



Havering

L O N D O N B O R O U G H

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

Tuesday
18 February 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-Chairman)
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 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 14 January 2014, and to authorise the Chairman to sign them.

5 BUS STOP ACCESSIBILITY SQUIRRELS HEATH LANE (DAVID LLOYD CENTRE) - OUTCOME OF PUBLIC CONSULTATION (Pages 11 - 20)

Report attached

6 PARK LANE - PROPOSED HUMPED ZEBRA CROSSING. OUTCOME OF PUBLIC CONSULTATION (Pages 21 - 30)

Report attached

7 BUS STOP ACCESSIBILITY ARDLEIGH GREEN ROAD, ADDITIONAL PROPOSALS. OUTCOME OF PUBLIC CONSULTATION (Pages 31 - 54)

Report attached

8 SQUADRONS APPROACH PROPOSED PART TIME WAITING RESTRICTONS - OUTCOME OF PUBLIC CONSULTATION (Pages 55 - 60)

Report attached

9 PROPOSED PAY & DISPLAY BAY - BALGORES CRESCENT - COMMENTS TO ADVERTISED PROPOSALS (Pages 61 - 66)

Report attached

10 TPC279 - BROOKLANDS PARKING REVIEW. COMMENTS TO ADVERTISED PROPOSALS (Pages 67 - 88)

Report attached

11 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 89 - 96)

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

12 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 97 - 102)

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

13 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**

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
14 January 2014 (7.30 - 8.50 pm)**

Present:

COUNCILLORS

Conservative Group Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Barry Oddy, +Osman Dervish and +Lesley Kelly

Residents' Group Brian Eagling and John Wood

Labour Group Denis Breading

Independent Residents Group David Durant

Apologies were received for the absence of Councillors Jeff Brace and Damian White. +Councillors Lesley Kelly and Osman Dervish substituted for Councillors Brace and White respectively.

Councillors Sandra Binion, Pam Light, Robbie Misir, Denis O'Flynn, Ron Ower and Linda Trew were also present for part of the meeting.

There were 10 members of the public present at the meeting

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

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

54 **MINUTES**

The minutes of the meeting of the Committee held on 10 December 2013 were approved as a correct record and signed by the Chairman

55 **PROPOSALS TO IMPROVE ACCESSIBILITY IN MAWNEY ROAD BY FOREST ROAD, ROMFORD**

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

1. 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-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 was £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.

56 **BUS STOP ACCESSIBILITY UPPER RAINHAM 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 Upper Rainham Road.

The report informed the Committee that the proposed 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 would only be appropriate where carriageways are very wide as it was recognised that buses stopping on the carriageway could have an impact on traffic flows, especially on narrow roads.

The report also explained that bus stops which were fully accessible to all passengers allowed for the bus to use stops more efficiently, minimising the length of time it was stationary. This would have the positive effect of reducing disruption to traffic flows to a minimum.

A Member of the Committee was of the view that the on-carriageway parking acted as traffic calming. The Councillor considered that the introduction of clearways would increase traffic speed and that the proposals should be rejected.

A Member also reiterated the view that the on-carriageway parking slows traffic down and seconded the motion to reject the scheme. The motion to refuse was proposed by Councillor Oddy and seconded by Councillor Breading.

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

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report not be implemented.

The voting was nine to reject, one against and one abstention.

57 **BUS STOP ACCESSIBILITY STRAIGHT ROAD - OUTCOME OF PUBLIC CONSULTATION**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Straight Road.

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 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 when the bus cannot be positioned next to the kerb.

Funding for Bus Stop Accessibility works mainly come from the Transport for London Local Implementation Plan (LIP), with occasional funding also secured as part of the development process.

Proposals for accessibility improvements had been developed for various existing bus stops along Straight Road.

In accordance with the public participation arrangements the Committee was addressed by a resident who operated a Dental surgery who spoke against the scheme, stating that the surgery was a busy NHS practice which needed direct access which the scheme would impede, especially for disabled people and deliveries. He felt that the proposal would only move the problem from one location to another and the practice needed access to their forecourt.

With the agreement of the Committee, Councillor Denis O’Flynn addressed the committee.

Councillor O’Flynn explained that he and the community were against the relocation scheme detailed on diagram QM016/OF/40&41A, citing the noise and disturbance from bus users, especially being near McDonald’s. He was concerned about the proximity of a traffic island. Councillor O’Flynn was concerned that the scheme would remove footway parking from outside the busy dental surgery, he requested that this element be rejected.

During general debate, Members sought clarification on the following:

- That the bulk of the scheme would be implemented if the committee was minded to delete the bus stop relocation.
- That having two bus stops opposite each other would make traffic grind to a halt.

Following general discussion a consensus was reached in support of recommendations 1 and 2(b) of the agenda item.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in this report and shown on the following drawings be implemented;
 - QM016-OF-37A
 - QM016-OF-38&39A
 - QM016-OF-42A
 - QM016-OF-45A
 - QM016-OF-46A

2. To recommend to the Cabinet Member for Community Empowerment that, having considered the representations made, the proposed relocation of the bus stops (affecting the northbound and southbound sites as they are linked) as shown on Drawing QM016-OF-40&41A be rejected and the Head of StreetCare investigate 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 would be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility.

58 **PROPOSED 20 MPH FOR THE HIGHFIELD ROAD AREA , COLLIER ROW**

The report before the committee detailed responses to a consultation for the provision of speed humps and extension of a 20mph zone in Highfield Road.

It was proposed to extend the newly installed 20mph restriction from Clockhouse Lane to 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.

The report informed the Committee that a 20mph zone needs to be self enforcing and so humps would be provided at approximately 70metre centres in Highfield Road and Burland Road. No hump was proposed in Highfield Close being a relatively short cul-de-sac. Wembley Close off Clockhouse Lane had been included in the proposed zone.

The proposal also included the removal of the footway parking to provide extra space for pedestrians on a busy school route and to further help reduce traffic speed.

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. All the response were summarised in appendix II of the report.

With the agreement of the Committee, Councillor Sandra Binion addressed the Committee.

Councillor Binion stated that residents and officers had been working with her for some years to get the scheme progressed and that it was supported. She requested an amendment to leave out the proposed hump outside 17 Highfield Road in order for the resident to have a dropped kerb installed.

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

- If the removal of a hump would create an issue for post consultation.
- That the recommendation to the committee remains for the Highfield Road/ Burland Road junction (Option 1).

Following debate a consensus was reached that the vote proceeds on the scheme with the removal of the hump outside 17 Highfield Road and it was carried unanimously.

The Committee **RESOVLED**:

2. To recommend to the Cabinet Member for Community Empowerment that, subject to the removal of the speed hump outside 17 Highfield Road, the traffic calming speed hump proposal and Option 1 Highfield Road/Burland Road junction set out in the report and shown on the following drawings be implemented;
 - QK073/OA/01.A
 - QK073/OA/02.B
 - QK073/OA/03.A
3. That it be noted that the estimated cost of £30,000 for implementation would be met by the Highfield Road Traffic Calming S106 contribution connected with Planning Consent Reference P0127.10 (redevelopment of the Hampden Lodge site).

59 **UPGRADE OF EXISTING CYCLE ROUTE AND 20 MPH SPEED ZONE IN HIGHVIEW GARDENS AREA, UPMINSTER**

The report before the committee detailed responses to a consultation for upgrading the existing cycle route between Upminster to Hornchurch.

The proposal outlined that the existing cycle route ran in both directions traversed from St Mary's Lane into Highview Gardens and entered into Champion Road (via the emergency access), the route then continued into Branfill Road and terminated at Station Road.

The report informed the Committee that as part of the upgrade, it was 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 was between St Mary's Lane (north side), Station Road (west side) and Highview Gardens (all) and Branfill Road (all). The proposals were shown on drawing no. QM024-OF-110.

With the agreement of the Committee, Councillor Ron Ower addressed the Committee.

Councillor Ower stated that he was in favour of the scheme stating that there had been considerable work on the proposals. The proposal would support the local cycle routes and the 2 schools in the area. He stated that Ward Councillors and residents were in favour of the scheme. He also commended the proposal for getting rid of the fire gate and its replacement feature.

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

- About the bollard positions at the road closure in Highview Gardens. It was explained that the proposal included a single removable bollard for fire access.
- There was also a concern about the proposed trees being damaged, the Committee was informed that the proposal included protection for the trees.

Officers explained that the scheme could operate satisfactorily with a single removable bollard for emergency access.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that the measures as listed below and paragraph 2 and 3 of the recommendation be implemented and the necessary traffic orders be 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 were shown on drawing no. GM024-OF-101.

- ii) **Schedule 2** – flat top humps as entry treatments in Cranborne Gardens and Gaynes Road. The proposals were 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 were 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 were shown on drawing no. GM024-OF-111.
- 4. That it be noted the cost of carrying out the works was £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.

60 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:

Item Ref	Location	Description	Decision
SECTION A - Highway scheme proposals with funding in place			
SECTION B - Highway scheme proposals without funding available			
H1	White Hart Lane, near Crownfield School	Request for 30mph VA sign	DEFERRED
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.	REJECTED 9-1-1

H3	Osborne Road	Request to remove speed cushions and replace with road narrowing islands.	REJECTED
H4	Grove Park Road	20mph Zone and traffic calming similar to layout on the western side of South End Road.	REJECTED

61 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.

SECTION A - Minor Traffic and Parking Scheme Requests
Highways Advisory Committee, 14 January

2014 Item Ref	Location	Description	Decision
TPC327	Cavendish Avenue & Park Lane, Hornchurch	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.	REJECTED 8-2-1
TPC392	Shepherds Hill, Harold Wood	Request for double yellow lines both sides of the road in the vicinity of the Shepherd & Dog Public House	AGREED
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 parking and other parking problems caused by existing restrictions on roads within the area.	AGREED 10-1

Chairman

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HIGHWAYS ADVISORY COMMITTEE

18 February 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
SQUIRRELS HEATH LANE
(DAVID LLOYD CENTRE)
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 a fully accessible bus stop outside the David Lloyd Centre, Squirrels Heath Lane and seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;
 - QM016-OF-58A
2. That it be noted that the estimated cost of £700 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 A proposal for accessibility improvements has been developed for the stop on Squirrels Heath Lane, outside the David Lloyd Centre as shown on Drawing QM016-OF-58A. The proposal is essentially for a 31 metre bus stop clearway, provided so that buses may be able to meet the kerbside at the stop.

1.13 Approximately 10 letters were hand-delivered to those potentially affected by the scheme on 18th December 2013, with a closing date of 24th January 2014 for comments.

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

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 3 responses were received. London Buses Operations and London Buses Infrastructure indicated support for the scheme. The Metropolitan Police Traffic Unit also supported the proposals.

3.0 Staff Comments

3.1 Staff recommend that the scheme be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £700 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:

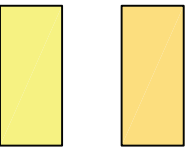
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people 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

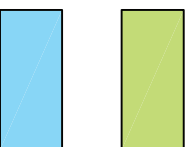
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ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.



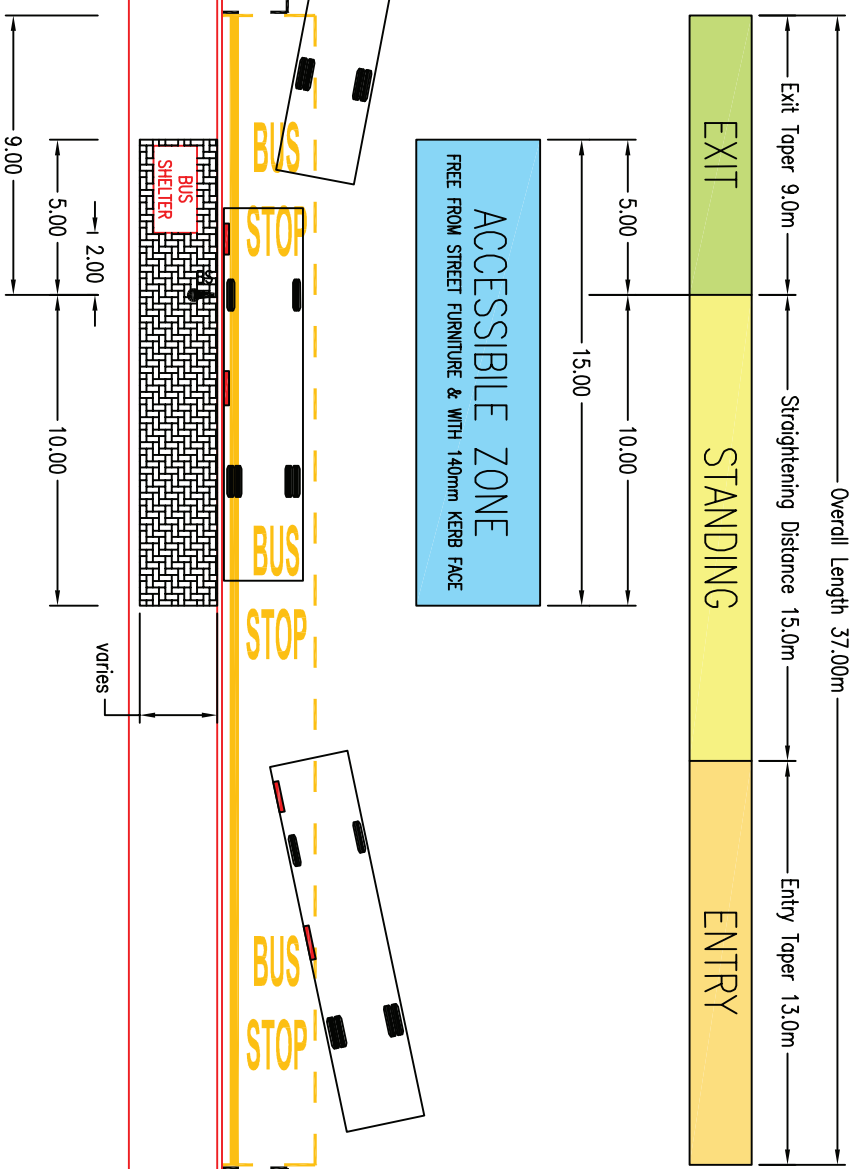
STANDING ZONE
 ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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.



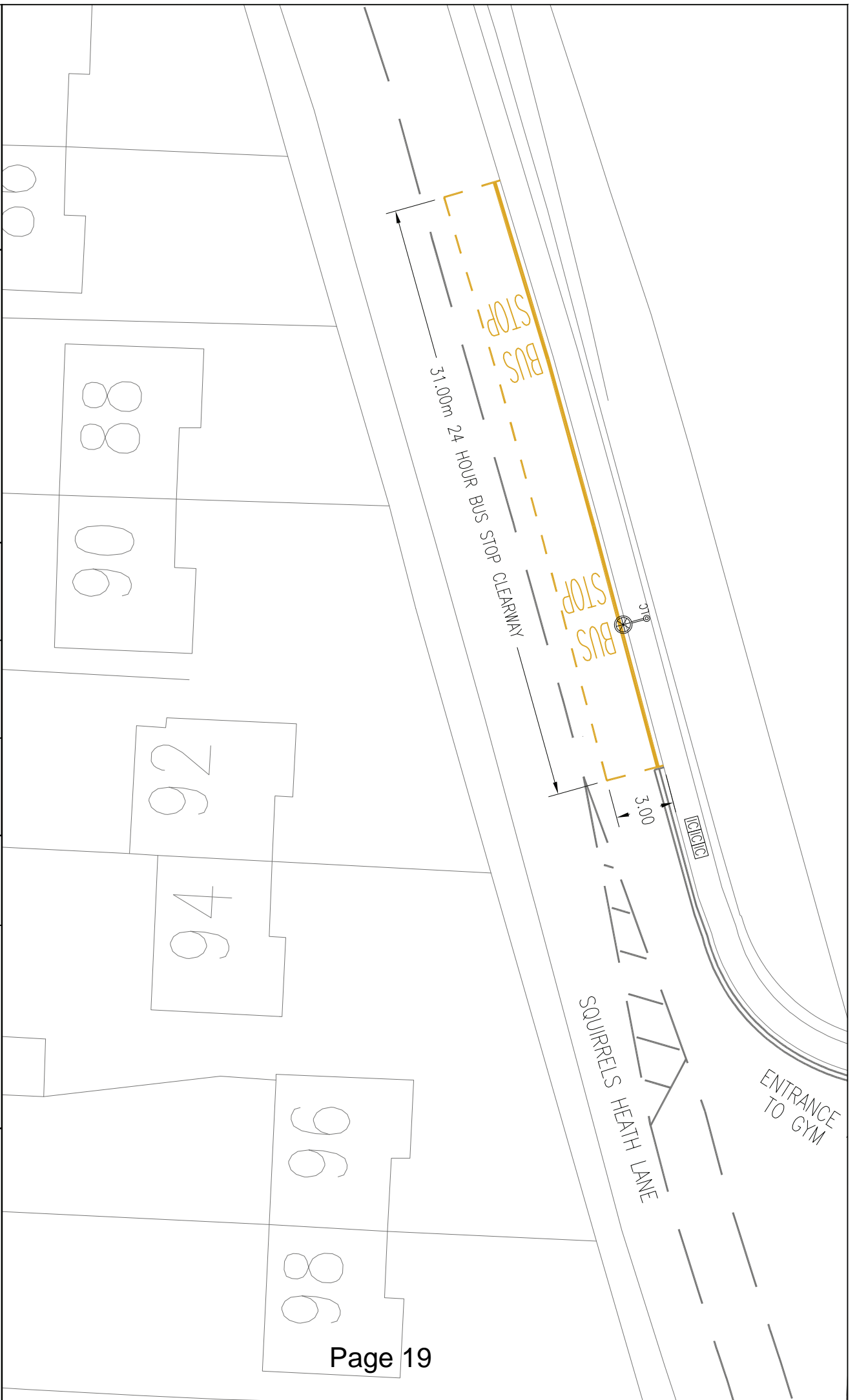
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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 checked="" type="checkbox"/> ISSUE</p>		<p>REVISION</p>		<p>DRAWING UPDATE</p>		<p>DATE FEB 04</p>	
<p>ACAD REF: <small>Part 6 - Standard Details</small> Sheet Size: A4 (297x210)</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>	
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 CONSULTING ENGINEERS
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 STRETCOMBE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 MERCURY GARDENS, ROMFORD, RM1 3DW
 TELEPHONE NO: 01708 434343 FAX NO: 01708 433721
 EMAIL: streetcar@haivering.co.uk

JOB TITLE	BUS STOP ACCESSIBILITY PROGRAM
DRAWING TITLE	HARDLEY CRESCENT (18500)
DRAWING NO	2013/14

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP	PURPOSE	PROPOSAL
SCALE (AT A4 SIZE)	1:250	DATE	17.12.13	DRAFT	<input type="checkbox"/>	REVISION	
ACAD REF:		DRAWING No	QMD16-OF-58	ISSUE	<input type="checkbox"/>	AMENDMENT	
Sheet No. of (20/210)		REVISION	A	DATE			

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HIGHWAYS ADVISORY COMMITTEE

REPORT

18 February 2014

Subject Heading:

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

CMT Lead:

Cynthia Griffin

Report Author and contact details:

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

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

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

SUMMARY

Park Lane – School Travel Plan was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify pedestrian facilities along Park Lane and humped zebra crossing with kerb build out is proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation results and recommends that the above proposal be approved.

The scheme is within **Romford Town** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that either
 - (a) Humped zebra crossing with kerb build out along Park Lane by Malvern Road detailed in this report and shown on Drawing No. QM032/1 be implemented

OR

- (b) The above proposal be rejected.
2. That, it be noted that the estimated costs of £25,000, can be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for School Travel Plan Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2012, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2013/14 Havering Borough Spending Plan settlement. Park Lane pedestrian facilities was one of the schemes approved by TfL. A feasibility study has been carried out to identify pedestrian facilities. The feasibility study has now been completed and has looked at ways of providing pedestrian facilities and it is considered that humped zebra crossing with kerb build out, as described in the recommendations will improve road safety and provide pedestrian facilities.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Park Lane humped zebra crossing will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flow is up to 550 vehicles per hour during peak periods along Park Lane.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Park Lane by Malvern Road	36	35	43	40

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

Accidents

- 1.4 In the four-year period to June 2013, four personal injury accidents (PIAs) were recorded along Park Lane in the vicinity of Malvern Road and Clifton Road. Of four PIAs, two involved school children and all were slight injuries.

Proposals

- 1.5 It is proposed to provide humped zebra crossing along Junction Road as shown on Drawing No. QM032/1. The proposal would provide pedestrian facility and improve road safety in the area.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 60 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Six written responses from Local Members, London Buses and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that four personal injury accidents (PIAs) were recorded over four year period along Park Lane in the vicinity of Malvern Road and Clifton Road. Of the four PIAs, two involved school children and all were slight injuries.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limits along Park Lane.

- 3.3 The humped zebra crossing with kerb build out would provide safer pedestrian crossing facility and minimise accidents along Park Lane in the vicinity of Malvern Road and Clifton Road. Raphael Independent School is situated in the vicinity of proposed zebra crossing. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals is £25,000. This cost can be met from the 2013/14 Transport for London's LIP allocation to Havering for School Travel Plan Programme. Spend will need to complete by 31st March 2014 to maximise access to TFL funding.

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

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

Legal Implications and Risks

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

Human Resource Implications and Risks

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

Equalities and Social Inclusion

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

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

BACKGROUND PAPERS

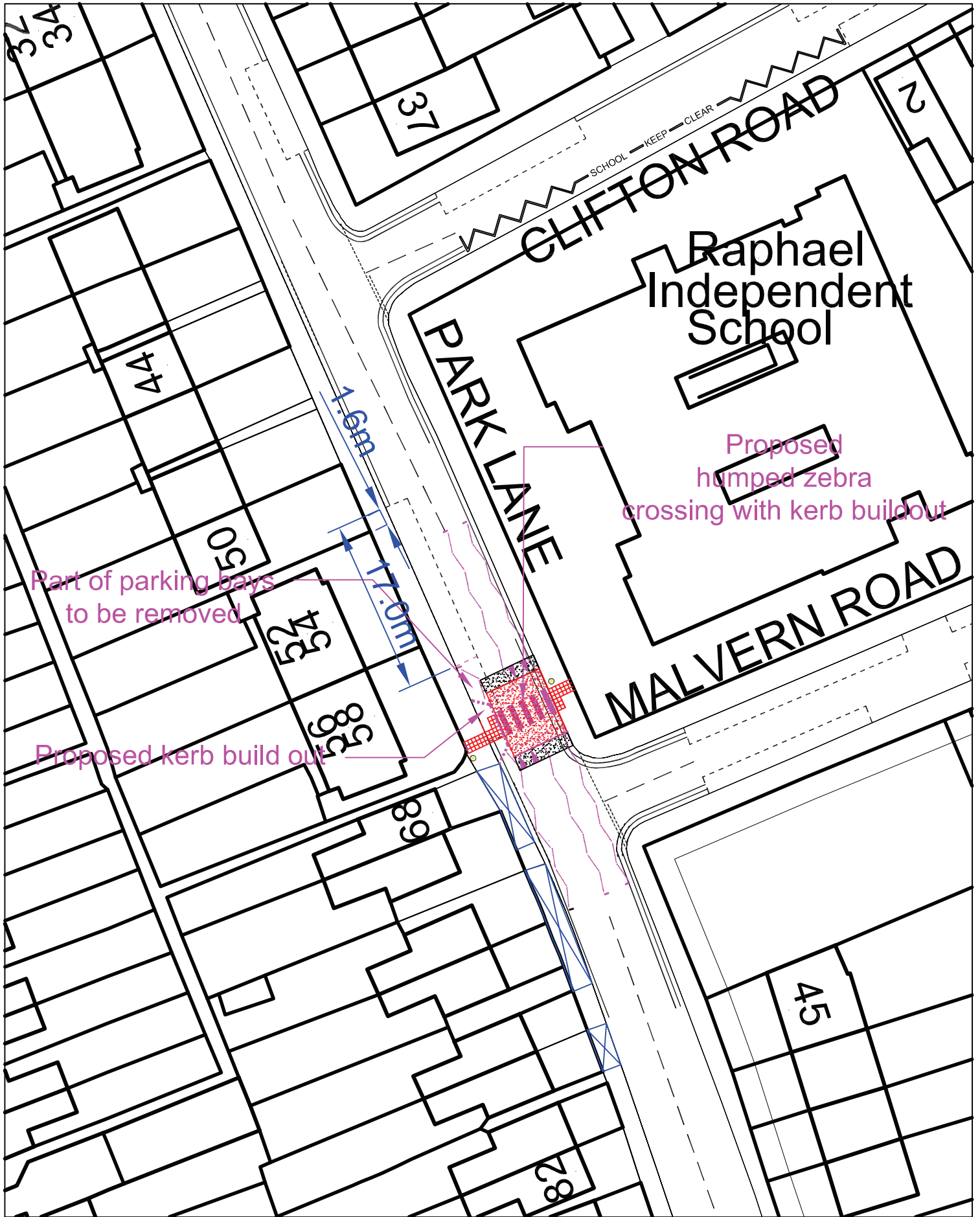
- 1. Public consultation Letter.**
- 2. Public consultation responses.**
- 3. Drawing No. QM032/1.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QM032/1 (Member 1)	It is fine.	-
QM032/2 (Member 2)	Wait to see what residents say.	-
QM032/3 (London Buses)	This will not affect London Buses. However, as a Havering resident, I think it is a good scheme and would support it.	-
QM032/4 (68Park Lane)	This is a very good proposal. Park Lane is a cut through road and speeding is a problem, bearing in mind you have 2 schools in this area. You should go further, make all of Park Lane a humped road and resident parking area including shop.	-
QM032/5 (68Park Lane)	Received support (see above) and objection letters from 68 Park Lane. The resident at No. 68 supported the scheme initially, but changes their mind and sent the same letter of objection as Nos. 52, 54, 56 & 58 detailed below.	- See below for detail comments.
QM032/6 Objection letter signed by Nos. 52 Park Lane, 54 Park Lane, 56 Park Lane, 58 Park Lane	<p>Object to the proposal with the following concerns.</p> <p>(1) Safety</p> <ul style="list-style-type: none"> - Traffic crossing island along Park Lane by Brentwood Road could be altered to a zebra crossing. - Traffic crossing island along Park Lane outside the shops could be altered to a zebra crossing. - Park Lane and Globe Road could be made to one way in opposite direction. <p>- Lollipop crossing on Park Lane could be reinstated.</p> <p>- The relocation of Hylands School means the crossing location is outdated by approximately 2 years.</p> <p>- The parents of the Raphael Independent School drop the children by vehicle and generally park in the school carpark.</p> <p>(2) Research for need and positioning of crossing</p> <ul style="list-style-type: none"> - Would like to see the research carried out has 	<p>It could be considered at a later date, if necessary.</p> <p>It could be considered at a later date, if necessary. Due to large vehicle use along Park Lane, inconvenience to Globe Road residents and speeding etc, one way is not considered to be feasible option. Parking team will consider this request, subject to funding being available. Two schools are still situated in the area. One is in Park Lane and other is in off Globe Road. Survey showed that children are still walking to the school in the area. Observation and traffic surveys were carried out</p>

	<p>led to the conclusion that a crossing is needed where proposed.</p> <p>(3) Obstruction to access of property</p> <ul style="list-style-type: none"> - No. 68 already has a dropped kerb and a driveway which would be obstructed by the ramp to the crossing and the zig-zac lines. - No. 56 wished to install vehicle crossovers in January 2014. <p>(4) Removal of parking</p> <ul style="list-style-type: none"> - Park Lane already has a parking shortage and removing the bays outside 52-58 would further damage the ratio of vehicles to spaces. <p>(5) Property Devaluation</p> <ul style="list-style-type: none"> - Parking and access restrictions imposed by the proposed zebra crossing would devalue the properties. <p>(6) Residents personal statements</p> <ul style="list-style-type: none"> - Elderly resident at No.58 requires walking aids. No longer collected by relative outside property. - Resident at No.56 is no longer access to park outside her property. It is difficult with shopping and young child. - Resident at No.68 would no longer be able to place two vehicles on their driveway without stopping to reverse within the zig-zac lines, causing obstruction and risking points on licence and fines. - Residents at Nos. 52 and 54 dropped off by taxis after shopping. The removal of parking bays would mean the complete removal of any local parking to their property. 	<p>to assess the crossing location.</p> <p>The residents are still able to access the property over the zigzag markings, but not able to park in the zigzag marking. The Council design scheme at the current situation. Only one parking space will be lost as a result of this proposal. The parking spaces are available at Malvern Road near Park Lane.</p> <p>Parking bay is still available outside the property. The relative can still pick the resident. Parking bays are still available, outside the property.</p> <p>The residents are still able to access the property over the zigzag markings, but not able to park in the zigzag marking. Only one car parking space is available on the driveway For second car if available, the parking bays are available in Malvern Road, directly opposite and close to the property.</p> <p>The parking bays are still available outside Nos. 52 and 54 to drop off the residents. Only one parking bays will be removed outside Nos.56/58.</p>
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Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

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

JOB TITLE
PARK LANE
BY MALVERN ROAD

DRAWING TITLE
PROPOSED HUMPED
ZEBRA CROSSING

SCALE (AT A4 SIZE)
NTS

DATE
JUNE 13

DRAFT
ISSUE

PURPOSE

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ACAD REF:

DRAWING No
QM032/1

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HIGHWAYS ADVISORY COMMITTEE

18 February 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
ARDLEIGH GREEN ROAD,
ADDITIONAL PROPOSALS
Outcome of public consultation**

Report Author and contact details:

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

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

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

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops along Ardleigh Green Road and seeks a recommendation that the proposals be implemented (subject to the options presented).

The scheme is within **Squirrels Heath** and **Emerson Park** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;
 - QM016-OF-202A

2. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that one of the following bus stop accessibility options as set out in this report and shown on the following drawings are implemented;
 - (a) QM016-OF-205A (Option 1); or
 - (b) QM016-OF-205-2A (Option 2)

4. That it be noted that the estimated cost of £4,500 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility.

REPORT DETAIL

1.0 Background

- 1.1 People with mobility problems, the elderly and people travelling with young children find it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access is often caused by indiscriminately parked vehicles, or lack of high kerb space adjacent to stops.
- 1.2 Improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this will only be appropriate where carriageways are very wide.
- 1.3 The introduction of bus stop clearways improves the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It has become even more important with the provision of buses that are fully wheelchair accessible, because the benefits of low-floor and “kneeling” buses are considerably reduced (if not removed) if the bus cannot be positioned next to the kerb.
- 1.4 Drawing QB109/00/01B shows a standard bus stop layout where the bus stop is within a length of parked vehicles. In such a situation, a 37 metre long bus stop clearway is required to enable buses to meet the kerb so that both loading doors can be used. Where local conditions allow, this length can be reduced and so any design work will consider needs on a case by case basis.
- 1.5 In some situations, it is recognised that buses stopping on the carriageway can have an impact on traffic flows, especially on narrow roads. However, bus stops which are fully accessible to all people allow for buses to use stops more efficiently, minimising the length of time a bus is stationary. This will have the positive effect of reducing disruption to traffic flows to a minimum.
- 1.6 Where buses cannot fully access the kerb, then there may be delays in the loading or unloading of passengers leading to buses stopping longer than necessary. In some cases, certain passengers may not be able to access buses at all or the bus driver will simply need to pass the stop by where access to the kerb is not possible.
- 1.7 There are 690 bus stops in Havering. 663 are on borough roads, 20 are on the Transport for London Road Network and 7 are in private areas (e.g. Queen’s Hospital). Data as of November 2013.

- 1.8 Of these stops, 47% are deemed to be fully accessible. In order for a stop to be fully accessible, it must meet the following criteria;
- The kerb to the footway must be between 125mm and 140mm to be compatible with the front and rear loading doors of the bus and the ramp deployed from the rear loading doors;
 - The bus stop should be restricted from parking and stopping by a bus stop clearway so that the stop is always available for buses to be able to pull into tightly to the kerb.
- 1.9 For Havering, funding for Bus Stop Accessibility works has mainly come from the Transport for London Local Implementation plan (LIP), but occasionally funding is secured as part of the development process.
- 1.10 Staff from StreetCare work with TfL London Buses and the Police (where required) on a programme of mainly route-based Bus Stop Accessibility improvements, although individual sites are investigated from time to time where there are particular problems.
- 1.11 The route approach allows for comprehensive review of existing bus stop positions for accessibility, convenience, safety etc. and sometimes requires stops to be moved away from points of conflict such as where parking or proliferation of vehicle crossings prevent stops being accessible in their existing positions.
- 1.12 Proposals for accessibility improvements have been developed for various existing bus stops along Ardleigh Green Road in addition to those considered by the Committee in December 2013;

ARDLEIGH GREEN ROAD		
Drawing Reference	Location	Description of proposals
QM016-OF202A	Opposite 225 to 229	<p>37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.</p> <p>The southern School keep clear marking to be relocated south (towards Helen Road) and reduced in length. Existing school keep clear restrictions to be amended from:</p> <p>During term time, Monday to Friday 8:15am - 9:15am & 3:00pm to 4:15pm</p> <p>To Monday to Friday 8:00am to 5:00pm</p>
<p>OPTION 1 QM016-OF-205A (northbound stop only)</p>	Outside 75 to 83	<p>Existing Location 37 metre bus stop clearway.</p>
<p>OPTION 2 QM016-OF-205/2A (northbound stop only)</p>	Outside 69 to 73	<p>Bus stop to be relocated from outside property number 81-83 to outside property number 69-73 33 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.</p>

- 1.13 The proposals shown on Drawing QM016-OF-205-2A (Option 2, outside 69 to 73) were as a result of comments received in response to the proposals shown on Drawing QM016-OF-205A (Option 1, outside 75 to 83) and at the request of the committee Chairman following representations by residents. These proposals are presented as alternatives.
- 1.14 With regard to the proposals shown on Drawing QM016-OF-205A (Option 1, outside 75 to 83), approximately 10 letters were hand-delivered to those potentially affected by the scheme on or just after 25th October 2013, with a closing date of 18th November 2013 for comments.
- 1.15 With regard to the proposals shown on Drawings QM016-OF-202A (opposite 225 to 229) and QM016-OF-205-2A (Option 2, outside 69 to 73), approximately 15 letters were hand-delivered to those potentially affected by the scheme on or just after 16th December 2013, with a closing date of 6th January 2014 for comments. The adjustments to the School Keep Clear restrictions shown on Drawing QM016-OF-202A were also publicly advertised.
- 1.16 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, 10 responses were received which are summarised in Appendix I (this includes one letter signed by 7 residents). The responses were all concerned with the alternatives proposed on Drawings QM016-OF-205A and QM016-OF-205-2A.

3.0 Staff Comments

- 3.1 The proposed changes shown on Drawings QM016-OF-202A (opposite 225 to 229) did not elicit any responses and so Staff recommend that the works proceed as consulted.
- 3.2 The alternative proposals set out Drawings QM016-OF-205A and QM016-OF-205-2A attracted objections to changes to the bus stop in its existing location (addition of a bus stop clearway and the rotating of the bus shelter) and relocating the stop to a position opposite Ayloffs Walk (footway works, shelter, bus stop flag and clearway)
- 3.3 Staff request that members consider the various matters raised by residents (and set out in Appendix I) in both the existing and proposed locations and recommend a treatment accordingly.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £4,500 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

BACKGROUND PAPERS

Project file: QM016, Bus Stop Accessibility 2013/14

**APPENDIX I
CONSULTATION RESPONSES**

Responses	Drawing Reference & Location	Summary of Comments	Staff Comments
Respondent 1	QM016-OF-205A (Option 1, outside 75 to 83)	<p>I note that there is an intention to alter the layout of the road that will impact my property. I have grave concerns that I need to bring to your attention;</p> <ul style="list-style-type: none"> • The first problem is that as a resident of my property for getting on for 40 years my access is now going to be compromised so profoundly that I will be unable to leave or return to my house. You are intending to have a 24 hour curfew for any vehicle needing to park or in fact stop for any reason I understand, so how am I going to be able to stop outside of my own property? • I have electric gates to the front of my house what I had to install following a very distressing situation, where I was subjected to vandalism and criminal damage. This was extremely frightening for me. The gates do provide me with much needed security and I have to park my car outside my property to use my “key” that opens my gates and shuts them. This would seem not permissible under this proposed road changes. • I understand that you have to have the wellbeing and health and safety aspect of the bus users but I have mobility problems and I am not able to park my car over the road in another side street and walk over to my home as suggested to somebody I spoke with in your department on the phone a couple of days ago. What about my health and safety? 	<p>This is an “existing” location where the footway is accessible and in good condition. A clearway is required in order to make the stop fully accessible.</p> <p>Clearways prevent stopping or parking.</p>

		<ul style="list-style-type: none">• The bus stop is not located in a position that appears to offer both myself and passengers easy access. In fact the bus stop has been a problem for some years since the shelter was erected. The buses stop over my drive access and it has been an ongoing problem for me as I have to wait till the bus moves for me to leave my property or access my property. There have been many times when buses have broken down across my property's access and I have been forced to remain at home unable to drive my car out or get in. It is absolutely intolerable to be told I cannot park outside my own home for any reason.• The road is in a residential area, well established over many years so it seems to me that the way of life that has been part of living in such a residence is forfeit because of a bus stop/ shelter (that is not hardly used at all, mainly only school children disembarking) that is to be changed. Where are the needs of the property owners being taken into the equation? Some of whom are also mobility challenged as I am myself.• I would also like to know if the shelter is to be reversed how close the structure will be to my boundary wall?• I have sought the help of my MP Andrew Rosindell and I have also been in conversation with Cllr Damian White who is going to visit me to discuss my concerns. My neighbours who are also affected are very upset by these proposals and like myself will be objecting strongly to the	
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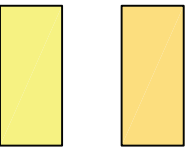
		<p>road alterations.</p> <ul style="list-style-type: none"> • If these alterations go ahead, needless to say the value of the properties will be seriously affected in a negative way. Obviously this is not wanted by any of the residents affected by your scheme. 	
Respondent 2	QM016-OF-205A (Option 1, outside 75 to 83)	<p>My husband and I are the current owners of 83 Ardleigh Green Road and we would wish to comments on the proposals of the above programme and particularly in relation to the sheltered stop directly outside our house. As the opportunity has arisen we would question the need for both a stop and more specifically a shelter at this stop completely for the following reasons:</p> <ul style="list-style-type: none"> • The existing bus shelter is a current hazard as it restricts our view when exiting and entering the property. To move this around 180 degrees would not add any value to this issue. • On occasions the buses stop with their fronts directly over our driveway and we cannot see their rear as the shelter restricts view • Vehicles often drive around the stationary buses and cannot see us exiting our property which could easily cause an accident. The stand specifically makes our view of this situation difficult to read. • On the occasions where buses (or coaches) stop over our drive and other cars drive around, we have been 	<p>The rotated shelter would provided slightly better visibility emerging from driveways because the road side would be open.</p> <p>This is an “existing” location where the footway is accessible and in good condition.</p>

		<p>concerned . We have two children who walk to school exiting our house and the bus shelter restricts both their access and view as well as other drivers and this could potentially cause an accident.</p> <ul style="list-style-type: none"> • We would wish the council to consider moving the bus stop to a more suitable location if it is proved to be a necessary stop. As residents directly adjacent to this bus stop as a minimum, we would question the need for a large shelter. There are rarely any passengers seated there and as such a stand seems a disproportionate response especially when compared with other bus stops along the road (Ayloffs Walk and Haynes Road), that do not have shelters. <p>We would additionally strongly challenge against any move to adjust the bus stop position further closer to our driveway for the above reasons</p>	
Respondent 3	QM016-OF-205-2A (Option 2, outside 69 to 73)	<p>In regards to the proposed Bus stop accessibility plans, it seems a little strange that you intend to relocate a stop which will cause more congestion to drivers and the potential of a road hazard.</p> <p>The current proposal suggest locating the bus stop adjacent to houses 71/73, almost dead opposite Ayloffs walk junction, and less than a house width from the central crossing barriers. Cars will slow down and stop behind the bus when it is stationary. Inexperienced drivers will not pass the bus in fear of the central crossing, and any drivers trying to exit Ayloffs walk will create</p>	This location is the nearest alternative site which has sufficient high kerb and stationary buses would not overhang driveways.

		<p>further congestion. Additionally drivers trying to pass the stationary bus will try to nip into Ayloffs walk with the potential of hitting oncoming traffic.</p> <p>The sensible solution is to move the stop further down toward adjacent 65/67 away from the crossing and junction. This is a very busy road, particular during the school run.</p> <p>Further consideration needs to be given as well as a feasibility study at the busy hours.</p>	
<p>Respondent 4</p> <p>Letter also signed by 6 immediate neighbours</p>	<p>QM016-OF-205-2A (Option 2, outside 69 to 73)</p>	<p>We write collectively as the homeowners of the properties that seem to be the most affected proposals outlined in your letter of 16th December 2013 regarding access improvements for buses in Ardleigh Green Road. It came as a surprise to us that minor proposals advised to us some three months ago now appear to have been replaced by a significant change to the scheme.</p> <p>May we first state that we totally agree with the principle of improving accessibility to buses and fully support the need for such improvements. However the proposals now suggested have raised a number of serious concerns that we consider render the current proposal to be wholly unsuitable. These are:</p> <p>1) Our primary concern is a health and safety issue in that moving the existing bus stop southward to the T junction of Ardleigh Green Road and Ayloffs Walk causes an unnecessary risk of motor vehicle collisions as vehicles attempt to overtake stationary buses adjacent to this busy</p>	<p>This location is the nearest alternative site which has sufficient high kerb and stationary buses would not overhang driveways.</p>

		<p>junction.</p> <p>2) A further safety issue is that vehicles entering or exiting Ayloffs Walk will also have a restricted view particularly if there are buses stationary at both bus stops on either side of the adjacent Ardleigh Green Road.</p> <p>3) Pedestrians, including school children, will also be put at risk as the proposed new location of the bus stop on the west side of Ardleigh Green Road is within a few metres of bollards in the centre of the road which have been provided previously as a road crossing point.</p> <p>4) Traffic congestion is also likely in Ardleigh Green Road when buses are stationary as the cross hatched centre section of the road, the T junction with Ayloffs Walk and adjacent pedestrian crossing bollards will prevent ease of passing by other vehicles. This is particularly concerning in the case of the frequent emergency services vehicles needing urgent access to incidents using Ardleigh Green Road. The staggered bus stops that currently exist, approximately 100m apart, give good visibility and ease of passing.</p> <p>5) Access and egress of vehicles to each of our properties will become even more difficult than at present and could be a further safety issue when buses are stationary at the proposed new bus stop.</p> <p>6) Finally in these times of austerity we seriously question the need to fund a significantly more expensive scheme</p>	
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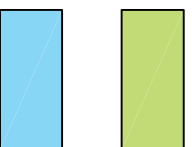
		<p>to create a totally new bus stop rather than relatively minor modifications to the existing bus stop which has been in its current position for decades.</p> <p>In view of the various serious concerns regarding health and safety, restricted access and unnecessary expense outlined above, we object to this proposal in its latest form.</p>	
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ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.



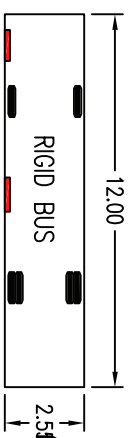
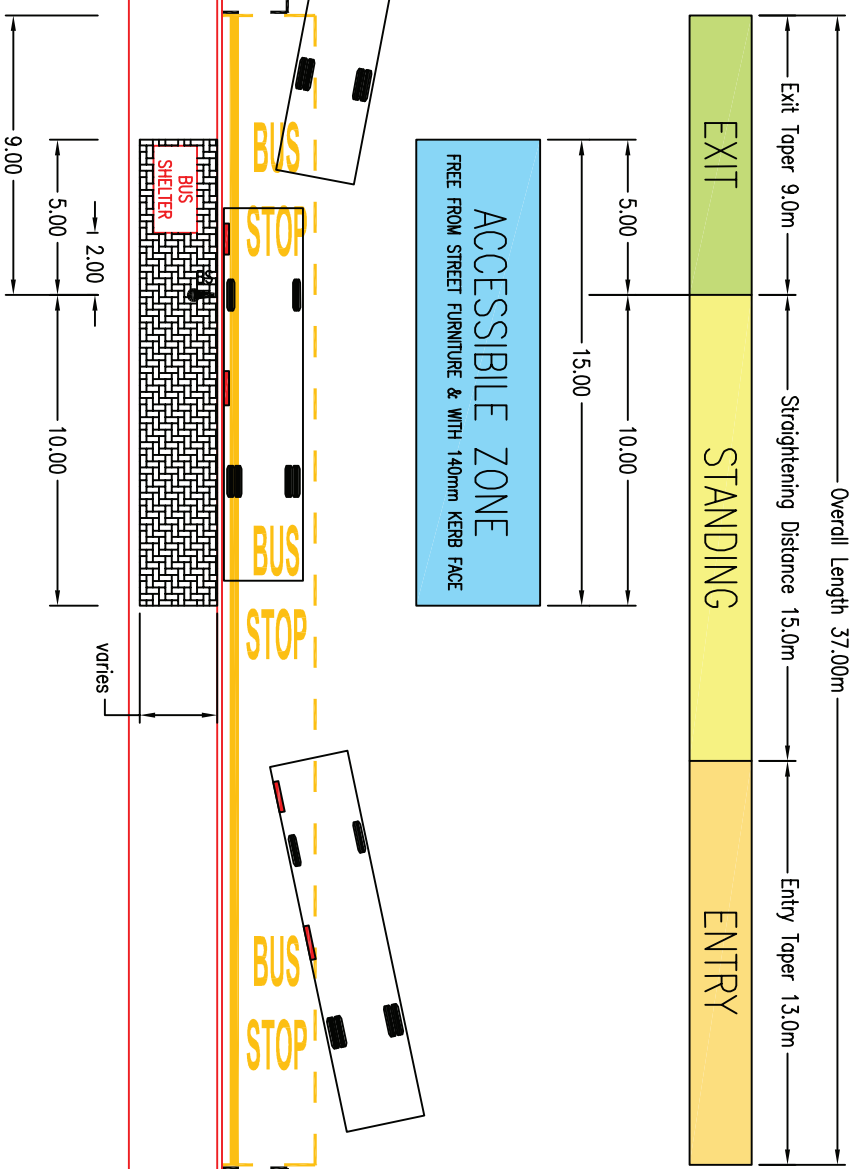
STANDING ZONE
 ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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: <small>Part 6 - Standard Details</small></p>		<p>DRAWING No. QB109/00/01</p>		<p>REVISION B</p>		<p>REVISION A</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>DATE FEB 04</p>	
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EXISTING SCHOOL KEEP CLEAR RESTRICTIONS TO BE AMENDED FROM:
 DURING TERM TIME, MONDAY TO FRIDAY
 8:15am - 9:15AM & 3:00pm TO 4:15pm
 TO
 MONDAY TO FRIDAY 8:00am TO 5:00pm

Ardleigh Green
 Infants School

PROPOSED 37.0m LENGTH 24 HOUR BUS STOP CLEARWAY

EXISTING SCHOOL KEEP CLEAR RESTRICTIONS
 TO BE AMENDED FROM:
 DURING TERM TIME, MONDAY TO FRIDAY
 8:15am - 9:15AM & 3:00pm TO 4:15pm
 TO
 MONDAY TO FRIDAY 8:00am TO 5:00pm

EXISTING BUS STOP CLEARWAY

Spencers
 Arms
 (PH)

Haverling
 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@haverling.gov.uk

PURPOSE PROPOSAL

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JOB TITLE
 BUS STOP ACCESSIBILITY 2013/14
 ROUTE 256, 165 & 370

DRAWING TITLE
 ARDLEIGH GREEN ROAD
 ARDLEIGH GREEN SCHOOL (11118)

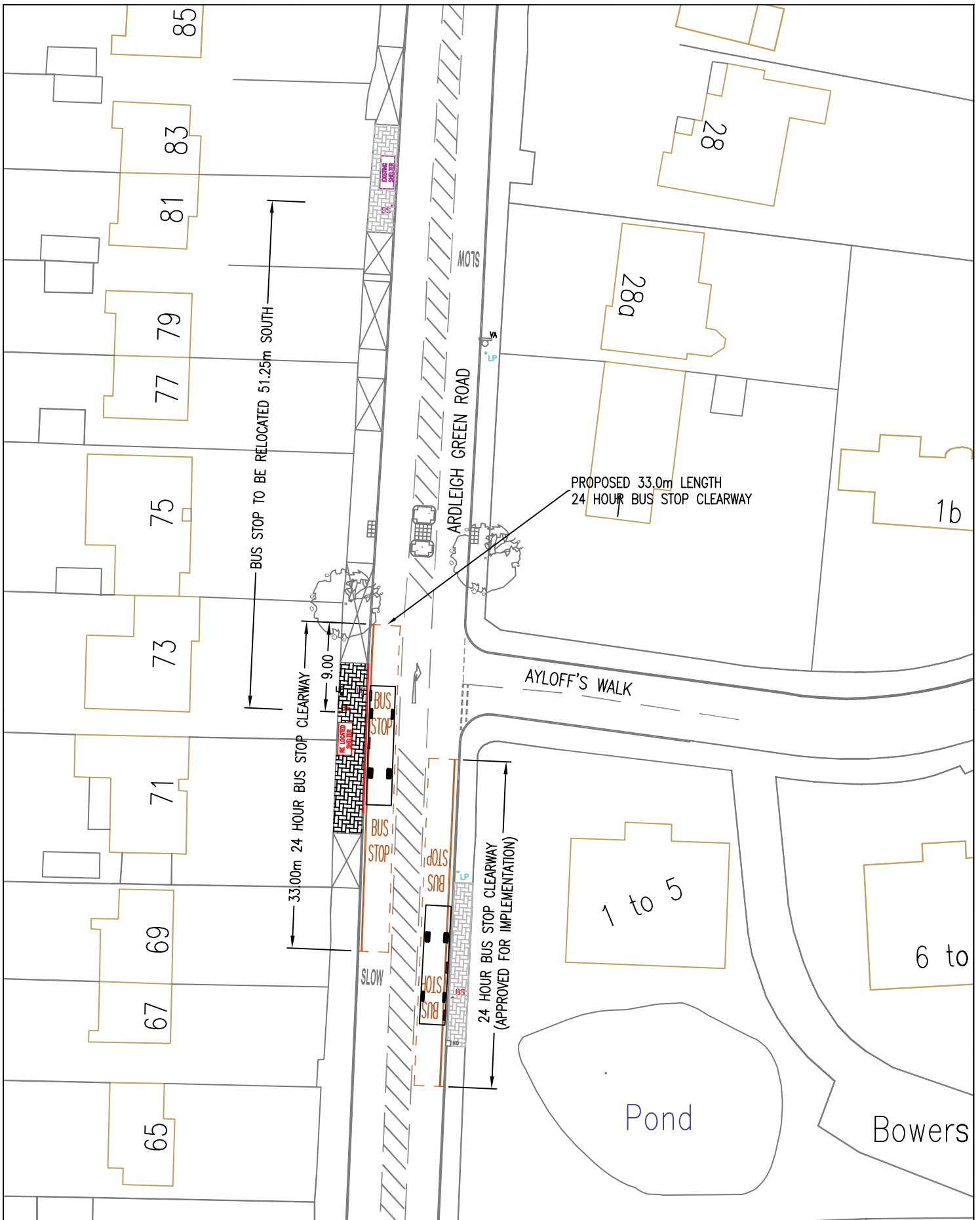
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 APPROVED BY [Signature]

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 DATE 20.12.13
 DRAFT
 ISSUE

ACAD REF: [Blank]
 DRAWING No QM016-OB-202
 REVISION A

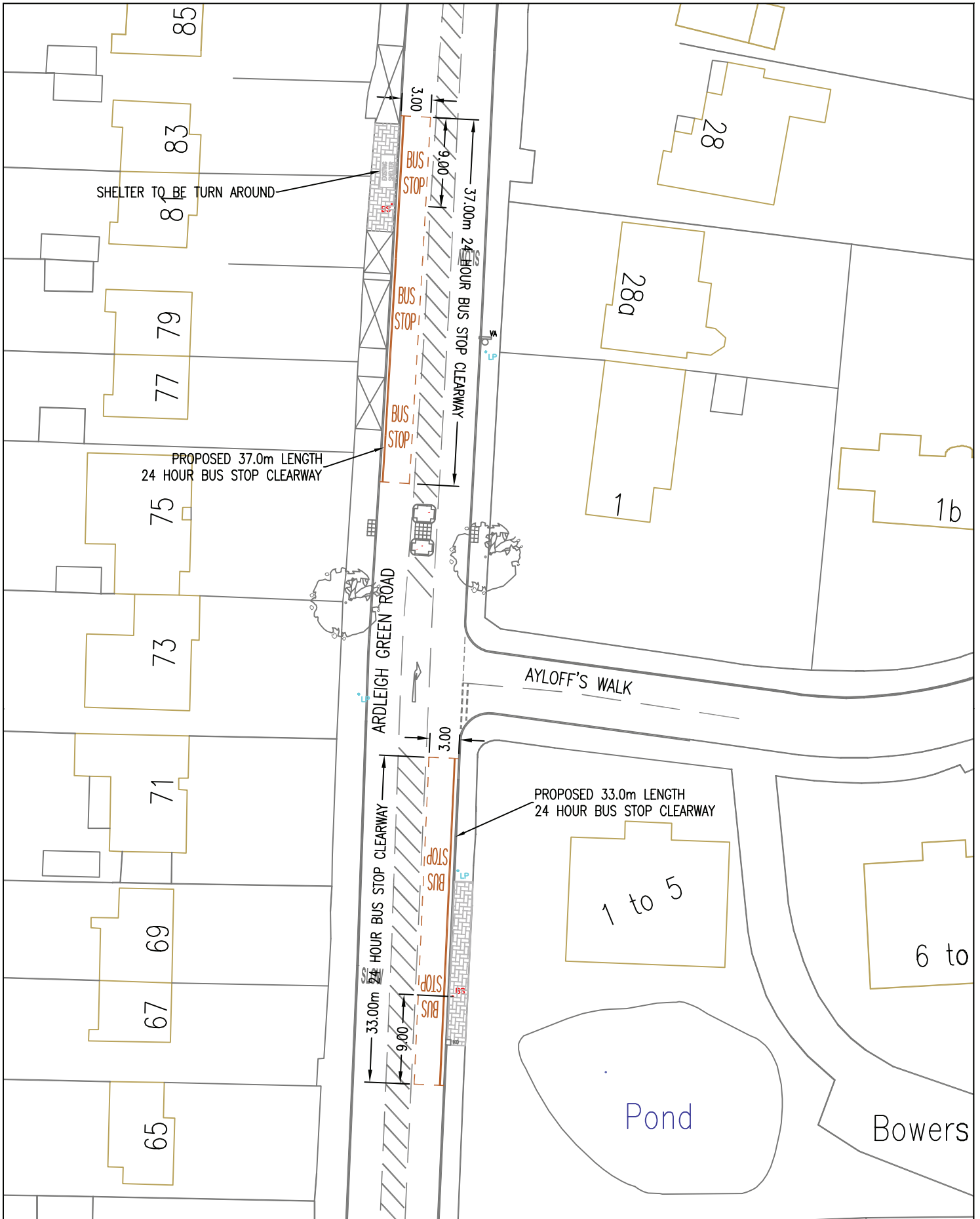
REVISION	AMENDMENT	DATE

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<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>		<p>PURPOSE</p>		<p>PROPOSAL</p>	
<p>JOB TITLE</p> <p>BUS STOP ACCESSIBILITY 2013/14 ROUTE 256, 165 & 370</p>		<p>©COPYRIGHT</p> <p>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>DRAWING TITLE</p> <p>ARDLEIGH GREEN ROAD ALOYFF'S WALK (26181)</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>SCALE (AT A4 SIZE)</p> <p>1:500</p>		<p>DATE</p> <p>20.11.13</p>		<p>REVISION</p>	
<p>DRAFT</p> <p>ISSUE</p>		<p>ACAD REF:</p>		<p>REVISION</p>	
<p>Sheet Size: A4 (210x297)</p>		<p>DRAWN BY</p> <p>RP</p>		<p>CHECKED BY</p> <p>MLP</p>	
<p>APPROVED BY</p> <p>MLP</p>		<p>DRAWING No</p> <p>QM016-0F-205/2</p>		<p>REVISION</p> <p>A</p>	
<p>AMENDMENT</p>		<p>DATE</p>		<p>AMENDMENT</p>	

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<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>		<p>PURPOSE</p> <p>PROPOSAL</p>			
<p>JOB TITLE</p> <p>BUS STOP ACCESSIBILITY 2013/14 ROUTE 256, 165 & 370</p>		<p>©COPYRIGHT</p> <p>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>DRAWING TITLE</p> <p>ARDLEIGH GREEN ROAD ALOFF'S WALK (26180 & 26181)</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>SCALE (AT A4 SIZE)</p> <p>1:500</p>		<p>DATE</p> <p>04.09.13</p>		<p>REVISION</p> <p>AMENDMENT</p>	
<p>DRAFT</p> <p>ISSUE</p>		<p>ACAD REF:</p> <p>Sheet Size: A4 (210x297)</p>		<p>DRAWN BY</p> <p>RP</p>	
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		<p>DRAWING No</p> <p>QM016-OF-205</p>		<p>REVISION</p> <p>A</p>	
		<p>REVISION</p> <p>AMENDMENT</p>		<p>DATE</p>	

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HIGHWAYS ADVISORY COMMITTEE

18 February 2014

REPORT

Subject Heading:

**SQUADRONS APPROACH
PROPOSED PART TIME WAITING
RESTRICITONS
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 part time waiting restrictions in Airfield Way at the entrance to Hornchurch Country Park and seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the part time waiting restrictions set out in this report and shown on the following drawings are implemented;
 - QK051/HCP/01
2. That it be noted that the estimated cost of £750 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Improved Access to Hornchurch Country Park.

REPORT DETAIL

1.0 Background

- 1.1 Planning consent has been granted to the Essex Wildlife Trust to develop a visitor centre within Hornchurch Country Park (Planning Reference P1138.12).
- 1.2 Part of the development includes the creation of a coach turning place within the edge of the site to provide access for school and other community-based trips where travel is by coach or minibus.
- 1.3 The coach turning place would make use of the existing turning head on the public highway to the south-western end of Squadron's Approach, together with changes within the vehicular access to the site.
- 1.4 Because of parking within the south-western end of Squadron's Approach, proposals to restrict the turning head from parking (no waiting) were developed which would operate between 9:30am and 4pm, Monday to Friday, to coincide with likely school trip times. The proposals are shown on Drawing QK051/HCP/01.
- 1.5 The proposals were publicly advertised, along with residents in the immediate area (Bennions Close, Carbury Close and Squadron's Approach) being provided with hand-delivered consultation letters on or just after 16th December 2013, with a closing date for comments being 17th January 2014.

1.6 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, no responses had been received.

3.0 Staff Comments

3.1 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £750 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Improved Access to Hornchurch Country Park. 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:

Waiting restrictions require public advertisement and consultation before a decision can be taken on implementation.

Human Resources implications and risks:

None.

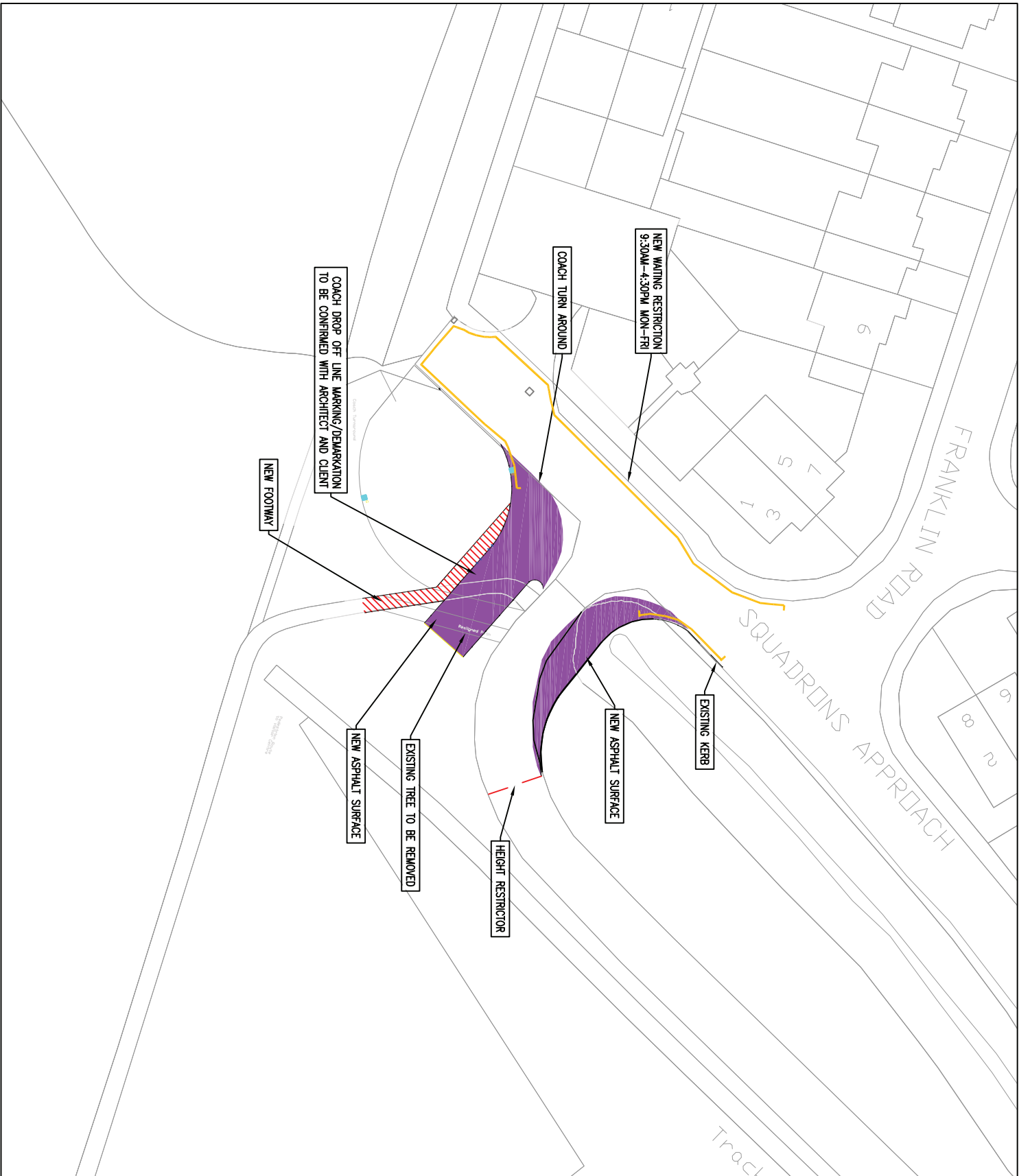
Equalities Implications and Risks:

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.

BACKGROUND PAPERS

Project file: QK051, Small Projects, Squadron's Approach



PURPOSE | ISSUE

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London Borough of Havering 100024327

NOTES

REVISION	AMENDMENT	DATE
JOB TITLE Hornchurch Country Park Visitor Centre		
DRAWING TITLE Parking Restrictions		
 Havering <small>LONDON BOROUGH</small> <small>STREETCARE CULTURE & COMMUNITY</small> <small>TRAFFIC & ENGINEERING</small> <small>10th FLOOR MERCURY HOUSE</small> <small>MERCURY GARDENS, ROMFORD, RM1 3DW</small> <small>TELEPHONE No: 01708 424343</small> <small>FAX No: 01708 433121</small> <small>E-MAIL: streetcare@havering.gov.uk</small>		
DRAWN BY DJB	CHECKED BY RP	APPROVED BY MLP
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ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QK051/HCP/01	REVISION 0

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HIGHWAYS ADVISORY COMMITTEE

18 February 2014

REPORT

Subject Heading:

**PROPOSED PAY & DISPLAY BAY –
BALGORES CRESCENT- comments to
advertised proposals**

Report Author and contact details:

Sarah Rogers
Engineering Technician
schemes@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to convert the existing free parking bay located in Balgores Crescent into a Pay & Display bay area.

RECOMMENDATIONS

That the Committee having considered the report and representations made recommends to the Cabinet Member for Community Empowerment that:

- a) The proposals to change the existing free parking bay located in Balgores Lane be operational from 9.00am to 5.00pm Monday to Saturday inclusive with a maximum stay period of 3 hours, with no return to the bay within 2 hours, shown on drawing reference TPC252 attached, be implemented to fall in line with the current Pay and Display operational hours. The effects of the scheme be monitored once implemented.

Or

- b) The proposals outlined in (a) above be abandoned.

REPORT DETAIL

1.0 Background

- 1.1 At a meeting of this Committee on the 19th June 2012, a request was made that the existing free parking bay located in Balgores Crescent, Gidea Park be converted to a new Pay & Display parking facility operational from 9.00am - 5.00pm Monday to Saturday inclusive, with a maximum stay period of 2 hours, with no return to the bay within 2 hours. This request was deferred.
- 1.2 On the 16th October 2012 it was agreed by the Highways Advisory Committee that the scheme be removed from the deferred list to the Minor Schemes works programme to extend the Pay and Display facilities in the area.
- 1.3 These proposals were subsequently designed and publicly advertised. A copy of the plan outlining the proposals is appended to this report as Appendix A. Residents in the immediate area of the proposed scheme were notified by letter, enclosing a copy of plan reference TPC252. In addition to this key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.
- 1.4 The proposals were advertised with a 2 hour maximum stay period, although Officers recommend to the Committee that they should approve an increase of the maximum stay period to 3 hours, to fall in line with the harmonisation of the borough wide Pay and Display operational hours.

2.0 Outcome of Public Consultation

2.1 On the 2nd August 2013, residents of 27 addresses in the immediate area of the proposed scheme were advised by letter enclosing a copy of plan reference TPC252, detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed in Balgores Crescent.

3.0 Responses

3.1 At the close of the public consultation on 23rd August 2013, 7 responses were received all objecting to the proposals to implement a Pay and Display scheme within the existing free bay. Please refer to Appendix B of this report.

4.0 Staff Comments

4.1 All responses received objected to the proposals, however it is felt by Officers that the proposed design should be implemented as advertised to promote shorter term parking in the existing parking bays and introduce a more user friendly parking solution for local businesses and amenities.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £5,000 including advertising costs. This cost can be met from the 2013/2014 Minor Parking Schemes revenue budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, whilst there may be a marginal level of additional capacity brought about by a reduction in cash collection schedules and frequency there will be an inevitable increase of risk from cash theft if money is left in situ for longer. That said, a physical limit for cash collections will soon be reached and so consideration will need to be given to additional employees to undertake increased levels of cash collection at a later stage.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to some equality groups that could be differentially affected such as older people and disabled residents, particularly those requiring regular visits by carers/relatives. The area in question is currently covered by a commuter parking zone and there are no plans to introduce permits for residents, visitors and businesses to allow them to park within this Pay and Display parking bay. The proposed scheme could also affect some local businesses.

There could also be some visual impact from the required signing and lining works but it is anticipated that the proposed scheme will improve road safety and accessibility for local residents and businesses who may otherwise be affected by long-term non-residential parking.

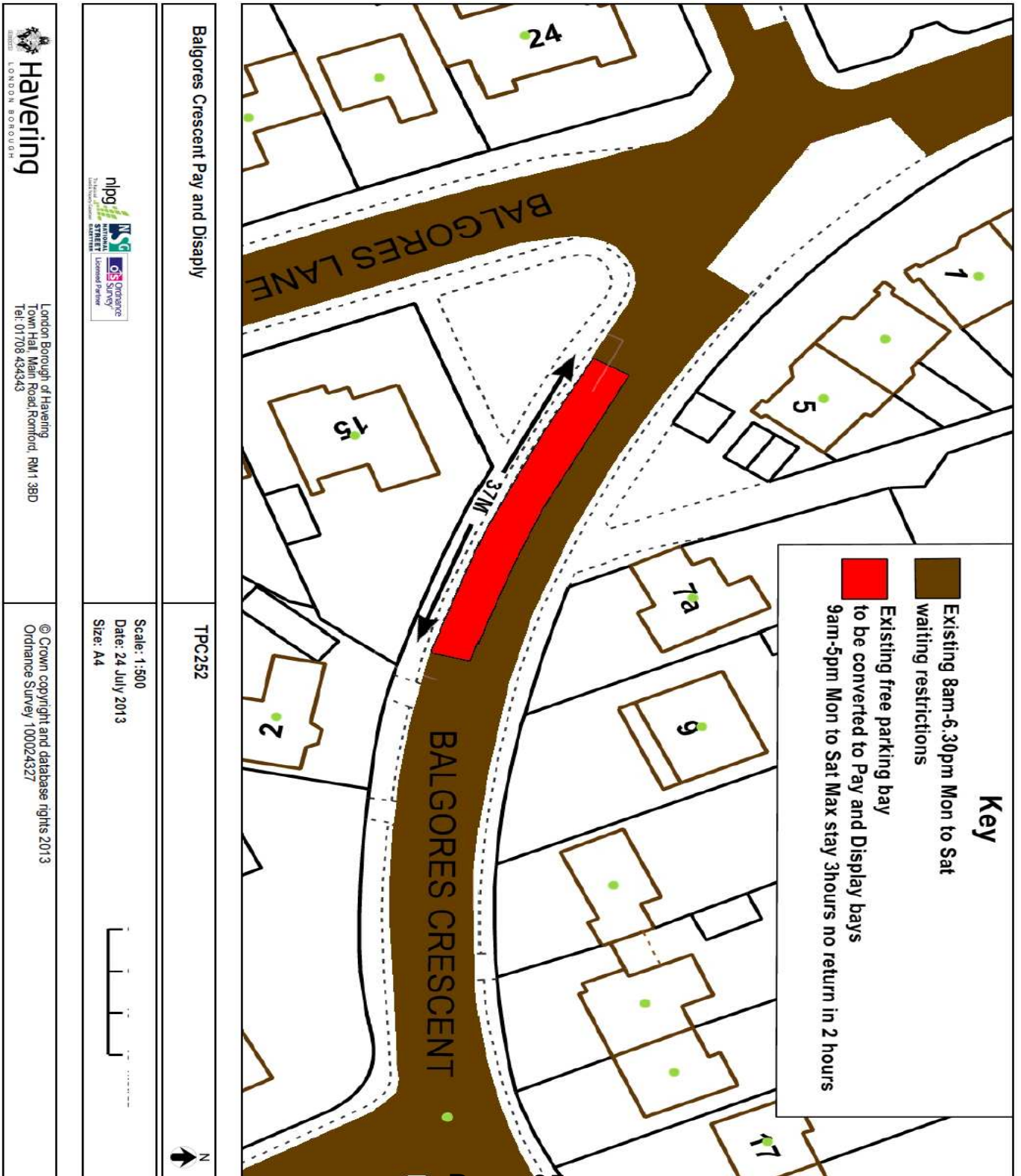
The proposed scheme has been publicly advertised and subject to formal consultation. Residents of 27 addresses in the area perceived to be affected by the proposal were advised by letter enclosing a plan, detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed in Balgores Crescent. At the close of the public consultation, 7 responses were received all objecting to the proposals to implement a Pay and Display scheme within the existing free bay, none of which refer to any equality related concerns or issues.

While it is anticipated that the proposed changes will introduce a more user friendly parking solution for local businesses and amenities, it is noted that the consultation responses received are against the proposed changes (see Appendix B). After careful consideration of each of the responses and any potential/likely equalities issues and concerns arising from the proposals, officers have recommended that the proposed changes be implemented as advertised and the effects be monitored on a regular basis.

Any required changes to the scheme will be reported to the Highways Advisory Committee who will advise on further course of action.

BACKGROUND PAPERS

Appendix A



Appendix B

Responses to the consultation

Response 1- I write to object to this proposal. The bay in question is well used for shoppers and occasionally by commuters. There are often available spaces and I see no reason whatsoever to change its status as a free facility.

Response 2- I object to introducing pay and display into the existing free bay in Balgores Crescent as it will probably displace parking into those uncontrolled bits of road in the Reptons and Tudors area who are already being inconvenienced by displacement activity caused by extra yellow line restrictions. The existing pay and displays in Balgores Crescent and Crossways are seldom fully used as it is.

Response 3- Please note I am NOT in favour of this proposal.

Response 4- We are not in favour of the proposals. I do go to work and I have a car. There is not adequate parking in Balgores Crescent, if proposed pay and display is enforced there will be no where for my car to be parked. Would you be providing permits Free of charge to local residents? I have lived in Balgores crescent for some two years now, the parking arrangements are fine, there is no congestion in the road. Placing this enforcement will cause unnecessary issues.

Response 5- We are not in favour of the proposals. From our experience, cars are there for under 30 minutes anyway, and a revenue generating scheme will affect local businesses. We cannot see how this proposal is any more user friendly than current. This is not a current problem and can see people using other businesses elsewhere.

Response 6- I am not in favour of the proposed pay and display scheme for Balgores Crescent. I have no parking facilities and regularly use Balgores Crescent to park my vehicle, I already have a yellow line with restrictions and pay and display outside my property giving me very few options to park for free.

Response 7- I wish to object to the proposed changes to car parking in Balgores Crescent. The changes will cause yet more parking problems for residents' visitors and trades people.

HIGHWAYS ADVISORY COMMITTEE

18 February 2012

REPORT

Subject Heading:

**TPC279 Brooklands Parking Review -
comments to advertised proposals**

Report Author and contact details:

Ben Jackson
Business Unit Engineer
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 outlines the responses received to the informal consultation and the subsequent advertised proposals for the creation of a new permit parking zone (R07), and the introduction of waiting restrictions, a bus stop clearway, limited stay parking bays and Pay and Display parking provision in the Brooklands Ward, which were agreed in principle by this Committee, and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Community Empowerment that the proposals as shown on drawings reference plan 1 and plan2 attached to this report be:

1. The proposals as shown on **Plan 1 (Appendix 1) & Plan 2 (Appendix 2)** attached to this report be implemented as follows:
 - a. implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations; or
 - b. implemented as advertised with the permit element operational between 8am and 6.30pm Monday to Saturday and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations; or
 - c. rejected
2. That it be noted that the estimate cost of £11,000 for implementation will be met from the 2013/14 Minor Parking Schemes budget.

REPORT DETAIL

1.0 **Background**

- 1.1 At its meeting on 19th February 2013, the Highways Advisory Committee, considering item no TPC279 Brooklands Ward agreed in principal that a review of the parking in the area be undertaken.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with an informal consultation by way of questionnaire to gauge views on parking and setting out options which aids Officers to design an appropriate scheme encompassing the local issues.
- 1.4 Approximately 625 letters and questionnaires were delivered to the area on 10th June 2013 with a closing date of 5th July 2013.
- 1.5 By the close of consultation, 191 responses had been received a 31% response rate overall. Of the 191 responses 64% (122) were in favour of some form of parking scheme, with 36% (69) against.

- 1.6 Of the 122 that supported the scheme 112 were in favour of permit parking although there was equal support of 56 for both operational times of 8am – 6.30pm or 8am – 8pm.
- 1.7 76 residents would prefer the permit scheme to be operational Monday to Saturday with 45 residents opting for Monday to Friday. The informal questionnaire/consultation data is set out on **Appendix 3** of this report.
- 1.8 Officers also held a consultation drop in session at St Augustine's Church Hall, which is located on Birkbeck Road, between 6pm to 8pm on Thursday 27th June 2013 to assist people in answering the questionnaire whilst providing information relating to the impacts of any potential scheme. Approximately 30 people attended this meeting.
- 1.9 Following the informal consultation, and based on the collected data, Officers produced an appropriate design and formally consulted. The proposals were designed in consultation with the Ward Members and Stakeholders and were subsequently advertised. Residents in the immediate area of the proposed scheme were notified by letter, enclosing a copy of drawings reference Plan 1 and Plan 2, attached to this report. Site notices were also placed throughout the area.
- 2.0 Approximately 447 letters and plans were delivered to local residents (excluding Norwood Avenue) on 8th November 2013, with a closing date of 29th November 2013 for representations. In addition to this key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.
- 2.1 Those that were consulted asked to respond as follows:
1. You are **in favour** of the proposals
 2. You are **not in favour** of the proposals
 3. You are **in favour of part of the scheme**
- 2.2 By the close of consultation, 89 responses had been received a 20% response rate overall. Of the 89 responses 61% (54) were in favour of the proposal, with 34% (31) not in favour, and 5% (4) in favour of part of the scheme.
- 2.3 During the consultation Officers launched a further proposal shown on drawing reference **Plan 2** on 22nd November 2013 to include free parking bays with a maximum stay of 3 hours and no return within 2 hours on both sides of the road, near to the junction of Rush Green Road. This will provide a parking facility for visitors to the area, including those of St Augustine's Church and local businesses.
- 2.4 Approximately 12 consultation letters and plans were delivered to local residents on 22nd November 2013, with a closing date of 20th December 2013 for representations. In addition to this key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press. The consultation data is set out on **Appendix 4** of this report.

2.5 Those that were consulted and were asked to respond as follows:

1. You are **in favour** of the proposals
2. You are **not in favour** of the proposals
3. You are **in favour of part of the scheme**

2.6 By the close of consultation, 11 responses had been received. Of the 11 responses 7 were in favour of the proposal, with 4 not in favour.

2.7 This report looks at the responses received to the advertised proposals for the area and recommends a further course of action.

2.0 Design Principles

2.1 Introduce permit parking in Dagenham Road, Lilliput Road, East Road, Wolseley Road, West Road, Grosvenor Road, and Birkbeck Road which will increase the available kerb space for resident in these roads. Related costs to the Permit Parking element:

Resident & Business permits charges	
Residents permit per year	1st permit £20.00, 2nd permit £25.00, 3rd permit and any thereafter £60.00
Business permit per year	Maximum of 2 permits per business £71.05 each
Visitors permits	£1.00 per permit for up to 4 hours (sold in £10.00 books of 10 permits)

2.2 Introduce a Pay & Display parking area in Birkbeck Road at the junction of Dagenham Road to provide a facility for those visiting the businesses and shops. Related costs and hours of operation relating to the proposed Pay Display Parking:

The pay and display parking facilities within Birkbeck Road will be operational between 8.00 a.m. and 6.30 p.m. on Monday to Saturday inclusive. The cost of this provision is 20 pence for the two hours then 50 pence for the maximum period of three hours where return to that same parking place would be prohibited for two hours.

2.3 Improve accessibility to bus service by introducing a bus stop clearway on Dagenham Road between Birkbeck Road and Grosvenor, heading into Romford.

2.4 Introduce waiting restrictions on Dagenham Road which is aimed to improve accessibility for resident to private forecourts, traffic flow and reduce congestion during busy periods.

2.5 Introduce free parking bays on Birkbeck Road with a maximum stay of 3 hours and no return within 2 hours on both sides of the road, near to the junction of Rush Green Road. This will provide a parking facility for visitors to the area, including those of St Augustine's Church and local businesses.

2.8 All of the proposals have been designed in conjunction with the Ward Councillors, resident groups and stakeholders.

3.0 Responses received

All comments are set out in **Appendix 5** of this report appended to this report

4.0 Staff comments

This part of the Brooklands Ward is within walking distance of the Queens Hospital site. Residents face daily issues with dangerous and inconsistent this is a particular issue in Dagenham Road, Traffic and Parking Control receives frequent complaints relating to commuter parking. Residents difficulties are further compounded because off-street parking to the front of properties is not an option for many as gardens are insufficient in size to accommodate a vehicle. Therefore residents have a greater demand for parking as kerb space is further reduced by commuter parking. This has led to a high level of complaints and requests for parking restrictions in this area which is further supported by the comments made during both the informal and formal consultations. Furthermore, enforcement cannot be carried out due to the lack of restrictions which prevents the Council from providing a satisfactory service.

A report was presented to the Regulatory Services Committee meeting held on 30th January 2013 where it was agreed to make alterations and construct an extension to the existing multi storey car park on the Queens Hospital site. This will provide up to 256 additional car parking spaces to serve Queens Hospital, together with revised access, landscaping and associated infrastructure. Should this proposal not be implemented there will likely be further pressure placed on the areas of in Dagenham Road, Lilliput Road, East Road, Wolseley Road, West Road, Grosvenor Road, and Birkbeck Road by staff and visitors of Queens Hospital.

The proposals are designed to enhance the area by significantly increasing the available kerb space for all residents, businesses and visitors by limiting long term non-residential parking.

The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area and eliminating long-term parking. A number of Pay and Display schemes are operating successfully in other areas in the borough serving both businesses and local community.

These proposals will improve traffic flow, limit commuter parking and make further parking provisions for residents, businesses and shoppers. Based on the outcome of both the informal and formal consultations, it should be noted that the majority of respondents would prefer to see the period of the proposed restriction reduced to 8am – 6.30pm, Monday to Saturday. Therefore Officers recommend the proposals as set out in **option b** of this report be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £11,000 including advertising costs. This cost can be met from the 2013/2014 Minor Parking Schemes revenue budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report such as the pay & display, permit parking for business/residential/visitors, waiting restrictions and the bus stop clearway have been publicly advertised and subject to public consultation. Additionally a drop-in session

was organised by Officers to inform stakeholders about the proposed changes and answer their questions.

In relation to the protected characteristics within the Equality Act 2010, the consultation responses identified the potential negative impact of the parking scheme proposals on the worshippers of St Augustine's Church and community groups who use the Church Hall facilities such as Scouts, Guides, a Nursery and Blood donor service. As a result of these responses, the proposals were revised to mitigate this impact by providing free parking bays with a maximum stay of 3 hours and no return within 2 hours on both sides of the road.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses.

However, parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking. The proposed parking restrictions and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced for local residents, particularly for disabled people, older residents and parents with children who are most likely to shop locally.

Disabled 'Blue' Badge holders are able to park for an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

As potential/likely equalities issues and concerns raised through the consultation have been factored into the final proposal, officers recommend that the proposed changes be implemented as advertised and the effects be monitored on a regular basis.

BACKGROUND PAPERS

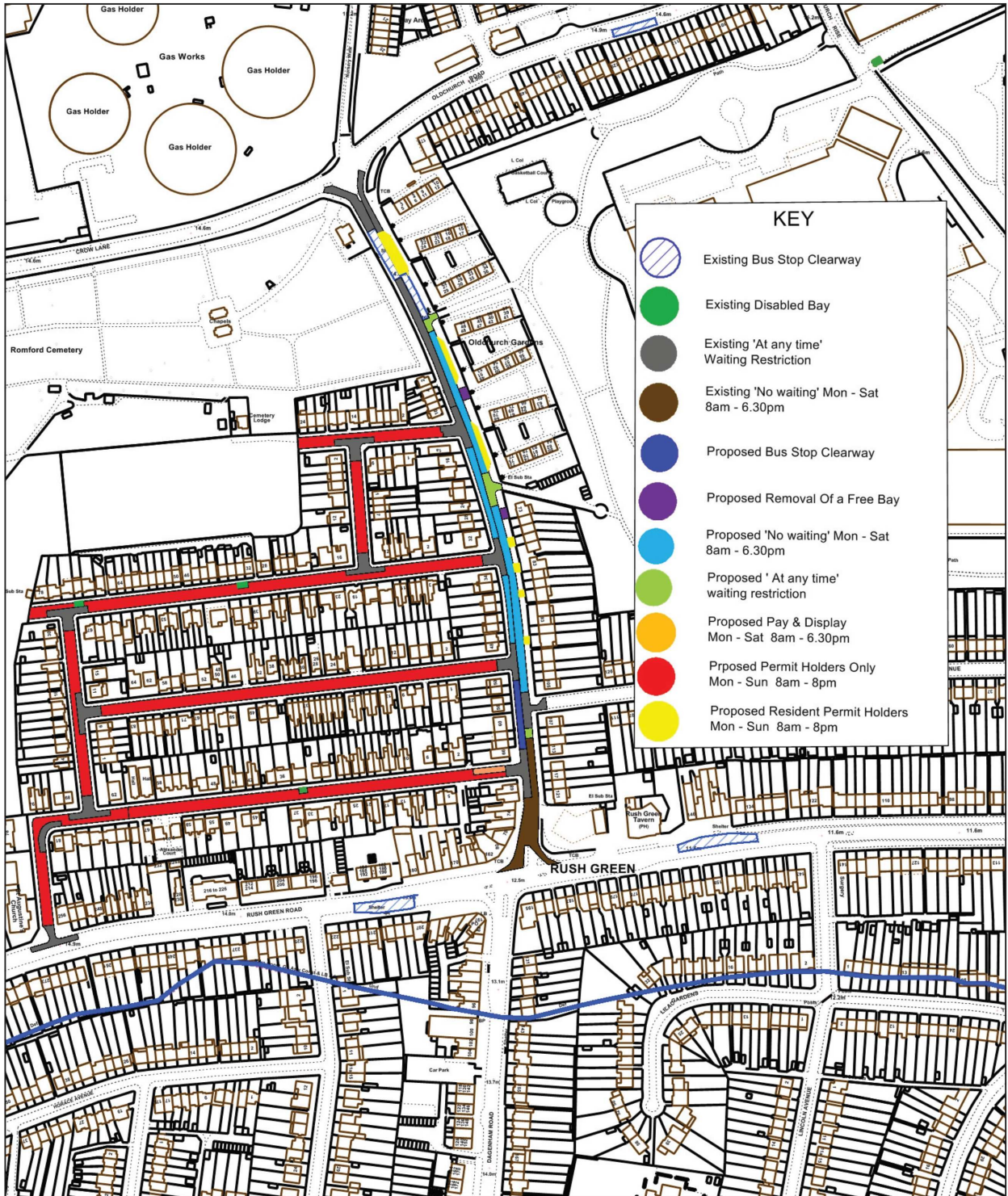
Appendix 1 – Plan 1

Appendix 2 – Plan 2


Appendix 3 - Outcome to informal questionnaire consultation:


Appendix 4 - Outcome to formal consultation for proposals

Appendix 5 – Comments to proposals



Plan 1 - Brooklands - R07 N
↑


Scale: 1:2250
Date: 04 February 2014
0 20 40 60 metres


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Ordnance Survey 100024327



Plan 2 - Brooklands - Free Parking Bay

N
↑

nlpg NSI Ordnance Survey
NATIONAL STREET VIEW Licensed Partner

Scale: 1:600
Date: 04 February 2014

0 20 40 60 metres

Havering LONDON BOROUGH

London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
Tel: 01708 434343

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Ordnance Survey 100024327

Appendix 2



BROOKLANDS PARKING REVIEW RESULTS OF PUBLIC CONSULTATION																
Road	No of properties consulted	No. of Individual Responses received	% Return	For	Against	Restriction Type			What hours of the day				Days of the Week		Support Yellow Lines at Junctions	
						Res	Bus	WR	Timed Restriction	8am to 6.30pm	8am to 8pm	Other*	M-F	M-S	For	Against
Birbeck Road	73	17		7	10	5	2			3	4		2	5	9	1
Dagenham Road	45	13		12	1	10		2		3	9		1	11	12	
East Road	9	2		2		2				1		1	1	1	2	
Grosvenor Road	67	12		8	4	8				5	3		5	3	8	
Lilliput Road	18	8		7	1	6		1	1	3	3		3	4	6	2
Norwood Avenue	118	27		4	23	3		1		2	2			4	8	
Oldchurch Gardens	83	3		2	1	2				1	1		1	1	2	
Rush Green Road	118	23		9	14	7	1	1		5	3	1	4	5	9	
West Road	21	5		3	2	2		1		3			2	1	3	
Wolseley Road	73	36		34	2	34			2	18	14		13	21	36	
Other		45		34	11	30		3	3	12	17	1	13	20	34	1
Totals	625	191	30.56	122	69	109	3	9	6	56	56	3	45	76	129	4

1 person from the **Other** section has agreed for restrictions but does not agree with any proposals and would like pay & display in the road as its fair for everyone.

Appendix 3



Plan 1 - Brooklands Parking Review Consultation Responses						
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	For	Against	In favour of Part of the scheme
Birkbeck Road	73	13		6	7	
Dagenham Road	77	11		10	1	
East Road	10	3		1	1	1
Grosvenor Road	68	13		9	3	1
Lilliput Road	16	3		2		1
Oldchurch Gardens	84	1		1		
West Road	22	3		3		
Wolseley Road	74	18		15	3	
Rush Green Road	23	2		1	1	
Other		22		6	15	1
Totals	447	89	19.91	54	31	4

Plan 2 - Birkbeck Parking Review Consultation Responses						
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	For	Against	In favour of Part of the scheme
Birkbeck Road	12	11		7	4	



Appendix 5

For	Comments	Staff Comments
1.	A respondent supports the scheme but suggests that permit holders only times should be changed to 10am-4pm to prevent commuter parking whilst accommodating visitors. Alternative provision should be made for the one way section of Birkbeck road as parking is required here for visitors to the church and church hall activities. Perhaps something like maximum stay 3 hours.	Following discussions with the Vicar of St. Augustine's Church a revised proposal will provide a section of carriageway adjacent to and opposite the Church and hall of a maximum stay of 3 hours no return within 2 hours Mon – Sat 08.00am to 6.30 pm.
2.	A resident of Birkbeck Road supports the scheme as he is unable to park near to home due to hospital workers parking all times of the day and night. Emergency vehicles are unable to stop.	It is hoped that the proposed scheme will address all of these issues.
3.	A respondent is in favour of the part of the scheme to introduce Permit Parking but does not wish to pay a charge for a Permit to park on his own road given that he already pays council tax.	The proposed permit parking is Mon – Sun 8am – 6.30pm however this can be reduced following formal consultation to meet requirements. The number of days and time limits within a proposal cannot be increased at this time.
4.	A resident of Lilliput Road is in favour.	
5.	A resident of Grosvenor Road is in favour.	
6.	2 residents of Wolseley Road are in favour.	
7.	A resident of Birkbeck Road is in favour. Currently emergency vehicles are obstructed by parked cars.	It is hoped that the proposed scheme will address all of these issues.
8.	A resident of Dagenham Road is in favour. Currently emergency vehicles are obstructed by parked cars.	It is hoped that the proposed scheme will address all of these issues.
9.	A resident of Dagenham Road is in favour.	
10.	A resident of Grosvenor Road is in favour.	
11.	A resident of Grosvenor Road states there is no problem at weekends so permits only required Mon to Fri between 8am and 6pm.	The proposed permit parking is Mon – Sun 8am – 6.30pm however this can be reduced following formal consultation to meet requirements. The number of days and time limits within a

		proposal cannot be increased at this time.
12.	A resident of Birkbeck Road is in favour however feels that permits are only required Mon to Fri 8am to 6pm	
13.	A resident of Wolseley Road is in favour.	
14.	A resident of Grosvenor Road is in favour.	
15.	A resident of Wolseley Road is in favour.	
16.	A resident of Rush Green Road is in favour.	
17.	A resident of Wolseley Road is in favour.	
18.	A resident of Lilliput Road is in favour.	
19.	A resident of Dagenham Road is in favour but would like extension of DYL at Jcn of Wolseley Rd and Dagenham Rd up to no. 30 to stop hospital workers from parking.	This section of Wolseley Road will be within the permit holders' area which will not be available to hospital staff unless they are residents. Extending the double yellow lines would prevent anyone from parking, including residents.
20.	A resident of East Road is in favour.	
21.	A resident of Wolseley Road is in favour.	
22.	A resident of Dagenham Road is in favour.	
23.	A resident of Birkbeck Road is in favour as he is a disabled person and uses the dial a ride. He believes that many of the properties have multiple occupants with up to 4 or more cars which adds to the problems.	Where there are multiple occupants with vehicles at a property each one will require to have a valid permit.
24.	A resident of Wolseley Road is in favour.	
25.	A resident of Grosvenor Road is in favour.	
26.	A resident of Birkbeck Road is in favour.	
27.	A resident of Birkbeck Road is in favour.	
28.	A resident of Wolseley Road is in favour.	

29.	A resident of Wolseley Road states that the staff of Queen's hospital use the streets as an overflow car park with no consideration for local residents. In the past year his car has been damaged 3 times. If he uses his vehicle between 07:00 and 20:00 hours he has to park at least 400-500 metres from his home on his return. A recent tactic has become quite alarming; several hospital worker have familiarised themselves with the daily schedule of local residents. Motorists are now parking in neighbours' driveways waiting for the spaces to become vacant, very often revving their engines and moving forward aggressively in order to intimidate residents into vacating the parking space faster.	It is hoped that the proposed scheme will address all of these issues.
30.	A resident of Grosvenor Road is in favour in order to reduce congestion caused by hospital workers parking and also in favour of paying for permits if they are limited to residents. Concerned whether he can park across his own dropped kerb	Residents and their visitors can park across their own dropped kerb providing they are displaying the appropriate permit.
31.	A resident of Wolseley Road is in favour but would like to see a reduction in the cost of the first permit for people over 65.	The permit charges are set borough wide and there are no plans at this stage to reduce the charges for the over 65s. Havering Council's permits charges are one of the lowest in London and have been for many years.
32.	A resident of West Road is in favour.	
33.	A resident of Grosvenor Road is in favour.	
34.	A resident of Wolseley Road is in favour.	
35.	A resident of Birkbeck Road is in favour.	
36.	4 residents of Dagenham Road are in favour. Scheme will improve the lives of residents and greatly increased the flow of traffic on Dagenham Road benefitting emergency vehicles and public transport.	
37.	A resident of East Road is in favour	

38.	A resident of Lilliput Road is in favour of part of the scheme but feels that businesses should be allowed free parking for one vehicle, as in the present economic climate, they do not really need any more overheads.	There is limited private parking to the rear of the businesses which can be utilised. Businesses can also apply for two permits and 150 visitor permits for their customers.
39.	A respondent is in favour.	
41.	A respondent is in favour.	
42.	A resident of Dagenham Road is in favour	
43.	A respondent is in favour.	
44.	A resident of Wolseley Road is in favour.	
45.	A resident of Wolseley Road is in favour	
46.	A resident of Dagenham Road supports the proposed resident permits. However, Monday to between 8am and 6pm .	
47.	A resident of Dagenham Road is in favour.	
48.	A resident of Grosvenor Road is in favour of the CPZ providing the following conditions: - First permit should be free and second should be £20 - Visitor permits should be valid for the whole day -Business permits should be more	The cost of permits is the same across the borough and is one of the lowest in London and is considered to be fair to residents and businesses. It would not be logistically feasible to have different charges at different locations.
49.	A respondent is in favour Mon to Fri only	
50.	A resident of Old Church Gardens is in favour of the scheme but is concerned about the small car park that is part of Oldchurch Garden flats. Often visitors to the Hospital park in their car parking spaces and once the scheme is underway he predict lots more people trying to do this. Would it be possible to include the car park and road leading into the car park in the residents parking scheme.	We will monitor the effects and ask that any issues that arise be reported.
51.	A resident of Grosvenor Road is in favour.	
52.	2 residents from Wolseley Road are in favour.	

53.	A resident of Wolseley Road is in favour.	
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Against

	Comments	Staff Comment
1.	A resident of Birkbeck Road states that the scheme will worsen parking. There are 17 business users who will want all day parking resulting in 250 permits a year.	Each business will be allowed 2 permits with 150 visitor permits per year. The visitor permits are for a maximum of 4 hours. This should ensure a constant turnaround of parked vehicles. It is also proposed to install a section of pay and display parking for customers stopping for a minimal time.
2.	A resident of Grosvenor Road objects to paying for a permit. Businesses will be adversely affected. Evenings and weekends are not a problem.	The cost of a permit in Havering is far lower than many other Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.
3.	A resident of Birkbeck Road is against the proposed scheme and feels that it should not operate on Sat & Sun as parking is only an issue Mon-Fri. Also a restriction for an hour or so am & pm Mon-Fri would suffice to alleviate the issue.	The proposed permit parking is Mon – Sun 8am – 6.30pm however this can be reduced following formal consultation to meet requirements. The number of days and time limits within a proposal cannot be increased at this time.

4.	A respondent is against any parking controls in Birkbeck Road. There would be no parking problems if hospital staff were not charged to park in the hospital. Proposals will put the small businesses in Rushgreen out of business.	The parking charges at the hospital are entirely the responsibility of the hospital trust. LBH has no influence over this provision.
5.	A resident from Rush Green Road lives in a shared house with other tenants and would find the scheme costly.	The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.
6.	Residents from Birkbeck Road are only tenants which makes the schemes extremely inconvenient and costly for them.	The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.
7.	A resident of Wolseley Road feels more thought should go into providing hospital staff with nearer, safer parking facilities. There are no issues with parking at weekend.	The parking charges at the hospital are entirely the responsibility of the hospital trust.
8.	A resident of Birkbeck Road states parking in the area is only slightly exacerbated through use by hospital staff. The proposed scheme represents a disproportionate response and is a stealth tax on residents and will damage local businesses. The proposed cost of visitors' permits is also prohibitive - people would stop visiting. The elderly and vulnerable would suffer.	The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.

9.	A resident of Grosvenor Road states it makes it harder to sell properties when parking permits are in place. Most houses have dropped kerbs or more than one car per household. She has no wish to pay to park in her own street and would rather put up with other people parking in it during the day. She can park when she comes home from work in the week and at weekends.	We cannot comment on the effects on house prices however the proposals offer residents more kerbside space for parking than is currently available at busy times.
10.	A respondent states that if parking was made available to Hospital Staff there would not be any issues. There were no issues when the Hospital was on Old site.	The parking charges at the hospital are entirely the responsibility of the hospital trust.
11.	A resident of Dagenham Road is against the proposals. This will cause chaos on these roads. It would also cause displacement to Norwood Ave as it will not be a controlled zone.	The vast majority of properties in Norwood Ave have dropped kerbs across their entire frontage leaving a minimal amount of available kerb space for kerbside parking. The kerb space that is available is predominately adjacent to garden walls so parking for residents is not anticipated to become an issue.
12.	A resident of Wolseley Road is against the scheme as Norwood Avenue is not included and asks if visitors will still be able to park across dropped kerbs with the homeowners consent and without attracting a parking fine.	Residents and visitors cars can be parked across dropped kerbs providing they are displaying the appropriate permit.
13.	A resident of Birkbeck Road states that there is not currently a parking problem but the proposals will create one.	It is not understood how the proposal will cause rather than eliminate parking problems for residents.
14.	A resident of Rush Green Road is against the proposals as they will have a devastating effect on St Augustine's Church. The proposals for 8am-8pm Monday to Sunday restrictions are not necessary to improve residents' parking in the area and would harm the attendance at the church, would detrimentally impact the groups who use the church hall (Blood Donor Service, Guides, Scouts, Nursery, etc) and would put the existence of the church in jeopardy.	Following discussions with the Vicar of St. Augustine's Church a revised proposal will provide a section of carriageway adjacent to and opposite the Church and hall of a maximum stay of 3 hours no return within 2 hours Mon – Sat 08.00am to 6.30 pm.

15.	A resident of Rush Green Road – As above	As above
16.	A resident of Philip Avenue - As above	As above
17.	A resident of Birkbeck Road - As above	As above
18.	A resident of Bennets Castle Lane Dagenham - As above	As above
19.	A resident of Cree Way - As above	As above
20.	A resident of Bourne End, Hornchurch - As above	As above
21.	A respondent - As above	As above
23.	A resident of West Road - As above	As above
24.	A resident of Old School Field Chelmsford As above	As above
25.	A resident of Priory Road, Ascot - As above	As above
26.	A resident of Harris Close - As above	As above
27.	A resident of Grosvenor Road agrees with the restriction of parking but totally disagrees with the introduction of related costs. The introduction of charge is illegal in principle of law.	The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.
28.	A resident of East Road is against the scheme as the provision of hospital parking is the responsibility of the Trust and LBH. Residents should not be required to pay for permits caused by LBH's inability to plan strategically and effectively.	The parking charges at the hospital are entirely the responsibility of the hospital trust.
29.	A resident of West Road is against the scheme as although there are some parking problems in the area it is always possible find a space. The problem is exacerbated by residents blocking the road unlawfully to reserve "their" parking space. He is also worried that the scheme will impact heavily on the local businesses.	There have been no objections to the scheme from local businesses. We have no means to control the actions of drivers when physically parking however if they are causing an obstruction then this should be reported to the Police.

31.	<p>A resident of Birkbeck Road objects to these proposals because they will worsen the parking situation as a whole. It may ease the perceived problems in Wolsey Road but at the expense of worsening the parking situation elsewhere in the area.</p> <p>It makes excessive provision for business parking. Most businesses have rear access via a service road which should be used for business parking.</p> <p>It makes insufficient provision for shopper pay and display parking. The proposals for such parking in Birkbeck Road could be extended to Grosvenor Road and Wolseley Road and to that section of Birkbeck Road opposite the church.</p>	<p>Business owners do use the rear of their premises for parking where it is possible however this space is limited.</p> <p>The scheme will be monitored for a period of 6 months when changes can be considered if and where necessary.</p>
32.	<p>A resident of Birkbeck Road opposes the proposal as she feels that residents should not have to pay to park.</p>	<p>The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.</p>
33.	<p>A resident of Birkbeck Road is not in favour. It should be Monday to Friday 8am to 5.30pm. To take this up to Sunday 8pm is unnecessary.</p>	<p>The proposed permit parking is Mon – Sun 8am – 6.30pm however this can be reduced following formal consultation to meet requirements. The number of days and time limits within a proposal cannot be increased.</p>

HIGHWAYS ADVISORY COMMITTEE

18 February 2014

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
FEBRUARY 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
18th February 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								
H1	Repton Avenue (by Main Road). Road currently closed with a gate.	Experimental road closure came into force in 1999 and no decision was taken to make permanent or remove.	Council needs to either remove road closure or advertise/ consult on making it permanent. Closure currently in force with a Temporary Traffic Management Order until permanent process concluded.	LBH Minor Schemes Revenue (2014/15)	c£1k	Mark Philipotts LBH Streetcare	24/12/2013	N/A
H2	The Ridgeway (by Lodge Avenue). Road currently closed with a gate.	No record of Traffic Order can be found for road being closed.	Council needs to either remove road closure or advertise/ consult on making it permanent. Closure currently in force with a Temporary Traffic Management Order until permanent process concluded.	LBH Minor Schemes Revenue (2014/15)	c£1k	Mark Philipotts LBH Streetcare	24/12/2013	N/A
H3	Crow Lane, Romford	Add Crow Lane into casualty reduction programme under "Brooklands Package" for 2014/15 LIP	Staff request street added into casualty review for Brooklands Package following requests by residents and various casualty cluster being recorded on street.	TfL LIP 2014/15	£85k	Mark Philipotts LBH Streetcare	10/02/2014	N/A
SECTION B - Highway scheme proposals without funding available								
H4	White Hart Lane, near Crownfield School	Request for 30mph VA sign.	Feasible but not funded. (Deferred from January 2014)	None	£4k	Clir Trew	03/12/2013	Clir Trew

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

**Highways Advisory Committee
18th February 2014**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H5	Catherine Road, Romford	Request for 20mph speed limit	Feasible, but unfunded. Likely to require physical measures and the wider estate/ parallel routes would need to be treated to prevent transfer of through traffic.	None	£5k - £40k	Resident	30/12/2013	ENQ-0140163
H6	Rainham Road, Dunningford Close junction, Elm Park	Request to signalise junction and/ or widen right turn pocket from Rainham Road into Dunningford Close	Feasible, but unfunded. Land from Bretons Park would be required to widen road. Scheme would potentially provide easier access to Bretons Park.	None	£50k - £150k	Resident	07/01/2014	ENQ-0141622
H7	Western Road, Romford	Provision of traffic calming associated with pelican crossing outside shopping centre, possibly two stage speed table layout. Concerns about pedestrian safety at crossing.	Feasible, but unfunded. Costs would increase with the greater the intervention. Two stage speed table would be similar in approach to Hornchurch High Street.	None	£20k+	Liberty Shopping Centre	07/01/2014	ENQ-0139867
H8	Front Lane, near Kings Gardens/ Brookmans Close	Request for zebra crossing as residents finding it difficult to cross the busy road, especially children walking to Hall Mead School. Local concern following incident where 12-year old hit crossing the road.	Feasible as would accommodate a pedestrian desire line, but unfunded. Previously rejected in May 2013.	None	£20k	Cllr Barrett; plus petition (705 signatures)	27/01/2014	Cllr Barrett

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

**Highways Advisory Committee
18th February 2014**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H9	Rainham Road, by Blacksmiths Lane, South Hornchurch	Replace zebra crossing with signalised crossing.	Feasible, but not funded, request rejected June 2013 (H5). Long term casualty statistics for zebra crossings and pelican crossings in Havering are similar. Current zebra crossing has no layout deficiencies.	None	£40k+	Jon Cruddas MP	28/01/2014	Jon Cruddas MP
H10	Ingrebourne Gardens, Cranham	Request for traffic calming.	Feasible but unfunded. Road is straight, wide and mainly without on-street parking. Larger area may need treatment to avoid displacement to adjacent streets.	None	£50k	Cllr Brice-Thompson	29/01/2014	Cllr Brice-Thompson
H11	Redden Court Road	Restriction on the use of the road by buses and HGVs using street as a "U" turn from A127 Southend Arterial	Feasible, but not funded. Such a scheme may need to be applied to adjacent streets in the same estate.	None	£5k	Cllr Eagling	06/02/2014	Cllr Eagling
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
None to report this month								

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HIGHWAYS ADVISORY COMMITTEE

18 February 2014

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
February 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 9 in 2013/14, 67.4K 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
February 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									
TPC394	Court Avenue	Parking restrictions 10.30-11.30am and residents parking bays in Court Avenue, Harold Wood to this to prevent commuters parking all day. Vehicles also overhang residents' crossovers which impairs their vision when driving into the road from their driveways.	Feasible although site visits and surveys will need to be conducted. The area is adjacent to the HWE Controlled Parking Zone (permit) operates Mon - Sat - 8.30am - 6.30pm with the waiting restriction operational Mon - Fri 10.30 - 11.30am, which deals with the commuter parking aspect on a weekday. This may be a simple extension to the existign scheme although an informal consultation will be required setting out options to formalise an approraitte scheme and report and gauge public opinion of parking issues.	No	LBH Revenue	1,000	Cllr Eagling	22/01/2014	Harold Wood
TPC395	Drapers Academy School in Settle Road Harold Hill	Request from Drapers Academy School to have yellow zig zag markings outside the school entrance.	Feasible although a review of the parking in the vicinity of the school will be required as some areas may require additional parking restrictions in addition to reviewing the existing zig zag restrictions which are outside the old school site.	No	LBH Revenue	Cannot be quantified at this stage	Stephen Beeson Director of Finance and Administration for Drapers' Academy school	15/11/2013	Gooshays
TPC396	Hylands Primary School, Benjamin Close, Hornchurch	Request for "School Keep Clear" markings outside school entrance	Feasible	HAC July 2010 item 4 - Mark Philpotts	LBH Revenue	1,500	Resident and Road Safety Officer	29/01/2014	Hylands

London Borough of Havering
Traffic & Parking Control - StreetCare
Minor Traffic & Parking Schemes Applications Schedule
Highways Advisory Committee
February 2014

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
TPC397	Gidea Avenue/Gidea Close, Gidea Park	Parking in the parking bays to be restricted to a maximum of a 4 hour stay no return within 1 hour Monday to Friday	Feasible	No	LBH Revenue	1,501	Committee of Gidea Park LTC via Cllr Wallace	10/02/2014	Pettis