



Haverling

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
18 March 2014**

**Town Hall, Main Road,
Romford**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(6)**

**Residents'
(2)**

**Labour
(1)**

**Independent
Residents'
(1)**

**UKIP
(1)**

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

Brian Eagling
John Wood

Denis Breading

David Durant

Lawrence Webb

For information about the meeting please contact:

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AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 12)

To approve as a correct record the minutes of the meeting of the Committee held on 18 February 2014, and to authorise the Chairman to sign them.

5 77-79 BUTTS GREEN ROAD - PROPOSED REMOVAL OF BUS STOP FOOTWAY BUILD-OUT. OUTCOME OF PUBLIC CONSULTATION (Pages 13 - 30)

Report attached

6 ROMFORD MAJOR SCHEME - BUS STOP AND SPEED TABLE. OUTCOME OF PUBLIC CONSULTATION (Pages 31 - 38)

Report attached

7 NORTH STREET AND HAVERING ROAD AT THE JUNCTION WITH A12 EASTERN AVENUE - PROPOSED REMOVAL OF HAVERING ROAD BUS LANE. OUTCOME OF PUBLIC CONSULTATION (Pages 39 - 46)

Report attached

8 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 47 - 52)

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

9 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 53 - 58)

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

10 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
18 February 2014 (7.30 - 9.10 pm)**

Present:

COUNCILLORS

Conservative Group Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Barry Oddy, Wendy Brice-Thompson and Lesley Kelly

Residents' Group Brian Eagling and John Wood

Labour Group Denis Breading

Independent Residents Group

UKIP

Apologies were received for the absence of Councillors Jeffrey Brace, Damian White, David Durant and Lawrence Webb.

+Councillors Lesley Kelly and Wendy Brice Thompson substituted for Councillors Brace and White respectively.

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

There were 20 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.

62 MINUTES

The minutes of the meeting of the Committee held on 14 January 2014 were agreed as a correct record and signed by the Chairman subject to an amendment to the decision on TPC 392, wording to include Agreed to informal consultation on extent of proposal.

63 **BUS STOP ACCESSIBILITY SQUIRRELS HEATH LANE (DAVID LLOYD CENTRE) - OUTCOME OF PUBLIC CONSULTATION**

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

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report and shown on drawing QM016-OF-58A be implemented:
2. That it be noted that the estimated cost of £700 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility.

64 **PARK LANE - PROPOSED HUMPED ZEBRA CROSSING. OUTCOME OF PUBLIC CONSULTATION**

The report before the committee detailed the outcome of a consultation on the provision of pedestrian facilities along Park Lane and humped zebra crossing with kerb build out.

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

The report proposed the provision of a humped zebra crossing along Junction Road as shown on drawing no. QM032/1. This proposal would provide pedestrian facility and improve road safety in the area.

A consultation letter describing the proposals was delivered to 60 local residents/occupiers in the area affected, emergency services, bus companies, local Members and cycling representatives. Six written responses from local Members, London Buses and residents were summarised in the appendix of the report.

The report explained that the proposed humped zebra crossing with kerb build out would provide a 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 was therefore recommended that the proposed safety improvements be implemented.

In accordance with the public participation arrangements the Committee was addressed by a local resident who objected to the proposed scheme but generally accepted that something needed to be done about speeding

vehicles in Park Lane. The objector felt the scheme would cause problems for traffic and stated she would not have bought her flat if she had known a zebra crossing was going in. The objector also raised concerns over the congregation of people in the alleyway between No 58 and 68 Park Lane that would result from the installation of the crossing.

During general debate, Members of the Committee considered the safety of the build out. A Member was of the view that the proposed scheme was an accident waiting to happen; that it was in the wrong place and would restrict the width of the road with the result that the road would be more dangerous.

The Committee **RESOLVED:**

Having considered the representations and information set out in the report to recommend to the Cabinet Member for Community Empowerment that the proposal be rejected.

By the following vote eight votes in favour with 1 against. Councillor Thompson voted against rejecting the scheme.

65 **BUS STOP ACCESSIBILITY ARDLEIGH GREEN ROAD, ADDITIONAL PROPOSALS. OUTCOME OF PUBLIC CONSULTATION**

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

The report outlined the following proposals for accessibility improvements that had 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	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. 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: During term time, Monday to Friday

		8:15am - 9:15am & 3:00pm to 4:15pm To Monday to Friday 8:00am to 5:00pm
OPTION 1 QM016-OF-205A (northbound stop only)	Outside 75 to 83	Existing Location 37 metre bus stop clearway.
OPTION 2 QM016-OF-205/2A (northbound stop only)	Outside 69 to 73	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.

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 Chairman following representations from residents. These proposals were presented as alternatives.

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 for comments.

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), about 15 letters were hand-delivered to those potentially affected for comments. The adjustments to the School Keep Clear restrictions shown on drawing QM016-OF-202A were also publicly advertised.

The report informed the Committee that Ward councillors, HAC members and standard consultees (London Buses, Emergency services and interest groups) were also consulted.

At the close of the consultation, 10 responses were received which were summarised in Appendix I of the report. The responses were all concerned with the alternatives proposed on drawings QM016-OF-205A and QM016-OF-205-2A.

The proposed changes shown on drawings QM016-OF-202A (opposite 225 to 229) did not elicit any responses and so officers recommend that the works proceed as consulted.

The alternative proposals set out on 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)

Staff requested that members considered the various matters raised by residents (and set out in Appendix I) in both the existing and proposed locations and recommend a treatment accordingly.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against recommendation 2 of the report relating to the bus stop outside 75 to 83 Ardleigh Green Road. The bus stop being outside the speaker's property. The speaker informed the Committee of the current problems that she had accessing her drive way and how these difficulties would be exacerbated if the proposed scheme were to be approved. The speaker suggested that her life was being made hell by

the current bus stop location and that the proposed clearway would force her to park up the street and then walk back to open the gates to her drive way. The speaker stated that she had suffered from difficulties with the bus stop for years and had not been given the opportunity to comment when the bus stop was originally installed.

With the agreement of the Committee, Councillor Lynden Thorpe addressed the Committee speaking on behalf of residents concerned about recommendation 2. Councillor Thorpe stated that residents objected to the scheme because of highway safety at the junction with Ayloffs Walk. Councillor Thorpe suggested that the current layout should be retained and the proposals should be rejected.

During the general debate Members noted the concerns of the speaker in relation to accessibility to her driveway. A Member of the Committee was of the view that the current location was not ideal, but the alternative would be more problematic and would undermine highway safety.

In relation to recommendation 1 of the report the Committee **RESOLVED:**

To recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements as set out on drawing QM016-OF-202A be implemented.

The vote for recommendation 1 was unanimous.

The Committee noted the estimated cost of recommendation 1.

In relation to recommendation 2 of the report the Committee **RESOLVED:**

To recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements as set out on drawings QM016-OF-205A (Option 1) and QM016-OF-205-2A (Option 2) be rejected.

The vote to reject recommendation 2 was 8 in favour and 1 against. Councillor Wallace voted against rejecting recommendation 2.

66 **SQUADRONS APPROACH PROPOSED PART TIME WAITING RESTRICTONS - OUTCOME OF PUBLIC CONSULTATION**

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

1. To recommend to the Cabinet Member for Community Empowerment that the part time waiting restrictions detailed

out in the report and shown on drawing QK051/HCP/01 be implemented

2. That it be noted that the estimated cost of £750 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Improved Access to Hornchurch Country Park.

**67 PROPOSED PAY & DISPLAY BAY - BALGORES CRESCENT -
COMMENTS TO ADVERTISED PROPOSALS**

The report before the Committee detailed responses received to the advertised proposals to convert the existing free parking bay located in Balgores Crescent into a Pay & Display bay area.

The report informed the Committee that 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.

Residents of 27 addresses in the immediate area of the proposed scheme were advised by letter detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed in Balgores Crescent.

At the close of the public consultation, seven responses were received all objecting to the proposals to implement a Pay and Display scheme within the existing free bay.

In officers' view, 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.

In accordance with the public participation arrangements the Committee was addressed by a resident who objected to the proposed scheme. The speaker informed the Committee that the proposals would lead to further parking problems for residents, local businesses and visitors to the area.

During general debate, Members discussed whether the scheme would actually improve parking issues faced by residents, businesses and visitors. Members noted that there was generally a good availability of empty parking spaces in the area. A Member noted that parking restrictions in the area were working as there was a high turnover of vehicles with people parking for less than 2 hours. It was suggested that the parking provision should be reviewed again in 6 months time.

Following a motion to reject the scheme with a further review to be undertaken in 6 months time the Committee **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be rejected.

68 **TPC279 - BROOKLANDS PARKING REVIEW. COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered a report that outlined the responses received to the informal consultation and subsequent advertised proposals for the creation of a new permit parking zone (R07), the introduction of waiting restrictions, a bus stop clearway, limited stay parking bays and Pay and Display parking provision in the Brooklands Ward.

The report informed the Committee that following the informal consultation, and based on the collected data, officers produced an appropriate design and conducted a formal consultation. 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 and site notices also placed throughout the area.

In addition, key stakeholders were consulted such as London Buses, Emergency services and Ward Councillors.

By the close of consultation, 89 responses had been received a 20% response rate overall, 61% (54) were in favour of the proposal, with 34% (31) not in favour, and 5% (4) in favour of part of the scheme.

During the consultation, officers offered a further proposal shown on drawing reference Plan 2 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 would provide a parking facility for visitors to the area, including those of St Augustine's Church and local businesses. By the close of consultation, 11 responses had been received, 7 were in favour of the proposal, with 4 not in favour.

The report included officers' comment on the proposed scheme, which informed the Committee that the introduction of permit parking in Dagenham Road, Lilliput Road, East Road, Wolseley Road, West Road, Grosvenor Road, and Birkbeck Road would increase the available kerb space for resident in these roads. That the introduction of a Pay & Display parking area in Birkbeck Road at the junction of Dagenham Road would provide a facility for those visiting the businesses and shops.

The scheme would also improve accessibility to bus service with the introduction of a bus stop clearway on Dagenham Road between Birkbeck Road and Grosvenor Road, heading into Romford. The introduction of waiting restrictions on Dagenham Road was aimed to improve accessibility for resident to private forecourts, traffic flow and reduce congestion during busy periods.

That the introduction of 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 would provide a parking facility for visitors to the area, including those of St Augustine's Church and local businesses.

In accordance with the public participation arrangements the Committee was addressed by a resident in opposition to the scheme. The speaker suggested that the consultation was misleading; that to charge for residents parking permits was illegal; and that it would be immoral for parking enforcement to be undertaken in the area.

A resident speaking in favour of the proposed scheme stated that local residents were unable to park in the area as hospital workers and hospital visitors were competing with residents for parking spaces. The speaker noted instances of aggressive and intimidating parking behaviour, including blocking residents drive ways.

With the agreement of the Committee, the Chairman read out a letter of representation from Councillor Robert Benham.

Councillor Benham stated that he was in favour of the proposed scheme as a result of the new development on the Oldchurch Hospital site that had created a myriad of parking problems for the residents of Rush Green. Councillor Benham was of the opinion that the proposal would help to create a clear path along Dagenham Road.

During general debate, Members acknowledged the need for something to be done in area to assist local residents

The Committee **RESOVLED:**

To recommend to the Cabinet Member for Community Empowerment that the proposals shown on drawings reference plan 1 and plan 2 attached to the report be implemented:

1. 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, and report back to the Committee with any further recommendations.

2. That it be noted that the estimate cost of £11,000 for implementation would be met from the 2013/14 Minor Parking Schemes budget.

69 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

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

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

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

Item Ref	Location	Description	Decision
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.	AGREED
H2	The Ridgeway (by Lodge Avenue). Road currently closed with a gate	No record of Traffic Order can be found for road being closed	AGREED
H3	Crow Lane, Romford	Add Crow Lane into casualty reduction programme under "Brooklands Package" for 2014/15 LIP	AGREED
SECTION B - Highway scheme proposals without funding available			
H4	White Hart Lane, near Crownfield School	Request for 30mph VA sign	REJECTED

H5	Catherine Road, Romford	Request for 20mph speed limit	REJECTED
H6	Rainham Road, Dunningford Close Junction, Elm Park	Request to signalise junction and/ or widen right turn pocket from Rainham Road into Dunningford Close	REJECTED
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	REJECTED
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	AGREED 8-1
H9	Rainham Road, by Blacksmiths Lane, South Hornchurch	Replace zebra crossing with signalised crossing	REJECTED 8-1
H10	Ingrebourne Gardens, Cranham	Request for traffic calming	REJECTED 8-1 abstention
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	REJECTED 8-1

70 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, 18 February 2014			
Item Ref	Location	Description	Decision
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.	AGREED
TPC395	Drapers Academy School in Settle Road Harold Hill	Request from Drapers Academy School to have yellow zig zag markings outside the school entrance.	AGREED
TPC396	Hylands Primary School, Benjamin Close, Hornchurch	Request for "School Keep Clear" markings outside school entrance	AGREED
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	AGREED

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

Chairman

HIGHWAYS ADVISORY COMMITTEE

18 March 2014

REPORT

Subject Heading:

**77-79 BUTTS GREEN ROAD
PROPOSED REMOVAL OF BUS STOP
FOOTWAY BUILD-OUT**

Report Author and contact details:

Outcome of public consultation
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 comments received in response to a public consultation on a proposal to remove the footway build-out from the bus stop outside 77/79 Butts Green Road and seeks a recommendation to the Cabinet Member for Community Empowerment that the build-out be retained to ensure the bus stop remains accessible to all.

This scheme is within **Emerson Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the current road layout be retained, complete with footway built-out.
2. That it be noted that in the event a decision is taken to remove the footway build-out, the estimated cost of £4,000 for implementation will be met by Council's 2014/15 revenue budget for minor highway schemes or the 2013/14 revenue budget for highway maintenance should works be required before April 2014.

REPORT DETAIL

1.0 Background

- 1.1 Tesco Stores Ltd gained planning consent for the erection of a single storey rear extension to the retail unit at 77/79 Butts Green Road, with planning consent being on appeal (P1495.11).
- 1.2 In allowing the appeal, the Planning Inspector imposed a number of conditions, including one to deal with the section of Butts Green Road fronting the site;

Condition 7

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

- 1.3 A sum of £20k was provided by Tesco Stores Ltd, so that the Council can review the parking arrangements on the highway outside the site and then agree and implement a scheme.
- 1.4 A layout attached to application P1495.11 showed the bus stop being relocated outside 69/75 with a clearway restriction and a single yellow line restriction in front of 77/79 which would permit loading. After discussion with staff, the layout was revised to replace the single yellow line restriction with

a multi-use bay for loading and parking. This layout is shown on Drawing F9D08-135A(00)22 (Factor 9 Design).

- 1.5 This arrangement was subject to public consultation and the outcome was considered by the Highways Advisory Committee at its meeting on 15th January 2013, where it was rejected.
- 1.6 An alternative idea was tabled by Staff which left the bus stop in its current position outside 77 to 79 Butts Green Road, but set into the carriageway with a footway build-out; and with the area outside 69 to 75 Butts Green Road being left available for loading between 10am and 2pm, daily. The area opposite was also recommended to be controlled with at any time waiting restrictions (double yellow lines). This layout is shown on Drawing QH051-OF-101A.
- 1.7 This arrangement was subject to public consultation and the outcome was considered by the Committee at its meeting on 14th May 2013. The Committee made a recommendation to the Cabinet Member for Community Empowerment that the loading bay and waiting restriction elements be implemented, but with the footway build-out omitted.
- 1.8 Staff prepared an Executive Decision reflecting the recommendations of the Committee, which was submitted for signing to the Cabinet Member.
- 1.9 The Cabinet Member reviewed the recommendations and did not consider the omission of the footway build-out appropriate from a highway safety and bus stop accessibility point of view.
- 1.10 A revised Executive Decision was prepared in line with the Cabinet Member's views and this was signed (ED 61/13). The Executive Decision was published in the normal way and was not called in. Staff proceeded with the implementation of the scheme which was completed during mid to late September 2013.
- 1.11 Immediately on implementation, Staff received complaints from councillors, the local MP and residents that the corner of the footway build-out had been struck. A review was undertaken and the reflective post at this corner was replaced with a larger reflective bollard, complete with a "pass right" traffic sign.
- 1.12 In addition, further complaints and comments were received by the Head of Streetcare from a local resident group expressing concerns about the build out and the impact on local residents. The layout was also the subject of a Council question on 29th January 2014 which was further debated.
- 1.13 At its meeting of 14th November 2013, the Committee considered a request made by the Cabinet Member for Community Empowerment that the footway build-out be removed (Item H4 on the Highway Schemes Applications Schedule). The committee agreed to proceed to public consultation.

- 1.14 Approximately 30 letters were hand-delivered to local residents and businesses in the area around the site along with Drawing QH051-501-A on 18th December 2013. A closing date of 24th January 2014 was given as a closing date for comments.
- 1.15 In addition, ward councillors, HAC members and standard consultees were provided with the consultation information.

2.0 Outcome of Public Consultation

- 2.1 By the close of public consultation, 7 responses had been received and the details are set out in Appendix II. Of the responses, there was one in support of removing the footway build-out, one making observations about how the layout operated and five in favour of retaining the footway built-out (or objecting to its removal).
- 2.2 A resident of Wykeham Avenue supported the removal of the footway build-out.
- 2.3 Cllr Thompson supported leaving the build-out alone.
- 2.4 Hornchurch Hire & Sales (75 Butts Green Road) made various observations on the installation of the scheme and the current situation.
- 2.5 London Buses Operations, London Buses Infrastructure, the Metropolitan Police Traffic Unit and London Travel Watch all objected to the removal of the footway build-out.

3.0 Staff Comments

- 3.1 Staff are sensitive that an Executive Decision was made which did not accord with the recommendations of the Highways Advisory Committee and that there have been complaints from councillors and residents in connection with the implementation of the works.
- 3.2 Since the reflective post was changed to a reflective “keep right” bollard, the level of complaint has reduced, although there are some residents who still disagree with the scheme.
- 3.3 Staff have visited the site on a regular basis since scheme implementation and would observe that the layout operates satisfactorily and safely.
- 3.4 The bus stop is 400 metres from the previous one in North Street and the next stops are at 300 metres and 430 metres in Slewins Lane and Ardleigh Green Road respectively. The stop is therefore in an optimal location. South of the site and as far as Emerson Park Station, there are shops where the street outside is heavily used for parking in most locations. North of the site, there are many vehicle crossings to residential dwellings other than outside the flats approaching the junction with Slewins Lane.

3.5 Taking account of the Council's duties under the Equality Act 2010 Staff recommend that the current road layout including footway built-out be retained.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

In the event a decision is taken to remove the footway build-out, the estimated cost of £4,000 for implementation will be met by Council's 2014/15 revenue budget for minor highway schemes or the 2013/14 revenue budget for highway maintenance should works be required before April 2014.

The costs shown are an estimate of the full costs should the footway build-out be removed. A final decision would be made by the Cabinet Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for the Council 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 Council Streetcare budget.

Legal implications and risks:

The bus stop is currently fully accessible. Should the footway build-out be removed, the stop will no longer be accessible and this puts the Council at risk of a challenge under the Equality Act 2010, including a potential failure of its general equality duty.

Human Resources implications and risks:

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

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 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.

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.

The removal of fully accessible infrastructure will affect access to the network for some people and potentially deny access completely to others.

BACKGROUND PAPERS

Project Scheme File Ref: QH051 77-79 Butts Green Road

Planning applications and subsequent appeals (P1649.09 and P1495.11)

**APPENDIX I
SITE PHOTOGRAPHS**



Before



Before



Before



After



After



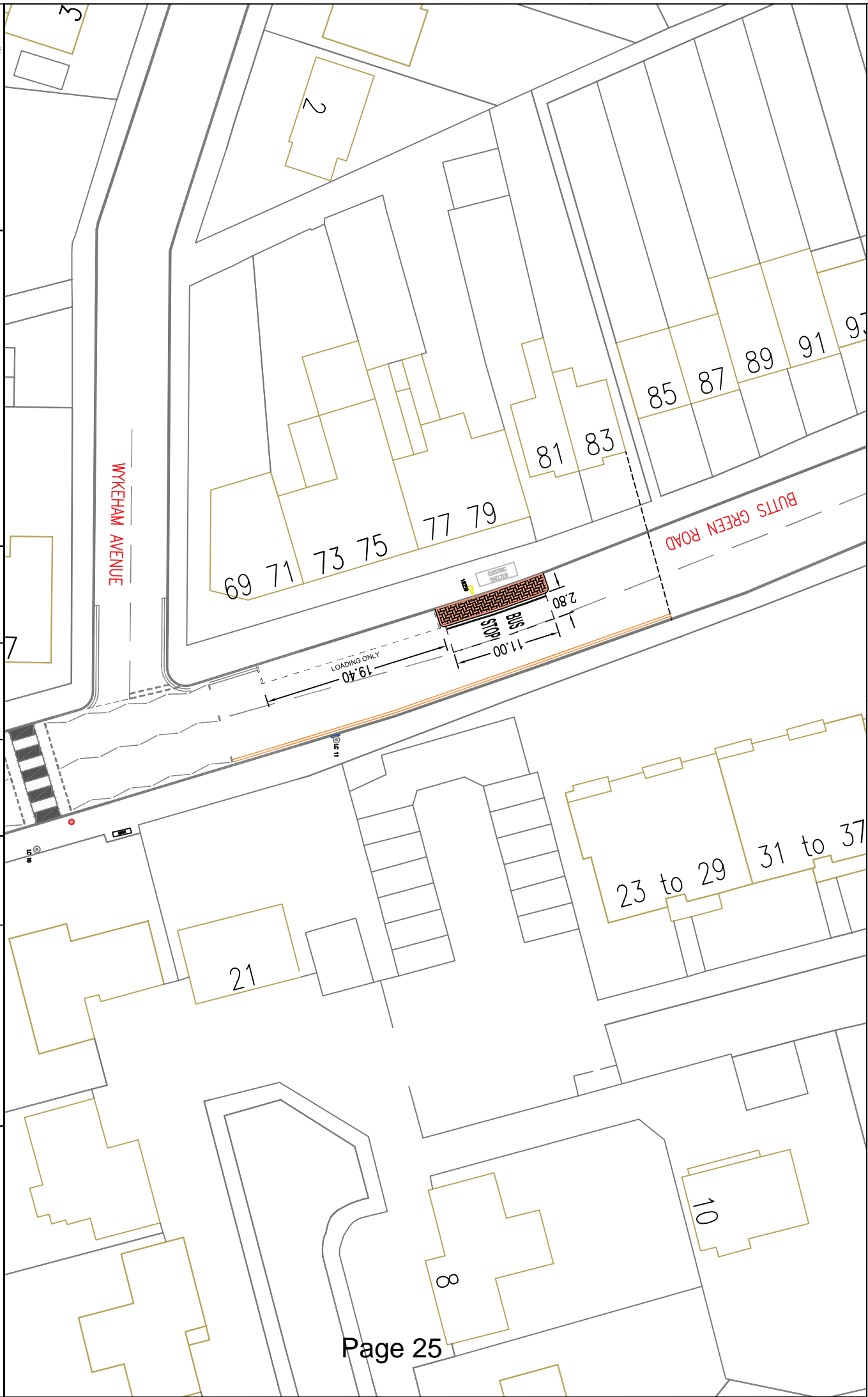
After

**APPENDIX II
CONSULTATION RESPONSES**

Respondent	Comments
Resident of Wykeham Avenue	<p>The changes as shown on you Drawing has been causing considerable problems to the Motorists and the Residents of Wykeham Avenue and I did warn about the situation arising to this but as is usual the Council with it seldom take any notice of it. Tesco Express as is well know fully exploit the situation regardless of any inconvenience to anyone and just could not care less about the Residents close or around them.</p> <p>I agree fully with your proposal to remove the footway and move the Bus Stop on its place giving Motorists a wider space and thus easing the congestion.</p> <p>I note that you are proposing to allow the Loading Bay to remain the use of which is extended well beyond it also blocking access from Wykeham Avenue. It is obvious that you have not visited the Site to check this and I suggest that you kindly do so.. In order to assist you as to the extent by which the Loading area should be reduced I have shown it on your plan which I return herewith.</p> <p>I will with some of Residents of Wykeham Avenue will keep watch on the work you carry out to reduced the present area.</p>
Cllr Frederick Thompson	I have seen it in operation and the dwell times for buses seem to be improved with no significant change in the impediment to traffic so I would support leaving the build-out alone/
Hornchurch Hire & Sales Ltd	<p>We would like to make the following observations.</p> <ol style="list-style-type: none"> 1. When the Build-out was first built there were a couple of incidents, this was caused by the inadequate bollard placed at the front. Since this has been replaced no further incidents have occurred as far as we can tell. 2. You would have received a number of complaints at the start, this was caused by the ill feeling towards Tesco and not the bus stop.

	<p>3. If you remove the build out passengers will have to walk into the road to hail the bus, if a lorry is parked in the loading bay, as some lorries are arriving at 8.15 and parking in the bay until 10.00 when Tesco deal with them.</p>
<p>Alan Ford London Buses (Operations)</p>	<p>London Buses would not support this scheme. The removal of the build out will completely remove the accessibility that our passengers have enjoyed recently with the new build out in place at this location.</p> <p>This is a popular bus stop with moderate daily use and would bring some hardship to those passengers with less mobility than others if the bus could not access the kerb edge. It's removal would also have an adverse affect to those who find it difficult to step down from the bus or to step up to it. In addition, if the build out was removed and with the loading bay located directly prior to the bus stop cage, any bus required to serve the bus stop would not be able to do so in an accessible way as the bus could not get close into the kerb edge when this loading bay is in use.</p> <p>Without the build out, if a bus was to pull around a vehicle using the loading bay then it would leave the tail of the bus protruding into the road, which would cause an obstruction for a short time and possibly allow a vehicle to get past in an unsafe manner. If the loading bay was in use and there was also a vehicle parked on the depart side of the bus stop, then the bus would be forced to stop in the carriageway as it would not be able to get to the kerb edge between them.</p> <p>With the build out in place, a safe boarding and alighting area is created for passengers. In addition a safe loading area is also created.</p>
<p>Matthew Moore London Buses (Infrastructure)</p>	<p>It is most disappointing that the removal of the build out is being considered.</p> <p>This will leave London Buses with an inaccessible stop, going against everything that both London Buses and Havering Council are working towards.</p>

<p>PC Martin Young Metropolitan Police Traffic Unit</p>	<p>I am puzzled at the rationale of removing a Disability Discrimination Act (DDA) compliant bus stop and replacing it with one that is not.</p> <p>With the current arrangement buses can pull up squarely and in the correct position for passengers to board and alight in safety, including deployment of the bus ramps for wheelchair users.</p> <p>If the build-out is removed, due to the position of the loading bay, buses would find it almost impossible to pull up to the kerb in the correct position, meaning to do so would reduce safety for bus users.</p> <p>It could also mean the rear of the bus would hang out into the path of passing traffic, again reducing safety. If the clearway is to be removed then other vehicles will park at the bus stop, forcing the bus to stop in the running lane and passengers will have to negotiate between the parked vehicles to board or alight from the bus, again causing increased danger. The Authority should be looking at schemes to improve the safety of road users, whereas this proposal appears to achieve the opposite.</p>
<p>Vincent Stops London TravelWatch</p>	<p>London TravelWatch supports the introduction of bus stop clearways, especially 'at-any-time' provision. It is vital that buses should always be able to pull alongside the kerb without being impeded by parked vehicles, so as to make boarding and alighting easier for passengers, especially those with restricted mobility. This is particularly important with the near universal use of low-floor buses, which require close 'docking' at bus stops if their accessible design is to be useful. The clearway should be of LBI standard length. Where kerbside space is in great demand it is possible to introduce a buildout to the footway, also known as a bus boarder.</p> <p>It is therefore disappointing that Havering intends to take out this buildout without an appropriate layout to enable disabled access. As proposed, buses will not be able to easily access the kerb, which in turn means the disabled ramp cannot be deployed and the step height from the carriageway to the floor of the bus will be higher than it needs to be. Havering will be in breach of its duty to promote equality of access to bus services. Particularly, those using wheelchairs will not be able to access the bus.</p> <p>London TravelWatch therefore objects to this proposal and will only withdraw its objection if an appropriately located, alternative accessible stop is provided.</p>



JOB TITLE	BUTTS GREEN ROAD TESCO DEVELOPMENT
DRAWING TITLE	BUS STOP LAYOUT

DRAWN BY	INITIAL
SCALE (AT A4 SIZE)	1:500
ACAD REF:	Sheet Size: A4 (297x210)

CHECKED BY	INITIAL
DATE	23.07.12
DRAWING No	QH051-0F-101

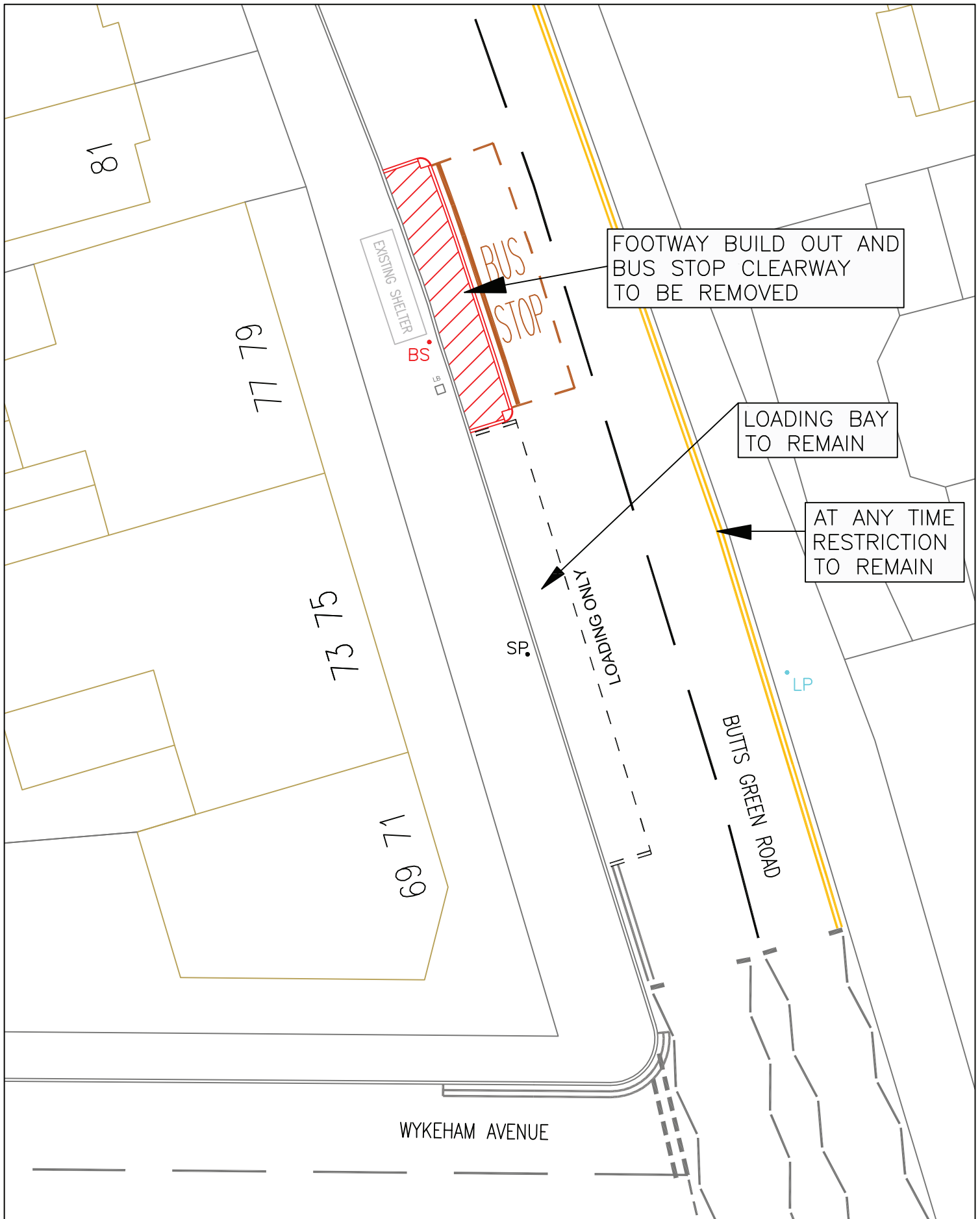
APPROVED BY	INITIAL
DRAFT	<input type="checkbox"/>
ISSUE	<input checked="" type="checkbox"/>
REVISION	A

PURPOSE	FEASIBILITY
REVISION	AMENDMENT

DATE	
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Havering
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 STREETCARE - CULTURE & COMMUNITY

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PURPOSE CONSULTATION

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 London Borough of Havering 100024327

JOB TITLE
 77-79 BUTTS GREEN ROAD
 PROPOSED BUILD OUT REMOVAL

DRAWING TITLE
 GENERAL ARRANGEMENT

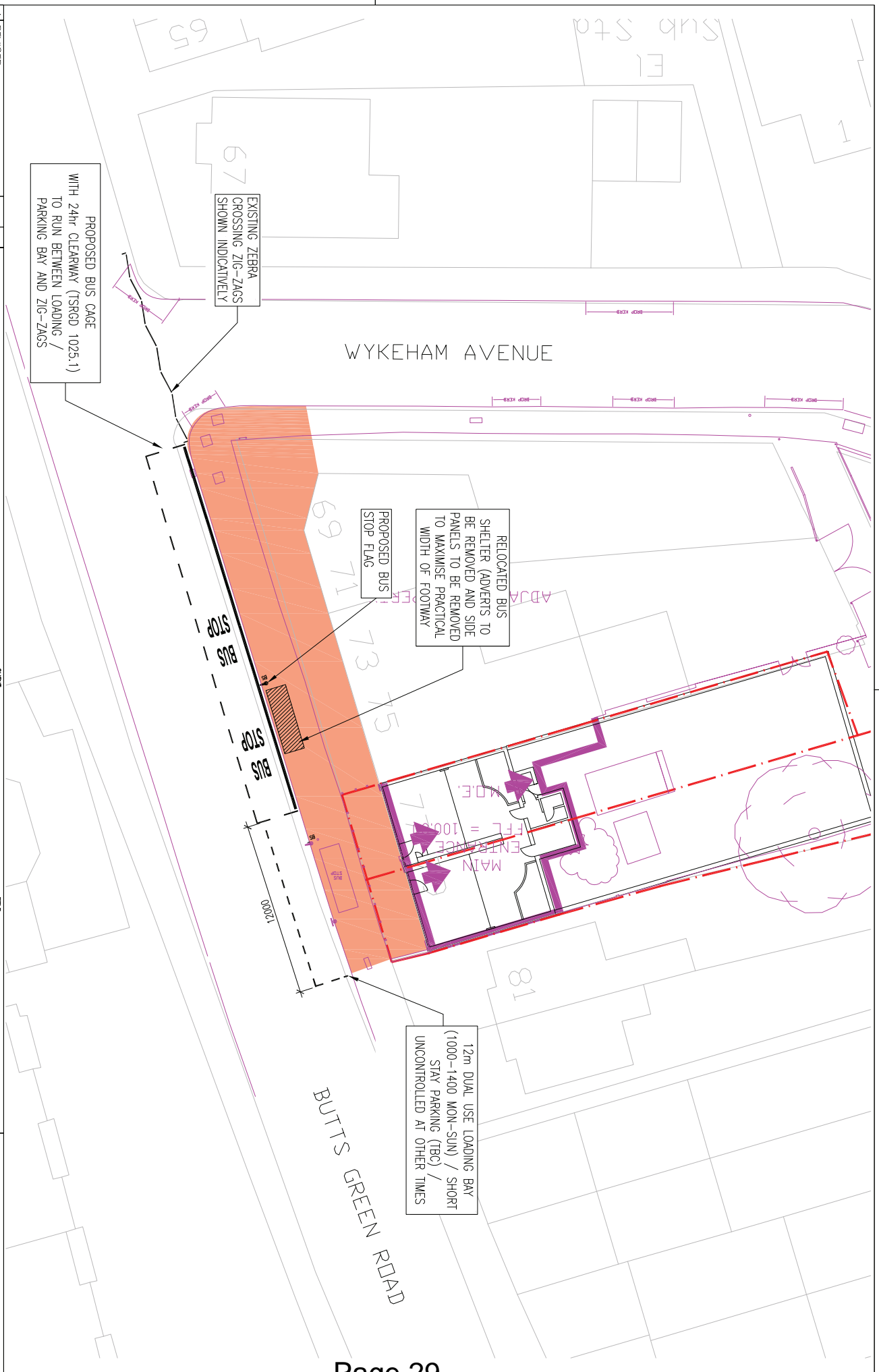
DRAWN BY: MLP
 CHECKED BY: MLP
 APPROVED BY: **Page 27**

SCALE (AT A4 SIZE): NTS
 DATE: DEC 2013
 DRAFT
 ISSUE

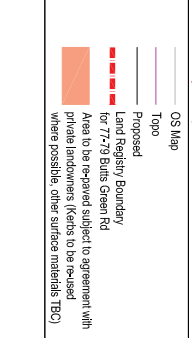
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 REVISION: A

REVISION	AMENDMENT	DATE

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Rev	Description	Date	PM
A	REVISED	28.08.12	
B	REVISED	13.09.12	
C	REVISED	06.11.12	
D	REVISED	06.11.12	
E	REVISED	21.11.12	
F	REVISED	28.11.12	



CLIENT

Scale: 1:250 @ A3

Date: 28.11.12

Drawn by: DS

Checked by: KB

CLIENT

Scale: 1:250 @ A3

Date: 28.11.12

Drawn by: DS

Checked by: KB

TITLE

PROPOSED RETAIL UNIT
77-79 BUTTS GREEN ROAD
HORNBURCH
PROPOSED BUS STOP RELOCATION
AND ASSOCIATED PARKING BAY

Drawing No: F9D08-135 A(00)22

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FACTOR 9 DESIGN

ARCHITECTURAL DESIGN SERVICES

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HIGHWAYS ADVISORY COMMITTEE

18 March 2014

REPORT

Subject Heading:

**ROMFORD MAJOR SCHEME
BUS STOP AND SPEED TABLE
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 a fully accessible bus stop outside Old Mill Parade, Victoria Road and a speed table in the entrance of King Edward Road and seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the proposals set out in this report and shown on the following drawings are implemented;
 - QM062/1001
2. That it be noted that the estimated cost of £10,000 for implementation will be met by Transport for London through the 2014/15 Major Scheme allocation for the Romford Major Scheme.

REPORT DETAIL

1.0 Background

- 1.1 The Romford Major Scheme seeks to substantially improve the public realm within Victoria Road and The Battis which are two important gateways to Romford Town Centre and will become more so with the arrival of Crossrail.
- 1.2 Transport for London has funded the Major Scheme which is broken down into design and consultation steps and has the following objectives;
 - The design of a secure and safe pedestrian environment at Romford Station and in the surrounding streets;
 - The development phase will be a precursor and catalyst for adjacent development and urban renewal;
 - The design will show an improved transport interchange experience and an attractive and integrated public realm, with consistency in way finding, furniture and materials;
 - A reduction in perceived severance of Romford Town Centre into north and south by the presence of the railway line;
 - Ensure local businesses' in the scheme area are signed up and supportive of the scheme proposals.
- 1.3 The design process has developed over a year of intensive consultation. This included extensive workshops and consultations with local people, local

and statutory stakeholders and local businesses. The following list illustrates the extent of consultation that has informed the development of the project

- Consultation associated with the development of the Romford Station Crossrail Urban Integration Study Urban strategy in 2011/12 recognised the desire to see improvements in the public realm and accessibility of the town centre in Victoria Road and The Battis as key routes linking Romford Station to residential areas,
- Major Scheme consultation with all local stakeholders, including Council officers, Cabinet Members and local Ward Councillors,
- Renting of an empty shop unit in Victoria Road where a wide range of workshops and events were held to engage with local people and businesses,
- Two specific business consultation events where all freeholders and leaseholders were invited to discuss the proposals and have input into the design,
- Follow up mail out to all freeholders and lease holders after the two events with an update on the preferred design,
- In depth one to one conversations and meetings with freeholders and lease holders,
- Regeneration and StreetCare Staff have consulted with other key stakeholders such as Transport for London, London Buses, Crossrail, Network Rail and the emergency services,
- Three UDL/TfL design reviews by (an essential part of the Transport for London Step 2 process).

1.4 The feedback from consultation was that Victoria Road is a difficult environment for pedestrians. These issues are

- That it is felt that the poor pedestrian environment makes customers less likely to shop on Victoria Road, and that footfall is lower than expected so close to a large station,
- That the lighting could be improved and that this would make people feel safer, especially in the evening,
- That there are no trees or benches that could make the street more welcoming and pleasant,
- That the western end of the road (nearest South Street) has a different character to the eastern end (nearest the ring road) and that any scheme to improve the road should take these different kinds of businesses and uses into account.

1.5 This feedback from the consultations has resulted in the proposal which was reported to the Committee in July 2013 which proposed a central parking strip in the south-western end of the street. This option required several freeholders to dedicate areas of their land as public highway.

1.6 Unfortunately, not all freeholders wished to dedicate their land as public highway and so it was not possible to proceed with the central parking area. A baseline option was taken forward to a detailed design and construction stage. The baseline option removed the central parking strip and the requirement for the dedication of land but would still provide;

- An enhanced and integrated public realm experience and approach to the Station, to and from residential hinterlands and streetscapes along Victoria Road;
- An integrated palette of lighting, furniture and paving materials will help link this area to Romford Station. Vehicular and pedestrian conflicts will be reduced by providing clear definition between vehicular and pedestrian areas;
- Repaving and resurfacing including private forecourts (where non-adopting licence agreements can be secured);
- Provision of speed table in the entrance to King Edward Road to provide a level surface for pedestrians;
- De-cluttering of Victoria Road with rationalisation of signing/ lighting onto as few columns as possible, along with the siting of street furniture, trees and lighting into consolidated strips along pavements
- Bus stop accessibility improvement by removal of bus layby and introduction of a bus stop clearway in the street's single bus stop.
- Greening of Victoria Road the use of street trees throughout the centre along with plants to create a more attractive, pleasant street
- New lighting – renewal of lighting throughout Victoria Road to create a more efficient, elegant, white light for the highway, pavement and building frontages
- Cycling facilities

1.7 The works to the bus stop and provision of the speed table in the entrance to King Edward Road require public consultation (with advertisement of the speed table). Drawing QM062/1001 shows the proposals.

1.8 19 letters were delivered to those potentially affected by the scheme on 18th December 2013, with a closing date of 24th January 2014 for comments.

1.9 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 Infrastructure indicated support for the scheme. Havering Cyclists requested an advanced stop line at the South Street junction, the shared-use of the footways by cyclists and cycle parking for the area.
- 2.2 A resident of Alexandra Road considered that parking and loading bays should be provided on Victoria Road, raised concerns on the impact on traffic flow by removing the bus stop layby and various comments about the current state of the street.

3.0 Staff Comments

- 3.1 The footways are around 2.1m in width and not suitable for shared-use with cyclists. The provision of an ASL is being considered, but is not an item requiring a committee recommendation. Cycle parking is being provided as part of the scheme. There is no possibility of providing on-street parking and loading bays because almost all locations will have dropped kerbs to parking on the businesses' forecourts. The removal of the layby is required to provide a fully accessible bus stop and has featured in the scheme from the start.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme that the bus stop layby in Victoria Road be removed and a clearway is introduced.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £10,000 This cost can be met from the 2014/15 LIP Allocation for Romford. Spend will need to complete by 31st March 2015 to maximise access to TfL grant 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 overall StreetCare Capital budget.

Legal implications and risks:

There are a number of licence agreements that need to be entered into with individual freeholders and leaseholders in order to deliver the baseline option. These are in the process of being executed by the Council.

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.

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.

Consultation has taken place with Havering Association for People with Disabilities and Sight Action and their views have been taken into account when developing the design.

BACKGROUND PAPERS

Project file: QM062, Romford Major Scheme

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HIGHWAYS ADVISORY COMMITTEE

18 March 2014

REPORT

Subject Heading:

**NORTH STREET AND HAVERING ROAD
AT THE JUNCTION WITH A12 EASTERN
AVENUE – PROPOSED REMOVAL OF
HAVERING ROAD BUS LANE**

Report Author and contact details:

Outcome of public consultation

Daniel Jackson
Engineer
daniel.jackson@havering.gov.uk

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

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

SUMMARY

This report sets out the results of the public consultation concerning the proposals for the removal of the bus lane on Havering Road between Parklands Infants and the A12 Eastern Avenue.

This scheme falls within the **Pettit's** Ward.

RECOMMENDATIONS

1. That the Committee, having considered the responses and information set out in this report, recommends to the Cabinet Member for Community Empowerment that the improvement works to the junction of A12 Eastern Avenue, North Street and Havering Road are approved for implementation as detailed in this report
2. That it be noted that the estimated cost of £500 will be met by agreed funding from the 2013/14 Transport for London (TFL) - Local Implementation Plan (LIP).

REPORT DETAIL

1.0 Background

- 1.1 Part of the Councils' Local Implementation Plan is to investigate the feasibility of improving traffic flow throughout Havering and improving access to and from Romford Town Centre. Improving the ease with which traffic can get to and from Romford will have benefits for its economic prosperity and help ensure that it remains an attractive and convenient location for visitors and businesses.
- 1.2 The junction of North Street and Havering Road with the A12 Eastern Avenue is one of the busiest in the borough, accommodating traffic travelling to and from Romford in a north/south direction and London in the east/west direction.
- 1.3 This junction suffers from substantial traffic queue lengths on Havering Road in the AM peak period and North Street in the PM peak period and the lack of lane designation results in potentially unsafe weaving movements in the centre of the junction, which have been the cause of injury collisions and near misses.
- 1.4 Improvement works to the junction are currently underway which will address many of the aforementioned issues and to further improve capacity and safety it is proposed to remove the southbound bus lane on Havering Road.
- 1.5 At present there is a conflict between vehicles wanting to turn left but not using the bus lane even when permitted to do so meaning they block the

offside lane for right turning traffic. The weaving traffic will also come into conflict with vehicles using the bus lane correctly, therefore this proposal will allow vehicles the opportunity to get into lane earlier and create uniform queue lengths.

- 1.6 Public consultation on the scheme commenced on 14th February 2014, with letters delivered by hand to the occupiers of those properties with direct frontages to the area of the proposed scheme with comments to be received in writing by 7th March 2014. Ward councillors and HAC members were provided with copies of the consultation information along with those on the Council's standard consultee list. The proposed revocation of the Traffic Management Order for the bus lane was also advertised.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation 5 responses had been received and these are summarised in appendix A of this report
- 2.2 There was one response from a resident who supported the scheme. London Buses and the Police have expressed support for the removal of the southbound bus lane on Havering Road
- 2.4 There has been a response from the Havering Cyclists group who have expressed concern that by removing the bus lane, cyclists will have increased interaction with vehicles.
- 2.5 London Travel Watch objected to the proposals because of the impact on bus services and passengers.

3.0 Staff Comments

- 3.1 The bus lane does not provide any real benefit to its users for two fundamental reasons. Firstly, it is too short to have any significant impact on bus journey times. Secondly, it finishes too close to the junction meaning that during its hours of operation vehicles turning left may block the lane as they attempt to merge into the correct lane over a short distance and this has a knock on effect with the offside traffic lane being blocked
- 3.2 The removal of the bus lane will provide lane discipline by allowing vehicles to get into lane earlier and reducing the need for weaving and vehicle conflict.
- 3.2 The proposed layout will allow for the offside lane to be right turn only with the nearside lane accommodating left turning and ahead traffic.

IMPLICATIONS AND RISKS

Financial Implications and Risks

The estimated cost of implementing the proposals as described in the background of this report is £500. This cost would be met from the 2013/14 Transport for London - Local Implementation Plan (LIP) budget for the Main Road and North Street corridor study.

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

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

Legal implications and risks:

The removal of bus lanes need to be advertised and consulted upon – the traffic order for that section of carriageway will also need to be removed.

HR Implications and Risks

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

Equalities Implications and Risks:

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

BACKGROUND PAPERS

Project Scheme File Ref:
QM006 North Street Junction Study

APPENDIX A



Summary of Consultation Responses:

Respondent	Comments
Metropolitan Police Chadwell Heath Traffic Unit	<ul style="list-style-type: none">○ States that the current layout leads to confusion and conflict between drivers○ Support the removal of the bus lane
London Buses	<ul style="list-style-type: none">○ Support the removal of the bus lane
Resident Townley Cottages	<ul style="list-style-type: none">○ Supports the removal of bus lane and feels that it causes congestion which in turn causes delays for the buses
Havering Cyclists	<ul style="list-style-type: none">● Suggests that the removal of the bus lane will give cyclists a real problem as the bus lane protects cyclists as they approach the junction and allows them to get near the junction with reduced vehicle interaction.● Cyclists have no protection from traffic at the junction and when trying to get to the front of the queue cannot easily see the traffic lights if they manage to get to the front.● An alternative scheme needs to be put in place to protect cyclists as they approach the junction, at the junction an ASL needs to be made available for the safety of cyclists, especially from traffic turning left.
Vincent Stops, London TravelWatch	<ul style="list-style-type: none">● London TravelWatch supports the introduction of bus priority as it improves the operation of bus services both in terms of reliability and journey time. Bus lanes are introduced on the basis of a business case which will have demonstrated the benefits to the 1000s of users of London's bus services. In the case of the southbound bus lane on Havering Road five bus routes are affected: 174, 247, 294, 365, 375. This bus lane will benefit 9,759,000 passenger journeys a year.

	<ul style="list-style-type: none">• The explanation supplied does not include any assessment of the impact of removing this bus lane. London TravelWatch therefore objects to its removal until it is demonstrated that there are no adverse impacts on bus services. As part of the assessment we would further ask that Havering investigates the benefits of lengthening the bus lane.
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HIGHWAYS ADVISORY COMMITTEE

18 March 2014

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
MARCH 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 March 2014**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place								
None to report this month								
SECTION B - Highway scheme proposals without funding available								
TH1	Norfolk Road, Upminster Bridge	Request for traffic calming scheme similar to the one being implemented in Bridge Avenue	Feasible, but not funded.	None.	£50k	Resident	10/03/2014	ENQ-0154019
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 March 2014

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
March 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 10 in 2013/14, 90K 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.

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									
TPC418	Carlton Road Romford	Request to extend the existing residents permit scheme Zone RO1 to include odd numbers upto 141 and even numbers upto 186.	Unable to extend the zone further than requested in description due to lack of kerb space. We would recommend that the scheme be approved to provide additional parking provision for residents in this road.	No	LBH Revenue	£1,200	Residents	25/02/2014	Romford Town
TPC419	Towers School Osborne Road Hornchurch	from school keep clear markings and Double Yellow Lines restrictions to prevent obstructive parking taking place opposite to the entrance to the school	Officers support and recommend the scheme is approved to improve road safety for those attending or visiting the school, 304 signature petition received from pupils and parents of the school supporting this request	Yes	LBH Revenue	£1,200	Towers school, Residents, Pupils, School Governor, Mayor and Cllr's	25/02/2014	Hylands
TPC420	Towers School area	Request to introduce a controlled parking zone (CPZ) operational 8.30am - 9.30am and 2.30pm - 3.30pm	Informal consultation will be required with residents setting out options and present the results to this committee for further for further course of action - Excluding Boscombe Road & Cromer Road	No	LBH Revenue	Cannot be quantified at this stage	Cllr Mylod	24/01/2014	Hylands
TPC421	Deveron Way & Ayr Way	Request for a pick up and drop off areas with Max stay 10 mins	This request has been made following the monitoring of employees of the school, Civil Enforcement Officers and requests made by the Head of StreetCare. This will provide a short term parking facility to those attending the school	No	LBH Revenue	£1,500	Cllrs, Head Mistress of Rise Park Infant school	28/02/2014	Pettits

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

Highways Advisory Committee
March 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
TPC422	Rom Crescent	Extend the existing 'At any time' waiting restrictions from No. 1 Rom Crescent in a southerly direction by 1 cars length. Install 'At any time' waiting restrictions outside No.3 Rom Crescent, this will allow delivery vehicles to access Rom Crescent and Hornford Way, currently these vehicles cannot gain access due to limited space.	Residents appear to be having difficulty with access and egress to their properties due to obstructive parking, reportedly from the Queens Hospital site.	No	LBH Revenue	£800	Residents of Rom Crescent and Hornford Way	04/03/2014	Brooklands
TPC423	Hornford Way	Install 'At any time' Waiting Restrictions outside the bungalow in Hornford Way (not across the Driveway access) Install 'At any time' waiting restrictions opposite No.6 & 8, 13 & 15 Hornford Way Install 'At any time,' waiting restrictions outside No 12 Hornford Way Install restrictive parking hours 2hr periods, 10am-12pm and 4pm-6pm Monday to Friday (this does not include the marked bays at the junction of Hornford Way and Rom Crescent.	Residents appear to be having difficulty with access and egress to their properties due to obstructive parking, reportedly from the Queens Hospital site.	No	LBH Revenue	£800	Residents of Rom Crescent and Hornford Way	04/03/2014	Brooklands
TPC424	Waterloo Estate	Following reports of nuisance parking from the Housing Officer of the Waterloo Estate it is suggested that commuters are parking their vehicles within the private parking areas.	The Waterloo estate is within a controlled parking zone operational twenty-four hours a-day, seven days a week. Parking is a premium on this estate and we would therefore support this scheme by including it in the existing ROST Controlled Parking Zone	No	LBH Revenue	£2,000	Peter Doherty - Housing Services Manager	28/02/2014	Romford Town