



Haverling

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
11 November 2014**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

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

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Haverling
Residents' (2)**

Brian Eagling
Linda Hawthorn

**UKIP
(1)**

Ian de Wulverton
(Chairman)

**Independent
Residents'
(1)**

David Durant

**For information about the meeting please contact:
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Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 8)

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

5 FRONT LANE - PROPOSED HUMPED ZEBRA CROSSING (THE OUTCOME OF PUBLIC CONSULTATION) (Pages 9 - 16)

Report attached

6 BUS STOP ACCESSIBILITY VICTORIA ROAD & HEATH PARK ROAD - OUTCOME OF PUBLIC CONSULTATION (Pages 17 - 48)

Report attached

- 7 BRANFIL PRIMARY SCHOOL 20 MPH ZONE - ADDITIONAL WORKS** (Pages 49 - 66)

Report attached

- 8 BUS STOP ACCESSIBILITY WENNINGTON ROAD - OUTCOME OF PUBLIC CONSULTATION** (Pages 67 - 104)

Report attached

- 9 BUS STOP ACCESSIBILITY - CHERRY TREE LANE. OUTCOME OF PUBLIC CONSULTATION** (Pages 105 - 128)

Report attached

- 10 MASHITERS WALK - TPC70 PROPOSED WAITING RESTRICTIONS. (COMMENTS TO ADVERTISED PROPOSALS)** (Pages 129 - 136)

Report attached

- 11 TPC462 PROPOSED SCHOOL KEEP CLEAR MARKINGS AND CONVERSION OF EXISTING OPERATIONAL HOURS - HERON FLIGHT AVENUE** (Pages 137 - 142)

Report attached

- 12 TPC337 WESTERN AVENUE - PROPOSED EXTENSION TO THE GIDEA PARK CPZ** (Pages 143 - 150)

Report attached

- 13 TPC 418 - CARLTON ROAD - PROPOSED EXTENSION OF SECTOR 1 RESIDENTIAL PARKING SCHEME - COMMENTS TO ADVERTISED PROPOSALS** (Pages 151 - 160)

Report attached

- 14 TPC 348 - GEORGE STREET PROPOSED CHANGE OF A VOUCHER PARKING BAY TO PAY & DISPLAY. COMMENTS TO ADVERTISED PROPOSALS** (Pages 161 - 166)

Report attached

- 15 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 167 - 178)

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

16 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 179 - 184)

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

17 URGENT BUSINESS

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

Andrew Beesley
Committee Administration Manager

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
14 October 2014 (7.30 - 9.30 pm)**

Present:

COUNCILLORS

Conservative Group	Ray Best (Vice-Chair), Frederick Thompson, John Crowder, Dilip Patel and Carol Smith
Residents' Group	June Alexander, Barry Mugglestone, Ron Ower and John Mylod
UKIP	Ian de Wulverton (Chairman)

Apologies was received for the absence of Councillor David Durant.

Councillors Linda Hawthorn and Melvin Wallace were present for parts of the meeting.

Unless otherwise indicated all decisions were taken with no votes against.

There were 18 members of the public present during the meeting.

There were no declarations of interest.

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

33 MINUTES

The minutes of the meeting held on 16 September 2014 were agreed as a correct record and signed by the Chairman.

34 PROPOSED LOADING BAY AND PARKING IMPROVEMENTS IN STATION ROAD HAROLD WOOD

The report before the Committee detailed responses to a consultation relating to provision of loading facilities for businesses and improving parking for shoppers in Station Road, Harold Wood.

The report detailed that as part of the Local Implementation Plan for 2014/15, funding had been allocated by Transport for London for freight loading facilities in the borough. As a result, Station Road had been progressed to address the problems associated with inconsiderate parking of delivery lorries at the existing bus stop which prevented buses from gaining safe access to the bus stop. While reviewing the loading facilities in Station Road, it had been considered necessary to review the existing parking for shoppers, commuters, residents and businesses.

Following a consultation that closed on 19 September 2014, two responses had been received, both in support of the proposals. London Buses had suggested a longer bus cage than that proposed, but it was not practical to increase the length further at the expense of reducing the zig-zag markings of the existing zebra crossing.

The following proposals were outlined in the report,

- provisions for a new loading bay for businesses,
- four new parking bays for shoppers,
- Kiss and Ride parking bay,
- business bays in Arundel Road etc.

Following a brief debate during which Members had received clarification from officers on the provision of the Kiss and Ride parking bay and on the requirements of Transport for London for taxi bays.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that the measures listed in Appendix A of the report (Schedule of Proposals nos. 1 to 7) of the report be implemented and the necessary traffic orders are made.
 - i) Schedule 1 – Bus stop and stand,
 - ii) Schedule 2 – Loading bay for businesses,
 - iii) Schedule 3 - Pay & Display parking places,
 - iv) Schedule 4 – Taxi rank parking,
 - v) Schedule 5 – Parking bays to set down and pick up passengers,
 - vi) Schedule 6A - Existing Business Permit Holder only bay,
 - vii) Schedule 6B - Existing Shared Residents/Business Permit Holders bay,
 - viii) Schedule 6C - New Business Permit Holders bay,
 - ix) Schedule 7 – Waiting restrictions.
2. That it be noted the cost of carrying out the works was £25,000. This would be met by Transport for London through the allocation for 2014/15 Local Implementation Plan for improving freight and loading facilities package.

35 TPC 296 - UPMINSTER CPZ PARKING REVIEW - COMMENTS TO ADVERTISED PROPOSALS

The report before the Committee detailed the responses received to the informal consultation and the subsequent design and consultation of advertised proposals for the extensions to the Upminster Controlled Parking Zone in Beech Avenue, South View Drive and Fairfield Avenue.

The proposals were to extend the existing controlled parking zone to the currently unrestricted areas of Beech Avenue and Fairfield Avenue with waiting restrictions operational Monday to Friday 08:00am - 09.30am; while introducing a Free parking Bay on the western side of Fairview Avenue at its junction with Park Drive. It was also proposed to extend the existing Monday to Friday 08:00am - 09.30am in South View Drive to the common boundary of Nos. 58 and 60.

In accordance with the public participation arrangements and with the discretion of the Chairman the Committee was addressed by 2 local residents who spoke in favour of the proposed scheme and 1 local resident who spoke against the proposed scheme.

A resident of South View Drive, speaking in favour of the proposed scheme, stated that inconsiderate commuter parking was having an adverse effect on highway safety, particularly in relation to accessing and egressing front driveway. The resident raised concern over the volume of traffic using the road resulting from its proximity to a local school and by traffic seeking to bypass the town centre.

A second resident speaking in favour of the scheme noted that a significant amount of money had already been spent on the consultation process which revealed that a significant majority of residents favoured implementation. The resident also noted that the scheme was recommended for approval by officers and that further support had been received from the local Member of Parliament.

A resident of Beech Avenue, speaking against the scheme, explained that the effect of its implementation would be to remove the only available parking provision for some residents. The speaker stated the majority of properties in Beech Avenue do not have driveways or garages requiring residents to park on the street. The resident stated that she did not consider her road to be dangerous. The resident suggested extending the double yellow lines around the corners of junctions and the implementation of resident parking bays.

With the agreement of the Committee, Councillor Linda Hawthorn addressed the Committee. Councillor Hawthorn had explained that the majority of the local residents were in support of the scheme but there was a need to consider the impact of the proposal on those residents in Beech

Avenue who did not have off street parking who may be adversely affected by the scheme.

During the debate members discussed the specific factors affecting Beech Avenue. A member raised specific concerns for those residents of Beech Avenue who lacked an off street parking provision. Members received some clarification from officers on figures for displaced parking in the roads. Members agreed that the roads should be considered on their own merits.

Following a motion that the scheme be implemented as advertised with the addition that the effect on Beech Avenue be reviewed after a period of six months, with consideration given to the implementation of residents parking bays in Beech Avenue the Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the following measures detailed in the report and shown on the drawings Appendix 1 and 2 of the report, be implemented:
 - extension of the existing controlled parking zone to the unrestricted areas of Beech Avenue and Fairfield Avenue with the implementation of waiting restrictions operational Monday to Friday 08:00am - 09.30am;
 - introduction of a Free Parking Bay on the western side of Fairview Avenue at its junction with Park Drive;
 - extension of the existing Monday to Friday 08:00am - 09.30am in South View Drive to the common boundary of Nos. 58 and 60.
2. That the effect of implantation be monitored.
3. That the specific effects of the scheme in Beech Avenue be reviewed after a period of six months with consideration given to the implementation of residents parking bays in Beech Avenue.
4. That it be noted that the estimate cost of £3,000 for implementation would be met from the 2014/15 Minor Parking Schemes budget.

36 TPC351 SUNNYSIDE GARDENS - PROPOSED CHANGE OF DISC PARKING BAY TO TIME LIMITED PARKING BAY

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

- To recommend to the Cabinet Member for Environment that the measures, as set out in the report and shown on the drawing at Appendix A, be implemented:

- A. The proposals to change the existing Disc Parking restrictions outside the doctor's surgery in Sunnyside Gardens to a Limited free parking bay, operational 8.00am – 6.30pm Monday – Friday inclusive, with a maximum stay period of 2 hours, with no return to the parking place within 1 hour, be implemented as advertised
- B. The effect of the scheme be monitored
- C. That the estimated cost of this scheme was £750 and would be funded from the 2014/15 Minor Parking Schemes budget.

37 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

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

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

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

Item Ref	Location	Description	Decision
SECTION B - Highway scheme proposals without funding available			
H1	A124/ Hacton Lane/ Wingletye Lane junction	Provision of "green man" crossing stage on all 4 arms of the junction.	MOVED TO SECTION C
H2	Garry Way/ Glenton Way and area	20mph speed limit to deal with speeding drivers who are avoiding Chase Cross traffic signals and using estate as a cut through to A12 Eastern Avenue	REJECTED
H3	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	MOVED TO SECTION C
H4	Ockendon Road, near Sunnings Lane	Pedestrian refuge	MOVED TO SECTION C
H5	Wennington Road	Zebra crossing, west of Ellis Avenue to assist with pedestrian access to New Beginnings Nursery.	REJECTED

H6	Cambourne Avenue, Harold Hill	Request for 20mph speed limit or other restriction to deal with stop lorries, large vans etc using street to access Faringdon Avenue rather than Tangent Link	REJECTED
H7	Dagnam Park Drive, near Brookside School	In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph	MOVED TO SECTION C
SECTION C -			

38 TRAFFIC AND PARKING SCHEMES REQUEST

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

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

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

London Borough of Havering Traffic & Parking Control - StreetCare Minor Traffic & Parking Schemes Applications Schedule			
Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC503	Bryant Avenue and Local Area	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC504	Bates Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3

TPC505	Avon Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC506	Rise Park Parade/Pettit's Boulevard	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC507	Crow Lane	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC508	Whitchchurch Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC509	Victoria Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC510	Petersfield Avenue opposite Hucknall Close	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC511	Farnes Drive	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC512	Carter Drive Mawneys & Havering Park	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC513	Hampden Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
TPC514	Park Lane	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED 7-3
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			

Chairman

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HIGHWAYS ADVISORY COMMITTEE

REPORT

11 November 2014

Subject Heading:

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

CMT Lead:

Cynthia Griffin

Report Author and contact details:

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

- Clean, safe and green borough
- Excellence in education and learning
- Opportunities for all through economic, social and cultural activity
- Value and enhance the life of every individual
- High customer satisfaction and a stable council tax

SUMMARY

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

The scheme is within **Cranham** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that humped zebra crossing along Front Lane by Dorkins Way detailed in this report and shown on Drawing No.QN007/1 be implemented.
2. That, it be noted that the estimated costs of £20,000, can be met from the Transport for London's (TfL) 2014/15 financial year allocation.

REPORT DETAIL

1.0 Background

- 1.1 In November 2013, Transport for London approved funding for a number of schemes as part of 2014/15 Havering Borough Spending Plan settlement. Front Lane pedestrian facilities was one of the schemes approved by TfL. A feasibility study has been carried out to identify pedestrian facilities. The feasibility study has now been completed and has looked at ways of providing pedestrian facilities and it is considered that humped zebra crossing, as described in the recommendations will improve road safety and provide pedestrian facilities in the area.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Front Lane humped zebra crossing will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flow is up to 750 vehicles per hour during peak periods along Front Lane.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Front Lane between Kings Gardens and Dorkins Way	39	37	45	40

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Front Lane exceeds the 30mph speed limit. Staff

considers these speeds to be undesirable and a contributory factor to accident.

Accidents

- 1.4 In the four-year period to September 2013, one personal injury accident (PIA) was recorded along Front Lane between Briarleas Gardens and Plough Rise. The PIA occurred at the Front Lane / Dorkins Way junction. A car was waiting to turn left and hit by another car at the rear, causing slight injury to the driver.

Proposals

- 1.5 It is proposed to provide humped zebra crossing along Front Lane by Dorkins Way as shown on Drawing No. QN007/1. The majority of school children cross along Front Lane between Kings Gardens and Dorkins Way, this proposal would provide pedestrian facility and improve road safety in the area.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 100 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Thirteen written responses from Local Member and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that one personal injury accident (PIA) was recorded over four year period along Front Lane between Briarleas Gardens and Plough Rise.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limits along Front Lane.
- 3.3 The humped zebra crossing would provide safer pedestrian crossing facility and minimise accidents along Front Lane between Briarleas Gardens and Plough Rise. The School children cross along Front Lane between Kings Gardens and Dorkins Way. It is therefore recommended that the proposed safety improvements in the recommendation should be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals is £20,000. This cost can be met from the 2014/15 Transport for London's LIP allocation to Havering. Spend will need to complete by 31st March 2015 to maximise access to TFL funding.

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

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

Legal Implications and Risks

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

Human Resource Implications and Risks

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

Equalities and Social Inclusion

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

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

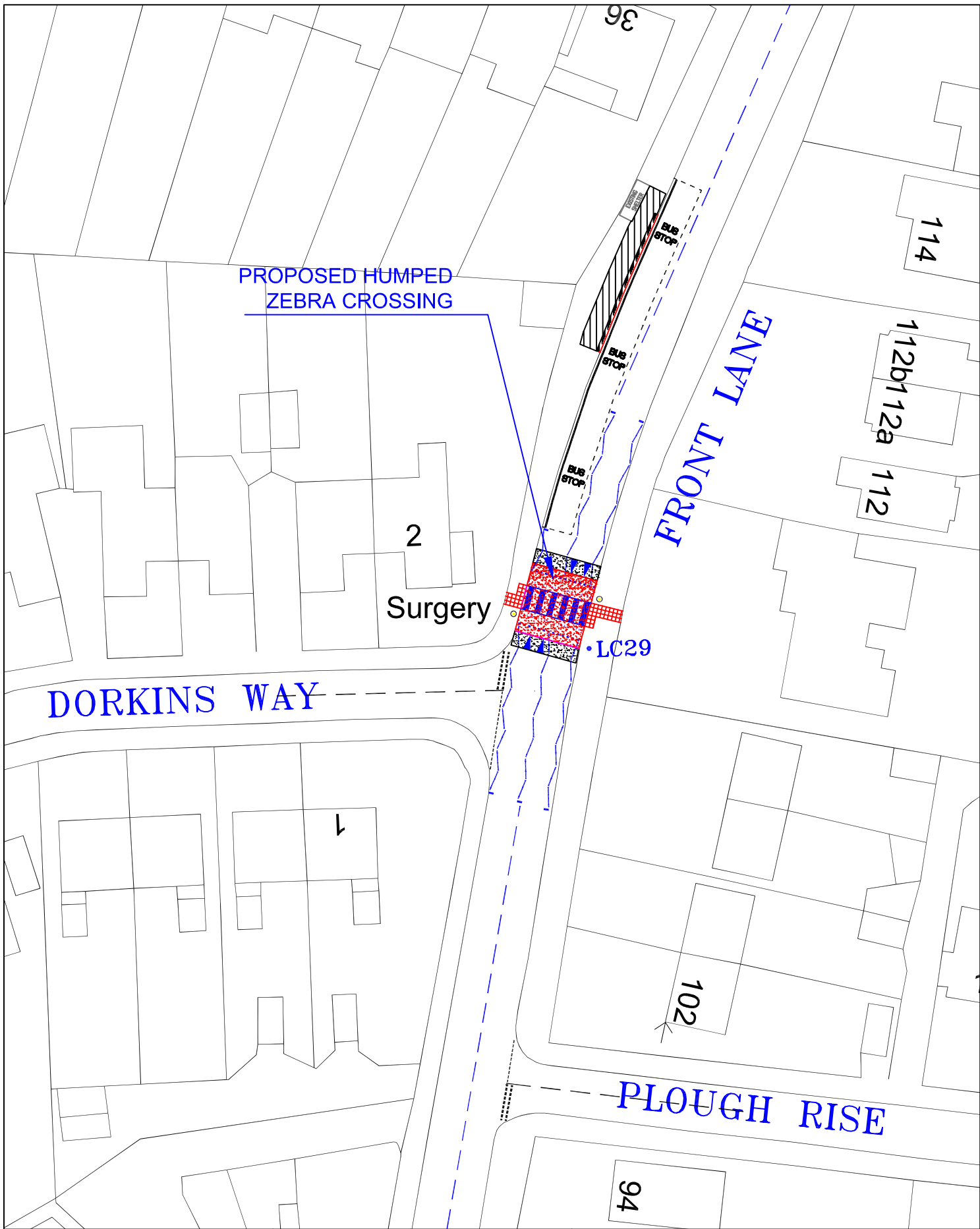
BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**
3. **Drawing No. QN007/1.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QN007/1 (Member)	I confirm my support for this proposal.	-
QN007/2 (13 Brookmans Close)	The introduction of this crossing will result in vehicles having to slow down and will also provide a safer means of getting across the road.	-
QN007/3 (28 Brookmans Close)	I fully support this proposal as it will have the traffic calming effect needed on this busy road but will also provide a safe place to cross the road for parents and children crossing the road to nearby schools.	-
QN007/4 (Brookmans Close resident)	As long term residents of Brookmans Close, my husband and I fully support the proposed humped zebra crossing.	-
QN007/5 (Dorkins Way resident)	The proposal is too close to the junction. Reduce the bus stopping area to accommodate two buses and relocate the crossing five metres away.	The proposed location is ideal for the humped zebra crossing. It would not cause a significant problem. It is therefore not necessary to relocate the crossing.
QN007/6 (148 Front Lane)	I am fully supportive of the proposed humped zebra crossing and feel that this proposal will be an excellent traffic calming measures in Front Lane. Having two sons who attend local schools, this crossing will ensure that they have a safe place to cross Front Lane relevant to their daily walk to and from school.	-
QN007/7 (110 Front Lane)	<p>-The speeds are in excess of 45mph and think there should be some traffic calming measures.</p> <p>-The cars are slowing can cause extra pollution. There will be an increase noise. Belisha beacons will cause extra light pollution.</p> <p>- If we are at 110, wanted to put a dropped kerb, does this humped zebra impact on that?</p> <p>- Should there be more humped zebras up and down Front Lane, a 20mph speed restriction implemented in the immediate vicinity?</p>	<p>It is considered that the proposal would not cause significant problems in terms of noise and pollution.</p> <p>As they have a dropped kerb at present, we may not approve another dropped kerbs in the vicinity of crossing.</p> <p>No plans to provide further measures at present. Further measures could be considered at a later date if necessary.</p>
QN007/8 (23 Kennet Close)	Wanted to register my approval of this scheme. Anything to reduce speeding and support the safety of our children walking to and from school	-

	in Cranham has my support.	
QN007/9 (33 Kings Gardens)	I am very aware of the speed that cars are travelling along Front Lane. I am all for and support a zebra crossing.	-
QN007/10 (2B Plough Rise)	I wish to show my support for the proposal.	-
QN007/11 (39 Plough Rise)	I think that it will benefit both pedestrians and vehicles existing Plough Rise into Front Lane.	-
QN007/12 (Plough Rise resident)	I fully support the idea as this would bring a safe crossing to a busy road to me and my two children.	
QN007/13 (Cycling representative)	Only comment will be make sure the approaches to the hump is suitable for cyclists.	The proposal is suitable for cyclists.



Havering
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PURPOSE FRONT LANE
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JOB TITLE
SAFETY IMPROVEMENTS
PROPOSED

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London Borough of Havering 100024327

DRAWING TITLE
PROPOSED HUMPED
ZEBRA CROSSING

DRAWN BY VS CHECKED BY VS
ACAD REF: DRAWING No QN007/1

SCALE (AT A4 SIZE) NTS DATE OCT 14

REVISION AMENDMENT DATE

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HIGHWAYS ADVISORY COMMITTEE

11 November 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
VICTORIA ROAD
& HEATH PARK 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 Victoria Road & Heath Park Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Romford Town 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 on Victoria Road and Heath Park Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A104-A
 - QN008-OF-105/1-A (Option 1)
 - QN008-OF-106/2-A (Option 2)
 - QN008-OF-107-A
 - QN008-OF-108&109-A
 - QN008-OF-110&111-A

2. That it be noted that the estimated cost of £30,000 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 Victoria Road and Heath Park Road as set out in the following tables;

VICTORIA ROAD		
Drawing Reference	Location	Description of proposals
QN008-OF-A104-A	Opposite Jane Court	Existing shelter to be removed and replaced with new shelter to the rear of footpath 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A105/1-A OPTION 1	Outside 107 to 109	Bus stop to be relocated 45.40m southwest to outside Lorraine Court. 37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A105/2-A OPTION 2	Outside 107 to 109	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area

HEATH PARK ROAD		
Drawing Reference	Location	Description of proposals
QN008-OF-A106/1-A OPTION 1	Outside 250 to 252	Bus stop to be relocated 53.50metres south west to the flank wall of 1 Princess Road. 31metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A106/2-A	Outside 250 to 252	Bus stop to remain in the same location.

OPTION 2		<p>35metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A107-A	Outside Heath Park Court	<p>Bus stop to be relocated 12.50metres north west.</p> <p>37metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A108&109-A	Outside No 32 to 34	<p>Bus stop flag to be relocated to the rear of footway</p> <p>31 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p><i>Note: Space would be left should number 32 & 34 requests a formal vehicle crossing in the future.</i></p>
QN008-OF-A108&109-A	Outside No 39	<p>31metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A110&111-A	Outside No.82	<p>Bus stop to be relocated 90.40 metres west</p> <p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>Section of footway parking to be removed</p> <p>Pedestrian refuge island to be renewed</p>
QN008-OF-A110&111-A	Outside No 91 to 93	<p>Bus stop flag to be relocated 5.5meters east</p> <p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area</p>

- 1.13 Approximately 75 letters were hand-delivered to those potentially affected by the scheme on 16th September 2014, with a closing date of 6th October 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, 6 responses were received as set out in Appendix I to this report.
- 2.2 London Buses were content with the proposals generally. With regard to the proposals for the eastbound stop on Victoria Road near Albert Road, **Option 1** was supported to relocate the stop from outside 107/109 Victoria Road to outside Lorraine Court (Drawing QN008-OF-A105/1-A). With regard to the proposals for the westbound stop outside 252/254 Victoria Road, **Option 2** was supported to keep the stop in its current position (Drawing QN008-OF-A106/2-A).
- 2.3 A resident responded that for the westbound stop outside 252/254 Victoria Road, **Option 2** was preferred to keep the stop in its current position (Drawing QN008-OF-A106/2-A) as the relocation raised concerns about invasion of privacy, reduction of property value, noise, damage, loss of parking and road safety. Another resident indicated that the stop should be relocated to adjacent to Princes Road (**Option 1** – Drawing QN008-OF-A106/1-A) because the current location has seen damage to residents' property and vehicles, rubbish and antisocial behaviour.
- 2.4 A resident objected to the proposals for the existing eastbound stop outside 39 Heath Park Road (Drawing QN008-108&109-A) as it would affect vehicle access to their property. The resident notes that they have a relatively narrow dropped kerb and rely on the "sunken" kerb to access their premises and a high kerb would make access for two cars impossible. They suggest that the stop would be better removed completely.
- 2.5 A resident objected to the relocation of the westbound stop from outside 82 Heath Park Road to 90 metres west (Drawing QN008-OF-A110&111-A). The resident was concerned about the loss of on-street parking, multiple buses causing traffic congestion and accidents as the stop in the other direction would be virtually opposite. Another resident supported the relocation of this stop as they felt the current position was hazardous with buses overshooting the stop at the junction with Margaret Road and passengers having to get on or off in the middle of the road. They also

considered that when buses stop in the correct place, there are near misses with motorists overtaking.

3.0 Staff Comments

- 3.1 With regard to the options for the westbound stop current at 252/254 Victoria Road, the residents who responded oppose the option which places the stop near their premises. Both options would make the stop fully accessible, but as London Buses has indicated support for the stop to remain in its current location (**Option 2** – Drawing QN008-OF-A106/2-A) Staff are content to defer to their view as operator of the service.
- 3.2 The eastbound stop outside 39 Heath Park Road (Drawing QN008-108&109A) cannot be made fully accessible for two door operation because of adjacent vehicle crossings. The preceding and following stops are approximately 215 metres and 275 metres respectively which would give a gap of 490 metres which is a substantial distance in terms of passenger coverage and a removal would be a decision for Transport for London. Staff are able to make some adjustments to the layout to facilitate easier vehicle access for the resident and it would have to be accepted in any case, that only a single door can be accommodated accessibly. It would be a matter for the individual bus driver to anticipate passenger needs at this site.
- 3.3 With the proposed relocation of the westbound stop from outside 82 Heath Park Road 90 metres to the west, Staff are of the view that the current position is far from ideal being right at the junction with Margaret Road. The proposed location is some 45 metres from the existing eastbound stop and although there is a pedestrian refuge between the two stops, there is enough space for cars to pass. The refuge would also directly assist some passengers using the stop in the relocated position.
- 3.4 The Committee will need to consider the various issues raised and make a recommendation based on balance. The Recommendations reflect the views of Staff on the appropriate actions for the various sites and options.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £30,000 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 as has been the case with the proposals set out in this report.

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
SCHEME DRAWINGS**



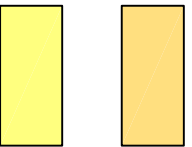
Respondent	Drawing Reference & Location	Response and Staff Comments (were required)
Matthew Moore TfL London Buses	General QN008-OF-A105/1-A QN008-OF-A105/2-A QN008-OF-A106/1-A QN008-OF-A106/2-A	I am happy with these plans. With regards to stop 18248 I am in favour of option 1 With regards to stop 18249 I am in favour of option 2
Resident 1A Surman Terrace Princes Road	QN008-OF-A106/1-A QN008-OF-A106/2-A	We would be grateful if you would review our reasons, why we would prefer Option 2 for the bus stop to remain where it is. If Option 1 was to go ahead, this is how it will affect 1a Surman Terrace, Princes Road, Romford, RM1 2TB: <u>Invasion of Privacy</u> <ul style="list-style-type: none">• The bus stop will be within 2.5 meters from my garden fence & 4 meters from my bedroom window• Buses while stationary will have a clear view of the whole of my property all privacy will be lost inside & out• Directly overlooking my garden & conservatory <u>Reduction of Value of Property</u> <ul style="list-style-type: none">• If the bus stop is moved to the side of my house the value of the property will be reduced• Property will be harder to sell

		<p><u>Noise & Damage</u></p> <ul style="list-style-type: none">• Noise levels will increase while buses idle outside & from passengers waiting• Vibration from the buses currently run through the house this will increase if bus stop is relocated• Litter will increase around my property• Probable damage to fence around my property <p><u>Victoria Road Parking & Accident Hot Spot</u></p> <ul style="list-style-type: none">• Four car parking spaces will be lost in Victoria Road (indicated on map attached)• Increased probability of accidents on the corner of Princes Road as this will cause a blind spot (indicated on attached map) <p>We truly hope that you do not go ahead with the proposed move & Option 2 is the preferred.</p> <p>Option 1 will have a great impact on our everyday lives. I would not have purchased the property, if I had known there was a probability of the bus stop being moved so near to my property.</p> <p>Additionally to this, the houses of the current location of the bus stop are set further away from the road, and have less impact for them. When the houses were purchased they were well aware of the bus stop location.</p> <p>While I understand that the proposed move of the bus stop is for the benefit for those with disabilities, people with buggies, people with assistance dogs & people with reduced mobility. The current location of the bus stop can facilitate all of these needs.</p>
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<p>Resident 248 Victoria Road</p>	<p>QN008-OF-A106/1-A QN008-OF-A106/2-A</p>	<p>I live at 248 Victoria road Romford, I feel the proposed relocation of this bus stop is a sensible move, referring to Option 1, to move the bus stop 53.50 metres to the flank of number 1 Princess Road, this would be a much more reasonable location, better, for people with disabilities, people in wheel chairs, mothers with buggies.</p> <p>Living at 248 Victoria road, I have had nothing but trouble with the bus stop being next door to my property, I have had criminal damage to my VW transporter van, had the hood keyed from one side to the other, as the yobs jumped off the bus, they ran down past my van, and keyed it from one side to the other, I see them do it, but was not in a position to challenge them at the time, relocating the bus stop to the flank wall of 1 Princess Road, would stop criminal damage to vehicles in peoples drive ways, I have the public sitting on my wall waiting for a bus, throwing their rubbish in my front garden and using my front garden as a toilet!!!, between my van, which is parked in my drive; my neighbour has had school children knocking at her door, asking for drinks of water, they sit on my neighbour front step, waiting for a bus. The proposal and location to move the bus stop to flank wall of 1 Princess Road, (Option 1). would be a reasonable location for everyone.</p>
<p>Resident 39 Heath Park Road</p>	<p>QN008-OF-A108&109A</p>	<p>After considering the plans I would like to express our concerns regarding the changes that are being proposed whereby we would like to object to the changes suggested. As the owners of 39 Heath Park Road, we feel that the changes will negatively impact the access on and off our driveway and not only this, the ability to safely park our cars on the drive.</p> <p>We currently have a driveway which we use to park two cars and you will see it is currently setup to accommodate two cars (i.e. we do not have grassed areas). You will see from the images attached to this email the concerns regarding the actual size of the dropped kerb as per your proposals and how this compromises our driveway.</p>

		<p>Below, we list the various reasons for our objections:</p> <ul style="list-style-type: none">• The access provided by the drop kerb post the plans being implemented would mean leaving a 2.10m access point which for our larger car is too small, seeing as though the width of the car is 2.09m.• Our driveway is currently setup to have two cars but this will no longer be accessible due to the angle in which the cars can be mounted onto the driveway post changes• As we understand it, the accessibility zone should ideally be 8m-15m where as the only size possible at 39 Heath Park Road would be 4.15m, as per the plans.• We understand that the dropped kerb at the moment is in fact the 2.10m but due to sunken kerbs the accessibility onto our drive is made much safer and easier as we can use the full width in the opening to our drive.• If changes were to be made, parking two cars will be practically impossible and even parking one would be a challenge requiring us to use the oncoming lane to manoeuvre onto the drive without mounting the raised kerb. The risk of having to mount the raised kerb would potentially be a hazard for pedestrians, and also increases the chances of damage occurring to our car. Heath Park Road is a busy road and for a lesser confident driver perhaps makes this unsafe.• There are bus stops located either side of our house serving the same bus routes (one of which is 16 houses along and the other 25 houses along) which are both easily accessible. We will in fact be writing to TFL to request the bus stop outside 39 Heath Park Road is moved or removed permanently due to the stops at Manor Road and opposite Margaret Road being so close by. Both of these stops can have accessibility objectives met in line with required standards.• We feel the distances between bus stops on this route, especially down Victoria road are greater in distance should our stop not exist and if Manor Road/Margaret Road were to become neighbouring stops. <p>In summary we feel the bus stop could be removed, causing very little impact to the community due to other nearby stops. The changes proposed do not meet the ideal</p>
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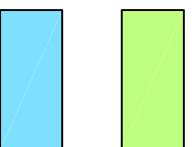
		standards and we feel that forcing such changes are unnecessary, expensive and unsafe, reaping little benefit.
Resident 7 Anne Nastri Court 72 Heath Park Drive	QN008-OF- A110&111-A	If the Bus stop is resited from outside number 82 Heath Park Road to the proposed position a lot of valuable street parking space is lost at the new area. In an area with a high concentration of flats this is very useful for when visitors arrive. Also if 2 buses (496 & 370 plus school buses) are at the bus stop together it will cause a lot of conjection behind. There has, in recent months, been a couple of traffic accidents outside our flats (1 was serious with the brick wall and railings being demolished) due to the restricted width of the road at this point, surely buses waiting will only add to the hazard especially with the north and south bus stops virtually opposite to each other.
Resident 82 Heath Park Road	QN008-OF- A110&111-A	<p>We wish to bring to your attention to our comments and some observations we have made since June 1996 when we moved into 82 Heath Park Road. Firstly, we want to confirm that we are absolutely in agreement with the proposal to move the bus stop 90.40 metres west as stated in QN008-OF-A110-A.</p> <p>Secondly, we would like to point out that the current position of the bus stop is in an extremely hazardous place as the buses are constantly overshooting the bus stop, stopping very close to the corner of Heath Park Road and Margaret Road and sometime even across the top of Margaret Road, causing passengers to get on and off the bus in the middle of the road. Also when the buses actually stop in the correct place this causes an obstruction for motorists and we have seen many near misses when people attempt to overtake the buses especially when there are two or three buses together.</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

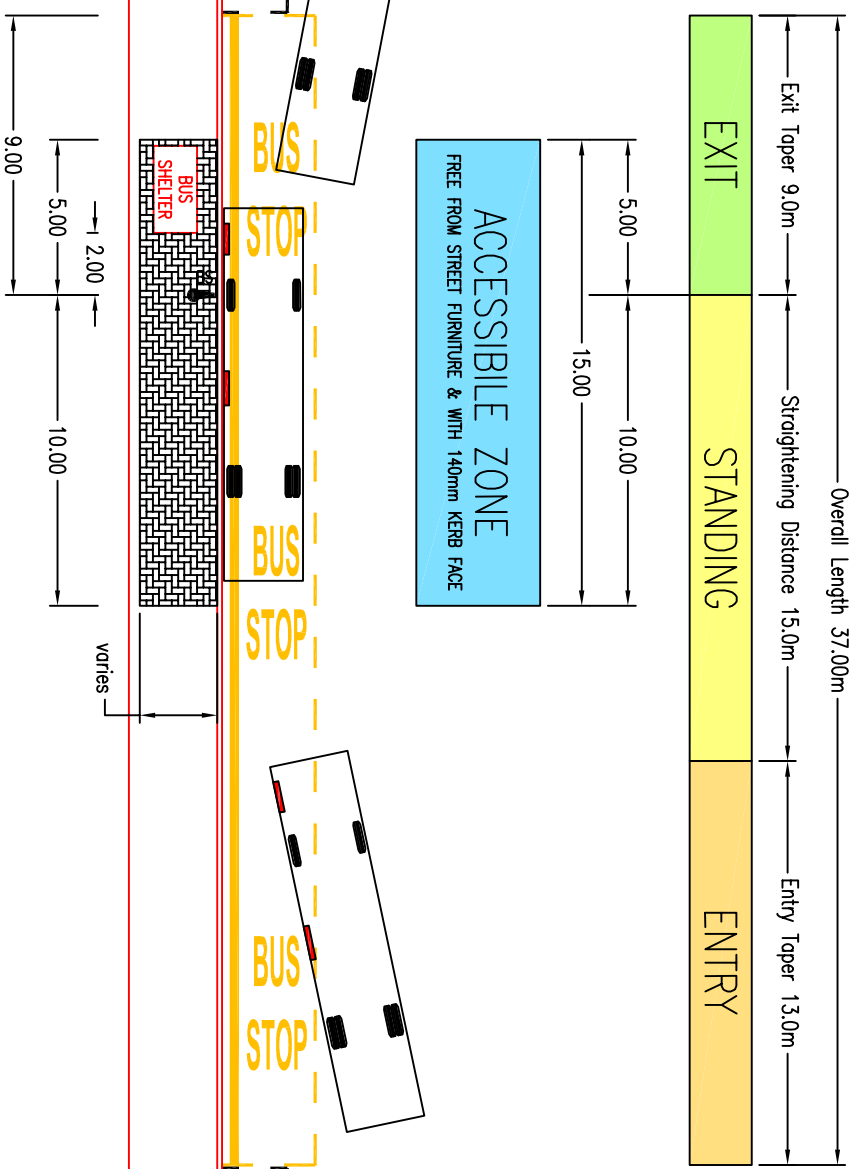
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

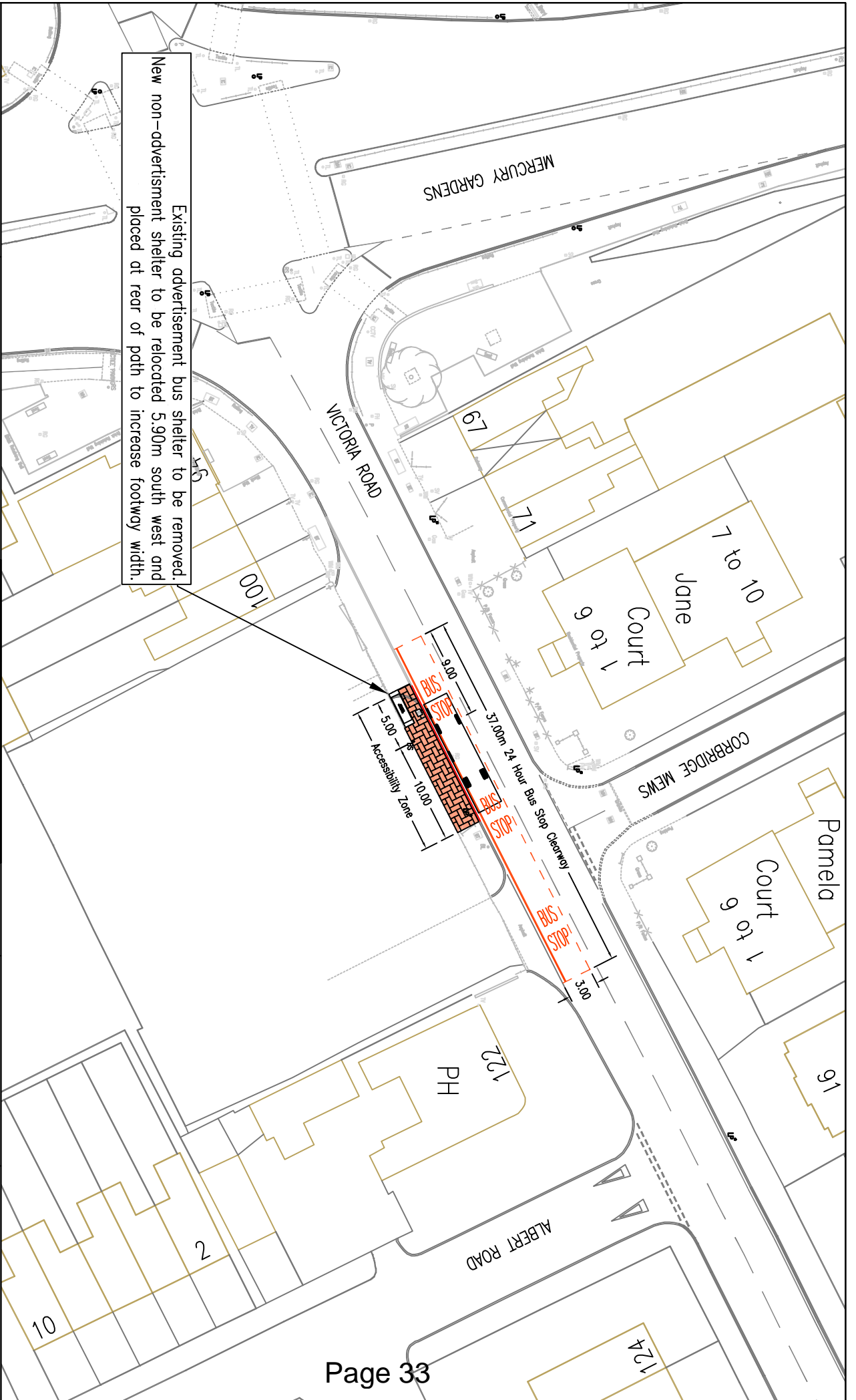
KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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>Havering LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROWEBRD, RM11 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>PURPOSE</p>		<p>INFORMATION</p>	
<p>DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1</p>		<p>SCALE (AT A4 SIZE) N.T.S.</p>		<p>DATE MAY 10</p>		<p>DRAFT <input type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE</p>		<p>REVISION</p>		<p>DRAWING UPDATE</p>		<p>DATE FEB 04</p>	
<p>ACAD REF: Part 6 - Standard Details</p>		<p>DRAWING No QB109/00/01</p>		<p>REVISION B</p>		<p>REVISION A</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>	
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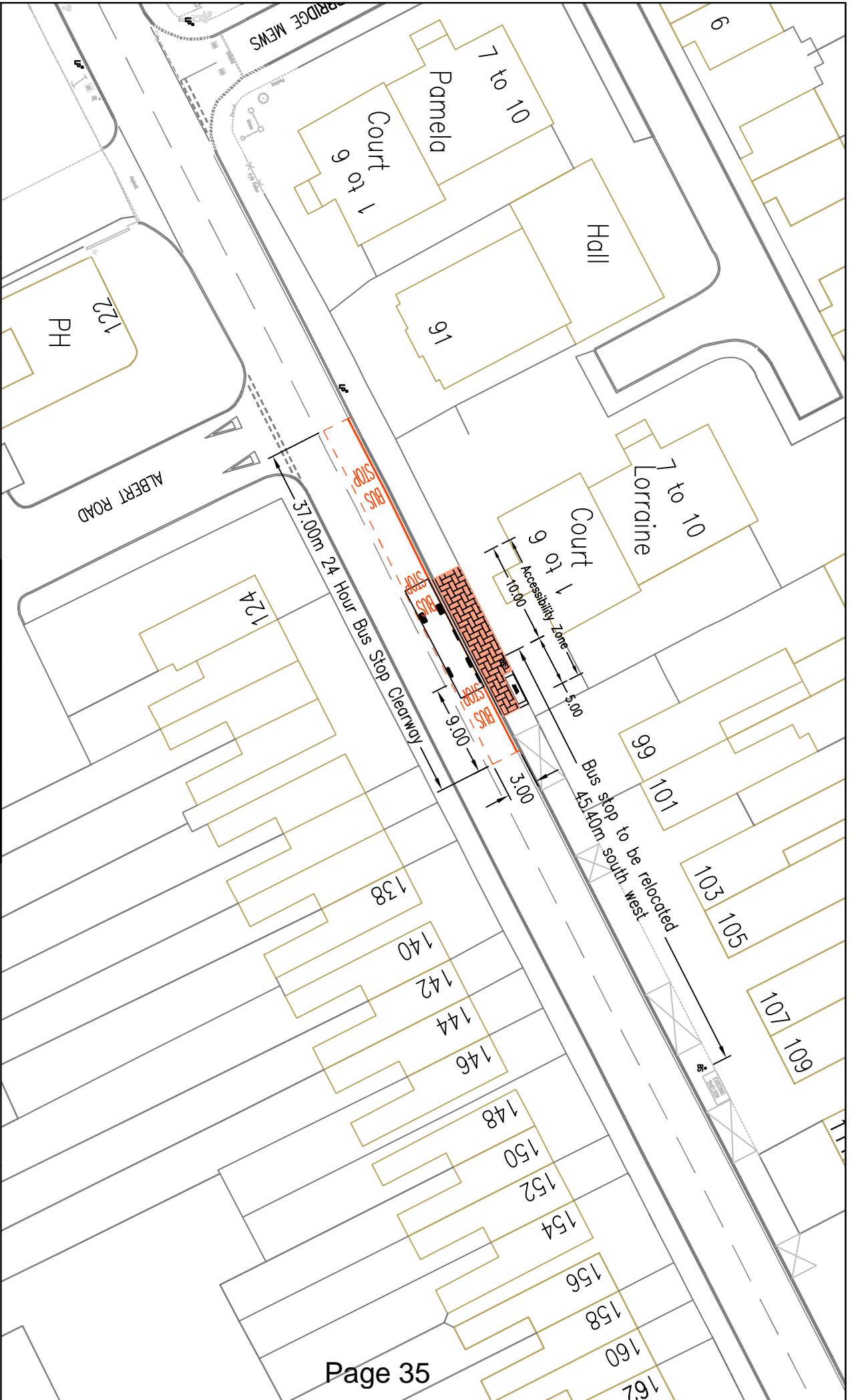
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Existing advertisement bus shelter to be removed.
 New non-advertisement shelter to be relocated 5.90m south west and placed at rear of path to increase footway width.

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JOB TITLE BUS STOP ACCESSIBILITY 2014/15 VICTORIA ROAD		DRAWN BY RP SCALE (AT A4 SIZE) 1:500 ACAD REF: Sheet Size: A4 (297x210)	
DRAWING TITLE BS18247 ALBERT ROAD		CHECKED BY MLP DATE 29.07.14	
APPROVED BY MLP DRAFT <input type="checkbox"/> ISSUE <input checked="" type="checkbox"/> REVISION A		PURPOSE PROPOSAL	
REVISION AMENDMENT		DATE	
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Sheet Size: A4 (297x210)		Approved By MLP	
Revision		Purpose PROPOSAL	
Revision		Amendment	
Revision		Date	
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Job Title
 BUS STOP ACCESSIBILITY 2014/15
 VICTORIA ROAD

Drawing Title
 BS18248
 ALBERT ROAD - OPTION 1

Drawn By
 RP

Scale (at A4 size)
 1:500

Acad Ref:

Sheet Size: A4 (297x210)

Checked By
 MLP

Date
 29.07.14

Approved By
 MLP

Draft Issue

Revision

Purpose
 PROPOSAL

Amendment

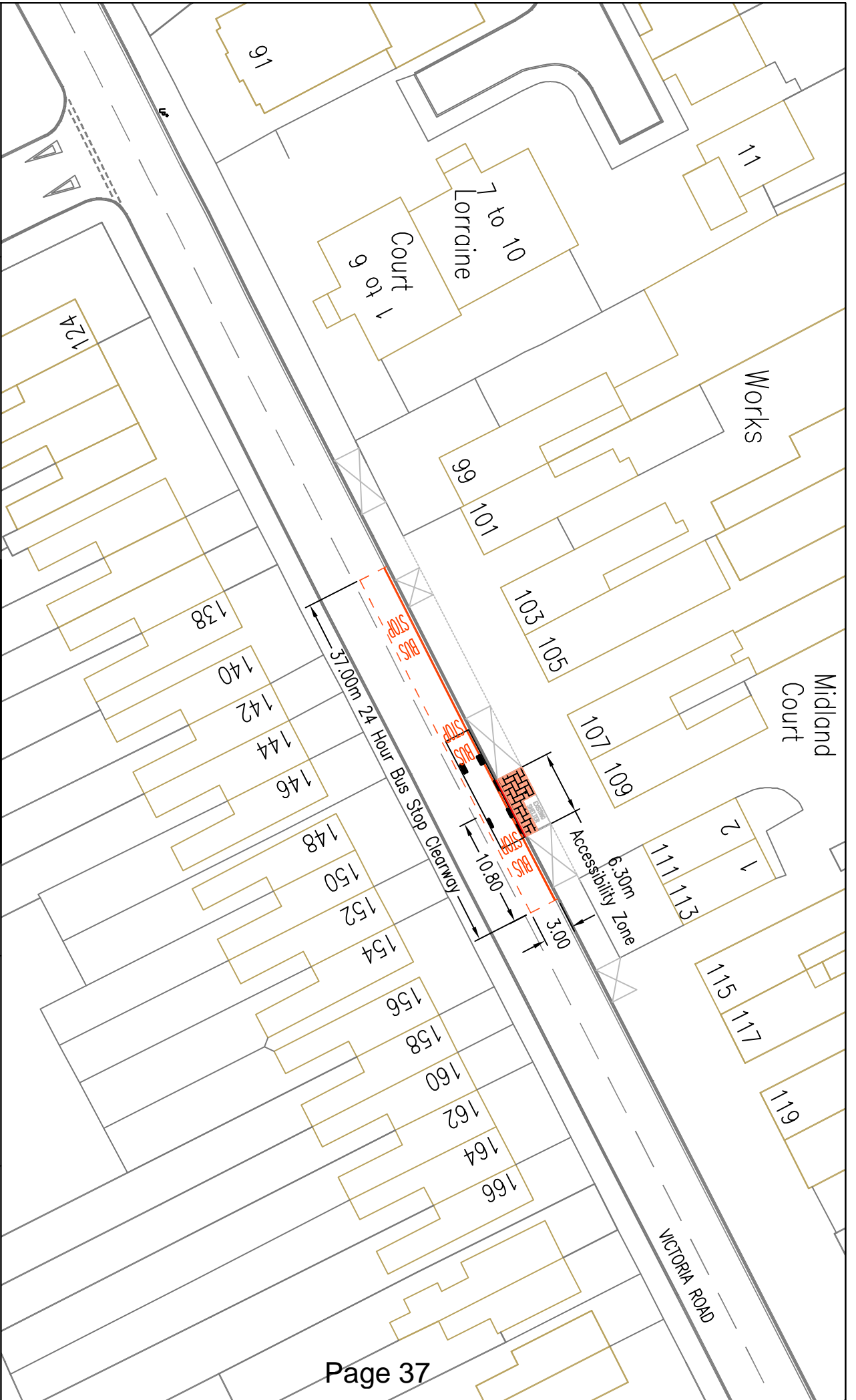
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Date

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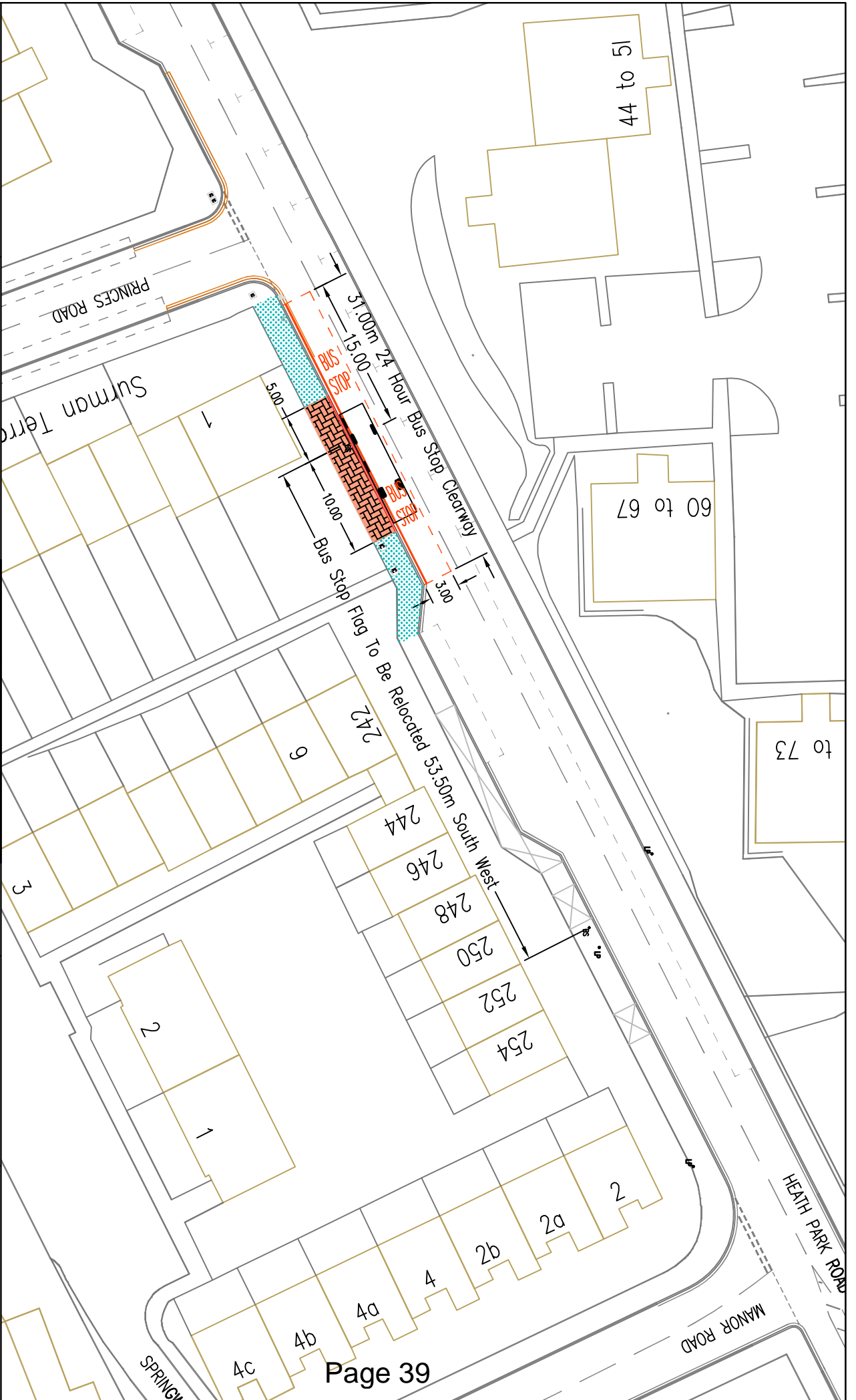
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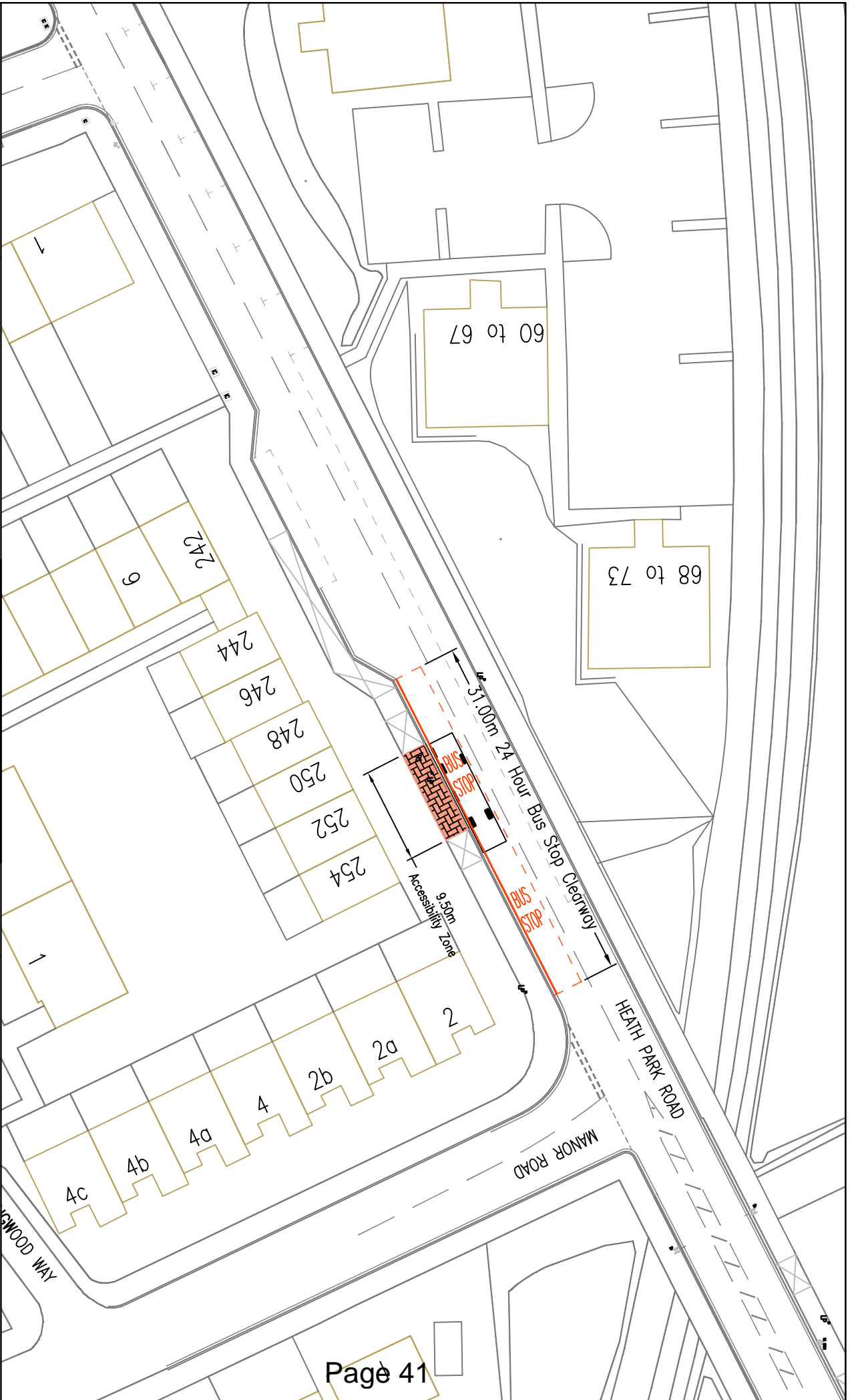
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JOB TITLE BUS STOP ACCESSIBILITY 2014/15 VICTORIA ROAD	
DRAWING TITLE BS18248 ALBERT ROAD - OPTION 2	
DRAWN BY RP	CHECKED BY MLP
SCALE (AT A4 SIZE) 1:500	DATE 29.07.14
ACAD REF: Sheet Size: A4 (297x210)	DRAWING No QN008-OF-A105/2
APPROVED BY MLP	REVISION A
PURPOSE PROPOSAL	REVISION AMENDMENT
DATE	DATE
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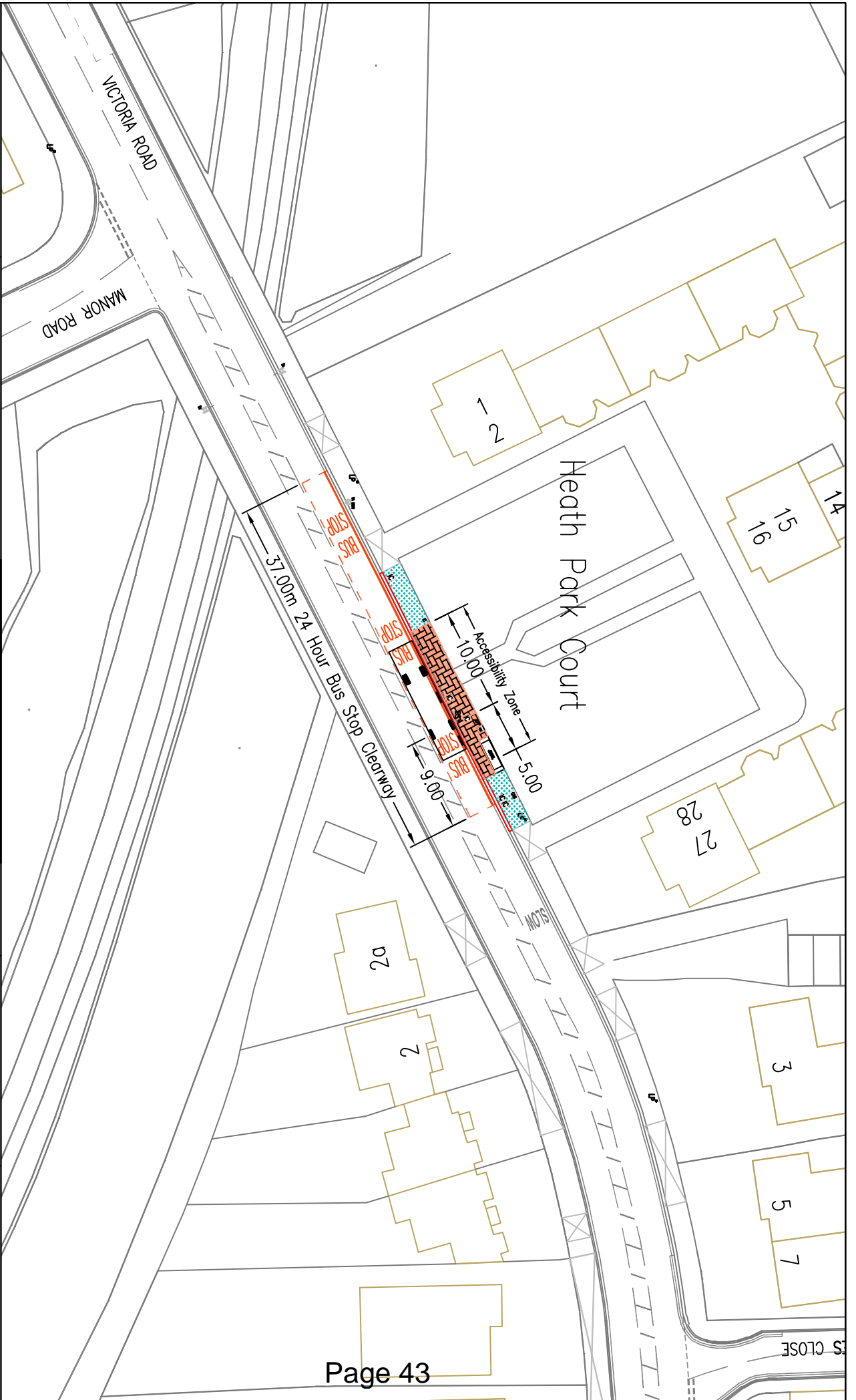
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 Having STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 43343 FAX No: 01708 433721 E-MAIL: streetcare@having.gov.uk		JOB TITLE BUS STOP ACCESSIBILITY 2014/15 VICTORIA ROAD		DRAWN BY RP SCALE (AT A4 SIZE) 1:500 ACAD REF: Sheet Size: A4 (297x210)		CHECKED BY MLP DATE 11.09.14		APPROVED BY MLP DRAFT <input checked="" type="checkbox"/> ISSUE		PURPOSE PROPOSAL		REVISION A		REVISION AMENDMENT		DATE	
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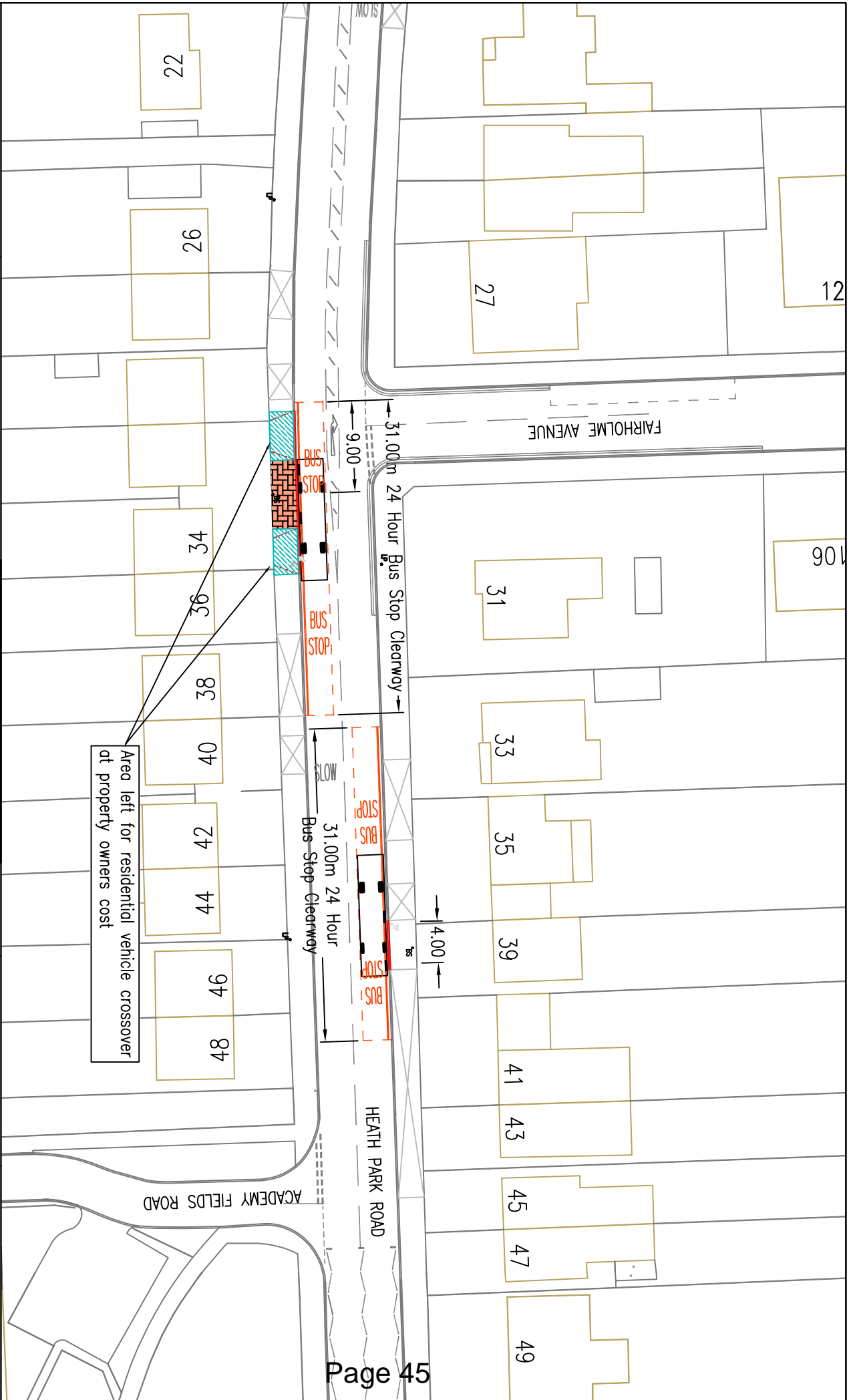
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JOB TITLE BUS STOP ACCESSIBILITY 2014/15		DRAWN BY RP	
DRAWING TITLE BS18250 MANOR ROAD		CHECKED BY MLP	
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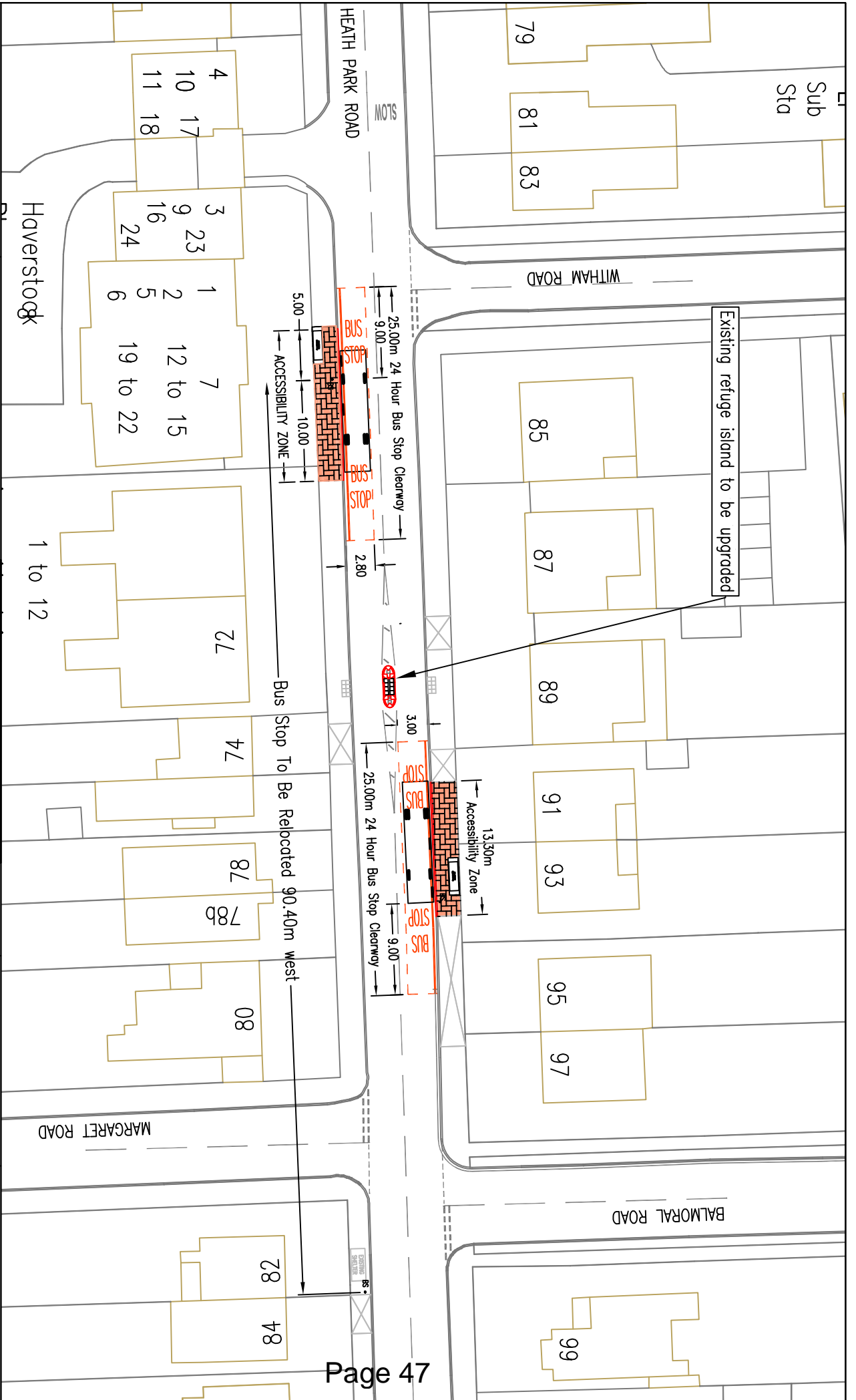


Area left for residential vehicle crossover at property owners cost

 Havinging STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, RAINFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havinging.co.uk		JOB TITLE BUS STOP ACCESSIBILITY 2014/15 HEATH PARK ROAD	
DRAWING TITLE BS18251 & BS18252 FAIRHOLME AVENUE		DRAWN BY RP	
SCALE (AT A4 SIZE) 1:500		CHECKED BY MLP	
ACAD REF: Sheet Size: A4 (297x210)		DATE 29.07.14	
DRAWING No QN008-OF-A108 & A109		APPROVED BY MLP	
REVISION		REVISION	
PURPOSE PROPOSAL		REVISION	
AMENDMENT		DATE	

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		Having CONSULTANTS STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@having.gov.uk	
JOB TITLE BUS STOP ACCESSIBILITY 2014/15 HEATH PARK ROAD		DRAWN BY RP	
DRAWING TITLE BS18267 & BS18268 MARGARET ROAD		CHECKED BY MLP	
SCALE (AT A4 SIZE) 1:500		DATE 29.07.14	
ACAD REF:		DRAFT	
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PURPOSE PROPOSAL		REVISION	
AMENDMENT		DATE	
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HIGHWAYS ADVISORY COMMITTEE

11 November 2013

REPORT

Subject Heading:

**Branfil Primary School 20 mph Zone
Additional Works**

Report Author and contact details:

Nicola Childs
Engineer
01708 433103
nicola.childs@havering.gov.uk

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

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

SUMMARY

This document reports on the outcome of a consultation on additional works proposed following the completion of the 20mph zone and traffic calming scheme in the area to the east and north-east of Branfil Primary School as part of the planning conditions for the school expansion.

The scheme is within **Upminster** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the parking alterations set out in this report and shown on the following drawings in Appendix A are implemented;
 - QL056/OI/11.B - Bridge Avenue
 - QL056/OI/12.B - Brookdale Avenue and Boundary Road
2. The estimated cost of £500 for implementation can be met from the Council's 2014/15 revenue budget for minor safety improvements.

REPORT DETAIL

1.0 Background

- 1.1 In September 2013, work at Branfil Primary School was completed to expand the number of pupils from 420 to 630 and the number of staff from 61 to 92.
- 1.2 Engineering Services was instructed to design a scheme that would improve the streets surrounding the school, to the benefit of non-motorised users. The Highways Advisory Committee upheld the report's proposals to implement a 20mph zone involving constructing kerbed islands in the carriageway, planting them with trees and removing the footway parking bays.
- 1.3 The logic behind this was to reduce the available road space to two-way traffic, using the islands and the bends in the road to restrict forward visibility, thereby encouraging drivers to slow their speeds. With regular vehicle crossovers providing a natural space for vehicles to pass.
- 1.4 The majority of Bridge Avenue residents have off-street parking. The length of Bridge Avenue south of Brookdale Avenue has no parking restrictions and is regularly parked with commuters and some residents' commercial vehicles.
- 1.5 Bridge Avenue is a rat run route allowing drivers to miss Upminster Town centre.

- 1.6 Automatic Traffic Counter data was collected for north and south bound traffic as follows:

Bridge Avenue north of Stadium	07/2011	12/2013	05/2014
Bridge Avenue south of Stadium	-	-	05/2014
Acacia Drive	-	12/2013	05/2014

Automatic Traffic Count data is summarised in Appendix B.

- 1.7 Speeds dropped by less than 2mph in Acacia Drive. North of the Stadium, speeds dropped significantly in 2013 and rose again in 2014 but were lower than 2011. Traffic volumes increased in Bridge Avenue but unusually decreased in Acacia Drive. An increase would be expected as the expanded school opened in September 2013 and takes pupils from beyond walking distance and even outside of the borough.
- 1.8 Following completion of the scheme in April 2013, complaints were received from some residents about regular incidents of speeding and some collisions and congestion caused by lack of space for vehicles to pass each other.
- 1.9 Staff made several visits to the site during the morning and afternoon peak but on each occasion traffic flowed smoothly.
- 1.10 A site visit was made by staff and the three ward Councillors with some local residents to discuss the issues with the scheme. Much comment was made of commuter parking and the lack of space for passing vehicles, exacerbated where forward visibility is reduced at the bend by Brookdale Avenue.
- 1.11 Following this meeting with Councillors, a proposal was made and consulted on between 23rd September and 17th October to provide At Any Time parking restrictions around the bend by the Stadium but offset this loss of provision by providing free bays within the existing CPZ in Bridge Avenue, Brookdale Avenue (cul-de-sac) and Boundary Road. At Any Time restrictions were also proposed in Bridge Avenue north of the junction with South View Drive to provide more visibility at the pedestrian crossing point.

2.0 Outcome of Public Consultation

- 2.1 By the close of the second consultation, of 130 letters posted, 25 replies were received, a 19.2% return. They are summarised in Appendix C.
- 2.2 Bridge Avenue
Many comments were made about commuter parking which was probably an issue long before the traffic calming scheme was introduced but made worse by the removal of the footway parking. They would prefer an extension to the CPZ.
- 2.3 There were comments that the traffic calming scheme was ineffective and has made it harder for residents to get off their drives.

- 2.4 Three comments were in favour of the parking restrictions but two of these did not approve of the free parking bays. Residents commonly acknowledge that commuters will park in the free bays.
- 2.5 Some commented that the At Any Time restriction proposed around the bend at Brookdale Avenue junction would encourage drivers to increase speeds.
- 2.6 No comments were received for the At Any Time restriction north of South View Drive.
- 2.7 Brookdale Avenue & Boundary Road
Twenty two objections were received from residents of the cul-de-sac all along the same theme. The major concern was that of a return of commuter parking in a narrow street and how this would affect residents getting off their drives.

3.0 Staff Comments

3.1 Bridge Avenue

Any changes to the CPZ would have to be addressed by Parking and is beyond the scope of this report. Any extension to the CPZ in isolation without looking at the through-put of traffic may result in speed and volume increasing. The original scheme removed the footway parking for the sole benefit of pedestrians and this will not change.

- 3.2 During visits by staff, no traffic congestion was observed. However several residents who observe the street especially around 8.30am note that drivers speed up towards a chicane rather than give way to oncoming traffic. Vehicles follow on behind but because of the volume of oncoming traffic and available passing space congestion occurs. Some drivers, it would appear, are not adjusting their behaviour to suit the changed conditions of the road. Residents are always advised, as per the Highway Code, to reverse onto a driveway so as to drive off, thereby having a better view of the highway. Like many roads in the borough, the road space may not be sufficient to allow these manoeuvres in one swing.

- 3.3 Staff were under the impression that congestion occurs south of the bend by Brookdale Avenue because as drivers approach from St Mary's Lane, they are unable to see oncoming traffic well until they are in the section parked on both sides of the road. This is the cause of some of the congestion and likely attributed to poor driving rather than the layout of the road. Whilst the proposed parking restriction will provide a section of road free of parking, it enables drivers to see around the bend better. The At Any Time restriction and parking bays are recommended as proposed.

- 3.4 Bridge Avenue, being wider than Brookdale Avenue and Boundary Road can accommodate the discreet bays proposed. Whilst commuters can use

them, they would also be for the benefit of residents. The free bays in Bridge Avenue are recommended as proposed.

3.5 Brookdale Avenue & Boundary Road

Whilst parking is only restricted from 8am to 9.30am, there is no real demand to park in this street unless an event takes place in the park or the stadium. The bay in Brookdale Avenue is not recommended.

3.6 Not so many respondents mentioned the bay proposed in Boundary Road but considering the tone of responses, the bay in Boundary Road is not recommended.



IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £500 for implementation can be met from the Council's 2014/15 revenue budget for minor safety improvements.

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 over spend, the balance would need to be contained within the overall StreetCare Revenue budget.

Legal implications and risks:

At any time parking restrictions, require a traffic regulation order and advertisement.

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.

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

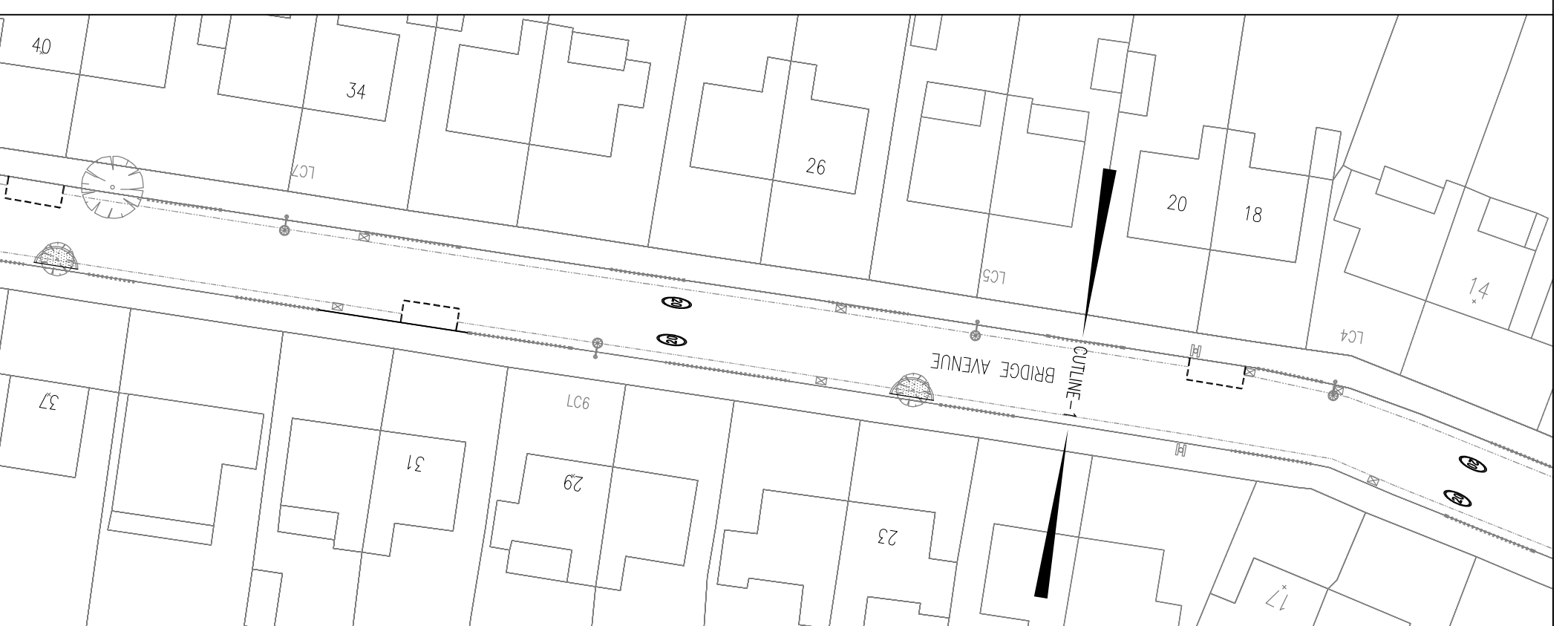
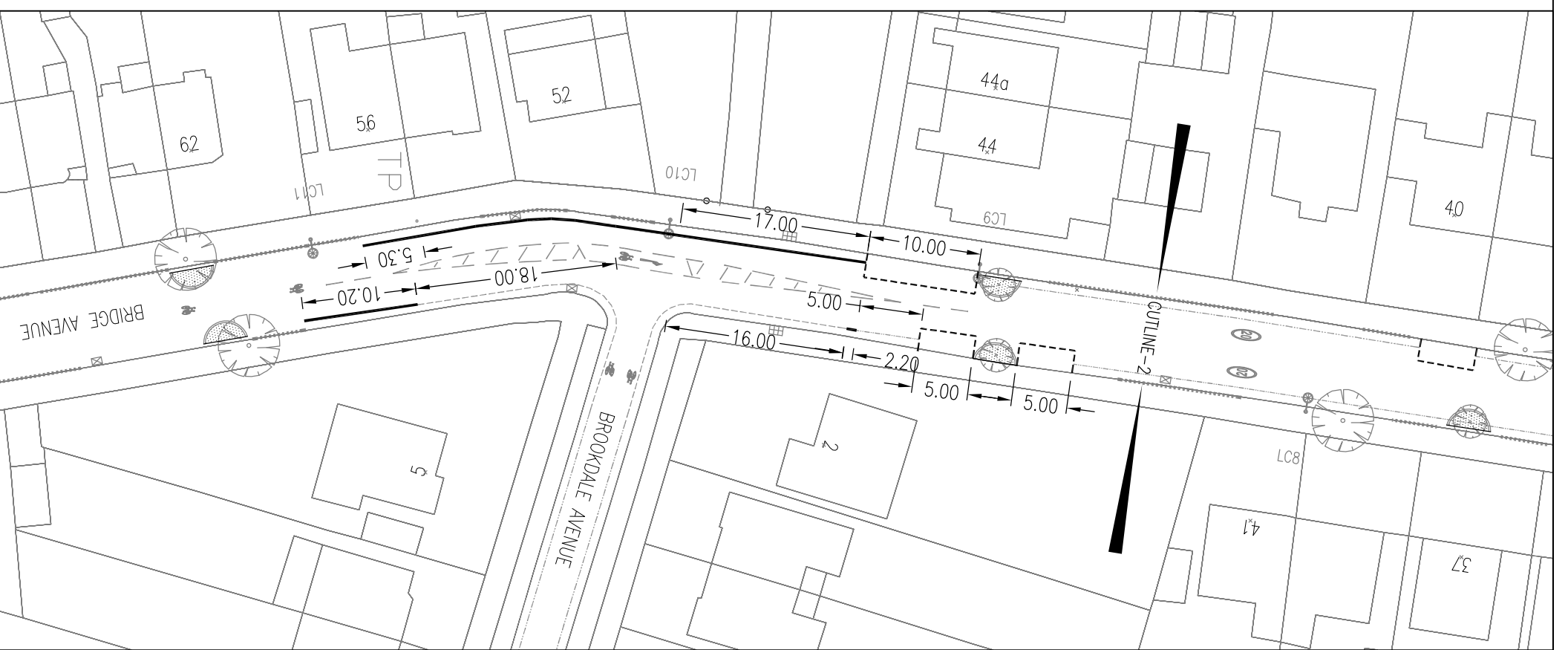
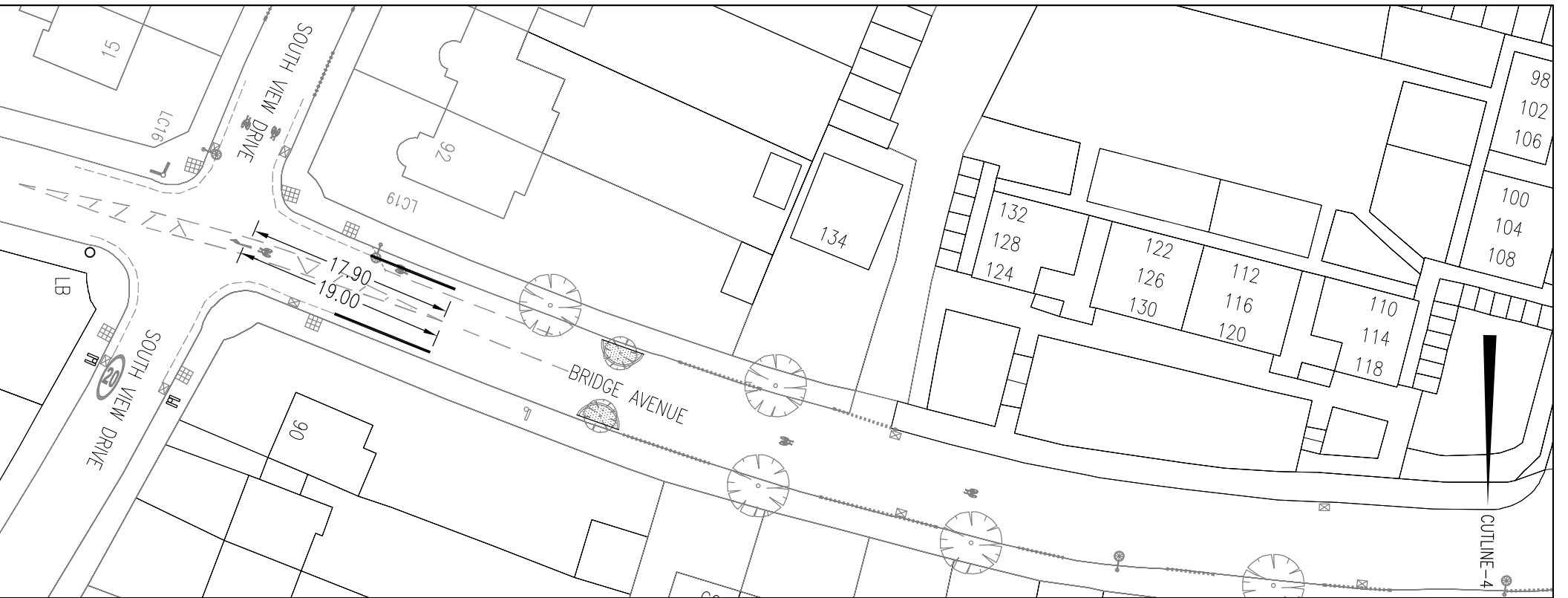
BACKGROUND PAPERS

Project file: QL 056 Bridge Avenue

APPENDIX A

Scheme Drawings:

- QL056/OI/11.B - Bridge Avenue
- QL056/OI/12.B - Brookdale Avenue and Boundary Road



PURPOSE 01

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NOTES

- KEY**
- Existing tactile paving
 - Existing double yellow line parking restriction
 - Existing single yellow line parking restriction
 - Existing resident vehicle crossover
 - Existing highway tree
 - Existing kerbed island
 - Proposed double yellow line
 - Proposed free parking bay within controlled parking zone

B	Addition of dimensions	9.14
A	Parking adjustments	7.14
REVISION/AMENDMENT		DATE
JOB TITLE		
Branfil Primary School, Traffic Calming and Pedestrian Improvements		
DRAWING TITLE		
Alterations to Parking Provision After Installation of Traffic Calming Scheme Bridge Avenue		

Havering
 LONDON BOROUGH OF
 STREETSIDE CULTURE & COMMUNITY
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DRAWN BY NC
CHECKED BY MP
APPROVED BY MP

SCALE 1:500
DATE Sept 2014
DRAWING No Q1056/01/11
Sheet Size: A3 (297x420)

ACAD REF: Q1056/01/11
REVISION B



KEY

- Existing double yellow line parking restriction
- Existing single yellow line parking restriction
- Proposed free parking bay within controlled parking zone

Havering
LONDON BOROUGH
 STREETCARE CULTURE & COMMUNITY
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JOB TITLE
 Branfil Primary School, Traffic Calming and Pedestrian Improvements

DRAWING TITLE
 Alterations to Parking Provision After Installation of Traffic Calming Scheme Brookdale Ave and Boundary Rd

PURPOSE OI		APPROVED BY MP	
DRAWN BY NC	CHECKED BY	REVISION B	ISSUE
SCALE (AT A3 SIZE) 1:500	DATE Sept 14	AMENDMENT	
ACAD REF:	DRAWING No QL056/01/12	REVISION B	DATE
Sheet Size: A3 (420x297)			

REVISION B	AMENDMENT	DATE
Parking adjustments		9.14
Parking adjustments		7.14

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APPENDIX B

Automatic Traffic Count data summary

Bridge Ave Northbound LC6 outside 29 - 12/07/11 to 18/07/11

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
38.7	32.3
85% 24hrs	Mean average 24hrs
38.7	32.1

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
38.5	32.2
85% 24hrs	Mean average 24hrs
38.3	31.9

Week Average	
Volume	
7-19hrs	0-24hrs
705	919

Week Day Average	
Volume	
7-19hrs	0-24hrs
780	1025

Bridge Ave Southbound LC6 outside 29 - 12/07/11 to 18/07/11

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
38.9	32.3
85% 24hrs	Mean average 24hrs
39	32.4

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
39.1	32.6
85% 24hrs	Mean average 24hrs
39.2	32.6

Week Average	
Volume	
7-19hrs	0-24hrs
681	844

Week Day Average	
Volume	
7-19hrs	0-24hrs
772	950

Bridge Ave Northbound LC 5 outside 24 - 02/12/13 to 09/12/13

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.8	22.9

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.7	23

Week Average	
Volume	
7-19hrs	0-24hrs
814	991

Week Day Average	
Volume	
7-19hrs	0-24hrs
889	1084

Bridge Ave Southbound LC 5 outside 24 - 02/12/13 to 09/12/13

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.2	21.5

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
28.7	21

Week Average	
Volume	
7-19hrs	0-24hrs
749	910

Week Day Average	
Volume	
7-19hrs	0-24hrs
822	996

Bridge Ave Northbound LC5 outside 24 - 29/04/14 to 05/ This data was collected on a bank holiday Monday which has been excluded from these results.

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
33.7	28

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
33.1	27.7

6 Day Average	
Volume	
7-19hrs	0-24hrs
827	1015

4 Day Average	
Volume	
7-19hrs	0-24hrs
936	1136

Bridge Ave Southbound LC5 outside 24 - 29/04/14 to 05/ This data was collected on a bank holiday Monday which has been excluded from these results.

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
34.8	28

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
34.2	27.5

6 Day Average	
Volume	
7-19hrs	0-24hrs
719	891

4 Day Average	
Volume	
7-19hrs	0-24hrs
819	997

Bridge Ave Northbound LC12 outside 43 - 29/04/14 to 05 This data was collected on a bank holiday Monday which has been excluded from these results.

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.3	25.2

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.1	25.3

6 Day Average	
Volume	
7-19hrs	0-24hrs
902	1052

4 Day Average	
Volume	
7-19hrs	0-24hrs
1052	1209

Bridge Ave Southbound LC12 outside 43 - 29/04/14 to 05 This data was collected on a bank holiday Monday which has been excluded from these results.

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.7	24

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.2	23.8

6 Day Average	
Volume	
7-19hrs	0-24hrs
745	915

4 Day Average	
Volume	
7-19hrs	0-24hrs
854	1033

Acacia Drive Northbound LC5 outside 22 - 02/12/13 to 08/12/13

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
31.6	26.4

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
31.3	26.2

Week Average	
Volume	
7-19hrs	0-24hrs
455	531

Week Day Average	
Volume	
7-19hrs	0-24hrs
519	600

Acacia Drive Southbound LC5 outside 22 - 02/12/13 to 08/12/13

Week Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
33.5	27.6

Week Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
33.2	27.4

Week Average	
Volume	
7-19hrs	0-24hrs
524	616

Week Day Average	
Volume	
7-19hrs	0-24hrs
585	684

Page 63

Acacia Drive Northbound LC5 outside 22 - 29/04/14 to 05/05/14

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.6	24.6

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
29.4	24.3

6 Day Average	
Volume	
7-19hrs	0-24hrs
431	505

4 Day Average	
Volume	
7-19hrs	0-24hrs
523	599

Acacia Drive Southbound LC5 outside 22 - 29/04/14 to 05/05/14 *This data was collected on a bank holiday Monday which has been excluded from these results.*

6 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
31.2	25.9

4 Day Average	
Speed	
85% 7-19hrs	Mean average 7-19hrs
.	.
85% 24hrs	Mean average 24hrs
30.8	25.8

6 Day Average	
Volume	
7-19hrs	0-24hrs
445	538

4 Day Average	
Volume	
7-19hrs	0-24hrs
525	623

APPENDIX C

Summary of consultation responses

Response details			Views			Comments
	Date	Address	Object	Agree	?	
1	30.9.14	Brookdale Ave	*			Will constantly have cars parked beside house and side gate.
2	2.10.14	Brookdale Ave	*			Thinks carers will have trouble getting off their drive with vehicles parked in proposed bay. The sale of car park at Windmill Hall will add to parking pressure.
3	03.10.14	Brookdale Ave	*			Road is too narrow. Will cause problems for refuse once commuters start parking all the time. Will worsen once 15 spaces lost at Windmill Hall site.
4	03.10.14	Brookdale Ave	*			To avoid parked cars, large vehicles often mount the footway to avoid parked cars. Because of 2 cul-de-sacs, vehicles manoeuvre at the 'T' junction. Parking will make this harder.
5	3.10.14	Brookdale Ave	*			Thinks traffic calming is not working so Brookdale threatened with parking spaces. Difficult for carers to get access. Refuse vehicles have trouble reversing up Brookdale.
6	04.10.14	Brookdale Ave	*			Drivers will be on wrong side of road at junction. ??? Residents will have trouble accessing their drives.
7	04.10.14	Brookdale Ave	*			Objects as parking bay will mean having to drive on wrong side of road approaching junction which is suprisingly busy.
8	05.10.14	Brookdale Ave	*			The bays will be for commuters which will prevent residents parking close to their properties which is why the restrictions were brought in in the first place.
9	6.10.14	Brookdale Ave	*			Likes that the existing CPZ excludes commuters. Thinks bays are too close to junctions. Think Boundary bay should be on opposite side of road. Thinks DYL in Bridge should be extended, not new bays as it's unclear who gives way to oncoming cars.

Response details			Views		
10	06.10.14	Brookdale Ave	*		Brookdale too narrow. Bays too close to junction. Affects residents with carers that visit everyday. Bays will be used by commuters. Bays should be closer to park.
11	6.10.14	Brookdale Ave	*		Objects as it will be difficult to get off drive.
12	6.10.14	Brookdale Ave	*		Already difficult to turn into Brookdale cul-de-sac due to current parked cars. Drivers cut the corner.
13	7.10.14	Brookdale Ave	*	*	Agrees to changes in Bridge Ave. Boundary and Brookdale hard to negotiate already when cars are parked, will be worse with new bay. Residents will find it hard to get off drives.
14	7.10.14	Brookdale Ave	*		Voted for parking restriction to prevent commuter parking in narrow roads. Most of Boundary Road is parked on opposite side of road to proposed bays which will affect forward visibility.
15	7.10.14	Brookdale Ave	*		Bays will be used by commuters and not benefit residents.
16	7.10.14	Brookdale Ave	*		Brookdale-bays will force drivers onto the wrong side of road at junction. Boundary-road relatively narrow and busy and could cause head-on collision.
17	9.10.14	Brookdale Ave	*		Parking bays will cause a bottleneck in a narrow road. It will encourage businesses to park and encourage commuter parking.
130	LETTERS DELIVERED		22		
25	RESPONSES RECEIVED BY CLOSE OF SURVEY				
19.2% Response Rate			88.0%	0.0%	

HIGHWAYS ADVISORY COMMITTEE

11 November 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
WENNINGTON ROAD
Outcome of public consultation**

Report Author and contact details:

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input 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 Wennington Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Rainham & Wennington** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Wennington Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A69&A70-A
 - QN008-OF-A71-A
 - QN008-OF-A72-A
 - QN008-OF-A73-A
 - QN008-OF-A74&75-A
 - QN008-OF-A76&77-A
 - QN008-OF-A78-A
 - QN008-OF-A79-A
 - QN008-OF-A80&81-A
 - AN008-OF-A82&83-A

2. That it be noted that the estimated cost of £55,000 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 Cherry Tree Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A69&70-A	Opposite the Post Office	35metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A69&70-A	Outside the Post Office	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A71-A	Property boundary of 88 & 90	21 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A72-A	Outside No 142	37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. <i>Note: Space would be left should number 142 requests a formal vehicle crossing in the future.</i>
QN008-OF-A73-A	Outside No 203	Bus shelter to be relocated to the green area. 35 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Section of footway parking to be removed. Pedestrian refuge island and associated tactile paving to be renewed. <i>Note: Space would be left should</i>

		number 203 requests a formal vehicle crossing in the future.
QN008-OF-A74&75-A	Opposite No. 296	<p>Bus stop to be relocated 22m south east to opposite No 302.</p> <p>23 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>New uncontrolled crossing points across Eastwood Drive and Wennington Road.</p> <p>Access into South Hall Cottages to be formalised.</p>
QN008-OF-A74&75-A	Outside No 306	<p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A76&77-A	West of East Hall Lane	<p>Bus stop to be relocated 33m south east (away from giveway markings).</p> <p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>New uncontrolled crossing point.</p>
QN008-OF-A76&77-A	West of East Hall Lane	<p>New hard standing area with 140mm kerb and associated footway works provided at bus boarding area.</p> <p>25 metre bus stop clearway.</p>
QN008-OF-A78-A	From Outside No 3 Kent View to near Halldare Cottage	<p>Bus stop to be relocated 174m west.</p> <p>31 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A79-A	Opposite No 7 Kent view	<p>New hard standing area with 140mm kerb and associated footway works provided at bus boarding area.</p> <p>31 metre bus stop clearway.</p>

		New uncontrolled crossing point.
QN008-OF-A80&81-A	The Green	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A80&81-A	Opposite The Green	New hard standing area with 140mm kerb and associated footway works provided at bus boarding area. 29 metre bus stop clearway. New uncontrolled crossing point.
QN008-OF-A82&83-A	Wennington Hall Farm	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A82&83-A	Wennington Marsh Farm	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.

1.13 Approximately 45 letters were hand-delivered to those potentially affected by the scheme on 16th September 2014, with a closing date of 6th October 2014 for comments.

1.14 In addition, ward councillors, HAC members, the Wennington Village Association 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 noted that the proposals would improve accessibility although two sites would require passengers walking further to the stops.

2.3 A resident requested a litter bin be provided at the stop outside 88/90 Wennington Road (Drawing QN008-OF-A71-A).

- 2.4 A resident objected to the proposals outside 203A Wennington Road (Drawing QN008-OFA73-A) because of loss of parking & the small number of people using the stop.
- 2.5 Two residents objected to the proposals to relocate the stop from outside 3 Kent View to near Halldare Cottage (Drawing QN008-OF-A78-A) (one resident wrote twice). There were concerns about proximity to a bend in the road, near misses, a longer walk for people currently residing close to the current stop, loss of privacy and impacts on a field gate. Both residents also raised concerns with the extent of adopted highway opposite 7 Kent View (Drawing QN008-OF-A79-A) and opposite The Green (Drawing QN008-OF-A81-A).
- 2.6 The Wennington Village Association provided comments in response to some of the proposals. Although no objections were made, some issues as under 2.4 and 2.5 were raised, as well as various requests for shelters and bins, with some concerns about hedgerows. The full comments and Staff responses are detailed in Appendix I.

3.0 Staff Comments

- 3.1 Where litter bins have been requested, Staff confirm that the project could fund their provision, but this will need to be agreed with the operational unit of Streetcare dealing with such as additional bins would potentially require additional waste collection resources.
- 3.2 With regard to the comments relating to the site at 203 Wennington Road (Drawing QN008-OFA73-A), Staff would comment that 12 metres of footway parking will be lost (2 cars), but this is required in order to make the stop accessible. The resident objecting would still be able to park outside their house as the clearway does not extend in front of it.
- 3.3 With regard to the relocation of the stop from outside 3 Kent View to near Halldare Cottage (Drawing QN008-OF-A78-A), Staff would agree that passengers would have to walk further to access the stop, but the current position is heavily parked. Staff are content that the proposed location is reasonable. The Committee will need to consider the various issues raised and make a recommendation based on balance.
- 3.4 With the issues raised about land ownership, Staff confirm that the areas are adopted highway and that ownership of the subsoil is exclusive of highway status. Staff would meet with the Wennington Village Association in the event the works proceed to ensure that impacts on hedgerows are kept to the minimum, notwithstanding the need for physical works to make stops accessible.
- 3.5 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £55,000 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 as has been the case with the proposals set out in this report.

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
SCHEME DRAWINGS**



Respondent	Drawing Reference & Location	Response and Staff Comments (were required)
Matthew Moore TfL London Buses		<p>These plans will go a long way to improving accessibility on Wennington Road.</p> <p>Although, the re-sites of stops 7361 and LE177 bring them further away from houses meaning passengers have further to walk to and from the stops.</p>
Resident 90 Wennington Road	QN008-OF-A71-A 88/90 Wennington Road	I am the resident of 90 Wennington Road, Rainham, RM13 9UB. I would like you to put a litter bin for the bus stop QN008-OF-A71-A.
Resident 203A Wennington Road	QN008-OF-A73-A 203A Wennington Road	<p>I would like to object to the proposed changes to the bus stop near to my property. The small area of car parking that would be removed is used by my family and visiting friends and my neighbours.</p> <p>Removing this small stretch of parking will just create another parking problem in the other nearby street, there is no need for the bus stop clearway to be installed as i have watched and monitored the bus stop and there seems to be a small amount of people using it. my property will now have to endure having the buses swooping across the front of my property to get in the the so called clearway which i strongly object to, if the parking spaces are removed i will have to park my car outside my property and this will make it very difficult for a bus to get into the clearway anyway which renders the whole thing useless . I hope this scheme does not go ahead.</p>
Resident Halldare Cottage Wennington Road	QN008-OF-A78-A From Outside No 3 Kent View to near Halldare Cottage	<p>With reference to letter received yesterday regarding Bus Stop Accessibility Programme 2014/15 for Wennington Road.</p> <p>Can you please clarify. In the listings of positioning of bus stops in Wennington Village it quotes – Outside 3 Kent View, Opposite 7 Kent View, The Green,</p>

		<p>Opposite The Green, Wennington Hall Farm & Wennington Marsh Farm.</p> <p>When looking at the map it looks like the proposed position is alongside our property i.e. Halldare Cottage (see attached marked map). If this is the proposed position may a bring to your attention the danger of the sharp bend which for many years has caused problem with near misses, also the fact that there are many more people living in Kent View, Marine Cottage & Laundry Cottages and bringing the bus stop away from Kent View will mean a extra long walk for the elderly. Also at this point there is a gateway into the field which the bus stop would cause problems for. Another problem would be the buses stopping here is our privacy being invaded as this is our main garden and not a frontage as with other properties</p>
<p>Resident Halldare Cottage Wennington Road</p>	<p>QN008-OF-A78-A From Outside No 3 Kent View to near Halldare Cottage</p> <p>QN008-OF-A79-A Opposite No.7 Kent View</p> <p>QN008-OF-A81-A Opposite The Green</p>	<p>We refer to your recent communication in regards to the proposed access improvements and would like to make the following observations;</p> <ul style="list-style-type: none"> • Buses are supposed to provide a service for local people. Item QN008-OF-A78A states the intention of moving the bus stop from outside No.3 Kent View and placing it alongside the boundary of Halldare Cottage. By doing this it will mean that everyone from Kent View, Marine & Laundry Cottages will have to walk in excess of the mentioned 174m pass exposed open farm land on a small single pavement. Obviously they are not taking into account the elderly, infirm, disabled and people with young children where it is positioned at the moment, outside No.3 Kent View is the 'Heart' of the village and thus the ideal position. • The proposed new position is just a few metres from a dangerous bend which over the years has had numerous accidents and near misses. This is only a small pavement outside Laundry Cottages and front doors open immediately onto this pavement, large lorries have been known to mount this pavement thus making it extremely dangerous for the above mentioned

		<p>pedestrians to negotiate this pavement especially in the dark.</p> <ul style="list-style-type: none"> • There is a gateway into a field just a few metres from the proposed new position so it would cause a viewing problem for farm vehicles entering and exiting the field. • By positioning the bus stop alongside our property it will cause an invasion into our privacy as this our garden and property frontage as we have been previously informed the bus company all buses will now be double decker on this route. • Whilst we can understand the problem with buses stopping outside No.3 Kent View, with vehicles parking in the road, this bus stop is central to Kent View, Marine Cottage & Laundry Cottage and as such providing the service to the people in need of using this facility. • Another point which needs looking into is the hard standings proposed opposite Kent View and The Green, has it been looked into with regards to ownership of the land it is being proposed to be placed on as London Borough of Havering do not own all of the verges through Wennington Village.
<p>Resident 28 The Green Wennington Road</p>	<p>QN008-OF-A78-A From Outside No 3 Kent View to near Halldare Cottage</p> <p>QN008-OF-A79-A Opposite No.7 Kent View</p>	<p>We refer to your recent communication in regards to the proposed access improvements and would like to make the following observations;</p> <ul style="list-style-type: none"> • Buses are supposed to provide a service for local people . Item QN008-OF-A78A states the intention of moving the bus stop from outside No.3 Kent View and placing it alongside the boundary of Halldare Cottage. By doing this it will mean that everyone from Kent View, Marine & Laundry Cottages will have to walk in excess of the mentioned 174m pass exposed open farm

	QN008-OF-A81-A Opposite The Green	<p>land on a small single pavement.</p> <ul style="list-style-type: none">• The proposed new position is just a few metres from a dangerous bend which over the years has had numerous accidents and near misses. This is only a small pavement outside Laundry Cottages and front doors open immediately onto this pavement, large lorries have been known to mount this pavement thus making it extremely dangerous for the above mentioned pedestrians to negotiate this pavement especially in the dark.• There is a gateway into a field just a few metres from the proposed new position so it would cause a viewing problem for farm vehicles entering and exiting the field.• Whilst we can understand the problem with buses stopping outside No.3 Kent View, with vehicles parking in the road, this bus stop is central to Kent View, Marine Cottage & Laundry Cottage and as such providing the service to the people in need of using this facility. Could a suggestion be made that the 'Bus Stop' marking be made in the road thus giving access to the bus stop. This will not stop the people living at No.3 accessing the property via crossover only in the very short times that it takes people to get off the bus. By doing this it will perhaps make the people of Kent View use their garages to the rear of their properties and not park in Wennington Road so helping to alleviate the parking problems.• Another point which needs looking into is the hard standings proposed opposite Kent View and The Green, has it been looked into with regards to ownership of the land it is being proposed to be placed on as London Borough of Havering do not own all of the verges through Wennington Village.
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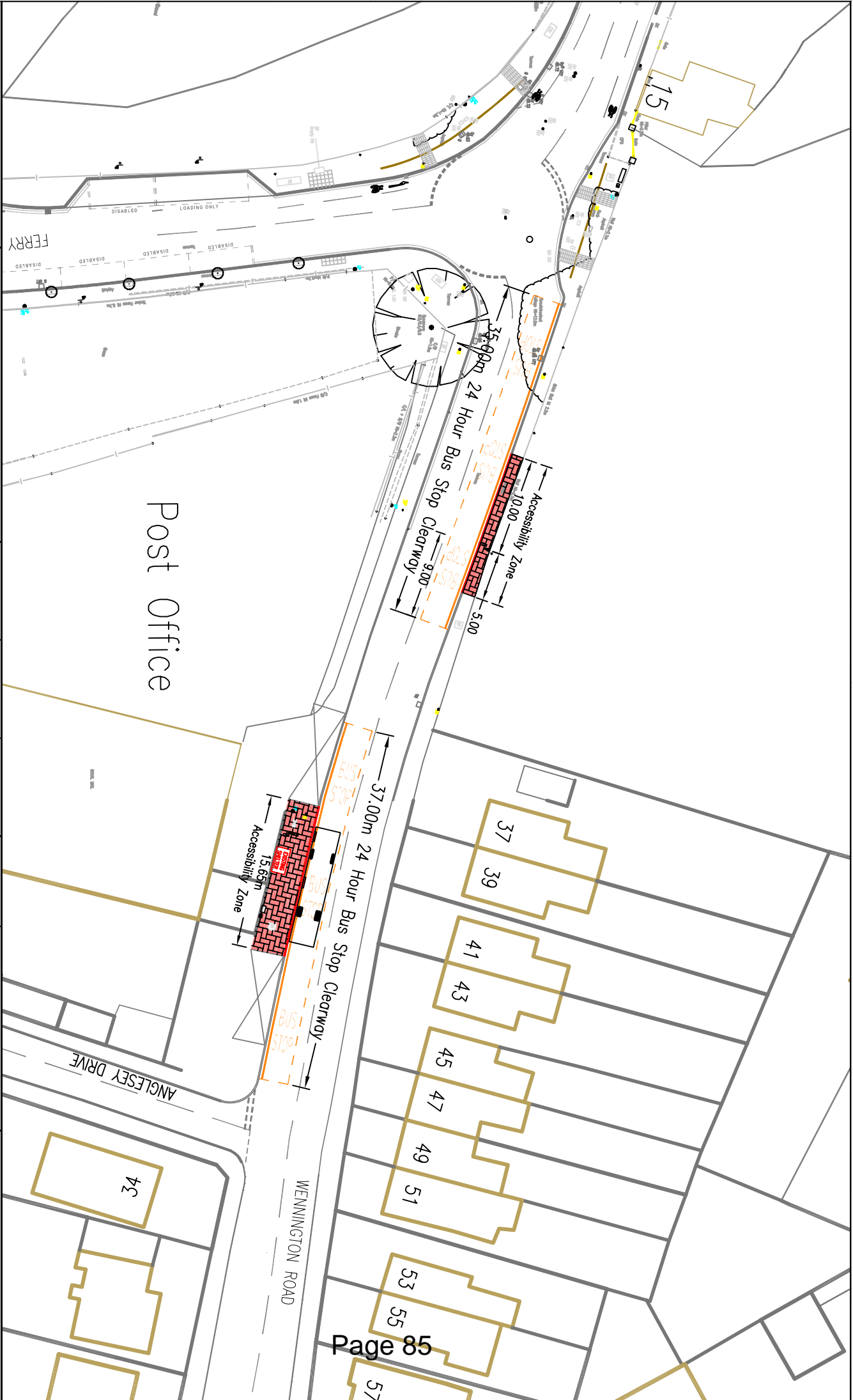
		<ul style="list-style-type: none">• The proposed repositioning of bus stop, Reference QN008-OF-A76-A, by moving nearer to the junction of East Hall Lane this will cause problems because large lorries need room to manoeuvre whilst entering and exiting East Hall Lane servicing the factory's. Also the entrance into field providing access for Network Rail and farm vehicles will be impeded and restricted.
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Comments from the Wennington Village Association

<u>Drawing Number</u>	<u>Location</u>	<u>Comments</u>	<u>Staff Comments</u>
A68	Rainham Hall Garden	Bus Shelter- Is there sufficient room?	There is not sufficient space and a shelter is not being proposed.
A69			
A70	Post Office		
A71	Ellis Avenue		
A72			
A73	Brookway	Is there sufficient room for traffic to overtake the buses at the bus stop before the island?	The bus stopping position remains as now and there is enough overtaking space.
A74	Eastwood Drive		
A75	Southall Cottage	Is there sufficient road space before the Southall Bridge?	Yes. The stop is over 100 metres from the bridge.
A76	East Hall Lane		
A77	New Cottages		
A78	Halldare Cottages	Will the privacy of the owners be preserved? It seems a bit far from Kent View, but I understand the need for car parking. Will there be a board at the back to restrict the hedgerow from protruding too far?	The stop is proposed for relocation because the current location is heavily parked and buses cannot get into the kerbside. The Committee will need to decide the balance.

A79	Kent View	How much of the verge will be taken? 140cm kerb? Trees, hedging and bulbs have been planted here. Oak tree now 3 metres tall, grown from acorn by young girl and was planted in the hedgerow 2 metres eastwards of the lamp post and 1 metre in, will this be preserved? Can the hedgerow be moved as a great deal of effort has gone into the planting?	A 2 metre-wide strip approximately 20 metres long is required to provide an accessible area (with 140mm kerb) and a short footway ending in a dropped kerb to assist people crossing back to the residential side of the street. The oak tree would not be affected and addition hedging plants can be provided. Staff will liaise with WVA if approved.
A80	The Green	Waste bins are required.	This will be investigated.
A81	The Green - farmside	How far into the hedgerow will this be? Land is owned by Berwick Farms and not by LBH. Can a shelter be provided and the hedgerow cut back so that the drivers can see the bus stop.	A 1.5 metre-wide strip approximately 20 metres long is required to provide an accessible area (with 140mm kerb) and a short footway ending in a dropped kerb to assist people crossing back to the residential side of the street. The area is recorded as public highway. There is not enough width to provide a shelter. Staff will liaise with WVA if approved.
A82	Wennington Hall	Pinch points not marked Waste bins required	Pinch points about 40 metres east of bus stop. A bin will be investigated.
A83	Wennington Marsh	Waste bins required. Is a shelter possible?	A bin will be investigated. A shelter might be possible and so a request will be put to TfL if scheme agreed.

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JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
WENNINGTON ROAD

DRAWING TITLE
 BP2271 & BP2272
 RAINHAM STATION

DRAWN BY
 RP

SCALE (AT A4 SIZE)
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ACAD REF:
 Sheet No. 44 (2874210)

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DATE
 09/06/14

DRAWING No
 GN008-OF-A69/A70 A

APPROVED BY
 MLP

DRAFT **ISSUE**

REVISION

PURPOSE

PROPOSAL

REVISION

AMENDMENT

DATE

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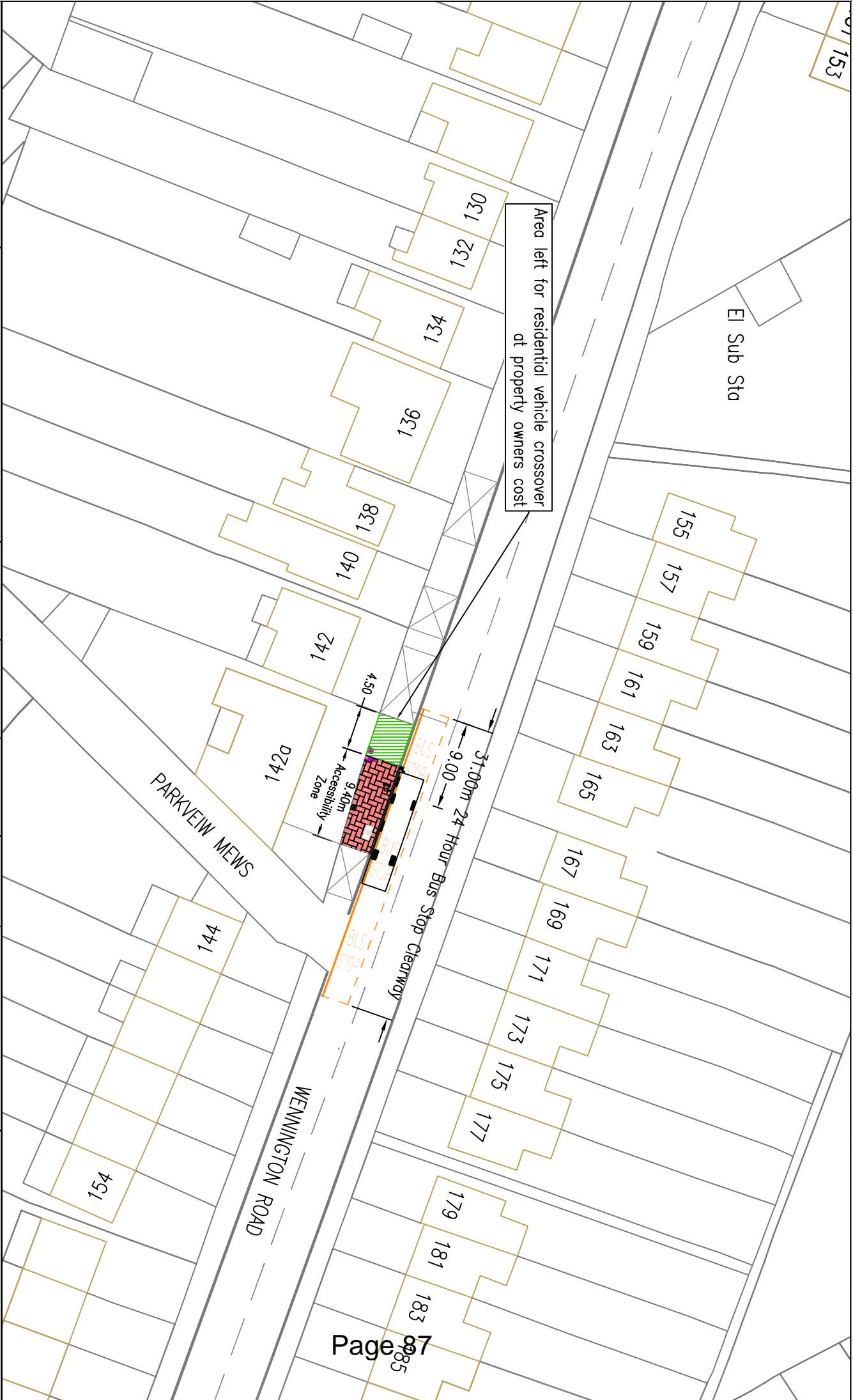
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Area left for residential vehicle crossover at property owners cost



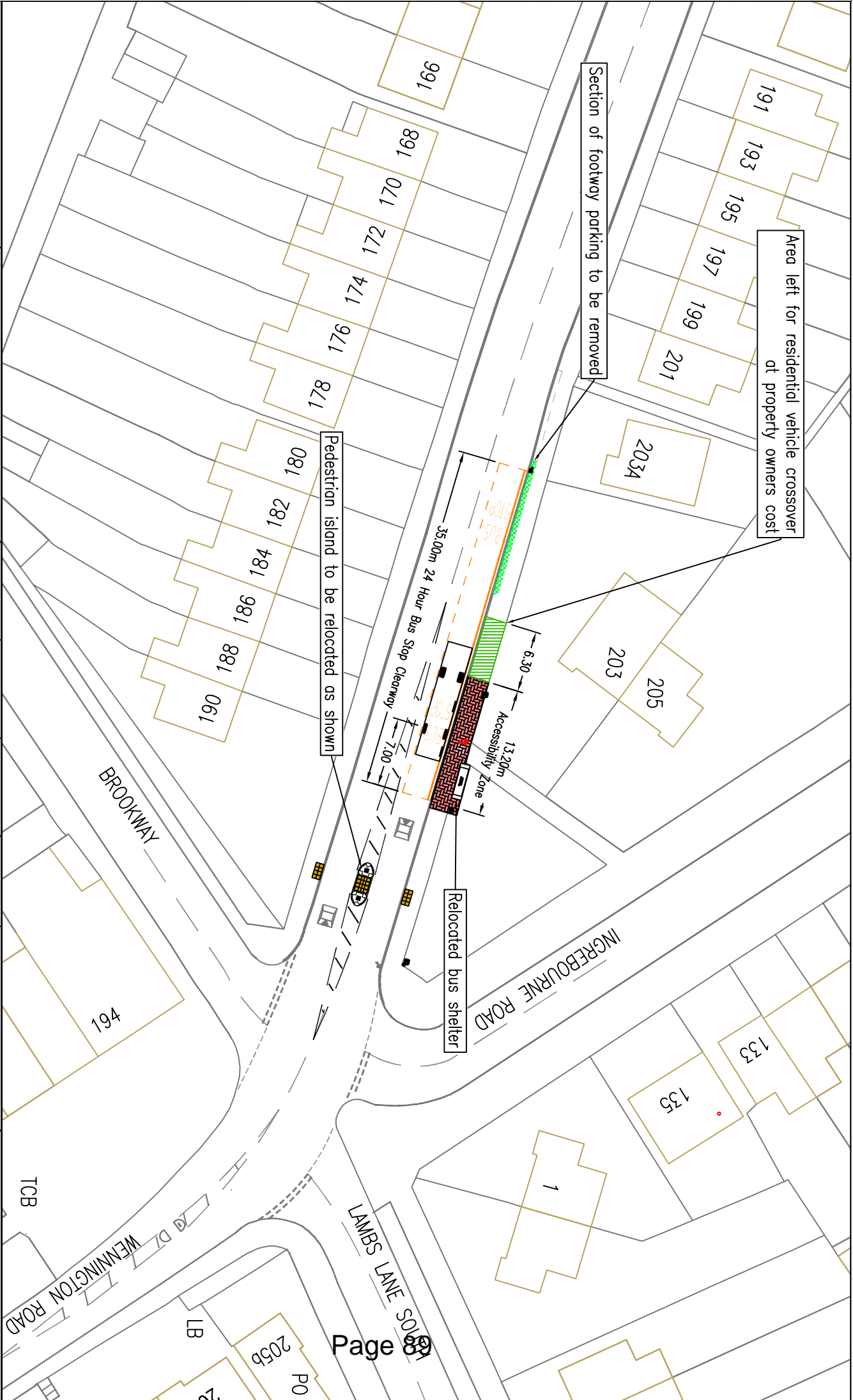
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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
DRAWING TITLE	LE181 BROOKWAY

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Area left for residential vehicle crossover at property owners cost

Section of footway parking to be removed

Pedestrian island to be relocated as shown

Relocated bus shelter



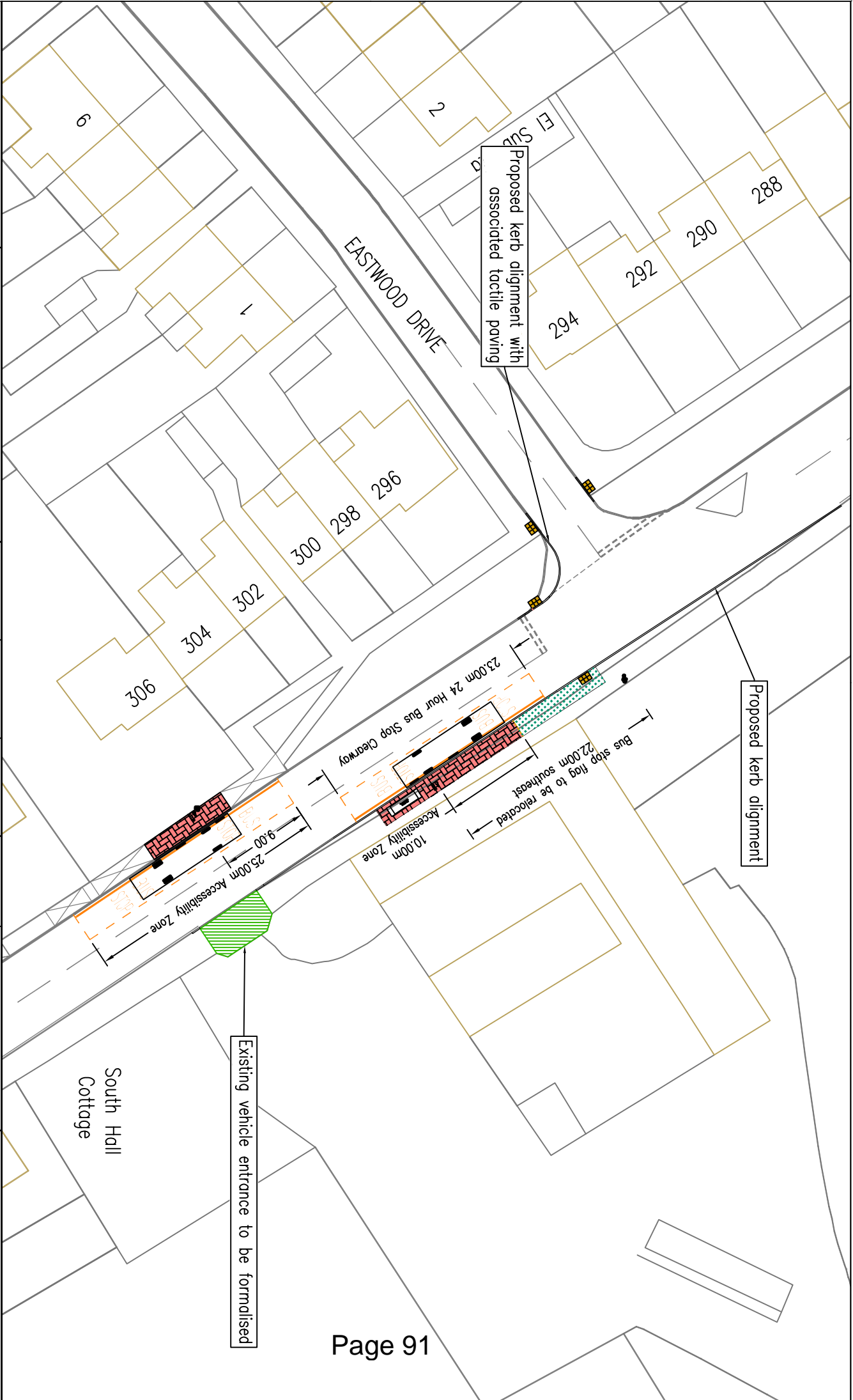
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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
WENNINGTON ROAD	
DRAWING TITLE	LE180 BROOKWAY

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Proposed kerb alignment with associated tactile paving

Proposed kerb alignment

Existing vehicle entrance to be formalised

South Hall Cottage

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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
DRAWING TITLE	WENNINGTON ROAD BSS563 & LE179 EASTWOOD DRIVE

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DRAWING No	QNO08-OF-A74/A75

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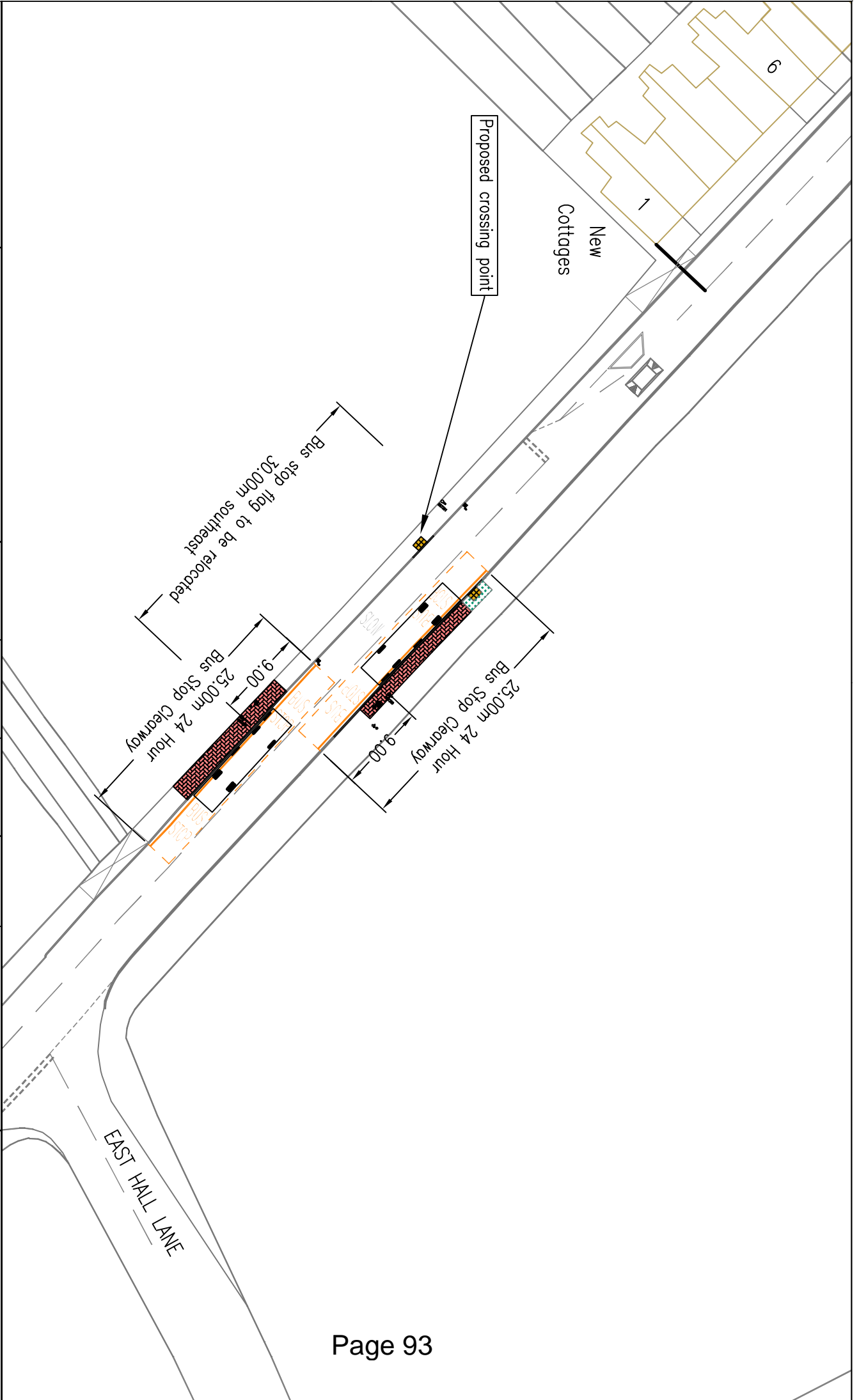
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 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROUNDFORD, RM1 3DW
 TELEPHONE No: 01708 434343 FAX No: 01708 433721
 E-MAIL: streetcare@ha.vering.gov.uk

JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
WENNINGTON ROAD

DRAWING TITLE
 BS7360 & BS7361
 EAST HALL LANE

DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP	PURPOSE	PROPOSAL
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JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
WENNINGTON ROAD

DRAWING TITLE
 BP394
 KENT VIEW

DRAWN BY
 RP

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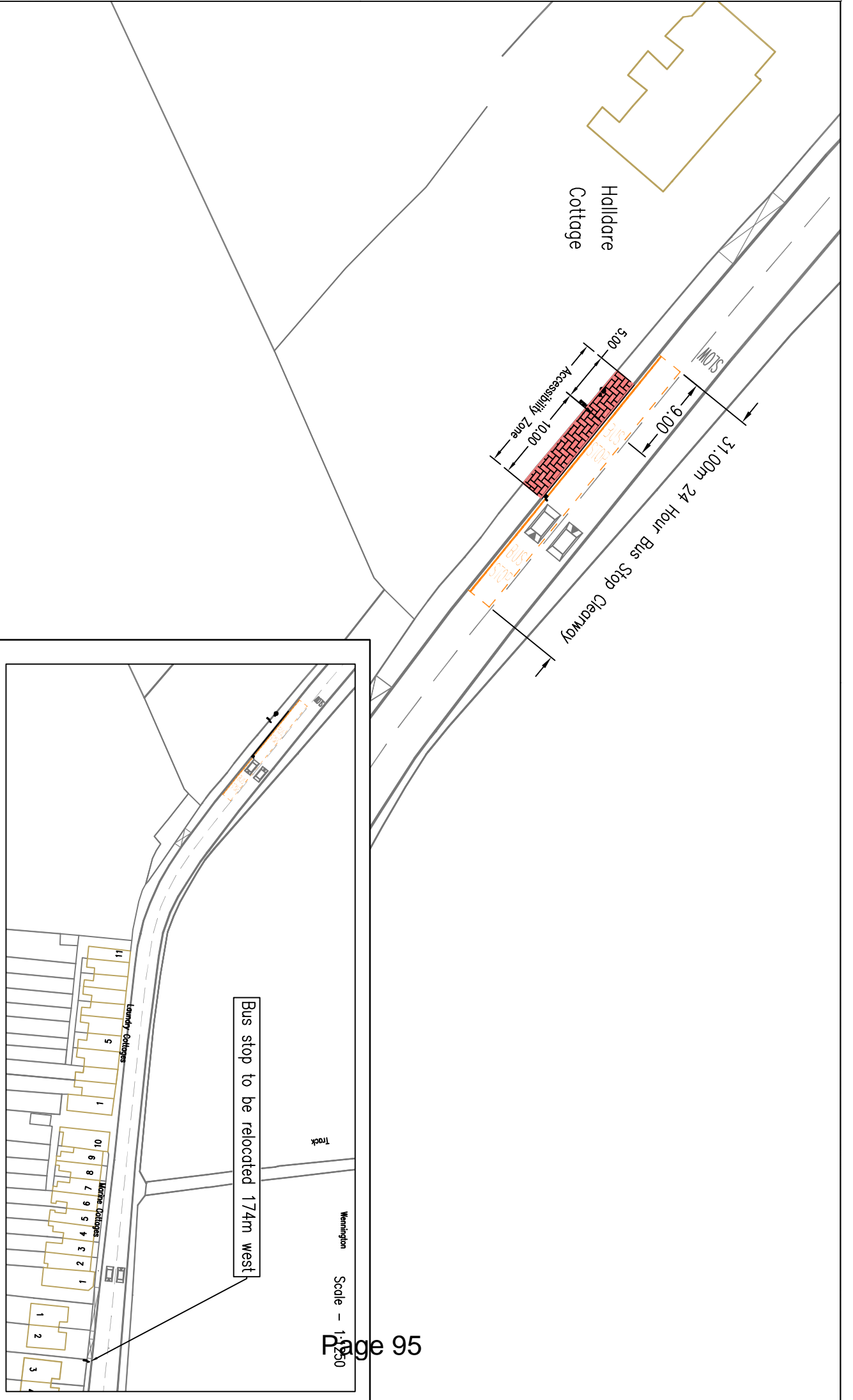
PURPOSE

PROPOSAL

REVISION	AMENDMENT	DATE

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Uncontrolled Crossing point

31.00m 24 Hour Bus Stop Clearway
10.00m Accessibility Zone

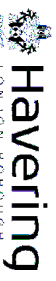
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Bus stop to be relocated 174m west

WENNINGTON ROAD

Wennington

Kent View



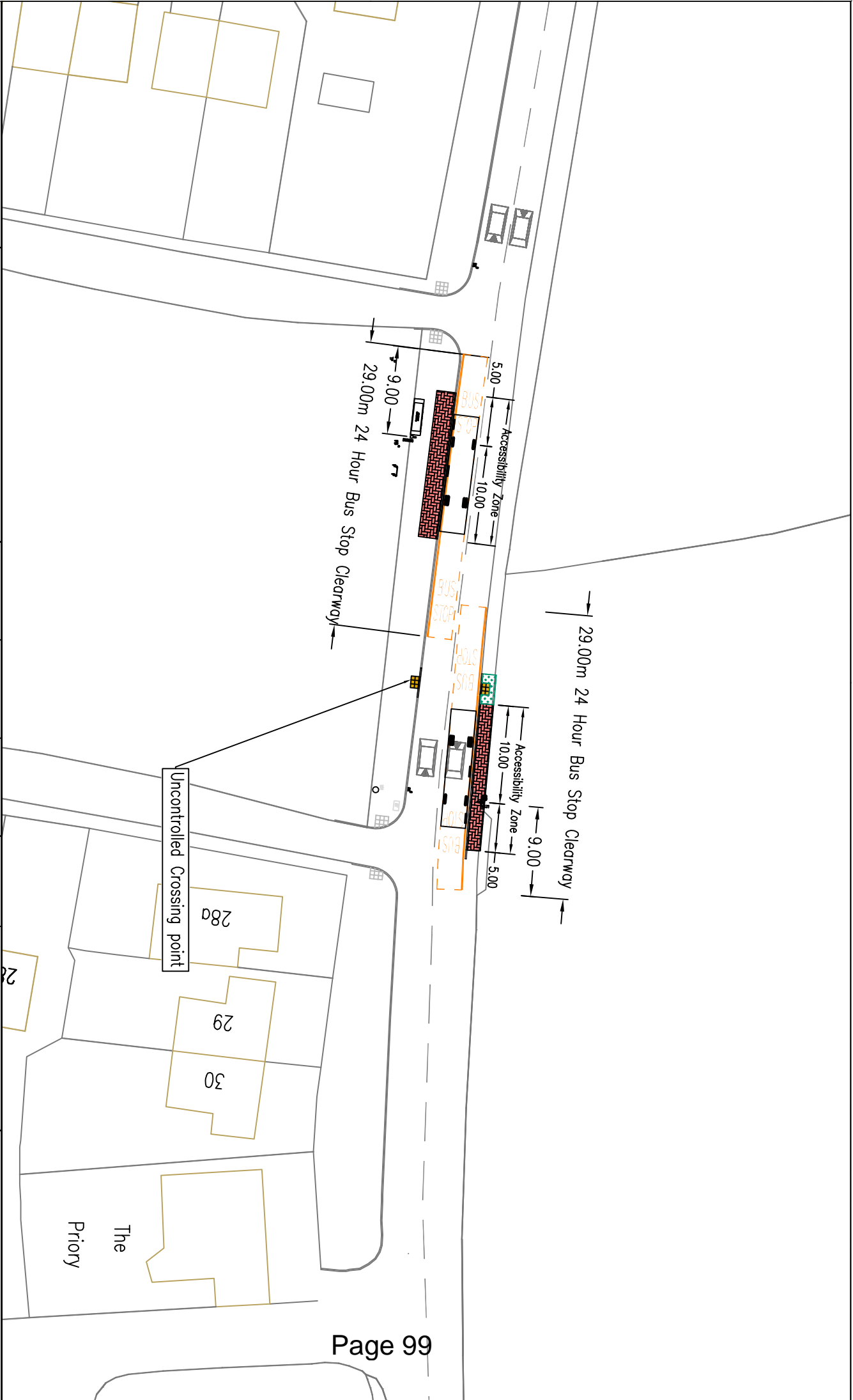
Havering
 LONDON BOROUGH OF HAVERING
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 10th FLOOR MERCURY HOUSE
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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
DRAWING TITLE	WENNINGTON ROAD
LE 178	
KENT VIEW	

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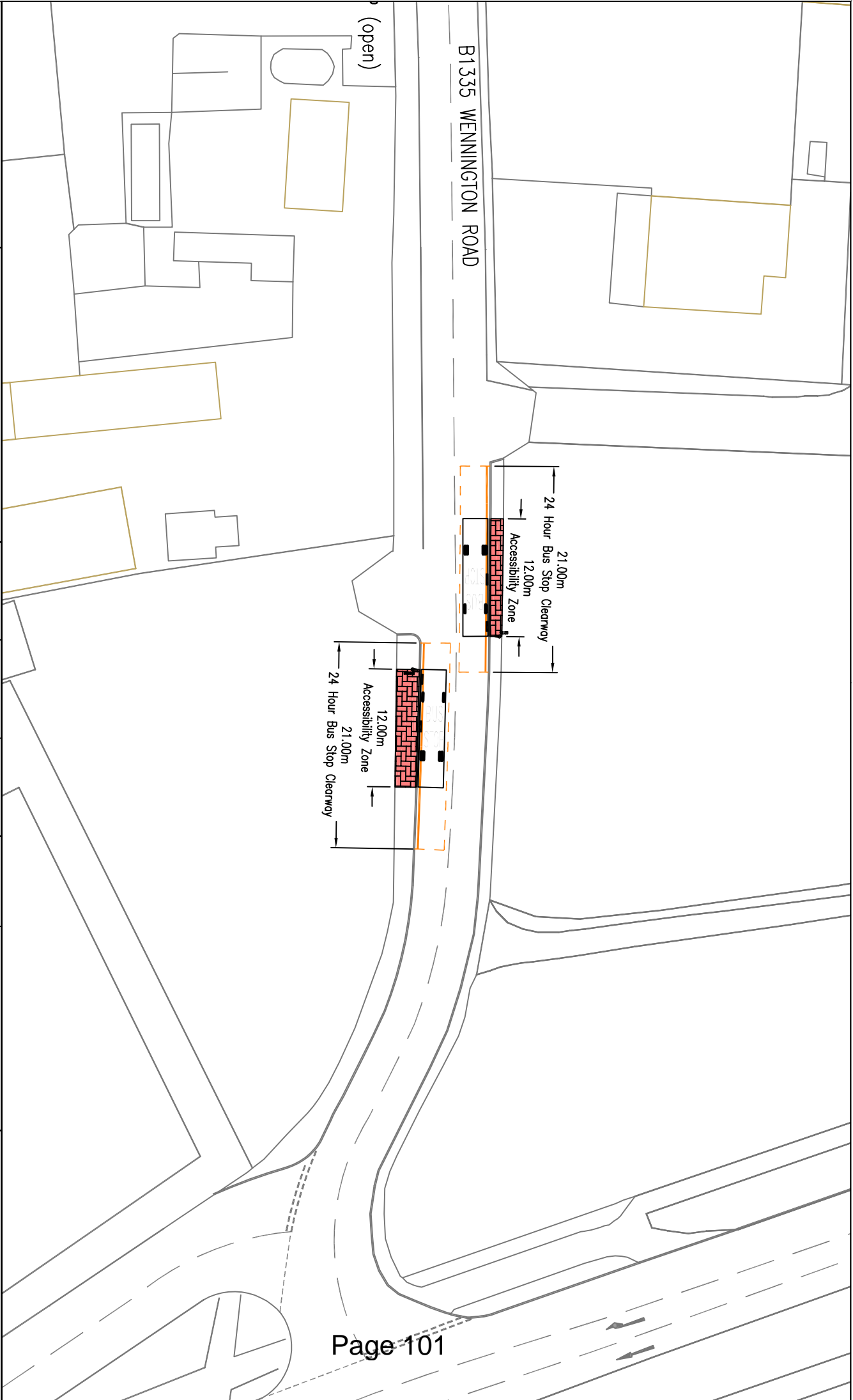
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 BUS STOP ACCESSIBILITY 2014/15
WENNINGTON ROAD

DRAWING TITLE
 BSS668 & LE176
 WENNINGTON GREEN

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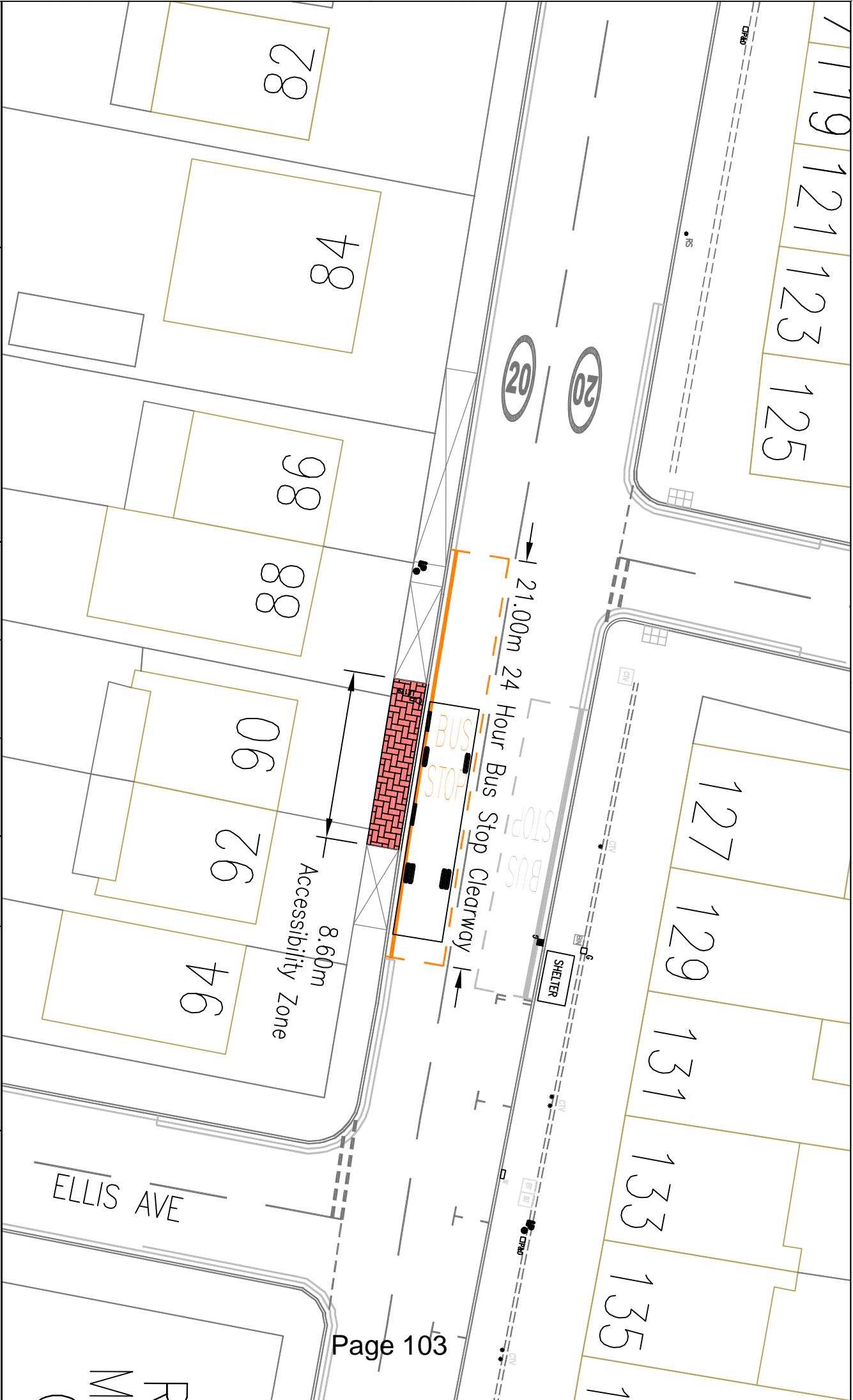
Haivering
 LONDON, WINDSOR, WIMBORNE, BATH
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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
DRAWING TITLE	WENNINGTON ROAD
WENNINGTON HALL FARM	

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DRAWING TITLE	WENNINGTON ROAD
LE 182	
FERR0 ROAD	

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HIGHWAYS ADVISORY COMMITTEE

11 November 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
CHERRY TREE 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 Cherry Tree Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **South Hornchurch** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Cherry Tree Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A97&98A
 - QN008-OF-A99-A
 - QN008-OF-A100-A
 - QN008-OF-A101-A
 - QN008-OF-A102-A
 - QN008-OF-A103-A

2. That it be noted that the estimated cost of £25,000 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 Cherry Tree Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A97&98-A	Outside No 3 (northbound)	Bus stop flag to be relocated 2.70m north along with bus shelter. 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A97&98-A	Outside No 4 (southbound)	29 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A99-A	Outside the green	27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A100-A	Outside No 104 & 106	31metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A101-A	Outside No 113	Bus stop to be relocated 41 metres south 25 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A102-A	Outside No 262	Bus stop to be relocated 58.5 metres south west to outside 214-252 (flats) 27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A103-A	Outside No 205	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area

- 1.13 Approximately 55 letters were hand-delivered to those potentially affected by the scheme on 16th September 2014, with a closing date of 6th October 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, 6 responses were received as set out in Appendix I to this report.
- 2.2 London Buses were content with the proposals. Cllr Thompson and Havering Cyclists (London Cycling Campaign) had no comments.
- 2.3 One resident raised concerns about various anti-social behaviour, noise and litter problems with the existing stop outside 104-110 Cherry Tree Lane (Drawing QN008-OF-A100-A). The resident requested free extensions to their vehicle crossing, relocation of a bin and addition of a cigarette bin.
- 2.4 Two residents objected to the bus stop being relocated from outside 262 Cherry Tree Lane to outside 218-252 (Drawing QN008-OF-A102-A). One was concerned that the proposed location had a narrower footway, was near a bend in the road and would adversely affect a neighbour opposite the proposed site. The second resident was concerned that the proposed stop opposite their premises would impact on the ability of people parking to pick up their partner and would make it more difficult to back off their drive.

3.0 Staff Comments

- 3.1 With regard to the stop outside 104-110 (Drawing QN008-OF-A100-A), it would be possible for the vehicle crossing to be extended south, but not to the north (because of the need for the accessible area). An extension would be available to the resident at a standard discount rate. To bin is closely associated with the stop so that it is most easily used by passengers. There are no provisions for additional cigarette bins.
- 3.2 In response to comments made in relation to the stop which has been proposed for relocation to outside 218-252 (Drawing QN008-101A), 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. The current location cannot be made accessible. Staff are content with the footway width and positioning. Where vehicles are parked opposite a bus stop, there may be location congestion as the bus

loads/ unloads, but it is a transient issue; plus there is footway parking opposite the proposed site.

- 3.3 The Committee will need to consider the various issues raised and make a recommendation based on balance.
- 3.4 Staff recommend that the proposals be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £25,000 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 as has been the case with the proposals set out in this report.

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
SCHEME DRAWINGS**

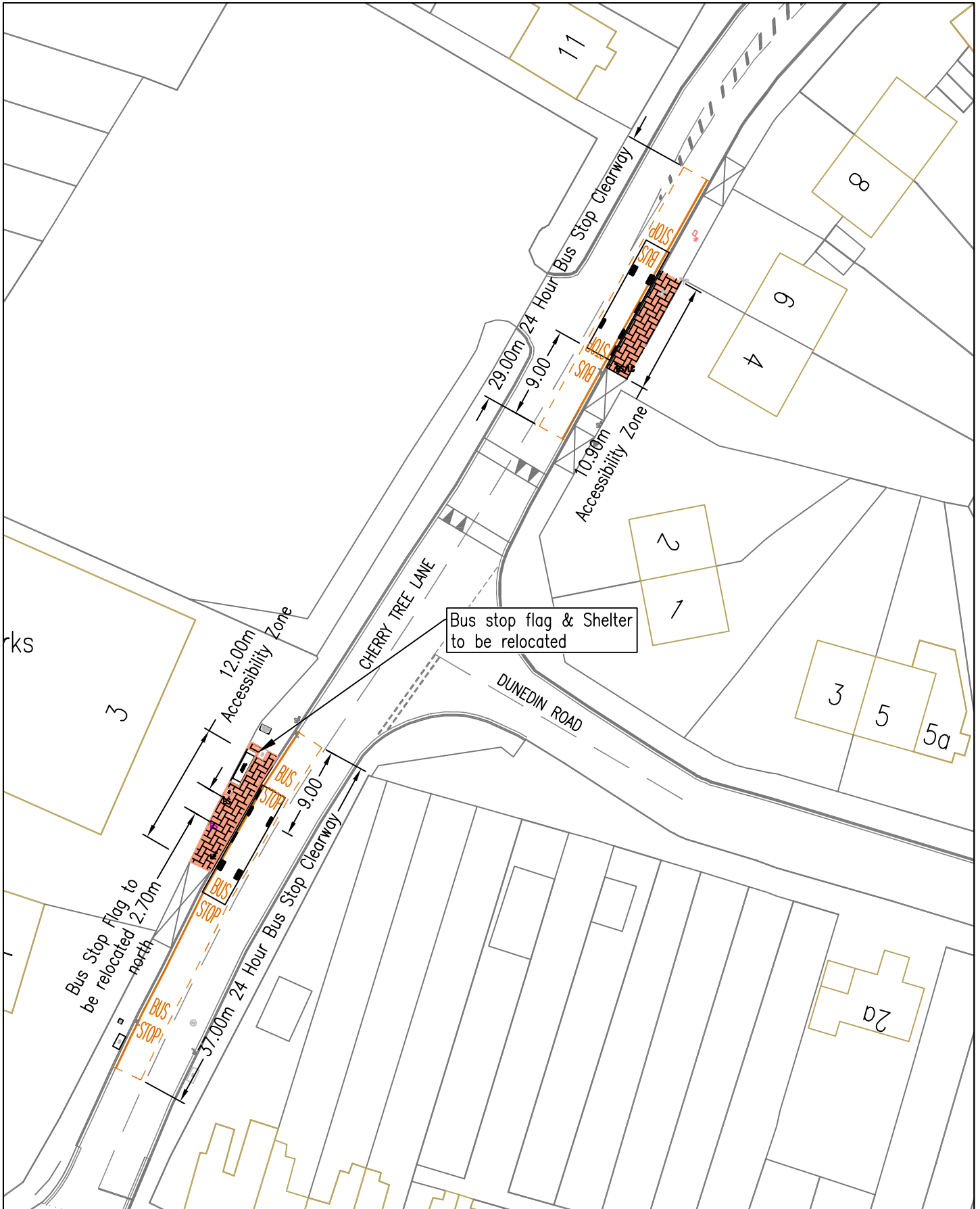



Respondent	Drawing Reference & Location	Response and Staff Comments (were required)
Matthew Moore TfL London Buses Infrastructure	General	I am happy with these plans.
Ray Whitehouse Havering Cyclists London Cycling Campaign	General	No comments from me on this one.
Cllr Thompson	General	No comments to make on this scheme.
Resident 104 Cherry Tree Lane	QN008-OF-A100-A	<p>I refer to your letter of 16th September and its contents in which you explain the need for bus stop improvements with regard to the needs of bus passengers.</p> <p>May I begin by explaining to you what we endure on a daily basis as occupier with a bus stop at the front of our property. Bus passengers continually throw potentially disease ridden Cigarette butts into our front garden- which LBH refuse to clean up. Bus passengers continually throw rubbish onto our front garden – sometimes LBH have not emptied the rubbish on time.</p> <p>School children deliberately kicking the rubbish bin to make as much noise as possible. Noisy and sometimes rowdy passengers at up to 1.30am in the morning. General engine noise from buses both stopping and pulling away from the bus stop, as well as that infuriating doors opening/ shutting announcement.</p> <p>Bus passengers continually leaning on my front fence post – if it were to break would TFL or LBH repair it free of charge?</p>

		<p>Having said all this and to get straight to the point in question I can understand the need for a bus clear way – as there is nothing worse than a bus being obstructed by a vehicle in its path. However I do not want to lose a valuable parking space at the front of my property. Currently we have two cars at this property – both having easy access on and off our front-because our crossover was cited specifically in the middle of our frontage. Currently visitors park on my crossover/ road – when the new 24hr parking curfew comes into force this parking right will be lost – and it will become very difficult although not impossible to park three cars on our front drive.</p> <p>As a compromise/ compensation I request that TRANSPORT FOR LONDON/ LONDON BOROUGH OF HAVERING extend the width of my crossover (at their expense) by approximately one foot either side-this will continue to give us three spaces that we may need – may I also add that my son is soon to purchase a car and we need the extra space not one less.</p> <p>Finally I request that you relocate the waste bin to the opposite side of my frontage – a few inches in from our boundary (as not to offend), this will be of benefit to all as it will stop the noise from children kicking it, stop car drivers driving on my crossover and along the footpath to gain access to the parking bay at the front of house number 100, and it will also give bus passengers getting on the bus more room to board it- the bin restricts entry.</p> <p>I also request that a metal cigarette butt waste container bin be fixed onto the bus stop (lamp post) itself- this will at last give bus passengers somewhere (other than my garden) to place their butts in.</p>
Resident 167 Cherry Tree Lane	QN008-OF-A102-A	I live at 167 cherry tree lane Rainham and my neighbour at 171 informed me about the proposed above changes to the bus stop and I must say that I find this quite astonishing.

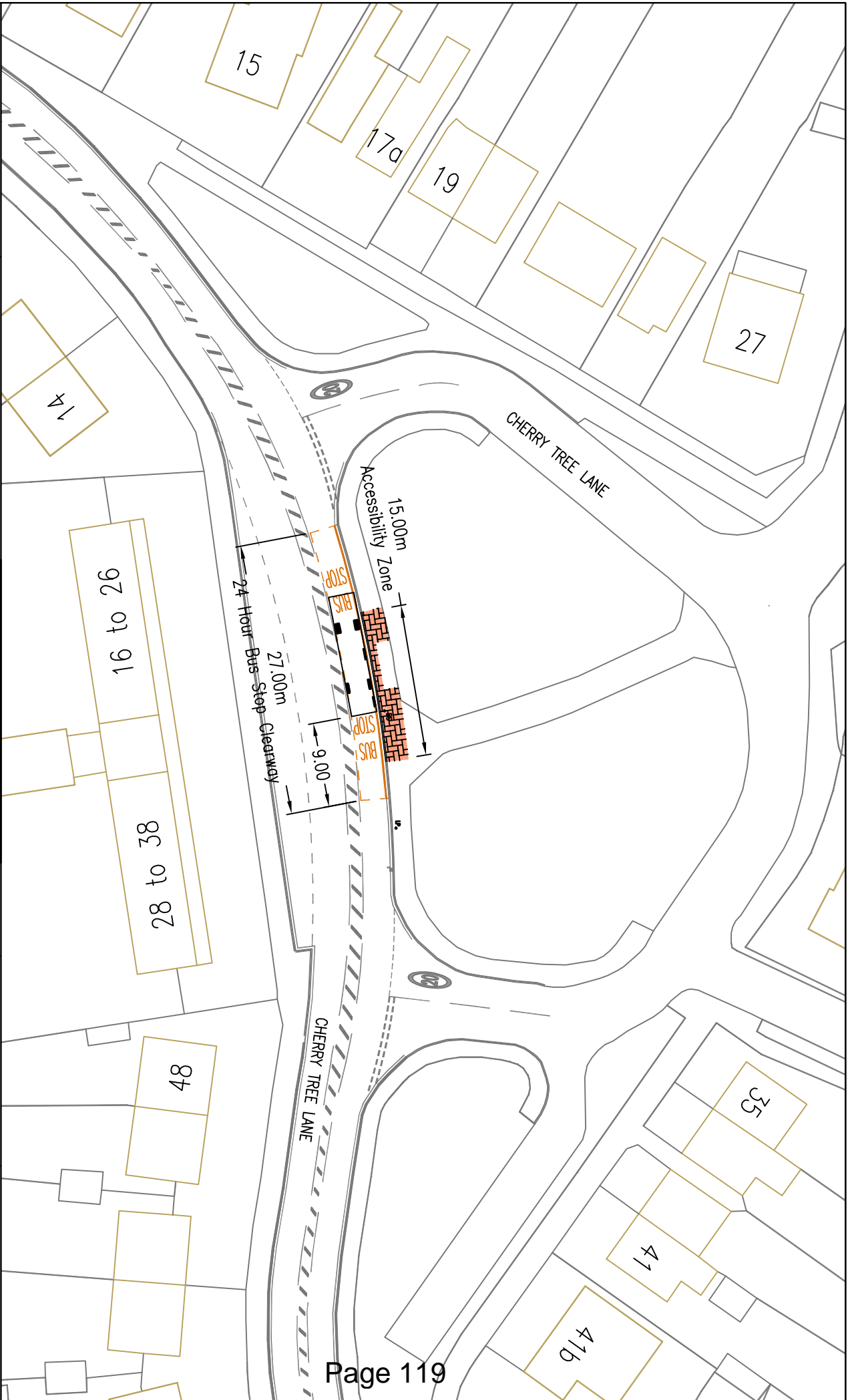
		<p>The pavement is narrower than the present site of the bus stop concerned, therefore it will need widening to accommodate the new bus stop, which in turn would mean a narrowing of an already narrow part of cherry tree lane. Another problem I can foresee are the residents of 173, which according to your map are directly opposite, where one of them is disabled and it will be quite difficult for them to be able to get off their drive and together with the fact that the new stop will be even nearer to a bend, I find these proposals wholly unacceptable.</p>
<p>Resident 173 Cherry Tree Lane</p>	<p>QN008-OF-A102-A</p>	<p>We as residents of no.173 must object to the relocation of the bus stop outside 262 to opposite us at 214-252 flats. The reason for our objection is that my partner relies on drivers and family members for transport and they need to park directly outside the bungalow.</p> <p>We already have trouble backing out of front garden on to a very busy Cherry Tree Lane and can only foresee future problems with continual buses stopping opposite</p> <p>Staff comment: Further details can be supplied to members.</p>


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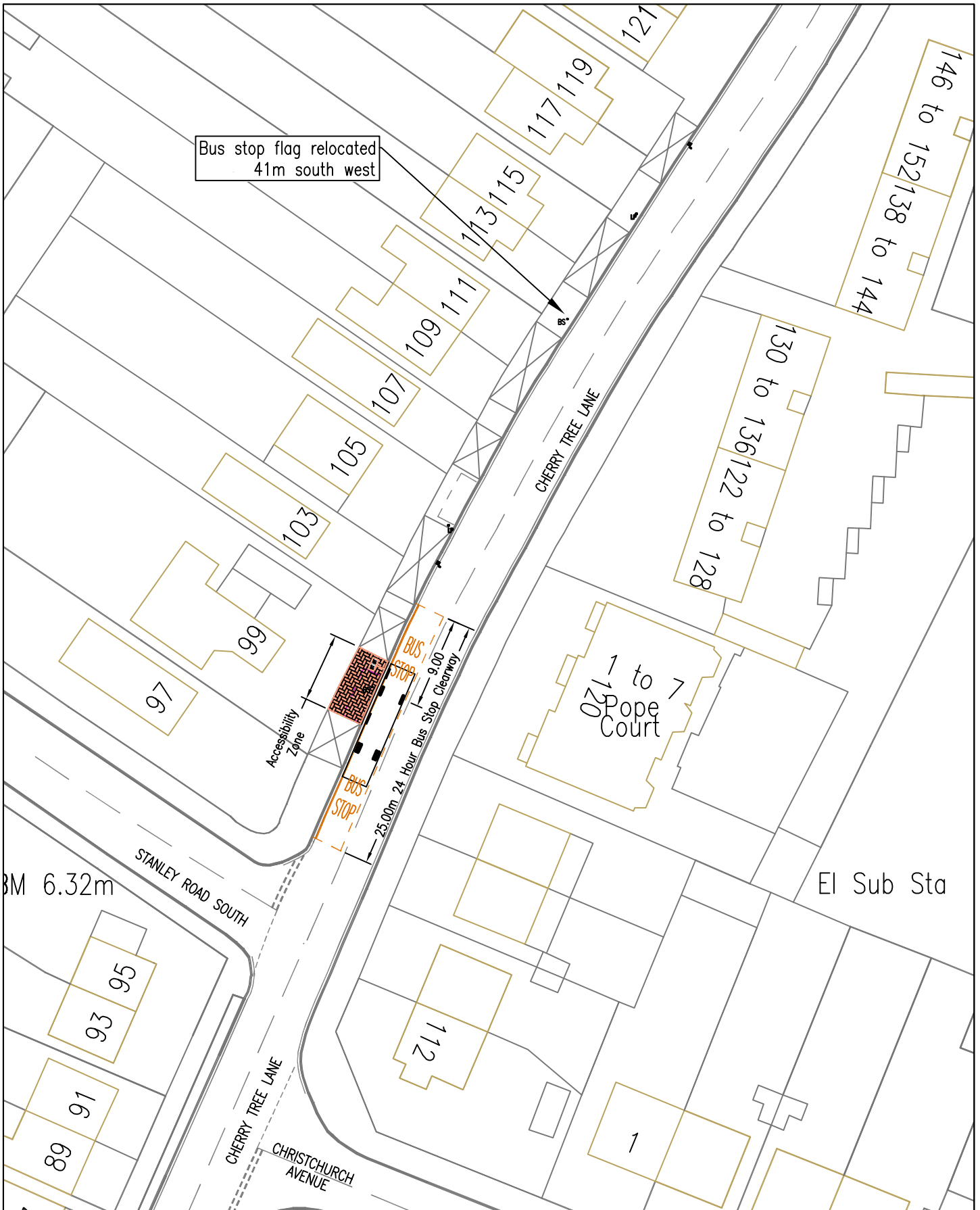
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JOB TITLE BUS STOP ACCESSIBILITY 2014/15 CHERRY TREE LANE		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
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Bus stop flag relocated
41m south west

 <p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		PURPOSE PROPOSAL			
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Bus stop to be relocated
58.50m south west

Havering

LANDSCAPE ARCHITECTURE
STREETCARE CULTURE & COMMUNITY
TRAFFIC & ENGINEERING

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JOB TITLE
BUS STOP ACCESSIBILITY 2014/15
CHERRY TREE LANE

DRAWING TITLE
BS26555
RAINHAM ROAD

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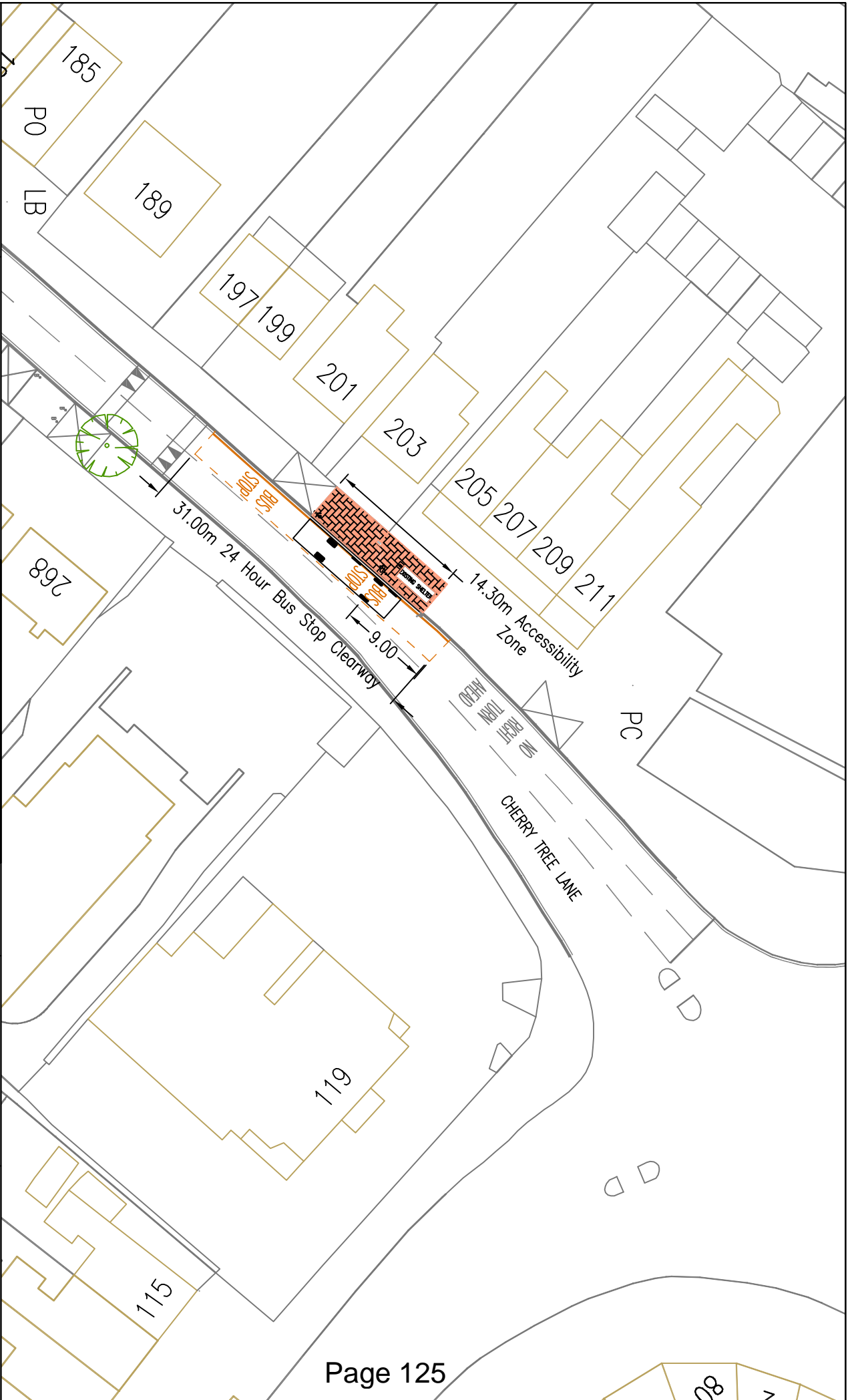
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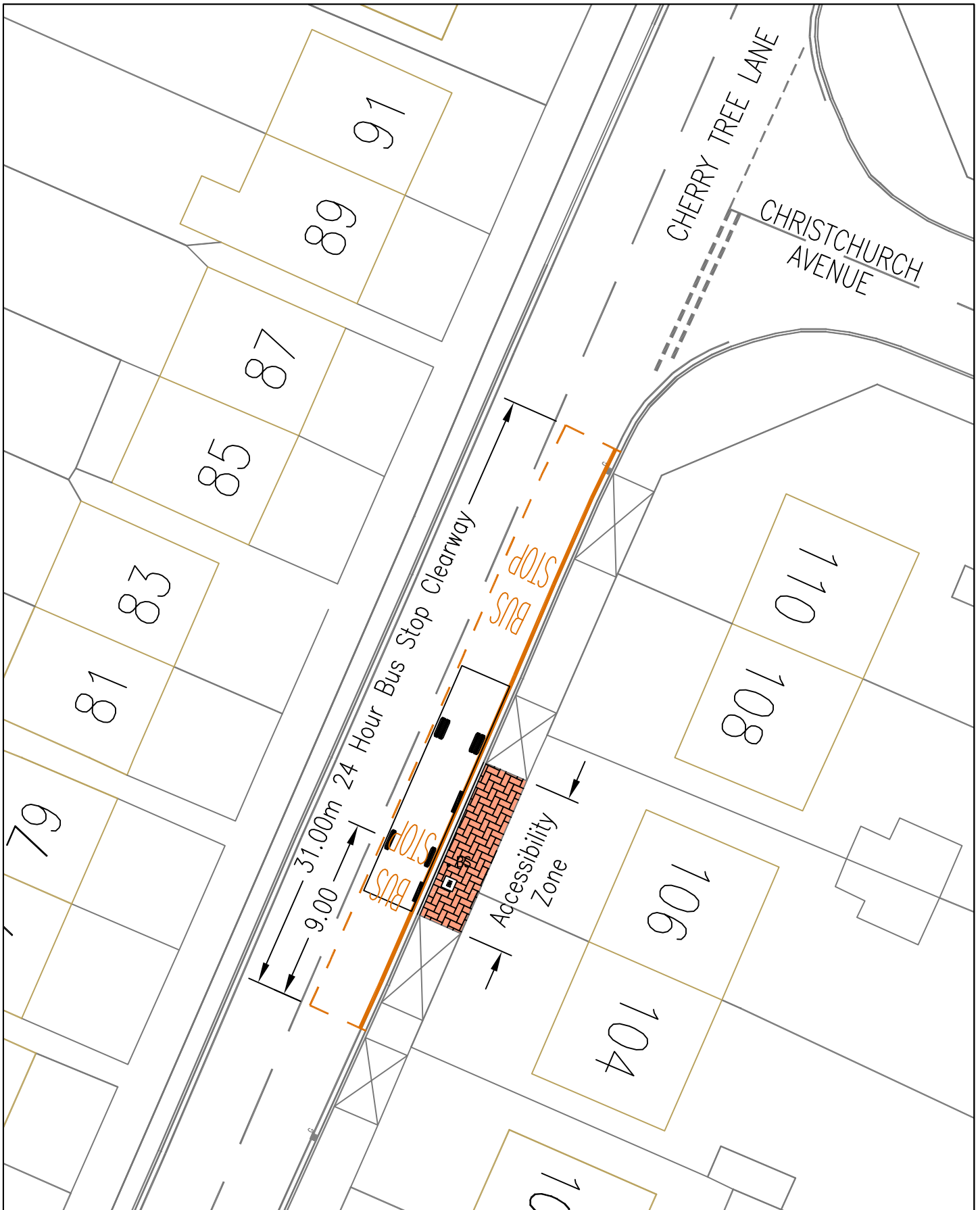
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Streetcare Culture & Community 10th Floor Mercury House Mercury Gardens, Romford, RM1 3DW Telephone No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk		JOB TITLE BUS STOP ACCESSIBILITY 2014/15 CHERRY TREE LANE		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP		PURPOSE PROPOSAL		© COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	
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 <p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		PURPOSE	???		
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<p>SCALE (AT A4 SIZE) 1:250</p>	<p>DATE 25.07.14</p>	<p>DRAFT</p>	<p>ACAD REF:</p>	<p>DRAWING No QN008-OF-A100</p>	<p>REV A</p>
		<p>ISSUE</p>	<p>Sheet Size: A4 (210x297)</p>	<p>REVISION</p>	<p>AMENDMENT</p>
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HIGHWAYS ADVISORY COMMITTEE

11 November 2014

REPORT

Subject Heading:

Mashiters Walk – TPC70

Proposed waiting restrictions – comments to advertised proposals

Report Author and contact details:

Mitch Burgess – Engineering Technician
schemes@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to introduce waiting restrictions in Mashiters Walk (Pettits Ward) which will prevent commuter parking and improve traffic flow.

RECOMMENDATIONS

- 1 That the Committee having considered the representations made recommends to the Cabinet Member for Environment that:
 - the waiting restrictions shown on **Appendix 1** of this report be implemented as advertised;
 - that the effect of the scheme be monitored.
- 2 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

- 1.1 Following reports of commuter parking, at its meeting in October 2012, this Committee agreed in principle to the proposals to implement waiting restrictions between 10am and 11am on an unrestricted section of Mashiters Walk.
- 1.2 The scheme was subsequently designed and publicly advertised on 11th July 2013 and this report outlines the responses received arising from the public consultation, which are summarised and appended to this report, as **Appendix 2**.

2.0 Outcome of Public consultation - Responses received

On 11th July 2014, residents 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.

At the close of public consultation on the 1st August 2014, 8 responses' were received to the proposals, with 5 respondents in favour of the proposals and 3 respondents against the proposals. All responses received are outlined in this report attached to **Appendix 2**

3.0 Staff Comments

The proposals are designed to ensure that traffic flow is maintained during traffic sensitive times and to ensure access for Emergency Services, and larger vehicles. These proposals will prevent long term commuter parking, which should create available kerb space for residents to park outside of the proposed restricted hours. The commuter parking is likely to be caused by the implementation of the restrictions in the Lake Rise and Rosemary Avenue area and therefore Officers recommend that the proposals should be implemented as advertised.

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 with 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 subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally and informally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

At the close of public consultation 8 responses were received, with 5 respondents in favour of the proposals and 3 respondents against. The respondents opposing the proposals did not raise any equality related concerns.

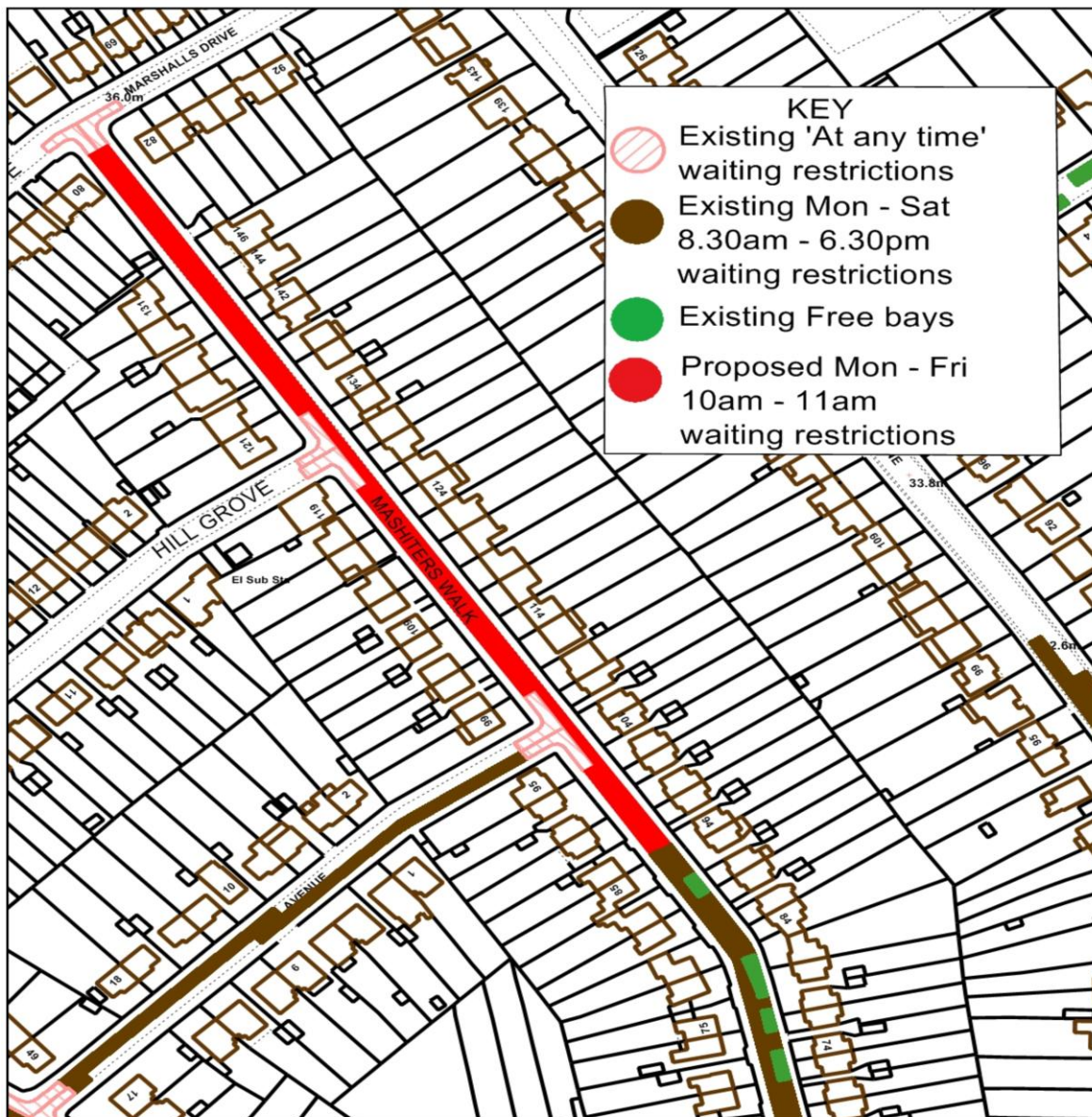
After careful consideration officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated.



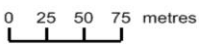

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential are often installed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

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 PAPER



<p>Mashiters Walk - TPC70</p>	
	<p>Scale: 1:1500 Date: 01 July 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>

Appendix 2

	Respondent	Road	Summary of Comments	Staff Comments
1	A Resident	Mashiters Walk	The resident is in favour for the proposed 'No waiting' restrictions in Mashiters Walk	No comment
2	A Resident	Mashiters Walk	The resident is in favour of the proposed 'No waiting' restrictions and would like to know when this will be installed as they feel this the proposals are needed	When practicably possible if the Committee agree to move forward to implementation
3	A Resident	Mashiters Walk	The resident is in favour of the proposed 'No waiting' restrictions and is happy that at least something is being done in Mashiters Walk	No comment
4	A Resident	Mashiters Walk	The resident is in favour of the proposed 'No waiting' restrictions as this is a very narrow road and feels this is a very good idea	No comment
5	A Resident	Mashiters Walk	The resident is in favour of the proposed 'No waiting' restrictions and feels this will be received well by the residents as many people have to have had skips delivered at 7.00am in the morning to beat commuter parking	No comment
6	A Resident	Mashiters Walk	The resident is not in favour of the proposals as there's no logical reason for the restrictions at these times other than to serve to increase revenue for the Council.	<p>Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands.</p> <p>Any funds generated by on-street parking charging and enforcement are ring-fenced to fund further provisions of parking, highway, regeneration and environmental improvements. The Local Authority is also required to provide a copy of the parking account to the Secretary of State and London Mayor detailing all annual income and expenditure</p>

7	A Resident	Mashiters Walk	<p>The resident is not in favour of the proposals as this means that residents cannot park outside their own properties during the restricted hours.</p>	<p>Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.</p>
8	A Resident	Mashiters Walk	<p>The resident is not in favour of the proposals as they feel the proposal will cause more problems for Mashiters Walk due to shift-workers, and will also force local workers (Police Officers, Council workers & Romford shop workers) to park in neighbouring streets.</p>	<p>In order to deal with the issue of households where there is a capacity issue privately on site, or where there are timed waiting restrictions, perhaps the Highways Advisory Committee would consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.</p>

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HIGHWAYS ADVISORY COMMITTEE

11 November 2014

REPORT

Subject Heading:

TPC462 PROPOSED School Keep Clear Markings and conversion of existing operational hours – Heron Flight Avenue

Report Author and contact details:

Sarah Rogers
Engineering Technician
01708-432787
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 waiting restrictions in Heron Flight Avenue, in the entrance road to St Albans School, to School Keep Clear markings and convert the operational hours to 8am-5pm Monday to Friday.

RECOMMENDATIONS

That the Committee having considered the report and representations made recommends to the Cabinet Member for Environment to:

- a) convert the existing 8.15 - 9.15am & 3.00 - 4.15pm Monday to Friday waiting restrictions within Heron Flight Avenue, in the entrance road to St Albans School, to school keep clear markings enforceable 8am-5pm Monday to Friday be implemented as advertised.
- b) The introduction of 'At Any Time' waiting restrictions at the junction of Heron Flight Avenue.
- c) The effects of the scheme be monitored once implemented for a period of six months.
- d) 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

- 1.1 At its meeting held on the 8th July 2014 this Committee agreed to consult on proposals to convert the existing waiting restrictions in Heron Flight Avenue located in the entrance road to St Albans School, operational from 8:15 - 9:15am & 3:00 - 4:15pm to a School Keep Clear marking operational 8am - 5pm Monday to Friday
- 1.2 These proposals were subsequently designed with the addition of 'At any time' waiting restrictions at the junction of Heron Flight Avenue. The proposals were then publicly advertised on the 8th August 2014. A copy of the plan outlining the proposals is contained in this report, titled **Appendix A**.

2.0 Outcome of Public Consultation

- 2.1 On the 8th August 2014, St Albans School and residents that were perceived to be affected by the proposals were advised by letter enclosing a copy of plan reference TPC462, which details the proposals. Eighteen statutory bodies were also consulted and site notices were placed in Heron Flight Avenue
- 2.2 At the close of the public consultation on 29th August 2014, 3 responses including a letter from St Albans School was received not in favour of the proposals. On the

2nd September after the statutory consultation period had ended, a petition signed by 21 residents was received not in favour of the proposals. 2 of the responses received also appeared on the signed petition. A summary of the responses can be found in Appendix B attached this report.

- 2.3 On the 30th October an updated petition was received with an additional 14 signatures. This amended petition was not accepted as it was received a number of weeks outside of the statutory consultation period.
- 2.4 The main reason for the objections against the proposals was the reduction in parking spaces for residents and that the school keep clear markings should only be enforceable during the schools opening/closing times not all day.

3.0 Staff Comments

- 3.1 The introduction of the 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, in particular children. The effect of the prohibition of stopping outside schools would be to impose School Keep Clear, no stopping restrictions operative between 8 a.m. and 5 p.m. Mondays to Fridays in the entrance road to St Albans School, Heron Flight Avenue. Outside of these hours parking would be permitted therefore allowing local residents to utilise this kerb space.

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:

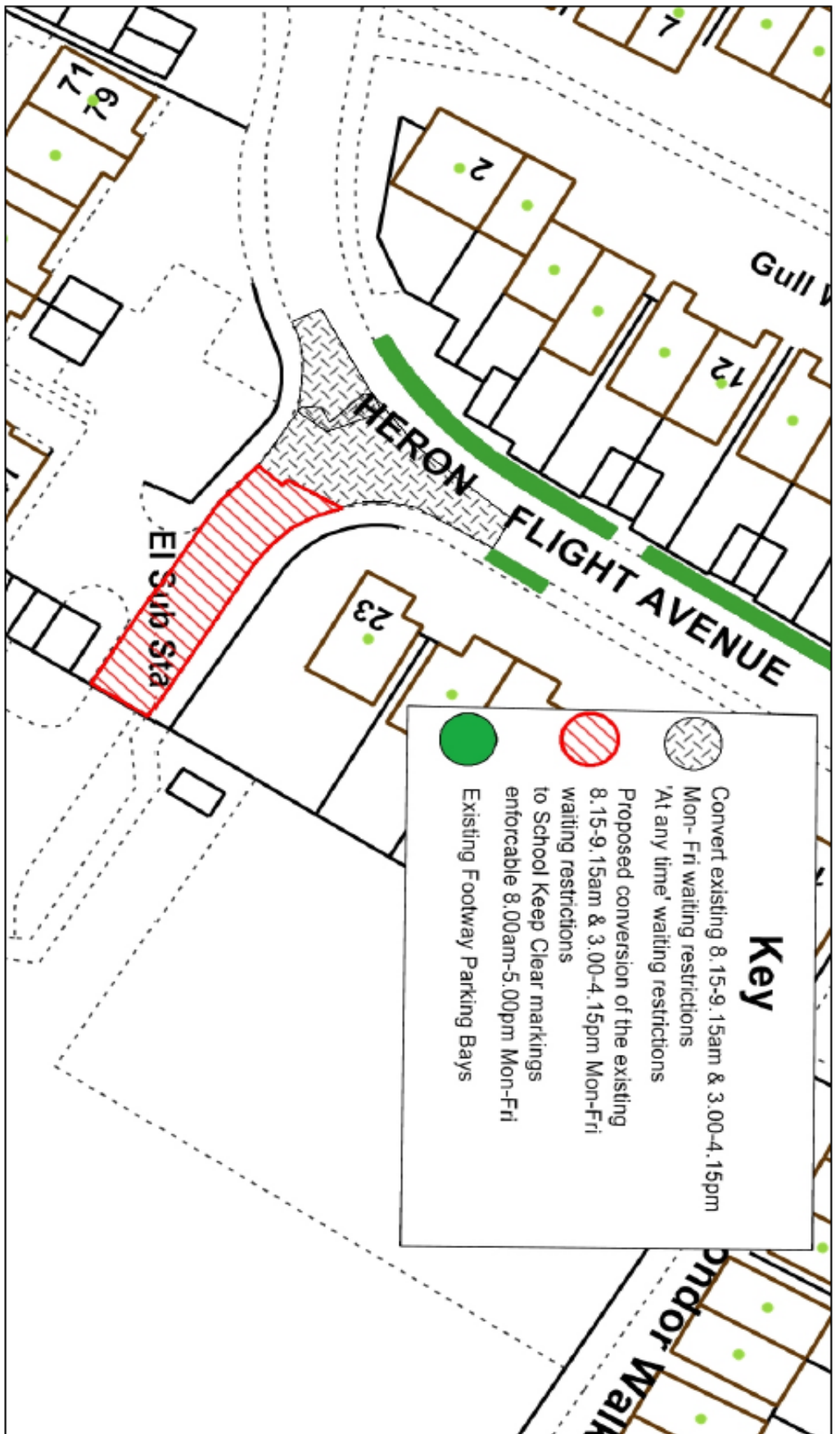
All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location.

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.

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.

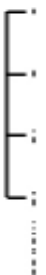
BACKGROUND PAPER



TPC462-Heron Flight Estate



Scale: 1:500
Date: 04 August 2014
Size: A4



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

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Responses received to the formal consultation

- 1) A resident wrote in objecting to the proposals for 'At any time' waiting restrictions and the School Keep Clear. They felt that the restrictions should only be enforceable during school periods only.
- 2) A resident wrote in objecting to the proposals as they are a waste of time and money. Enforcement should visit the area more often during school times.
- 3) A letter from St Albans school was received stating they were not in favour of the proposals to implement school keep clear markings within the access road that leads to the school.
- 4) The signed petition received from 21 residents of the area was objecting to the proposals as it was felt that nothing is currently taking place to stop vehicles parking blocking access and egress for residents. The details of the petition stated that the current restrictions need to be enforced. The implementation of 'At any time' waiting restrictions will mean that delivers, tradesman visits can't take place at the corner properties. The final objection was for the implementation of the School Keep Clear markings as it was felt that the current restrictions needed to be enforced and there is no requirement to have an 8am-5pm no waiting restriction when it should only be enforced during school opening and closing.



**HIGHWAYS
ADVISORY
COMMITTEE**

11 November 2014

REPORT

Subject Heading:

TPC337 Western Avenue – Proposed extension to the Gidea Park, Control Parking zone.

Report Author and contact details:

Sarah Rogers Engineering Technician
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 formal consultation to proposals to include Western Avenue in the Gidea Park Controlled Parking Zone (CPZ), which was agreed in principal by this Committee at its meeting on 13th August 2013 and recommends a further course of action.

RECOMMENDATIONS

That the Committee having considered the representations made recommends to the Cabinet Member for Environment that:

- A. Proposals be drafted and publicly advertised to restrict all arms of the Western Avenue junction with Upper Brentwood Road for 10 metres, with 'At any time' waiting restrictions and include the road into the Gidea Park Controlled Parking Zone.
- B. Members note that the estimated cost of this scheme as set out in this report is £2,500 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background and outcome of consultation

- 1.1 Following a request from residents to include Western Avenue into the Gidea Park Controlled Parking Zone, an informal consultation was undertaken to gauge resident's feeling and comments, which was agreed in principle by this Committee at its meeting on 13th August 2013.
- 1.2 All residents of the road along with residents siding or facing the road received letters dated 18th April 2014, outlining the draft proposals and asking for a response. A plan of the road is appended to this report.
- 1.3 At the close of consultation on Friday 2 May 2014, out of the 16 properties in Western Avenue, 6 responses were received from residents of the road, 3 responses received did not state their address, while there was 1 response from a resident of Castellan Avenue and 1 response from a resident of Upper Brentwood Road. Out of the responses received there were 6 residents in favour of the proposals and 5 against.
- 1.4 On the 8th August 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.
- 1.5 By the close of the consultation on the 29th August 2014 19 responses were received, 9 in favour, 6 against and 2 in favour of part of the proposals. A list summarising the responses received to the consultation can be found in Appendix B attached to this report.

2.0 Staff Comments

- 2.1 As there were more residents in favour of the proposals than against and reports of parking issues in the road being raised several times in the last few years, it is recommended that the proposals are implemented as advertised.

Two of the responses that were received from residents wanted free parking bays located within the road and had provided plans showing that they were needed near the junction of Upper Brentwood Road. The restrictions that have been proposed are enforceable from 9am-10am Monday to Friday and for those residents who do not wish to utilise their off street parking places can park within the unrestricted section of Upper Brentwood Road as long as the vehicle is not parked in contravention or seen to be causing an obstruction to other motorists or residents.

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 £2,500 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:

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

Equalities implications and risks:

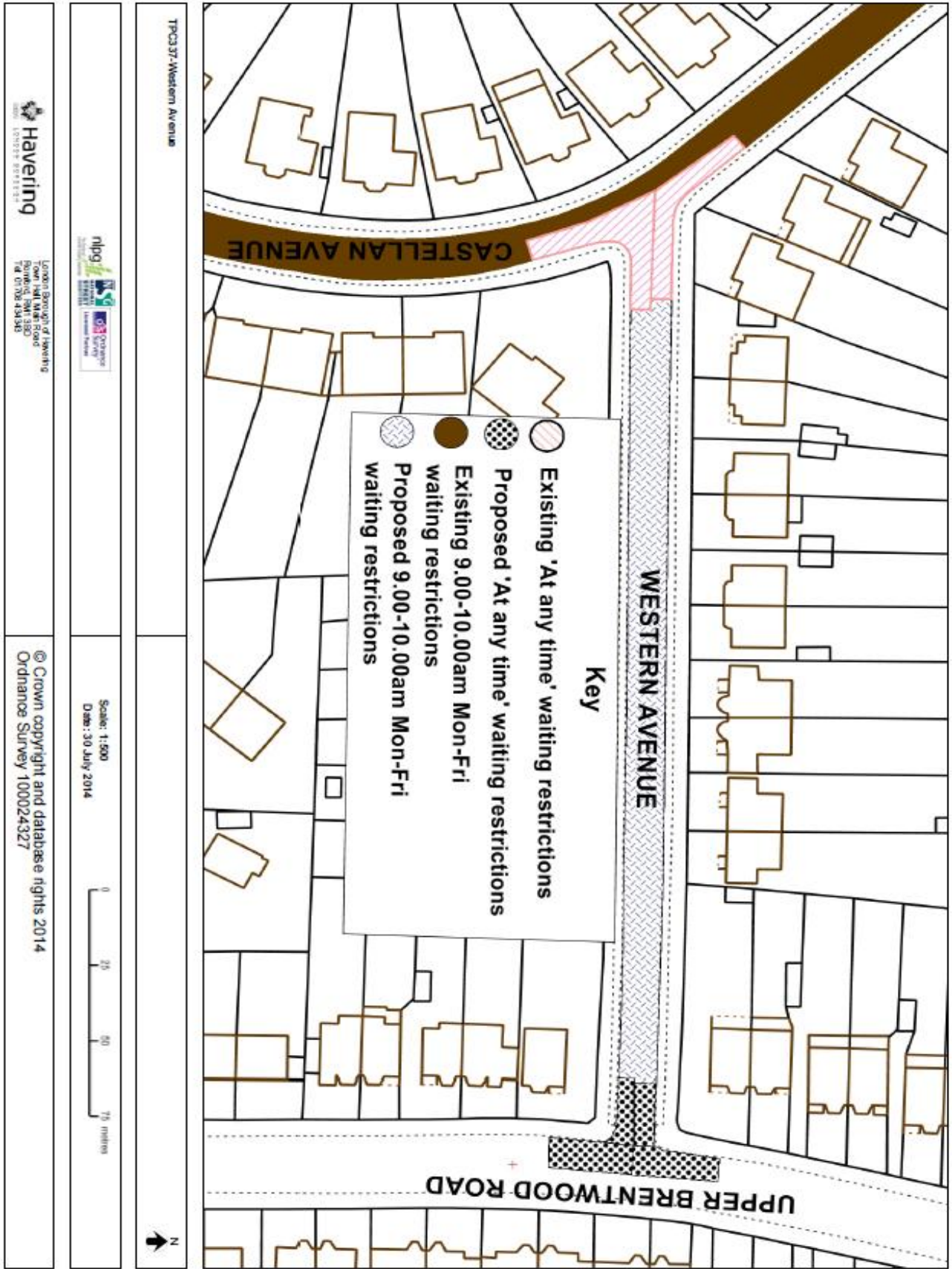
All proposals included in the report have been publicly advertised and subject to public consultation. By the close of the consultation 19 responses were received: 9 in favour, 6 against and 2 in favour of part of the proposals.

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

As potential/likely equalities issues and concerns raised through the consultation have been factored into the final proposal, officers recommend that the proposed changes be implemented as set out in option A of this report and the effects be monitored on a regular basis.

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.

BACKGROUND PAPERS



The table below lists the responses received to the consultation for Western Avenue, Gidea Park.

For	Against	Other
9	6	2

Responses received to the formal consultation

- 1) Resident of Western Avenue are in favour of the proposals
- 2) Resident of Western Avenue in favour of the proposals as they believe it will ensure a safer road for all who use it
- 3) Resident of Western Road is in favour of the proposals
- 4) Resident of Western Avenue is in favour of the proposals
- 5) Resident of Western Avenue is objecting to the proposals as they feel the restriction times are too long, they wish to have a noon till 1pm waiting restriction.
- 6) Resident of Upper Brentwood Road is not in favour of the proposals as they do not see a problem with commuter parking on the area.
- 7) Resident of Western Avenue is in favour of the proposals
- 8) Resident of Western Avenue is objecting to the proposals as they have resided in the road for a number of years and they are not aware of any parking problems.
- 9) Resident of Western Avenue in favour of the proposals
- 10) Resident of Western Avenue is in favour of the proposals as they will help prevent potential accidents taking place and cut down daily commuter parking
- 11) Resident of Western Avenue is objecting to the proposals as there is not a problem with commuter parking and the proposals will make it more difficult for the residents.
- 12) Resident of Western Avenue is in favour of the proposals as the restrictions work well within the surrounding area and the junction of Western Avenue and Upper Brentwood Road is frequently blocked with large delivery vehicles.

- 13) Resident of Western Avenue is not in favour of the proposals as the removal of the vehicles in the road will encourage speeding from vehicles that currently use Western Road as a 'Rat run'
- 14) Resident of Western Avenue is in favour of the proposals and wish for them to be implemented as soon as possible.
- 15) Resident is in favour of part of the proposals, they wish to have only the junction projections installed and not included within the controlled parking zone.
- 16) Resident of Western Avenue responded to the consultation with the suggestion of implementing free parking bays within the road. They did not state if they were for or against the proposals.
- 17) Resident of Western Avenue responded to the consultation with the suggestion of implementing free parking bays within the road. They did not state if they were for or against the proposals.



**HIGHWAYS
ADVISORY
COMMITTEE**
11 November 2014

REPORT

Subject Heading:

TPC 418 – Carlton Road – Proposed extension of Sector 1 residents parking scheme – 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 boundary of the Romford Controlled Parking Zone (Sector 1) further along Carlton Road, which were agreed in principal by this Committee at its meeting in April 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 the Environment** that:

- a. That the proposals to extend the Romford CPZ (Sector 1) residents parking scheme in Carlton Road to the common boundary of numbers 145 and 147, 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 £1,500 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 residents of Carlton Road, Officers presented this item to the Highways Advisory Committee at its meeting on the 15th April 2014. Proposals were agreed in principle to design and consult on an extension of the Romford CPZ (Sector 1) residents parking scheme in Carlton Road, from the common boundary of Nos.121 and 123 to the common boundary of 145 and 147.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan of the proposals is appended to this report as **Appendix A**.
- 1.3 On 25th July 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 15th August 2014, from the 46 letters sent to residents, there were thirteen responses received to the advertised proposals.

2.0 Responses received

- 2.1 From the 46 letters sent to residents, there were 13 responses a 28% response. Out of the 13 responses received, 2 responses were in favour of the proposals, 1 response outlined that the proposals will not affect them and 10 responses objected to the proposals. Out of the 46 letters sent to residents, only 10 responses 21% were against the proposals. All the

responses received to the proposals are summarised and along with staff comments are appended to this report as Appendix B.

3.0 Staff Comments

- 3.1 The advertised proposals will affectively introduce residents parking bays operational 8:30am to 10:00am Monday to Friday adjacent to the raised kerb areas in this area of Carlton Road, which is currently restricted between 8:00am to 10:00am Monday to Friday. The parking bays will be located 1.5 metres back from the bottom of the vehicle crossovers, so there should not cause any problems with vehicles overhanging crossovers and obstructing resident's access. In fact, by virtue of the bay being marked, it should reduce the likelihood of vehicles being parked and overhanging driveways. The proposed residents parking bays will still protect residents from long term non-residential parking, but would be less restrictive to them by giving them more parking spaces for them and their visitors.
- 3.2 The existing single yellow lines in the extension area are proposed to have the hours of operation changed from 8:00am to 10:00am Monday to Friday inclusive to 8:30am to 10:00am Monday to Friday inclusive. This is to fall into line with the existing residents parking scheme which operates in the Carlton Road area. The proposed change of the waiting restrictions is expected to have little or no effect on the parking situation in this section of the road.

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 £1,500 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 and cash collection 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 are subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally and informally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

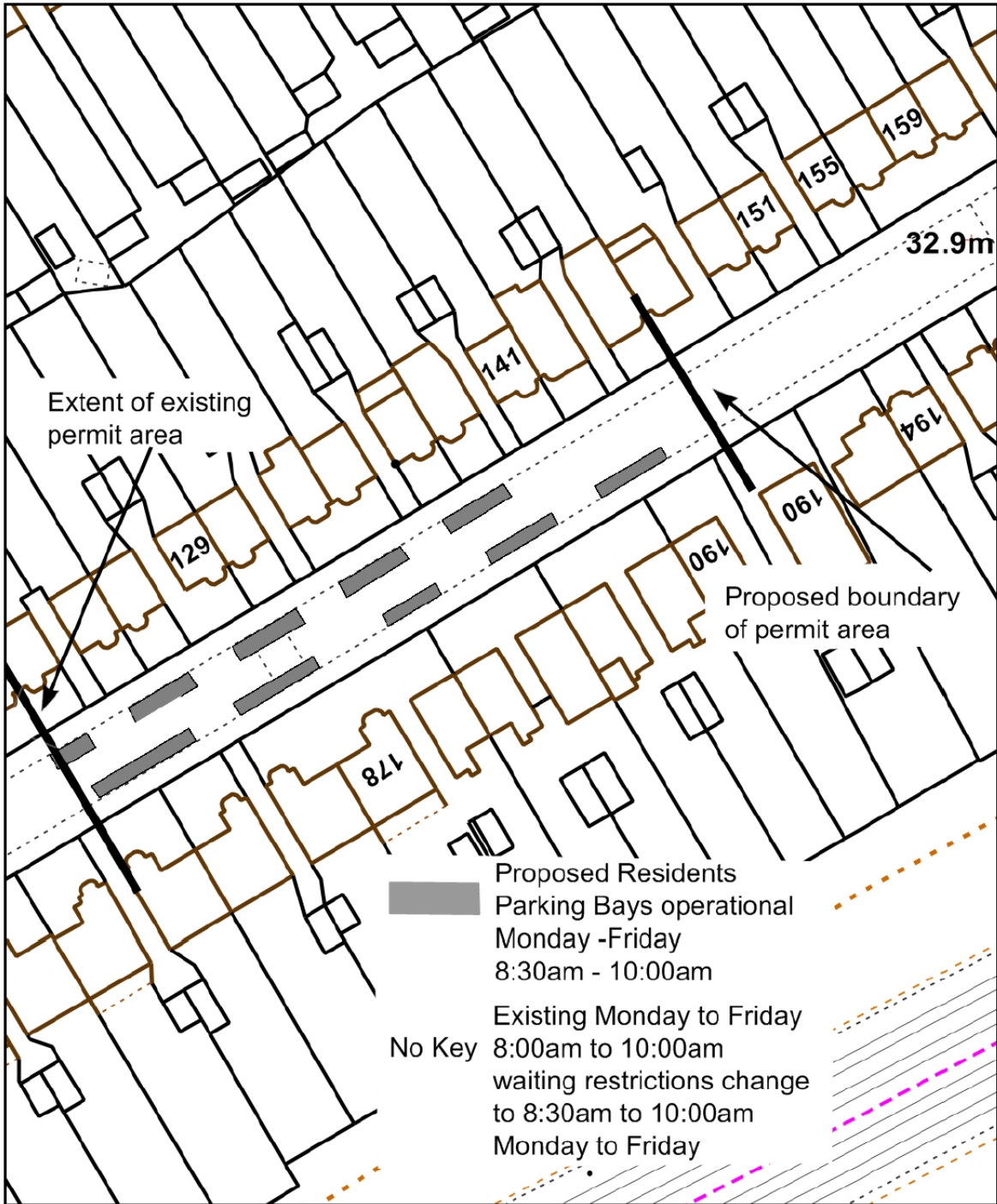
At the close of public consultation 13 responses were received, with 2 respondents in favour of the proposal, 10 respondents against it and 1 response saying the proposal did not affect them. The respondents opposing the proposal did not raise any equality related concerns.

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 are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of local residents.

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 B



<p>Carlton Road TPC-418</p>	<p>N ↑</p>
<p>nlp The National Land & Property Gazetteer</p> <p>NSG NATIONAL STREET GAZETTEER</p> <p>Ordnance Survey Licensed Partner</p>	<p>Scale: 1:600 Date: 11 July 2014</p> <p>0 10 20 30 metres</p>
<p> Havering LONDON BOROUGH</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>

Carlton Road - Responses

The first response wrote three times and outlined that they were **not in favour** of the proposals. They asked the following questions:-

1. What is the reason behind this boundary extension?
2. We have a drop down kerb, will a new parking bay be painted across it?
3. What happens after this consultation is closed? Who decides whether to proceed with it or not? What are the timescales?
4. How much is the current Residents Parking Permit (Sector 1)?

They were very surprised to hear that this has been requested by residents and presumed that they were residents of Carlton Road. They advised that Carlton Road is getting extremely busy with cars parked on both sides of the road for most part, obstructing the traffic flow.

Staff Comments

The questions were answered as follows:-

1. The proposed extension of the Zone was requested by residents.
2. The parking bays will not be painted across the vehicle crossover to your property.
3. All responses to the consultation will be collated and reported back to the Highways Advisory Committee in September or October. As a respondent to the consultation you will be advised of the date the proposals will be considered.
4. First permit £20, Second permit £25 and for the third and any thereafter £60.

Carlton Road is already traffic calmed with roads humps and cars parked both sides of a road do have the added effect of keeping the speed of traffic down. However, it is conceded that at peak times vehicles parked both sides of a road can reduce traffic flow.

The second response from a resident outlines that they are **not in favour** of the proposals. They feel that most Carlton Road residents have already sacrificed their front gardens to park two vehicles off road. Parking either side of narrow drive and opposite will make it difficult to access the road safely, as additional parking will cause a physical and visual barrier, which together with the speed and volume of traffic especially between 7.30am-9.30am can be dangerous. It is suggested that there will be even more noise, along with all day street parking. It is feared that residents from other areas may commuter or park all day, as the proposed area is five minutes from the station.

Staff Comments

The existing residents parking scheme in the area does work and prevents all day commuter parking. Carlton Road is already traffic calmed with roads humps and cars parked both sides of a road do have the added effect of keeping the speed of traffic down. However, it is conceded that at peak times vehicles parked both sides of a road can reduce traffic flow.

The third response from a resident outlines that they are **in favour** of the proposals.

Staff Comments

None.

The fourth response is from a residents confirms that they are **not in favour** of this proposal. They advise that they are currently in the process of applying for vehicle crossing and that they have been advised that this will stop any parking bay being put outside their property. They also suggest that a number of neighbours feel that this will create further problems with parking, the very reason we are applying for vehicle crossing. It is felt that there are ample car parks in Romford for commuters. Carlton Road is a busy cut through road, and this will cause even more congestion than they already have. Residents in Carlton Road near Romford Town centre already have problems with parking and congestion outside their homes.

Staff Comments

The proposals can be amended at the implementation stage to accommodate any new vehicle crossovers that have been installed. The proposals will be less restrictive on the residents, by given them and there visitors somewhere to park within the restricted period, which finishes at the same time as the current restrictions

The fifth response wrote twice and simple outlines that the residents of the property were **not in favour** of the proposals.

Staff Comments

None.

The sixth response was from a resident within proposed area of the scheme, who outlines that they are **not in favour** of the proposals. They point out that the original scheme was to control station parking at Gidea Park and these existing restrictions have done this very successfully. As this is the case, they see no reason to change them. In addition to this, they suggest that if a resident's bay is provided it would mean that any permit holder could theoretically leave their vehicle in a bay without moving it, hence preventing the resident from parking outside their own property. They point out that at the moment this is not an issue, as any parked car have to be moved during the restricted period.

Staff Comments

Some residents do not have the facility to park a second car off-street and the closest unrestricted road that can be parked in within the restricted period of the Gidea Park area is nearly half a mile.

The seventh response is from residents, who outline that they are **not in favour** of the proposals, as at present where there are parking bays are on both sides of

Carlton Road (for instance at Number 37), the road width is reduced to making the road effectively one way, as one driver must give way to let the other drive through. This causes congestion, particularly at peak times. Sometimes, this causes a tailback and the traffic can be seen outside their house some metres from the parking bays.

Staff Comments

Carlton Road is traffic calmed and benefits from a residents parking scheme in the Romford half of the road. The road does take cut through traffic, which is also calmed to a certain extent by the parked vehicles in the road.

The eighth response outlines that the residents are **not in favour** of the bays and have previously asked not to install a new tree outside that property, as they want to extend their crossover, which they are saving up for. The new crossover area will make it easier for the driver to access the property with their disability. It is felt that the bays would create single lane traffic and increase the volume. They are satisfied with the road as it is now and are worried that the proposals will devalue the property.

Staff Comments

The proposals can be amended at the implementation stage to accommodate any new vehicle crossovers that have been installed prior to any agreed proposals being installed. The proposals will be less restrictive on the residents, by given them and their visitors somewhere to park within the restricted period and it is therefore suggested that the proposals will only have a positive effect on the value of the property.

The ninth response states that they are **not in favour** of the proposals, as it is felt that Carlton Road is a rut-run and this makes it difficult to get out of their driveways. Allowing all day parking will make the situation worse, with the lower end of the road already having parking bays, which effectively makes the road one way coming out of Romford. They ask why the council intending to make the road into a car park, when there is sufficient parking in the town itself. It is pointed out that the properties without garages already have off-street parking to the front of the properties, so why would they want to park outside the properties which would restrict their vision when pulling off their driveways. It is also suggested that the council ask the residents within the Zone if they are for or against the bays as they are not 100% either.

Staff Comments

Carlton Road is traffic calmed and benefits from a residents parking scheme in the Romford half of the road. The road does take cut through traffic, which is also calmed to a certain extent by the parked vehicles in the road. The proposals are designed to provide parking provisions for residents and their visitors within the restricted period, not to provide parking space for commuters.

The tenth response outlines that they are **totally against this scheme and restrictions.**

Staff Comments

None.

The eleventh response simply outlines that the husband and wife are **in favour** of the proposals.

Staff Comments

None.

The twelfth response was from a resident already within the permit controlled area, who outlines that the proposals **will not affect them** and suggests that any decision made on the proposals should be made by the residents immediately fronting the new bays.

Staff Comments

All responses received to the proposals will be considered by this Committee.

The thirteenth response outlines that they as a family are happy with the current parking restrictions and therefore they **are not in favour of these proposals**. They are concerned with the devaluation of their property and don't want to have to pay to park outside their property.

They feel that they have not been advised where the zone will start and finish. The family needs two cars and it is already a tight swing onto the drive, especially when there are cars parked both sides of it. It is felt that the proposals will inconvenience residents and road users further by making one lane in the road, coupled with all day parkers. The existing scheme already causes chaos between Glenwood and Lodge Avenues as Carlton Road is a busy cut through.

The council are trying to solve the parking problems with parking restriction, which is just displacing the problem while the residents lose out and the council gain financially.

Staff Comments

It is felt that the extent of the proposals is clearly shown on the plan and the proposals will help the family by given parking spaces outside or close to the property within the currently restricted time. The proposals will be less restrictive on the residents, by given them and their visitors somewhere to park within the restricted period and it is therefore suggested that the proposals will only have a positive effect on the value of the property. Carlton Road is traffic calmed and benefits from a residents parking scheme in the Romford half of the road. The road does take cut through traffic, which is also calmed to a certain extent by the parked vehicles in the road.

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HIGHWAYS ADVISORY COMMITTEE

Date 11 November 2014

REPORT

Subject Heading:

**George Street – TPC348
Proposed change of a voucher parking
bay to a Pay & Display bay.- comments
to advertised proposals**

Report Author and contact details:

Mitch Burgess
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 a Voucher parking bay in George Street to a Pay & Display bay (Romford Town).

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that:- the following measures, as set out in the report and shown on the Appendix 1 be implemented:
 - a. the proposals to change the use of the existing Voucher Parking facility in George Street to Pay and Display parking as shown on **Appendix A**, be implemented as advertised;
 - b. Members note that the estimated cost of this scheme in George Street as set out in this report is £4,000 and can be funded from the capital allocation;
 - c. That the effect of the scheme be monitored.

REPORT DETAIL

1.0 Background

- 1.1 Currently, there is Voucher Disc parking bays in George Street area are operational from Monday to Saturday 8:30am to 6:30pm.
- 1.2 Throughout the borough there is a general trend for the Council to receive requests from shopkeepers or residents to change existing voucher parking bays to Pay and Display parking bays, which are now considered to be more convenient and user friendly for visitors and shoppers.
- 1.3 This request was presented to the Highways Advisory Committee at its meeting in September 2013, when the Committee agreed in principle to design and consult on such proposals.
- 1.4 The proposals were subsequently designed and publicly advertised, and plans showing the proposals are appended to this report as **Appendix A**.
- 1.5 On the 10th October 2014 residents and businesses that 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.
- 1.6 By the close of the consultation on the 31st October 2014, there were no responses to the proposals.

2.0 Proposed Scheme

2.1 The scheme is within the Romford Town Ward

2.2 The request was put forward to help with parking provision for local businesses, as it is now generally considered that the provision of Pay & Display parking bays is more user friendly and accessible to the public, than the Disc parking scheme, which is gradually being phased out due to popular demand.

2.3 The formal proposals are to change the existing Voucher parking restriction to a Pay & Display parking bay, operational 8.30am – 6.30pm Mon – Sat inclusive, at a cost of 20 pence for the first two hours then 50 pence for the maximum period of three hours.

3.0 Outcome of Public Consultation

3.1 On 10th October 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.

4.0 Responses

During the statutory consultation period there were no responses received to the proposals however the schemes consultation finishes on Friday 31st October.

5.0 Staff Comments

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

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 to install the proposed Pay & Display machine as set out in this report is £4,000. The intention is to finance this from a separate capital allocation.

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.

Total costs will need to be contained within the specified budgets.

Legal Implications and Risks

The proposals of Pay & Display bay requires consultation, the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

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:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children and young people, older people), this will assist the Council in meeting its duty under the Act.

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

BACKGROUND PAPERS

Appendix A



<p>George Street</p>	
	<p>Scale: 1:1000 0 5 10 15 metres</p> <p>Date: 29 September 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

11 November 2014

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
November 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
11th November 2014

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place									
H1	Former Harold Wood Hospital, residential development	Harold Wood	20mph Zone (all new adoptable roads)	New estate has been designed to promote low traffic speeds and a 20mph Zone would reinforce this. Staff strongly recommend that this is taken forward to consultation stage.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A
H2	Former Whitworth Centre, residential development	Heaton	20mph Zone (all new adoptable roads)	New estate has been designed to promote low traffic speeds and a 20mph Zone would reinforce this. Staff strongly recommend that this is taken forward to consultation stage.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A
H3	Gooshays East, residential development	Gooshays	20mph Zone (all new adoptable roads)	New estate has been designed to promote low traffic speeds and a 20mph Zone would reinforce this. Staff strongly recommend that this is taken forward to consultation stage.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A

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

Highways Advisory Committee
11th November 2014

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Dunningford Close, residential development	Elm Park	20mph Zone (all new adoptable roads)	New estate has been designed to promote low traffic speeds and a 20mph Zone would reinforce this. Staff strongly recommend that this is taken forward to consultation stage.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A
H5	Torrence Close, residential development	Hylands	20mph Zone (all new adoptable roads)	New estate has been designed to promote low traffic speeds and a 20mph Zone would reinforce this. Staff strongly recommend that this is taken forward to consultation stage.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A
H6	Lambs Lane/ A1306 site, residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	New estate has been designed to promote low traffic speeds and a 20mph Zone would reinforce this. Staff strongly recommend that this is taken forward to consultation stage.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A

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

Highways Advisory Committee
11th November 2014

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H7	Passive Close (off A1306), residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	New estate has been designed to promote low traffic speeds and a 20mph Zone would reinforce this. Staff strongly recommend that this is taken forward to consultation stage.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A
H8	Raven Close (off Crow Lane), residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	New estate has been designed to promote low traffic speeds and a 20mph Zone would reinforce this. Staff strongly recommend that this is taken forward to consultation stage.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A
H9	Mercury Gardens service area	Romford Town	Review of parking controls and arrangements to support redevelopment of Swan Walk, possibly 20mph speed limit or Zone introduced.	In support of planning consent (Ref: 1582.11). Service area being changed to support Swan Walk scheme. Review would allow controls to be simplified.	Developer	£1k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A

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

Highways Advisory Committee
 11th November 2014

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H10	Harold Wood Station bus turnround area	Harold Wood	Provide a buses only restriction for the station turnaround area as private vehicles dropping off are causing obstructions	Strongly recommend to proceed to advertisement as this is vital to the safe operation of bus services through the feature.	TfL LIP	£2k	Mark Philpotts Engineering Services Streetcare	07/10/2014	N/A
SECTION B - Highway scheme proposals without funding available									
H11	Fairview Avenue, Rainham	Rainham & Wennington	Measures to slow speed traffic (50mph+) as resident concerned about family and possibility of a fatality.	Feasible but not funded. Measures in one street may transfer problems into another and so area-wide treatment would be advisable.	None	£18k+	Resident	14/10/2014	ENQ-0229198

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

Highways Advisory Committee
11th November 2014

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H12 Page 175	Park Farm Road	Upminster	Pedestrian crossing between Bonnetts Wood and Parklands Car Park	No data available on pedestrian demand and possibly feasible. Would need to be a signalised crossing with substantial speed detection and section of street would need to be lit. Speed limit would need to be reduced to 40mph. Land for visibility splay would be required.	None	£150k+	Resident	14/10/2014	ENQ-IP-37574
H13	Manor Road, junction with Brentwood Road	Romford Town	Request for road humps to slow drivers entering Manor Road where residents are emerging from their driveways	Feasible but not funded. Humps would be used in isolation unless a speed table and budget reflects a speed table.	None	£12k	Resident	21/10/2014	N/A
H14	Ardleigh Green Road/ Squirrels Heath Lane junction	Squirrels Heath	Signalisation of junction to provide better crossing facilities for pedestrians, especially across the side roads	Possible, but would require a full study and so no indicative costs available.	None	TBC	Resident	21/10/2014	ENQ-IP-38471

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

Highways Advisory Committee
11th November 2014

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
5	Gubbins Lane	Harold Wood	Zebra crossing on top of bridge near station	Feasible, but not funded. Would need to be placed on top of bridge so pedestrians are visible on both approaches. We are unsure if there is enough footway depth on bridge to install Belisha beacon posts and lighting. May require review of pelican crossing near Oak Road.	None	c£20k	Cllr Eagling	23/10/2014	N/A
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)									
H16	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. (H4, August 2014)	None.	c£80k	Resident	31/07/2014	

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

Highways Advisory Committee
11th November 2014

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H17	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.	None	£18k	Cllr Wilkes	05/09/2014	
Page 177 H18	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.	None	N/A	Resident	12/09/2014	ENQ-0221251
H19	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.	None	£30k+	Cllr P Crowder	12/09/2014	Cllr P Crowder

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

Highways Advisory Committee
11th November 2014

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H20	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded - Casualty details to follow.	None	£8k	Cllr Hawthorn	26/09/2014	Cllr Hawthorn
H21	Dagnam Park Drive, near Brookside School		In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	Feasible but not funded. Speed limit change alone unlikely to significantly reduce speed and traffic calming will be required, but such that is compatible with a bus and feeder route. Adjacent side roads may need similar treatment for local limit to be logical.	None	£50k	1738 signature Petition received by Council via Former Cllr Murray	04/04/2014	School

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HIGHWAYS ADVISORY COMMITTEE

11 November 2014

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS**

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

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

SUMMARY

This report presents applications for on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for 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

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 representation 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.

Item Ref	Location	Description	Officer Advice Previously Requested (Date & Item No.)	Likely Budget	Scheme Origin/ Request from	Ward
SECTION A - Minor Traffic and Parking Scheme Requests						
TPC524	Carlton Road, Woodfield Drive, Stanley Avenue, Stanley Close, Tudor Gardens, Repton Drive, Repton Avenue, Repton Gardens, Tudor Drive, St Ivians Drive, Tudor Avenue, Balgores Lane	Request to review the parking in these roads following reports of commuter parking problems which is leading to extensive damage to the highway, in particular kerbs pavements and tree pits	It is advisable to undertake an informal consultation to gauge the views of residents and businesses, setting out possible options. This will aid Officers in the development and design of potential parking schemes which will prevent the high volume of vehicles parking on unrestricted roads due to their close proximity to Gidea Park train station	£6,000	HoS, Schemes Team Officers Ward Councillors	Sq Heath Romford Town
TPC525	Walden Road, Discount Builders Merchants	Request for parking provisions along side the yard and for double yellow lines across the vehicular access	a detailed scheme should be designed and publicly advertised.	£1,500	Business Owner	Emerson Park
TPC526	Gilbert Road	Conversion of existing parking metres to Pay and Display	Improvement of parking infrastructure and reduction of street furniture, existing meters can be reused elsewhere.	£4,000	Staff suggestion	Romford Town
TPC527	Woodcote Avenue	A 5-6 metre extension of the existing 8:30am to 6:30pm Monday to Saturday outside St Nicholas Church.	The request will ease access to through traffic in the road and help with the operation of the church	£200	Ward Councillor	Elm Park
TPC528	Douglas Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	Staff suggestion	Romford Town
TPC529	Albert Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	Staff suggestion	Romford Town

TPC530	Craigdale Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	Staff suggestion	Romford Town
TPC531	Marks Road	Conversion of existing parking metres to Pay and Display	Improvement of parking infrastructure and reduction of street furniture, existing meters can be reused elsewhere.	£4,000	Staff suggestion	Romford Town
TPC532	Olive Street	Conversion of existing parking metres to Pay and Display	Improvement of parking infrastructure and reduction of street furniture, existing meters can be reused elsewhere.	£4,000	Staff suggestion	Romford Town
TPC533	Linden Street at its junction with Como Street	Conversion of existing parking metres to Pay and Display	Improvement of parking infrastructure and reduction of street furniture, existing meters can be reused elsewhere.	£4,000	Staff suggestion	Romford Town
TPC534	Hainault Road	Inclusion of Nos.14 to 20 evens and Nos. 47 and 49 odds into the Sector 2B Residents Parking Scheme	These are the only 6 properties in the section of Hainault Road, south of the Eastern Avenue that are not included in the current Sector 2B residents parking scheme. There will be no physical works required	£400	Staff suggestion	Brooklands
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues						