



## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
12 August 2014**

**Council Chamber -  
Town Hall**

Members 11: Quorum 4

**COUNCILLORS:**

**Conservative  
( 5)**

**Residents'  
( 4)**

**UKIP  
( 1)**

**Independent  
Residents'  
1)**

Ray Best (Vice-Chair)  
Frederick Thompson  
John Crowder  
Dilip Patel  
Carol Smith

June Alexander  
Barry Mugglestone  
John Mylod  
Ron Ower

Ian de Wulverton  
(Chairman)

David Durant

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

**Taiwo Adeoye 01708 433079  
taiwo.adeoye@onesource.co.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 MINUTES (Pages 1 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 8 July 2014, and to authorise the Chairman to sign them.

### 4 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.*

### 5 BUS STOP ACCESSIBILITY WHITE HART LANE - OUTCOME OF PUBLIC CONSULTATION (Pages 9 - 26)

Report attached

### 6 BUS STOP ACCESSIBILITY SLEWINS LANE - OUTCOME OF PUBLIC CONSULTATION (Pages 27 - 58)

Report attached

**7 BUS STOP ACCESSIBILITY SQUIRRELS HEATH LANE - OUTCOME OF PUBLIC CONSULTATION (Pages 59 - 84)**

Report attached

**8 BUS STOP ACCESSIBILITY CHASE CROSS ROAD - OUTCOME OF PUBLIC CONSULTATION (Pages 85 - 110)**

Report attached

**9 MORAY WAY - PROPOSED CHANGES OF DISC PARKING BAY TO TIME LIMITED FREE PARKING BAY (Pages 111 - 116)**

Report attached

**10 TPC395 DRAPERS ACADEMY, SETTLE ROAD - PROPOSED SCHOOL KEEP CLEAR MARKINGS. COMMENTS TO ADVERTISED PROPOSALS (Pages 117 - 122)**

Report attached

**11 TPC373 AMERSHAM ROAD - EXTENSION TO EXISTING SCHOOL KEEP CLEAR. COMMENTS TO ADVERTISED PROPOSALS (Pages 123 - 128)**

Report attached

**12 TPC396 HYLANDS SCHOOL, BENJAMIN CLOSE - PROPOSED SCHOOL KEEP CLEAR MARKINGS. COMMENTS TO ADVERTISED PROPOSALS (Pages 129 - 134)**

Report attached

**13 TPC397 - GIDEA AVENUE AND GIDEA CLOSE - PROPOSED CONVERSION OF FREE PARKING BAYS TO TIME LIMITED PARKING BAYS - COMMENTS TO ADVERTISED PROPOSALS (Pages 135 - 140)**

Report attached

**14 TPC370 - ALLANDALE ROAD - PROPOSED CONVERSION OF VOUCHER BAY TO A RESIDENTS PARKING BAY (Pages 141 - 146)**

Resident attached

**15 TPC324 MALVERN ROAD - PROPOSED CONVERSION OF VOUCHER BAY TO A RESIDENT PARKING BAY (Pages 147 - 152)**

Report attached

**16 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 153 - 158)**

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

**17 TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 159 - 164)

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

**18 URGENT BUSINESS**

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

**Andrew Beesley**  
**Committee Administration Manager**

# Public Document Pack Agenda Item 3

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Town Hall, Main Road, Romford  
8 July 2014 (7.30 - 8.30 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Ray Best (Vice-Chair), Frederick Thompson, John Crowder, Dilip Patel and Roger Westwood
<b>Residents' Group</b>	June Alexander, John Mylod, Ron Ower and Linda Hawthorn
<b>UKIP</b>	Ian de Wulverton (Chairman)
<b>Independent Residents Group</b>	David Durant

Apologies were received for the absence of Councillors Barry Mugglestone and Carol Smith.

+Councillor Roger Westwood substituted for Councillor Carol Smith and Councillor Linda Hawthorn substituted for Councillor Barry Mugglestone.

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

No interest was declared at this meeting.

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

**1 COMMITTEE MEMBERSHIP**

The Committee noted its membership.

**2 MINUTES**

The minutes of the meeting of the Committee held on 15 April 2014 were agreed as a correct record and signed by the Chairman.

3 **TPC350 CUMBERLAND CLOSE, HORNCHURCH - PROPOSED RESIDENTS PARKING BAY**

The report before the Committee detailed responses received to the advertised proposals to introduce a residents' parking bay in Cumberland Close.

Following a request from residents to introduce a residents' parking bay adjacent to nos. 8 – 14 Cumberland Close, proposals were agreed in principle by this Committee in August 2013.

The proposals were subsequently designed and publicly advertised to all those perceived to be affected by the proposals. The eighteen statutory bodies were also consulted and site notices were placed at the location.

At the close of consultation on Friday 14 March 2014, no responses were received to the formal consultation.

As there were no responses received to the proposals, officers considered that the scheme was well received and should be implemented as advertised.

During the general debate the committee were informed that the area is currently unrestricted and by implementing these controls would allocate additional parking for residents in Cumberland Avenue, Cumberland Close and Matlock Gardens. The effects of the scheme would lead to displacement into unrestricted areas although Officers would monitor this for a period of six months following the implementation of these controls and take the appropriate action if required.

The Committee considered the report and **RESOLVED** :

- To recommend to the Cabinet Member for Environment that the minor parking scheme to introduce a residents' parking bay at the end of Cumberland Avenue, which would provide additional parking for residents only, be implemented as advertised
- The effect of the scheme be monitored
- That the estimated cost of this scheme as set out in the report was £800 and would be funded from the 2014/15 Minor Parking Schemes budget

**4 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:

<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>SECTION A - Highway scheme proposals with funding in place</b>			
H1	Loom Grove and Rushdon Close	Local parking review to incorporate recently adopted Loom Grove within RO3 parking Zone and establishment of 20mph Zone in both streets.	<b>AGREED</b>
H2	Juliette Mews and Shaftesbury Road	Local parking review to incorporate recently adopted Juliette Mews within RO3 parking zone.	<b>AGREED</b>
<b>SECTION B - Highway scheme proposals without funding available</b>			
H3	Rosedale Road	Speed humps and a 20mph speed limit to deal with speeding drivers	<b>REJECTED 9-2</b>
H4	Finucane Gardens and Bader Way	Speed humps to deal with speeding drivers and damage to vehicles	<b>WITHDRAWN</b>
H5	Poplar Street	Request for traffic calming	<b>REJECTED 9-2</b>
H6	King Edward Avenue	Request for speed humps	<b>REJECTED 9-2</b>
H7	Osborne Road, by park	Request for zebra crossing	<b>REJECTED</b>
H8	Dagnam Park Drive, near Settle Road, Harold Hill	Request to remove speed cushions as residents are experiencing vibration	<b>REJECTED 10-1</b>

**5 TRAFFIC AND PARKING SCHEMES REQUEST**

The report before the Committee detailed all Minor Traffic and Parking Scheme application requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

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

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

<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>	<b>Ward</b>
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>				
<b>TPC456</b>	Corbets Tey Road, between Gaynes Park Road and Little Gaynes Lane	Request for parking restrictions to prevent all day parking at this location and improve sight lines for residents egress from their driveways. The proposals will be to match with the existing parking controls of 8 - 9:30am	AGREED	Upminster
<b>TPC457</b>	Dame Tipping School North Road, Havering-atte-bower	A request has been received to re-mark the existing School Keep Clear Markings but they currently do not meet the requirements of the DfT and do not match the existing TMO.	AGREED	Havering Park
<b>TPC458</b>	Church Road O/S 70,72 and 74	Residents of nos 70, 72 and 74 Church Road, Harold Wood have requested the removal of the residents parking bays outside their properties as they now all have dropped kerbs and therefore do not serve any purpose.	AGREED	Harold Wood



<b>TPC459</b>	Romford Controlled Parking Zone Sector 2B	A Resident of Willow Street has raised a corporate complaint and is requesting for Havering Council to review the the cost and time period of visitor permits in Sector 2B.	REJECTED	Brooklands
<b>TPC460</b>	Various	Following a review of the School Keep Clear parking restrictions around all of the infant and junior schools in the borough a large number of the lengths of restriction on the existing TMOs are not compliant with the TRSGD. Also the hours of restriction should be 8.00am - 5.00pm. Additionally there are a number of schools where the lengths on the ground do not match the TMO or the lines have been installed incorrectly. These need the TMOs amended and in some cases the lines burnt off and re-painted. All of the non-compliant restrictions need to legally be re-advertised in order for them to be enforceable.	AGREED	Various

<b>TPC461</b>	Chepstow Ave	There are no parking restriction on the access road to Hacton Primary school and parents are stopping and reversing out, causing safety issues for pedestrians. In the interest of road safety School Keep Clear markings would reduce this problem	AGREED	Hacton
<b>TPC462</b>	Heron Flight Avenue	There are no parking restriction on the access road to St Albans Primary Primary school and parents are stopping and reversing out, causing safety issues for pedestrians. In the interest of road safety School Keep Clear markings would reduce this problem	AGREED	Elm Park
<b>TPC463</b>	Wykeham Primary School Barton Road and Saunton Road	Following the review of of the School Keep Clear parking restrictions around all of the infant and junior schools in the borough a large number of the lengths of restriction on the existing TMOs are not compliant with the TRSGD. Also the hours of restriction should be 8.00am - 5.00pm. Wykeham School requires a complete review of the existing restrictions in order to make the restrictions compliant and enforceable	AGREED	Hylands

<p><b>TPC464</b></p>	<p>Church Road- Harold Court School</p>	<p>Following the expansion of Harold Court Primary School and as part of the planning consent, a complete review of the existing parking restrictions is required, which will include removing the existing SKC and some resident parking bays (the latter having already been requested by residents - see <b>TPC434</b>). Proposing SKC in place of a residents bay and kiss and ride bays with a short term wait of 5 mins in Church Road and Court Avenue.</p>	<p>AGREED</p>	<p>Harold Wood</p>
<p><b>TPC465</b></p>	<p>Branfill Primary School Cedar Road</p>	<p>Following the installation of traffic calming it has been reported that vehicles are being parked on both sides of the carriageway at school pick up and drop off times. It has been suggested that we extend the existing no waiting at any time on the east side up to the boundary of no. 49. The alternative is to propose No Waiting Mon - Fri 8.00am - 5.00pm which is also the time we would like to change the School Keep Clears to.</p>	<p>AGREED</p>	<p>Upminster</p>
<p><b>TPC466</b></p>	<p>R J Mitchell Primary School</p>	<p>Vehicles are being parked on a blind bend opposite the school including across vehicle accesses causing safety issues. It is suggested that a No Waiting Mon - Fri 8.00am - 5.00pm may protect the junction whilst still allowing loain and unloading fro a brief period. Alternatively a school keep clear marking could be considered as it is intended to prevent vehicles from even stopping but is more invasive for residents.</p>	<p>AGREED</p>	<p>Elm Park</p>

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**Chairman**

# HIGHWAYS ADVISORY COMMITTEE

12 August 2014

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
WHITE HART LANE  
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 White Hart Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Mawneys** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;
  - QN008-OF-A17-A
  - QN008-OF-A18-A
  - QN008-OF-A19/A20-A
  - QN008-OF-A21/A22-A
  - QN008-OF-A23/A24-A
  
2. That it be noted that the estimated cost of £2,900 for implementation will be met by Transport for London through the 2014/15 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 is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ 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 March 2014.
- 1.8 Of these stops, 56% are fully accessible. In order for a stop to be fully accessible, it must meet the following basic criteria;
  - The kerb to the footway must be between 125mm and 140mm in height 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 passenger access 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 White Hart Lane as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A17A	Outside Tythe Court	Clearway restriction to change from 7am – 7pm to 24 hours  Cycle lane markings to be removed within the bus cage  Additional 'BUS STOP' lettering required
QN008-OF-A18A	Outside 128 to 134	Clearway restriction to change from 7am – 7pm to 24 hours  Cycle lane markings to be removed within the bus cage  Additional 'BUS STOP' lettering required
QN008-OF-A19A	Outside 1 to 6 Suffolk House	Clearway restriction to change from 7am – 7pm to 24 hours  Cycle lane markings to be removed within the bus cage  Additional 'BUS STOP' lettering required
QN008-OF-A20A	Outside 92 to 96	Clearway restriction to change from 7am – 7pm to 24 hours  Cycle lane markings to be removed within the bus cage
QN008-OF-A21A	Outside 1 to 5 Devon House And 1 to 6 Cumberland House	Clearway restriction to change from 7am – 7pm to 24 hours  Cycle lane markings to be removed within the bus cage  Additional 'BUS STOP' lettering required
QN008-OF-A22A	Outside 68 to 74	Clearway restriction to change from 7am – 7pm to 24 hours  Cycle lane markings to be removed within the bus cage
QN008-OF-A23A	Outside 21 to 25	Clearway restriction to change from 7am – 7pm to 24 hours
QN008-OF-A24A	Outside 2 to 8	Clearway restriction to change from 7am – 7pm to 24 hours



- 1.13 Approximately 50 letters were hand-delivered to those potentially affected by the scheme on 17<sup>th</sup> June 2014, with a closing date of 9<sup>th</sup> July 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. Public notices were also placed within bus stop timetable display units.

## **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. The Metropolitan Police Traffic Unit stated that they had no issues with the proposals. Havering Cyclists (part of the London Cycling Campaign) did not believe there to be an impact on cyclists and noted some of the cycle lane markings through bus stop clearways were proposed to be adjusted.

## **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 £2,900 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2015, 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.

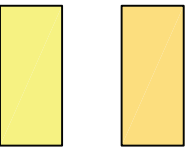
**Equalities Implications and Risks:**

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**

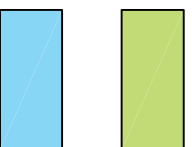
Project file: QN008, Bus Stop Accessibility 2014/15



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



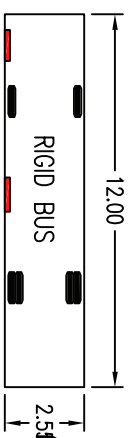
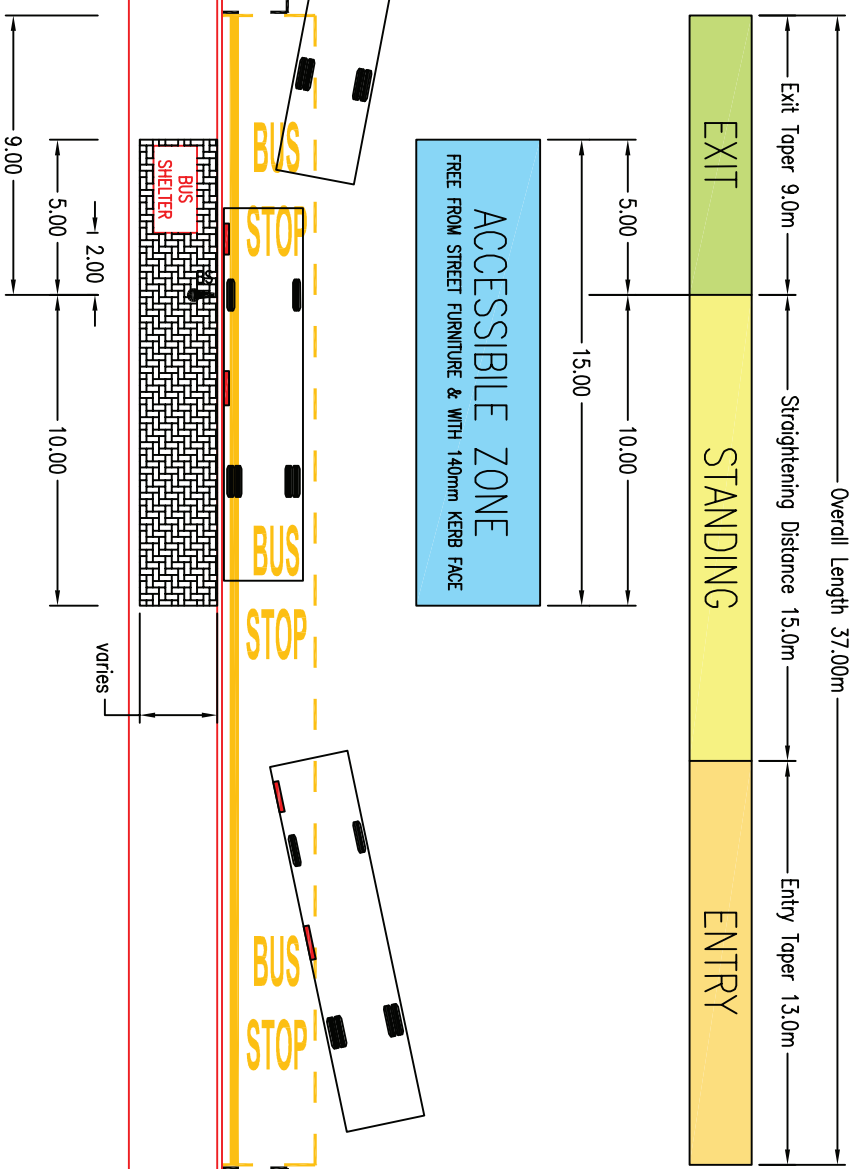
**STANDING ZONE**  
 ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE  
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



**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.



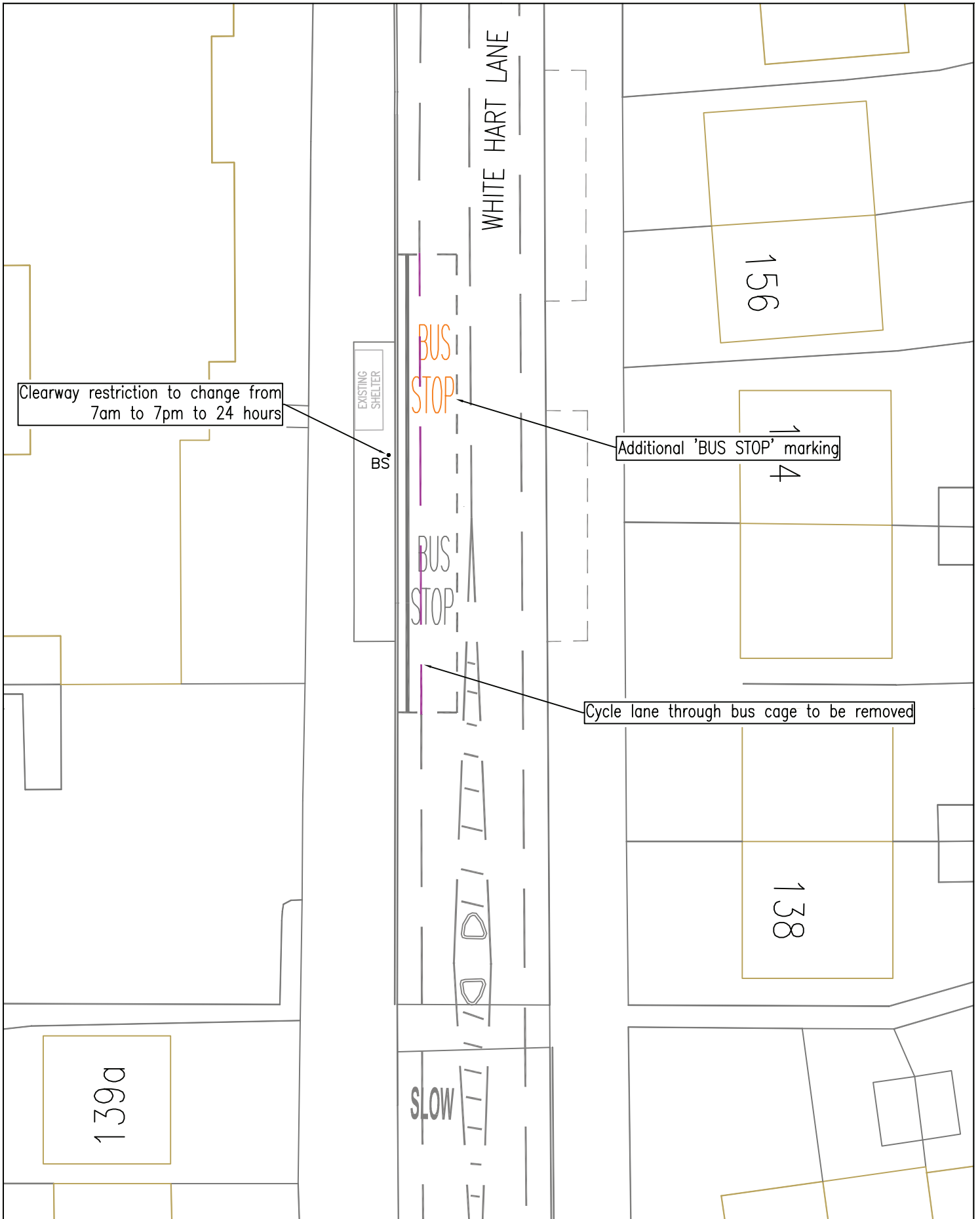
**ACCESSIBLE ZONE**  
 KERB FACE TO BE 130-150MM.  
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.  
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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.

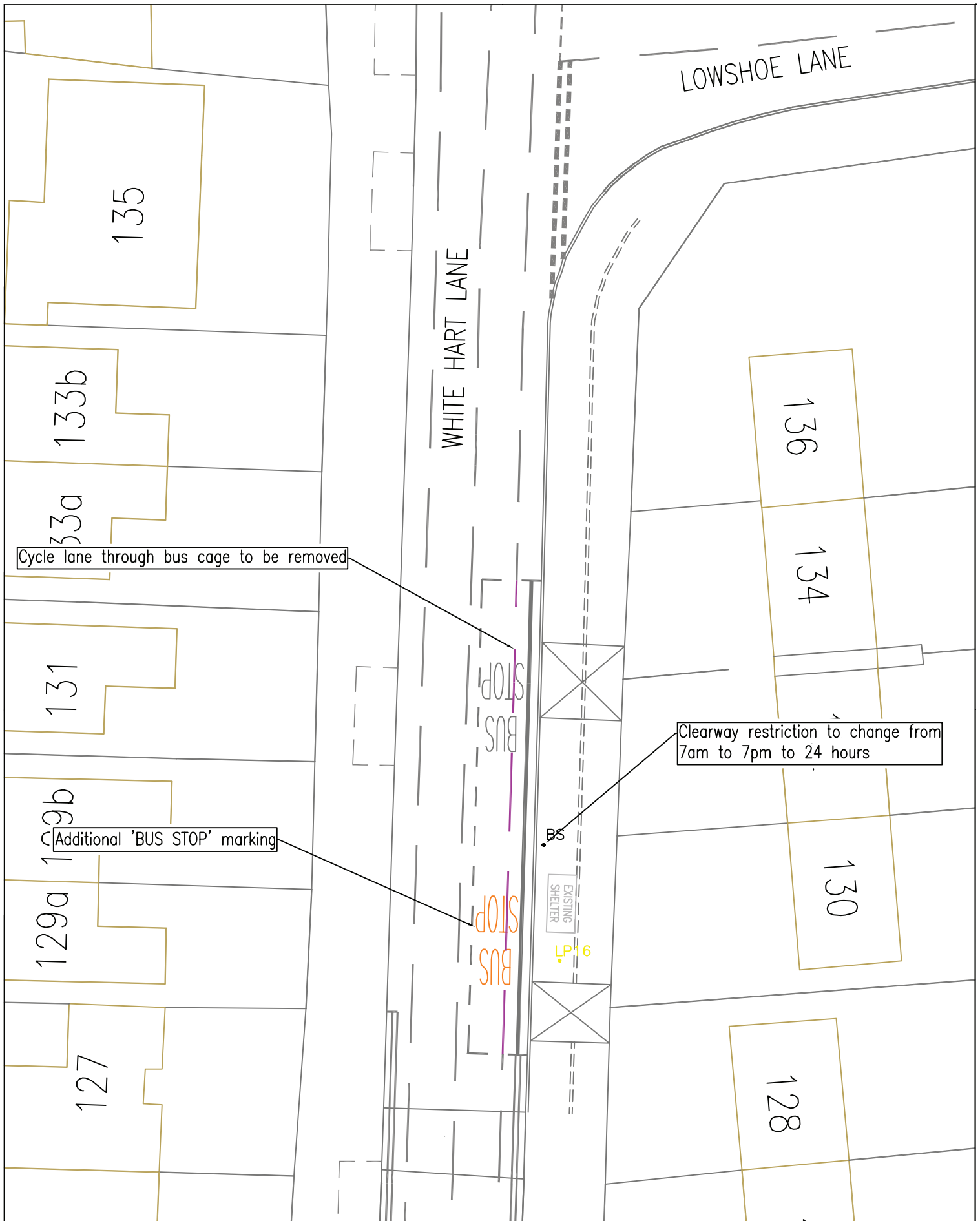
<p><b>Haverling</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROMFORD, RM1 3DW.          TELEPHONE No: 01708 434343 FAX No: 01708 433721          E-MAIL: streetcare@haverling.gov.uk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


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<b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		<b>PURPOSE</b> PROPOSAL		<b>©COPYRIGHT</b> This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 WHITE HART LANE		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP	
<b>DRAWING TITLE</b> BS29523 COLLIER ROW ROAD		<b>APPROVED BY</b> Page 17		<b>REVISION</b> A		<b>REVISION</b> AMENDMENT	
<b>SCALE (AT A4 SIZE)</b> 1:250		<b>DATE</b> 22/04/14		<b>DRAFT</b> <input type="checkbox"/>		<b>ISSUE</b> <input type="checkbox"/>	
<b>ACAD REF:</b>		<b>DRAWING No</b> QN008-0F-A17		<b>REVISION</b> A		<b>DATE</b>	
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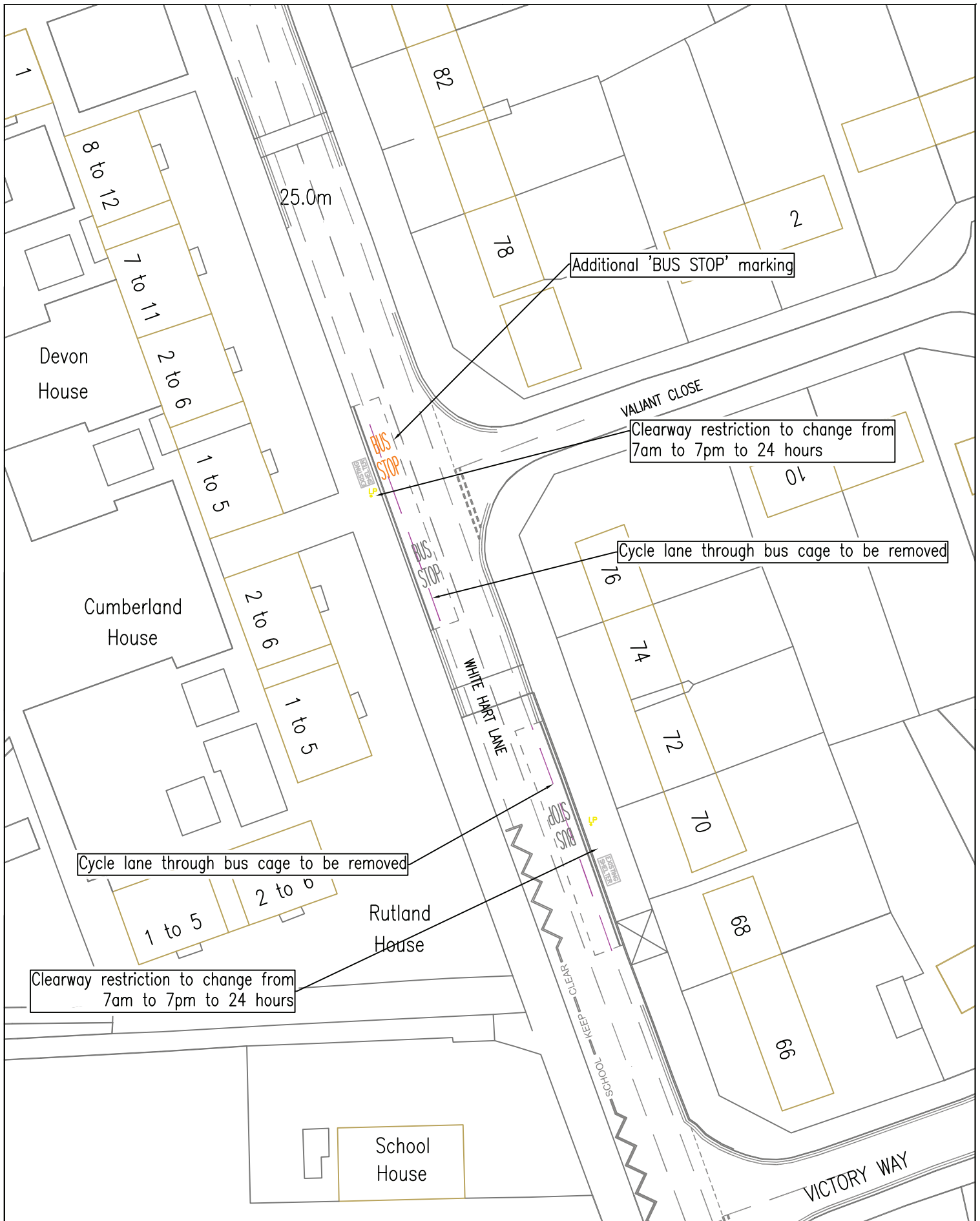
 <b>Havering</b> <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROWFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		<b>PURPOSE</b> @COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		<b>PROPOSAL</b> Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 WHITE HART LANE				<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> [Signature]	
<b>DRAWING TITLE</b> BS29524 COLLIER ROW ROAD				<b>ACAD REF:</b> Sheet Size: A4 (210x297)		<b>DRAWING No</b> QN008-OF-A18		<b>REVISION</b> A	
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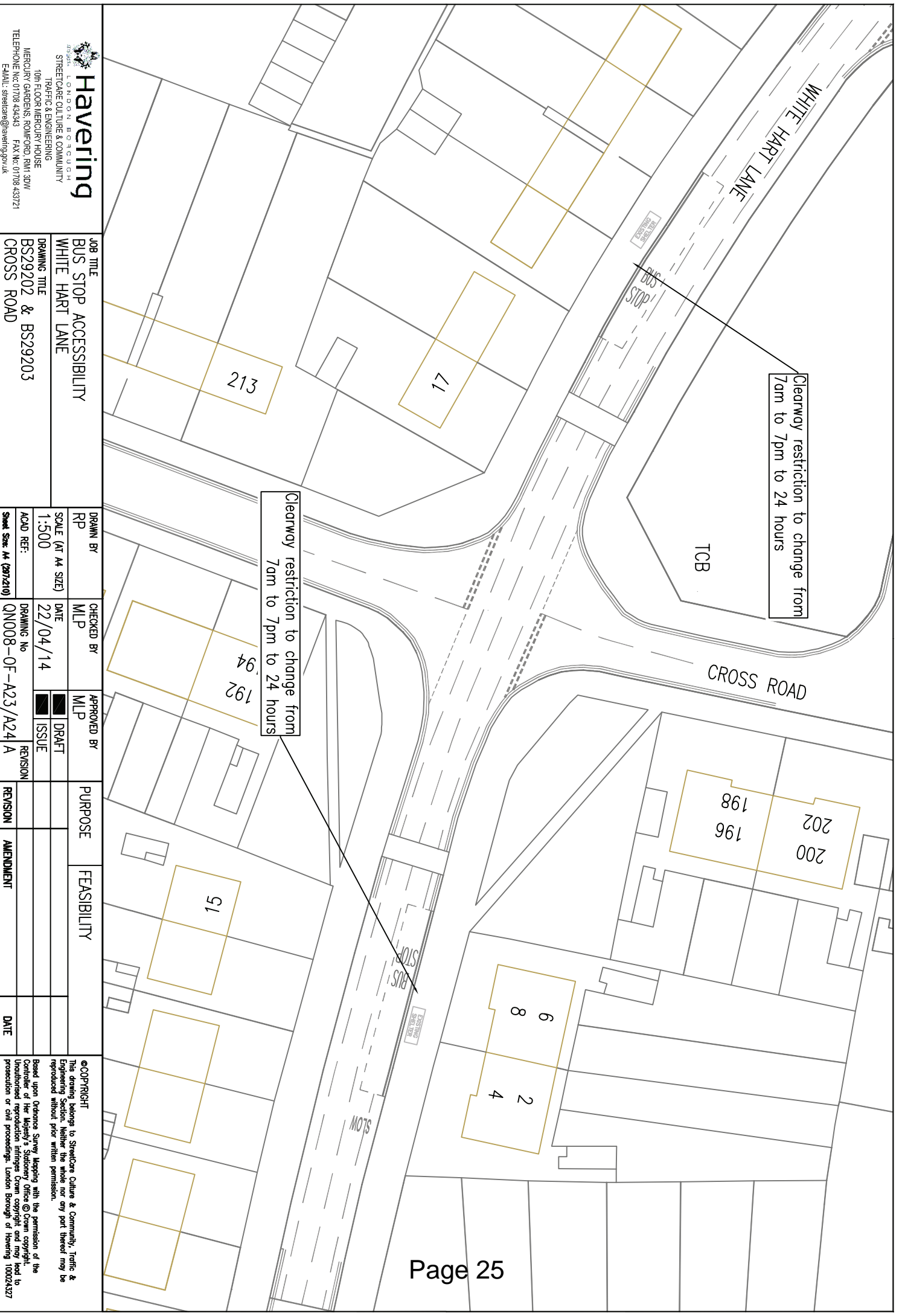


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<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>	
<p>JOB TITLE <b>BUS STOP ACCESSIBILITY 2014/15 WHITE HART LANE</b></p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE <b>BS29204 &amp; BS29205 VILLIANT CLOSE</b></p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY <b>Page 23</b></p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 22/04/14</p>		<p>DRAFT</p>		<p>ISSUE</p>	
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Clearway restriction to change from  
7am to 7pm to 24 hours

Clearway restriction to change from  
7am to 7pm to 24 hours

**Havering**  
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<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY
<b>WHITE HART LANE</b>	
<b>DRAWING TITLE</b>	BS29202 & BS29203
<b>CROSS ROAD</b>	

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>		<b>FEASIBILITY</b>	
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# HIGHWAYS ADVISORY COMMITTEE

12 August 2014

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
SLEWINS LANE  
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 Slewins Lane and seeks a recommendation that the proposals be implemented, including selecting one of two options for one location.

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

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;
  - QN008-OF-A64-A
  - QN008-OF-A66-A
  - QN008-OF-A67&68-A
  
2. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that one of the following bus stop accessibility options as set out in this report and shown on the following drawings are implemented;
  - (a) QN008-OF-A65/01-A (Option 1 – existing location); or
  - (b) QN008-OF-A65/02-A (Option 2 – alternative location)
  
3. That it be noted that the estimated cost of £20,000 for implementation will be met by Transport for London through the 2014/15 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 is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ 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 March 2014.
- 1.8 Of these stops, 56% are fully accessible. In order for a stop to be fully accessible, it must meet the following basic criteria;
  - The kerb to the footway must be between 125mm and 140mm in height 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 passenger access 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 bus stops along Slewins Lane as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A64-A	Outside 11 to 15	31metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A65-A/01  <b>Option 1</b>	Outside 84 to 92	31 metre bus stop clearway.  Bus shelter to be turned around and relocated to the rear of footway.  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A65-A/02  <b>Option 2</b>	Outside 82, 82a & 82b	Relocate bus approx. 45m northwest.  31 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A66-A	Opposite 92 to 96	31 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A67&68-A	Outside 83	31metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.

QN008-OF-A67&68-A	Along the flank wall of 23 Walden Way	31metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
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1.13 Approximately 30 letters were hand-delivered to those potentially affected by the scheme on 17<sup>th</sup> June 2014, with a closing date of 9<sup>th</sup> July 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. Public notices were also placed within bus stop timetable display units.

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 11 responses were received as set out in Appendix I to this report (2 responses were received after the close of consultation).

2.2 With regard to the existing stop outside 11 to 15 Slewins Lane (Drawing QN008-OF-A64-A), a resident objected to the scheme. They were concerned about the position of the bus stop moving, impact on the parking for residents opposite, anti-social behaviour from passengers, a higher footway allowing people to see into premises and safety relating to the proximity to The Drill roundabout.

2.3 With regard to the two options for the bus stop near Kinfauns Avenue (for buses travelling towards The Drill – Drawings QN008-OF-A65-A/01 and 02), residents with the stop in the current position (Option 1) objected to the stop remaining because of road safety concerns, footway width, impact on deliveries, privacy, anti-social behaviour, driveways being blocked and congestion.

2.4 The residents affected by the alternative location (Option 2) raised similar concerns as those residents affected by Option 1. The response from the Metropolitan Police was in favour of Option 2 because of the improved vision for vehicles leaving Kinfauns Avenue.

## **3.0 Staff Comments**

3.1 With regard to the existing stop outside 11 to 15 Slewins Lane (Drawing QN008-OF-A64-A), the bus stopping position would remain unchanged. The clearway is proposed so that there is sufficient clear road space to allow buses to smoothly pull in within 200mm of the kerb and accordingly depart as set out in the background information above. The bus stopping position is

55 metres from the exit of The Drill and is considered by Staff to be more than sufficient for following drivers to be able to see and react to the presence of a stationary bus. Raising the kerb to 140mm is required for compatibility with low floor/ kneeling buses and impact on privacy is expected to be negligible.

- 3.2 The two alternatives for the stop near Kinfauns Avenue (towards The Drill) have attracted similar objections from both sets of residents. Staff are of the view that Option 2 presents a safer highway layout in terms of forward visibility of following vehicles and visibility at the junction with Kinfauns Avenue. In addition, the footway is less congested with Option 2.
- 3.3 Delivery access is often cited as a concern and while loading would be prevented within the Clearway, it is reasonable to expect those making deliveries to stop outside the restricted area and to carry goods or use a trolley. This is no different to a delivery being made where there is a pedestrian crossing or other impediment to loading such as within a signalised junction.
- 3.4 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored.
- 3.5 The Committee will need to consider the various issues raised and make a recommendation based on balance.

## IMPLICATIONS AND RISKS

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

The estimated cost of £20,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2015, 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: QN008, Bus Stop Accessibility 2014/15





Respondent	Drawing Reference & Location	Response and Staff Comments (were required)
Resident of 10 Slewins Lane	QN008-OF-A64-A	<p>I am writing to confirm my reservations about the proposed bus stop clearway which will totally prevent parking or loading in front of my property.</p> <p>Of all the properties affected by the proposed changes I have the smallest space for off street parking and I currently only have space for 1 small car on my property (both 11a and 12 who also have the full frontage of their properties in the proposed zone have at least 2 spaces for parking on their properties)</p> <p>Whilst I appreciate it will be possible for visitors to park outside the clearway zone this is likely to be some distance away.</p> <p>More concerning than the parking is the prevention of loading / unloading outside my property - with no space on my driveway for delivery vehicles this will be an issue for delivery of bulky / heavy items, also what would be the provision for removal vehicles should I choose to sell my property in the future?</p> <p>I would appreciate clarification of the above.</p> <p><b>Staff Comment:</b> We clarified that proposal was for the existing bus stop opposite (on the odds side) and resident subsequently confirmed satisfaction with the proposal.</p>
Residents of 11a Slewins Lane	QN008-OF-A64-A	<p>In relation to the letter we received dated 17th June, we would like to have in writing that we object to the changes/improvements laid out, to make changes to the bus stop;</p> <p>1: 31 meter bus stop clear way: this completely goes across our drive, this does not improve access, currently the buses stop usually between our drive and no.15 without blocking access. Why does this need to change ? This does not improve any accessibility,</p>

		<p>in fact creates greater problems. With entering and exiting our property and for both vehicles and pedestrians trying to use the road and footpath when we cannot gain access.</p> <p>2: Creating bus stop clear ways: If this were to be enforced it would be totally impractical for residents opposite who have very limited parking now.</p> <p>3: 140mm kerb and associated foot way works provided at bus boarding area: 1: Buses now can lower to allow passengers to board buses there are no issues at the bus stop currently. Increased height would mean people will be able to look directly into our sitting room. We already have issues with bus uses using the front of the property as a toilet and rubbish tip and only can see this would get worst, if this was implemented. Having looked up the guide lines for increased kerb area, it is only a recommendation where necessary, I question this is necessary.</p> <p>Also I would like to point out a hazard which I believe you have not taken into consideration. The bus stop is very close too the drill roundabout, which cars come off accelerating at speed from a blind bend. To increase the size of this bus stop further, would reduce the distance from the roundabout, greatly increasing the hazard. We have already had a car crash into us from behind, whilst stationary waiting for a bus to move away and several near misses, and seen many similar instances with other traffic.</p> <p>We hope above convinces you to review your plans, as we believe it will only cause a lot of wasted cost and increase congestion and danger while decreasing accessibility.</p>
Matthew Moore TfL London Buses Infrastructure	Option 1 QN008-OF-A65- A/01A	<p>The shelter relocation looks a bit tricky but we can discuss that on site at a later date. Are you removing the high kerb that is currently at the head of the stop just before Kinfauns Avenue?</p> <p><b>Staff Comment:</b> We clarified that we were not removing the high kerb which protects a week bridge parapet.</p>



PC Martin Young Metropolitan Police Traffic Unit	Option 1 QN008-OF-A65- A/01A  Option 2 QN008-OF-A65- A/02A	I have no issues with the plans as presented for Slewins Lane. I would prefer to see option two used near the junction with Kinfauns Avenue as this will allow vehicles pulling out of Kinfauns Avenue better vision with a bus at the stop.
Residents 73 Slewins Lane (received after consultation closed)	Option 1 QN008-OF-A65- A/01A  Option 2 QN008-OF-A65- A/02A	<p>We agree to the proposal in drawing no QN008-OF-A65/01, to turn around the bus shelter in the existing location however we object to the proposal in drawing number QN008-OF-A65/02 to relocate the bus shelter 45m northwest to opposite my house.</p> <p>My worry would be that of an increased lack of privacy, whereas the current bus stop has large fences/trees in front of their land. the houses behind the current bus stop have bought and sold their properties so were, and are, aware of a bus stop outside, or near their property. We on the other side of the proposed new bus stop bought our properties without a bus stop opposite, and I believe that this will influence the price of our properties in this row of Slewins Lane.</p> <p>I can understand that the safety of residents and bus users is utmost in any decision, but to my knowledge the bus stop - where it is placed at present - has no record of danger to residents and bus users, an overtaking car some years ago but not residents and bus users.</p> <p>I would ask that you keep the bus stop where it has been for many years.</p>
Resident of 77 Slewins Lane  And on behalf of 79 Slewins Lane	Option 1 QN008-OF-A65- A/01A	<p>Thank you for your letter dated the 17th June 2014 enclosing plans showing the proposed works to either improve the layout of the existing bus stop or to relocate the bus stop directly opposite our property.</p> <p>My property address is 79 Slewins Lane, Hornchurch, Essex RM11 2BY. Following a</p>

	<p>Option 2 QN008-OF-A65-A/02A</p>	<p>discussion with my neighbours, who reside at 77 Slewins Lane, Hornchurch, Essex RM11 2BY, they have asked me to add them to this email to respond on their behalf.</p> <p>We agree to the proposal in drawing no. QN008-OF-A65/01, to turn around the bus shelter in the existing location, however, we object to the proposal in drawing no. QN008-OF-A65/02, to relocate the bus shelter approximately 45m northwest, opposite our house.</p>
<p>Residents of 84 Slewins Lane</p>	<p>Option 1 QN008-OF-A65-A/01A</p> <p>Option 2 QN008-OF-A65-A/02A</p>	<p>I would like to comment on proposed Option 1 (drawing ref. QN008-OF-A065/01) and Option2 (drawing ref. QN008-OF-A065/02). This is regarding the bus stop –Brooklands Gardens that is at present located outside of our property 84 Slewins Lane. We are pleased to hear that the improvements will be made to bus stop areas to allow residents to safely board the buses.</p> <p>However, we want to raise an objection to Option 1 and we would like to see the bus stop to be relocated to the area suggested in Option 2. As to our opinion, Option 2 is the best way to ensure safer traffic flow and the safety of residents using the bus service. The bus stop is mainly used by Haynes Park housing estate residents. The entrance of Haynes Park housing estate is directly opposite the bus stop. Residents, including mothers with prams and children coming out the entrance cross the road directly to the bus stop.</p> <p>This is extremely dangerous as it is between the road bend and the hill where there is no incoming cars visibility. When buses in both directions stop at the same time the road is too narrow and it is causing blockage of the road.</p> <p>If the bus stop is relocated according to Option 2 the residents from 82,82a and 82b will not be affected by the bus stop problems as much as we are, as their houses are set back from the main road and they can access their driveways from Kinfauns Avenue. We at number 84 suffer greatly as we have no car access to the front of our property. Often, the bus stop users are damaging our fence, throwing rubbish including broken glass bottles into our front garden. The bus stop shelter is used frequently and there are often incidents of anti-social behaviour at</p>

		<p>night.</p> <p>The bus stop is very close to our windows and my children are often awakened by the loud noises and swearing from the bus stop. The buses stop very close to our and our neighbours 86, 88 and 90 houses causing a loss of privacy. The bus users are looking directly into our bedrooms.</p> <p>The new proposed bus stop location in Option 2 is ideally placed further away from the houses 82,82a &amp;82b and the bus stop would not affect them as much as us.</p> <p>Advantages of the relocating the bus stop to outside 82,82a,82b ( Option 2)</p> <ol style="list-style-type: none"> <li>1. Safer traffic flow</li> <li>2. Safer location to cross the road for Haynes Park Housing residents as the car visibility is better in the new location</li> <li>3. Residents not affected by bus noise and bus users as their houses are further away from the main road</li> <li>4. Wider, more pleasant, green area available for bus stop users to enjoy while they are waiting for the bus</li> </ol> <p>The problems with the Brooklands Gardens bus stop outside 84 to 92 Slewins Lane (Option 1).</p> <ol style="list-style-type: none"> <li>1. Traffic safety issues</li> <li>2. Safety of residents using the bus stop is compromised when crossing the road as visibility of cars coming from both direction is poor.</li> <li>3. Limited space area, the pavement is too narrow</li> <li>4. Buses stop too close to residential houses</li> <li>5. Number 84 residents will not be able to maintain their fence as the bus stop shelter will be too close to the fence. No vehicle access for number 84 to the front of the property.</li> </ol>
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<p>Residents 86 Slewins Lane</p>	<p>Option 1 QN008-OF-A65-A/01A</p> <p>Option 2 QN008-OF-A65-A/02A</p>	<p>With reference to your letter dated 17th June, we would like the Highways Advisory Committee to consider our below comments.</p> <p>1. The current position of the bus stop outside No. 84, alongside the bus stop opposite No. 90, already causes (in our opinion) a safety issue. Both these bus stops are extremely busy in the mornings and mid-afternoons as they are on route to schools in both directions. When they have passengers alight and disembark, it is quite scary when we witness children running across the road to catch the buses. These bus stops are both located with a bend either side of them, and therefore there is restricted views for pedestrians when crossing, and for vehicles as they reach the bend. Furthermore, opposite No. 86 is a walkway that people use to get to the flats (obviously with a high population of residents). Once again, people automatically cross there to return to their homes.</p> <p>2. The bus stop outside No. 84 has a small width pavement. It is very difficult for people pushing prams and wheelchairs to pass when passengers are waiting for the arrival of the bus. Having had young children, and also when my husband was wheelchair bound for a short period, I can confirm the accessibility is extremely difficult. The pavement width for Option 2 however, is far more accessible.</p> <p>3. Option 1 states that there will be a 24 Hour Bus Stop Clearway directly outside No. 84, 86, 88 and 90. Residents would be unable to have any delivery vehicles park. Furthermore, access to our driveways would be hindered (this is already difficult with two bus stops virtually opposite each other). However, if Option 2 were to proceed, the residents of No.'s 82b, 82a, and 82 have vehicle access to their properties via Kinfauns Avenue.</p> <p>4. Option 1 has buses stop directly outside the properties. We have a teenage daughter in one front bedroom and a 5 year old in the other front bedroom; passengers on the top deck</p>
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		<p>of buses can see directly into these rooms. These buses often stop for 5-10 minutes at times, possibly due to keeping to timetable. However, if Option 2 were to proceed, the residents' properties are raised and set back approx. 20 metres from the buses, and therefore passengers would not be able to see directly into these properties.</p> <p>As you can see from the above, we are strongly in favour of Option 2 for the relocation of the bus stop. We would please ask that you take our comments on board.</p>
<p>Resident of 88 Slewins Lane</p>	<p>Option 1 QN008-OF-A65-A/01A</p> <p>Option 2 QN008-OF-A65-A/02A</p>	<p>Reasons against proposal 1!</p> <ul style="list-style-type: none"> <li>• The pathway where the bus stop is at the moment is not wide enough. Which causes the following problems:"             <ul style="list-style-type: none"> <li>- People walking along Slewins Lane have to manoeuvre around those waiting for buses. This is even more of a problem when push-chairs are involved.</li> <li>- When the school buses drop off there is not enough room for the children causing them to overflow onto our property. When two buses are at the stop this becomes more of a problem"</li> </ul> </li> <li>• The raised area would only be available to one bus at a time."</li> <li>• The bus stop is currently too close to the one on the opposite side, this causes:"             <ul style="list-style-type: none"> <li>- Congestion when buses stop on either side, which would be compounded if the bus stop length was doubled. This is also made worse by the fact that the bus drivers stop for up to ten minutes sometimes reading their papers supposedly regulating the service. "</li> <li>- The view from Kinfauns Avenue is severely reduced when buses are at the stop. Meaning cars pulling out in the direction of Hornchurch have a heightened risk of impact especially when you take into account the speeding problem down Slewins Lane. There have been accidents due to this. "</li> <li>- We all have home grocery shopping deliveries, which currently park outside our property. If the extended bus stop were there parking would be extremely difficult for the drivers - putting our deliveries at risk as they are unable to park on our road."</li> </ul> </li> <li>• On a personal note. "</li> </ul>

		<ul style="list-style-type: none"> <li>- Noise and privacy affecting my children are a major concern. "</li> <li>- Double decker buses look directly into our children's bedrooms. Privacy is a real concern.</li> <li>- The noise of the buses is extremely loud, especially when buses stop longer than the few minutes for passengers to get on or off. Buses regulating their service is more of a problem of a night and the noise becomes more apparent at night disturbing my children's sleep. "</li> <li>- No other bus stop from the beginning of Slewins Lane into Romford has 24 hour bus stop markings. When located so close to residential properties. Buses should be forced to regulate their services at non-residential stops, i.e. at the stops located near shops. "</li> <li>- By making the bus stop 24 hours this would force me to pull on to my drive front first instead of reversing on. For fear of a penalty fine, sometimes it can take a number of minutes waiting to reverse onto the drive.</li> </ul> <p>This is a safety issue as it is hazardous to reverse off the drive onto the road due to the speeding and congestion problems on Slewins Lane. Which is always compounded by the inconsiderate bus drivers who can see you trying to pull off your drive and instead of letting you out park across the drive.</p> <p>Reasons for proposal 2!</p> <ul style="list-style-type: none"> <li>- Raised area would be available to more than one bus at time. "</li> <li>- Path widened without affecting any residential properties to allow for people passing and the egress of people from the busses. Which would be far better for those in wheelchairs or with children in buggies</li> <li>- Reduced congestion.</li> <li>- Improved visibility for cars exiting Kinfauns Avenue.</li> <li>- Overall far more safer for both pedestrians, people waiting at the bus stop, car drivers and the local resident.</li> </ul>
<p>Resident of 90 Slewins Lane</p>	<p>Option 1 QN008-OF-A65-</p>	<p>PROPOSAL 1 Extending the bus stop length to include the 31m bus stop clearway would only add to the</p>

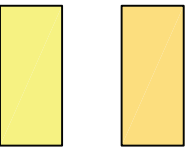
	<p>A/01A</p> <p>Option 2 QN008-OF-A65- A/02A</p>	<p>congestion along this part of Slewins Lane. The bus stop opposite is very close and when buses stop on both sides of the road at the same time, this not only causes severe congestion, but is also dangerous with cars driving around the buses and coming in and out of Brooklands Gardens, thereby increasing the risk of potential accidents.</p> <p>The pathway is too narrow for this scheme, which already causes congestion problems with foot traffic and people exiting the buses. Lengthening the area to include a clearway of 31m will only increase the problem.</p> <p>Two of my neighbours who have driveways have young children and I am concerned that if they had to exit their driveway in an emergency situation and the buses were stopped directly outside, blocking their cars in, the delay in them being able to exit their property could be a real danger for them. My understanding is that when a car is on the drive, it should not be blocked in at any time, or is it OK if it is a bus blocking you in!!! I am amazed that bus stops are allowed to be in-situ close to where there are dropped kerbs in place, allowing the possibility of this happening in the first place. Clearly this is already a concern and with the extension to a 31m clearway, just exacerbates the problem.</p> <p>I also understand that if the area is a bus stop clearway, no vehicles are allowed to load or unload at any time. I regularly have home shopping deliveries as do most people these days and obviously all of us from time to time purchase items which require delivery. What are we expected to do if we have a new sofa delivered for example, are the vehicles expected to park around the corner and then carry the heavy goods along the road and then into my property? This is totally unreasonable, especially when there is a more sensible option (Option 2).</p> <p>There is a privacy issue also with regards to the public looking directly into our properties from the buses, particularly when they are stopped for some 5-10 minutes at times, due perhaps to them running a bit early. Bearing in mind the upper floors are bedrooms, this is also disturbing and uncomfortable when you have people ogling in watching you. Again, with an extended area it would make this much worse.</p>
--	--	---

		<p><b>OPTION 2</b></p> <p>Clearly this is the safest and most reasonable option and I can see no negatives or disadvantages. This part of the pavement accommodates the plans much more easily as the area and depth of the pavement is much larger and the houses sit considerably further back. This option would also reduce the congestion factor, due to the larger area involved and the bus stop would be better staggered with the bus stop opposite, which is currently opposite No. 92. The risk of accidents when buses are stopped at both sides of the road at the same time would also be reduced.</p> <p>I believe the Traffic Police are also in favour of this change of the bus stop positioning (Option 2) and one would hope that with their knowledge and expertise of safety that their recommendations/opinions would also be taken on board. I suppose there could be the argument that if the bus stop has been in this position for some time then may be it is just as well to leave it in the same position, thus not having to deal with the likely objections to change. However, just because this bus stop has been in-situ for a long time doesn't necessarily mean that it is the best position for it. Things change, traffic increases, dropped kerbs are installed which change the safety aspects and from time to time matters should be improved/changed if it is best to do so.</p> <p>It is the responsibility of the Highways/Council to ensure that safety is paramount for the residents especially where change can be implemented to ensure this happens. To not make changes with regards to safety is negligent in my view.</p> <p>Generally, living on a busy road I accept is challenging and not ideal in many respects. However, surely it is within the Highways remit to ensure the safest and most sensible positions for the bus stops and clearways. Thereby ensuring congestion is dealt with as responsibly and practicably as possible. With the priority given to the residents and public safety, it is the residents who have to live with the consequences of the decisions made, not necessarily the people making those decisions.</p>
--	--	---



		I can understand that by moving the bus stop as represented in Option 2 that some residents in that vicinity are likely to object, however, surely common sense and safety should prevail in this instance. We, as Havering residents can only voice our concerns and opinions and trust the Committee will ensure the safest and most sensible option proceeds, which clearly, is Option 2.
Resident of 2 Kinfauns Avenue (received after consultation closed)	Option 1 QN008-OF-A65- A/01A  Option 2 QN008-OF-A65- A/02A	ITS CONCERNING THE TURN AROUND OF THE BUS STOP IN SLEWINS LANE I.V TRIED TO GET ON TO HIGHWAYS@HAVERING BUT I NOT GOOD WITH COMPUTERS SO I WONDER.D IF YOU COULD PASS THIS FORWARD TO WHERE IT HAS TO GO I MRS PAMELA SMITH AT NO;2 KINFAUNS AVENUE HAS READ A LETTER GIVEN TO ME BY SUNITA SHOME MY NEIGHBOUR CONCERNING THE MOVE OF BUS STOP NEARER TO OUR PROPERTIES THE BUS STOP AS BEEN THERE FOR YEARS NO ONE HARDLY SITS ON THE BENCH ALL THAT SHELTER SHOULD BE TAKEN AWAY AND JUST HAVE A CONE LIKE COVER OVER THE TOP THEN THERE WILL BE PLENTY OF WALKING AREA TO MOVE THE BUS STOP COULD BE DANEROUSE AS AT THE MOMENT VELCIELS CAN TURN FROM KINFAUNS AVENUE WHEN THE BUS IS AT THE STOP BUT IF THE STOP IS MOVED THE BUS WILL BLOCK THE VEIW FOR THE VELCIELS TURNING OUT OF KINFAUNS AVENUE ALLSO MY BEDROOMS ARE ALL AT THE FRONT OF MY PROPERTY AND I WILL HEAR A LOT MORE NOISE LIKE WHEN THE BUSES BRAKE THEY MAKE A LOUD NOISE COS OF DUST ON THE BRAKES AND WHEN THE BUSES PULL AWAY THEY REV LOUD SO THAT IS NOT SUCH A GOOD IDEA AS I THINK ITS MORE OF A DANGER WITH THE VELCIELS PLEASE RETHINK AND DO SOMTHING WITH THE SHELTER AND BENCH THAT IS THERE RETHINK A SMALLER SHELTER

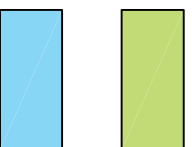
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**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.



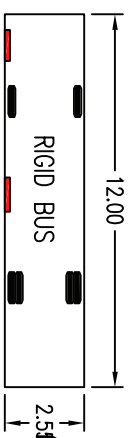
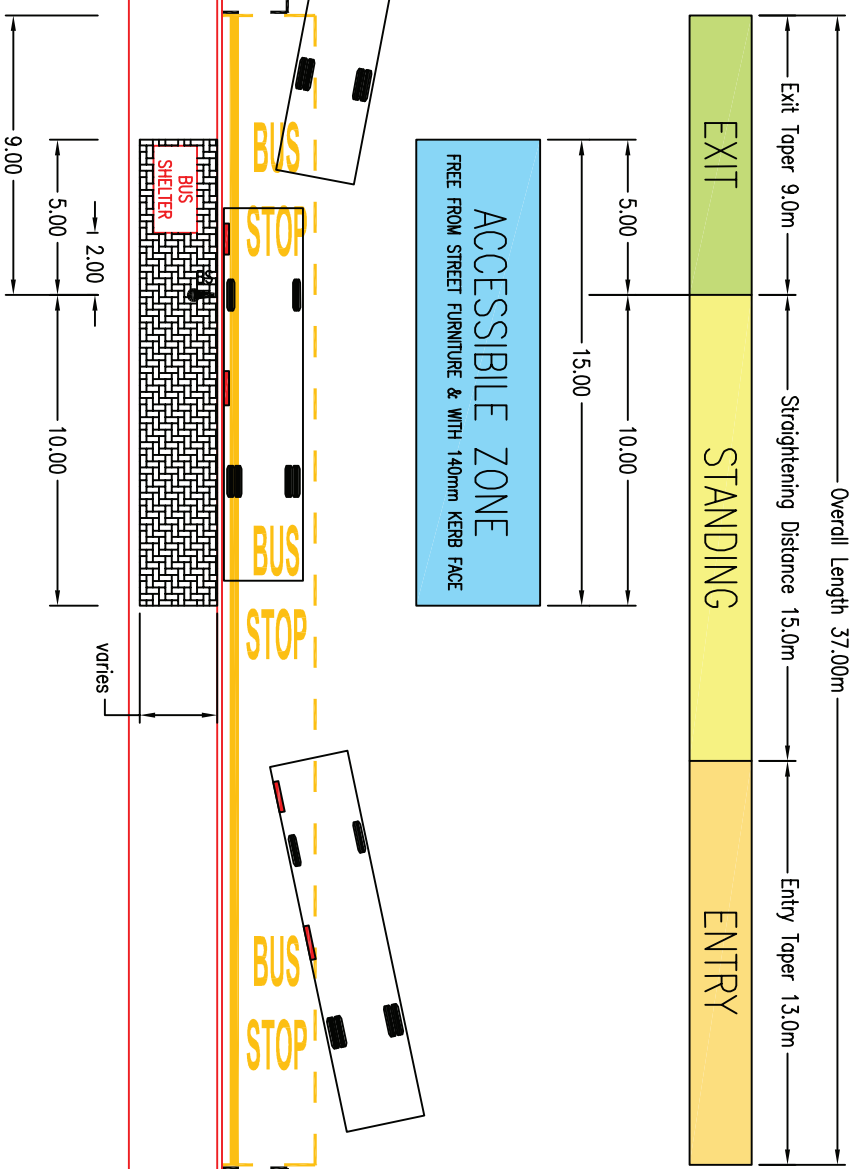
**STANDING ZONE**  
 ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE  
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



**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.



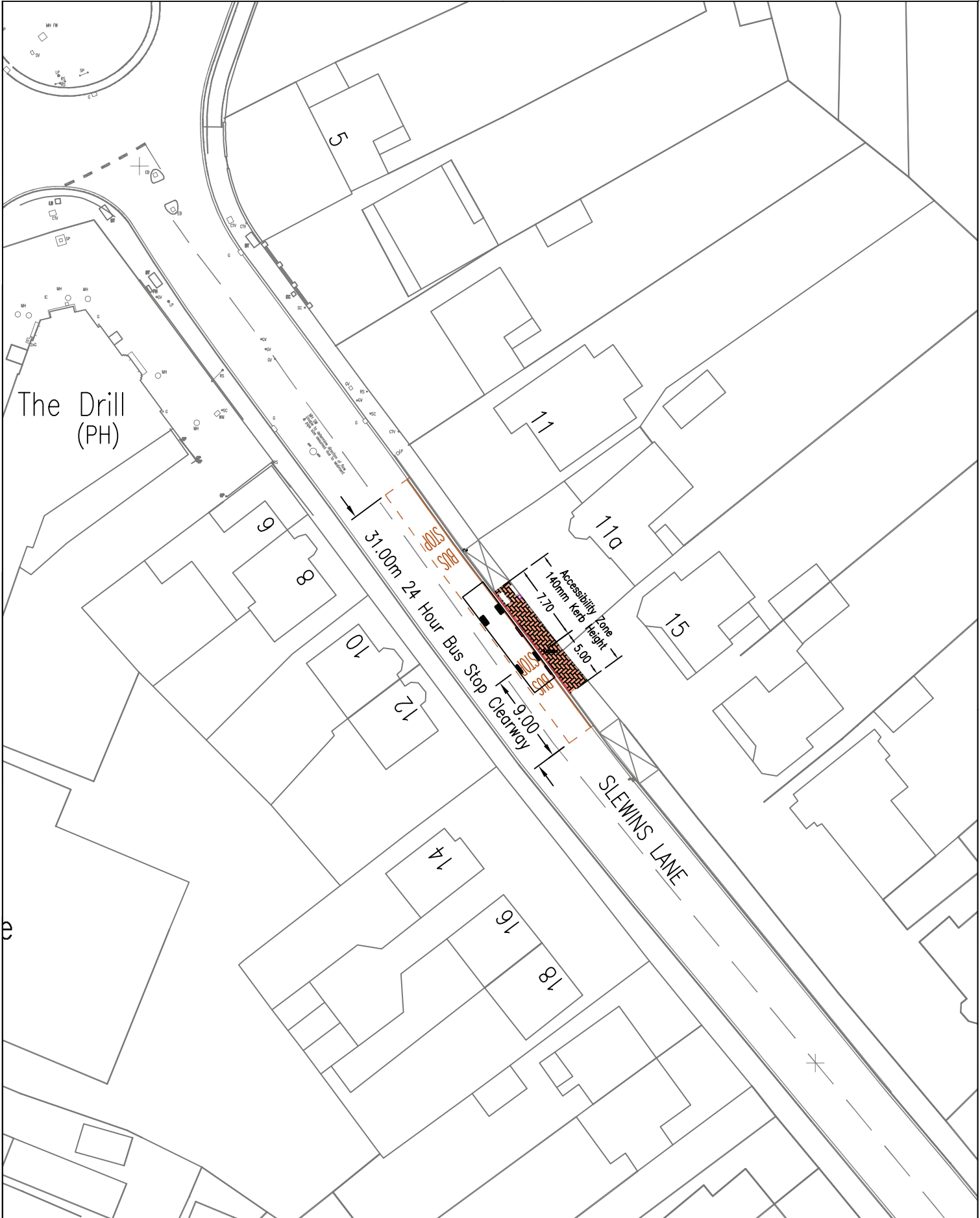
**ACCESSIBLE ZONE**  
 KERB FACE TO BE 130-150MM.  
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.  
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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><b>Haverling</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; 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><b>JOB TITLE</b>          HAVERING STREET DESIGN GUIDE          PART 6 – STANDARD DETAILS</p>		<p><b>DRAWN BY</b>          RP</p>		<p><b>CHECKED BY</b>          MLP</p>		<p><b>APPROVED BY</b>          MLP</p>		<p><b>PURPOSE</b></p>		<p><b>INFORMATION</b></p>	
<p><b>DRAWING TITLE</b>          BUS STOP ACCESSIBILITY DETAIL          LAYOUT 1</p>		<p><b>SCALE (AT A4 SIZE)</b>          N.T.S.</p>		<p><b>DATE</b>          MAY 10</p>		<p><b>ISSUE</b></p>		<p><b>DRAFT</b></p>		<p><b>REVISION</b></p>		<p><b>DRAWING UPDATE</b></p>	
<p><b>ACAD REF:</b> <small>Part 6 - Standard Details</small></p>		<p><b>DRAWING No.</b>          QB109/00/01</p>		<p><b>REVISION</b>          B</p>		<p><b>REVISION</b>          A</p>		<p><b>AMENDMENT</b></p>		<p><b>DATE</b>          FEB 04</p>		<p><small>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haverling 100024327</small></p>	
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 ROWFORD, RM1 3JW  
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 FAX No: 01708 433721  
**STREETCARE - CULTURE & COMMUNITY** E-MAIL: streetcare@havering.gov.uk

**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2014/15  
 SLEWINS LANE

**DRAWING TITLE**  
 20084 - SLEWINS LANE  
 THE DRILL

**SCALE (AT A4 SIZE)** DATE  
 1:500 25/04/14

**PURPOSE** PROPOSAL

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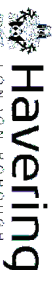
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 Sheet Size: A4 (210x297) QN008-OF-A64 A

REVISION	AMENDMENT	DATE	

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**OPTION 1**

Bus shelter to be turned around and relocated to rear of footpath



**Havering**  
 LONDON  
 STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, RIMFORD, RM11 3DW  
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<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>DRAWING TITLE</b>	BS18255 - BROOKLANDS GARDENS OPTION 1

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	PROPOSAL
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<b>ACAD REF:</b>		<b>DRAWING No</b>	CN008-0F-A65/01	<b>ISSUE</b>	<input type="checkbox"/>	<b>REVISION</b>	
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						<b>DATE</b>	

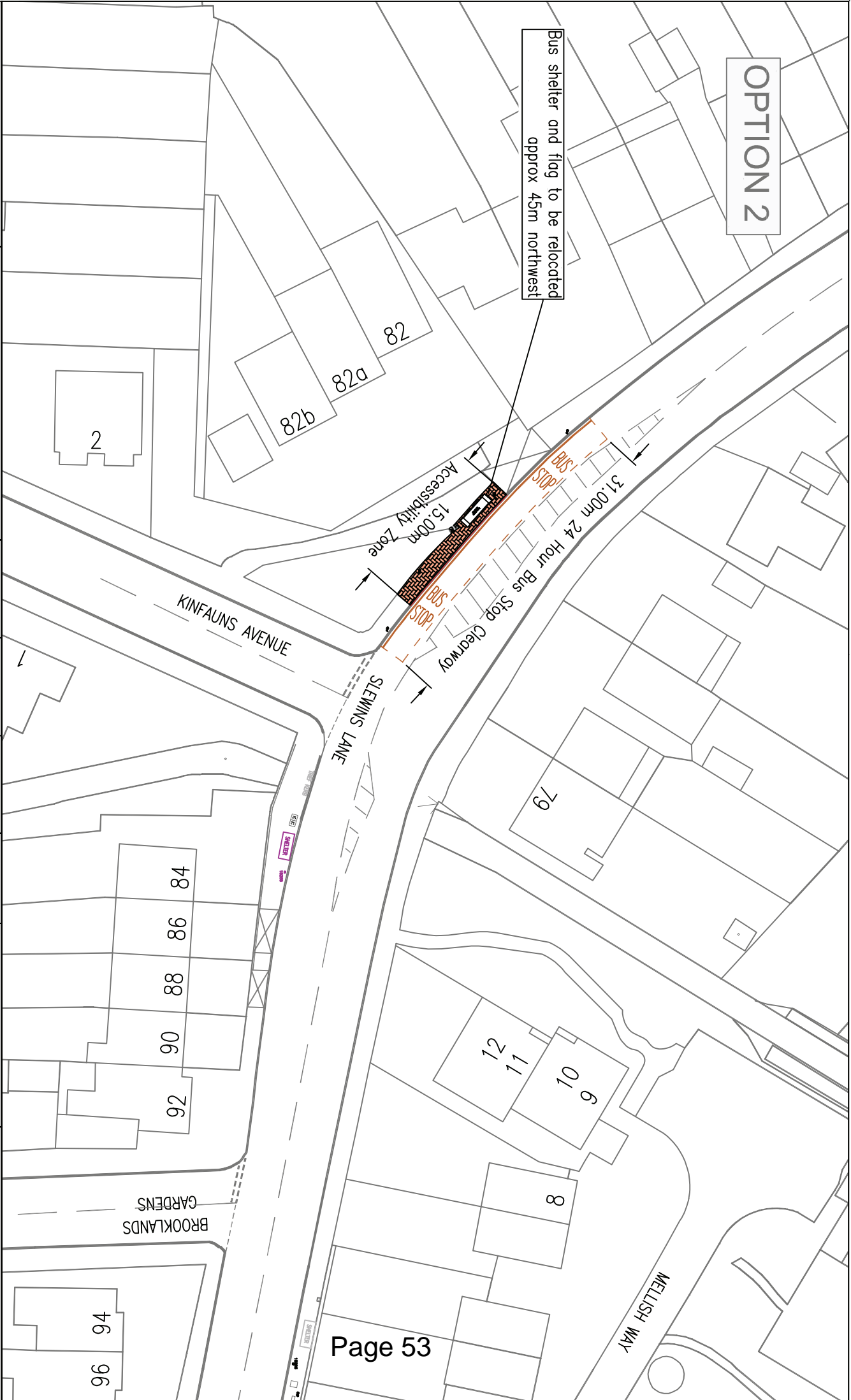
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# OPTION 2

Bus shelter and flag to be relocated approx 45m northwest



**Haivering**  
 STREETCORE CULTURE & COMMUNITY TRAFFIC & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, ROCHFORD, RM1 3DW  
 TELEPHONE No: 01708 434343 FAX No: 01708 433721  
 E-MAIL: streetcar@haivering.gov.uk

<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>DRAWING TITLE</b>	BS18255 - BROOKLANDS GARDENS OPTION 2

<b>DRAWN BY</b>	RP
<b>SCALE (AT A4 SIZE)</b>	1:500
<b>ACAD REF:</b>	

<b>CHECKED BY</b>	MLP
<b>DATE</b>	25/04/14

<b>APPROVED BY</b>	MLP
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<b>ISSUE</b>	<input type="checkbox"/>
<b>REVISION</b>	A

<b>PURPOSE</b>	
<b>AMENDMENT</b>	

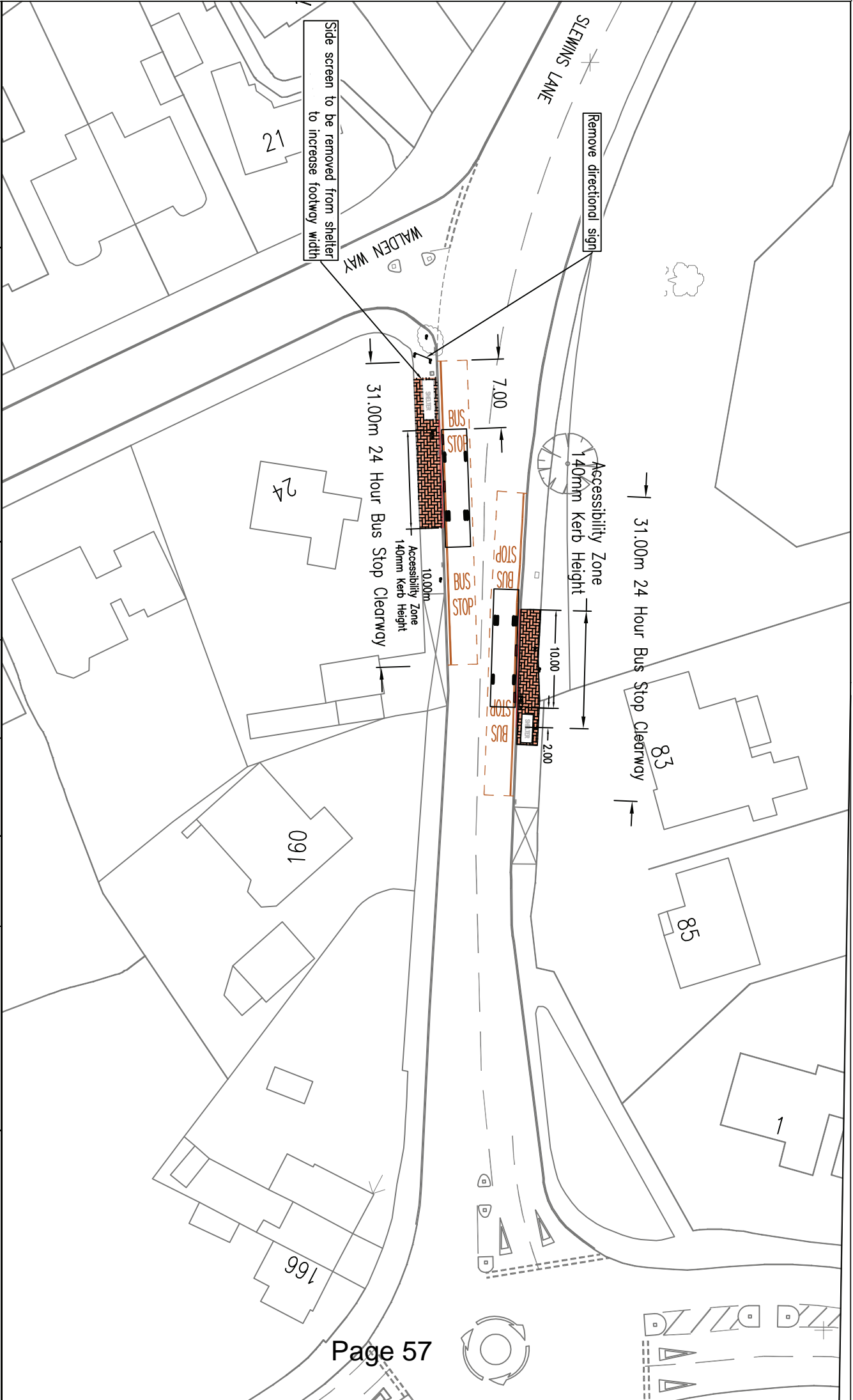
<b>PROPOSAL</b>	
<b>REVISION</b>	
<b>DATE</b>	

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Side screen to be removed from shelter to increase footway width

Remove directional sign

31.00m 24 Hour Bus Stop Clearway

31.00m 24 Hour Bus Stop Clearway

Accessibility Zone  
140mm Kerb Height

10.00m  
Accessibility Zone  
140mm Kerb Height

7.00

10.00

2.00

**Haivering**  
TRAFFIC & ENGINEERING

10th FLOOR MERCURY HOUSE  
MERCURY GARDENS, ROCHFORD, RM1 3DW  
TELEPHONE No: 01708 434343 FAX No: 01708 433721  
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**JOB TITLE**  
BUS STOP ACCESSIBILITY 2014/15  
**SLEWINS LANE**

**DRAWING TITLE**  
BS18257 & BS18258  
WALDEN WAY

<b>DRAWN BY</b> RP	<b>CHECKED BY</b> MLP	<b>APPROVED BY</b> MLP	<b>PURPOSE</b>	<b>PROPOSAL</b>
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 25/04/14	<b>DRAFT</b> ISSUE		
<b>ACAD REF:</b>	<b>DRAWING No</b> QN008-OF-A67&68	<b>REVISION</b> A	<b>REVISION</b>	<b>AMENDMENT</b>
<b>Sheet Size: A4 (297x210)</b>				<b>DATE</b>

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# HIGHWAYS ADVISORY COMMITTEE

12 August 2014

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
SQUIRRELS HEATH LANE  
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 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 Environment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;
  - QN008-OF-A60-A
  - QN008-OF-A61-A
  - QN008-OF-A62-A
  - QN008-OF-A63-B
2. That the Head of Streetcare proceeds with the design and public consultation on proposals to extend the existing 8am to 6.30pm, Monday to Saturday, part time parking restriction from the junction Squirrels Heath Lane and Hardley Crescent to a point east of the access to the David Lloyd sports centre access and that the outcome of the consultation be reported to a future committee meeting.
3. That it be noted that the estimated cost of £8,500 for implementation will be met by Transport for London through the 2014/15 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 is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ 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 March 2014.
- 1.8 Of these stops, 56% are fully accessible. In order for a stop to be fully accessible, it must meet the following basic criteria;
  - The kerb to the footway must be between 125mm and 140mm in height 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 passenger access 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 bus stops along Squirrels Heath Lane as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A60-A	Outside Squirrels Court	29metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A61-A	Opposite 27 to 41	43 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A62-A	Outside Snowdon Court	41 metre bus stop clearway.  Adjust Zig Zags of depart side of zebra crossing
QN008-OF-A63-A	Outside 82 to 88	31metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  <i>Note: Space would be left should number 84 requests a formal vehicle crossing in the future.</i>

1.13 Approximately 20 letters were hand-delivered to those potentially affected by the scheme on 17<sup>th</sup> June 2014, with a closing date of 9<sup>th</sup> July 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. Public notices were also placed within bus stop timetable display units.

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 7 responses were received as set out in Appendix I to this report.

2.2 London Buses and the Metropolitan Police Traffic Unit did not raise any concerns with the proposals.

2.3 4 residents raised concerns in connection with the existing bus stop outside Nos.82 to 88. The issues mentioned include;

- Concerns about safety of bus stop position being on a bend,
- Difficulties residents have pulling off driveways because of visibility, especially where passengers are standing at the stop,
- Concerns that the footway is too narrow for passengers and passing pedestrians,
- Parking opposite residents mean that full road width is not available for drivers to overtake buses and residents to safely pull off their driveways,
- The bus stop should be removed completely or relocated (sites to the east and west of the current position being suggested).
- Concerns about the impact on vehicle access to residents' properties.

2.4 1 resident supported the proposals for the existing stop outside Nos.82 to 88, but cited more general concerns with the increase in commuter parking in the local vicinity of the stop proposed for accessibility improvement and the stop opposite which was improved the previous year.

### **3.0 Staff Comments**

3.1 The existing bus stop outside Nos.82 to 88 has been in place for many years and although residents have raised concerns about its position in response to the consultation, Staff are content that the layout is reasonable.

3.2 If the Committee was minded that the stop should be relocated, Staff would suggest that moving it towards Ardleigh Green Road (east) would be preferable as it would equalise the distance between the preceding and following stops. It should be noted that the footways to the east are no wider than the current location.

3.3 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored.

3.4 With regard to the concerns about access to properties, Staff have adjusted the layout to try and accommodate access needs. Drawing QN008-OF-A63-B shows the adjustments which have been achieved by slightly reducing the length of the accessible area, while still serving both bus loading doors.

3.5 In response to the local parking issues, Staff recommend that a consultation is taken forward to consider the extension of the existing part time restriction which ends near Hardley Crescent. It is proposed that this restriction be extended to a point just west of the David Lloyd Centre access which would

leave the area either side of this bus stop and the one in the opposite direction clear and would assist residents in leaving their driveways.

## IMPLICATIONS AND RISKS

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

The estimated cost of £8,500 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2015, 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: QN008, Bus Stop Accessibility 2014/15

## **APPENDIX I**

## **CONSULTATION RESPONSES**



Drivers view when leaving 82 Squirrels Heath Lane



Respondent	Drawing Reference & Location	Response and Staff Comments (were required)
Resident of 80 Squirrels Heath Lane	QN008-OF-A63-A Outside 82 to 88	<p>I am writing to you regarding the above bus stop outside 84 Squirrels Heath Lane. I live at number 80 and thought I'd just highlight how unsafe the position of this bus stop is. I have enclosed 3 photos which demonstrates how restricted the view of oncoming traffic is. This makes it very dangerous when pulling off my drive.</p> <p>The first photo also shows how little space there is for people to stand, which causes the person walking by to almost step in the road.</p> <p>There are far more suitable places for this bus stop. In particular the other side of Hardley Crescent, which has a wide pavement and where the road does not bend.</p>
Resident of 82 Squirrels Heath Lane	QN008-OF-A63-A Outside 82 to 88	<p>I am writing to you regarding the proposal to upgrade the bus stop outside 82/84 Squirrels Heath Lane.</p> <p>I have lived at number 82 for many years now and have seen the siting of this stop become increasingly dangerous over that period. I have in past years communicated with TFL on this matter and they did agree that there were better places for this stop but did not agree that it had become dangerous.</p> <p>I did not pursue this any further as I had made my point and do appreciate having what is a readily available stop considering my own muscular dystrophy.</p> <p>Things have changed even more now though. Relatively recent changes have included cars parking on the opposite side of the road (this had never occurred for over 30 years), Sat-Nav encouraging the use of Squirrels Heath Lane by much more traffic and even it becoming a main route for emergency vehicles. With the bus stop where it is I fear there will soon be a serious accident. This would appear to be an</p>

	<p>ideal time to reposition the stop to where it would be much safer.</p> <p>The dangers as I see them are:</p> <ul style="list-style-type: none"><li>• With just 1 or 2 people waiting at the stop it is impossible to see vehicles approaching from Ardleigh Green when I attempt to pull off my drive as the entire pavement is blocked. This is made worse by the bend in the road at this very point and a further small bend in the road towards Ardleigh Green. See picture below.</li><li>• It is an obvious point that if I cannot see approaching vehicles then their drivers cannot see me.</li><li>• In addition regard must be given to the fact that for 5 days per week the opposite side of the road is solid with parked cars from 7am onwards. This makes pulling away towards Ardleigh Green hazardous as that side of the road is not available. This also makes pulling onto my drive a real issue as reversing on is increasingly dangerous from both directions. Reversing off my drive is too dangerous to be a valid option.</li><li>• With a bus at the stop and cars parked opposite vehicles become confused and pull round the bus from one direction and the parked cars from the other direction. I have seen 2 accidents in the last year because of this, with injury only avoided in one instance by a driver deliberately steering into a parked car.</li><li>• Referring back to my first bullet point, I should also point out that when there are people standing at the bus stop pedestrians in transit are sometimes forced to walk in the road to get past. This has even involved mothers with pushchairs. In part my neighbours must face similar problems.</li></ul> <p>I have 2 suggested new sites for this bus stop.</p> <ol style="list-style-type: none"><li>1. West of Hardley Crescent adjacent to the post-box. This will give better lines of sight, wider exit from front drives, a very wide pavement allowing sight past any people queuing and a bus shelter might be possible. Pedestrians would have no problems passing. There are no parked cars opposite. The distance to the next stop westbound would be 240 m. The new site would be of great benefit to the residents of the new Dreywood development of 93 homes for older people. The downside is</li></ol>
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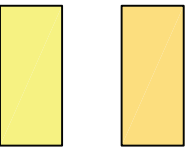


		<p>the increased distance from The Ardleigh and Dragon stop, but this only impacts on the south side of the road area as there are no properties on the north side at all. I think that only approximately 20 properties in Squirrels Heath Lane itself would be put further away from a bus stop.</p> <p>2. Outside 92/94 Squirrels Heath Lane. This will give better lines of sight with no bends or hill. There will be no cars parked opposite. Due to the level ground the nearest houses have far wider entrances to the properties and would be able to put a better lock on their steering on entry and exit. The distance from the Ardleigh and Dragon would be reduced by 45m.</p> <p>There is a third option outside numbers 106/108 but I would not suggest it as there are cars parked opposite. My favoured option from the safety point of view is adjacent to the post-box; and this is after all the leading point of my objection to the upgrade at number 82/84. There is great merit in the number 92/94 option. I am reminded that in my communications with TFL in past years I was told that they would like to put an additional bus stop on the south side of Squirrels Heath Lane. Perhaps my suggested sites 1 and 2 above could both be brought into play? This would be an excellent plan. Whatever happens something could be done about the safety issue.</p> <p><b>Staff Comment: Photo at start of Appendix.</b></p>
Resident of 84 Squirrels Heath Lane	QN008-OF-A63-A Outside 82 to 88	<p>I am writing regarding the proposed access improvements at the bus stop located on Squirrels Heath Lane, near to Hardley Crescent.</p> <p>I live at number 84 Squirrels Heath Lane and after reviewing the enclosed drawings would like to point out that this will have an enormous impact on the access to our property. The drawings supplied allow access via the left hand side as you face the house, however this does not take into account a wall, tree and shrubs that we have on our property. This would make entry onto our property impossible. We would not</p>

	<p>be able to drive on and off our drive on such a busy road. Even if this area was made wider for our access, we do have two cars and with the space left us it would make it impossible to park both cars on our drive.</p> <p>There is not enough available space for you to make these changes, without them having a very negative impact on my accessibility and the value of my house. This part of the pavement is far too narrow and there is not enough space between driveways.</p> <p>I have written to you in the past regarding this bus stop and highlighted the dangers that I have seen since moving here. This is still the case; the pavement is too narrow to accommodate even a few people. This path is used frequently due to the location to Ardleigh Green School and Gidea Park station and I have witnessed people with pushchairs walking in the road as they cannot get past people standing there. Having a raised curb will hinder people even more.</p> <p>This bus stop is also located on a curve in the road with parking allowed opposite. This makes it very dangerous when driving in and out of my property, as well as my neighbours. When there are people standing there, this becomes even more hazardous.</p> <p>I strongly believe that the location of this bus stop needs to be moved to a suitable place that can accommodate the following:</p> <ul style="list-style-type: none"><li>• Wider pavement</li><li>• A part of the road that does not bend</li><li>• Available space that does not impede access to property</li></ul> <p>If you are unable to move this bus stop, then I believe consideration needs to be given to removing it completely. The main reason is due to the unsafe location and that there are bus stops available at the top on Ardleigh Green Road and also on Squirrels Heath Lane, near Westmoreland Avenue. It appears to me that the</p>
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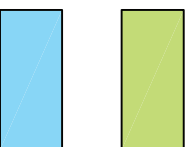
		<p>majority of people using it during the day are from the college and the bus stop on Ardleigh Green Road is closer and much more suitable.</p> <p>To conclude, my main point is that the proposed changes will have a negative effect on my property and those of my neighbours. If you are unable to relocate or remove this bus stop, then I strongly believe that this bus stop should be left as it is. Further attention should not be brought to this bus stop as it is too dangerous and the path is too narrow.</p> <p>Your changes are proposed to enable people with wheelchairs and buggies to easily get on and off the bus, yet there is a much bigger problem for them to wait at the bus stop which does not have the space to accommodate them causing risk to all parties previously mentioned. People still need to walk by and drive in and out of their properties.</p>
Resident of 86 Squirrels Heath Lane	QN008-OF-A63-A Outside 82 to 88	<p>With reference to the proposed access improvements to the bus stop situated outside 82 Squirrels Heath Lane, I would like to make several observations.</p> <ol style="list-style-type: none"> <li>1. I fully endorse and laud the council's desire to improve the accessibility for users with mobility problems as well as to ensure that buses have all the necessary space to stop.</li> <li>2. However, I would like to point out that the reference drawing is not quite accurate. The road is, in fact not straight, it has a bend in it and the bus stop is situated at its apex. This also nearly the top of a slope. The pavement is made narrower by the shape of the road at this point and the bus stop post increased this effect.</li> <li>3. Because of the geography most passengers congregate at this narrowest point so they can see incoming buses. Some, the most considerate and nimble, move up the road and wait there until they see a bus coming in order to allow pedestrians past. Many do not. Pushchairs, wheelchairs, people with reduced mobility cannot and of necessity remain by the bus stop. As a result the bus stop is a problem for passengers and pedestrians alike.</li> </ol>

		<p>4. In view of this I would like to suggest that accessibility for all users of the pavement would be better improved by considering resiting the bus stop somewhere wider, away from the slop and bend do that waiting passengers can have more space to spread out while retaining visibility and pedestrians can get by without going into the road itself. I fully appreciate that this would involve more than planned, but if the aim is, as stated, to help passengers with difficulties, a better sited bus stop would do so. Especially considering that the residents of the new retirement homes would then be able to use a more easily accessible stop.</p>
Resident of 88 Squirrels Heath Lane	QN008-OF-A63-A Outside 82 to 88	<p>I would like to say that I am fully in favour of this programme, in Squirrels Heath Lane. The bus stop opposite number 90 was improved earlier in the year and it has made a tremendous difference, particularly to passengers safety. However I would like to point out something that does concern me, within the last year to eighteen months Squirrels Heath Lane has been invaded by commuters from Gidea Park station parking along the road on a daily basis, they park opposite the bus stops outside numbers 82 and 90. When a bus arrives at the stop it severely restricts the traffic flow on a very busy road that is used regularly by the emergency services.</p>
Matthew Moore London Buses Infrastructure	All locations.	<p>These plans have my backing.</p>
Martin Young Metropolitan Police Chadwell Heath Traffic Garage	All locations	<p>I have no issues with the plans as presented.</p>



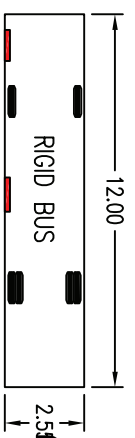
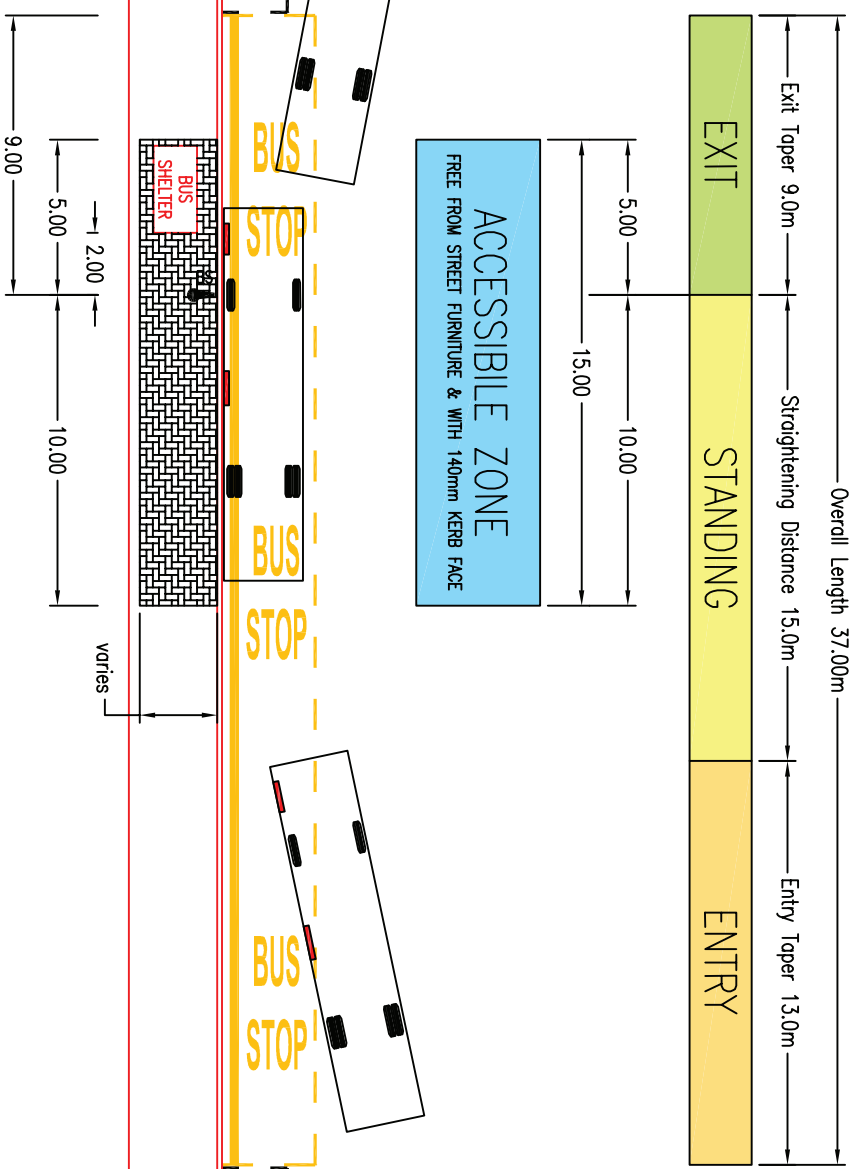
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

**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.

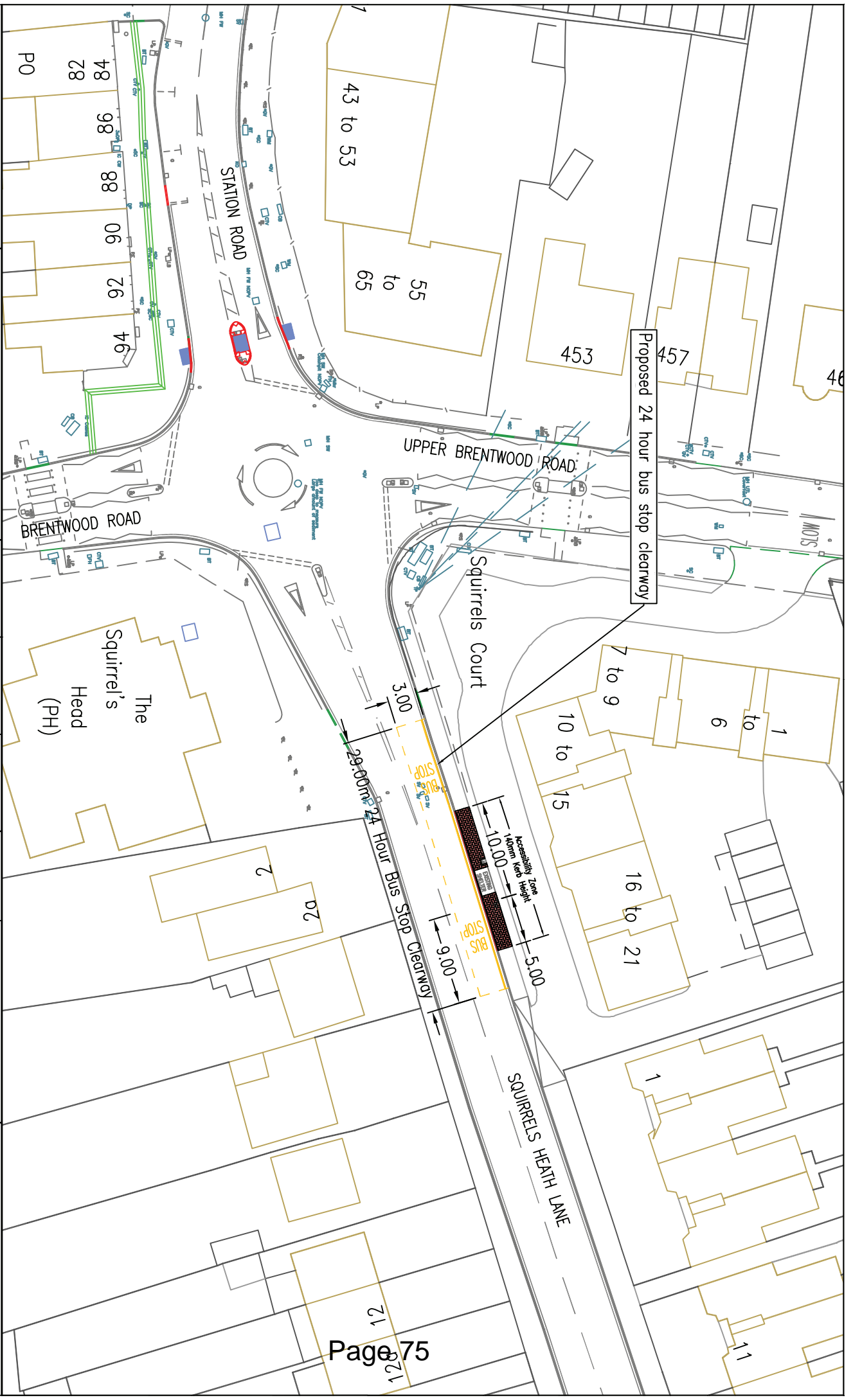
**ACCESSIBLE ZONE**  
 KERB FACE TO BE 130-150MM.  
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.  
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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><b>Haverling</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; 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><b>JOB TITLE</b>          HAVERING STREET DESIGN GUIDE          PART 6 – STANDARD DETAILS</p>		<p><b>DRAWN BY</b>          RP</p>		<p><b>CHECKED BY</b>          MLP</p>		<p><b>APPROVED BY</b>          MLP</p>		<p><b>PURPOSE</b></p>		<p><b>INFORMATION</b></p>	
<p><b>DRAWING TITLE</b>          BUS STOP ACCESSIBILITY DETAIL          LAYOUT 1</p>		<p><b>SCALE (AT A4 SIZE)</b>          N.T.S.</p>		<p><b>DATE</b>          MAY 10</p>		<p><b>DRAFT</b>  <input type="checkbox"/> DRAFT  <input checked="" type="checkbox"/> ISSUE</p>		<p><b>REVISION</b></p>		<p><b>DRAWING UPDATE</b></p>		<p><b>DATE</b>          FEB 04</p>	
<p><b>ACAD REF:</b> <small>Part 6 - Standard Details</small>          Sheet Size: A4 (297x210)</p>		<p><b>DRAWING No.</b>          QB109/00/01</p>		<p><b>REVISION</b>          B</p>		<p><b>REVISION</b>          A</p>		<p><b>AMENDMENT</b></p>		<p><b>AMENDMENT</b></p>		<p><b>AMENDMENT</b></p>	
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Proposed 24 hour bus stop clearway

**Havering**  
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<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>DRAWING TITLE</b>	SQUIRRELS HEATH LANE UPPER BRENTWOOD ROAD
<b>BS18498</b>	

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	PROPOSAL
<b>SCALE (AT A4 SIZE)</b>	1:500	<b>DATE</b>	16/04/14	<b>DRAFT</b>	<input checked="" type="checkbox"/>	<b>REVISION</b>	
<b>ACAD REF:</b>	Sheet No: 14 (207/210)	<b>DRAWING No</b>	QND008-OF-A60	<b>ISSUE</b>	<input type="checkbox"/>	<b>REVISION</b>	AMENDMENT

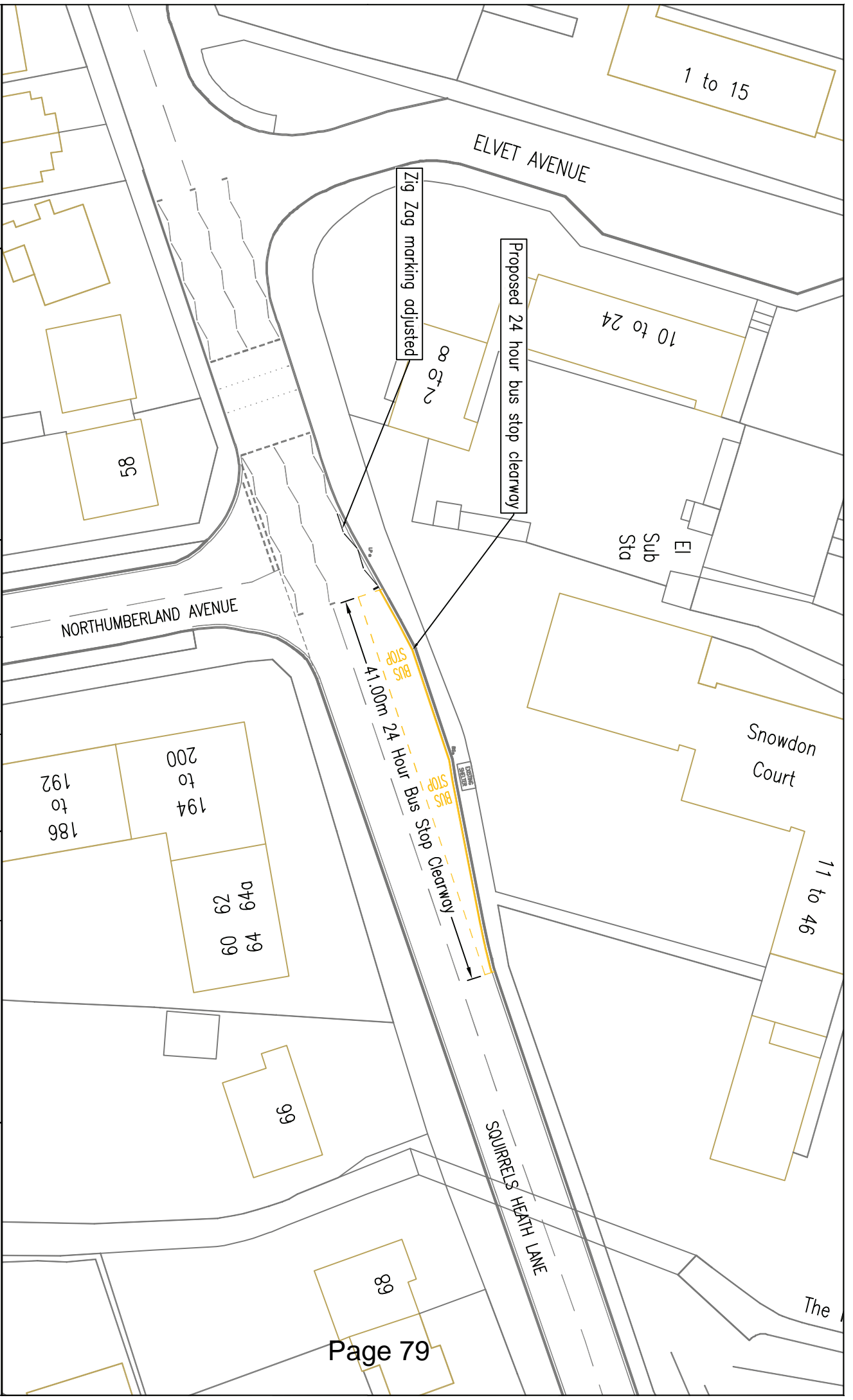
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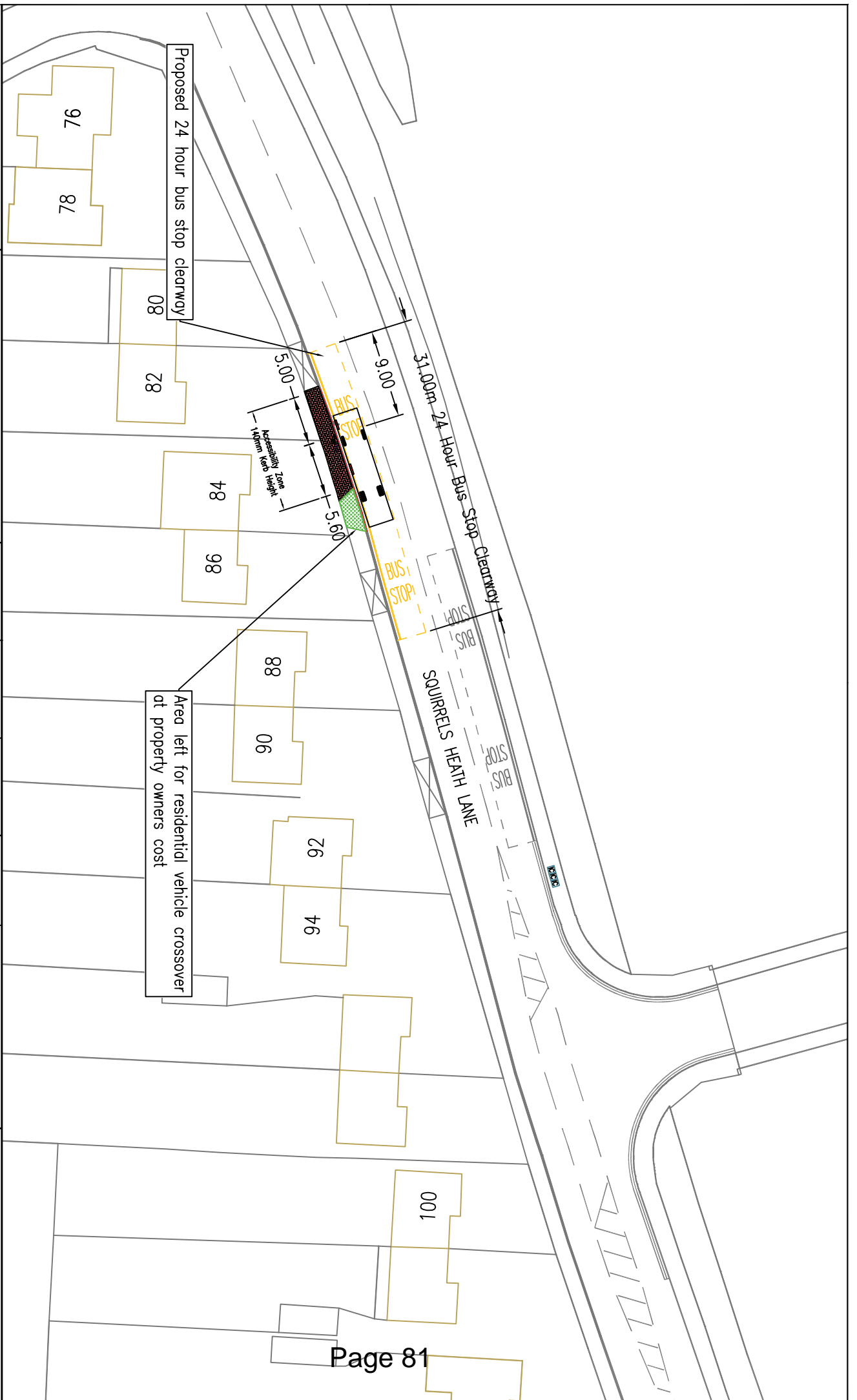


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<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>DRAWING TITLE</b>	SQUIRRELS HEATH LANE
<b>DRWING TITLE</b>	R0782
<b>PROJECT TITLE</b>	NORTHUMBERLAND AVENUE

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	PROPOSAL	<b>DATE</b>	
<b>SCALE (AT A4 SIZE)</b>	1:500	<b>DATE</b>	16/04/14	<b>DRAFT</b>	ISSUE				
<b>ACAD REF:</b>		<b>DRAWING No</b>	QND08-OF-A62	<b>REVISION</b>	A				
<b>Sheet No: 14 (20/21/10)</b>						<b>REVISION</b>	AMENDMENT		
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Proposed 24 hour bus stop clearway

08  
28

76  
82

84  
88

88  
06

92  
94

100

311.00m 24 Hour Bus Stop Clearway  
SQUIRRELS HEATH LANE

Area left for residential vehicle crossover  
at property owners cost

<p><b>Havering</b> STREETCARE CULTURE &amp; COMMUNITY TRAFFIC &amp; ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 EMAIL: streetcare@havering.gov.uk</p>		<p><b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15</p>		<p><b>DRAWN BY</b> RP</p>		<p><b>CHECKED BY</b> MLP</p>		<p><b>APPROVED BY</b> MLP</p>		<p><b>PURPOSE</b> PROPOSAL</p>	
<p><b>DRAWING TITLE</b> BS18499 HARDLEY CRESCENT</p>		<p><b>SCALE (AT A4 SIZE)</b> 1:500</p>		<p><b>DATE</b> 16/04/14</p>		<p><b>ISSUE</b> DRAFT</p>		<p><b>REVISION</b> A</p>		<p><b>AMENDMENT</b></p>	
<p><b>ACAD REF:</b> Sheet No: 14 (207/210)</p>		<p><b>DRAWING No</b> QN008-OF-A63</p>		<p><b>REVISION</b> A</p>		<p><b>REVISION</b></p>		<p><b>REVISION</b></p>		<p><b>DATE</b></p>	

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**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2014/15  
**SQUIRELS HEATH LANE**

**DRAWING TITLE**  
 BS18499  
**HARDLEY CRESCENT**

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

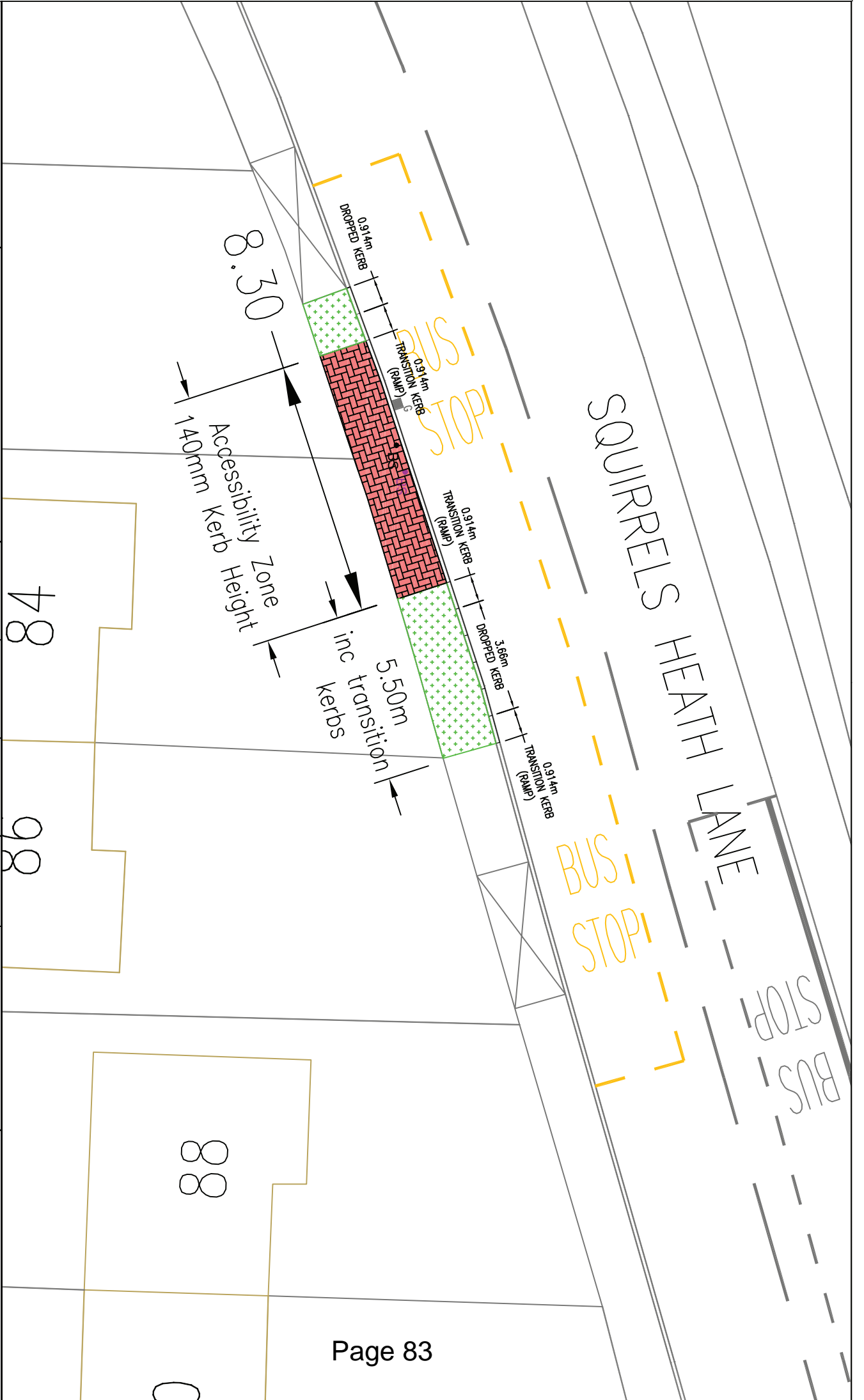
**CHECKED BY**  
 MLP  
**DATE**  
 14/07/14  
**DRAWING No**  
 QN008-0F-A63

**APPROVED BY**  
 MLP  
**DRAFT**  
 ISSUE

**PURPOSE**  
 B  
**REVISION**  
 A

**PROPOSAL**  
 Vehicle crossovers widened  
**DATE**  
 14.07.14  
 16.04.14

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# HIGHWAYS ADVISORY COMMITTEE

12 August 2014

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
CHASE CROSS ROAD  
Outcome of public consultation**

**Report Author and contact details:**

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

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

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

## SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops along Chase Cross Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Havering Park** and **Mawneys** wards.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;
  - QN008-OF-A01/A02-A (bus stop towards Collier Row only)
  - QN008-OF-A03/A04-A
  - QN008-OF-A05-A
  - QN008-OF-A06-A
  
2. That in relation to the proposed relocation of the bus stop from outside 101/103 Chase Cross to outside the Baptist Church as shown on Drawing QN008-OF-A01/A02-A (stop towards Havering-atte-Bower/ Hillrise Estate), the Committee having considered the representations made either;
  - (a) Recommends to the Cabinet Member for Environment that the bus stop accessibility improvements are implemented; or
  - (b) The proposal is rejected and the Head of Streetcare investigates any other possibilities, notwithstanding the general lack of kerb space to create accessible stops.
  
3. That it be noted that the estimated cost of £24,000 for implementation will be met by Transport for London through the 2014/15 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 is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ 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 March 2014.
- 1.8 Of these stops, 56% are fully accessible. In order for a stop to be fully accessible, it must meet the following basic criteria;
  - The kerb to the footway must be between 125mm and 140mm in height 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 passenger access 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 bus stops along Chase Cross Road as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A01/02-A	Along the flank wall of 1 Irons Way	25 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  New Shelter to be turned around and relocated to the rear of footway.
QN008-OF-A01/02-A	Outside 99 to 101	Bus stop to be relocated from outside 101/103 to outside Chase Cross Baptist Church  37 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A03/04-A	Outside 140 to 146	27 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A03/04-A	Outside 139 to 145	31 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A05	On the grass verge opposite 220 to 230	37 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  New walk way leading to existing

		crossing point
QN008-OF-A06	Outside 217 to 221	27 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.

1.13 Approximately 60 letters were hand-delivered to those potentially affected by the scheme on 17<sup>th</sup> June 2014, with a closing date of 9<sup>th</sup> July 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. Public notices were also placed within bus stop timetable display units.

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 7 responses were received as set out in Appendix I to this report. 1 response included a petition of approximately 200 signatures in opposition to one of the proposals.

2.2 London Buses and the Metropolitan Police Traffic Unit raised no issues in relation to the proposals.

2.3 A resident raised a concern about turning round the bus shelter on the stop to the flank of 1 Irons Way (Drawing QN008-OF-A01/02-A, towards Collier Row) because of the narrow footway.

2.4 With regard to the proposed relocation of the bus stop from outside 101/103 to outside the Baptist Church (Drawing QN008-OF-A01/02-A, towards Havering-atte-Bower and the Hillrise Estate), 5 respondents objected to the proposals, one enclosing a 200 signature petition against the proposal.

2.5 Those objecting cited a range of issues such as;

- Stationary buses obscuring views at junctions,
- Proposal would create congestion,
- Impact on house prices,
- Impact on a traffic sign,
- Impact on those accessing the church or dropping off/ picking up outside the church,
- Impact on deliveries to the car spares shop, the health and safety of those wheeling pallet trollies and impact on operation of the business,
- Passengers needing to cross Felstead Road which was cited as a very busy junction.

### **3.0 Staff Comments**

- 3.1 With regard to the stop to the flank of 1 Irons Way, the footway is at least 2.3m in width which is considered sufficient. The reoriented shelter will make it easier for people to walk past the bus stop where they are currently hemmed in by the shelter and a high fence. Decisions on works to shelters remain that of London Buses.
- 3.2 The current bus stop outside 101/103 cannot be made accessible, even for the front loading doors of a bus because of the adjacent vehicle crossings serving the residents on either side of the stop.
- 3.3 The location outside the Baptist Church was selected because it provided the longest section of footway within which a high kerb can be provided and also made the spacing between the preceding and next stops more equal.
- 3.4 Staff are content that the location is safe and as in any other case, drivers have a responsibility to react appropriately to road conditions and it might mean very short term congestion while a bus loads/ unloads.
- 3.5 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on frontagers not currently affected and likely objections arising, but where accessibility is considered better at an alternative location, such an alternative will be explored.
- 3.6 The Committee will need to consider the various issues raised and balance them against the Council's general duty to make the highway network accessible. In terms of impacts, Staff would suggest that the effect on the car spares business should carry most weight. There may be an alternative to the Baptist Church, but the Committee will note that objections are likely to be forthcoming with any proposal.
- 3.7 Staff recommend that the other proposals be implemented.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £24,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2015, 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: QN008, Bus Stop Accessibility 2014/15

**APPENDIX I  
CONSULTATION RESPONSES**







Respondent	Drawing Reference & Location	Response and Staff Comments (were required)
Resident 3 Sunny Mews	QN008-OF-A01/02-A  Bus stop to be relocated from outside 101/103 to outside Chase Cross Baptist Church	<p>I wish to object to the proposal of moving the bus stop along Chase Cross Road near the Baptist Church for various reasons and these are as follows:</p> <ul style="list-style-type: none"><li>- New Bus stop location will make it dangerous for me to attempt to drive out into Chase Cross road if I am moving in the direction of the town centre. A bus as the bus stop will block my view along chase cross road making my current car movement to become dangerous</li><li>- This will also make car movement form Irons Way dangerous as well due to cars attempting to overtake buses while other cars are attempting to drive onto Chase Cross Road from Irons Way.</li><li>- If the new location of the bus stop is compared to the existing location the new location road width appears narrower in width. So allowing buses to stop along a narrower width road which is very busy at certain periods of the day does not appear appealing.</li><li>- The driveways and local business the bus stop area is proposed to be in front of will prevent the business from having regular trade and also it will hinder the residents from using their own driveways while a bus is situated there.</li><li>- The location of the new bus stop is not yellow lined currently but the new proposal will mean the area has to be kept clear 24hours a day. This is not currently in forced at the existing bus stop nor is that section of the road yellow lined. So this does not make sense to suddenly decide to enforce such a restriction on parking.</li><li>- The car spare shop will be affecting greatly as deliveries will not be possible if that whole area has to be clear 24hours a day. Customers will consider going to another shop which has less restriction on parking or access. Are havering council not meant to encourage local businesses and not actually but them out of business? As local businesses create jobs and income for the council.</li><li>- The proposed bus stop area which will be painted within the road space will affect</li></ul>

		<p>the house prices of the residents whose houses are located next to it as buyers will be less likely to buy a property with a bus bay outside it with 24hour parking restriction. This is due to potential buyer being reluctant to buy a property which you cannot park outside and the movement of your own vehicle from your own driveway is restricted due to bus movement.</p> <ul style="list-style-type: none"><li>- There is a sign which is currently situated close to the new proposed bus stop if the bus stop is moved to this location it will block the view of the sign. This will add to the danger the new bus stop will add to this area.</li><li>- By moving the bus stop you are forcing people to cross more roads to gain access to the bus stop. The crossing near the existing bus stop has tactile paving and it safe for disabled to cross. If the bus stop is moved they will be forced to Cross Chase Cross Road and Felstead Road before getting to the new bus stop location.</li><li>- Visitors to the Baptist Church will be hindered by the proposed bus stop location as it will prevent them accessing the car park to the church and/or leaving the church. So this could cause accidents as sight lines and view along the road will be prevented.</li><li>- Drivers trying to access Chase Cross Road from Felstead Road will be putting themselves in a dangerous situation it the bus stop moves to new location. Once again view along the road will be blocked by buses and potential cars trying to overtake while other cars are attempting to join Chase Cross Road could create an accident hot spot.</li><li>- The new location of the bus stop is too close to the existing location of the bus stop on the opposite side of the road. This will create a pinch point and a potential danger zone because if one car decides to overtake one bus and the similar occurs on the opposite side of the road the road width is narrow and the views are restricted.</li><li>- The proposed location of the new bus stop shows an area of 37m and to be kept clear 24hours a day however the bus stop on the opposite side of the road show as space of only 25m. Why is there such a difference of space required for what is the same bus route? Also the current location of the bus stop does not have a bus area</li></ul>
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		<p>painted within the road nor are there any yellow lines. So why has it been decided to paint such a bus area within the road now?</p> <ul style="list-style-type: none"><li>- Also I was only informed of the movement of the bus stop by a neighbour but if this movement does obtain approval it will affect my movement into the close I live within and it could create more traffic along the Sunny Mews as more people might car there to access the bus stop.</li><li>- The traffic along Chase Cross Road at certain times of the day is bad and it can be grid locked so moving a bus stop closing to the town centre will be adding to the grid lock and traffic jams.</li><li>- I understand there are disabled access concerns but the current location of the bus stop is nearby the crossing which is fully disable compliant so the movement of the bus stop will only add to distance and the less compliant surrounds for disabled movement.</li></ul> <p>Overall I think the new location will create a dangerous area within Chase Cross Road. The proposed bus stop it too near too many side roads as it will impact on three side roads, whereas the current location only impacts on one location. The current location of the bus stop has dropped kerbs by default as people have driveways nearby to the stop. So the work required to move the bus stop will be a fair amount compared to leaving the existing location where it is. Also there was no timescale to when the responses where required by from local residents. As a minimum a date should have been written into the letter to allow residents time to respond.</p> <p><b>Staff Comment: The various points made are common to others responding to this location, but on the consultation, those immediately affected were informed of the proposals, a site notice was placed at the bus stop and a consultation period with end date was provided.</b></p>
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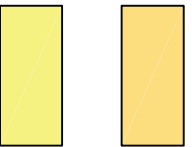
<p>Resident 79 Chase Cross Road</p> <p>Plus petition</p>	<p>QN008-OF-A01/02-A</p> <p>Bus stop to be relocated from outside 101/103 to outside Chase Cross Baptist Church</p>	<p>We the people of Chase Cross Road and the roads leading on to Chase Cross Road reject this proposal and would rather the bus stop left where it is please. The reasons being;</p> <ol style="list-style-type: none"> <li>1) 77-85 Chase Cross Road is the nearest drop off point for young mothers taking their very young children to playgroups and other activities to the Baptists Church.</li> <li>2) During the summer this is a pick up and drop off point for church outings such as coach trips etc. There are charity events, weddings and funerals to be considered.</li> <li>3) The car shop at No.81 Chase Cross Road will have to have the delivery lorries park on the opposite side of the road then pull heavy pallets across this very busy road. The side of Chase Cross Road running towards Collier Row Roundabout is the busiest side of the road and that's where we get most traffic jams. Think <u>HEALTH and SAFETY</u> pulling heavy loads across the road.</li> <li>4) Near the point of the proposed bus stop traffic feeds in and out of Felstead Road and almost opposite in and out of Irons Way, all going via Chase Cross Road. With the positioning of this bus stop and double yellow lines this will make matters worse.</li> </ol> <p>200 signature petition;</p> <p><b>Petition opposing bus stop relocation (Autumn 2014)</b></p> <p>This petition is in opposition of the proposed relocation of a bus stop to outside Chase Cross Baptist Church (Ref QN008-A02) and the creation of a 37 metre bus stop clearway prohibiting parking, stopping or unloading.</p> <p>This will restrict access to the children's play centre, the church, local businesses and residential properties.</p>
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		<p>Parked buses will also create an additional hazard to children and the elderly attempting to cross the busy road and to traffic negotiating the junctions of Felstead Road and Irons way.</p> <p>I hereby oppose the relocation of the bus stop as outlined above.</p>
<p>Simon Guest of Conquest Auto Parts 81 Chase Cross Road</p>	<p>QN008-OF-A01/02-A</p> <p>Bus stop to be relocated from outside 101/103 to outside Chase Cross Baptist Church</p>	<p>I am writing with regard to the proposed relocation of the bus stop currently outside 99 to 101 Chase Cross Road, to a position in front of the Baptist Church also on Chase Cross Road.</p> <p>I occupy the retail premises at 81 Chase Cross Road, where we trade in motor spares and accessories. The positioning of the bus stop and its 37 meter long bus stop clearway outside of the Baptist Church and my premises as well as No.79, along with the other parking restrictions already in place, will make it impossible for us to receive the bulk of our goods as they come on pallets and are unloaded using hand operated pallet trucks.</p> <p>The logistic companies involved would not have their staff pull the pallets across the road or carry smaller items because of the health and safety issues involved. It is also possible that customers will be dissuaded by the restricted access to the premises.</p> <p>All in all it seems very unlikely that we will be able to continue trading in our current form if at all should the relocation of the bus stop go ahead in its current form, so on behalf of myself and the other three people employed at the premises I would ask you to reconsider your proposals.</p>

Residents 147 Chase Cross Road	<p>QN008-OF-A01/02-A Along the flank wall of 1 Irons Way</p> <p>QN008-OF-A01/02-A Bus stop to be relocated from outside 101/103 to outside Chase Cross Baptist Church</p> <p>QN008-OF-A03/04-A</p>	<p>Bus stop clearway – no problem. Bus shelter reversal is likely to encourage pedestrians to step into road when shelter is occupied on what is a narrow pavement.</p> <p><b>Staff Comment: the footway is at least 2.3m in width and more than adequate to facilitate the shelter turn which will enable pedestrians to more easily walk past the stop.</b></p> <p>Bus stop relocation to Baptist Church area, not a wise move for several reasons, mainly it locates stop close to the one at Irons Way at what is a busy junction at Felstead Road, often a traffic bottleneck. Due to Garden Centre, Fishing Tackle shops entry and exit plus Church visitors.</p> <p>No problem.</p>
TW Sands of Greenhouse Water Gardens	<p>QN008-OF-A01/02-A Bus stop to be relocated from outside 101/103 to outside Chase Cross Baptist Church</p>	<p>I refer to the above proposal – whilst my wife requires a wheelchair and anything to make her life easier is more than welcomed and in this I salute TFL – This proposal borders on insanity.</p> <p>I enclose photos shown the proximity of the Westbound Bus to the corner of Felstead and the double banking caused by the rat run going North on Felstead. The frequently causes head on confrontations between traffic heading East on Chase Cross Rd. which is bad enough but now you are planning to put an obstacle on the North side (outside the Church) forcing the East Bound Traffic even further into the centre land.</p> <p>Should be Interesting!!</p>

		<p>On top of which it is murder to trying to pull South out of Felstead, irrespective of which way are turning – the prospect of trying to see round a 175 is even more daunting and dangerous whilst East bound traffic are trying to get round a bus that is disgorging Passengers who intending crossing the road oblivious of the danger.</p> <p>Oh and lets just add the possibility of some one trying to turn in or out of Lawns Way just for the fun of it!</p> <p>Of course the foregoing doesn't take into account anyone going to Church or the Car spared shop – whose business will be devastated by this imposition!!!!!!!!!!!!</p> <p>However as TfL always win over commonsense and the local Government we must assume that it WILL go ahead but the problem could be alleviated by making Felstead a NO ENTRY from Chase Cross.</p> <p><b>Staff Comment: TfL provides funding to make bus stops accessible on borough roads, but the decision to make changes to the fabric of the highway is that of the council. A no entry has not been considered for this scheme. The photos are on the first page of this appendix.</b></p>
Matthew Moore London Buses Infrastructure	All sites	These plans have my support.
PC Martin Young Metropolitan Police Chadwell Heath Traffic Unit	All sites	I have no issues with the plans as presented for Chase Cross Road.

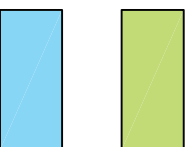




**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.



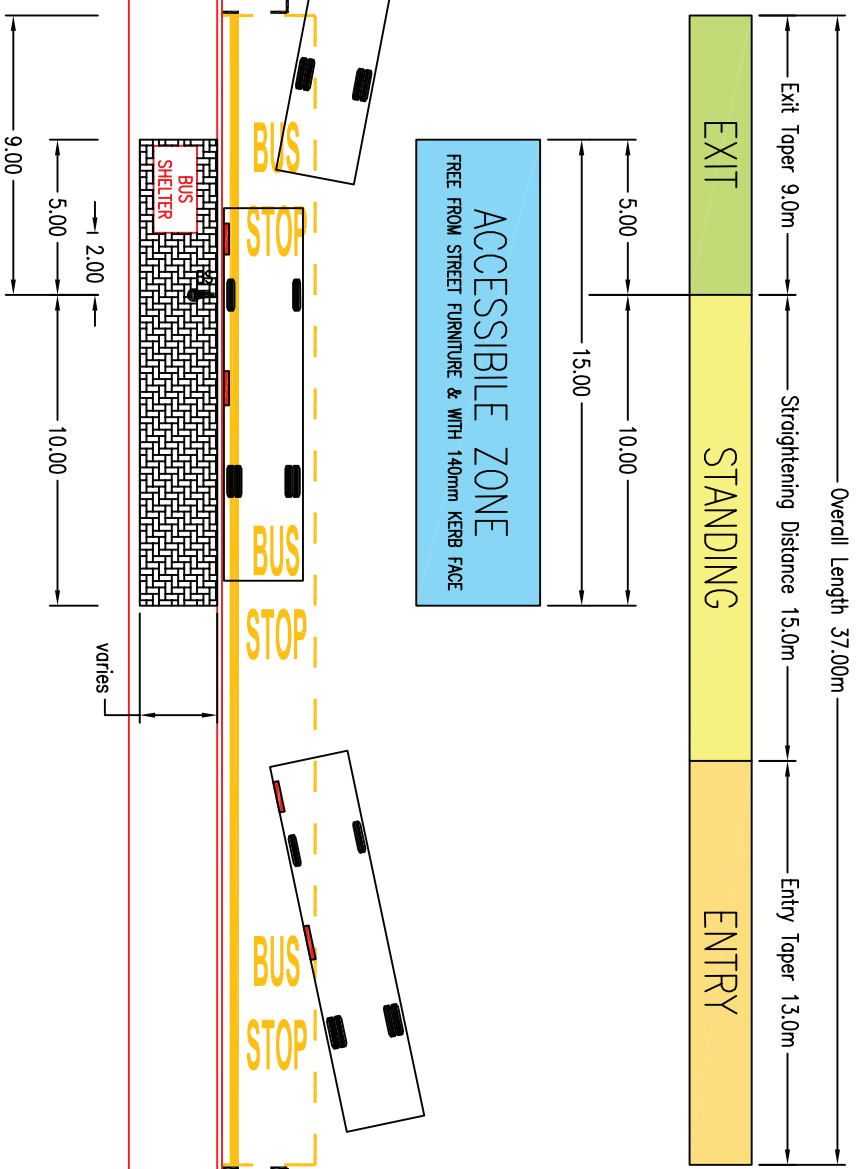
**STANDING ZONE**  
 ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE  
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



**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.



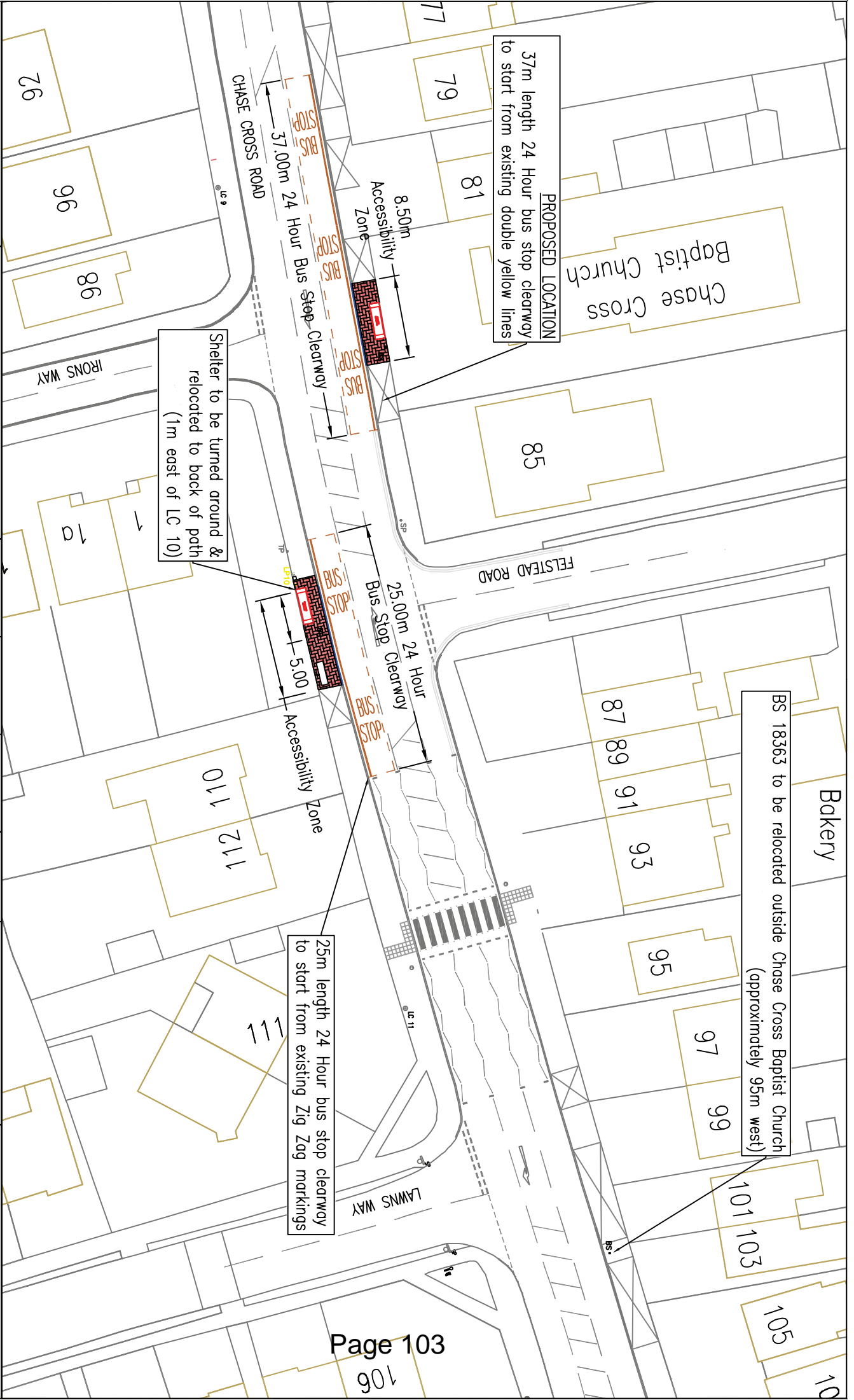
**ACCESSIBLE ZONE**  
 KERB FACE TO BE 130-150MM.  
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.  
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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><b>Haverling</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; 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><b>JOB TITLE</b>          HAVERING STREET DESIGN GUIDE          PART 6 – STANDARD DETAILS</p>		<p><b>DRAWN BY</b>          RP</p>		<p><b>CHECKED BY</b>          MLP</p>		<p><b>APPROVED BY</b>          MLP</p>		<p><b>PURPOSE</b></p>		<p><b>INFORMATION</b></p>	
<p><b>DRAWING TITLE</b>          BUS STOP ACCESSIBILITY DETAIL          LAYOUT 1</p>		<p><b>SCALE (AT A4 SIZE)</b>          N.T.S.</p>		<p><b>DATE</b>          MAY 10</p>		<p><b>ISSUE</b></p>		<p><b>DRAFT</b></p>		<p><b>REVISION</b></p>		<p><b>DRAWING UPDATE</b></p>	
<p><b>ACAD REF:</b> Part 6 - Standard Details</p>		<p><b>DRAWING No.</b>          QB109/00/01</p>		<p><b>REVISION</b>          B</p>		<p><b>REVISION</b>          A</p>		<p><b>AMENDMENT</b></p>		<p><b>DATE</b>          FEB 04</p>		<p><b>©COPYRIGHT</b>          This drawing belongs to Streetcare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.          Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haverling 100024327</p>	

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**PROPOSED LOCATION**  
 37m length 24 Hour bus stop clearway  
 to start from existing double yellow lines

BS 18363 to be relocated outside Chase Cross Baptist Church  
 (approximately 95m west)

Shelter to be turned around &  
 relocated to back of path  
 (1m east of LC 10)

25m length 24 Hour bus stop clearway  
 to start from existing Zig Zag markings

**Haivering**  
 CONSULTANTS  
 STREETSIDE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, ROUNDFORD, RM1 3DW  
 TELEPHONE No: 01708 434343 FAX No: 01708 433721  
 E-MAIL: streetside@haivering.gov.uk

**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2014/15  
**CHASE CROSS ROAD**

**DRAWING TITLE**  
 BS18362 - FELSTEAD ROAD  
 BS18363 - LAWNS WAY

**DRAWN BY**  
 RP  
**SCALE (AT A4 SIZE)**  
 1:500  
**ACAD REF:**  
 Sheet Size: A4 (297x420)

**CHECKED BY**  
 MLP  
**DATE**  
 14/04/14

**APPROVED BY**  
 MLP  
**DRAFT**  
 **ISSUE**

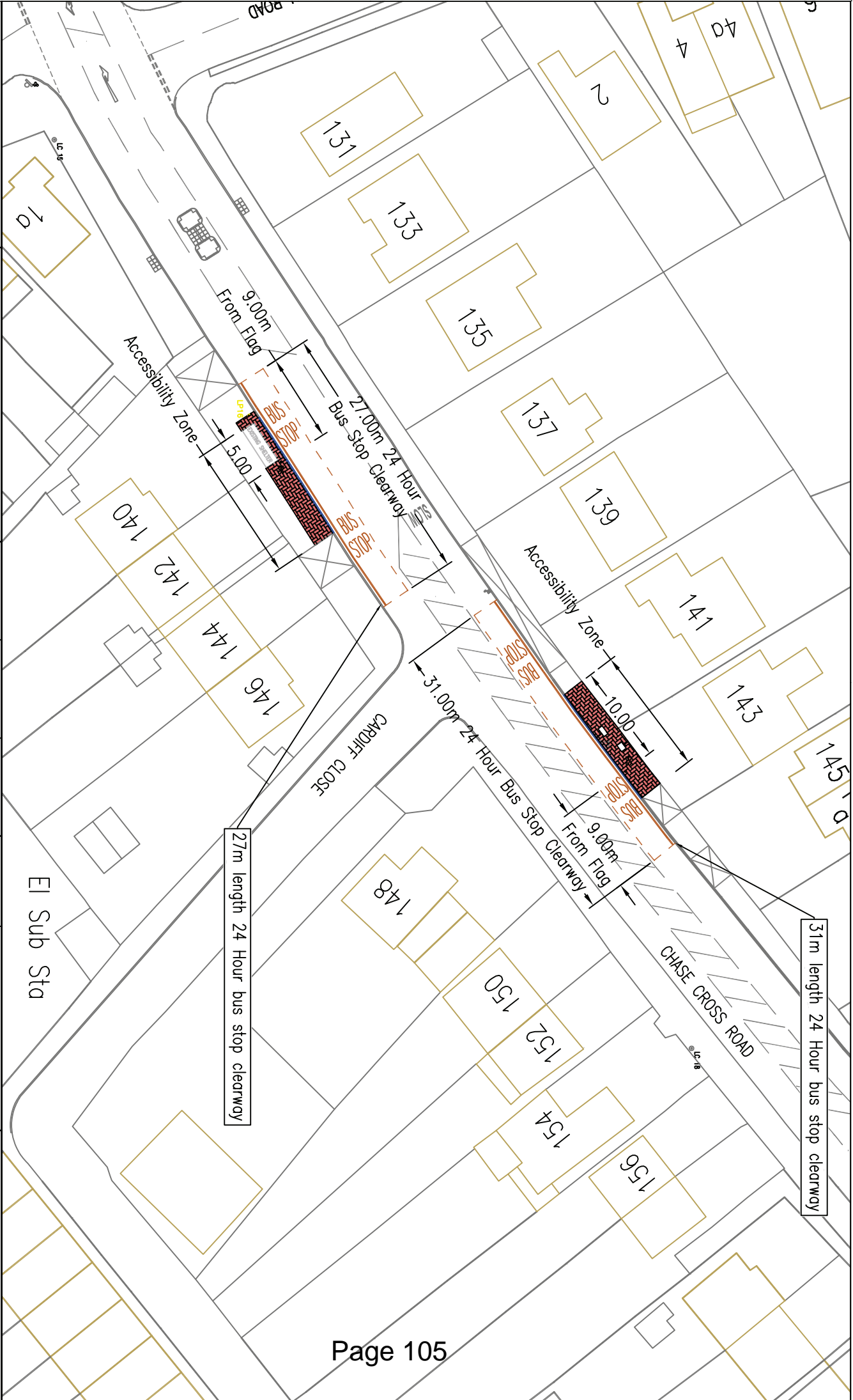
**PURPOSE**  
 REVISION

**PROPOSAL**  
 AMENDMENT

**REVISION**  
 DATE

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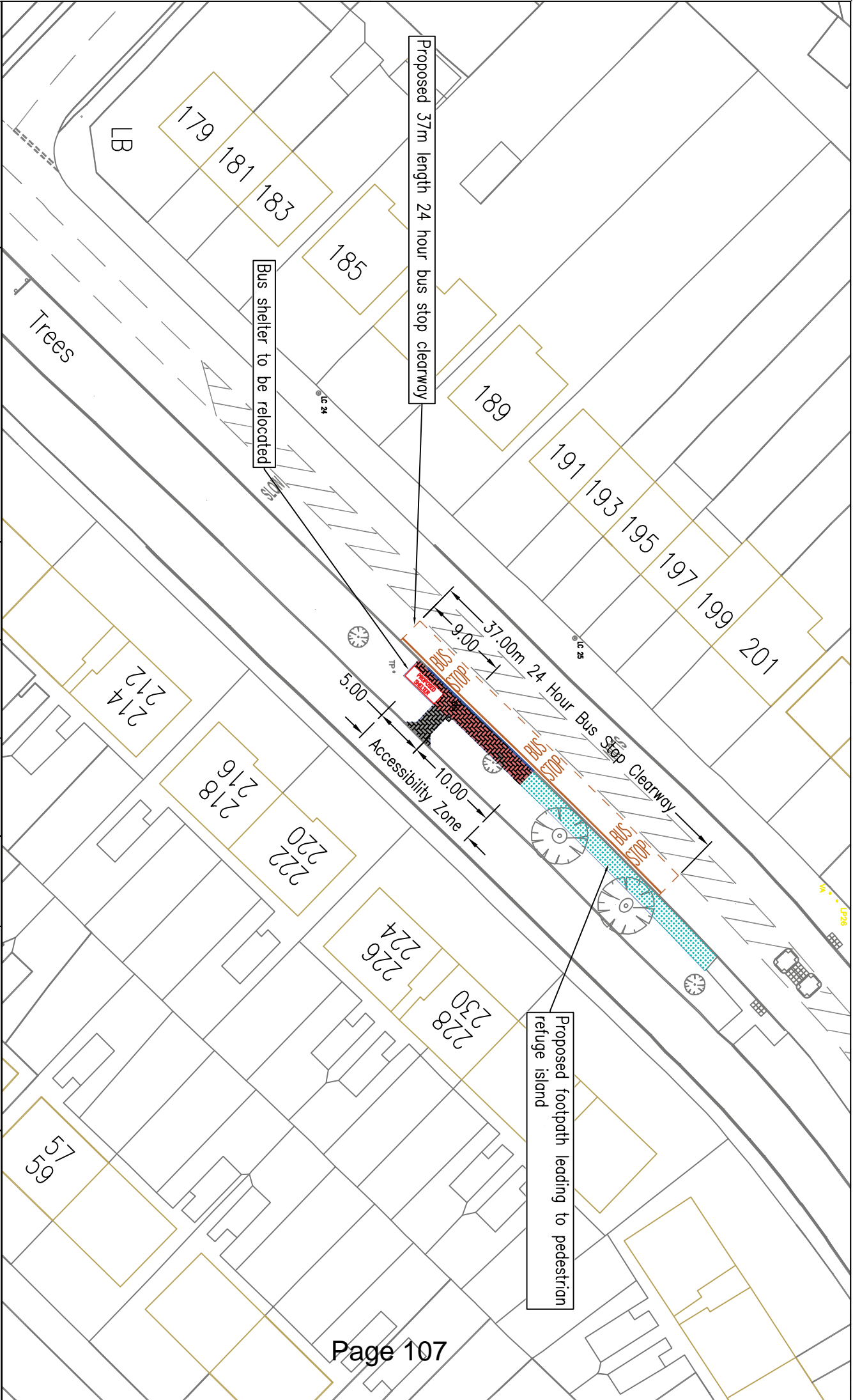
**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2014/15  
**CHASE CROSS ROAD**

**DRAWING TITLE**  
 BS18365 & BS18364  
 BELLE VUE ROAD

<b>DRAWN BY</b> RP	<b>CHECKED BY</b> MLP	<b>APPROVED BY</b> MLP	<b>PURPOSE</b>	<b>PROPOSAL</b>
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 14/04/14	<b>DRAFT</b> <input checked="" type="checkbox"/>		
<b>ACAD REF:</b>	<b>DRAWING No</b> QN008-OF-A03/A04	<b>ISSUE</b> <input type="checkbox"/>	<b>REVISION</b>	
<b>Sheet Size: A4 (297x210)</b>	<b>Revision</b>		<b>AMENDMENT</b>	
	<b>REVISION</b>			<b>DATE</b>

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Proposed 37m length 24 hour bus stop clearway

Bus shelter to be relocated

Proposed footpath leading to pedestrian refuge island



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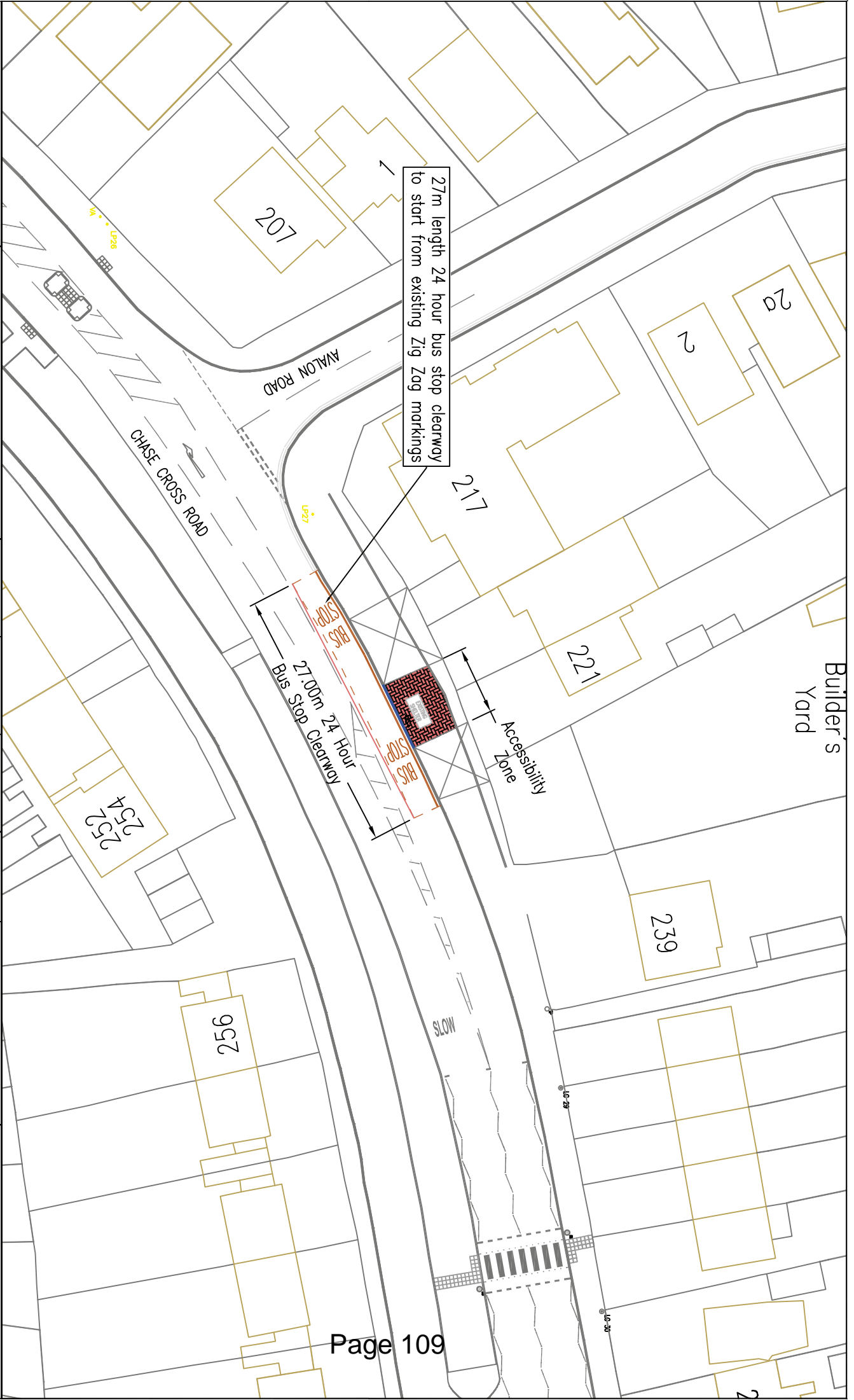
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<b>CHASE CROSS ROAD</b>	
<b>DRAWING TITLE</b>	BS36734
<b>AVELON ROAD</b>	

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	PROPOSAL
<b>SCALE (AT A4 SIZE)</b>	1:500	<b>DATE</b>	14/04/14	<b>DRAFT</b>	ISSUE		
<b>ACAD REF:</b>		<b>DRAWING No</b>	CN008-OF-A05	<b>REVISION</b>	A		
<b>Sheet Size: A4 (297x210)</b>				<b>REVISION</b>		<b>AMENDMENT</b>	
				<b>REVISION</b>			<b>DATE</b>

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27m length 24 hour bus stop clearway to start from existing Zig Zag markings

<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>CHASE CROSS ROAD</b>	
<b>DRAWING TITLE</b>	BS356733
<b>AVELON ROAD</b>	

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	PROPOSAL
<b>SCALE (AT A4 SIZE)</b>	1:500	<b>DATE</b>	14/04/14	<b>DRAFT</b>	ISSUE		
<b>ACAD REF:</b>		<b>DRAWING No</b>	QNO08-OF-A06	<b>REVISION</b>	A		
<b>Sheet Size: A4 (297x420)</b>				<b>REVISION</b>		<b>AMENDMENT</b>	<b>DATE</b>

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# HIGHWAYS ADVISORY COMMITTEE

Date 12 August 2014

## REPORT

**Subject Heading:**

**Moray Way** – Proposed change of Disc Parking bay to time limited Free Parking bay.

**Report Author and contact details:**

Mitch Burgess – Technical Engineer  
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 change the existing Disc parking restriction, in the lay-by outside the local shops in Moray Way, to a limited stay free parking bay.

## RECOMMENDATIONS

1. **That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that:**
  - A. The proposals to change the existing Disc Parking restrictions in the lay-by area outside the shops in Moray Way to a Free parking bay, operational 8.30am – 6.30pm Mon – Sat inclusive, with a maximum stay period of 2 hours, with no return to the bay within 1 hour, be implemented as advertised.
  - B. The effect of the scheme be monitored
  - C. Members note that the estimated cost of this scheme as set out in this report is £1,000 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background

Following a request from a Ward Councillor for changes to the Disc Parking restrictions in Moray way, a request was approved by this Committee in January 2011.

- 1.1 These proposals were subsequently designed and publicly advertised. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by a letter and copy of the appended plan.

### 2.0 Proposed Scheme

- 2.1 **Moray Way** - Plan Ref. Moray Way

- 2.2 The scheme is within the Pettits Ward

- 2.3 The request was put forward to help the shopkeepers, who were increasingly finding that the Disc parking restrictions were causing problems for them and their customers. As an interim measure, the Disc parking signs were removed and the bay was left unrestricted.

- 2.4 The formal proposals are to change the existing Disc Parking restriction, operational from 8am to 6.30pm Mon – Sat, with a maximum stay period of

1 hour, with no return to the bay within 2 hours, to a Free parking bay operational 8.30am – 6.30pm Mon – Sat inclusive, with a maximum stay period of 2 hours, with no return to the bay within 1 hour.

- 2.5 This report looks at the responses received to the advertised proposals and along with staff comments, recommends a further course of action.

### **3.0 Outcome of Public Consultation**

- 3.1 On 12<sup>th</sup> April 2013, residents and businesses in the area, which were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

- 3.2 During the statutory consultation period there were no responses received to the proposals.

### **4.0 Staff Comments**

Although there were no responses received to the proposals, it is felt that the proposals should be implemented as advertised, on the basis that the scheme has been designed to stop long term parking within the lay-by, which is expected to help local businesses and attract more custom.

## **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 is £1,000 including advertising costs. This cost can be met from the 2014/2015 Minor Parking Schemes revenue budget.

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

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

The proposal will cause a limited reduction in potential parking income, but it is also hoped to stimulate the local economy.

### **Legal Implications and Risks**

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

### **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 proposal is to change the existing Disc Parking restrictions in the lay-by area outside the shops in Moray Way to a free parking bay for specific times during the week. This was because previous restrictions were creating problems for the local businesses and their customers in the area.

The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received no responses to the consultation.

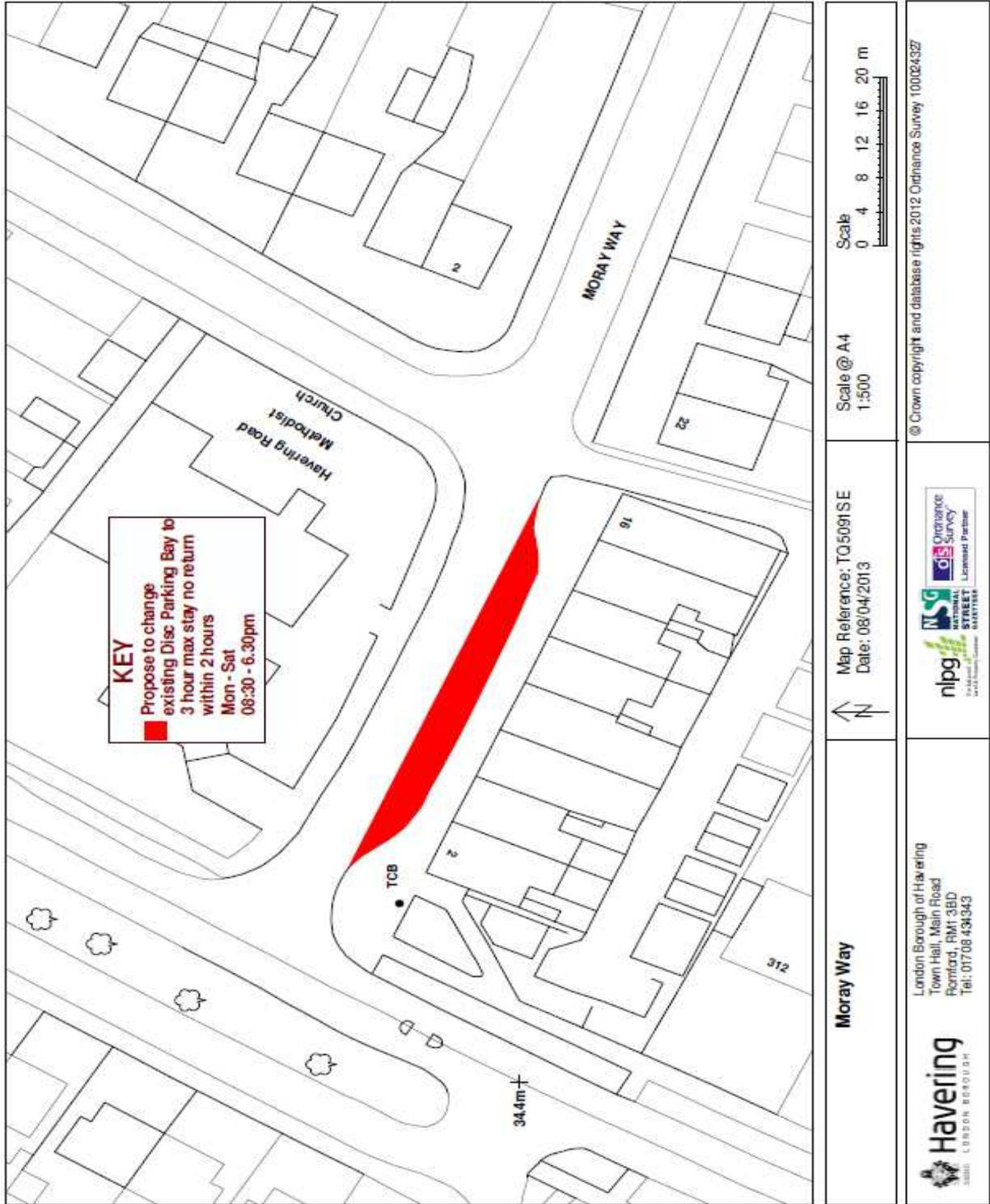
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people and disabled people. The Council will be monitoring the effects of the scheme to mitigate any negative impact.

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

There will be some visual impact from the required signing and lining works.

**BACKGROUND PAPERS**

**Appendix A**



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**HIGHWAYS  
ADVISORY  
COMMITTEE**  
12 August 2014

**REPORT**

**Subject Heading:**

TPC395 Drapers Academy, Settle Road,  
proposed School Keep Clear markings -  
comments to proposed

**Report Author and contact details:**

Iain Hardy  
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 introduce three new School Keep Clear markings agreed in principal by this Committee at its meeting in February 2014 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 Environment** that:

- a. That the proposals to introduce three new School Keep Clear marking, as outlined on the appended plan, where stopping will be prohibited from 8:00am to 5:00pm Monday to Friday inclusive, be implemented as advertised.
- b. The effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £1500 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and Outcome to Public Consultation

- 1.1 Following a request from a representative of Drapers Academy to extend the area already covered by School Keep Clear markings fronting the school site, because access to the school car-park is severely restricted due to parked vehicles, which cause problems for both buses and cars. Officers presented the item to the Highways Advisory Committee in February 2014, where it was agreed in principal to design and consult on proposals.
- 1.2 On 2<sup>nd</sup> May 2014 proposals to introduce three new 43.5 metre School Keep Clear markings, fronting the school site, prohibiting stopping between 8:00am and 5:00pm Mondays to Fridays inclusive were publicly advertised. Those perceived to be affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 By the close of consultation on 23<sup>rd</sup> May 2014, there was one response received against the proposals, which focussed on the lack of enforcement on the existing School Keep Clear markings and therefore, felt that further restrictions would be ineffective.

## **2.0 Officer Comments**

- 2.1 The introduction of the new School Keep Clear markings is considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, particularly children. Enforcement is undertaken on a rota basis and as often as resources permit.

### **IMPLICATIONS AND RISKS**

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

This report is asking the Highways Advisory Committee to recommend to the 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 £1500 including advertising costs. This cost can be met from the 2014/2015 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 school keep clear markings require consultation and the advertisement of proposals before a decision can be taken on their introduction.

#### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

### **Equalities implications and risks:**

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the end of the consultation no equality concerns or issues have been raised and only one response was received against the proposal. The respondent is focussing on the lack of enforcement of the existing School Keep Clear markings and therefore felt that further restrictions would be ineffective. After careful consideration officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated.

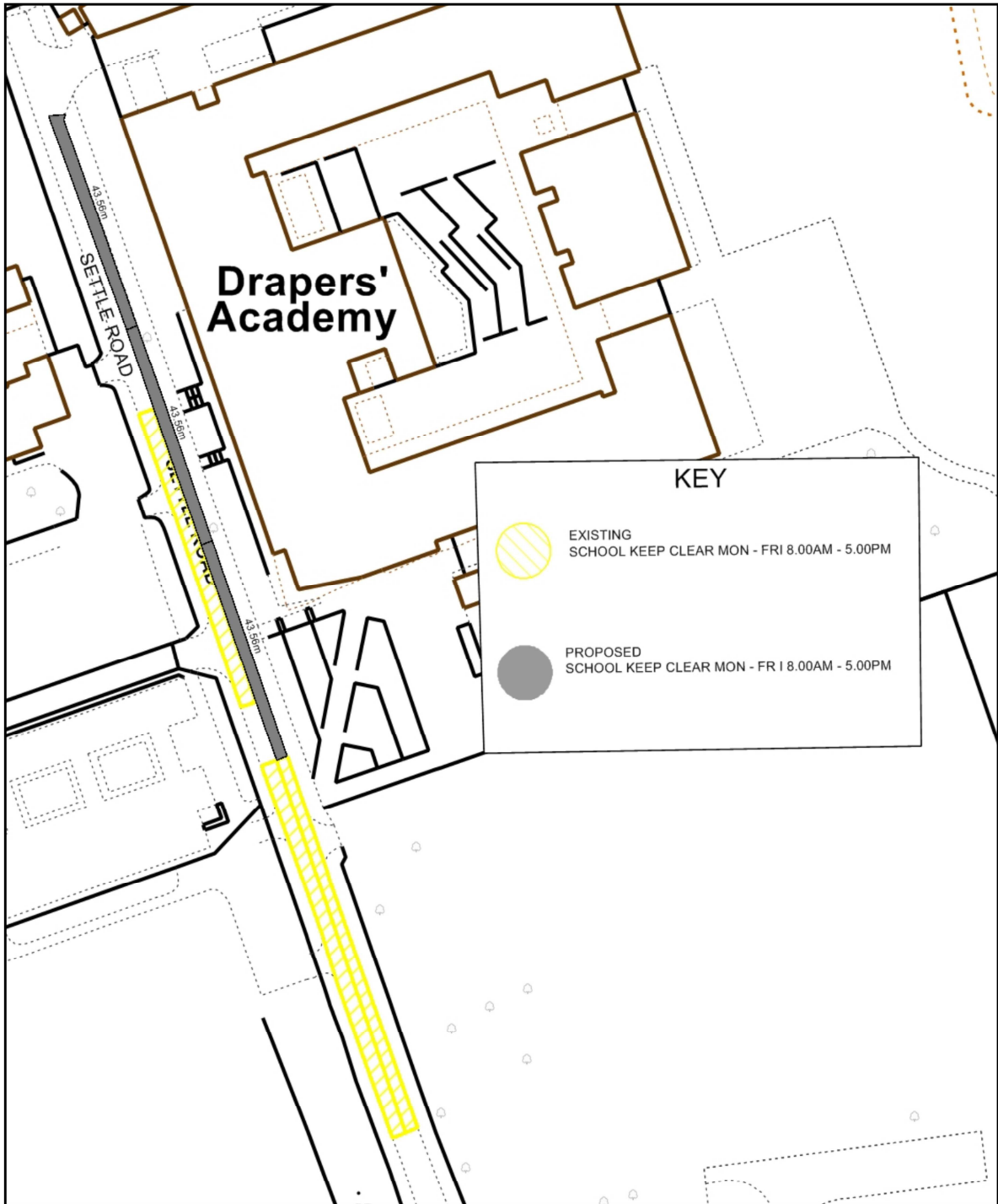
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of children and young people.





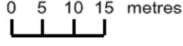

There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duties under the Equality Act 2010.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

## **BACKGROUND PAPERS**

Appendix A



<p>TPC395 Drapers Academy, Settle Road</p>	
  	<p>Scale: 1:1000 Date: 04 April 2014</p> 
 <p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2014 Ordnance Survey 100024327</p>

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**HIGHWAYS  
ADVISORY  
COMMITTEE**  
12 August 2014

**REPORT**

**Subject Heading:**

TPC373 Amersham Road – extension to existing School Keep Clear - comments to advertised proposals.

**Report Author and contact details:**

Iain Hardy  
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 extend the School Keep Clear marking, in Amersham Road at Mead School, which was agreed in principal by this Committee at its meeting in December 2013 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 Environment** that:

- a. The proposals to extend the existing School Keep Clear marking in Amersham Road, outside Mead School, as shown on the plan appended to this report, be implemented as advertised.
- b. The effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### **1.0 Background and Outcome to Public Consultation**

- 1.1 Following a request from a resident living opposite the northern entrance to Mead School to extend the School Keep Clear marking fronting the property, as vehicles are reported to regularly block the vehicle access, Officers presented the item to the Highways Advisory Committee in December 2013, where it was agreed in principal to design and consult on proposals.
- 1.2 On 21st February 2014 residents who were perceived to be affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 By the close of consultation on 14<sup>th</sup> March 2014, there was one response against the proposals. This respondent commented on inadequate enforcement of the existing School Keep Clear markings suggesting that further restrictions would be ineffective if not enforced.

### **2.0 Officer Comments**

- 2.1 The introduction of the new School Keep Clear restrictions are considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, in particular children. The effect of the proposals would be to introduce a further 25.56 metre School Keep Clear no stopping restrictions, operational between 8 am and 5 pm on Mondays to Fridays inclusive. The restrictions would be operational around the apex of the bend, opposite Mead School entrance. Outside of these hours parking would be permitted.



- 2.2 The Mead School site is included in the parking enforcement rota four times a week. However, it is not possible for Civil Enforcement Officers to be available at all times and a small minority of parents/guardians will always be willing to take the risk of parking on restrictions, to be as close to the school entrance as possible.
- 2.3 The school actively works to prevent vehicles parking on the School Keep Clear markings. The School has attached a large banner to the railings at the northern entrance to the site, warning of the restrictions. .

## IMPLICATIONS AND RISKS

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

This report is asking the Highways Advisory Committee to recommend to the 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 £1000 including advertising costs. This cost can be met from the 2014/2015 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 School Keep Clear markings require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

## **Equalities implications and risks:**

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the end of the consultation no equality concerns or issues have been raised and only one response was received against the proposal. The respondent is focussing on the lack of enforcement of the existing School Keep Clear markings and therefore felt that further restrictions would be ineffective. After careful consideration officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential areas and around school sites are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of children and young people.

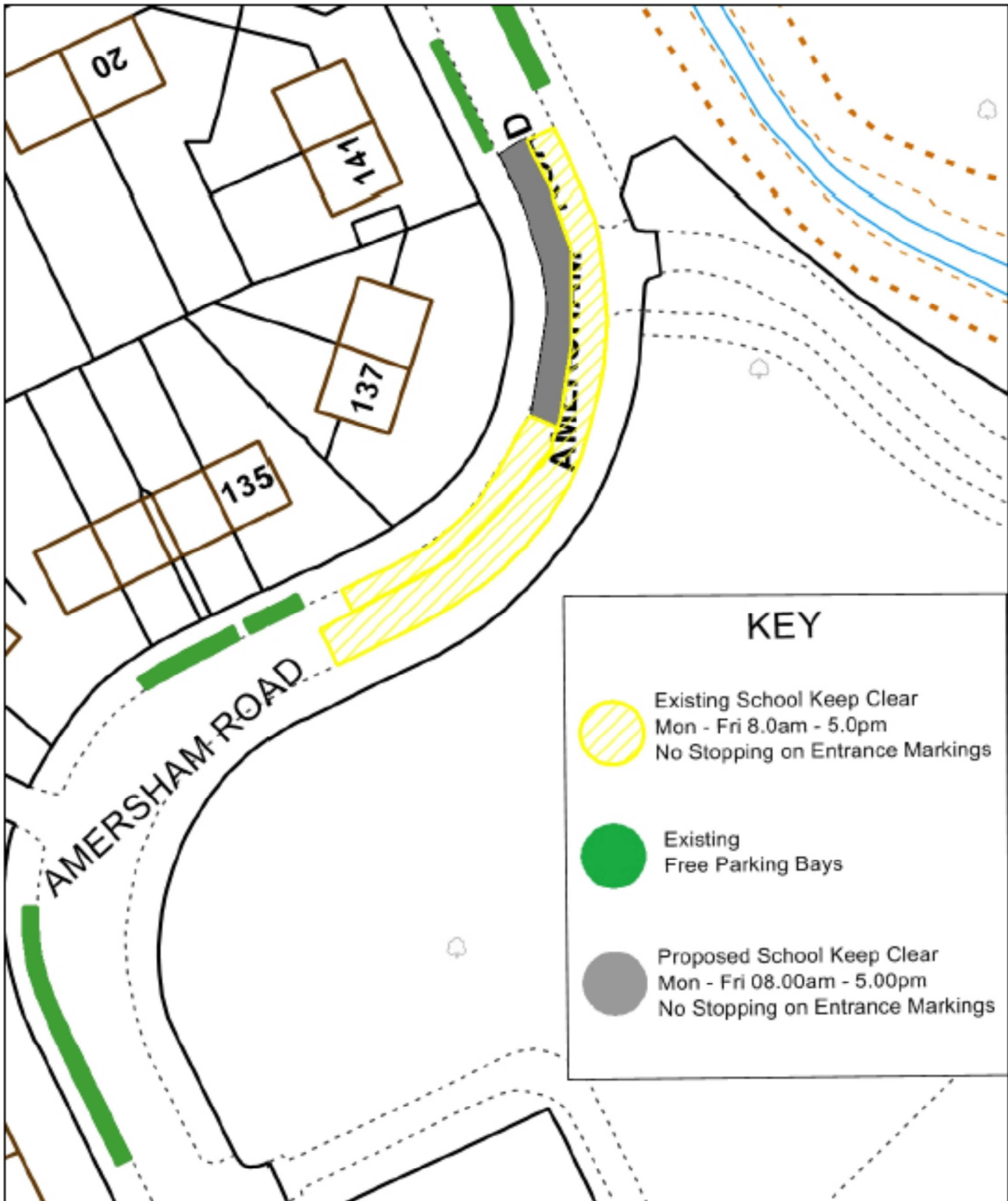
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

## **BACKGROUND PAPERS**

### **Appendix A**

Appendix A



TPC 373 Amersham Road N  
↑





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 Date: 12 February 2014

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**HIGHWAYS  
ADVISORY  
COMMITTEE**  
12 August 2014

**REPORT**

**Subject Heading:**

TPC396 Hylands School, Benjamin Close,  
proposed School Keep Clear markings –  
comments to advertised proposals

**Report Author and contact details:**

Iain Hardy  
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 introduce a School Keep Clear marking in Benjamin Close, which was agreed in principal by this Committee at its meeting in December 2013 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 Environment** that:

- a. That the proposals to introduce three new School Keep Clear marking, as outlined on the appended plan, where stopping will be prohibited from 8:00am to 5:00pm Monday to Friday inclusive, be implemented as advertised.
- b. The effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### **1.0 Background and Outcome to Public Consultation**

- 1.1 Following a request from a resident and with the support of the Road Safety Officer, Officers presented a request to the Highways Advisory Committee in February 2014, for a School Keep Clear marking in Benjamin Close, to prohibit stopping from 8:00am to 5:00pm Monday to Friday inclusive, which the Committee agreed in principal to design and consult on the proposals.
- 1.2 On 2<sup>nd</sup> May 2014 residents of the area and Hyland School who were perceived to be affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 By the close of consultation on 23<sup>rd</sup> May 2014, there were eight responses received to the proposals. One response was against the proposals, while the remaining seven responses were in favour or did not register any objection, although some comments were made. The comments received are outlined in Appendix A of this report.

### **2.0 Officer Comments**

- 2.1 The introduction of the new School Keep Clear restrictions is considered to be very important to the operation of the school site and for the safety of pedestrians and visitors particularly children.
- 2.2 The prohibition of stopping between 8 am and 5 pm on Monday to Friday inclusive is designed to cover the main period that schools are open and is the standard being used for the introduction and upgrading of any school keep

clear marking in the borough. The wording of term time within any restriction is now considered to be ambiguous to use, as term times change from school to school and year to year

- 2.3 Hylands School is included in the parking enforcement rota 2-3 times a week. However, it is not possible for a CEO to be available at all times. A small minority of parents/guardians will always be willing to take the risk of parking on restrictions to be as close to the school entrance as possible.

## IMPLICATIONS AND RISKS

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

This report is asking the Highways Advisory Committee to recommend to the 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 £1000 including advertising costs. This cost can be met from the 2014/2015 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 school keep clear markings require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

### **Equalities implications and risks:**

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposal have been consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The consultation received eight responses – seven positive and one negative. The one negative respondent is focusing on the lack of enforcement of the existing School Keep Clear markings and therefore felt further restrictions would be ineffective. After careful consideration, officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated. Officers highlight that Hylands School is included in the parking enforcement rota 2-3 times a week.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally, and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of children and young people.

There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duties under the Equality Act 2010.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issue will be reported back to this Committee and a further course of action can be agreed.

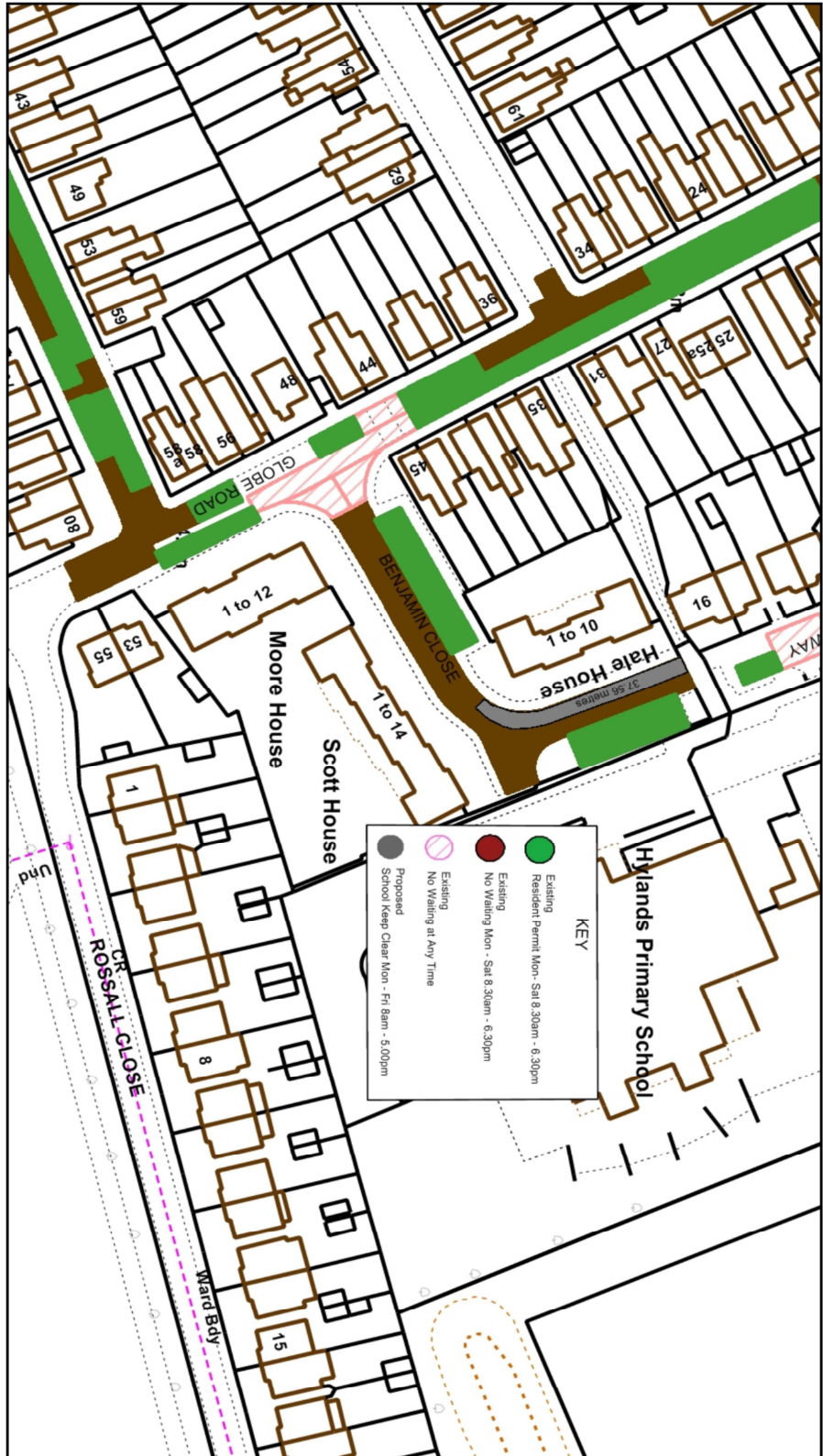
## **BACKGROUND PAPERS**

**Appendix A**  
**Appendix B**



### Responses Received

- 1 From the Chair, Moore, Scott and Hale Management Co Ltd Community Governor, Hylands School, who outline that the restrictions should be for all of Benjamin Close as well as outside the entrance in Globe Road. That the restrictions should apply Monday to Friday, 7.30 to 9.30, 11.30 to 13.00 and 14.30 to 16.30, in term time only, which coincide with increased traffic levels due to breakfast club, nursery sessions as well as school opening and closing times. It is felt that these measures will ensure no parking in front of existing bays and allow residents to arrange deliveries. However, it is also felt that the existing restrictions should also be regularly policed to ensure enforcement.
- 2 From a residents of Hale House, who considers that the current 'keep clear' markings are not working. They outline that at least twice a week, every week, when they need to reverse their car out of their drive into Benjamin Close to go to work, there is a car blocking the access and they have to wait for drivers to move. The resident finds this really frustrating and points out that other residents in Hale House and in Scott House experience the same problems. It is felt that the existing restrictions are not working, so there is no point in increasing them. As this is the case, they are not in favour of the latest proposals, but feel that the council need to enforce the existing restrictions.
- 3 This respondent e-mailed sought clarification on a number of details relating to the scheme and confirmed that they had no objections to the proposals.
- 4 From a resident of Scott House who is in favour of the proposed School Keep Clear, but would like the restriction extended to a point opposite residence parking, next to Moore and Scott House. The resident considers the parking situation to be very unsafe.
- 5 From a resident of Scott House who is in favour of parking restrictions but considers the operational times to be excessive and suggests that the operational times be 8.30 to 10am and 2.30 to 4.30pm, to cover peak periods and leave time for residents or tradesmen to park during other times.
- 6 From a resident of Scott House, who is in favour of the proposals. They feel that the current school drop-off/pick-up times make the road dangerous and busy, with parents using the all designated parking spaces without permits, parking on the footway, and obstructing residents. They feel that there needs to be an increase in the level of parking enforcement in the area.
- 7 From a resident of Benjamin Close, who is in favour of the proposals. They request that traffic wardens patrol in the morning at the start of the school day and in the afternoon at the end of the school day. The respondent stated that residents parking bays are being used to drop children off and pick children up and inconsiderate and dangerous parking has led to residents vehicles being damaged.
- 8 From a resident of Scott House, Benjamin Close. Who is strongly in favour of the proposals. They also out line that they have had many issues with the parking in the close, which they feel have never been resolved.



TPC396 Hylands Primary School, Benjamin Close

Scale: 1:1000  
 Date: 02 April 2014  
 Size: A4

**Havering**  
 LONDON BOROUGH

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

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

12 August 2014

**REPORT**

**Subject Heading:**

TPC397 – Gidea Avenue and Gidea Close – Proposed Conversion of Free Parking Bays to time limited parking bays – comments to advertised proposals

**Report Author and contact details:**

Iain Hardy  
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 bays in Gidea Avenue and Gidea Close, to time limited Free parking bays, which were agreed in principal by this Committee at its meeting in February 2014 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 Environment** that:

- a. That the proposals to restrict the existing Free parking bays in Gidea Avenue and Gidea Close to time limited free parking bays operational between 8.00 a.m. and 6.30 p.m. on Mondays to Fridays inclusive, where vehicles may wait free of charge for a maximum period of 4 hours and where return to that same parking bay would be prohibited for 1 hour, be implemented as advertised and shown on the attached plan.
- b. The effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and outcome to Public Consultation

- 1.1 Following a request from the committee of The Gidea Park Lawn Tennis Club via a Ward Councillor, Officers presented this item to the Highways Advisory Committee at its meeting on the 18<sup>th</sup> February 2014. Proposals were agreed in principal to design and consult on the proposals to convert the existing free parking bays in Gidea Avenue and Gidea Close to time limited free parking bays operational between 8.00 a.m. and 6.30 p.m. on Mondays to Fridays inclusive, where vehicles may wait free of charge for a maximum period of 4 hours and where return to that same parking bay would be prohibited for 1 hour.
  - 1.2 The proposals were subsequently designed and publicly advertised. The plan is appended to this report as **Appendix A**.
  - 1.3 On 2<sup>nd</sup> May April 2014 residents who were perceived to be affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
  - 1.4 By the close of the consultation on the 23<sup>rd</sup> May 2014 five responses were received to the proposals, three generally in favour of the advertised proposals and two against.
- 2.0 Responses received

- 2.1 The first response was from a resident of Loughton, who works in Romford and claims that public transport is terrible from Loughton to Romford, forcing them to drive. They do not see any reasons for the changes as residents have large driveways and members of the Tennis Club can park after 10am. They ask the council to reconsider the proposals.
- 2.2 The second response was from a local resident, who although in favour of the scheme stated that they had care of a disabled partner and did not have a driveway to their property. They would like some form of permit, as the existing restriction have proved problematic and the resident has no option but to use the currently unrestricted bays.
- 2.3 The third response was from another local resident who has resided in the area for a long time. The respondent raised complaints about the height of the site notice and occasional problems related to the tennis club in the summer. They consider that changes to the restrictions in Romford have now caused workers to park in the free bays and walk to work. It is felt that the proposals will frustrate residents and displace parking in to unrestricted areas and it is feared that commuters will park over resident's crossovers. The resident believes that the parking bay outside the tennis club could be better utilised and the bay outside the golf club in Heath Drive should be extended for local events and shoppers. They fear that these proposals are part of a plan to extend parking charges in Romford. They accuse the council of applying a discrimination policy in favour of some and making it impossible for commuters to park close to the station. They consider that consultation with the residents of the two roads on how to deal with the problem would be best.
- 2.4 The forth response was from a couple residing in Gidea Close. They confirmed their support for the proposals.
- 2.5 The fifth response was from another resident of Gidea Close confirming general support for the proposals. However, they feel that the double yellow lines need to be extended outside No.10 Gidea Close, as when vehicles are parked there any vehicles turning left from Gidea Avenue into Gidea Close have to pass on the opposite side of the road and vehicles coming down Gidea Close in the opposite direction from Parkway cannot see past the hedging of the tennis courts. They also feel the current arrangement at this location is an accident waiting to happen.

### **3.0 Staff Comments**

- 3.1 In response to the first respondent's comments, these proposals are designed to prevent this type of long term commuter parking and although the majority of residents in the roads do have a lot of off street parking, the reduction in longer term parking in the bays will benefit the residents and the operation of the tennis club.
- 3.2 In respect of the second response the proposals to limit the maximum stay in the free parking bays will not affect residents holding a blue badge. It is expected that the proposals will limit long term parking and free up available

parking spaces which would also advantage blue badge holders, their carers and visitors.

- 3.3 In respect of the third response site notices are difficult to keep in place and there is always the potential that third parties will tamper or remove the notices. The recommended proposals are expected to have a positive effect on the parking provisions in the area. Any new parking restrictions have the potential to displace parking. The tennis club were fully consulted on the existing restrictions and on the current proposals, without response. Further changes to the parking bays in Heath Drive could be considered as a separate matter to this scheme. These proposals do not include a change to the use of the parking bays. Parking restrictions are a tool to manage the highway and its available space for the best use of the highway users and the boroughs residents.
- 3.4 In respect of the fifth response the existing double yellow lines at the junction of Gidea Avenue and Gidea Close extend for 15 metres on all arms of the junction.

## IMPLICATIONS AND RISKS

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

This report is asking the Highways Advisory Committee to recommend to the Lead Member for Environment the implementation of the above scheme.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2014/2015 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 require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

### **Equalities implications and risks:**

The proposals included in the report have been publicly advertised and are subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the end of the consultation, five responses were received. Officers have responded to all issues that have been raised and stressed that the new system would improve access to parking and road safety for local residents. One response was related to a potential negative impact on disabled people living in the area. Officers confirmed that the proposed restrictions will not apply to blue badge holders and will free up parking spaces for carers and visitors. However, parking in the parking bays will be limited to a maximum stay of four hours

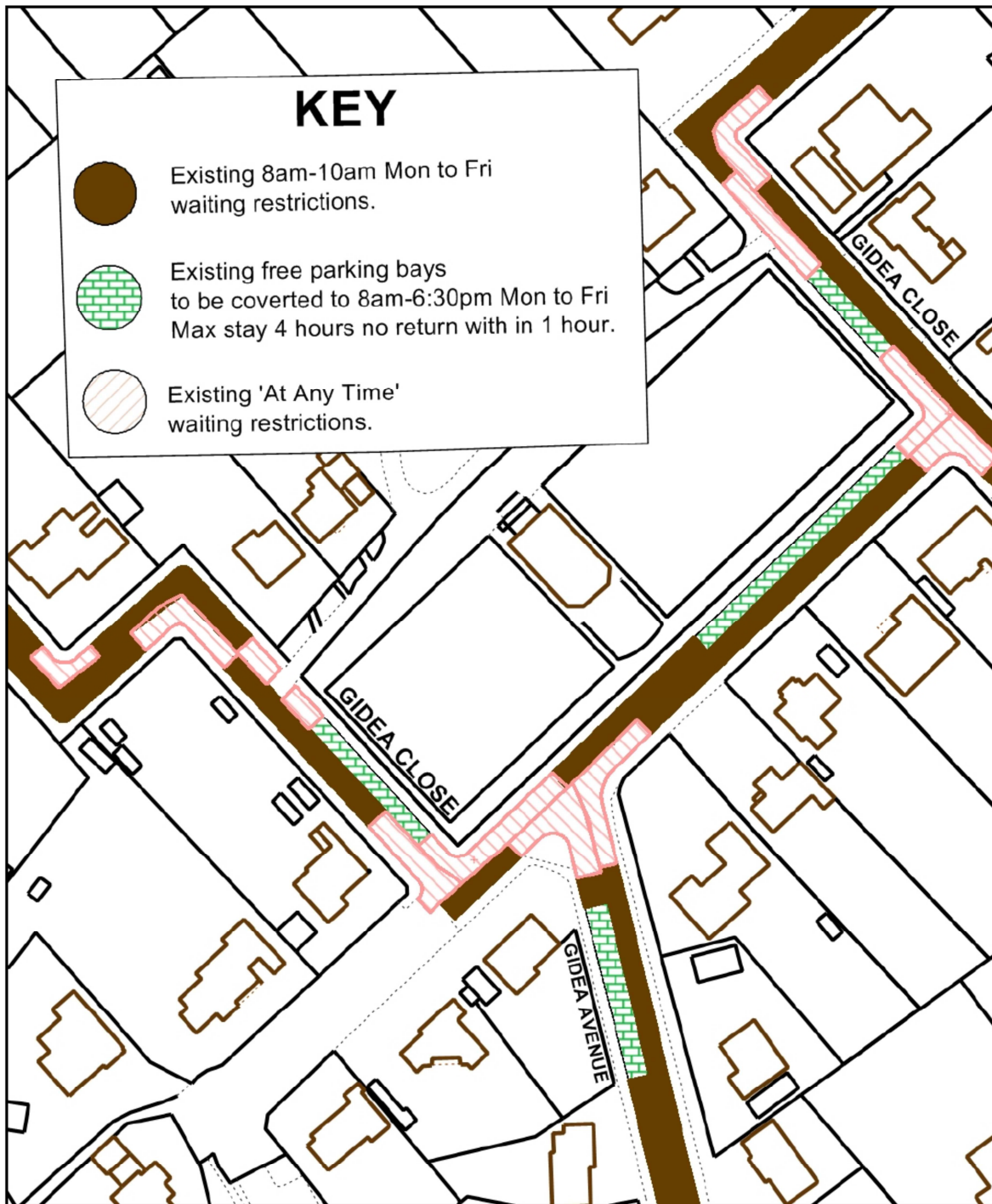
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled people, residents living locally and local businesses. However, parking restrictions in residential areas are often installed to improve road safety and prevent short-term non-residential parking.







There will be physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duties under the Equality Act 2010.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to the Committee and a further course of action can be agreed.

## **BACKGROUND PAPERS**

### Appendix A



TPC397 Gidea Close & Gidea Avenue		
  	Scale: 1:1000 Date: 22 April 2014	0 5 10 15 metres 
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**HIGHWAYS  
ADVISORY  
COMMITTEE**  
12 August 2014

**REPORT**

**Subject Heading:**

TPC370 - Allandale Road – Proposed  
Conversion of Voucher Bay to a  
Residents Parking Bay

**Report Author and contact details:**

Sarah Rogers  
Sarah.Jane.Rogers@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 existing voucher bay in Allandale Road to a residents' parking bay, which was agreed in principal by this Committee at its meeting in December 2013 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 the Environment** that:

- a. That the proposals to change the use of the existing voucher parking bays in Allandale Road to a residents' only parking bays for the sector RO3 area, be implemented as advertised.
- b. The effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and outcome to Public Consultation

- 1.1 Following a request from a Ward Councillor and residents of Allandale Road, Officers presented this item to the Highways Advisory Committee at its meeting on the 10th December 2013. The proposals were agreed in principle to design and consult on the proposals to convert the existing voucher parking bays to a residents' bay.
- 1.2 The proposals were subsequently designed and publicly advertised. The plan is appended to this report as **Appendix A**.
- 1.3 On 25<sup>th</sup> April 2014 residents who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.4 By the close of the consultation on the 16<sup>th</sup> May 2014 one response was received in favour of the advertised proposals.

## **2.0 Staff Comments**

- 2.1 These proposals have been suggested as it would benefit the residents by increasing the parking facility of permit parking.
- 2.2 In 2013/2014 a total of 6 voucher permits were purchased by motorists wishing to park their vehicles in a voucher bay within the London Borough of Havering and it is considered that this type of permit is no longer attractive.
- 2.3 A total of ten residents perceived to be affected by the proposals were consulted. At the close of the consultation there had only been one response received in favour of the scheme. Whilst the response rate was low, this type of parking facility is no longer favourable and Officers support its removal from this location.

## **IMPLICATIONS AND RISKS**

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

This report is asking the Highways Advisory Committee to recommend to the 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 £1000 including advertising costs. This cost can be met from the 2014/2015 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 require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

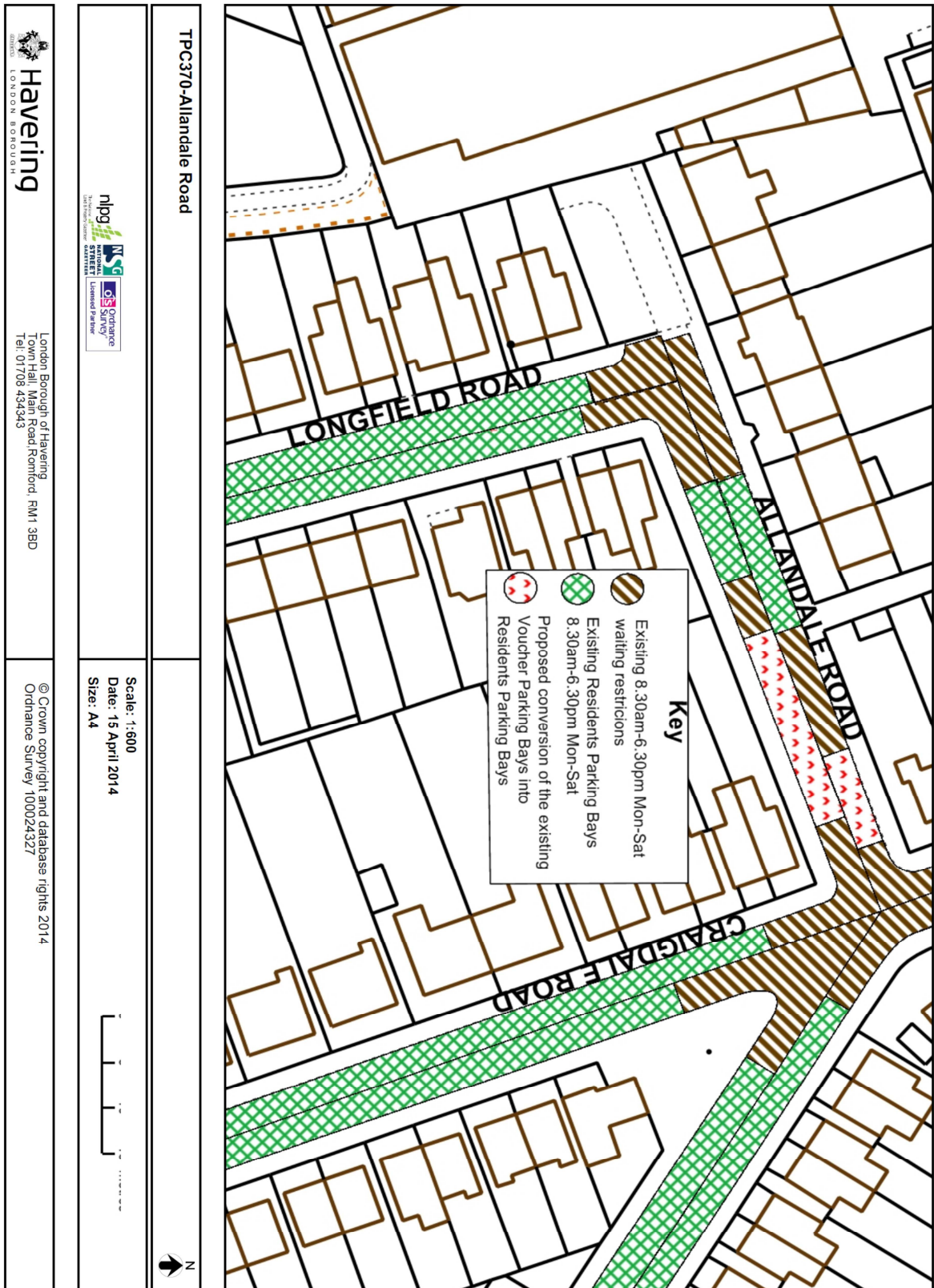
### **Equalities implications and risks:**

All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location. One response was received in favour of the advertised proposals and no equality related implications were raised.

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 around school sites are often installed to improve road safety and prevent short-term non-residential parking.

No potential equality concerns were raised through the consultation, officers recommend that the proposed changes be implemented as set out in option A of this report and the effects be monitored on a regular basis to ensure any negative impact on equality is mitigated.

**BACKGROUND PAPERS**



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**HIGHWAYS  
ADVISORY  
COMMITTEE**

**12 August 2014**

**REPORT**

**Subject Heading:**

TPC324 Malvern Road – proposed conversions of voucher bay to a residents parking bay

**Report Author and contact details:**

Jackie Roerig  
jackie.roerig@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 existing voucher bays to a residents' parking bay in Malvern Road, which was agreed in principal by this Committee at its meeting in November 2013 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 Environment that the proposals as shown on Appendix A of this report be:

- a. That the proposals to change the use of the existing voucher parking bays in Malvern Road to a residents' only parking bays for the sector RO3 area, be implemented as advertised. Or
- b. The proposed scheme be abandoned

## REPORT DETAIL

### 1.0 Background and outcome to Public Consultation

- 1.1 Following a request from local residents Officers presented the item to the Highways Advisory Committee at its meeting in August 2013, where it was agreed in principal to design and consult on a scheme to replace the existing voucher parking bay to a residents' bay adjacent to the Raphael Independent School in Malvern Road.
- 1.2 The proposals were subsequently designed and publicly advertised. A copy of the plan outlining the proposals is appended to this report as **Appendix A**.
- 1.3 On 21st February 2014 residents who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.4 By the close of consultation there were no responses either for or against the proposals.



## **2.0 Staff Comments**

- 2.1 These proposals have been suggested as it would benefit the residents by increasing the parking facility of permit parking.
- 2.2 In 2013/2014 a total of 6 voucher permits were purchased by motorists wishing to park their vehicles in a voucher bay within the London Borough of Havering and it is considered that this type of permit is no longer attractive.
- 2.3 A total of Thirty Nine residents perceived to be affected by the proposals were consulted. At the close of the consultation there had only been one response received in favour of the scheme. Whilst the response rate was low, this type of parking facility is no longer favourable and Officers support its removal from this location.

## **IMPLICATIONS AND RISKS**

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

This report is asking the Highways Advisory Committee to recommend to the 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 £1000 including advertising costs. This cost can be met from the 2014/2015 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 school keep clear markings require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

### **Equalities implications and risks:**

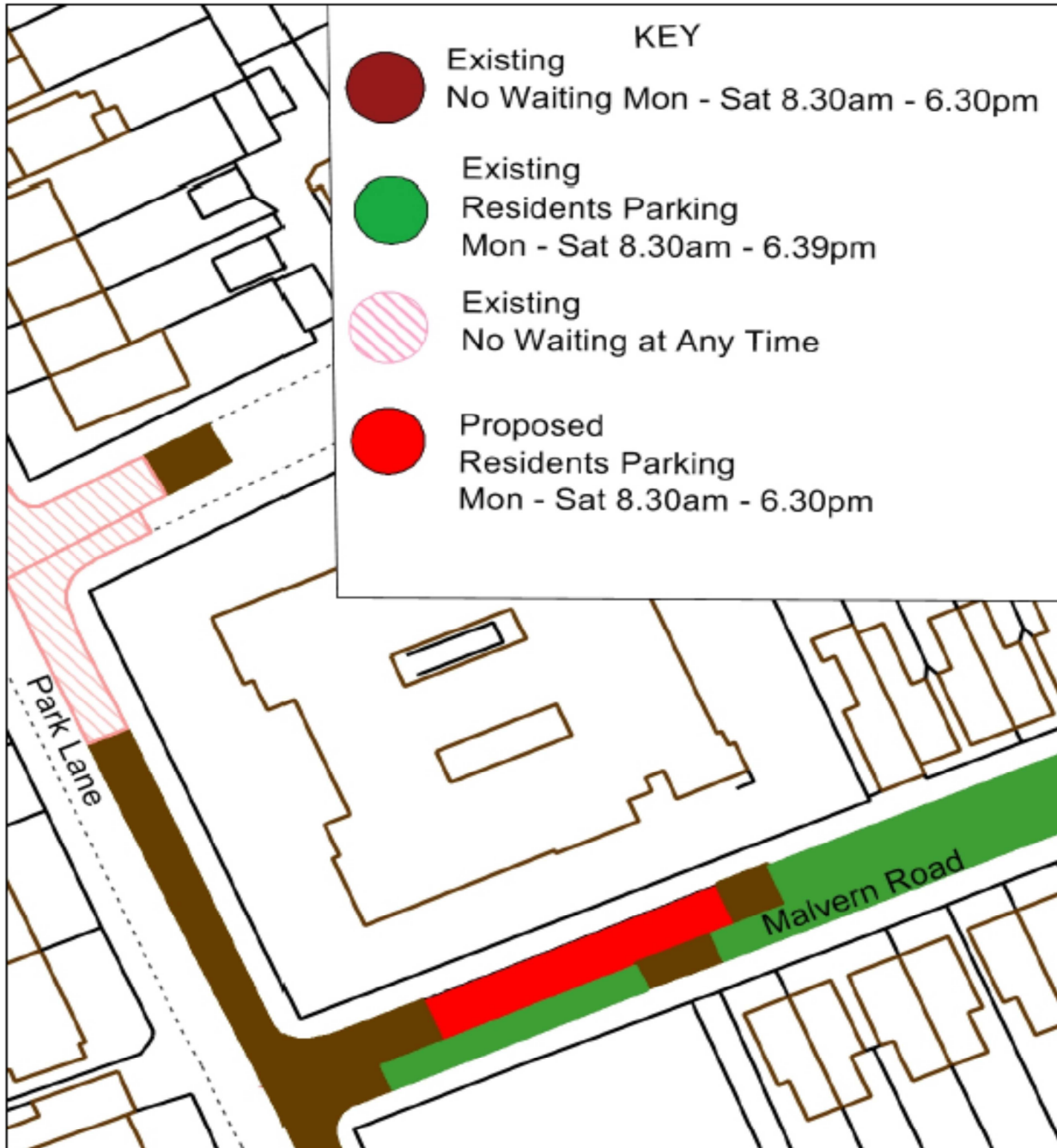
All proposals included in the report have been publicly advertised and public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location. One response was received in favour of the advertised proposals. No equality implications were raised.



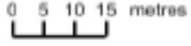

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking, which could have positive implications for children and young people.

No potential equality concerns were raised through the consultation, officers recommend that the proposed changes be implemented as set out in option A of this report and the effects be monitored on a regular basis to ensure any negative impact on equality is mitigated.

**BACKGROUND PAPERS**

Appendix A



<p>TPC324 Malvern Road</p>	
	<p>Scale: 1:500 Date: 06 February 2014</p> 
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# HIGHWAYS ADVISORY COMMITTEE

12 August 2014

# REPORT

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
August 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 Environment 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 The bulk of the highways scheme programme is funded through the Transport for London Local Implementation Plan and these are agreed in principle through an Executive decision in the preceding financial year. A full report is made to the Highways Advisory Committee on conclusion of the public consultation stage of these schemes.
- 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 Environment. 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 Environment.

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 Environment.

**BACKGROUND PAPERS**

None.



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

**Highways Advisory Committee  
12th August 2014**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
<b>SECTION A - Highway scheme proposals with funding in place</b>									
None to report this month									
<b>SECTION B - Highway scheme proposals without funding available</b>									
	Westland Avenue, Hornchurch	St. Andrew's	Request for measures in street and local area to deal with drivers avoiding North Street/ High Street. Existing humps not considered effective against large vehicles/ company vehicles. Humps should be more aggressive, or area-wide speed cameras provided, or a 20mph speed limit.				Resident	08/07/2014	ENQ-0192228
	Appleton Way, Hornchurch	St. Andrew's	Request for speed humps. Resident concerned that cars are constantly exceeding the speed limit and it is a major thoroughfare for parents taking children to school.	Feasible, but not funded. Humps would have to be flat-topped to be compatible with buses and delivery vehicles which use street.	None.	£40k+	Resident	11/07/2014	ENQ-IP-29902

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

**Highways Advisory Committee  
12th August 2014**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
	Mavis Grove, Hornchurch	St. Andrew's	Request to make street one-way (no entry at Station Lane). Residents concerned about speeding traffic and feel one-way would mean pedestrians would only need to consider traffic coming from one-direction. Also issues with street lighting and parking on both sides of the street blocking views.	One-way would need to include Mill Park Avenue. One-way working likely to lead to an increase in traffic speeds (as there would be no oncoming traffic) and require deliveries to commercial areas to loop around residential streets. Point no-entry might reduce through traffic. Street lighting and parking issues referred to appropriate teams.	None.	c£12k	Residents (32 signature petition, 15 supporting one-way)	23/07/2014	ENQ-0211560
	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park.	None.	c£80k	Resident	31/07/2014	
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>									
None to report this month									

# HIGHWAYS ADVISORY COMMITTEE

12 August 2014

# REPORT

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS  
August 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 Environment 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 Environment 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 Environment 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 Environment should recommendation for implementation is made and accepted by the Cabinet Member for Environment.
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 2014/15 is £109.5K. 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 3 in 2014/15, 19K 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 Environment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Environment 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 Environment.
- 1.4 Where the Committee recommends to the Cabinet Member for Environment that a scheme should not be progressed subject to the approval of the Cabinet Member for Environment 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 Environment 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 Environment.

## 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 Environment 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 Environment 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 Environment.

## BACKGROUND PAPERS

None.

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

Highways Advisory Committee

Item Ref	Location	Description	Officer Advice Previously Requested (Date & Item No.)	Likely Budget	Scheme Origin/ Request from	Ward
<b>SECTION A -</b>						
TPC476	Spring Gardens Romford	Waiting restrictions to deter commuters parking obstructively. The restrictions to be on the test centre side, as the road bends which will improve access to the side road, in particular Spring Gardens for access to Barlycroft care home and the new development site.	This will ensure vital kerb space remains accessible on the same side as the shops. This is in walking distance to the station and the current issues appear to be caused by displacement of vehicles into unrestricted areas on the outskirts of current controlled parking zones, i.e. RO2A.	£1,000	Cllr Benham	Brooklands
TPC477	Station Parade & Tadworth Parade, Elm Park	Request to implement loading bay facilities in Station Parade and Tadworth Parade.	Feasible	£1000 each site	StreetCare officer on behalf of Councillor Nunn	Elm Park & Hacton
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>						
None outstanding						

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