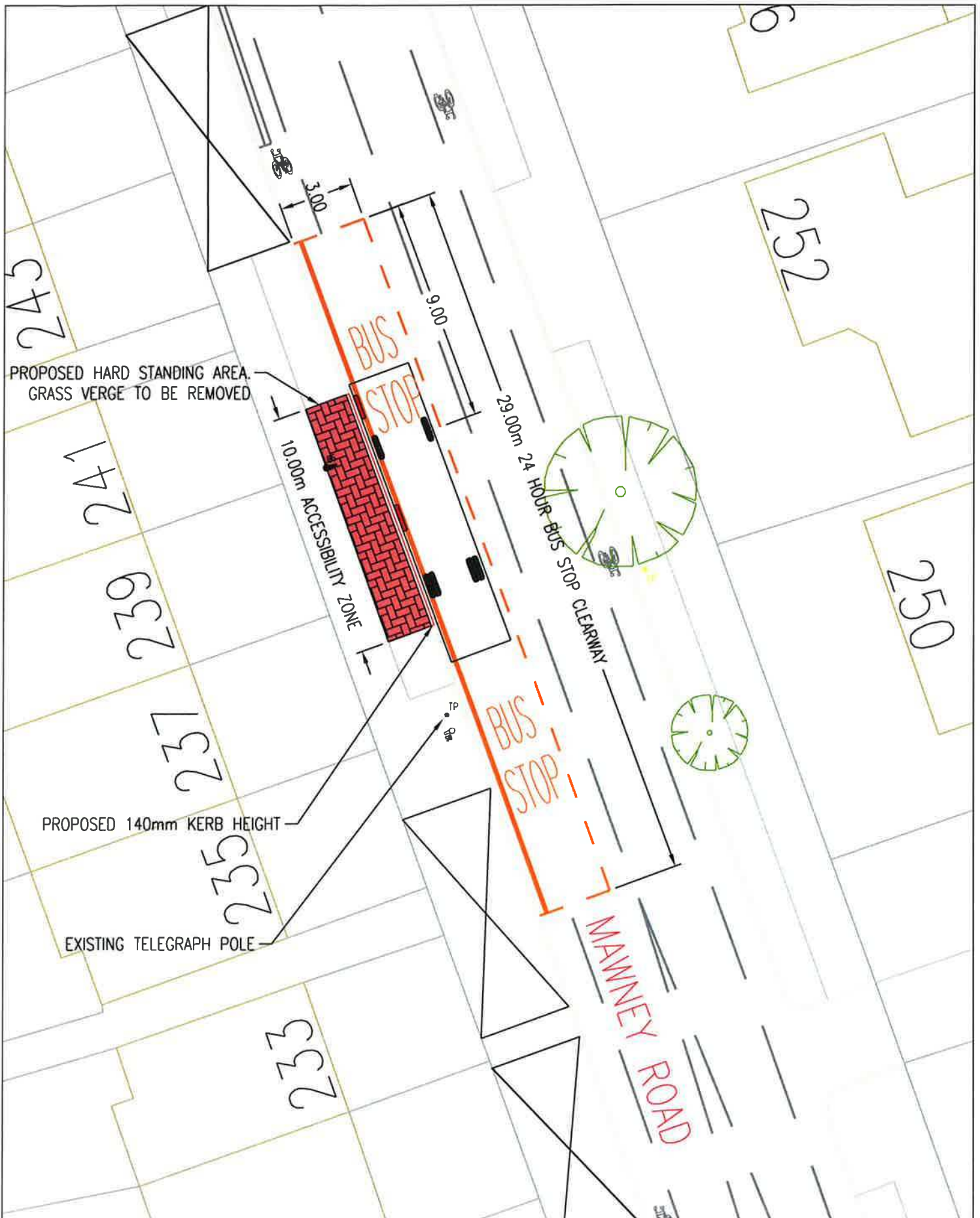
Furthermore, the residents of nos. 235 to 249 have garages at rear side of their properties and they gain access via a private alleyway from Forest Road. Most residents park in those garages and it is reasonable to say that the respondent can safely park his car there.

Appendix 2

Proposed layout drawing

QM016-of-502

This page is intentionally left blank



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROADFORD, RA1 3JH TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE MANNEY ROAD</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MK</p>		<p>APPROVED BY Page 31</p>	
<p>SCALE (AT A4 SIZE) 1:250</p>		<p>DATE 12.12.13</p>		<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAWING No QM016-OF-502</p>	
<p>■ DRAFT ■ ISSUE</p>		<p>REVISION</p>		<p>REVISION</p>		<p>AMENDMENT</p>	
						<p>DATE</p>	

This page is intentionally left blank



HIGHWAYS ADVISORY COMMITTEE

REPORT

14 January 2014

Subject Heading:

**BUS STOP ACCESSIBILITY
UPPER RAINHAM 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 Upper Rainham Road and seeks a recommendation that the proposals be implemented as set out in the report.

The scheme is within **Hylands** 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-301A
 - QM016-OF-302A
 - QM016-OF-303A
2. That it be noted that the estimated cost of £9,000 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 Upper Rainham Road as set out in the following table;

UPPER RAINHAM ROAD		
Drawing Reference	Location	Description of proposals
QM016-OF-301A	South of Bancroft Chase	140mm kerb and associated footway works provided at bus boarding area. Junction radius kerbed to Bancroft Chase tightened. 33 metre bus stop clearway
QM016-OF-302A	Outside 167 to 179	37 metre bus stop clearway Centre-line of carriageway moved west
QM016-OF-303A	Outside 253 to 265	37 metre bus stop clearway Footway widened on west side of street to provide 2-wheels up footway parking bay to assist with on-street parking locally.

- 1.13 Appendix I provides photos of the sites outside 167 to 179 (Drawing QM016-OF-302A) and 253 to 265 (Drawing QM016-OF-303A) whereby parked vehicles prevent buses gaining kerbside access for both sets of loading doors.
- 1.14 Approximately 128 letters were hand-delivered to those potentially affected by the scheme on or just after 18th November 2013, with a closing date of 9th December 2013 for comments (including 110 letters to Bancroft Chase).
- 1.15 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, 5 responses were received which are summarised in Appendix II.
- 2.2 Cllr Galpin was concerned that any proposals did not have footway build-outs associated with them.
- 2.3 London Buses fully support the proposals.

- 2.4 Three residents responded and raised concerns about the length of bus stop clearways, impacts from anti-social behaviour, litter, vandalism and privacy; plus impact on deliveries and loss of green space.

3.0 Staff Comments

- 3.1 In response to Cllr Galpin's concerns, Staff confirmed that no kerb build-outs were proposed as part of the Upper Rainham Road proposals.
- 3.2 The bus stopping positions remain in their historic location. Any alternative location would likely attract similar concerns. The length of clearway reflects the length of road a standard bus requires to enter the bus stopping position with both sets of loading doors within 200mm of the kerb line (see Drawing QB109/00/01B). The parking area on the western side of the street (Drawing QM016-OF-303A) would take a narrow section of mown verge and the trees/hedges would not be affected.
- 3.3 The proposals seek to make existing bus stop accessible where currently on-street parking prevent buses pulling into the kerb.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £9,000 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.

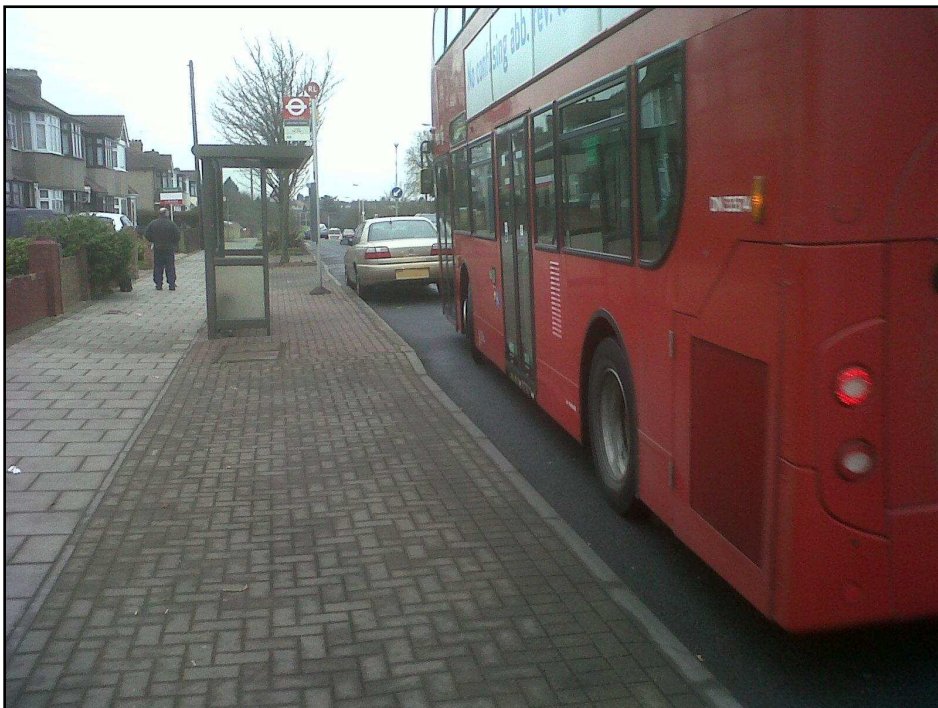
BACKGROUND PAPERS

Project file: QM016, Bus Stop Accessibility 2013/14

**APPENDIX I
SITE PHOTOGRAPHS**



*Photo 1
Outside 167 to 179 Upper Rainham Road
(Drawing QM016-OF-302A)*



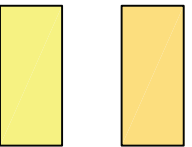
*Photo 2
Outside 253 to 265 Upper Rainham Road
(Drawing QM016-OF-303A)*

**APPENDIX II
CONSULTATION RESPONSES**

Respondent	Drawing Reference & Location	Summary of Comments	Staff Comments
Cllr Georgina Galpin	General	I have no problem about making it easier for any bus user to have an easier time accessing a bus, however, I would have a lot to say, if the areas in Hylands were considered for such a scheme as that in Butts Green Road, which if you were to pass daily, as I do, you will observe and agree has created a very dangerous situation.	Staff confirmed that no kerb build-outs are proposed for the Upper Rainham Road proposals.
Alan Ford TfL London Buses Operations	General	Fully supports proposals.	None.
Georgie Brind Upper Rainham Road	QM016-OF-302A Outside 167 to 179	Regarding bus stop out side 167 upper rainham road after consulting residence we all agree this is not a very good idea and the reasons are numerous input mainly children causing broken windows, rubbish , parking, no access and no privacy we will fight them all the way I am sure there must be other spaces available. And after paying £400 pound for a slope now more unnecessary up evil I hope our valid points are noted.	The bus stopping position remains in its historic location. Any alternative location would likely attract similar concerns.
Mr Farrington Upper Rainham Road	QM016-OF-303A Outside 253 to 265	Why does it needs three bus lengths to stop we only have one bus on this route (that runs when it thinks it will) and what about having something big delivered if nothing can stop outside, this means the deliveries must park half way down the road, for us to get our things delivered. and opposite then is going to lose some green edges or all of	The length of clearway reflects the length of road a standard bus requires to enter the bus stopping position with both sets of loading doors within 200mm of the kerb line.

		the edge, there won't be any green left at all in Havering shortly the council are seeing to that, what with the hundreds of flats being built, what about all the wildlife that live over on that green edge. I hope that the trees aren't going to be pulled up or it's good bye to more birds.	The parking areas would take a narrow section of mown verge and trees/ hedges would not be affected.
Mr Whybrow Upper Rainham Road	QM016-OF-303A Outside 253 to 265	Please can you explain how it is intended to widen the footpath on the opposite side of the road my concern is that you may remove the trees / bushes that screen my property from the noise & site of the skateboard park.	The parking areas would take a narrow section of mown verge and trees/ hedges would not be affected. Resident advised and no further comment received.

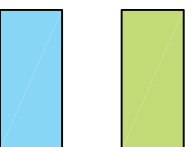
This page is intentionally left blank



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



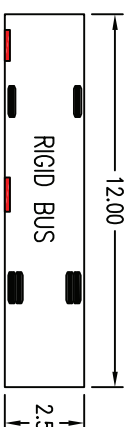
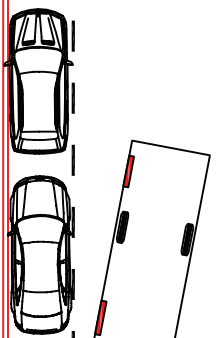
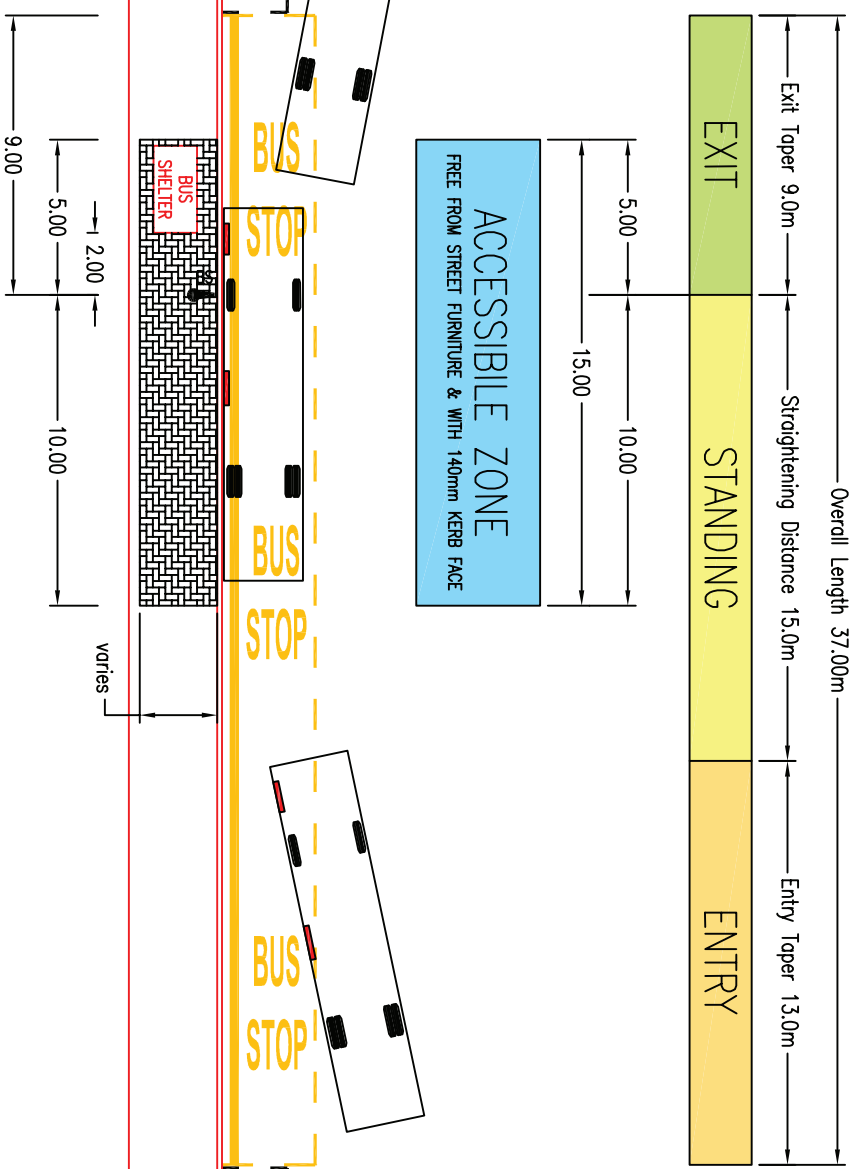
STANDING ZONE
 ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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



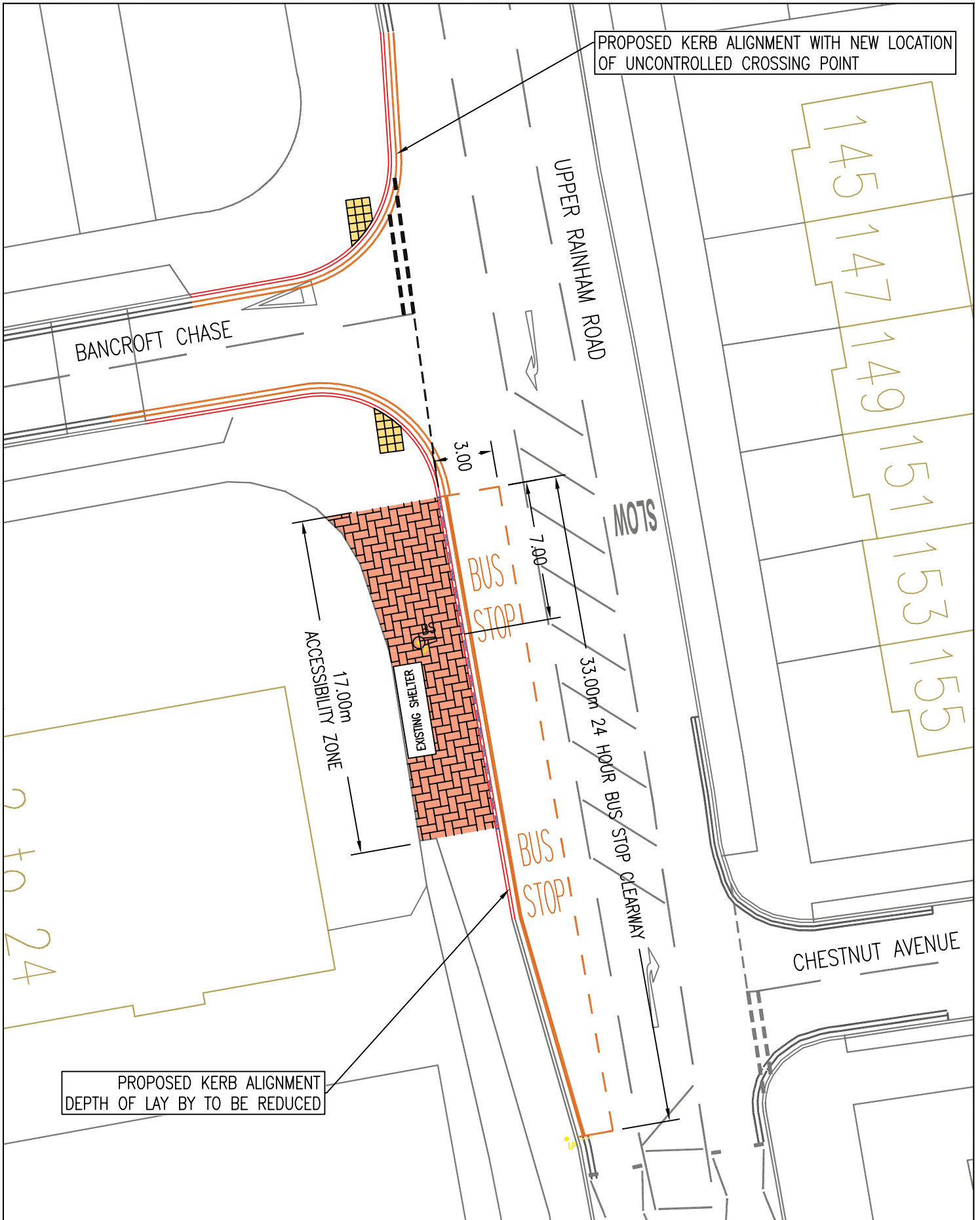
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- NOTES:
- LAYOUTS DETERMINED FROM STEERING GEOMETRY OF BUSES TO ALLOW THEM TO PULL INTO THE KERB WITHIN 200mm, WITHOUT FRONT AND REAR OF BUS OVERHANGING FOOTWAY WHICH COULD POSE A SAFETY ISSUE.
 - THIS IS THE IDEAL LAYOUT AND MAY VARY WITH THE USE OF FOOTWAY BUILD-OUTS (BUS BORDERS) OR OTHER SITUATIONS SUCH AS THE EXIT TO A PEDESTRIAN CROSSING.
 - ANY LAYOUT WHICH DOES NOT CONFORM TO THE IDEAL STANDARD REQUIRES CONSULTATION WITH STREETCARE TRAFFIC & ENGINEERING SECTION.

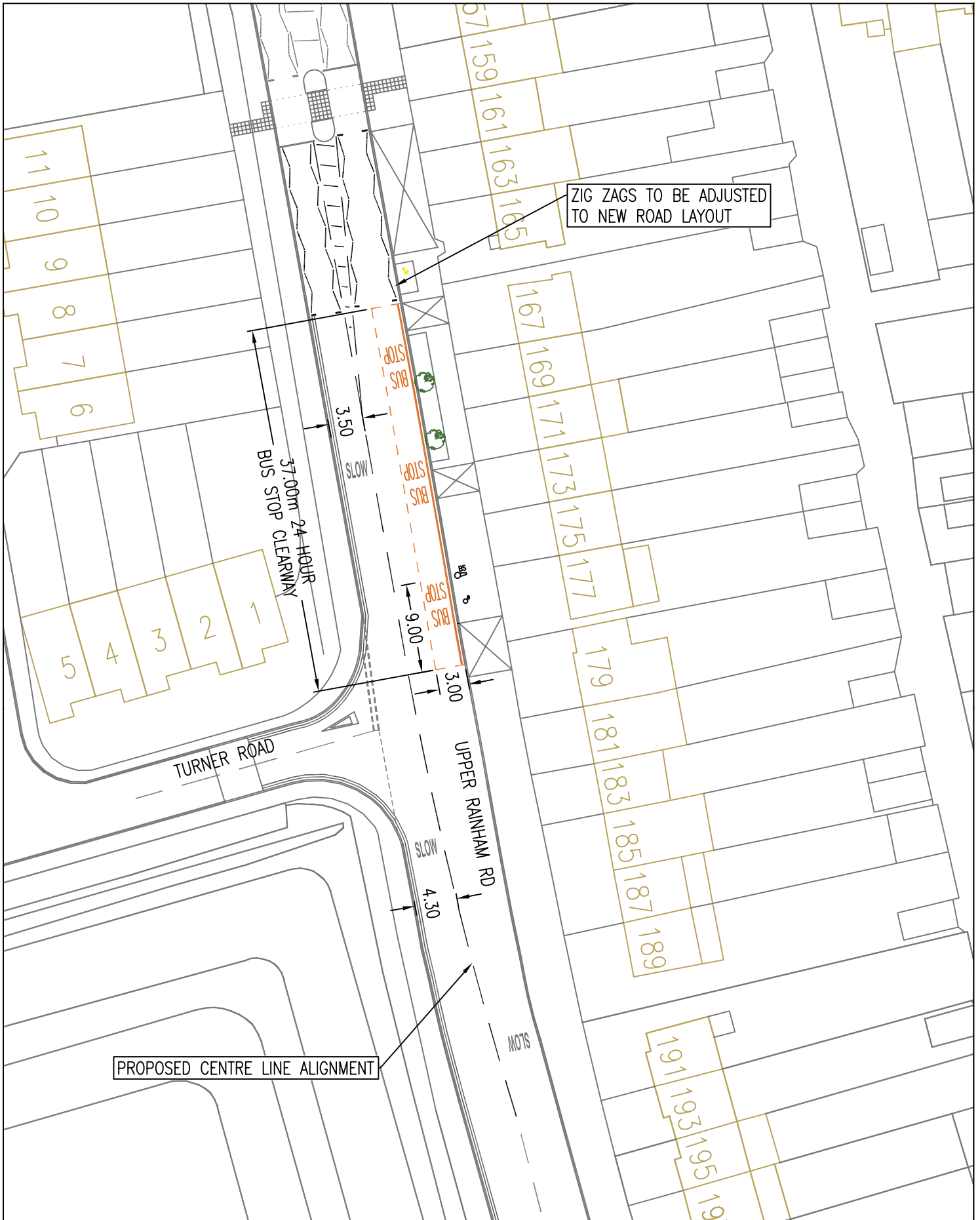
<p>Haverling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		JOB TITLE Haverling Street Design Guide PART 6 – STANDARD DETAILS		DRAWN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

This page is intentionally left blank



<p>Havering LONDON BOROUGH</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>		PURPOSE PROPOSAL			
JOB TITLE BUS STOP ACCESSIBILITY UPPER RAINHAM ROAD		©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.			
DRAWING TITLE ROUTE 252 18377 - CHESTNUT AVENUE		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			
DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:250		ACAD REF:		DRAWING No QM016-OF-301	
DATE 12/07/13		DRAFT		REVISION A	
ISSUE		Sheet Size: A4 (210x297)		REVISION AMENDMENT	
				DATE	

This page is intentionally left blank

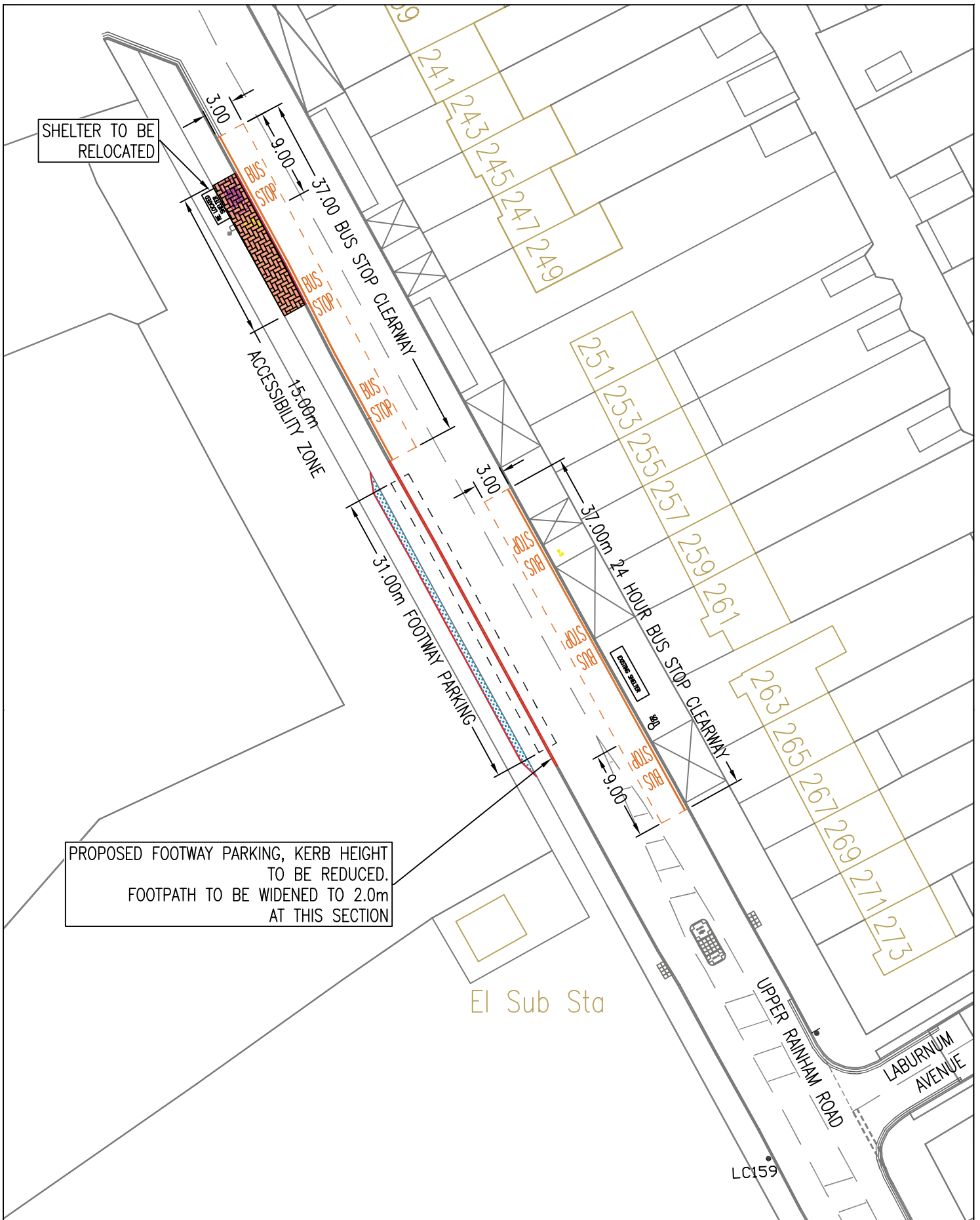


ZIG ZAGS TO BE ADJUSTED TO NEW ROAD LAYOUT

PROPOSED CENTRE LINE ALIGNMENT

<p>Havering LONDON BOROUGH</p> <p>STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE: PROPOSAL</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY UPPER RAINHAM ROAD</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>	
<p>DRAWING TITLE ROUTE 252 18376 - CHESTNUT AVENUE</p>		<p>DRAWN BY RP</p>	<p>CHECKED BY MLP</p>	<p>APPROVED BY MLP</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>	<p>DATE 12/07/13</p>	<p>DRAFT ISSUE</p>	<p>ACAD REF: Sheet Size: A4 (210x297)</p>	<p>DRAWING No QM016-OF-302</p>	<p>REVISION A</p>
		REVISION	AMENDMENT	DATE	

This page is intentionally left blank



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE PROPOSAL			
JOB TITLE BUS STOP ACCESSIBILITY UPPER RAINHAM ROAD		©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			
DRAWING TITLE ROUTE 252 - 18378 & 18379 LABURNUM AVENUE		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500		DATE 12/07/13		DRAFT		ISSUE	
ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QM016-OF-303		REVISION A		REVISION AMENDMENT	
						DATE	

This page is intentionally left blank



HIGHWAYS ADVISORY COMMITTEE

REPORT

14 January 2014

Subject Heading:

**BUS STOP ACCESSIBILITY
STRAIGHT 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 Straight Road and seeks a recommendation that the majority of the proposals be implemented as set out in the report.

Members are also requested to consider objections and make recommendations on two, linked proposals.

The scheme is within **Heaton** 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-37A
 - QM016-OF-38&39A
 - QM016-OF-42A
 - QM016-OF-45A
 - QM016-OF-46A

2. That in relation to the proposed relocation of the bus stops as shown on Drawing QM016-OF-40&41A, the Committee having considered the representations made either;
 - (a) Recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements are implemented; or
 - (b) The proposals be rejected (affecting the northbound and southbound sites as they are linked) and the Head of Streetcare investigates any other possibilities, notwithstanding the general lack of kerb space to create accessible stops.

3. That it be noted that the estimated cost of £20,000 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 Straight Road as set out in the following table;

STRAIGHT ROAD		
Drawing Reference	Location	Description of proposals
QM016-OF-37A	Adjacent to 1c Harrow Crescent	25 metre bus stop clearway
QM016-OF-38&39A	Outside 135 to 141	37 metre bus stop clearway
QM016-OF-38&39A	Outside Natasha Court	33 metre bus stop clearway
QM016-OF-40&41A	Outside 213 to 225	Bus stop relocated from outside 247/249 as current location cannot be made accessible. Proposed location outside 213 to 225 to includes new bus shelter/ bus stop flag outside 219/221 (Dental Practice) and area repaved with kerb adjustments for accessible stop. 37 metre bus stop clearway
QM016-OF-40&41A	Outside Straight Road Flats	Bus stop relocated 30 metres south. Proposed location includes shelter/ bus stop and area repaved with kerb adjustments for accessible stop. 37 metre bus stop clearway
QM016-OF-42A	Outside 238 to 244	25 metre bus stop clearway
QM016-OF-45A	Outside 332/334	Bus stop relocated from outside 352/354 as current location cannot be made accessible. Proposed location outside 332/334 includes new bus shelter/ bus stop flag outside 332 and area repaved with kerb adjustments for accessible stop. 37 metre bus stop clearway
QM016-OF-46A	North of 355	Rearrange bus shelter and bus stop flag. 23 metre bus stop clearway

- 1.13 Appendix I provides photographs of the existing and proposed location of the northbound bus stop shown on Drawing QM016-OF-40&41A. As part of this proposal, the existing south-bound stop would need to be relocated otherwise buses would stop opposite each other.
- 1.14 Approximately 65 letters were hand-delivered to those potentially affected by the scheme on or just after 18th November 2013, with a closing date of 9th December 2013 for comments.
- 1.15 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, 7 responses were received which are summarised in Appendix II.
- 2.2 TfL London Buses felt the resites went a long way to improve accessibility and offered support for the proposals, but they questioned the need to relocate the shelter for the site north of Hailsham Road (as shown on Drawing QM016-OF-46A).
- 2.3 Cllr O'Flynn sought clarification on the consultation process and the originator of the scheme.
- 2.4 4 residents plus the Essence Dental Surgery all objected to the proposed relocation of the northbound stop from outside 247/249 to 213/225 (as shown on Drawing QM016-OF-40&41A). The surgery also provided a 52 signature petition against the proposal.

3.0 Staff Comments

- 3.1 Staff are content that the shelter for the site north of Hailsham Road (as shown on Drawing QM016-OF-46A) can remain where it is currently.
- 3.2 With regard to the proposed relocation of the northbound stop from outside 247/249 to 213/225 (as shown on Drawing QM016-OF-40&41A) and the associated proposed relocation of the southbound stop, residents and the dental surgery have made extensive representations against the proposal.
- 3.3 Staff are content that the layout is reasonable in terms of safety and accessibility and is similar to many stops around the borough. However in considering this proposal, Members will need to consider the need to provide accessible bus stops against the impact on residents and the dental surgery.
- 3.4 The existing northbound bus stop cannot be made accessible, with around 2 metres of non-dropped kerb available. This is not sufficient for two-door bus

operation. There is little opportunity for other locations because of the prevalence of dropped kerbs serving driveways.

- 3.5 The remaining stops are not contentious and Staff recommend that those locations are improved.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £20,000 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 estimated cost is split between £16,000 for the works set out in Recommendation 1 and £4,000 for the works set out in Recommendation 2(b).

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
SITE PHOTOGRAPHS**



*Photo 1
Existing northbound bus stop outside 247/249 Straight Road
(Drawing QM016-OF-40&41A)*



*Photo 2
Proposed northbound bus stop outside
Essence Dental Practice (247/249 Straight Road)
(Drawing QM016-OF-303A)*

**APPENDIX II
CONSULTATION RESPONSES**

Respondent	Drawing Reference & Location	Summary of Comments	Staff Comments
Matthew Moore TfL Buses Infrastructure	General & QM016-OF-46A Outside North of Hailsham Road	The re-sites in this scheme go a long way to improving accessibility along the road. The only one I would like to question is the stop and shelter re-site on drawing 46 as the stop and shelter are already fully accessible	Staff are satisfied that existing shelter can remain in its current position.
Alan Ford TfL Buses Operations	General.	London Buses supports the proposals.	
Cllr Denis O'Flynn Heaton Ward	Not specified.	<p>I am in receipt of your consultation information letter which sets out your proposals and I would like to know just what form the consultation will take.</p> <p>I have had phone calls from residents who will be adversely effected by your proposals if they go ahead.</p> <p>Will you have a meeting with residents and listen to their objections and will I and my colleagues be notified of such a meeting.</p> <p>Finally, can I ask are those proposals a Havering initiative or TFL brain child</p>	<p>Staff responded that views from residents in response to the proposals are being invited and that the scheme will be ultimately considered by HAC.</p> <p>Staff confirmed that proposals are Havering-led, but in response to the Mayor of London's desire to make all bus stops in London fully accessible.</p>
Mr & Mrs Waiby	QM016-OF-40&41A Outside	Opposes proposal. Has Council considered traffic volume accessing dental surgery 5 days a week. Two schools are on this side of the road and people getting off the bus	HAC will need to balance the views of residents affected by a proposed bus stop position,

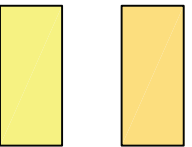
	213 to 225	<p>would have to contend with cars getting into and out of the dentist.</p> <p>There is a drive either side of the proposed bus stop restricting the views for residents getting in and out of their driveways. If buses do not stop in right place, people will be getting off on residents' drive.</p> <p>With volume of traffic using Straight Road, they will have to overtake the bus with bollards in the road that children use to cross Straight Road to get onto Myrtle Road side.</p> <p>Concerned about noise, rubbish and disturbance.</p>	<p>against providing an accessible facility for all bus users.</p>
Satvir Atkar Essence Dental Clinic	QM016-OF- 40&41A Outside 213 to 225	<p>Comments provided as below, together with a 52 signature petition against the proposals.</p> <p>We write with regards to the above matter in which I note that the council is proposing to erect a bus shelter outside the dental practice. We wish to notify you of our outright objection to this proposal for the following reasons:-</p> <p>1) The proposed location of the bus shelter is not suitable. The bus shelter blocks the forecourt which is intended as a patient car park. This causes a huge inconvenience to our patients who expect the provision of a car parking facility within their NHS practice.</p> <p>2) It should be noted that as an NHS practice we treat numerous patients a large number of which are the elderly and the disabled. These patients require</p>	<p>HAC will need to balance the views of residents affected by a proposed bus stop position, against providing an accessible facility for all bus users.</p> <p>The surgery was expanded following a grant of planning consent in 2009, but an application to extend the vehicle access across the whole frontage has not been made since. Much of the off-street parking is currently accessed by people driving over the footway.</p>

		<p>unrestricted, suitable and safe access to the practice which is also a requirement of the CQC. Blocking our car park with a bus shelter prohibits us from providing patients with the facilities they require and demand. It also affects our level of compliance with the CQC regulations.</p> <p>3) We would emphasise that we are a very busy practice with a high turnover of patients in a day. This includes the elderly and school children. Buses stopping at such close proximity to the practice is a major safety concern.</p> <p>4) The privacy of our patients will be infringed by placing a bus shelter immediately outside the practice. The front of the practice houses a reception/ waiting area and a fourth surgery which will be operating from January onwards. Patients require treatment in a private and tranquil environment. Waiting bus users will naturally look in from the shelter and from the upper deck of buses. This infringes upon our patients privacy and is completely unacceptable.</p> <p>6) There is also a deep concern about the level of noise that will be generated. In addition there is a risk of vandalism which will only distress nervous patients furthermore deterring them from seeking the help that they require. A bus shelter will simply cause unreasonable and unnecessary disturbance to patients.</p> <p>5) As a dental surgery we expect frequent deliveries of a large amount of stock; dental materials and large pieces</p>	
--	--	---	--

		<p>of dental equipment. Vans used for delivery require direct access to the practice in order to load and unload such large and heavy pieces of dental equipment. This operation can only be carried out safely in the practice forecourt.</p> <p>As suggested by yourself we are more than happy to submit a planning application to drop the kerb for full access into the forecourt. We would also have no objection to paying for the costs of the work. Please advise us as to when this application should be made.</p> <p>We would strongly advise the council to revise their plans which at present are inappropriate. Taking away the use of our forecourt will impair the functioning of our practice which is intended to serve the local community. We would suggest that if the relocation of the bus shelter is indeed a necessity then it should be relocated outside a residential property where it may be considered a convenience.</p>	
Mrs Constantine	QM016-OF-40&41A Outside 213 to 225	<p>Proposals will make access to property more horrendous as it already is with the parking in front of the dentist. Resident is a full-time carer for husband who uses a wheelchair and need constant access to property for ambulances, doctors and nurses.</p> <p>Proposal will mean night buses shake property when they stop outside. There will be drunk people from Romford using residents' alleyways as a urinal with rubbish from McDonalds, congregations of teenagers using the bus stop as a hangout.</p>	HAC will need to balance the views of residents affected by a proposed bus stop position, against providing an accessible facility for all bus users.

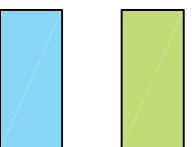
		<p>Proposal will disturb sleep and devalue property. Bus stop should be moved outside Hilldene School or the church where no residents will be affected. Council should provide compensation to residents.</p> <p>Scheme would cause a blind spot for children crossing at pelican crossing up the road, cars would overtake buses and would not have full vision and cause an accident.</p>	<p>This location would be 130 metres to the next northbound stop which is considered too close in operational terms.</p> <p>The pelican crossing is 215 metres north of site.</p>
Mrs Pavitt	QM016-OF-40&41A Outside 213 to 225	<p>Objects as proposal would create greater congestion outside property and make it difficult for cars to gain entry. It will make access to property hazardous when driving out when buses stop.</p> <p>There is a traffic island 20 yards from the proposed bus stop. Traffic passing buses will be a danger to people crossing at this island. Many people use this crossing on their route from the local primary school and buses stopped at the island will obscure the view of motorists.</p> <p>Resident concerned that a serious accident will occur if the plans are implemented, particularly during the winter months.</p> <p>The bus stop will result in litter and cigarette ends being thrown and blown in front of property. Already have to put up with litter from people leaving McDonalds.</p>	<p>HAC will need to balance the views of residents affected by a proposed bus stop position, against providing an accessible facility for all bus users.</p> <p>The traffic island is 30 yards away and forward visibility is satisfactory.</p>

This page is intentionally left blank



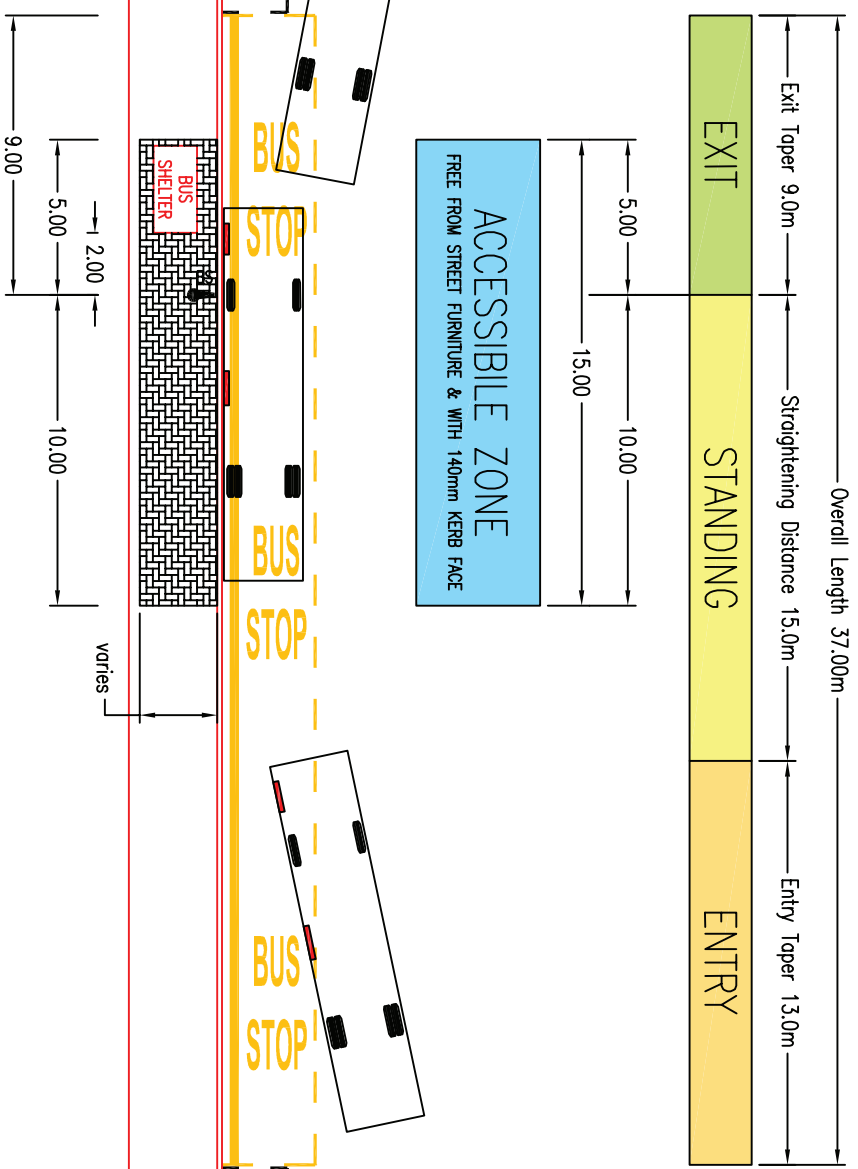
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

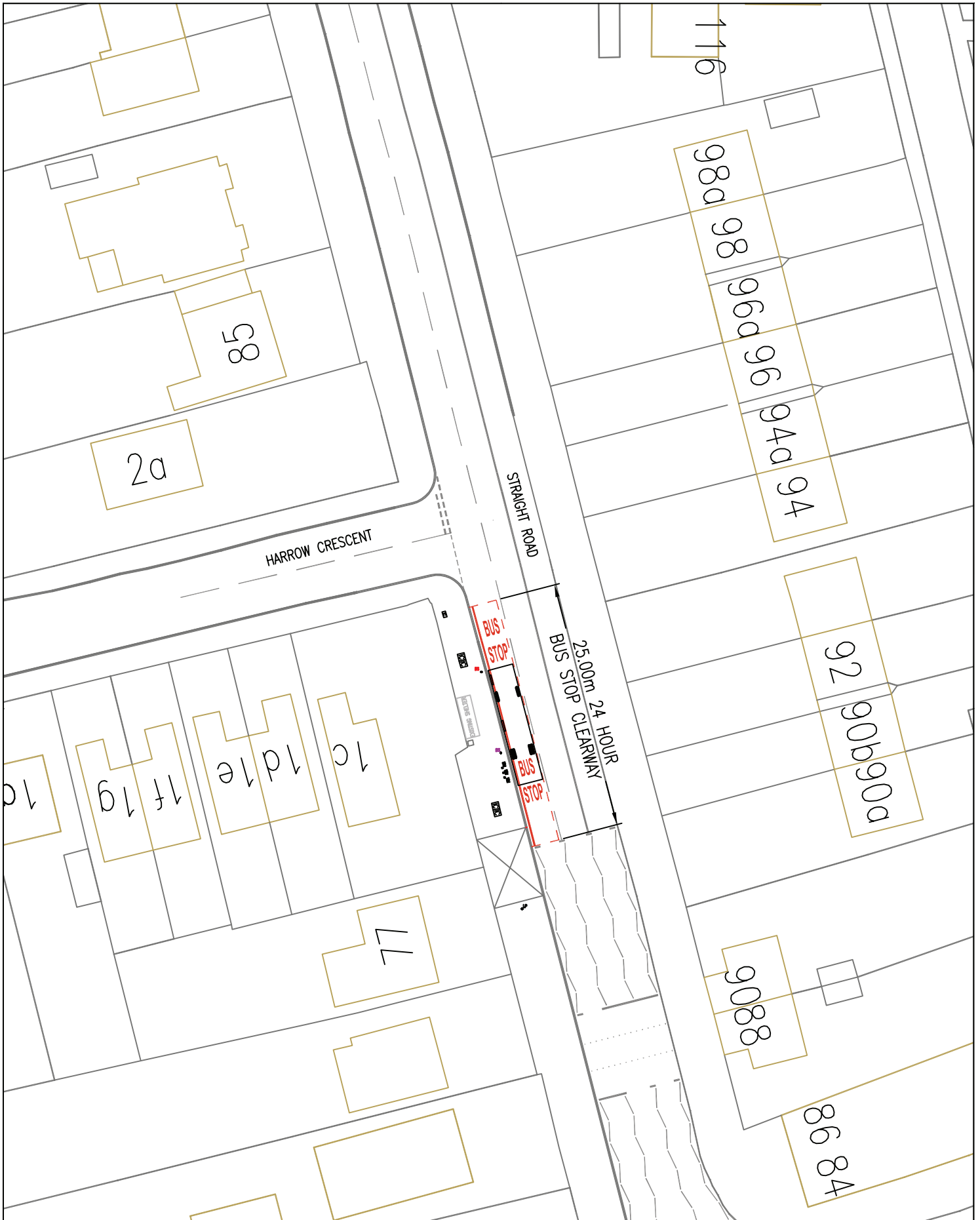
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- NOTES:**
- LAYOUTS DETERMINED FROM STEERING GEOMETRY OF BUSES TO ALLOW THEM TO PULL INTO THE KERB WITHIN 200mm, WITHOUT FRONT AND REAR OF BUS OVERHANGING FOOTWAY WHICH COULD POSE A SAFETY ISSUE.
 - THIS IS THE IDEAL LAYOUT AND MAY VARY WITH THE USE OF FOOTWAY BUILD-OUTS (BUS BORDERS) OR OTHER SITUATIONS SUCH AS THE EXIT TO A PEDESTRIAN CROSSING.
 - ANY LAYOUT WHICH DOES NOT CONFORM TO THE IDEAL STANDARD REQUIRES CONSULTATION WITH STREETCARE TRAFFIC & ENGINEERING SECTION.

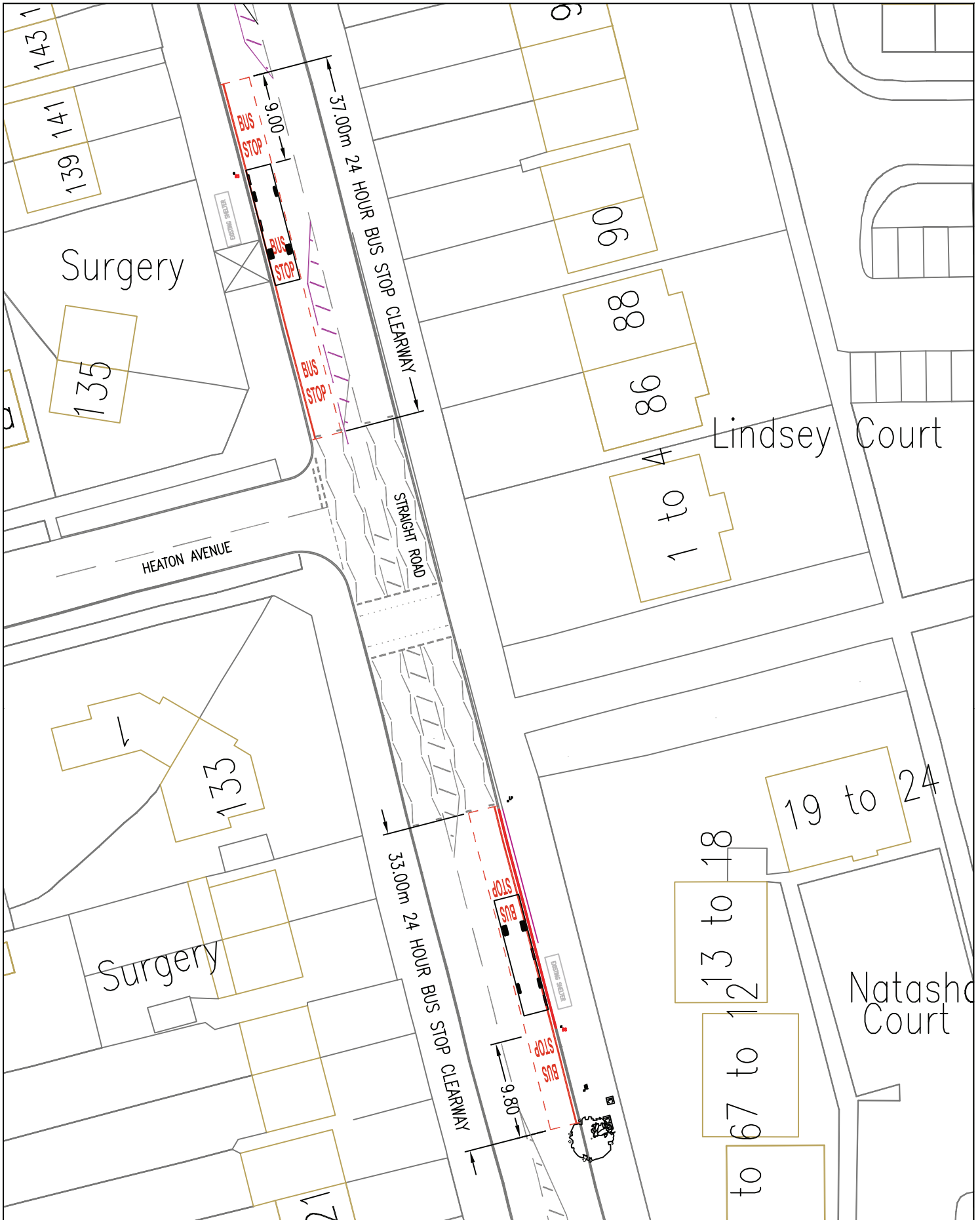
<p>Haverling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>PURPOSE</p>		<p>INFORMATION</p>	
<p>DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1</p>		<p>SCALE (AT A4 SIZE) N.T.S.</p>		<p>DATE MAY 10</p>		<p>DRAFT <input type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE</p>		<p>REVISION</p>		<p>DRAWING UPDATE</p>		<p>DATE FEB 04</p>	
<p>ACAD REF: Part 6 – Standard Details</p>		<p>DRAWING No. QB109/00/01</p>		<p>REVISION B</p>		<p>REVISION A</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>	
<p>Sheet Size: A4 (297x210)</p>		<p>©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haverling 100024327</p>									

This page is intentionally left blank



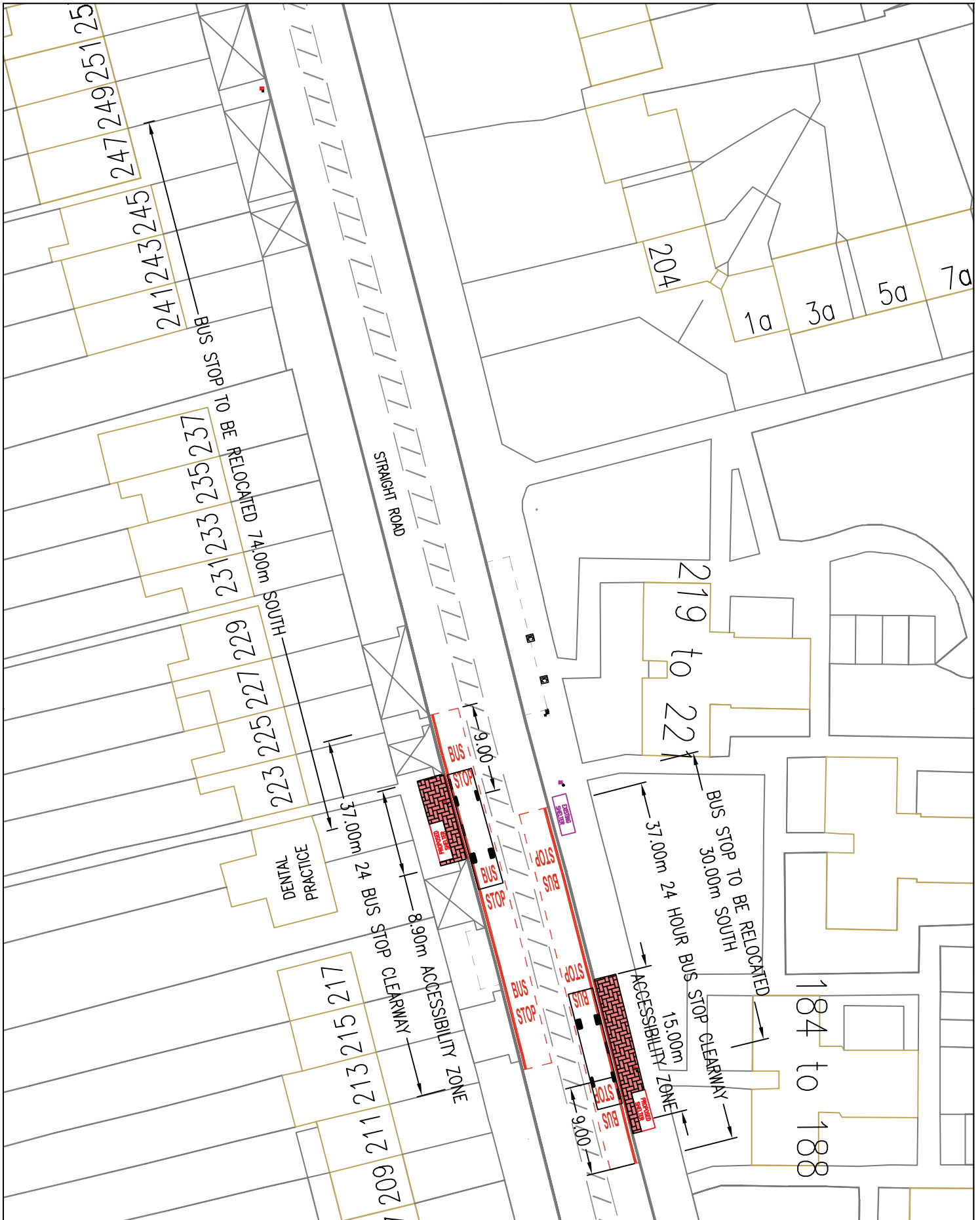
Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE PROPOSAL			
JOB TITLE BUS STOP ACCESSIBILITY PROGRAM 2013/14		©COPYRIGHT This 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			
DRAWING TITLE STRAIGHT ROAD FARRINGTON AVENUE (20071)		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500		DATE 19.08.13		DRAFT		ISSUE	
ACAD REF:		DRAWING No QM016-OF-37		REVISION A		REVISION	
Sheet Size: A4 (210x297)		Page 71		AMENDMENT		DATE	

This page is intentionally left blank



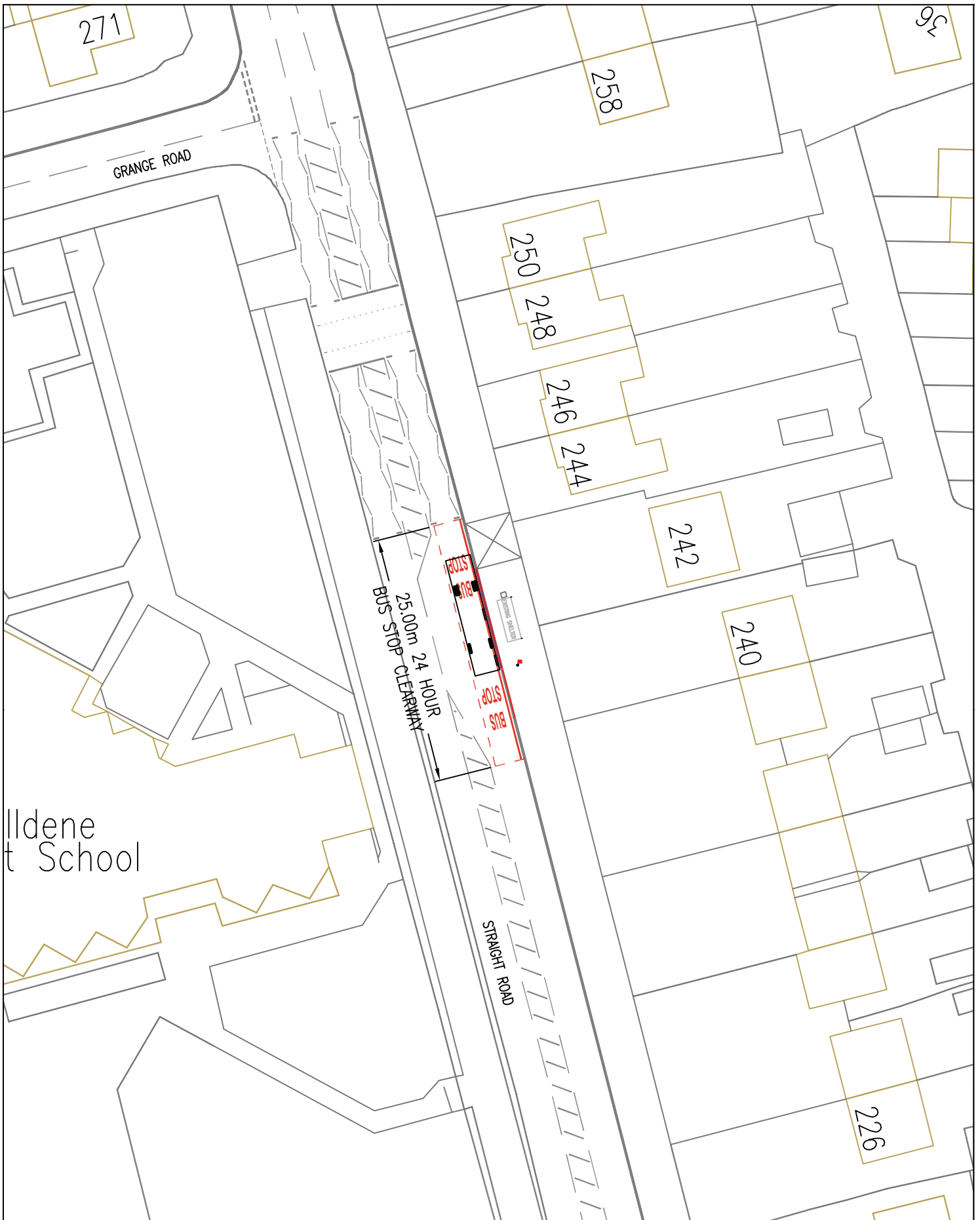
Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE PROPOSAL			
JOB TITLE BUS STOP ACCESSIBILITY PROGRAM 2013/14		©COPYRIGHT This drawing belongs 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			
DRAWING TITLE STRAIGHT ROAD HEATON AVE (20069 & 20070)		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500		DATE 19.08.13		DRAFT		ISSUE	
ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QM016-OF-38&39		REVISION A		REVISION	
				AMENDMENT		DATE	

This page is intentionally left blank



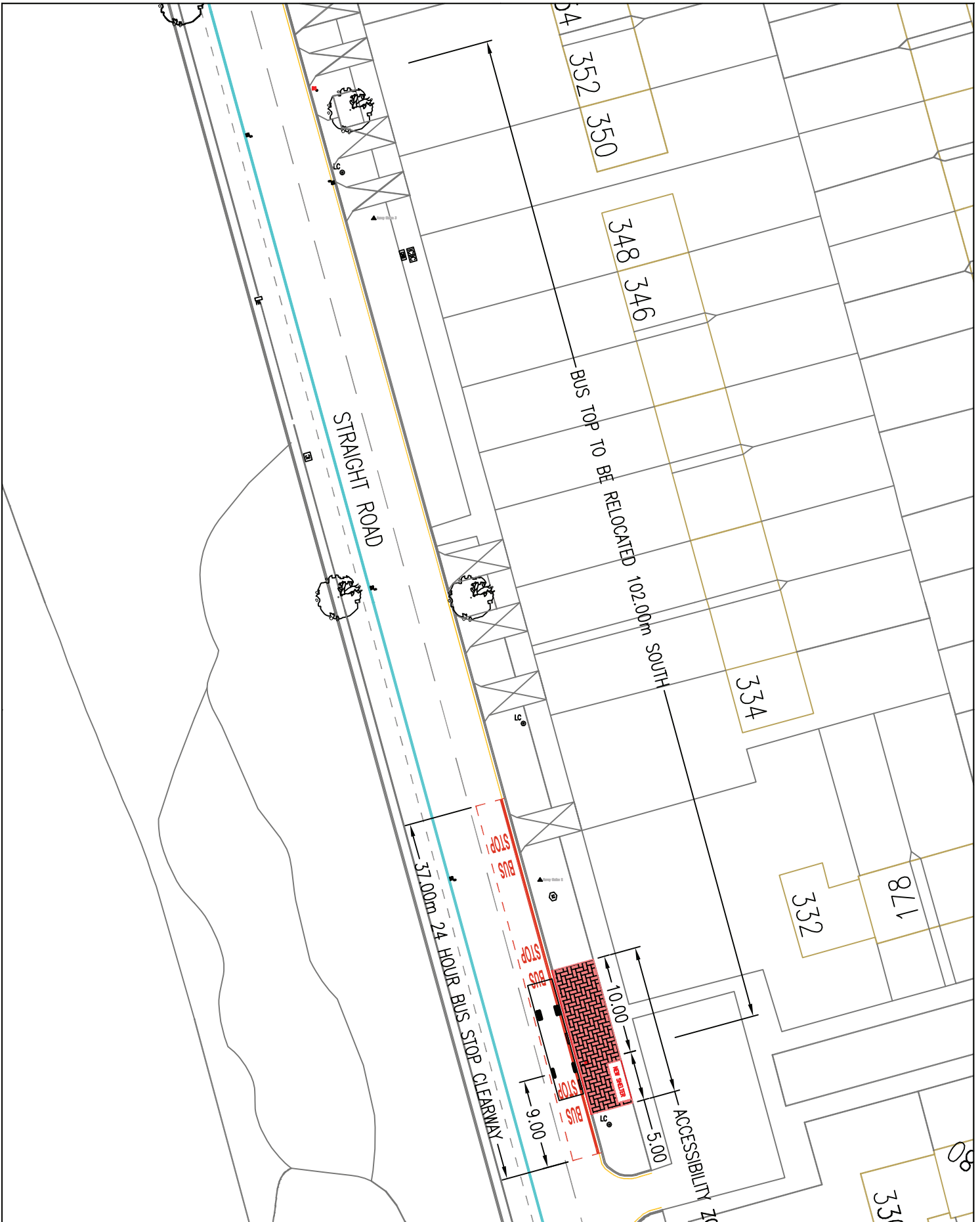
Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE PROPOSAL			
JOB TITLE BUS STOP ACCESSIBILITY PROGRAM 2013/14		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.					
DRAWING TITLE STRAIGHT ROAD MYRTLE RD (20067 & 20068)		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					
SCALE (AT A4 SIZE) 1:500		DATE 19.08.13		DRAFT <input type="checkbox"/>		ISSUE <input type="checkbox"/>	
ACAD REF: Sheet Size: A4 (210x297)		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP	
DRAWING No QM016-OF-40&41		REVISION A		REVISION		AMENDMENT	
						DATE	

This page is intentionally left blank



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE PROPOSAL	
JOB TITLE BUS STOP ACCESSIBILITY PROGRAM 2013/14		©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.			
DRAWING TITLE STRAIGHT ROAD GRANGE RD 20065		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			
SCALE (AT A4 SIZE) 1:500		DATE 19.08.13		REVISION AMENDMENT	
DRAFT ISSUE		ACAD REF: Sheet Size: A4 (210x297)		DRAWN BY RP	
		CHECKED BY MLP		APPROVED BY MLP	
		DRAWING No QM016-0F-42		REVISION A	
		Sheet Size: A4 (210x297)		REVISION AMENDMENT	
				DATE	

This page is intentionally left blank



Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

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

PURPOSE PROPOSAL

©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.

JOB TITLE
**BUS STOP ACCESSIBILITY PROGRAM
2013/14**

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327

DRAWING TITLE
STRAIGHT ROAD
ST URSULAS SCHOOL

DRAWN BY RP CHECKED BY MLP APPROVED BY MLP

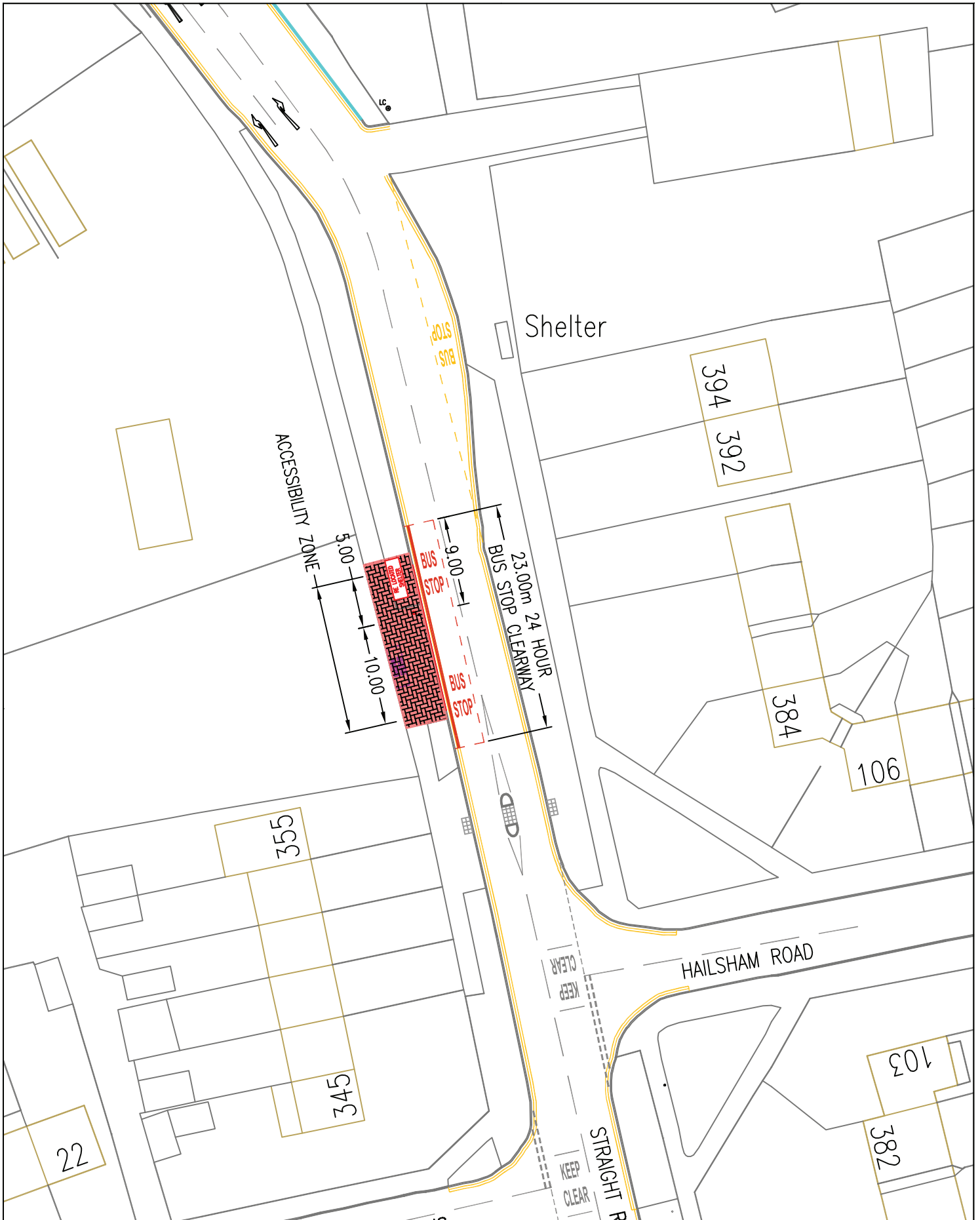
SCALE (AT A4 SIZE) 1:500 DATE 19.08.13

ACAD REF: DRAWING No QM016-0F-45 REVISION A

DRAFT ISSUE

REVISION AMENDMENT DATE

This page is intentionally left blank



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE PROPOSAL			
JOB TITLE BUS STOP ACCESSIBILITY PROGRAM 2013/14		©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.					
DRAWING TITLE STRAIGHT ROAD HAILSHAM RD 20061		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					
SCALE (AT A4 SIZE) 1:500		DATE 19.08.13		DRAFT <input type="checkbox"/>		ISSUE <input type="checkbox"/>	
ACAD REF: Sheet Size: A4 (210x297)		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP	
DRAWING No QM016-0F-46		REVISION A		REVISION		AMENDMENT	
						DATE	

This page is intentionally left blank



HIGHWAYS ADVISORY COMMITTEE

REPORT

14 January 2014

Subject Heading:

**Proposed 20mph zone for the
Highfield Road Area, Collier Row**

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 report sets out the responses to a consultation for the provision of speed humps and extension of a 20mph zone and seeks a recommendation that the proposals be implemented as set out in the report.

The scheme is within **Havering Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the traffic calming speed hump proposal and Option 1 Burland Road junction set out in this report and shown on the following drawings are implemented;
 - QK073/OA/01.A
 - QK073/OA/02.B
 - QK073/OA/03.A
2. That it be noted that the estimated cost of £30000 for implementation will be met by the Highfield Road Traffic Calming S106 contribution connected with Planning Consent Reference P0127.10 (redevelopment of the Hampden Lodge site).

REPORT DETAIL

1.0 Background

- 1.1 Highfield Road is over one kilometre long, running from Clockhouse Lane, north-eastwards ending in a cul-de-sac. There are several 'T' junctions along its length and a crossroad junction with Burland Road, 210 metres from Clockhouse Lane and which lies east and west of Highfield Road. For the funds available, the part of road considered by this report runs from Clockhouse Lane up to the junction with Hillrise Road.
- 1.2 Along this length and in Burland Road, there are footway parking bays 1.0 metre deep. Highfield Road and Burland Road are an average of 7.4 metres wide. Footway parking is present in these streets and it can create the potential for conflict between pedestrians and vehicles driving onto the footway.
- 1.3 At the Burland Road cross roads, either side of the junction, are pedestrian refuges. These are essential to enable pedestrians to cross the road in two halves as the width of Burland Road at these points is 14 metres. The radii are so large that many vehicles were observed by staff turning left into Highfield Road whilst looking right, without having to lose too much speed. There is also room at the give way line for one vehicle to drive ahead whilst another waits to turn left, adding to the amount of vehicles pedestrians must negotiate.
- 1.4 Residents have commented that anti-social youths have a tendency to maliciously damage the bollards on their way home at night. Records show these have been repaired several times over the last two years.

- 1.5 Clockhouse Primary school fronts Clockhouse Lane opposite the junction with Highfield Road. Highfield Road and Burland road are popular roads for parents to park in, in the morning and afternoon. A 20mph zone has recently been implemented in Clockhouse Lane as part of the Council's casualty reduction program.
- 1.6 Wembley Close was the site of Hampden Lodge residential care home, recently developed into houses and flats. It lies within this new 20mph zone but was unadopted at the time of implementation. It was adopted on 1st October 2013 and the proposed inclusion of Wembley Close in the 20mph zone was advertised as part of this Highfield Road scheme. S106 funding was made available for a traffic calming scheme on occupation of the development.
- 1.7 Some residents in the part of Highfield Road between Burland Road and Clockhouse Lane have been campaigning for traffic to be calmed in their length of road for several years. There is a bend on part of the road and residents have concerns about the speed of traffic and the tendency for drivers to drive on the wrong side of the road.
- 1.8 Staff met with Councillor Binion and a resident in January 2012 to discuss the issue of speeding traffic and possible solutions that would be investigated and consulted.
- 1.9 In the four years to July 2013 there was one collision, which was fatal. This occurred at the junction of Highfield Road and Burland Road. A car was travelling south along Highfield Road and was in collision with a moped travelling west to east along Burland Road which failed to give way. It would appear from the Accident Report that traffic calming would not have prevented this collision although this is impossible to prove.

2.0 Proposal

- 2.1 It is proposed to extend the newly installed 20mph from Clockhouse Lane into: Highfield Road up to a point 15m south of the junction with Hillrise Road; Burland Road up to a point 15m east of Felstead Road and Highfield Close. A 20mph zone needs to be self enforcing and so humps will be provided at approximately 70metre centres in Highfield Road and Burland Road. No hump is proposed in Highfield Close being a relatively short cul-de-sac. Wembley Close off Clockhouse Lane has been included in the proposed zone.
- 2.2 It is proposed to remove the footway parking to provide extra space for pedestrians on a busy school route and to further help reduce traffic speed.
- 2.3 Two options were included in the consultation for the Burland Road cross road. Option 1 is for the removal of the pedestrian refuges and reduce the size of the radii from 14 metres to 6 metres. This reduces the width of Burland Road at the pedestrian crossing point from 14 metres to about 7.9

metres. The added benefit of this option is that south bound pedestrians crossing outside number 31 will have much better visibility of oncoming traffic from Burland Road (west): pedestrian visibility is currently obscured by a garden wall and trees.

- 2.4 The removal of the illuminated bollards will also negate future energy and maintenance costs.
- 2.5 Alternatively, Option 2 would not change the radii but widen the existing refuges to 1.8m creating a larger area for pedestrians to stand. This option does not help to slow down the left turning traffic nor improve pedestrian visibility.

3.0 Outcome of Public Consultation

- 3.1 Two hundred and twenty letters and drawings were hand delivered to residents in the affected roads. Traffic notices were posted on site and in the Romford Recorder. Eight responses were received and one of these did not even mention the scheme in question. All responses are summarised in Appendix II.
- 3.2 No responses were received from the emergency services.
- 3.3 The residents at no. 31 requested a meeting with staff to explain how the scheme would affect their vehicle crossover. The drop kerb to the crossover will be reduced to make it square to the realigned radius and wholly within Highfield Road. The residents were content with this. They also preferred the idea of removing the refuges as they commented on the bollards being regularly targeted by vandals. However, following this meeting, no written comment was received.
- 3.4 Two residents would like to see double yellow lines extended around bends and near the junction with Clockhouse Lane because drivers have to overtake parked cars and cross onto the wrong side of the road.
- 3.5 One resident requested speed humps along the rest of Burland Road. One asked for a hump in Highfield Close and one asked why the rest of Highfield Road was not included.
- 3.6 One resident suggested changing the give way markings to a stop line at the Burland Road junctions.
- 3.7 Two residents preferred Option 1 removing the refuges and tightening the radii at the Burland Road junction. One resident liked the idea of tightening the radii but also keeping the refuges.
- 3.8 One comment was received from the local CTC representative. He welcomes 20mph zones as a benefit to cyclists but would like to see the hump ramps formed in a sinusoidal or curved/wave shape, as would a resident.

- 3.9 Two residents objected on grounds of noise, vibration, affect on emergency response times. One questioned why the steepest part of the road was not included and one asked why it was not restricted to Highfield Road south of Burland Road only and the Burland Road junction made into a raised table.

4.0 Staff Comments

- 4.1 Consideration of parking restrictions were not considered as part of this scheme. Parking restrictions on bends on Highfield Road might have the affect of increasing speeds.
- 4.2 With respect to the request for extra humps, they cannot be considered because of funding constraints.
- 4.3 At the Burland Road junction, the preferred option is to remove the refuges which allow for the reduction in size of radii. This will then bring the junction size more in line with most other residential junctions. The tighter radius means the drivers will have to decrease their speed on approaching the junction, thereby negotiating left turns slower. It also brings further into the driver's view, the pedestrian crossing point. Pedestrians will lose the advantage of being able to cross the road in two halves however the distance to cross is almost halved. There is a pedestrian refuge at the Burland Road junction with Clockhouse Lane.
- 4.4 Stop lines at this junction are regulated by the Department of Transport and would not be approved because visibility is adequate.
- 4.5 Humps do have the potential to generate low frequency vibration.
- 4.6 We had no response for the emergency services however this scheme is in the centre of a residential area. As such, it is reasonable to expect that vehicles are driven to suit the conditions of the particular road.
- 4.7 To make the Burland Road/Highfield Road junction a raised table would cost as much as all of the humps put together and so the hump scheme can traffic calm a larger area.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £30000 for implementation will be met by the Highfield Road Traffic Calming S106 contribution connected with Planning Consent Reference P0127.10 (redevelopment of the Hampden Lodge site). The contribution was paid on 6th October 2011 and must be utilised within five years.

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:

20mph zones and road humps require public consultation before a decision can be made on implementation.

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.

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.

BACKGROUND PAPERS

Project file: QK073, Highfield Road Traffic Calming

APPENDIX I DRAWINGS

- QK073/OA/01.A – Public Consultation Highfield Road area
- QK073/OA/02.B – Public Consultation Burland Road - Options
- QK073/OA/03.A – Inclusion of Wembley Close into 20mph Zone

**APPENDIX II
CONSULTATION RESPONSES**



StreetCare – Culture & Community

Highfield Road - Traffic Calming & 20mph zone (including Wembley Close 20mph)

START DATE: 21.10.13 - CLOSING DATE: 22.11.13

Page 90

Response details				Views			Comments
	Date	Name	Address	Object	Agree	?	
1	23.10.13	Resident 1	Wembley Cl			*	Request for DYL in Wembley Close, comments unrelated to the scheme.
2	26.10.13	Resident 2	Highfield Cl		*		Thinks DYL required on all bends as drivers cross over centreline to drive past parked cars. Additional humps outside 74 and closer to all approaches to Burland Rd junction because drivers do not look properly when using junction.
3	5.11.13	Resident 3	Burland Rd		*		Delighted with proposals. Thinks vehicles will speed along the uncalmed length of Burland Rd and would like an additional hump. Prefers Option 1 the removal of refuges at cross roads and tightening of radii. Refuges are regularly vandalised.
4	12.11.13	Resident 4	Highfield Rd		*		Endorses the proposals. Residents have been campaigning for a while. Prefers Option 1 the removal of refuges at cross roads and tightening of radii to slow turning traffic.

Response details				Views			Comments
Date	Name	Address	Object	Agree	?		
5	13.11.13	Resident 5	Highfield Cl	*		100% in favour. Thinks humps should be sinusoidal. Would prefer a stop line at Burland Road with tightened radii but also wants the refuges to remain. Thinks there should be DYL on the bends. Vehicles speed along Highfield Cl and would like a hump here too.	
6	21.11.13	Resident 6	Highfield Rd	*		Objects because of noise, vibration, affect on emergency response times, vehicle emissions, costly. Why are humps not proposed for the steepest part of Highfield Rd? Waste of money.	
7	21.11.13	non-resident	-	*		From a cyclist point of view, welcomes the 20mph zone but request sinusoidal ramps.	
8	25.11.13	Resident 7	Highfield Rd	*		Objects because of: noise, risk of vehicle damage, 20mph zone should be between Burland and Clockhouse, vibration, affect on emergency response times, detrimental to environment, costly. Burland Road junction should be a raised table. Hump should be at no. 11. Waste of money.	
220	Letters posted to residents & businesses. (Parents of Oakfields emailed by the school.)			2	5	1	
8	RESPONSES RECEIVED BY CLOSE OF SURVEY						
							25.0%

This page is intentionally left blank



PURPOSE OA

COPYRIGHT
This drawing is the property of the author and is not to be reproduced without their written permission.

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction is prohibited. London Borough of Havering 10/02/03/27

NOTES



Proposed round-top speed hump 7.5m x 3.7m long.

Extent of 20mph zone:
Highfield Road from Clockhouse Lane to 15m southwest of Hillrise Road; Burland Road from Clockhouse Lane to 15m west of Felstead Road; Highfield Close and Wembley Close, (off Clockhouse Lane).

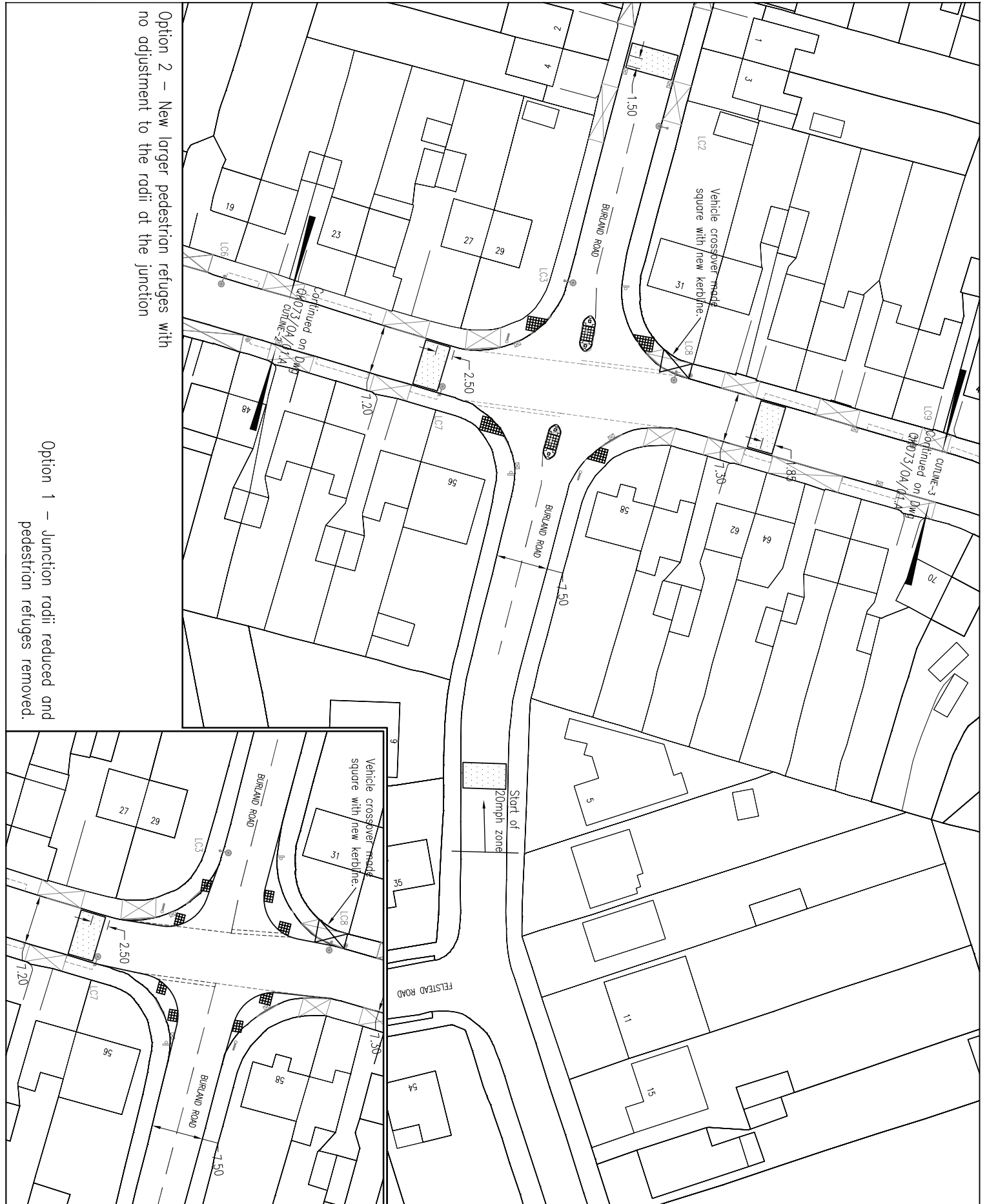
REVISION	DATE	DESCRIPTION
A	Oct 13	Consultation
AMENDMENT		
JOB TITLE Highfield Road: Proposed Traffic Calming Scheme & 20mph Zone		
DRAWING TITLE Public Consultation Highfield Road area south west of Hillrise Road		
DRAWING No. [DK073/04/01] REGION B		
DRAWING No. [DK073/04/01] REGION B		
SCALE 1:500 DATE Oct 13		
DRAWN BY NC CHECKED BY MP APPROVED BY MP		
DRAFT ISSUE		
SHEET SIZE: A3 (297x420)		

Havering
100 FLOORS WESTER HAVES
MIDCROFT RAILWAY ROAD
STREET LEVEL COMMUNITY
HAVERING ESSEX SS16 2JH
TEL: 01708 432121 FAX: 01708 432121
E-MAIL: streetcam@havering.gov.uk

Continued on DWG [DK073/04/01] A

Continued on DWG [DK073/04/01] A

This page is intentionally left blank



Option 2 – New larger pedestrian refuges with no adjustment to the radii at the junction

Option 1 – Junction radii reduced and pedestrian refuges removed.

PURPOSE 0A

ECOPRIGHT
This drawing belongs to Streetwise Culture & Community, Traffic & Engineering Solutions. Neither the whole nor any part thereof may be reproduced without prior written permission.

Notes:
Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. All other rights reserved. No liability is accepted for any errors or omissions. The client is responsible for providing all necessary data. The client is responsible for providing all necessary data. The client is responsible for providing all necessary data.



Proposed round-top speed hump 75mm to 100mm high, 3.7m long.

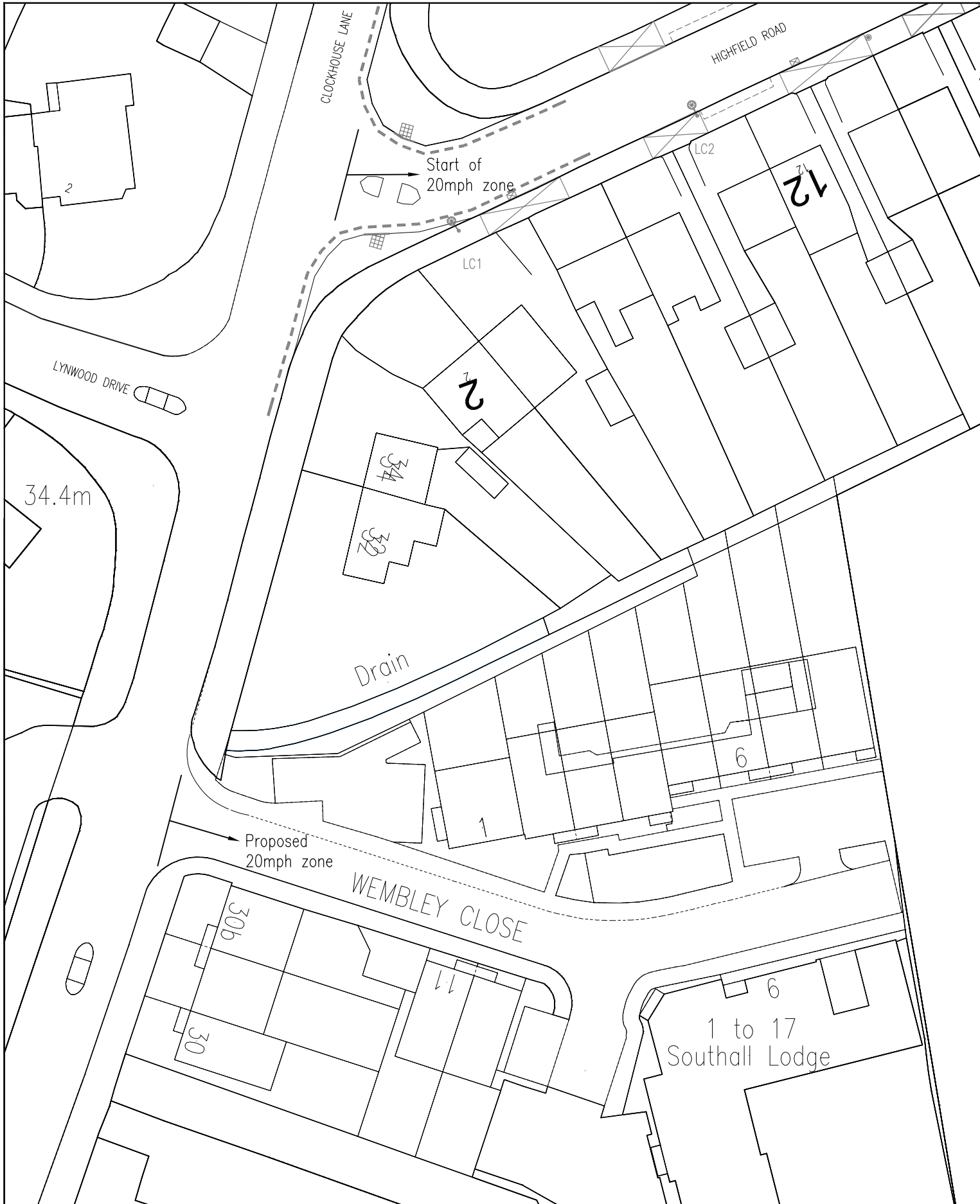
Proposed refuge at Burland Road – Option 1.

Extent of 20mph zone:
Highfield Road from Clockhouse Lane to 15m southwest of Hillrise Road; Burland Road from Clockhouse Lane to 15m west of Felstead Road; Highfield Close.

REVISION	DATE	DATE
B HAC	Dec 13	
A Consultation	Oct 13	
JOB TITLE		
Highfield Road Proposed Traffic Calming Scheme & 20mph Zone		
DRAWING TITLE		
Public Consultation Burland Road – Options With and Without Pedestrian Refuges		
DRAWN BY	CHECKED BY	APPROVED BY
NC	MP	MP
SCALE	DATE	ISSUE
1:500	Oct 13	ISSUE
ADD REF:	DRAWING NO	REVISION
Sheet No: A3 (2017-20)	OK073/0A/02	B

Streetwise
10th FLOOR MERCURY HOUSE
100, BURLAND ROAD, FELSTEAD, HAVERING, ESSEX, SSA14 3JW
TELEPHONE: 0201783 22443
STREETWISE CULTURE & COMMUNITY
TRAFFIC & ENGINEERING
EMAIL: streetwise@streetwise.gov.uk

This page is intentionally left blank



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

PURPOSE

©COPYRIGHT
 This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.

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

DRAWN BY
 NC

CHECKED BY

APPROVED BY

Page 97

ACAD REF:

DRAWING No

REVISION

Sheet Size: A4 (210x297)

QK073/OA/03

A

A

HAC

REVISION AMENDMENT

12.13

DATE

JOB TITLE
 Highfield Road Proposed Traffic Calming Scheme & 20mph Zone

DRAWING TITLE
 Inclusion of Wembley Close into 20mph Zone

SCALE (AT A4 SIZE) 1:500
DATE Dec 13

DRAFT
 ISSUE



Extent of 20mph zone:
 Highfield Road from Clockhouse Lane to 15m southwest of Hillrise Road;
 Burland Road from Clockhouse Lane to 15m west of Felstead Road;
 Highfield Close and Wembley Close.

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

REPORT

14 January 2014

Subject Heading:

Upgrade of existing cycle route and
20mph speed zone in Highview Gardens
area, Upminster

Report Author and contact details:

Musood Karim
Principal Engineering Assistant
01708 432804
masood.karim@havering.gov.uk

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

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

SUMMARY

This report deals with the responses to a consultation relating to upgrading the existing cycle route between Upminster to Hornchurch 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 responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures as listed in Appendix A (Schedules 1 and 2) of this report and paragraph 2 and 3 of this recommendation are implemented and the necessary traffic orders are made.
 - i) **Schedule 1** – 20 mph speed zone for traffic calming measures in Branfill Road, Champion Road, Cranborne Gardens, Gaynes Road, Highview Gardens and Wilson Close (newly named service road) on south side of Gaynes Road. The proposals are shown on drawing no. GM024-OF-101.
 - ii) **Schedule 2** – flat top humps as entry treatments in Cranborne Gardens and Gaynes Road. The proposals are shown on drawing no. GM024-OF-101.
2. **Carlton Close** - Kerb alignment on both sides at the entrance of Carlton Road at its junction with Highview Gardens. The proposals are shown on drawing no. GM024-OF-101.
3. **Highview Gardens** – Upgrading the existing emergency access to include block paving, kerb build out, landscaping and facilities for cyclists. The proposals are shown on drawing no. GM024-OF-111.
4. That it be noted the cost of carrying out the works is £50,000. This would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for upgrading the existing A124 cycle route package.

REPORT DETAIL

1. **Background**

The Mayor of London has published his vision for cycling which proposes to increase the number of people cycling in the capital over the next decade and Havering is one of the Mayor's designated Biking Boroughs. As a result, Transport for London has allocated funding through the Local Implementation Plan for 2013/14 to upgrade the existing cycle route centred on the A124 corridor.

The existing cycle route commences from the borough's western boundary with Barking and Dagenham and connects Upminster via Rush Green and Hornchurch. The route was implemented in late 1990's based on old design guidelines.

Through local research over the years in the UK and adopting some best practice from other European countries such as Denmark and the Netherlands, the design standards have improved immensely, therefore, it is important to upgrade the existing cycle infrastructure which forms part of asset of this borough with a view to improve safety for cyclists.

2. Review of the existing cycle route

2.1 The existing cycle route is centred on the A124 corridor and it commences from the borough's western boundary with London Borough of Barking and Dagenham and it connects Upminster via Rush Green and Hornchurch. Along the route, it is connected to other strategic cycle routes such as the Link 91 (part of London Cycle Network plus) which connects Romford to Rainham via Elm Park. It further connects with the National Cycle Network (designated route 136) which runs between the village of Noak Hill and Rainham via Upminster.

2.2 The existing cycle route was implemented in late 1990 based on the guidelines that were available at that time. During the course of period, the Council has maintained it and certain sections of the route need to be upgraded to bring them to safe use for cyclists.

3. Proposals to improve cycle facilities

3.1 The existing cycle route traverses from St Mary's Lane into Highview Gardens and enters into Champion Road (via the emergency access), continues into Branfill Road and finally terminates into Station Road. The cycle route runs in both directions.

3.2 As part of the upgrade, it is proposed to establish a 20mph speed zone to enhance safety for cyclists. 20 mph speed zones are an effective way to decrease the frequency and severity of road accidents, largely by reducing traffic speeds. The zone cordon is between St Mary's Lane (north side), Station Road (west side) and Highview Gardens (all) and Branfill Road (all). Below is a list of the roads within the cordon:

- Branfill Road
- Carlton Close
- Champion Road
- Cranborne Gardens
- Gaynes Road
- Highview Gardens
- Wilson Close (newly named road), south of Gaynes Road.

The proposals are shown on drawing no. QM024-OF-110.

3.3 Provision of flat top road humps can raise driver's awareness of an impending change in condition in the road level, therefore, these types of

humps are proven to reduce speeds. Such type of humps are proposed at the following locations:

- i) Cranborne Gardens junction with Highview Gardens.
 - ii) Gaynes Road junction with Champion Road. The proposed humps will be similar to the existing flat top hump at the eastern end of Gaynes Road junction with Station Road. The proposals are shown on drawing no. QM024-OF-110.
- 3.4 The eastern end of Highview Gardens junction with Champion Road is currently closed to general traffic. The gate was installed several years ago to overcome the problems of rat running traffic between St Mary's Lane and Station Road. Only emergency vehicles are permitted to use the access. The proposals are shown on drawing no. QM024-OF-111.
- 3.5 There are several measures that can be implemented to improve this location. It is proposed to narrow the junction by creating a semi-circular island adjacent to the footway and creation of a dedicated access for cyclists. The island would create a chicane effect in the street. In addition, two trees will be planted as part of environmental improvements.
- 3.6 At present, the entrance of Carlton Close junction with Highview Gardens has a wide entrance. It is proposed to realign the entry kerbs of Carlton Close to reduce the entry and exit speeds. This arrangement will further have the advantage of increasing the footway width at the junction. The proposals are shown on drawing no. QM024-OF-110.

4. **Outcome of the consultation**

- 4.1 Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2012/13 Local Implementation Plan programme, Streetcare Services proceeded with the design and consultation on the scheme.
- 4.2 Approximately 270 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder on 29th November 2013 and London Gazette. In addition, site notices were displayed at various locations of the consultation area. The local Councillors for Upminster ward were pre-consulted and they had supported the proposals in principle.
- 4.3 The closing date for receiving any comments was 18th December 2013. 12 responses were received which represents (4.4%) of the letters delivered.

5. Summary of consultation responses

The responses are summarised and these are included in Appendix B of this report. The majority of the respondents are in favour of the proposals (except two residents of Cranborne Gardens that 20 mph speed measures are not needed in their road).

6. Recommendations

It is recommended that the proposals as publicly advertised and consulted are implemented. The proposals involve provision of an improved access for emergency vehicles, cyclists and traffic calming measures. The measures are included in schedule of proposals in Appendix A of the report and are shown on drawing nos. QM024-OF-110 and QM024-OF-111 attached to this report.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £50,000, which would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for measures to upgrade the existing A124 Cycle route by 31st March 2014, to ensure full access to the grant.

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

Legal Implications and risks:

20mph speed zones require Traffic Regulation Order and public advertisement.

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:

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.

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.

BACKGROUND PAPERS

Scheme project file: QM024 - Upgrading existing cycle route and 20 mph zone, Upminster.

Appendix A

(Notice of Proposals)

Draft schedule for recommendations:

- 20 mph speed zone – traffic calming.
- Junction entry treatments – flat top humps.

Schedule 1: Proposals for 20 m.p.h Speed Limit

The effect of 20mph zone would be to impose a speed limit of 20 miles per hour on the lengths of streets specified below:

- **Branfill Road** for its entire length
- **Carlton Close** for its entire length
- **Champion Road** for its entire length
- **Wilson Close**, off Gaynes Road, for its entire length.
- **Cranborne Gardens** for its entire length
- **Gaynes Road** for its entire length
- **Highview Gardens** for its entire length

The proposals are shown on drawing no. QM024-OF-110.

Schedule 2: Flat top humps

The speed tables or flat top humps will have a nominal height of 75mm and will be constructed in accordance with the Department for Transport specifications at the following locations:

- **Cranborne Gardens**, at its junction with Highview Gardens,
- **Gaynes Road**, at its junction with Champion Road.

The proposals are shown on drawing no. QM024-OF-110.

Appendix B

Summary of the consultation responses

1. London Buses (LB), part of Transport for London has no objections to the proposals.
2. Local Ward Councillor Linda Hawthorn fully supports the scheme, especially the 20mph around St Josephs' School.
3. Peter and Valerie James welcome the proposals about the 20mph speed zone which they consider is long overdue. They are of the opinion that the measures will solve many of the traffic/pedestrian problems in the area. Highview Gardens is a designated cycle route and is also regularly used by school children walking to St Josephs Catholic Primary School and Sacred Heart of Marys Girls' School.

They have further stated that the bend at the corner of Branfill Road/Champion Road is a potentially dangerous corner with many near misses as the drivers cannot always see the traffic coming from the opposite direction. The problem is made worse by both legal and illegal on the corner. They consider that 'At Any' time waiting and loading restrictions will prevent illegal parking.

Staff comments: The suggested location has been included on the list of schemes for parking restrictions. The list is reviewed periodically by the Council's Highway Advisory Committee prior to the consultation.

4. Ms. Harper, a resident fully supports the proposals.
5. Mr.Mandie fully supports the proposals. He has, however, stated that drivers ignore the right turn prohibition at the southern end of Champion Road.

Staff comments: The violation of such prohibition is a moving traffic offence and its enforcement is carried out by the traffic unit of Metropolitan Police. On several occasions the Council informs the police about the abuse and the police carry out the enforcement as their resources allow them.

6. Mrs. Carter has welcomed the road safety improvements in the area. She considers that there is the need for flat top humps in Branfill Road and Champion Road to slow the traffic that persistently speeds down both roads to avoid the traffic lights in the town centre. Furthermore, traffic sometimes performs right turn at the southern end of Champion Road which is prohibited and also traffic entering into Champion Road from St Mary's Lane where vehicular entry is prohibited.

Staff comments: The comments are as above.

7. Mr. Cooper supports the proposals. He had queried if the access will only permit emergency vehicles and cyclists and that no other vehicles will be able to use this access to Champion Road as a 'cut through'.

Staff comments: In response to his query, Mr Cooper was assured that the existing emergency access will only be used by emergency vehicles and cyclists.

8. Mr. McCabe is in full favour of the proposals, however, he considers that there would no point for a flat top hump at the western end of Gaynes Road as cars on entering into Gaynes Road from Station Road are slow but accelerate along the length of the road before slowing down at the junction with Champion Road. Instead, he has suggested that a flat top is installed in the middle of Gaynes Road would be more affective.

He has further suggested a road hump is installed at the entrance of the service road leading to the Aldi car park. Drivers often park close to the mouth of the junction with Gaynes Road. If a road hump is installed it would prevent in discriminate parking.

Staff comments: The location has been included the location on the potential list of Waiting and loading restrictions which will be considered in the future.

9. Mr. Rolfe cannot see the justification for installing a road hump in Highview Gardens. He is not aware of any traffic accidents taking place given that the topography of the road keeps all traffic travelling below 20mph.

Staff comments: The current scheme does not include the measures of a flat top hump in Highview Gardens. It appears that the respondent is mistaken that the kerb build out at the eastern end of Highview Gardens is a flat top hump.

10. Mr. Neale has objected by stating that as Cranborne Gardens is of short length, speeds in excess of 20 mph do not occur. He further considers that the provison of other measures proposed such as remodelling the emergency gate, installation of humps and new signage would be a burden on the Council Tax payers.

Staff response: When designing 20 mph speed zones, it is a good practice to consider a large area as the problem later shifts to other roads in the area.

11. Mr. Wicks agrees with the concept of the proposed 20 mph zone but has questioned the proposed flat top humps in Cranborne Gardens and Gaynes Road given that vehicles slow down at the junctions. He considers that it would be more effective in slowing vehicles down by installing the humps in the middle of the roads.

He further cannot see the benefit of remodelling the barrier at the junction of Highview Gardens and Champion Road.

Staff comments: The purpose of installing the flat top humps is to prevent the traffic from over shooting at the junctions. The measure is an effective means in slowing the traffic. The purpose of remodelling the barrier is to upgrade the existing barrier and incorporate safe facilities for cyclists.

12. Mr & Mrs Chester had queried the purpose of the kerb alignment at the corner of Carlton Close and if very wide entrance is maintained at the emergency access without a fire gate then school parents will drive through it.

Staff comments: The respondents were advised that the purpose of kerb alignment is to narrow the wide entrance of the junction and to increase the width of the footway.

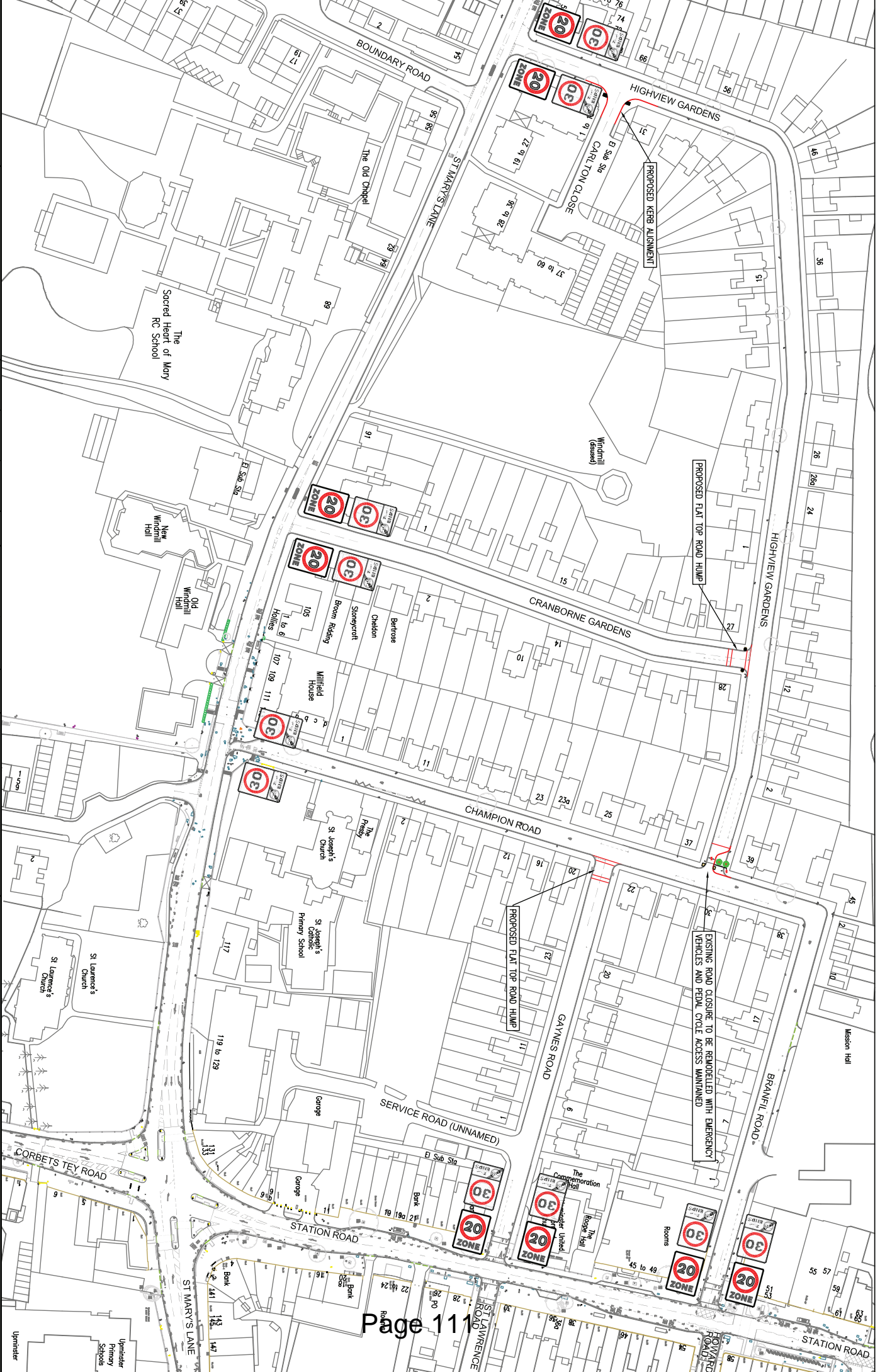
Appendix C

Proposed layout drawings

(20 mph speed zone and emergency access)

NO.	REVISION	DATE
1	ISSUE	
2	DRAFT	
3	ISSUE	
4	DRAFT	
5	ISSUE	
6	DRAFT	
7	ISSUE	
8	DRAFT	
9	ISSUE	
10	DRAFT	
11	ISSUE	
12	DRAFT	
13	ISSUE	
14	DRAFT	
15	ISSUE	
16	DRAFT	
17	ISSUE	
18	DRAFT	
19	ISSUE	
20	DRAFT	
21	ISSUE	
22	DRAFT	
23	ISSUE	
24	DRAFT	
25	ISSUE	
26	DRAFT	
27	ISSUE	
28	DRAFT	
29	ISSUE	
30	DRAFT	
31	ISSUE	
32	DRAFT	
33	ISSUE	
34	DRAFT	
35	ISSUE	
36	DRAFT	
37	ISSUE	
38	DRAFT	
39	ISSUE	
40	DRAFT	
41	ISSUE	
42	DRAFT	
43	ISSUE	
44	DRAFT	
45	ISSUE	
46	DRAFT	
47	ISSUE	
48	DRAFT	
49	ISSUE	
50	DRAFT	
51	ISSUE	
52	DRAFT	
53	ISSUE	
54	DRAFT	
55	ISSUE	
56	DRAFT	
57	ISSUE	
58	DRAFT	
59	ISSUE	
60	DRAFT	
61	ISSUE	
62	DRAFT	
63	ISSUE	
64	DRAFT	
65	ISSUE	
66	DRAFT	
67	ISSUE	
68	DRAFT	
69	ISSUE	
70	DRAFT	
71	ISSUE	
72	DRAFT	
73	ISSUE	
74	DRAFT	
75	ISSUE	
76	DRAFT	
77	ISSUE	
78	DRAFT	
79	ISSUE	
80	DRAFT	
81	ISSUE	
82	DRAFT	
83	ISSUE	
84	DRAFT	
85	ISSUE	
86	DRAFT	
87	ISSUE	
88	DRAFT	
89	ISSUE	
90	DRAFT	
91	ISSUE	
92	DRAFT	
93	ISSUE	
94	DRAFT	
95	ISSUE	
96	DRAFT	
97	ISSUE	
98	DRAFT	
99	ISSUE	
100	DRAFT	

COPYRIGHT
 The drawing belongs to Stratford Culture & Community, Traffic & Engineering Section, which the whole or 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. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the prior written permission of the Controller of Her Majesty's Stationery Office.
 10004257

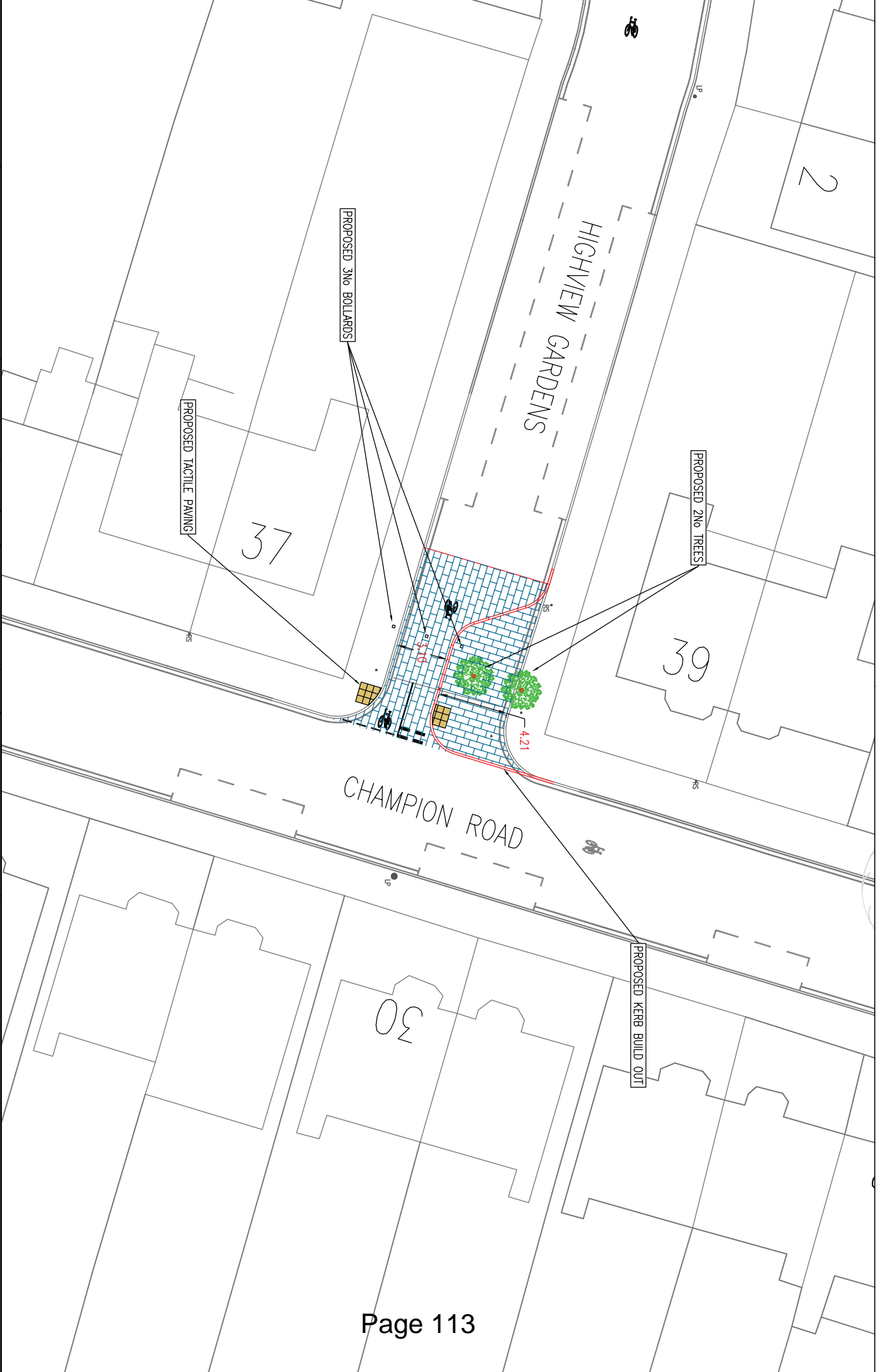


This page is intentionally left blank

JOB TITLE	IMPROVEMENTS TO THE A124
CYCLE ROUTE	
DRAWING TITLE	PROPOSED EMERGENCY ACCESS

DRAWN BY	RP	CHECKED BY	MK	APPROVED BY	MP
DATE	07/11/13	SCALE	N.T.S.		
PURPOSE	PROPOSAL				
DRM No	QMO24-OF-111	REVISION	A		
		REVISION		DATE	

DISCLAIMER
 This drawing belongs to Street 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. All rights reserved. This drawing is the property of Havering Council. It is to be used for the purpose of the project for which it was prepared and is not to be used for any other purpose without the prior written permission of the Controller of Her Majesty's Stationery Office, London through of Havering 10004327.



This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

14th January 2014

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
JANUARY 2014**

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
14th January 2014

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place								
	None to report							
SECTION B - Highway scheme proposals without funding available								
H1	White Hart Lane, near Crownfield School	Request for 30mph VA sign.	Feasible but not funded.	None	£4k	Cllr Trew	03/12/2013	Cllr Trew
H2	Rise Park Boulevard at A12	20mph speed limit in Beaulieu Way/ Rise Park Boulevard. Concern about residents' safety, especially children. Traffic using estate to avoid A12/ Pettits Lane North traffic signals.	Feasible, but unfunded.	None	£20k	Residents via Cllr Armstrong	03/12/2013	Cllr Armstrong
H3	Osborne Road	Request to remove speed cushions and replace with road narrowing islands.	8 sets of 3 speed cushions would need replacing. Traffic islands likely to be less effective at reducing traffic speeds. Parking restrictions would be required.	None	£65k	Resident	13/12/2013	ENQ-0138475
H4	Grove Park Road	20mph Zone and traffic calming similar to layout on the western side of South End Road.	Feasible but unfunded. Would need to treat wider estate.	None	£40k	Resident	23/12/2013	ENQ-0139050
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								

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

**Highways Advisory Committee
14th January 2014**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
	None to report							

HIGHWAYS ADVISORY COMMITTEE

14 January 2014

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
January 2014**

Report Author and contact details:

**Ben Jackson
Traffic & Parking Control, Business
Unit Engineer (Schemes, Challenges
and Road Safety Education & Training)
ben.jackson@havering.gov.uk**

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

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

SUMMARY

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

RECOMMENDATIONS

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;
 - (a) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
 - (b) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion.
3. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment should recommendation for implementation is made and accepted by the Cabinet Member for Community Empowerment.
4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source and that the budget available in 2013/14 is £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
January 2014
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
SECTION A - Minor Traffic and Parking Scheme Requests									
TPC327	Cavendish Avenue & Park Lane, Homchurch	Request to introduce parking restrictions in this area due to parking problems for residents at school drop off/pick up times - Specifically between the hours of 8.30 - 9.30 and 2.30 - 3.30 to enable vehicles to manoeuvre safely. Petition & photographic evidence	This request has been submitted to the committee due to the potential size of the review area which is mainly due to displacement. A named petition from 185 households has been received in support of this item. The 185 are made up from residents in the area	June 2013 - rejected	LBH Revenue	1,500	Senior Estate Manager, London & Thames, residents and visitors	29/05/2013 25/11/2013	Elm Park
TPC328	Shepherds Hill, Harold Wood	Request for double yellow lines both sides of the road in the vicinity of the Shepherd & Dog Public House	Road safety issues at this location weekend evenings. When car park is full visitors to the pub double park their vehicles in the road and obstruct residents driveway access/egress.	N/A	LBH Revenue	800	Clr Light, Clr Wallace and previous request from resident	19/12/2013	Harold Wood
TPC393	Rainham Village	A request for a review of parking in Rainham Village in the area between Rainham station, Upminster Road South, Ingrebourne Road and Brookway, with a view to introduce restrictions and where necessary permits to ameliorate the problems caused by commuter	Feasible although site visits and surveys will need to be conducted. Petition received from residents with 169 signatures supporting a scheme for both Cowper and Melville Road. Informal consultation will be required setting out options to formalise an application	Request for parking restrictions and residents parking scheme in Cowper Road HAC 14/4/12 TPC217 - rejected and again 14/01/2013 TCP292. TPC371 - Rejected Dec - 2013 with a request for a new scheme application put forward to the committee in January det	LBH Revenue	Cannot be quantified at this stage	Clr White, Clr Durant, Clr Tucker and residents	03/01/2014	Rainham & Wennington
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues									

This page is intentionally left blank