



# Havering

LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
13 January 2015**

**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 Havering  
Residents'(2)**

Brian Eagling  
Linda Hawthorn

**UKIP  
(1)**

Ian de Wulverton  
(Chairman)

**Independent  
Residents'  
(1)**

David Durant

**For information about the meeting please contact:  
Taiwo Adeoye 01708 433079  
taiwo.adeoye@onesource.co.uk**

## **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 9 December 2014, and to authorise the Chairman to sign them.

### 5 THE RIDGEWAY AND REPTON AVENUE, GIDEA PARK - EXISTING GATED CLOSURES (Pages 9 - 34)

Report attached

### 6 BUS STOP ACCESSIBILITY - CORONATION DRIVE (Pages 35 - 54)

Report attached

**7 BUS STOP ACCESSIBILITY - ROSEWOOD AVENUE** (Pages 55 - 70)

Report attached

**8 BUS STOP ACCESSIBILITY - ELM PARK AVENUE** (Pages 71 - 98)

Report attached

**9 BUS STOP ACCESSIBILITY - HACTON LANE (OUTCOME OF PUBLIC CONSULTATION)** (Pages 99 - 118)

Report attached

**10 BUS STOP ACCESSIBILITY - BRENTWOOD ROAD (OUTCOME OF PUBLIC CONSULTATION)** (Pages 119 - 164)

Report attached

**11 SIMPSON ROAD, JUNCTION WITH RAINHAM ROAD. PROPOSED SPEED TABLE - OUTCOME OF PUBLIC CONSULTATION** (Pages 165 - 170)

Report attached

**12 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 171 - 178)

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

**13 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

**14 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**

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
9 December 2014 (7.30 - 7.48 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Ray Best (Vice-Chair), Frederick Thompson, Dilip Patel, Carol Smith and +Steven Kelly
<b>Residents' Group</b>	+Ray Morgon
<b>East Havering Residents' Group</b>	Linda Hawthorn and +Ron Ower
<b>UKIP</b>	Ian de Wulverton (Chairman)
<b>Independent Residents Group</b>	David Durant

Apologies were received for the absence of Councillors John Crowder, Brian Eagling, Barry Mugglestone and John Mylod.

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

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

There were no declarations of interest.

**53 MINUTES**

The minutes of the meeting held on 11 November 2014 were agreed as a correct record and signed by the Chairman.

**54 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee had 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 had 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:

**55 TRAFFIC AND PARKING SCHEMES REQUEST**

The report before the Committee had 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 had 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:

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**Chairman**

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

Item Ref	Location	Ward	Description	Decision
<b>SECTION A - Highway scheme proposals with funding in place</b>				
H1	Former Oldchurch Hospital site	Brooklands	One-way working in line with design principles for part of the site.	AGREED
H2	Climate Energy development, New Road	South Hornchurch	One-way working in line with design principles for part of the site.	AGREED
<b>SECTION B - Highway scheme proposals without funding available</b>				
H3	Finucane Gardens	Elm Park	One-way working from Tempest Way to Penrith Crescent - read in conjunction with issue in Section C.	REJECTED 9-1 Absention

H4	Albert Road, Romford	Romford Town	128 signature petition for humps, speed cameras or width restrictions.	REJECTED 9-1
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**SECTION C - Highway scheme proposals on hold for future discussion (for Noting)**

H5	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.	NOTED
H6	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.	NOTED



H7	A124/ Hacton Lane/ Wingleye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	NOTED
H8	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	NOTED
H9	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	NOTED

H10	Dagnam Park Drive, near Brookside School	Gooshays	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.	NOTED
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**London Borough of Havering  
Traffic & Parking Control - StreetCare  
Minor Traffic & Parking Schemes Applications Schedule**

Item Ref	Location	Description	Decision
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
TPC558	Hornford Way & Rom Crescent	Request to implement a resident permit scheme in Hornford Way following reports of commuter and inconsiderate parking caused by the hospital site.	AGREED With inclusion of Norwood Avenue, Rush Green Road and Rom Crescent in the resident parking scheme

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# HIGHWAYS ADVISORY COMMITTEE

# REPORT

13 January 2015

**Subject Heading:**

Existing road closures in The Ridgeway and Repton Avenue, Gidea Park – Outcome of consultation.

**Report Author and contact details:**

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

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

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

**SUMMARY**

This report deals with the outcome of an area wide consultation in Gidea Park (south of A118 Main Road) relating to the future of road closures in The Ridgeway and Repton Avenue.

The scheme is within **Romford Town** and **Squirrels Heath** wards.

## RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Environment that the gated road closures set out in Appendix A of this report are retained and the necessary permanent traffic order/s are made.

The closures are located at the following locations:

- 1.1 **The Ridgeway, Romford** at its junction with Lodge Avenue, gated closure to be located at a point 7.2 metres east of the eastern kerb-line of Lodge Avenue. The location of the closure is shown on drawing no. QL040-11-101 (The Ridgeway).
- 1.2 **Repton Avenue, Romford**, at its junction with Main Road, gated closure to be located at a point 9.5 metres south of the southern kerb-line of Main Road (A118). The location of the closure is shown on drawing no. QL040-11-102 (Repton Avenue).
2. Given the comments made in relation to traffic in areas away from the road closures, that the Head of Streetcare considers potential measures for Carlton Road, corridor of Glenwood Drive, Repton Drive, Repton Gardens, Stanley Avenue and Woodfield Drive subject to the availability funds and inclusion within future programmes.
3. That it be noted the cost of carrying out the works which is mainly associated with advertisement of the traffic orders and staff time is £2,000. This would be met from the Council's 2014/15 Revenue Budget for Minor Safety Improvements for Borough Roads.

## REPORT DETAIL

1. Background
  - 1.1 There are existing road closures in Repton Avenue (by Main Road) and The Ridgeway (by Lodge Avenue). These were originally installed around year 2000 to overcome the impact of the traffic signals at the junctions of Main Road/Balgores Lane and Main Road/Heath Drive. The gates can be opened by emergency services only to gain access into the area.
  - 1.2 Following the installation of the traffic signals, the traffic patterns in Gidea Park area had altered significantly. Drivers immediately started to gain access into Gidea Park (area south side of A118 Main Road) via Repton Avenue mainly to by-pass the traffic congestion. Likewise, drivers also

established that it was easier to enter and exit from the area via Lodge Avenue.

- 1.3 As a consequence, Gidea Park Primary School was surrounded by 'rat-running' traffic in Lodge Avenue, Repton Avenue and Tudor Drive, thus causing unsafe situation for school parents. The traffic flows also increased in other roads such as Carlton Road, Glenwood Drive, Stanley Avenue etc on a weekly basis as drivers established alternative routes to avoid the newly installed traffic lights. Traffic speeds and noise levels also increased in predominantly residential areas as drivers tried to recover their lost time in diverting from their normal routes.
  - 1.4 The local residents formed a coalition group with a view to collectively resolve the situation. Various options were designed and only few were considered would eliminate the 'rat-running' traffic in Gidea Park area. At the Central Romford Area Committee Forum held in March 2000 with the local residents, the following actions were agreed:
    - a) Removal of the traffic signals at the junction of Main Road/Heath Drive and converting it to a priority junction. In addition, provide yellow box markings to keep the area clear for traffic when entering or exiting to and fro Heath Drive.
    - b) The removal of the signals at Main Road/Balgores Lane junction was not agreed by the committee. Instead, it was decided that the traffic signals are optimised to improve the capacity.
    - c) Provision of road closures in Repton Avenue and The Ridgeway to run on experimental basis for a trial period of 18 months prior to making them permanent.
  - 1.5 The Council further under took post monitoring works to check the effectiveness of the closures and changes to the traffic signals. Following a successful trial period of the gates, a decision was made by the Council's former Central Romford Committee Area Forum in September 2000 to make the closures permanent. The closures would only allow access for emergency vehicles and pedestrians. There was, however, a clear understanding that some traffic would disperse to other roads in the area which would reduce the impact on the traffic signals at Main Road/Balgores Lane junction.
2. Present position of existing road closures
    - 2.1 From the time of implementing the road closures in The Ridgeway and Repton Avenue, the Council has been receiving enquiries from a resident who felt that the closures should be removed to release pressure of traffic from other roads in the area.
    - 2.2 Traffic Management Orders are needed for completed schemes from time to time and in the given circumstances when dealing with a request for

their removal, it is imperative to have the traffic orders available for inspection. However, current records supporting the closures are poor and it took considerable amount of time to research the background details, with little or no success.

- 2.3 The road closure in Repton Avenue and The Ridgeway probably relied on a long lapsed of the Experimental Traffic Management Order (the legal process for closing a road) which operates on temporary basis for 18 months. As a result, the closures in The Ridgeway and Repton Avenue are not supported by permanent Traffic Management Orders of any description.
- 2.4 In light of the situation, the Council needs to decide whether or not the closures should remain and while this process proceeds, a Temporary Traffic Management Order has been imposed which allows the roads to remain closed on temporary basis while the matter is permanently dealt with.
- 2.5 The Council's Highways Advisory Committee had agreed in principle that the local residents should be consulted on the basis whether or not the closures should be retained permanently (with permanent traffic management orders) or removed permanently and the streets opened up to all traffic. As a result, the local residents of Gidea Park were consulted on two options as below:
  - i) **Option 1** - the two roads should remain closed to vehicular traffic on a permanent basis
  - ii) **Option 2** - the closures should be removed and the streets are opened up to all traffic.

### 3. Details of area wide consultation

The consultation area was cordoned by A118 Main Road in the north, Carlton Road in the south, Crossways in the east and Lodge Avenue in the west and this includes other roads contained within this area. A drawing is included in appendix A showing the consultation area.

- 3.1 The public consultation started on 31<sup>st</sup> October 2014 and the closing date was 28<sup>th</sup> November 2014. 1,636 letters were delivered by post in the consultation area. The proposals were also advertised in the Romford Recorder and London Gazette on 31<sup>st</sup> October 2014, thus giving an opportunity to anyone living outside the area to provide their comments.
- 3.2 Members of the Romford Town and Squirrels Heath Wards were notified prior to the consultation, with HAC members and standard consulates were provided with the same information.

### Summary of consultation responses



- 3.3 Residents had provided some useful background information about the former public meetings and decisions that were made in the past. Three petitions were received, one from Gidea Park Primary School containing 55 signatures mainly by the school parents. The other two petitions were organised by local residents containing 27 and 38 signatures. All the petitioners are in the favour of making the existing closures permanent.
- 3.4 Some residents had responded by e-mails and had not included their postal addresses. Their names were not included for the data protection, therefore, these residents were given unique reference numbers (eg. 1, 2 ...10 etc) which can be cross referenced with their postal addresses respectively.
- 3.5 The responses were analysed in details and the results show that **249** responses have been received which represents a response rate of **15.2%**. Further analysis indicates **64%** of residents responded in **support for the gates to remain permanently** whereas **36%** of residents **support the gates to be removed permanently**. Three late responses were received late but these could not be included in the analysis. The comments are summarised in details and these are included in Appendix B of this report.
- 3.6 Metropolitan Police are in the favour of the gated closures to remain. If the gates are removed it would increase traffic using the residential roads in an attempt to avoid using Main Road which would result in increase of traffic accidents.
- 3.7 The comments received varied by location in the consultation area. For instance, most residents of The Ridgeway, Repton Avenue, Tudor Avenue, Tudor Drive etc. want to retain the existing gated closures. Most of them considered that the existing closures provide safety for the local residents, school children particularly when walking to schools (Gidea Park Primary School and Gidea Park College) and overcome severe congestion problems which had developed in narrow roads in the past.
- 3.8 Likewise, the residents of Carlton Road, Glenwood Drive etc. suggested that the closures are removed to reduce the pressure of the traffic in their roads. They have, however, suggested to provide traffic calming measures in their roads if the gates are removed as drivers will start to over speed and this would be detrimental for Gidea Park Primary School, Gidea Park College and the local residents.
- 3.9 Carlton Road was the first road in the borough to receive speed control humps to overcome the problems of over speeding and rat running traffic using the road. Based on the comments provided by the residents, it is clear that such problems are still persisting, therefore, some robust measures are needed to deal with the problem in the long term. The measures could vary from possible road closures to one-way systems. Such measures could also be accompanied by speed restraints to improve safety or make routes less attractive to drivers.

#### 4. Recommendations

- 4.1 It is recommended that the proposals as publicly advertised and consulted are agreed to retain the existing gate closures in The Ridgeway and Repton Avenue on permanent basis. The traffic management orders are made and sealed as appropriate. The closures will cause some inconvenience to some residents, however, this will outweigh the benefits of safety, congestion, unwanted traffic etc. in the area. The measures are shown on drawing nos.QL040-11-101 (The Ridgeway) and QL040-11-102 (Repton Avenue), attached to this report.
- 4.2 Staff realise that there are other traffic concerns associated in the wider area, but it is not in a position to consider other matters as part of the current consultation. As a result, it is recommended that the Council's Highways Advisory Committee could ask officers to consider potential measures for Carlton Road, Glenwood Drive, Stanley Avenue, Repton Drive, Repton Gardens, etc. as candidate schemes for the future.
- 4.3 Although there are speed control humps installed in Carlton Road, drivers still use the road to avoid the traffic signals at Main Road/Balgores Lane junction or the traffic in Main Road during peak periods. Potential schemes could be considered in the future, subject to the availability of funds and priority based given that there are other outstanding schemes in the borough.

### **IMPLICATIONS AND RISKS**

#### **Financial Implications and risks:**

It is estimated that the cost of carrying out the works is £2,000 which is mainly associated with public advertisement of the traffic order and staff costs only. This would be met from the Council's 2014/15 Revenue budget for Minor Safety improvements for Borough Roads.

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's Revenue budget.

#### **Legal Implications and risks:**

In this case, permanent traffic orders are recommended to close the relevant roads. The procedure for making an Order with Greater London

is set out in the Local Authorities' Traffic Orders (Procedure), (England and Wales) Regulations of 1996. These Orders require a public consultation period of a minimum 21 days. There is also a requirement to publish a public notice known as Notice of Proposal to announce that the local authority proposes to make a traffic order. This notice must be published in the London Gazette and a local newspaper that is circulated in the area of the proposed traffic order. There is also a requirement to consult directly with certain organisations such as the emergency services (Police, Fire Brigade and Ambulance Services), public transport operators, Road Haulage Association etc.

To ensure that the public are fully aware of the proposals, the Council often places notices in the affected streets and delivers letters to residents in those streets.

Anybody has the right to make a representation to the Council regarding a proposal. This must be done in writing and state any reasons for objecting. The Council must consider any objections it receives. If the proposal proceeds, then a second public notice is published in the Notice of Making in the same publications. Once the traffic order comes into effect, any traffic signs associated with it shall be put in place.

#### **Human Resources Implications and risks:**

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

#### **Equalities Implications and risks:**

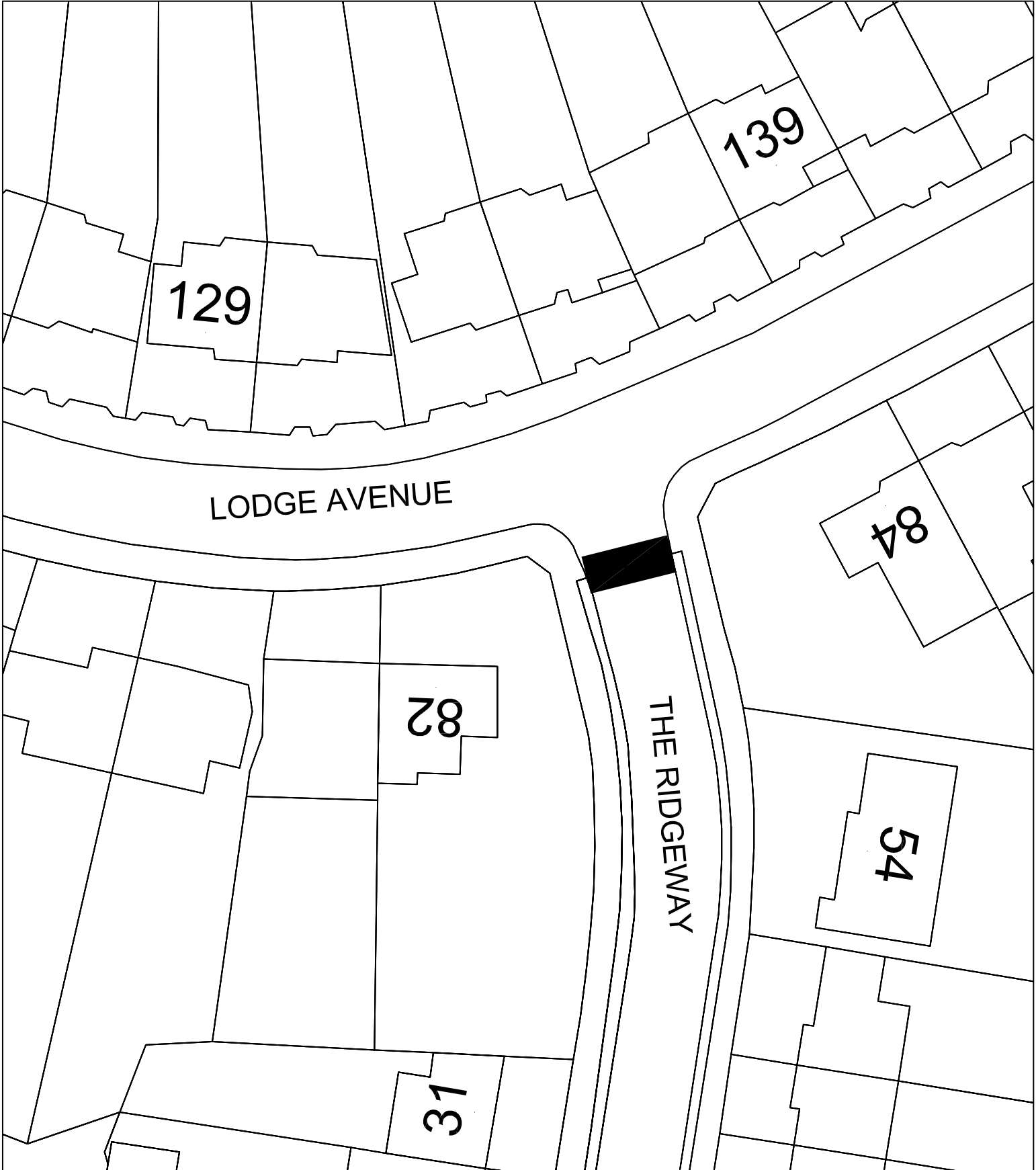
The Council has a general duty under the Equality Act of 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people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

**BACKGROUND PAPERS**

**Scheme project file:** QL040 – Minor schemes.

## **Appendix A**

Plans showing the consultation area  
and locations of road closures in  
The Ridgeway and Repton Avenue, Gidea Park



**PURPOSE** | **INFORMATION**

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 London Borough of Havering 100024327

**NOTES**

 POSITION OF ROAD CLOSURE

REVISION	AMENDMENT	DATE

**JOB TITLE**  
 THE RIDGEWAY ROAD CLOSURE AT LODGE AVENUE

**DRAWING TITLE**  
 LOCATION PLAN

  
**Haverling**  
 LONDON BOROUGH  
 STREETCARE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING

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

<b>DRAWN BY</b> MLP	<b>CHECKED BY</b> MLP	<b>APPROVED BY</b> MLP
<b>SCALE</b> NTS	<b>DATE</b> JAN 2014	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE
<b>ACAD REF:</b>	<b>DRAWING No</b> Q1040-11-101	<b>REVISION</b>

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**Appendix B**

Summary of Consultation responses

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### Results of the public consultation

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
1	21 Balgores Crescent	The closure of Repton Avenue should be removed to release the traffic from other roads in the area.		1
2	34 Balgores Lane	Two roads should be re-opened but not necessarily to all traffic. Since the installation of the traffic signals at Main Road/Balgores Lane junction traffic has increased in Balgores Lane.		1
3	46 Balgores Lane	Keep the current restrictions on permanent basis.	1	
4	60 Balgores Lane	Supports the closure of the roads.	1	
5	64 Balgores Lane	The roads should be re-opened to alleviate traffic in surrounding roads esp. Carlton Road and Balgores Lane. This will also reduce the impact on the signals in Main Road.		1
6	29 Carlton Road	Wants the closures to be removed.		1
7	30 Carlton Road	Has proposed that the gates are removed.		1
8	33 Carlton Road	Carlton Road is used a a rat run and the volume of traffic has increased . Opening up The Ridgeway and Repton Avenue would be a fair way to share the load of traffic.		1
9	41 Carlton Road	Supports option 2 - removal of the closures.		1
10	48 Carlton Road	The road closures should be removed. This will relief the congestion and spread traffic evenly.		1
11	61 Carlton Road	Closures should be removed to release the pressure of traffic in the area.		1
12	160 Carlton Road	Supports option 2 ie road closures are removed.		1
13	162 Carlton Road	Closures should be removed and streets opened to all traffic to relieve the pressure on other roads		1
14	172 Carlton Road	In strong agreement that he gates are removed. The closures lead to a lot of traffic to use adjacent roads and only benefit the residents of the roads where the barriers are installed.		1
15	182 Carlton Road	Favours option 2. Suggests that 20mph speed limit is introduced on all affected roads if the barriers are removed.		1
16	188 Carlton Road	The gates are removed to release the pressure of traffic.		1
17	215 Carlton Road	Supports option 2.		1
18	Respondent 1 Carlton Road	In support of having the closures removed.		1

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
19	Respondent 2 Crossways	Closures should be removed permanently.		1
20	9 Crossways	The Ridgeway & Repton Ave should be open to traffic.		1
21	11 Crossways	Keep the gates in place.	1	
22	20 Crossways	Both The Ridgeway & Repton Avenue must be re-opened to ease pressure from the local roads and Main Road.		1
23	83 Crossways	Open up the roads to traffic permanently.		1
24	Gidea Park Primary School	submitted a petition containing 52 signatures from residents and parents in support to retain the existing closures.	1	
25	6 Hare Hall Lane	Existing closures are removed to improve traffic in the area.		1
26	4 Lodge Avenue	Opposed to opening of the existing gate in The Ridgeway due to safety for school.	1	
27	10 Lodge Avenue	The resident is neutral about the removal/ retention of the closures. Whatever option is selected, traffic calming measures should be implemented in Lodge Avenue.	1	1
28	19 Lodge Avenue	Keep the gates in place.	1	
29	38 Lodge Avenue	In favour of retaining the gates.	1	
30	46 Lodge Avenue	Supports the retention of the existing gates. If option 2 is agreed then a) traffic calming measures are introduced in Lodge Ave b) traffic calming measures at Lodge Ave/The Ridgeway junction. c) parking restrictions in Lodge Avenue between 4 to 5pm.	1	
31	56 Lodge Avenue	Keep the existing gates.	1	
32	64 Lodge Avenue	The road closures were never successful & have diverted the traffic using Stanley Ave, Carlton Rd and Glenwood Drive.		1
33	66 Lodge Avenue	Remove the closures to relieve the traffic congestion in Carlton Road and other roads.		1
34	67 Lodge Avenue	Strongly opposed to re-opening the gates and supports their retention on permanently basis.	1	

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
35	72 Lodge Avenue	The impact of closures has contributed to be detrimental in increase of traffic and speeding Opening the gates would make the area hazardous and significantly increase the traffic.	1	1
36	82 Lodge Avenue			
37	84 Lodge Avenue	The gates have had a profound affect on parents with children studying at local primary school as it offers a safe & low risk route for young children and other venerable walking to school.	1	
38	86 Lodge Avenue	If the barriers are removed 'rat runs' will increase in the area particularly close to Gidea Park Primary school & Gidea Park College. Fatality will increase in the area.	1	
39	102 Lodge Avenue	The closures have been in place for several years & work well- so please leave them alone.	1	
40	106 Lodge Avenue	Supports option 1 ie roads remain closed.	1	
41	110 Lodge Avenue	Objects to the removal of the gates.	1	
42	129 Lodge Avenue	The removal of the closure in Repton Avenue will not increase the traffic into the area if 20mph speed restrictions are imposed around the school as slow moving traffic acts as a deterrent to most drivers from using the area.		1
43	131 Lodge Avenue	Road closures are retained.	1	
44	133 Lodge Avenue	In favour of closures to remain in place.	1	
45	139 Lodge Avenue	Strongly oppose to opening The Ridgeway.		1
46	133 Lodge Avenue	In the favour of gates to remain. The resident has provided detailed background information about the road closures and reasons for installing speed control humps in Carlton Road.	1	
47	149 Lodge Avenue <b>Petition</b>	submitted a petition containing 27 signatures in support of the gates to remain permanently.	1	
48	112 Main Road	Not in favour of removing the road closures.	1	
49	114 Main Road	The gated closures should remain as it makes it safer for children walking to Gidea Park School .	1	
50	116 Main Road	The gates should remain in place although the resident has to make a detour to reach his house.	1	
51	148 Main Road	As there are no traffic orders supporting the closure, it is time to re-open the closures.		1

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
52	193 Main Road	Supports the retention of existing gates.	1	
53	4 Repton Avenue	With an increase of traffic levels that has occurred over the past 14 years, the removal of gates would lead to severe incursion of through traffic into the residential roads.	1	
54	2A Repton Avenue	The resident has provided some very useful background information about his former engagement in the campaign about the road closures in the year 2000.	1	
55	3 Repton Avenue	Oppose in strongest terms to any attempt to overturn the decisions made democratically in year 2000.	1	
56	6 Repton Avenue	The existing barriers are made permanent.	1	
57	6A Repton Avenue	Would like to see the existing barriers made permanent.	1	
58	7 Repton Avenue	Agrees the closures should remain in place.	1	
59	8 Repton Avenue	The existing closures are made permanent.	1	
60	9 Repton Avenue	Strongly opposes to the removal of closures.	1	
61	10 Repton Avenue	Barriers to remain for safety of residents.	1	
62	10 Repton Avenue	<i>'No way should the barriers be lifted'.</i>	1	
63	12 Repton Avenue	Road closures to remain on permanent basis.	1	
64	14 Repton Avenue	As above.	1	
65	24 Repton Avenue	The gates should remain. Removal of the gates would only increase the possibility of accidents danger to pedestrians.	1	
66	25 Repton Avenue	Barriers should remain in place.	1	
67	26 Repton Avenue	Barriers should remain in place.	1	
68	34 Repton Avenue	The two roads should remain closed permanently	1	
69	35 Repton Avenue	Retain barriers in place.	1	
70	36 Repton Avenue	The roads should remain closes.	1	
71	38 Repton Avenue	Closures should stay in place.	1	
72	39 Repton Avenue	Strongly recommends that the barriers should remain in place.	1	

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
73	40 Repton Avenue	Strongly objects to opening up of the roads in the interests of the majority of residents.	1	
74	41 Repton Avenue	Supports the closure of the roads.	1	
75	42 Repton Avenue	Keep the roads closed to traffic.	1	
76	46 Repton Avenue	Can see the benefits of retaining the gates given the area is a residential and has a large school.	1	
77	47 Repton Avenue	Two roads should remain closed on permanent basis.	1	
78	48 Repton Avenue	Since the installation of the traffic lights, traffic has increased significantly in the area, therefore, the closures remain.	1	
79	50 Repton Avenue	Repton Avenue was a rat run prior to the installation of the gates and we do not wish to return to that situation.	1	
80	54 Repton Avenue	Removal of gates will result in increase in substantial amount of traffic using narrower roads.	1	
81	64 Repton Avenue	The closures should remain in place.	1	
82	2 Repton Drive	Road closures are needed to prevent fatal accidents in the area given the increase in level of traffic.	1	
83	7 Repton Drive	The gates should be removed. The resident has provided detailed background information before the decision was made to install them despite 60% of residents had rejected the installation. Has also suggested that gates are allowed to operate at certain times of the day and subsequently should be be open for traffic use.		1
84	9 Repton Drive	Supports the closure of the roads.	1	
85	26 Repton Drive	Existing closures are removed so that streets are opened to all traffic and also benefit all residents.		1
86	27 Repton Drive	Removal of gates will lead to rat running. traffic in the area.	1	
87	1 Repton Gardens	Supports the closure of the gate in Repton Avenue	1	
88	2 Repton Gardens	Oppose to the opening up of the roads.	1	
89	4 Repton Gardens	Strongly oppose to the removal of the gates.	1	
90	10 Repton Gardens	In support of option 1 ie the current closures in both The Ridgeway and Repton Avenue remain in place permanently.	1	

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
91	11 Repton Gardens	Supports the closure of Repton Avenue but does not support the closure in The Ridgeway	1	
92	21 Repton Gardens	Both gates should remain in place due to close proximity of a school.	1	
93	22 Repton Gardens	As above.	1	
94	32 Repton Gardens	Both roads to remain closed on permanent basis	1	
95	5 Stanley Avenue	The gates remain in place to keep Stanley Avenue safe.	1	
96	31 Stanley Avenue	Strongly appeals that the two gates should remain in place.	1	
97	54 Stanley Avenue	Strongly supports the existing road closures.	1	
98	56 Stanley Avenue	The gates should be removed to ease the traffic in Stanley Avenue.		1
99	61 Stanley Avenue	Strongly appeals the two gates should stay.	1	
100	63 Stanley Avenue	The removal of gates will lead to increase of traffic in the area.	1	
101	69 Stanley Avenue	Supports the closures to remain in place.	1	
102	78 Stanley Avenue	Both roads should remain closed.	1	
103	112 Stanley Avenue	Are in support of having road closures removed.		1
104	135 Stanley Avenue	Recommends to open both roads for traffic.		1
105	8 Stanley Close	In favour of closures to be removed.		1
106	37 Squirrels Heath Avenue	Fully supports the removal of the gates.		1
107	The Ridgeway	Both closures should remain permanent.	1	
108	Respondent 3 Tudor Avenue	Supports the closure of the gates and is prepared to sacrifice the extra detour along Main Road.	1	
109	Respondent 4	Re-open the road closures at The Ridgeway and Repton Avenue.		1
110	Respondent 5	Both gates should remain closed.	1	
111	Respondent 6	Strongly objects the removal of the closures. Re-opening would be detrimental to the residents	1	

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
112	Respondent 7	Is concerned about the implications of opening the gate closures. School children will be at risk.	1	
113	Respondent 8 Repton Drive	Road closures should remain in force.	1	
114	Respondent 9 The Ridgeway	The two roads should remain closed permanently	1	
115	Respondent 10	Is neutral in retaining or removal of the closures. The respondent is concerned about parking in the area.	1	1
116	6 The Ridgeway	Gidea Park Primary school has increased the pupils and it is important that the closures are maintained.	1	
117	8 The Ridgeway	Objects to the removal of the existing closures.	1	
118	9 The Ridgeway	Does not want the gates removed.	1	
119	9 The Ridgeway	Strongly supports the barriers to remain in place permanently.	1	
120	10 The Ridgeway	The roads should remain closed. Suggested to to compare the road accidents before and after the gates were installed.	1	
121	15 The Ridgeway	Wants to have the gates removed. The present arrangement involves detour and emergency services are affected.		1
122	18 The Ridgeway <b>Petition</b>	Submitted a petition containing 37 signatures of local residents in support of the gates to remain.	1	
123	22 The Ridgeway	Keep both roads closed on permanent basis.	1	
124	34 The Ridgeway	Both roads should remain closed permanently.	1	
125	38 The Ridgeway	Strongly supports the retention of the gates.	1	
126	42 The Ridgeway	Most strongly objects to the removal of the gates.	1	
127	44 The Ridgeway	For the safety of vehicles at the junctions and children walking to schools, highly recommends the retention of gates.	1	
128	54 The Ridgeway	Would like to the barriers made permanent.	1	
129	Respondent 11	Living in Carlton Road, there has been an increase in traffic, however, the respondent still supports the road closures.	1	
130	Respondent 12	Fixed gates closures be removed.		1

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
131	Respondent 13 Carlton Road	Carlton Road suffers from traffic congestion in morning and evenings. Removal of gates would help to relief the problem so that drivers have alternative routes to use.		1
132	Respondent 14 St Ivians Drive	The gates should remain in place for the benefit of Gidea Park School.	1	
133	Respondent 15	The gates are removed to reduce the traffic in Main Road and Carlton Road.		1
134	Respondent 16 Lodge Avenue	The Repton Avenue gate warrants to be removed as it is unfair for the level of traffic using Lodge Avenue.		1
135	Respondent 17	The roads should be open to traffic.		1
136	Respondent 18	Roads should remain closed permanently.	1	
137	10 The Ridgeway	Closures should remain in place.	1	
138	Respondent 19 The Ridgeway	Both gates to remain closed permanently.	1	
139	Respondent 20	Remove the gate closures to ease the traffic congestion in the area.		1
140	Respondent 21	Closure should be removed and streets open to traffic. This will reduce congestion in Main Road.		1
141	Respondent 22	Strongly supports that the closures should remain in place.	1	
142	Respondent 23 Woodfield Avenue	Lives in Woodfield Avenue and finds no hardship in driving up to Balgores Lane to exit. Considers that the two gates are made permanent.	1	
143	Respondent 24	Both roads should be opened to traffic permanently.		1
144	Respondent 25	As above		1
145	Respondent 26 Glenwood Drive	considers that the closures are removed. to maintain traffic with a view to monitor the traffic movements.		1
146	Respondent 27	Fully supports option 2 ie the removal of the closures.		1



No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
147	Respondent 28	Supports option 2 ie the roads be re-opened to traffic.		1
148	Respondent 29	Has no objections for the closures to remain or be removed.		
149	Respondent 30	Agrees that the road closures are removed.		1
150	Respondent 31	Opening the roads would be dangerous for the school children attending Gidea Park Primary Sch.	1	
151	Respondent 32	Against the removal of the gates as traffic will rat run in the area.	1	
152	Respondent 33	Two roads should remain closed	1	
153	Respondent 34	Objects to the removal of gate in Repton Avenue on safety grounds.	1	
154	Respondent 35	The Ridgeway needs to be opened without question.		1
155	<b>Metropolitan Police Roads &amp; Transport Policing Command</b>	The Police are in the favour of the gated closures to remain. If the gates are removed it would increase traffic using the residential roads in an attempt to avoid using Main Road which would result in increase of traffic accidents.	1	
156	Respondent 36	Roads should be opened to traffic.		1
157	Respondent 37	The barriers are retained permanently.	1	
158	Respondent 38	The gates should remain. If the gates are removed it would be dangerous for the children walking to the school.	1	
159	Marshalls Park Sch.	The gates were installed 15 years ago show a positive impact on the control of traffic. If the gates are removed, it would have a detrimental impact of residents.	1	
160	Respondent 39	In the favour of the closures being removed.		1
161	Respondent 40	The two roads should remain closed to traffic.	1	
162	Respondent 41	The closures are removed. Consideration is given to installing speed camera and a zebra crossing in Balgores Lane by Hare Hall Lane.		1
163	Respondent 42 Carlton Road	Closures should remain in place.	1	
164	Respondent 43	The gates are retained permanently.	1	
165	Respondent 44	Wants the roads to be reopened and questioned why the roads are closed without a traffic order.		1

No	Address	Comments	Option 1	Option 2
			Closure to remain	Remove the closures
166	Respondent 45 Woodfield Drive	Supports option 2 ie roads are opened to traffic.		1
167	Respondent 46 Carlton Road	Since the installation of the gates traffic and noise levels have increased in Carlton Road.		1
168	Respondent 47	4 identical comments received.		1
169	Respondent 48	The existing closures should be removed as the closures are affecting Balgores Lane.		1
170	Respondent 49	Supports closure of the roads.	1	
171	38 Crossways	Both gates should remain in place.	1	
172	83 Crossways	Closures should be removed and streets opened to traffic.		1
173	1 Glenwood Drive	The closures should remain in place. Their removal will increase traffic accidents.	1	
174	8 Glenwood Drive	In favour of opening up of the closures.		1
175	10 Glenwood Drive	Agree that The Ridgeway is opened to traffic. The closure of The Ridgeway was supported by former Cllr Hutton whereas for Repton Avenue was supported by the former Cllr Arthur Latham.		1
176	11 Glenwood Drive	The closure of Repton Avenue has been of inconvenience and opening would be appreciated. The closure of Repton Avenue is acceptable.	1	1
177	12 Glenwood Drive	The gates are removed. Since their installation traffic has increased in Glenwood Drive.		1
178	39 Glenwood Drive	Open up the roads to traffic.		1
179	43 Glenwood Drive	The gates remain closed permanently.	1	
180	47 Glenwood Drive	Closures should be removed. Emergency vehicles have to turn back which reduces their response.		1
181	52 Glenwood Drive	Removal of gates will help to disperse the traffic in the area.		1
182	51 Woodfield Drive	The gates should remain in place.	1	
183	87 Glenwood Drive	Open up the roads to traffic.		1
184	72 Glenwood Drive	The gates should be removed.		1
185	76 Glenwood Drive	The gates should remain in place.	1	

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
186	78 Glenwood Drive	The removal of the gates will provide fairer traffic movements for the whole area.		1
187	82 Glenwood Drive	Opening the gates would help to disperse the traffic more evenly.		1
188	83 Glenwood Drive	In the favour of having road closures opened to traffic but some consideration must be given to introducing 20mph zone in the area.		1
189	84 Glenwood Drive	The road closures are removed to distribute the traffic more evenly in the area.		1
190	90 Glenwood Drive	The existing gated closures are retained.	1	
191	94 Glenwood Drive	Would be delighted to see the gate in The Ridgeway is removed permanently.		1
192	11 Stanley Avenue	Strongly supports option 1 ie the two roads should remain closed to motor traffic on permanent basis.	1	
193	13 Stanley Avenue	Stanley Ave was used as a rat run after the traffic lights were installed. Supports the closure to remain permanently.	1	
194	27 Stanley Avenue	The gates should remain closed or traffic will increase in Stanley Avenue. Traffic calming measures are needed in the road.	1	
195	65 Stanley Avenue	Opening the gates would be catastrophic as the traffic has increased since the time when the gates were installed. Parents till take their children to school by walking.	1	
196	83 Stanley Avenue	In favour of retaining the existing closures.	1	
197	84 Stanley Avenue	Supports keeping the gates permanently	1	
198	84A Stanley Avenue	Gated closures are retained permanently.	1	
199	110 Stanley Avenue	In favour if keeping the road closures. This will enhance safety for school children.	1	
200	129 Stanley Avenue	Wants the gates to be re-open to relieve the traffic from Main Road/Balgores Lane junction.		1
201	Respondent 50 Stanley Avenue	Cannot understand the rational of the gates being opened. If opened it will create more traffic problems in the area.	1	
202	Respondent 51 Glenwood Drive	Wants the gates to be re-open to release the pressure of traffic in the area.		1
203	Respondent 52 Glenwood Drive	Since the installation of the gates, traffic has increased in Glenwood Drive. Supports option 2.		1
204	Respondent 53	Open up the roads to traffic.		1

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
205	Respondent 54	The Ridgeway should be opened whereas Repton Avenue should remain closed.	1	1
206	Respondent 55	Firmly supports the retention of the closed roads. He has also suggested that the existing gates are altered so that there is sufficient room for cyclists to past on each side of the barrier as the existing gap is insufficient.	1	
207	Respondent 56	Supports option 2 that the closures are removed.		1
208	Respondent 57	Supports closure of roads.	1	
209	Respondent 58	Supports the existing road closures.	1	
210	Respondent 59	As a resident living in the area for 19 years have seen increase in traffic flow & speeds. The closure have also impacted on traffic using Stanley Ave, Lodge Avenue and Carlton Road.		1
211	7 Tudor Avenue	Strongly supports closures to remain in place	1	
212	13 Tudor Avenue	The removal of the closures will cause considerable amount of traffic to use Tudor Ave. and Repton Avenue for which the roads were never intended.	1	
213	18 Tudor Avenue	Keep the barriers to enhance safety for the school children.	1	
214	19 Tudor Avenue	The Repton Avenue closure should stay.	1	
215	20 Tudor Avenue	The two roads should remain closed.	1	
216	21 Tudor Avenue	As above.	1	
217	22 Tudor Avenue	Strongly objects to the opening of the roads.	1	
218	23 Tudor Avenue	In favour of two gates to remain closed.	1	
219	24 Tudor Avenue	In favour of retaining the barriers. The barriers proved to be a efficient way of reducing the through traffic and also speeds in adjacent roads.	1	
220	28 Tudor Avenue	As above	1	
221	29 Tudor Avenue	Supports the closures. Opening the gates will increase the traffic in the area where safety of school children is of paramount importance.	1	
222	39 Tudor Avenue	Since the installation of the traffic signals traffic has increased in the area. It would be disastrous if the closures were opened.	1	
223	36 Tudor Avenue	The gates should remain on safety of school children and pedestrians	1	
224	4 Tudor Drive	Can see no point in removing the barriers	1	

No	Address	Comments	Option 1 Closures to remain	Option 2 Remove the closures
225	17 Tudor Drive	In the favour of closures to remain in place.	1	
226	27 Tudor Drive	The barriers are retained permanently.	1	
227	41 Tudor Drive	Open up the roads. There is no logic in keeping them closed.		1
228	52 Tudor Drive	In the favour of having the roads opened.		1
229	4 Tudor Gardens	Remove the road closures to allow easier access.		1
230	6 Tudor Gardens	It is imperative that the two roads remain closed on permanent basis to prevent other roads from rat-running traffic.	1	
231	9 Tudor Gardens	The roads should remain closed permanently.	1	
232	20 Tudor Gardens	Roads should remain closed permanently.	1	
233	21 Tudor Gardens	Removing the existing barriers will be non-productive for all the residents.	1	
234	24 Tudor Gardens	The barriers remain in place permanently.	1	
235	6 Tudor Drive	Requests that the gates to remain closed.	1	
236	17A Tudor Drive	Both roads to remain closed permanently.	1	
237	Respondent 60 Tudor Drive	The gate closures should remain in place.	1	
238	45A - Tudor Drive	Existing road closures have been very affective in preventing rat running traffic that used to occur in the past before barriers were installed.	1	
239	52 Tudor Drive	In the favour of the removal of the gates.		1
240	Respondent 61	Roads should be opened to traffic permanently.		1
241	27 Woodfield Drive	Opening the gates will only lead to rat runs through the local roads thus creating hazard to residents.	1	
242	32 Woodfield Drive	In favour of removal of the road closures.		1
243	Respondent 61	The roads should remain closed on permanent basis	1	
244	51 Woodfield Drive	Agrees the closures remain in place.	1	
245	77 Woodfield Drive	The existing gated closures are retained.	1	
<b>Total</b>			<b>160</b>	<b>89</b>

### Summary of responses

<b>Options</b>	<b>Details of options consulted</b>	<b>Number of responses received</b>	<b>Percentage %</b>
1	The two roads ie The Ridgeway and Repton Ave. should remain closed to motor traffic on a permanent basis	<b>160</b>	<b>64</b>
2	The closures should be removed and streets opened up to all traffic	<b>89</b>	<b>36</b>
	<b>Total</b>	<b>249</b>	
<b><u>Other Information</u></b>			
	Total number of letters delivered	<b>1636</b>	
	No of responses received	<b>249</b>	
	Percentage of responses received (%)	<b>15.2</b>	

# HIGHWAYS ADVISORY COMMITTEE

13 January 2015

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
Coronation Drive  
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 Coronation Drive and seeks a recommendation that the proposals be implemented.

The scheme is within **Elm Park** and **Hacton** 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 Coronation Drive set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QN008-OF-A125&126A
  - QN008-OF-A127&128A (subject to the Committee agreeing a clearway length for the southbound stop)
2. That it be noted that the estimated cost of £15,000 for implementation (all sites) 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 Coronation Drive as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A125&126A	13 to 21 (westbound)	37metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A125&126A	4 to 12 (eastbound)	37metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A127&128A	67 to 77 (northbound)	37metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A127&128A	38 to 46 (southbound)	37metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area

- 1.13 Approximately 23 letters were hand-delivered to those potentially affected by the scheme on 24<sup>th</sup> November 2014, with a closing date of 15<sup>th</sup> December 2014 for comments.

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

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 6 responses were received as set out in Appendix I to this report.
- 2.2 London Buses were content with the proposals, but requested the hard standing be extended with the bin relocated for the southbound stop shown on Drawing QN008-OF-A127&128A. The Metropolitan Police had no issues with the proposals.
- 2.3 A resident raised concerns about a displacement of parking created by the bus stop clearways, but went on to raise wider issues of parking in the area being obstructive to traffic flow with suggestions of paid for parking being provided for commuters using Elm Park Station.

2.4 Three residents objected to the proposals for the southbound stop shown on Drawing QN008-OF-A127&128A commenting as follows;

- They stated that there was already a “dropped curve” and yellow line next to the bus stop and the clearway does not need to be as long at the request stop as it does “further up the road”,
- Comments on the position of the bin and the need to trim or remove the adjacent tree.
- Excessive length of clearway/ clearway should be reduced in length,
- Bus stop only used by a few passengers,
- Buses don’t currently have problems stopping,
- Traffic speeds if road is clear,
- Trees need pruning/ trees a problem,
- Impact on deliveries, visitors, removals etc.
- The need to stop in the road to reverse onto driveway,

### **3.0 Staff Comments**

3.1 With regard to the issue of the bin position on the southbound stop shown on Drawing QN008-OF-A127&128A raised by London Buses and a resident, Staff confirm that the footway area can be extended and the bin relocated.

3.2 There may be wider parking issues in the areas beyond the current part time restrictions around the fringe of Elm Park Station, but this is beyond the scope of this project. This would be a matter for a separate review and consultation if the problems were shown to create wider concerns.

3.3 A clearway of 37 metres is usually required because of the on-street parking issues in the street and is set out according to the position of the bus stop flag (refer to Standard Drawing QB109-00-01B for the layout). The current yellow line has a part time restriction of 8.30am to 10am, Monday to Friday. This is not sufficient to keep the bus stop clear. The stop’s status as a “request” stop has no bearing on the clearway length which is the space necessary to allow buses to stop within 200mm of the kerb as set out in the background section of this report.

3.4 With regard to the other comments made in relation to the proposals shown on Drawing QN008-OF-A127&128A (southbound), although 37m of clearway is desirable, Staff can confirm that a reduction of 2 metres would be possible (thus making it easier for the resident concerned to reverse onto their premises). The impact on accessibility would be that bus drivers have to slow down earlier than would normally be the case to get tightly into the kerb and the stop would not operate as efficiently as it might otherwise. The Committee will need to consider this point.

3.5 Delivery access is often cited as a concern and while loading would be prevented within the Clearway, it is reasonable to expect those making

deliveries to stop outside the restricted area and to carry goods or use a trolley. This is no different to a delivery being made where there is a pedestrian crossing or other impediment to loading such as within a signalised junction. Removals are relatively rare and it is not considered appropriate to design highway layouts for such matters. A removal company could reasonably be expected to plan ahead and potentially arrange for the bus stop to be suspended for a period of time.

- 3.6 Staff recommend that the proposals be implemented as consulted; with the additional area of footway described in 3.1 above and that the committee considers the clearway length as described in 3.4 above.

## 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 £15,000 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 all proposals 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 (where required)
Matthew Moore London Buses (Infrastructure)	All sites  QN008-OF- A127&128A (southbound)	Proposals acceptable.  Can hard standing be extended to allow bin to be relocated.
Martin Young Met. Police Roads & Transport Policing Command	All sites	The police have no issues with the scheme.
Resident Address not provided	Not clear	<p>At the moment the people who park in these spaces are a mixture of commuters and possibly residents. Once this part of the road is made no parking/loading for 24 hours a day, these vehicles will probably be moved to further block the rest of Coronation Drive between 14/23 and the yellow lines at the Broadway end of the road. This is already a bottleneck without further parking restrictions. Would it not be possible to maybe yellow line down one side of the road, thereby only allowing parking on the other side? This could be done as a 9-5 restriction or 24 hours. It is ridiculous that a major bus route road is blocked by parked cars.</p> <p>While on the subject, Elm Park Avenue, from station roundabout to Upper Rainham Road is also bottlenecked with parked cars. This road has pavement parking bays, but a lot of people park with all 4 wheels in the road (mainly by trees etc where there are no bays), and a lot of these vehicles are wide people carriers/vans.</p> <p>It seems that a lot of people get "caught" parking for a minute or two, but major</p>

		roads are turned into single lane traffic by this inconsiderate parking. Further to my email, would it not be possible to provide commuter parking at a reasonable rate to further encourage those who NEED to drive to get the tube or bus to park safely?
Resident 42 Coronation Drive  Resident sent email and letter which were essentially the same and are counted as one response.	QN008-OF-A127&128A (southbound)	In regards to the proposed plans for the bus stop outside no 42 coronation drive. I believe as there is already a dropped curve and yellow lines next to the stop the bus can already turn and the clearway doesn't need to be so long as it does further up the road.  The tree is a problem as when it has all its leaves the bus has to swerve to miss being hit by the branches sticking out. Also the bin because is a disabled or person with a pram were to get off inside the bus shelter they would be trapped there is a bin one side and lamp post the other side.  My solution is the tree to be removed or heavily trimmed and the bin to move round the other side rather than having unnecessarily long clearway for a request bus stop that doesn't have the same problems as further down the road.
Resident 44 Coronation Drive	QN008-OF-A127&128A (southbound)	Firstly, I welcome the improvements to be made at my nearby bus stop outside bungalow number 40 Coronation Drive; but my main objection is to the excessive length of the bus cage. This will prohibit stopping and parking in that area and I wonder if the bus only zone needs to be such a long distance for a quiet bus stop; which has few passengers and has no obstructions in its daily use. I know the official reason for the length given is due to the bus having to align itself to the bus stop to pull close into the kerb for disabled passengers. But I feel I will be put at great inconvenience for just a few passengers that manage very well normally here, especially as the bus currently never has problems stopping due to parked cars. I agree that the other end of Coronation Drive, near South End Road, has a great deal of congestion and obstructions for the buses; as it's full of commuter parking due to

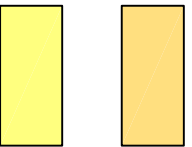


	<p>not having any yellow lines there. This is not the case for my end of the road which is near the shops and roundabout. The yellow line restrictions have served us well in deterring commuter parking and in my opinion we are extremely happy with the current situation as it works very well. There are no obstacles in the way of the buses as fewer cars are parked here.</p> <p>The homes by the bus stop never obstruct this area, as any delivery vehicles are parked on their own spacious frontages or by the properties of 42 and 44 Coronation Drive. I have already noticed that when the road is clear of parked cars, the traffic exceeds the speed limit.</p> <p>This particular bus stop does need some improvements, as there are many obstacles in the way. The bus flag pole in its current position, along with a telegraph pole as well as the rubbish bin, is obstructing any pushchairs or wheel chair from entering into the shelter area. The trees next to the bus shelter also needing pruning, as they jut out into the road area; which could also make it difficult for the bus to pull in closely.</p> <p>The bus cage restrictions will cover the entire frontage of my property, and will prohibit any stopping or unloading outside the entire length of my home. This puts my home at a disadvantage for visitors or any deliveries that I may have. Not all things can be dealt with by parking on my own drive as some delivery vehicles will be too big. No-one has explained what the situation would be should we require a skip or want a removal van, or even a funeral, it does not seem fair that we can be penalised in this way.</p> <p>I am sure if the cage did not go the entire length of my frontage I would appreciate its requirements better. At the very least, surely the cage, with its bus zone restrictions, could be ended just before my dropped kerb area. This will be a few metres short of its current design ending, but it should still leave plenty of room for the</p>
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		<p>bus to be able to align itself at the bus stop area. Leaving my dropped kerb area free from parking restrictions would enable visitors and deliveries that are only going to my own property to be able to stop here for access to my house, it would not allow for general parking of other people as it would block access to my home. If this small consideration could be made for my property it could make all the difference to my opinion of your proposed improvement programme.</p> <p>I have been corresponding with Street Care Department for most of this year, regarding another matter which involved the same area outside my property, and feel that it might have been more helpful if they could have informed us of this forthcoming change (due to new legislation) earlier.</p> <p>All of the people from this street, that I have spoken to about this proposed improvement plan, are reluctant to send in any comments as they are of the opinion that the consultation is just an futile exercise as the council will implement whatever decision it wants anyway.</p>
Resident 46 Coronation Drive	QN008-OF- A127&128A (southbound)	<p>The length of the proposed bus stop clearway/roadmarkings will directly impact number 46 Coronation Drive and will not assist bus drivers or passengers.</p> <p>Access to the driveway of number 46 is currently severely limited due to a very large tree located kerbside directly at the centre of the driveway.</p> <p>In order to access the driveway of number 46, a car needs to stop roadside outside of the property until such time that all traffic, on both sides of the road, and any pedestrians walking along the kerb in the area of the property, has passed, prior to being able to safely manoeuvre a car into the middle of the road and reverse carefully onto the driveway. The accessing of the driveway needs to be undertaken cautiously to ensure the safety of all other traffic, pedestrians, and to ensure the large kerbside tree over the centre of the property and neighbouring walls are not damaged.</p>

		<p>The clearway "no stopping / no loading at any time" road markings, currently proposed to end directly in the centre of my property, will result in a car no longer being able to wait outside the property prior to undertaking the above mentioned manoeuvre. As you can imagine, there are numerous occasions when a considerable wait time is necessary prior to being able to access the driveway, mostly due to the volume of traffic and the necessity for the road in the vicinity of the property to be completely clear.</p> <p>I would therefore like to suggest the 37 metre length of the proposed road markings be reduced by approximately 2 metres.</p> <p>This would allow one car's length of parking outside number 46 in order that a car may stop and wait across the front of the property until such time that it is safe to perform the above mentioned manoeuvre and park on the driveway.</p> <p>In conjunction with this, I would also mention that in my time residing at number 46 I have not seen a bus driver use the roadside outside of my property to begin to pull-in to the bus stop outside numbers 38 - 40, and therefore I do not think the reduction of approximately 2 metres of bus stop road markings will adversely impact any bus driver.</p>
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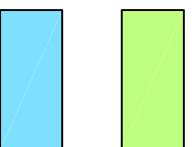
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**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

**STANDING ZONE**

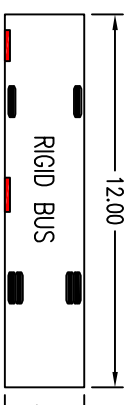
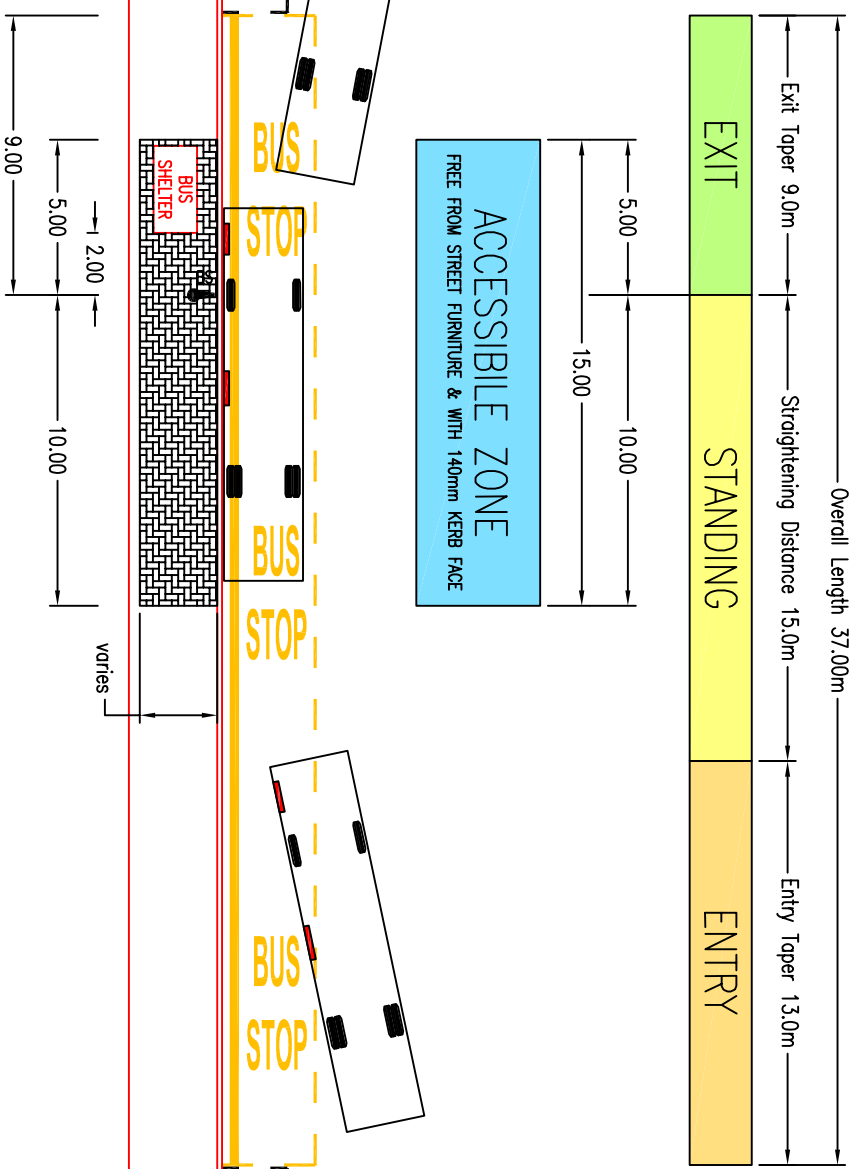
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE  
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

**ACCESSIBLE ZONE**

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



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

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

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 <b>Having</b> LONDON BOROUGH OF STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@having.gov.uk		<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 <b>CORONATION DRIVE</b>	
<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP	
<b>SCALE (AT A4 SIZE)</b> 1:500		<b>DATE</b> 04.11.14	
<b>ACAD REF:</b> Sheet Size: A4 (297x210)		<b>DRAWING No</b> QN008-OF-A125 & A126 A	
<b>APPROVED BY</b> MLP		<b>REVISION</b>	
<b>PURPOSE</b> PROPOSAL		<b>AMENDMENT</b>	
<b>REVISION</b>		<b>DATE</b>	
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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>		<b>PURPOSE</b> ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		<b>PROPOSAL</b> Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327	
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 CORONATION DRIVE		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP	
<b>DRAWING TITLE</b> BS20989 & BS20990 ARBOUR WAY		<b>APPROVED BY</b> MLP			
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 04.11.14	<input checked="" type="checkbox"/> <b>DRAFT</b> <input type="checkbox"/> <b>ISSUE</b>	<b>ACAD REF:</b> Sheet Size: A4 (210x297)	<b>DRAWING No</b> QN008-OF-A127 & A128	<b>REV</b> A
			<b>REVISION</b>	<b>AMENDMENT</b>	<b>DATE</b>

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# HIGHWAYS ADVISORY COMMITTEE

13 January 2015

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
Rosewood Avenue  
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 Rosewood Avenue and seeks a recommendation that the proposals be implemented.

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

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Rosewood Avenue set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QN008-OF-A121&122A
  - QN008-OF-A123&124A
2. That it be noted that the estimated cost of £8,000 for implementation (all sites) 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 Rosewood Avenue as set out in the following table;

<b>Drawing</b>	<b>Location</b>	<b>Description of proposals</b>
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<b>Reference</b>		
QN008-OF-A121&122A	20 to 26 (north-eastbound)	29 metre bus stop clearway
QN008-OF-A121&122A	Elm Park Baptist Church (south-westbound)	33 metre bus stop clearway
QN008-OF-A123&124A	90 to 96 (north-eastbound)	33 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A123&124A	95 to 111 (south-westbound)	Bus stop to be relocated 26.70m south west. (outside the flats)  33 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.

- 1.13 Approximately 36 letters were hand-delivered to those potentially affected by the scheme on 24<sup>th</sup> November 2014, with a closing date of 15<sup>th</sup> December 2014 for comments.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 5 responses were received as set out in Appendix I to this report.
- 2.2 London Buses were content with the proposals and the Metropolitan Police raised no issues.
- 2.3 In response to the proposals for accessibility improvements at the existing northeast-bound stop outside 90 to 96 (Drawing QN008-OF-A123&A124A), one resident objected as follows;
- Impact on on-street parking,
  - Resident did not want to lose front garden to provide more parking,
  - Number of buses should be reduced because of noise and pollution,
  - Buses create traffic congestion.

2.4 In response to the proposal to relocate the southwest-bound stop from outside 91/93 to outside 93/111 (Drawing QN008-OF-A123&A124A), two objections from residents were received. One resident objected as the stop would be outside their bedroom window. The other resident cited a number of reasons for objection including;

- Blocking of vehicle access by buses,
- Displacement of residents' on-street parking,
- Impact on disabled neighbours' on-street parking,
- Impact on adjacent side road,
- Creation of localised traffic congestion,

### **3.0 Staff Comments**

- 3.1 With the proposals for the existing northeast-bound stop outside 90 to 96 (Drawing QN008-OF-A123&A124A), on-street parking may be displaced, but it is necessary to ensure that buses are able to get tight into the kerbside. This is a vital requirement to make the stop accessible. The number of buses on the route is an operational issue for Transport for London. The issue of pollution and congestion associated with buses is often raised, but as a general principle, buses are able to move large numbers of people efficiently. The efficiency of bus engines in London is beyond the scope of this report.
- 3.2 The proposed relocation of the southwest-bound stop from outside 91/93 to outside 93/111 (Drawing QN008-OF-A121&A122A) provides more space for the stopping area than is currently the case and provides an opportunity to provide a bus shelter. Staff are content with the safety of the arrangement.
- 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 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 £8,000 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 all proposals 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



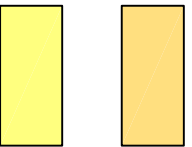
**APPENDIX I  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**



Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Matthew Moore London Buses (Infrastructure)	All sites	Proposals fine.
Martin Young Met. Police Roads & Transport Policing Command	All sites	No issues with proposals.
Resident 98 Rose Wood Avenue	Drawing QN008-OF- A123&A124A (north-eastbound)	<p>I would like to inform you that I object to the proposed changes to the highway, restricted parking / bus lane outside my home 98 Rosewood Avenue RM12 5LD. I have not long purchased this house. One of my decisions to purchase this house was the fact that I would be able to use the ramp parking parallel to the ramp in the road, convenient for many purposes. (The ramp is not large enough to completely park a car on and overhangs the pavement). Fundimentally, i never envisaged having to create additional off street parking, using my front garden to do this. I would dislike doing this as I beleive that there needs to be a balance between hard scape and soft green scape within urban environments and paving more of my green front garden would contribute to the extinction of the 'small green urban front garden'. An example of urban de-greening and this imbalances can be seen in almost every other street in the London Borough Newham.</p> <p>Another concern is the fact that, at present, two cars can be parked within the space of my ramp and no. 100. Adding a parking restricted zone acrost the ramp outside 98 rosewood ave would eliminate a free space, resulting in that car hvaing to park elsewhere.... something I do not want to have to do to my new neighbours. Please reconsider your plans for no 98 as they really do have inconvenient and</p>

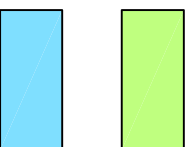
		<p>adverse consequences.</p> <p>P.s. Look at reducing double decker busses on this route..... They are operating with less than 20% passengers, have much higher emissions, vibration and noise pollution. They damage verge trees and slow the flow of traffic significantly. I presume also it cost more to operate a double decker bus and is more damaging to the road surfaces. In all... Here are a few objective observations.</p>
Resident 113 Rosewood Avenue	Drawing QN008-OF- A123&A124A (south-westbound)	Objects as bus stop will be outside bedroom window.
Resident 111 Rosewood Avenue	Drawing QN008-OF- A123&A124A (south-westbound)	<p>I received your recent letter regarding your proposals to modify bus-stops in Rosewood Avenue but I am writing with particular reference to the bus stop outside the block of flats where I live – at 119 Rosewood Avenue. By the way - for your information - the flats number 95 to 121 NOT 191.</p> <p>At present the bus stop is outside the houses numbered 91 and 93. However you seem to propose moving it 26.7 metres further south - outside our block of flats. This would actually block the drive-way to the car parking area of our flats - thus proving totally inconvenient if anyone wants to enter/exit the car park when a bus is dropping off / picking up passengers.</p> <p>Quite often more than one bus comes along at the same time so that will completely block our car park entrance. Moreover there is a lamp post at that section of the pathway. Do you intend moving that?!!!!</p> <p>Apart from the above points, there are 3 vehicles belonging to residents of the flats, that are unable to park in the car park and they park on the road at the area you propose to make into a bus stop - because of inadequate space in the car park.</p> <p>Therefore if the bus stop is moved, where are they supposed to park? Two of the</p>

		<p>drivers of the cars are disabled and thus cannot walk too far.</p> <p>Another point, if you move the bus stop further along outside these flats - it will be that much closer to the road opposite, which is almost on the bend and already has problems with traffic exiting that side road. If a bus is stopped there it will become quite dangerous.</p> <p>The residents of the house opposite have at least two vehicles parked outside their home, thus making Rosewood Avenue almost a single lane for traffic. If a bus is parked opposite these cars there will be traffic blockage.</p> <p>Another potential problem is that when residents driving from Wood Lane are trying to enter our car park, it can at present be difficult with on-coming traffic. Think how difficult it will be when a bus is parked across the entrance - making other drivers behind that person have to wait until the resident can get into the car park.</p> <p>My neighbour who lives at no. 113 has phoned your offices and spoken to Mr Padam and made it clear that he is worried if the bus stop is moved to the proposed location, it is directly by the entrance pathway to our flats. His flat and the lady next to him at 111 do not have security doors like the other flats. He is worried that any revellers getting off the buses at night will have much easier access to their flats. (We used to have people using our grounds as toilets at night when they got "caught short" from too much drinking.)</p> <p>I personally think it might be better if the present bus stop is modified by reconstructing the pavement or whatever BUT PLEASE DON'T MOVE IT. If somebody wants to come along and have an inspection I think they will see what I am saying is correct.</p>
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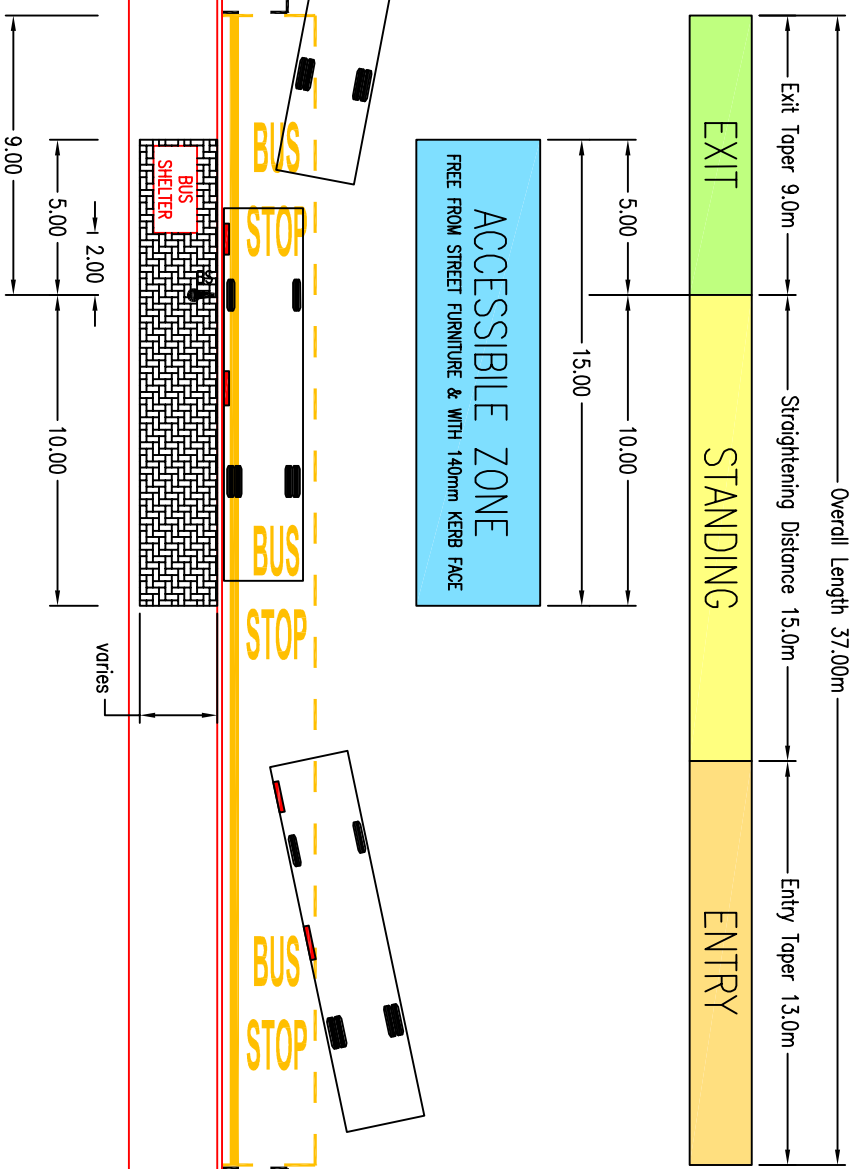
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

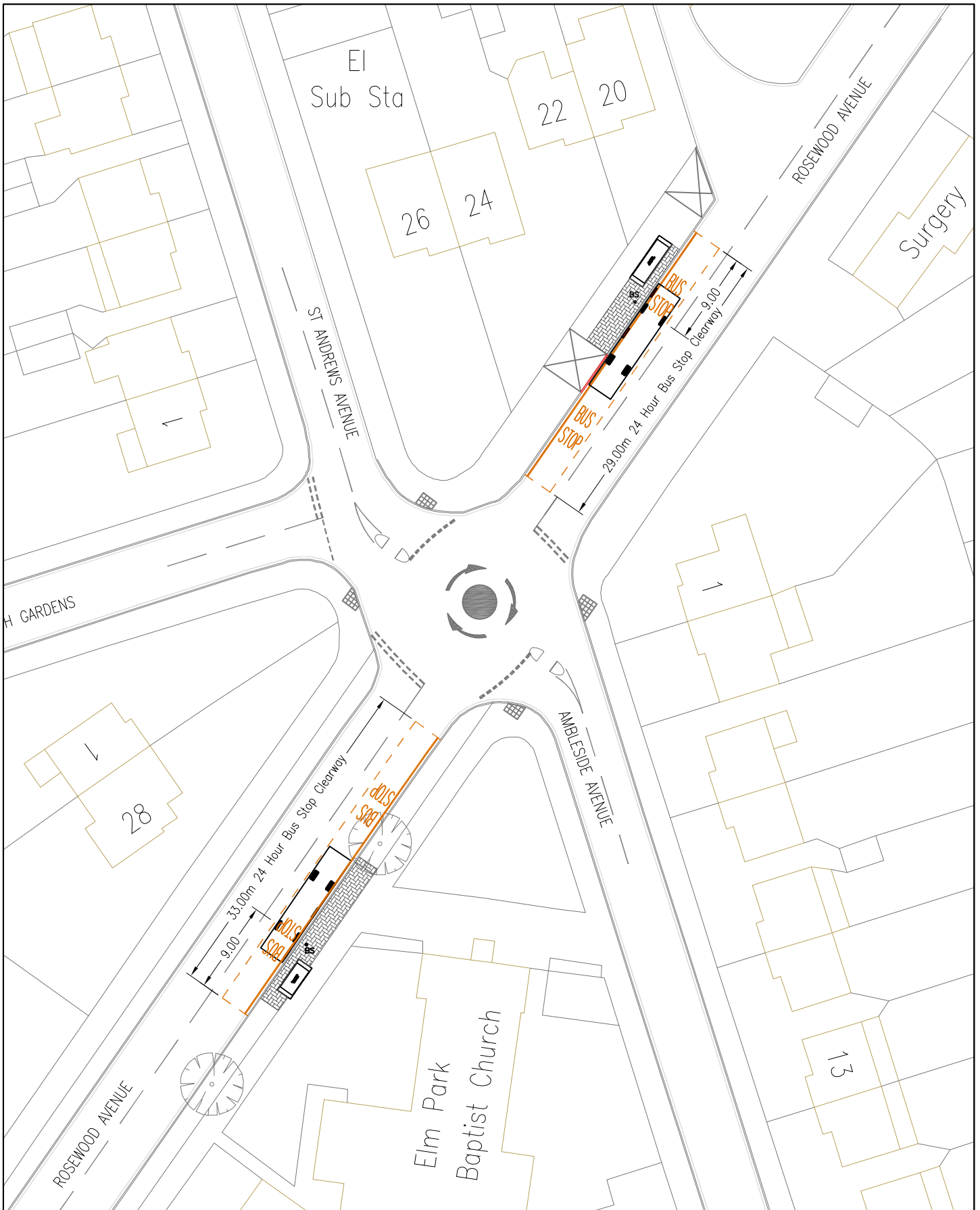
**ACCESSIBLE ZONE**  
 KERB FACE TO BE 130-150MM.  
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.  
 CROSSOVER SHOULD NOT BE PERMITTED.




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

<p><b>Havering</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; 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><b>JOB TITLE</b>          HAVERING STREET DESIGN GUIDE          PART 6 – STANDARD DETAILS</p>		<p><b>DRAWN BY</b>          RP</p>		<p><b>CHECKED BY</b>          MLP</p>		<p><b>APPROVED BY</b>          MLP</p>		<p><b>PURPOSE</b></p>		<p><b>INFORMATION</b></p>	
<p><b>DRAWING TITLE</b>          BUS STOP ACCESSIBILITY DETAIL          LAYOUT 1</p>		<p><b>SCALE (AT A4 SIZE)</b>          N.T.S.</p>		<p><b>DATE</b>          MAY 10</p>		<p><b>DRAFT</b>  <input type="checkbox"/> DRAFT  <input checked="" type="checkbox"/> ISSUE</p>		<p><b>REVISION</b></p>		<p><b>DRAWING UPDATE</b></p>		<p><b>DATE</b>          FEB 04</p>	
<p><b>ACAD REF:</b> <i>Rev 2 - Standard Details</i></p>		<p><b>DRAWING No</b>          QB109/00/01</p>		<p><b>REVISION</b>          B</p>		<p><b>REVISION</b>          A</p>		<p><b>AMENDMENT</b></p>		<p><b>AMENDMENT</b></p>		<p><b>AMENDMENT</b></p>	
<p>Sheet Size: A4 (297x210)</p>		<p>©COPYRIGHT          This drawing belongs to Streetcare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>									

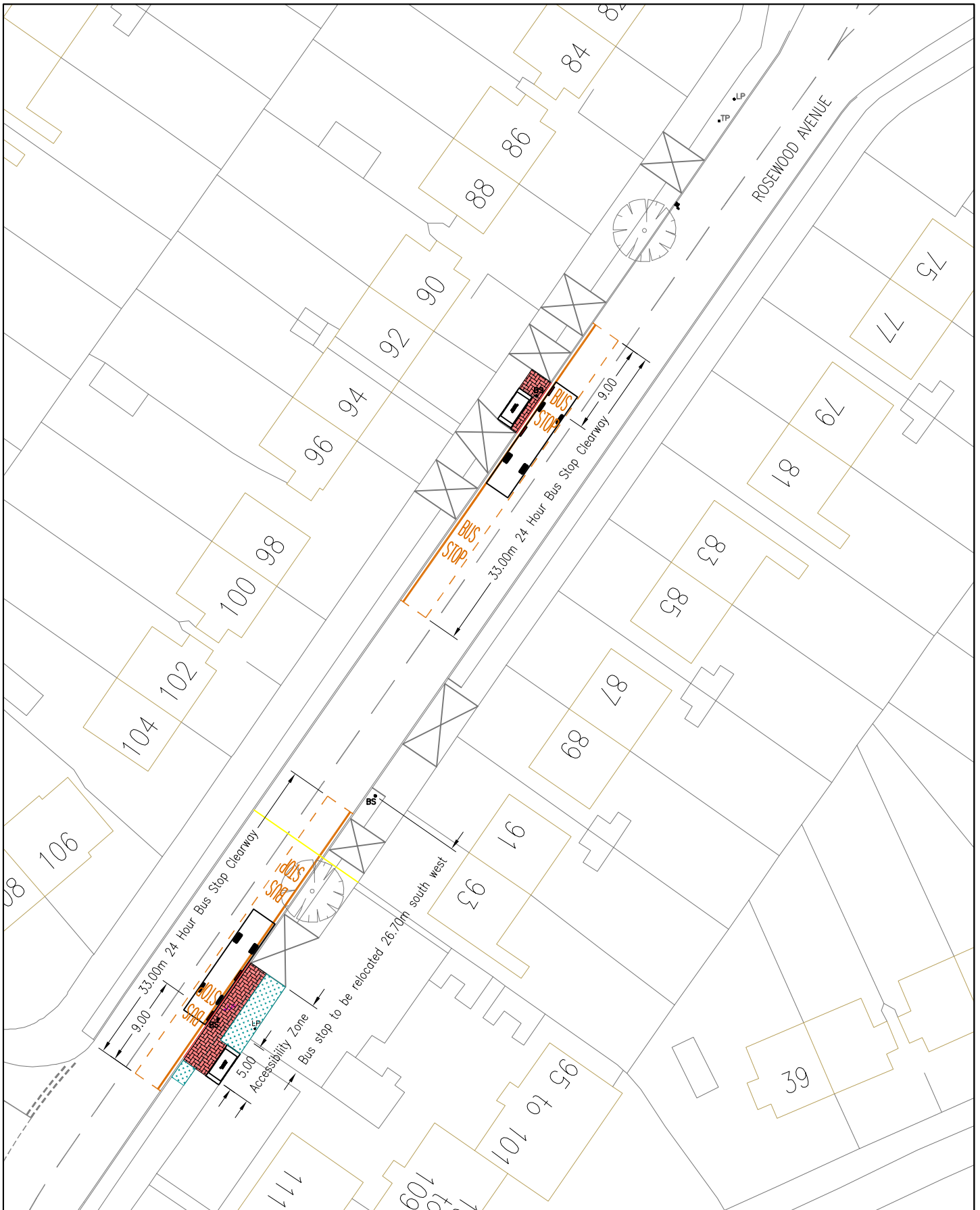
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 <p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROSEWOOD AVENUE, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<b>PURPOSE</b> ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		<b>PROPOSAL</b> Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327	
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 ROSEWOOD AVENUE		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP	
<b>DRAWING TITLE</b> BS26548 & BS26549 AMBLESIDE AVENUE		<b>APPROVED BY</b> MLP			
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 05.11.14	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	<b>ACAD REF:</b> Sheet Size: A4 (210x297)	<b>DRAWING No</b> QN008-OF-A121 & A122	<b>REV</b> A
			<b>REVISION</b>	<b>AMENDMENT</b>	<b>DATE</b>

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 <p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>	<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROXFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p><b>PURPOSE</b></p>		<p><b>PROPOSAL</b></p>	
	<p><b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 ROSEWOOD AVENUE</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>	
<p><b>DRAWING TITLE</b> BS26550 &amp; BS26551 ALDINGHAM GARDENS</p>		<p><b>DRAWN BY</b> RP</p>	<p><b>CHECKED BY</b> MLP</p>	<p><b>APPROVED BY</b> MLP</p>		
<p><b>SCALE (AT A4 SIZE)</b> 1:500</p>	<p><b>DATE</b> 05.11.14</p>	<p><b>DRAFT</b></p>	<p><b>ACAD REF:</b></p>	<p><b>DRAWING No</b> QN008-OF-A123 &amp; A124</p>	<p><b>REV</b> A</p>	<p><b>REVISION</b></p>
	<p><b>ISSUE</b></p>	<p>Sheet Size: A4 (210x297)</p>		<p><b>AMENDMENT</b></p>		<p><b>DATE</b></p>

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# HIGHWAYS ADVISORY COMMITTEE

13 January 2015

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY**  
**Elm Park Avenue**  
**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 Elm Park Avenue and seeks a recommendation that the proposals be implemented.

The scheme is within **Elm Park** and **St. Andrew's** 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 Elm Park Avenue set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QN008-OF-A113A
  - QN008-OF-A114A/1A (option 1)
  - QN008-OF-A115/A116A (eastbound)
  - QN008-OF-A117/A118A
  - A119/A120A
  
2. That in relation to the proposal shown on Drawing QN008-OF-A115/A116A (westbound stop), the Committee having considered the representations made either;
  - (a) Recommends to the Cabinet Member for Environment that the bus stop accessibility improvements are implemented; or
  - (b) The proposal is rejected and the Head of Streetcare investigates and consults on an alternative bus stop location, noting the Staff comments in Section 3 below.
  
3. That it be noted that the estimated cost of £22,000 for implementation (all sites) 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 Elm Park Avenue as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A113-A	Outside 326 – 328	37metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  Reduced radius entering Carfax Road with associated tactile paving.
QN008-OF-A114/1-A  OPTION 1	To be relocated outside 379	Bus stop to be relocated 119m west  37 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A114/2-A  OPTION 2	Outside 347 - 349	Bus stop to remain in same location  37metre bus stop clearway.  Associated footway works provided at bus boarding area
QN008-OF-A115-A	Outside Garages	Bus stop flag to be relocated from outside 245-247 to outside the garages, 26.00m east  37metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.

		Uncontrolled crossing to be made redundant.
QN008-OF-A116-A	8 Broadway Parade	37metre bus stop clearway.
QN008-OF-A117-A	Between 131 & 133	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A118-A	Outside 120 & 122	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area Highway tree to be removed
QN008-OF-A119-A	Outside 13 - 15	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A120-A	Outside 10 - 12	37 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.

1.13 Approximately 36 letters were hand-delivered to those potentially affected by the scheme on 24<sup>th</sup> November 2014, with a closing date of 15<sup>th</sup> December 2014 for comments.

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

## 2.0 Outcome of Public Consultation

2.1 By the close of consultation, 25 responses were received as set out in Appendix I to this report.

2.2 The police had no issues and no preference between the two options presented as shown on Drawing QN008-OF-A114/1A; 2A.

- 2.3 With London Buses indicated preference for relocating the stop from outside 349 Elm Park Avenue to 379 Elm Park Avenue (Drawing QN008-OF-A114/1A).
- 2.4 Five residents supported the relocation of the stop from outside 349 Elm Park Avenue to 379 Elm Park Avenue (Drawing QN008-OF-A114/1A).
- 2.5 One resident commented on the proposals for the stop outside 10/12 Elm Park Avenue (Drawing QN008-OF-A119/A120A), requesting that the lamp column holding the bus stop flag be replaced and relocated to the property boundary of 10/12.
- 2.6 Cllr Williamson, Cllr Mugglestone and 15 businesses objected to the proposals for the bus stop clearway outside Broadway Parade (Drawing QN008-OF-A115/A116A). A 126 signature petition against the proposals was also received via one of the businesses. The concerns and comments were;
- Impact on parking and loading,
  - Stop too close to preceding/ too far to following stop,
  - Request for short term parking,
  - Request to provide pay meter bays to widen road to allow buses to pass more freely,
  - Clearway would impact business,
  - Impact on disabled customers parking with blue badge,
  - Businesses not notified,
  - Preceding stop is a disabled stop, this stop not needed,
  - Elm Park needs more help with parking,
  - Location is currently used by motorists passing by the shops,
  - Why is clearway 24 hours,
  - Length of clearway unnecessary,
  - Bus stop should be moved to provide parking and loading bays,
  - Three ward councillors and another councillor against scheme and have signed petition.

### **3.0 Staff Comments**

- 3.1 With regard to the proposals to relocate the bus stop from outside 347/349 to 379 (Drawing A114/1-A), London Buses and five residents supported the proposal. As there were no objections, Staff recommend that this element be implemented.
- 3.2 For the proposals at 10/12 (Drawing QN008-OF-A119/A120A), Staff confirm that the lamp column can be replaced and relocated as requested.
- 3.3 With the proposals for the clearway proposed for the bus stop outside 8 Broadway Parade (Drawing QN008-OF-A115/A116A), Staff would comment as follows;



- This section of Elm Park Avenue is currently restricted with a “no waiting” (single yellow line restriction) which operates Monday to Saturday, 8.30am to 6.30pm. Loading is permitted, along with blue badge-holders, but the restriction is not available for general parking, even for a short period. Those parked near the bus stop will prevent buses from pulling in tight to the kerb.
  - There is a dedicated loading bay on The Broadway, 65 metres from the bus stop in question.
  - The stop is 100 metres from the preceding stop and 475 metres to the following stop. The current stop serves the shopping area and may be of benefit of users who cannot walk great distances. The stop could be moved further west, but it would be outside other businesses or residents who may raise similar objections. There are also many vehicle accesses which means that accessible kerb space is limited.
  - Parking bays will not improve bus stop accessibility if buses cannot get tight into the kerb.
  - The clearway length is required to enable buses to pull tight into the kerb.
  - Businesses were notified of the proposals with hand-delivered letters.
  - Buses operate just under 21 hours a day at this stop and it is unlikely the road space is needed in the early hours of the morning.
- 3.4 The Committee will need to consider the various issues raised and make a recommendation based on balance.

## IMPLICATIONS AND RISKS

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

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme, except in the case of the westbound stop set out in Recommendation 2, where a choice of options is presented.

The estimated cost of £15,000 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 all proposals 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.

<b>BACKGROUND PAPERS</b>
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Project file: QN008, Bus Stop Accessibility 2014/15

**APPENDIX I  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**



Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
PC Martin Young Metropolitan Police Roads & Transport Policing Command	All sites QN008-OF-A114/1A QN008-OF-A114/2A	Police have no issues with the plans as presented in this scheme, including no preference between options 1 & 2
Matthew Moore London Buses Infrastructure	QN008-OF-A114/1A	I am in favour of option 1 with stop located between 379 and 381
Resident 12 Elm Park Avenue	QN008-OF- A119/A120A	<p>As you may remember from our previous correspondence the bus stop flag is attached to the lamp post (which is very old) directly outside my property, now that you are now doing the footway works I was wondering if it is now possible for you to re-locate the lamp post and position a new one between my property No.12 and No.10 as I think this is the fairest way to have it between the two properties.</p> <p>I attach your Street Map and have indicated the proposed works in red.</p> <p>I would be very grateful if you would be able to implement these works as I do not feel it is fair just have the bus stop outside my property and it would look a lot neater if it were moved between the two.</p>
Resident 347 Elm Park Avenue	QN008-OF-A114/1A	I am writing to tell you that we would like option 1.
1 <sup>st</sup> Resident 349 Elm Park Avenue	QN008-OF-A114/1A	I'm for Option 1

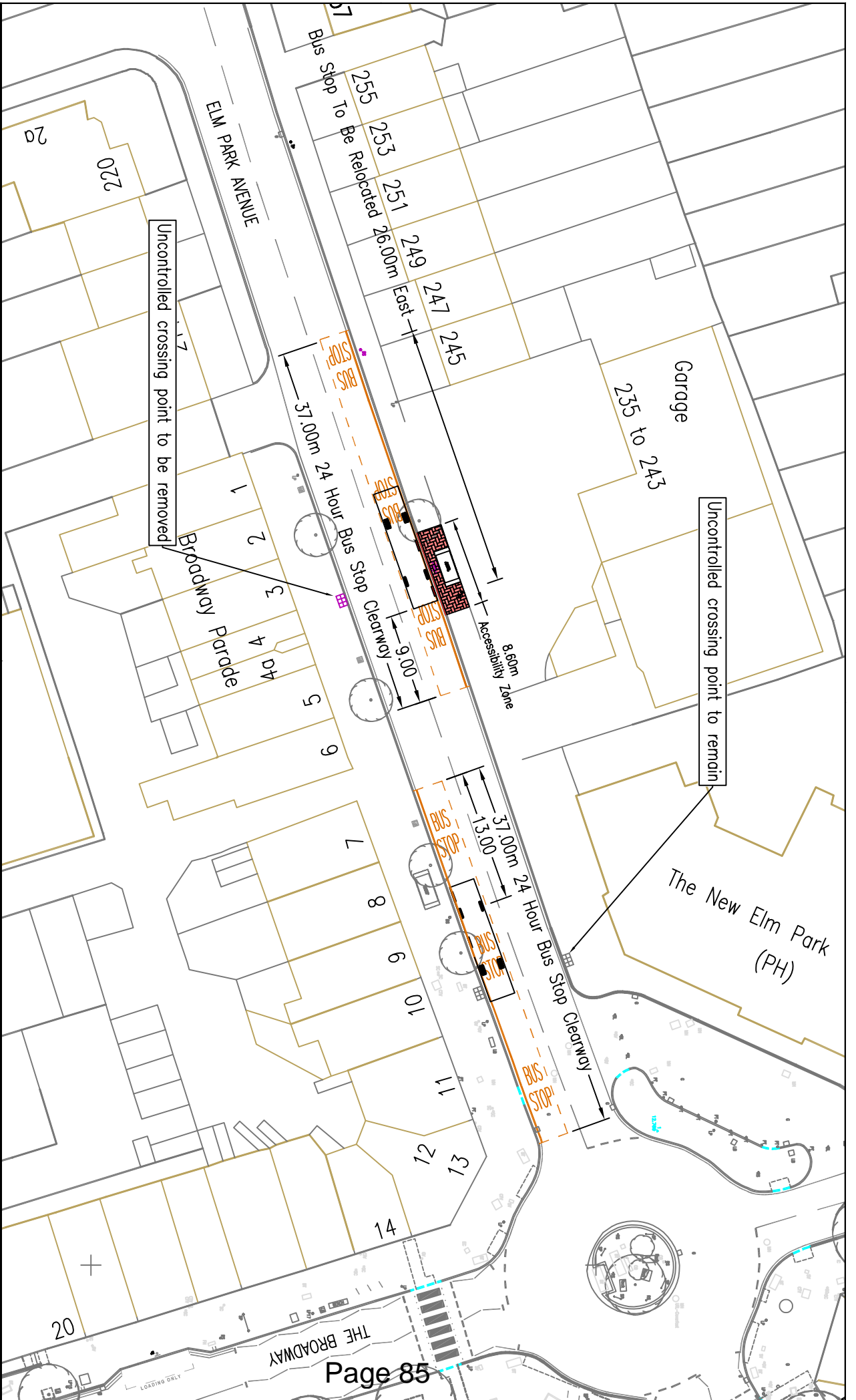
2 <sup>nd</sup> / 3 <sup>rd</sup> Resident 349 Elm Park Avenue	QN008-OF-A114/1A	We would like option 1
Resident 351 Elm Park Avenue	QN008-OF-A114/1A	We are writing to tell you that we would like option 1
Resident 353 Elm Park Avenue	QN008-OF-A114/1A	I'm writing to inform you that I do not want an enlarged bus shelter constructed outside my property therefore option 1 (bus stop to be relocated outside no: 379) is my preferred and obvious choice . It is also the most sensible , practical and common sense solution.
Elm Park Tuition Centre 8 Broadway Parade	QN008-OF-A115/116A (westbound)	<p>As a small business owner, I believe this 24 hour parking ban will negatively affect our trade. Like all other shops on the parade, we cannot provide parking space to our customers. Our customers do not need more than 10 minutes to shop with us. The Bus Stop Clearway will prevent people from parking on the kerb for a short time to purchase something quickly.</p> <p>We do feel the importance of Bus Stop Clearway and the need for it. Considering the distance between the bus stops, our humble suggestion is to move the Bus Stop to further WEST (towards 1, Broadway Parade or still a bit further). This we feel more appropriate because the name of the BUS Stop itself is 'Woburn Avenue' and it should be more close to the said Avenue. The distance between this bus stop and the next one is too much and the distance between this one and the one before it (Elm Park Station bustop) is too less. So there are two bus stops very close to each other and then the next one is too far.</p> <p>If for any reason the bus stops cannot be moved, we feel there should be RESTRICTED Parking, for the people. (We mean parking for a short time. May be up to 10 minutes) The bus frequency is also 10-12 minutes average.) Because all of us are running small business, the customers using the vehicle to come to us is either elderly/ disabled people or people with children. The local people normally</p>

		<p>come walking. Just for doing a one minute shopping, parking the car far away or in the car park is not a good option. If people are not allowed to do so, It is like directing all customers to Big business chains who provide their own parking space. This will definitely affect our business. People will not be able to support us even if they wanted to.</p> <p>Please consider all these before you take the BIG decision, because our future depends on your decision. We have no problem for the Bus stop clear way as long as it is not a problem for us.</p>
<p>Tudor Rose Design 7 Broadway Parade</p> <p>Elm Park Hand Car Wash</p> <p>Able Removals 1-6 Broadway Parade</p> <p>Mortgage &amp; Letter Centre 1 Broadway Parade</p> <p>Hair Design Co.</p> <p>Ernrick Motors Ltd</p> <p>DHL Jewellery 10 Broadway Parade</p>	<p>QN008-OF-A115/116A</p>	<p>Please find enclosed petition and objections to changes in Elm Park Avenue. Stopping us of this stretch of road would be detrimental to many customers and businesses in the Avenue and we wish to make this known to yourself.</p> <p><b>126 signature petition</b> “Please help Broadway Parade stop proposed 24 hour parking and loading ban, help us to provide our services and go about our daily trade, thank you”</p> <p><b>14 letters of objection</b> We as shop keepers of Broadway Parade have received details of your proposed 24 hour bus clearway. We feel it is our right as proprietors that we voice our concerns regarding these implements as we believe they will severely affect our businesses as we have listed in the bullet points below.</p> <ul style="list-style-type: none"> <li>• A better option would be to provide parking bays with pay meters if possible, which would widen the road for buses to pass more freely, thus avoiding any complaints from TFL.</li> <li>• A 24 hour bus stop clearway is not warranted as this would affect businesses already struggling in the current economic climate.</li> <li>• Our disabled customers would have to walk too far to use the businesses in Broadway Parade, when they can currently use their disabled badges to park</li> </ul>

<p>The Jewellery Workshop 10 Broadway Parade</p> <p>Central Café 3 Broadway Parade</p> <p>Greggs</p> <p>Andy's Barbers</p> <p>Elm Park Express 9 Broadway Parade</p> <p>C&amp;M Insurance</p> <p>Istanbul Grill Restaurant</p>		<p>freely near by.</p> <ul style="list-style-type: none"> <li>• There are other businesses apart from ours that will also be affected. For example Ernack Motors and Greggs the bakers have not even been notified of these proposals. Greggs will be force to use noisy trolleys to delivery their goods as they will not be able to park outside to do this which is already an issue with residents living above these shops.</li> <li>• Bus stop 'E' which is on Broadway Parade is not really needed as there is already another bus stop 111 steps away on the Broadway. This is a known disabled stop with facilities already in place.</li> <li>• Elm Park needs more help with parking to help with custom but TFL are making this more difficult when it is completely unnecessary.</li> <li>• TFL need to work with us small businesses hand in hand, and believe that better solutions for these proposals can be found that will benefit us all.</li> </ul>
<p>Cllr Williamson</p>	<p>QN008-OF-A115/116A</p>	<p>I am writing on behalf of the shops in Elm Park Avenue and Rainham road affected by the proposed bus stop lanes. One side already has a stop and on the other there is one further back.</p> <p>I cannot understand the need to a) move one stop and b) introduce such restrictions for a longer than necessary stretch of highway?</p> <p>Looking at the proposal it would prevent any cars stopping over a considerable area of the highway.</p> <p>Presently this stretch of road is used by motorists passing by the shops, in particular newsagents, who pop in for bread, milk etc.</p>

		<p>Since the scheme as seen would prevent this I cannot see why it is 24 hours since the buses do not run as such?</p> <p>Whilst any restriction of the length proposed seems unnecessary it certainly should not be 24 hours?</p>
Cllr Mugglestone	QN008-OF-A115/116A	<p>Please put the following comments regarding Drawing QN008-OF-A115/A116 in the report.</p> <p>The shops collected a 156 signed petition from customers and 14 Shops have also written and sent letters to the council requesting not to have the 24 Hour Bus Clearway on the Broadway outside Numbers 7 to 13.</p> <p>We can have a loading bay and park and display bays in the area and move the bus stop to a new location.</p> <p>The three ward Councillors are against the suggested location of the Clearway and another Councillor who lives in the Elm Park ward has signed the petition.</p>





# Havering

STREETCARE CULTURE & COMMUNITY  
TRAFFIC & ENGINEERING  
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TELEPHONE No: 01708 434343 FAX No: 01708 433721  
EMAIL: streetcare@haivering.gov.uk

**JOB TITLE**  
BUS STOP ACCESSIBILITY 2014/15  
**ELM PARK AVENUE**

**DRAWING TITLE**  
BS 18429 & BS 18430  
WOBBURN AVENUE

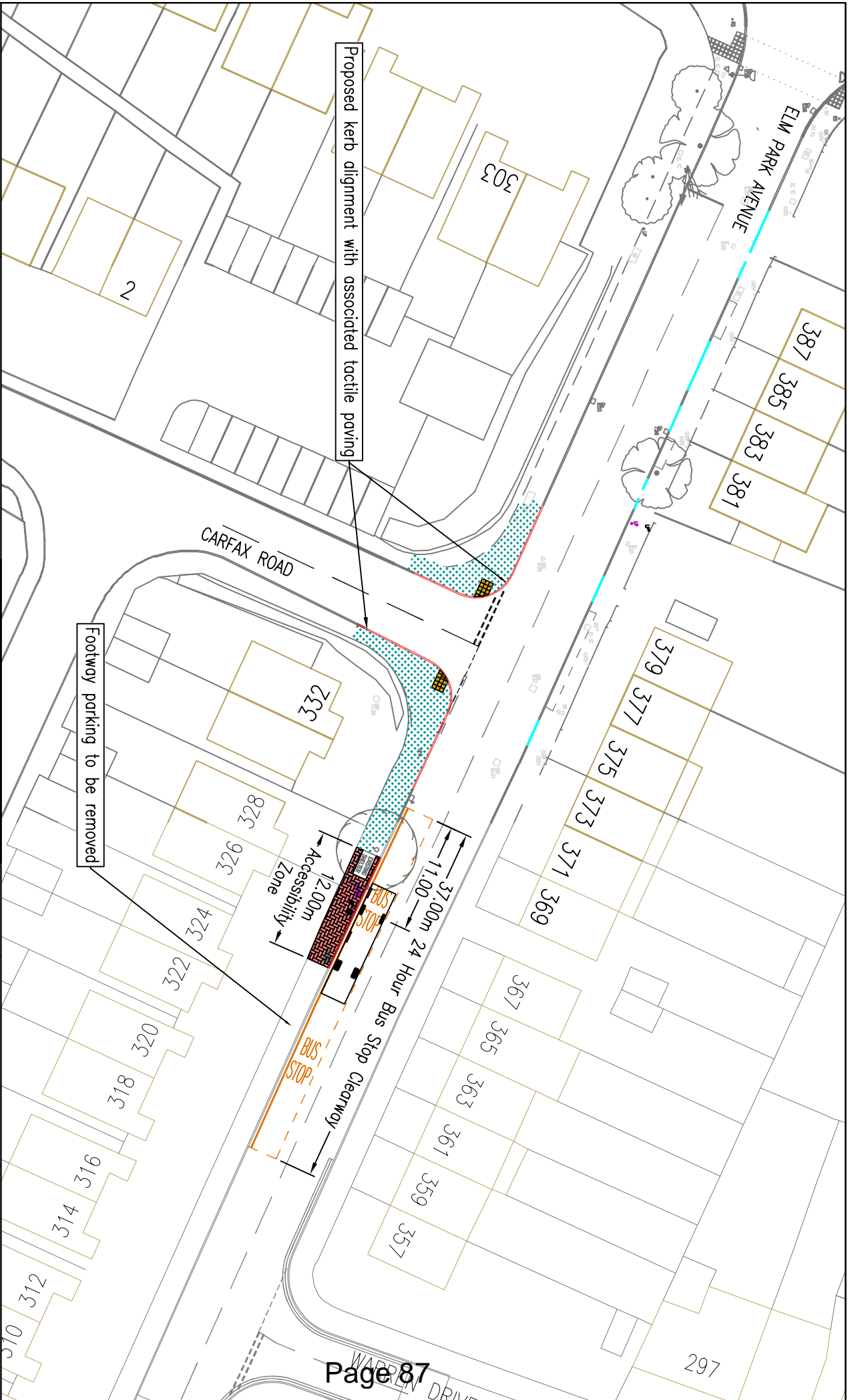
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PROPOSAL

**DATE**

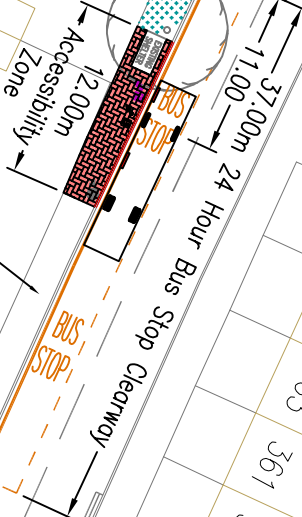
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Proposed kerb alignment with associated tactile paving

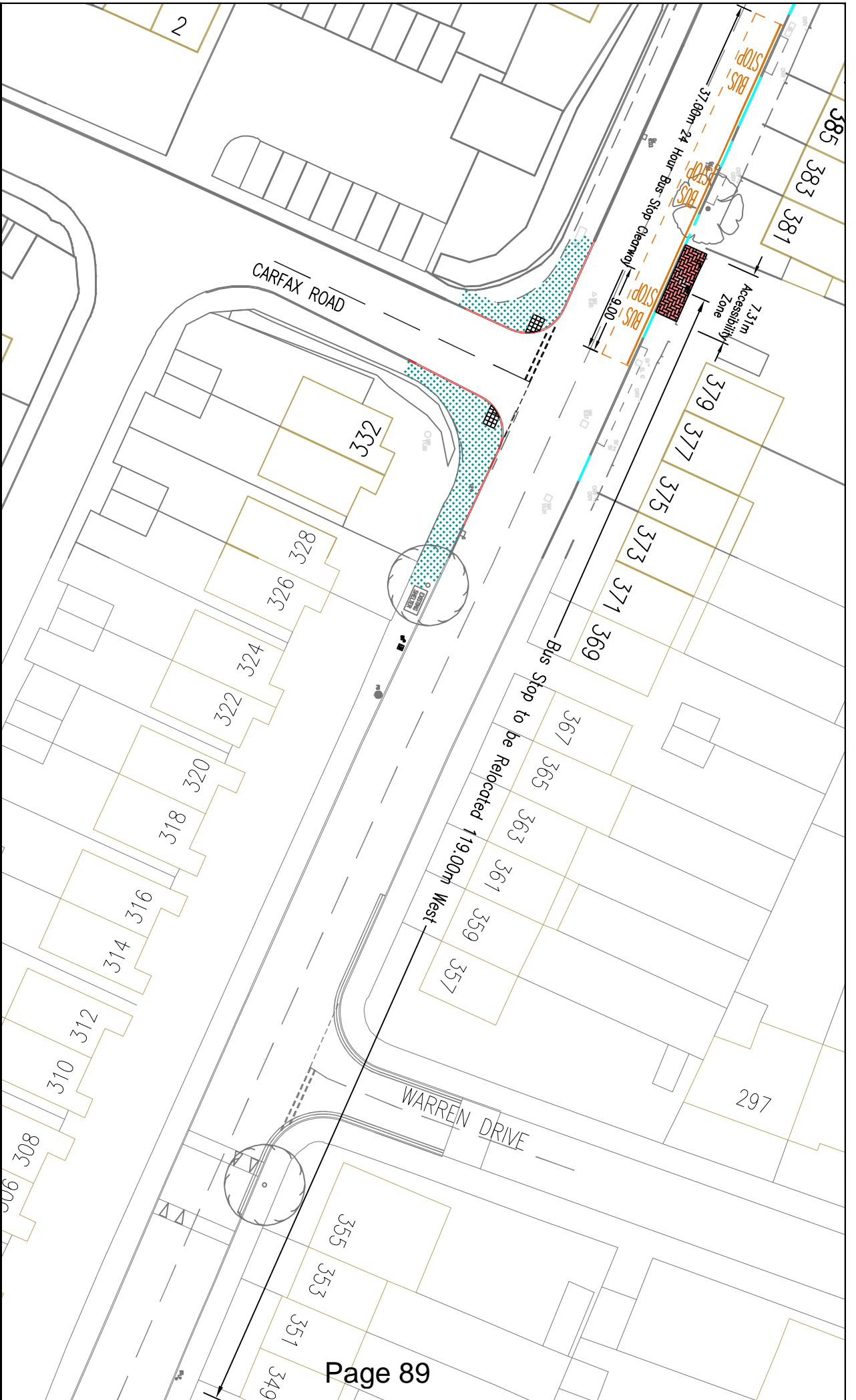
Footway parking to be removed



<b>Havering</b> BOROUGH COUNCIL STREET, RECREATION & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 <b>ELM PARK AVENUE</b>		<b>DRAWN BY</b> RP <b>SCALE (AT A4 SIZE)</b> 1:500 <b>ACAD REF:</b> Sheet Size: A4 (297x210)		<b>CHECKED BY</b> MLP <b>DATE</b> 04.09.14		<b>APPROVED BY</b> MLP <b>DRAFT</b> <input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE <b>REVISION</b> A		<b>PURPOSE</b> PROPOSAL		<b>REVISION</b> AMENDMENT		<b>DATE</b>	
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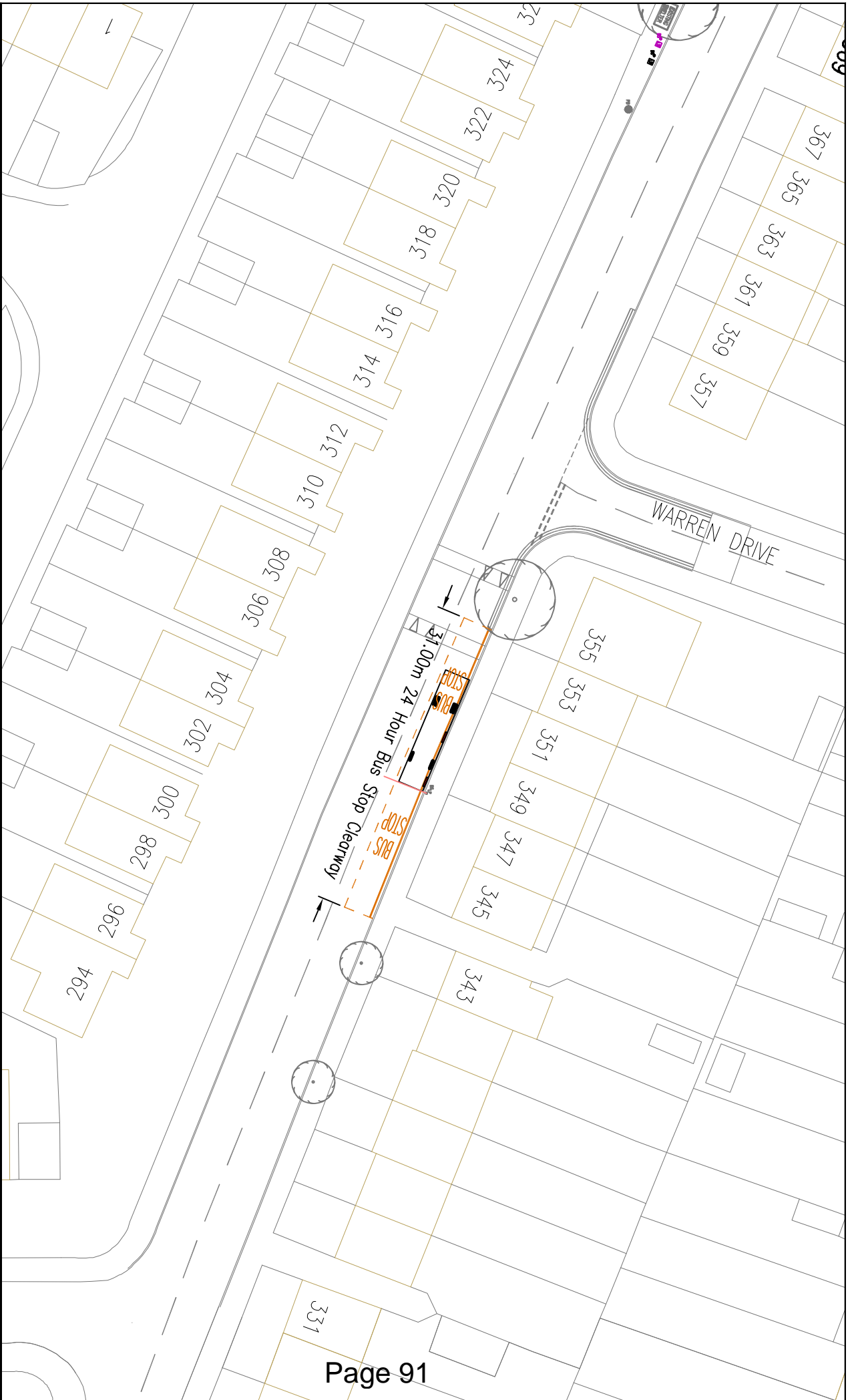
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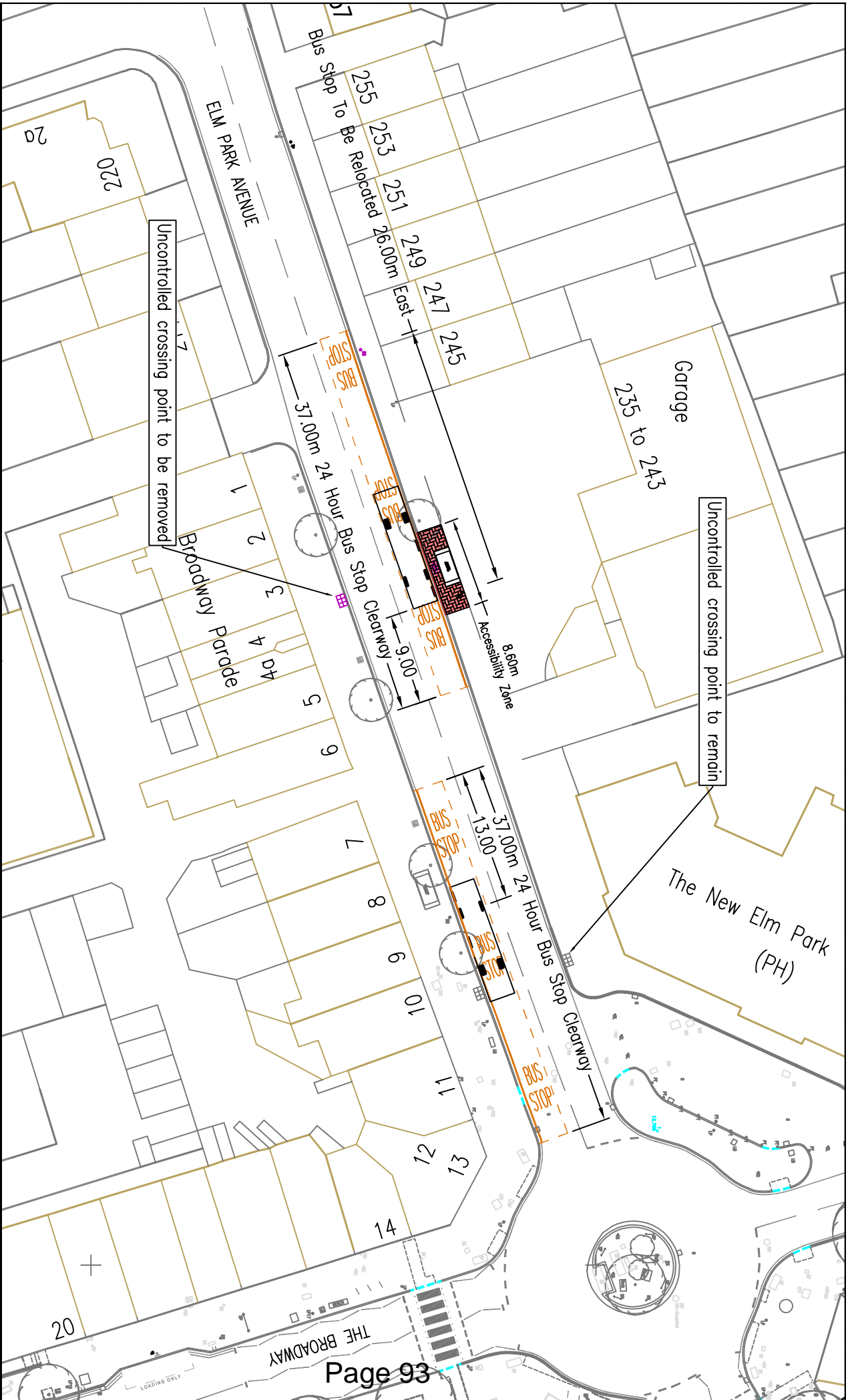
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 <b>Haivering</b> STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROUNDFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 EMAIL: streetcare@haivering.co.uk		<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 <b>ELM PARK AVENUE</b>		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> MLP		<b>PURPOSE</b>		<b>PROPOSAL</b>		<b>©COPYRIGHT</b> This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	
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# Havering

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**JOB TITLE**  
BUS STOP ACCESSIBILITY 2014/15  
**ELM PARK AVENUE**

**DRAWN BY**  
RP  
**CHECKED BY**  
MLP  
**APPROVED BY**  
MLP

**PURPOSE**  
PROPOSAL

**SCALE (AT A4 SIZE)**  
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**DATE**  
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**DRAFT**  
ISSUE

**ACAD REF:**  
Sunk Site: A4 (2972410)  
**DRAWING No**  
0N008-OF-A115/A116  
**REVISION**  
A

**DRAWING TITLE**  
BS 18429 & BS 18430  
WOBBURN AVENUE

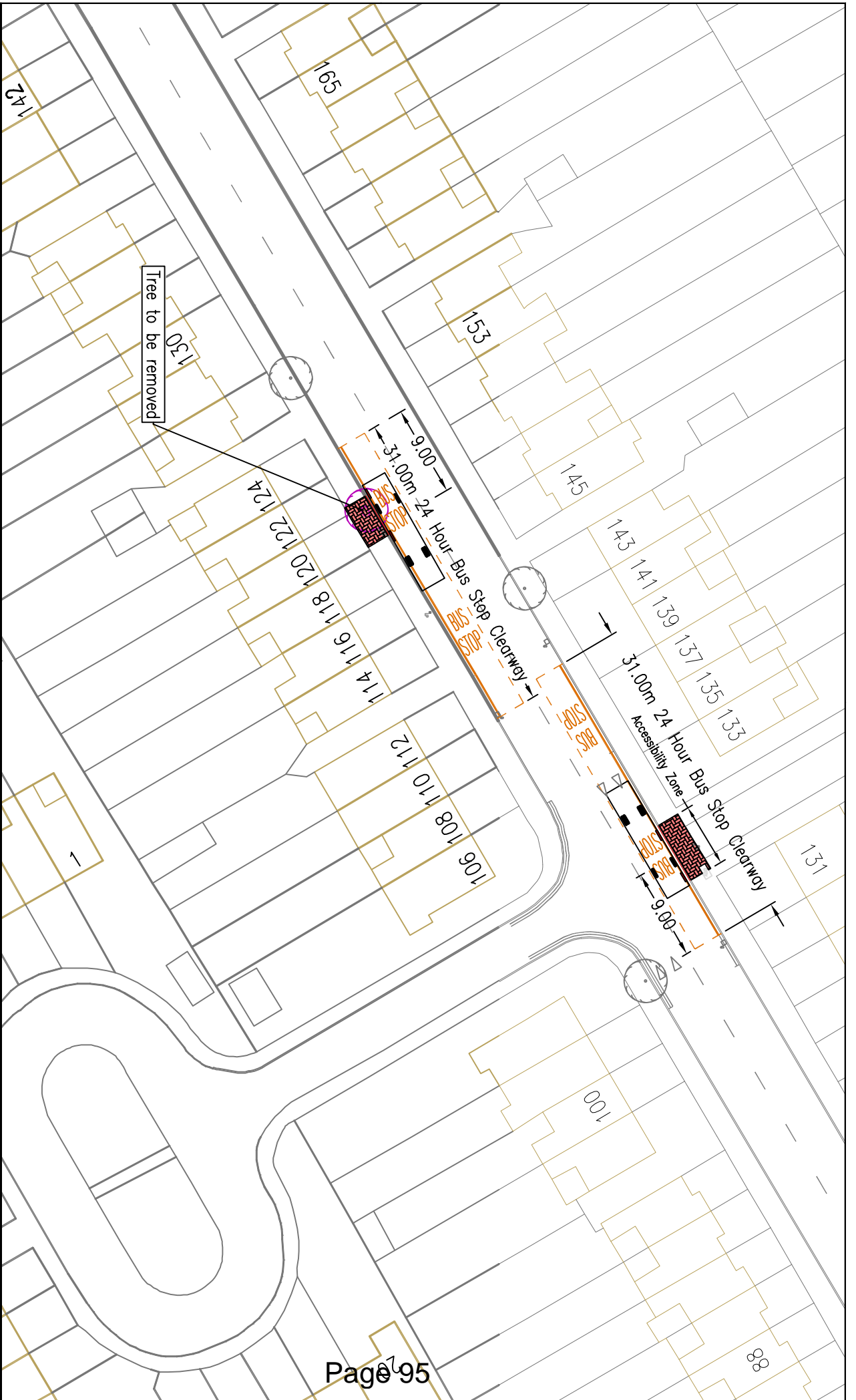
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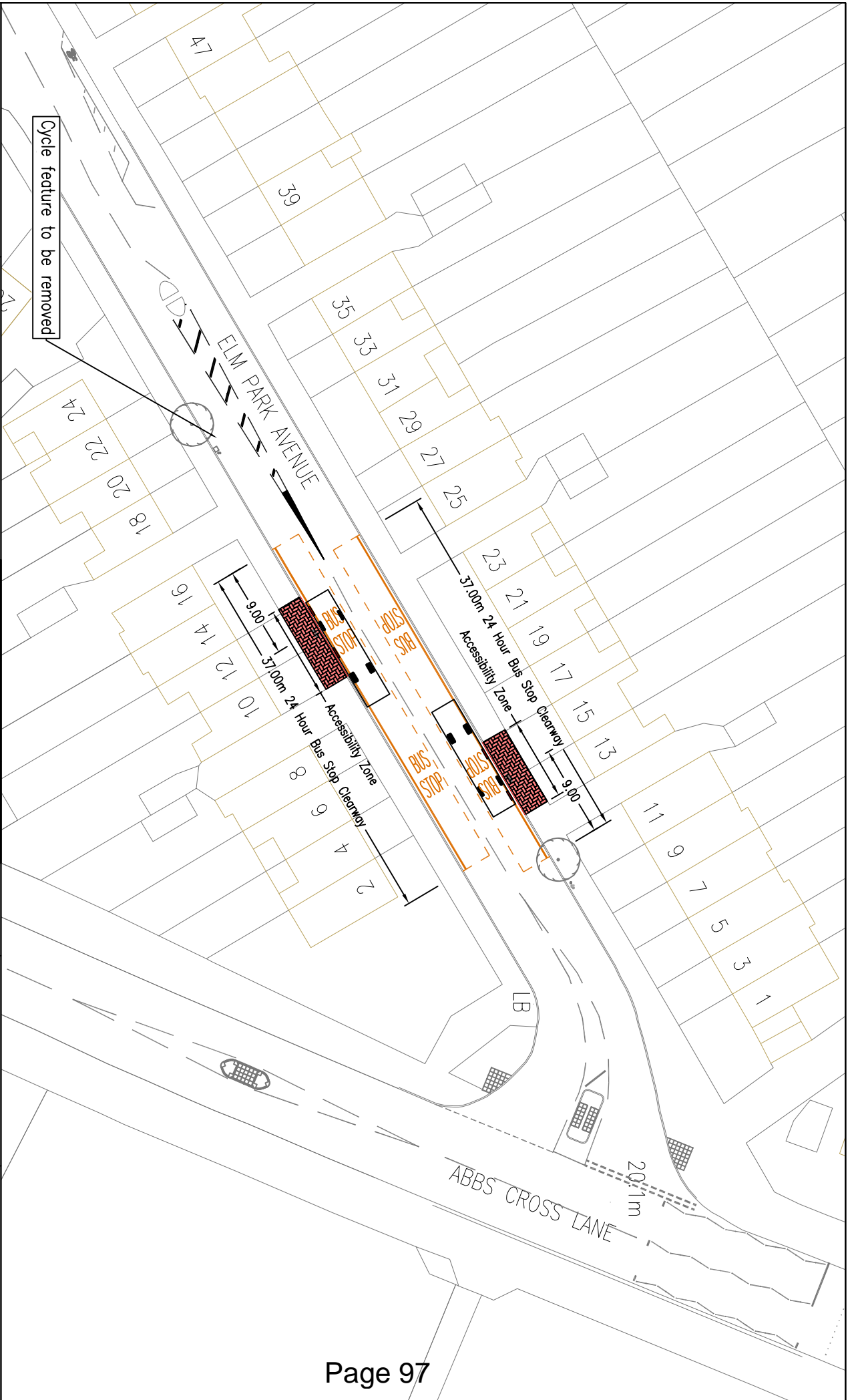
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JOB TITLE		DRAWN BY		CHECKED BY		APPROVED BY		PURPOSE		PROPOSAL	
BUS STOP ACCESSIBILITY 2014/15		RP		MLP		MLP					
ELM PARK AVENUE		SCALE (AT A4 SIZE)		DATE		DRAFT					
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BS 25707 & BS 25708		ACAD REF:		DRAWING No		REVISION					
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Cycle feature to be removed

<b>Streetcare Culture &amp; Community</b> 10th Floor Mercury House Mercury Gardens, Romford, RM1 3DW Telephone No: 01708 434343 FAX No: 01708 433721 EMAIL: streetcare@haverling.gov.uk		<b>Job Title</b> BUS STOP ACCESSIBILITY 2014/15 <b>ELM PARK AVENUE</b>	
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<b>Revision</b> A		<b>Amendment</b>	
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# HIGHWAYS ADVISORY COMMITTEE

13 January 2015

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY**  
**Hacton 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 Hacton Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **St. Andrew's** 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 Hacton Lane set out in this report and shown on the following drawing (contained within Appendix I) be implemented;
  - QN008-OF-A58/59A
2. That it be noted that the estimated cost of £75,000 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 Hacton Lane as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A58/59A	Outside 42-60 Hacton Lane (northbound stop)	<p>Accessible bus layby and associated footway works.</p> <p>New pedestrian refuge in the vicinity of 37 with associated road widening.</p> <p>Traffic island on northern arm of mini-roundabout.</p>
QN008-OF-A58/59A	Outside 55-61 Hacton Lane (southbound stop)	<p>Accessible bus layby and associated footway works.</p> <p>New pedestrian refuge in the vicinity of 74/76 with associated road widening.</p> <p>Footway link to Kenley Gardens.</p>

1.13 Approximately 80 letters were hand-delivered to those potentially affected by the scheme on 24<sup>th</sup> November 2014, with a closing date of 8<sup>th</sup> December 2014 for comments.

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

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 5 responses were received as set out in Appendix I to this report.

2.2 The Metropolitan Police had no issues with the scheme.

2.3 Four residents objected to the proposals raising the following concerns;

- The road widening for the proposed pedestrian refuges is not enough for larger vehicles to pass,
- Laybys will encourage vehicles to squeeze past,
- Comments related to the operation of the mini-roundabout at the junction with Ravenscourt Grove,
- Road widening will make traffic move faster,
- Loss of highway verge,
- Pedestrians won't use refuges,
- Other laybys in the street should be used,
- Delivery vehicles and buses with engines running in laybys,
- Bus stops should be in other locations,
- Scheme will not deal with traffic congestion,

- Buses already have ramps which make them accessible,
- Comments related to matters not directly connected to proposals

### **3.0 Staff Comments**

- 3.1 Hacton Lane has no pedestrian crossing facilities between the junction with Upminster Road and the railway. The Council has received representations from residents of William Tansley House for pedestrian crossing facilities on this section of Hacton Lane.
- 3.2 The mini-roundabout at the junction with Ravenscourt Grove was recommended for implementation by the Committee in September 2013, but without a zebra crossing which was included with the proposals (just south of the roundabout). After discussion with Transport for London, additional funding was allocated to provide a pedestrian refuge with each of the proposed bus stop improvements.
- 3.3 The layout of the current proposals place the bus stops on the exit side of the mini-roundabout and on the exit side of the proposed refuges. This arrangement keeps bus movements away from the junction and passengers alighting from buses wishing to cross at the refuges will walk facing oncoming traffic, although, people are free to cross where they wish. The road widening at the refuges has been designed to allow passing by all classes of traffic and is an entirely standard arrangement.
- 3.4 There is a loss of highway verge associated with the proposals and the committee will need to decide if that is appropriate balanced with the need to make bus services accessible and to provide pedestrian crossing facilities in the street.
- 3.5 The proposals are not designed to deal with existing congestion in the area – this is a far wider symptom of traffic demand exceeding the capacity available at the Hacton Lane/ Upminster Road/ Wingletye Lane junction.
- 3.6 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 £75,000 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 (where required)
PC Martin Young Met. Police Roads & Transport Policing Command	QN008-OF-A58/59A	No issues with this scheme.
Resident 29 Hacton Lane	QN008-OF-A58/59A	<p>I note the roads are being widened proposing to accommodate the changes. However, this road takes very large vehicles and I believe even with the widening proposed there will not be sufficient space for the proposed traffic islands and pedestrian refuge islands.</p> <p>There is a traffic island just in Ravenscourt Grove, but this road does not take large vehicles it having a width restriction at the far end. As things stand I have seen numerous near misses on the mini roundabout as cars do not go around it but over it, and I am sure this is because the layout is awkward. Currently traffic is halted when buses stop to pick up and drop passengers.</p> <p>Giving the buses their own lay-bys I think will encourage vehicles to squeeze past which I think will increase the danger of vehicles scraping one another and still going up pavements, which they already do. I do not see that these proposals will be an improvement.</p>
Resident 33 Hacton Lane	QN008-OF-A58/59A	As a resident of Hacton Lane for 40 years, I must strongly object to the proposed changes to the relocation of the bus stops. The works carried out this year to install a mini-roundabout at the junction of Ravenscourt Grove, has been a disaster, since the installation I have witnessed three accidents at this junction one of which caused personal injury in which the emergency services attended.

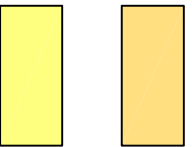
		<p>The traffic now moves faster along this road than it used to, widening Hacton Lane between the railway bridge and outside number 31 Hacton Lane with inevitably make this worse. I also have spoken to resident's who feel the loss of some of the green in front of their homes is unwelcome. We are also of the opinion that people coming up from Highfield Crescent in the alleyway between 31 and 33, who may be walking to Hornchurch, will not turn left and cross the road at the proposed refuge outside number 37 and that they may see the 193 bus waiting at the stop and run across the road to catch the bus.</p> <p>If implemented this would mean that there would be three lay-by's between the traffic lights at Upminster Road and Ravenscourt Grove, a distance of just over 200 yd's. The existing two lay bys are currently being used by commuters on the District Line, and someone selling used cars. Perhaps one of these should be considered for the fully accessible stop complete with vandalised shelter? These are both served by a footpath. Every home on both sides of Hacton Lane between Ravenscourt Grove and Upminster Road all have either off street road parking, a garage or both.</p> <p>The bus stop will encourage delivery vehicles to stop at the bus stop and buses will wait, engines running, when running too early, we also see the 193 bus come along in two's which will cause traffic to build up on the roundabout because of the close proximity to the roundabout.</p> <p>On paper you may think this would work, but I can assure you, from the experience of trying to get my car out of my drive that the average motorist will not let the bus out of the stop.</p>
Resident 52 Hacton Lane	QN008-OF-A58/59A	I am writing with reference to the proposed change of bus stop positions in HActon Lane. The position of the bus stop, going towards Wingletye Lane, will be opposite out house and it will mean taking away a large portion of the grass verge outside our house, which is not very wide anyway. The nearer you get to the traffic lights at the

		<p>junction with Upminster Road, the wider the grass verge becomes, it is almost three times wider as there is no slip road, so it would seem better to put the stop closer to the lights where there is much more room and would cause less disruption to residents, as you would not need to move the existing Kerb line.</p> <p>We are currently having three bungalows built at the bottom of our garden and feel you are eroding more and more of our open space.</p>
<p>Resident Address not given</p>	<p>QN008-OF-A58/59A</p>	<p>I am a resident of Hacton Lane and have been for 32yrs. In that time I have seen the volume of traffic increase considerably. I am totally aware that as much as possible should be done to relieve congestion. But I cannot see how your proposal of cutting into the green to create a layby would make any difference to the congestion which is in the morning and evening rushhour. I also agree that Public Transport should be accessible for wheelchairs, pushchairs etc. But I was under the impression that buses were able to adjust their ramps to allow easy access for this. So why go to the expense of using public money for a project such as this. It is not a busy bus stop during the day and you do not see many people waiting for a bus! I know the council must be seen to show it is making improvements to help disabled, but I don't agree with this one! I would rather you leave the green alone and spend some money planting some trees and shrubs!</p> <p>The congestion is even worse since the mini roundabout has been installed with tail backs right down Ravenscourt to the width barrier. Also the pelican lights outside the college add to this. I think the money would also be better spent putting the bus layby back outside Upminster Bridge station. The congestion this causes is horrendous since some stupid idiot took it away. As if there wasn't enough pavement for people to walk on before! I dare say my opinion/objection will make no difference as long as the Council is creating good targets even if they are not spending on the right things. If the proposal goes ahead, then I expect to see trees and shrubs to hide another empty bus shelter for jobs to wreck.</p>



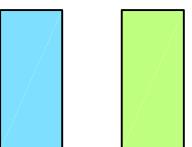


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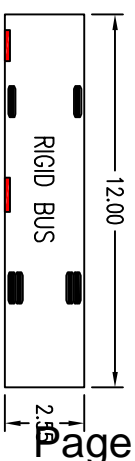
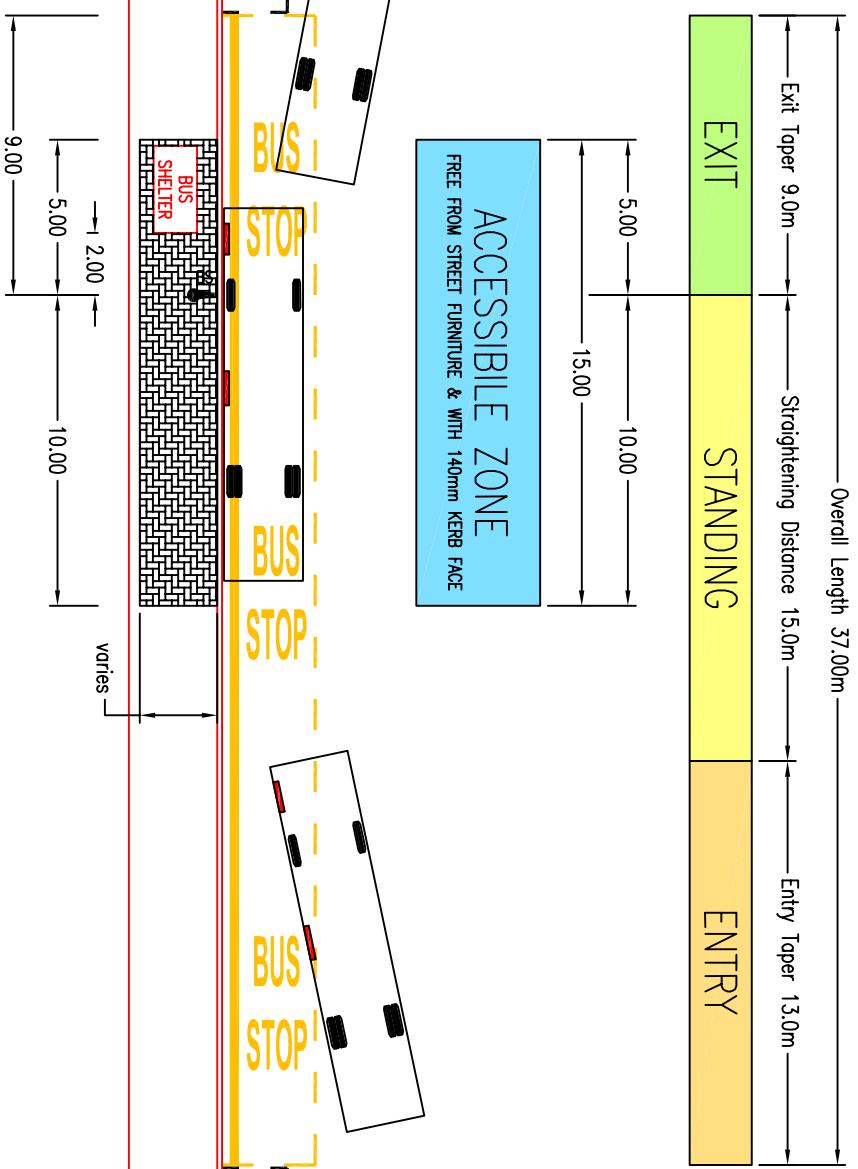
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

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

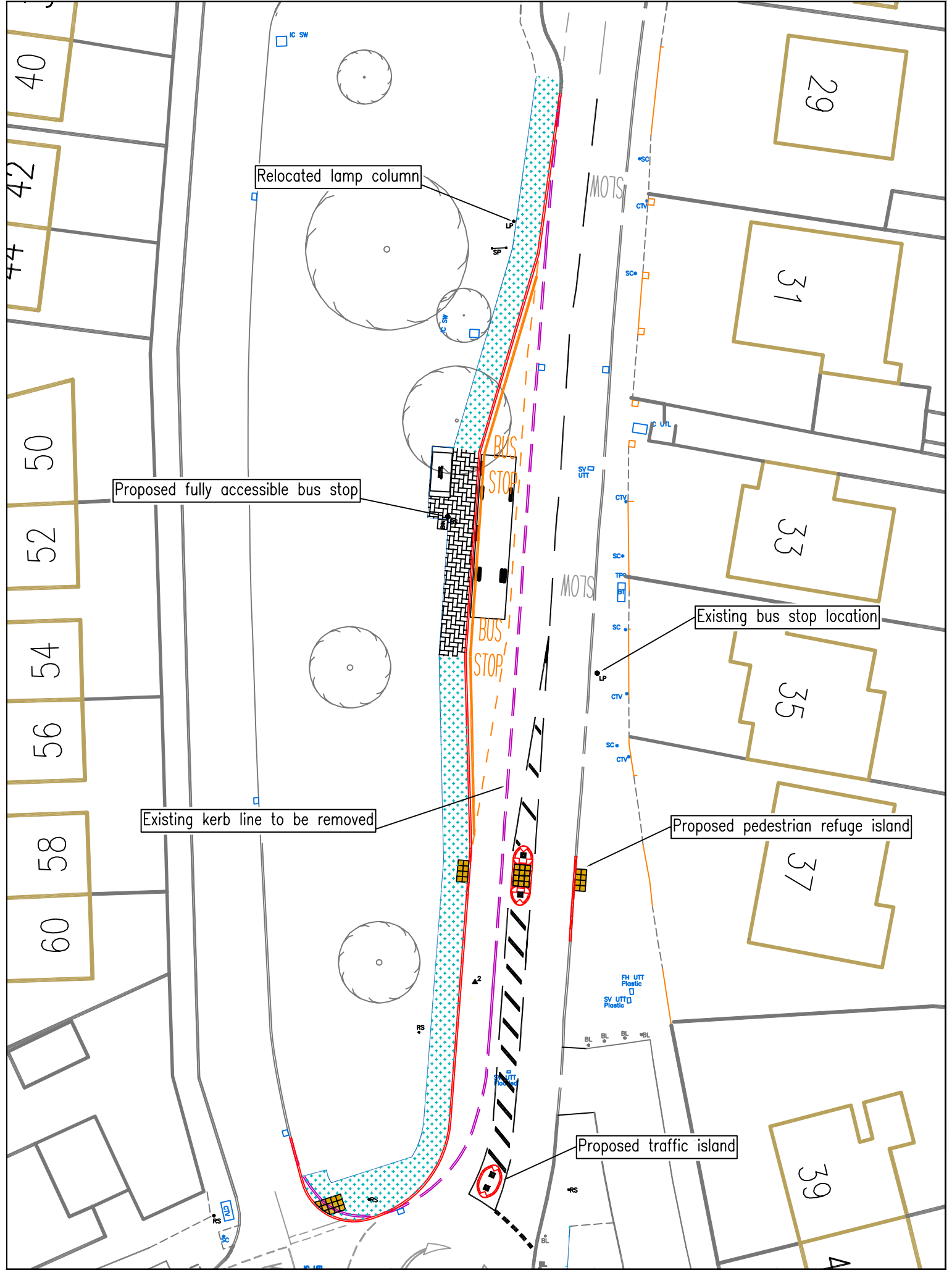


- NOTES:
- LAYOUTS DETERMINED FROM STEERING GEOMETRY OF BUSES TO ALLOW THEM TO PULL INTO THE KERB WITHIN 200mm, WITHOUT FRONT AND REAR OF BUS OVERHANGING FOOTWAY WHICH COULD POSE A SAFETY ISSUE.
  - THIS IS THE IDEAL LAYOUT AND MAY VARY WITH THE USE OF FOOTWAY BUILD-OUTS (BUS BORDERS) OR OTHER SITUATIONS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

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

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Relocated lamp column

Proposed fully accessible bus stop

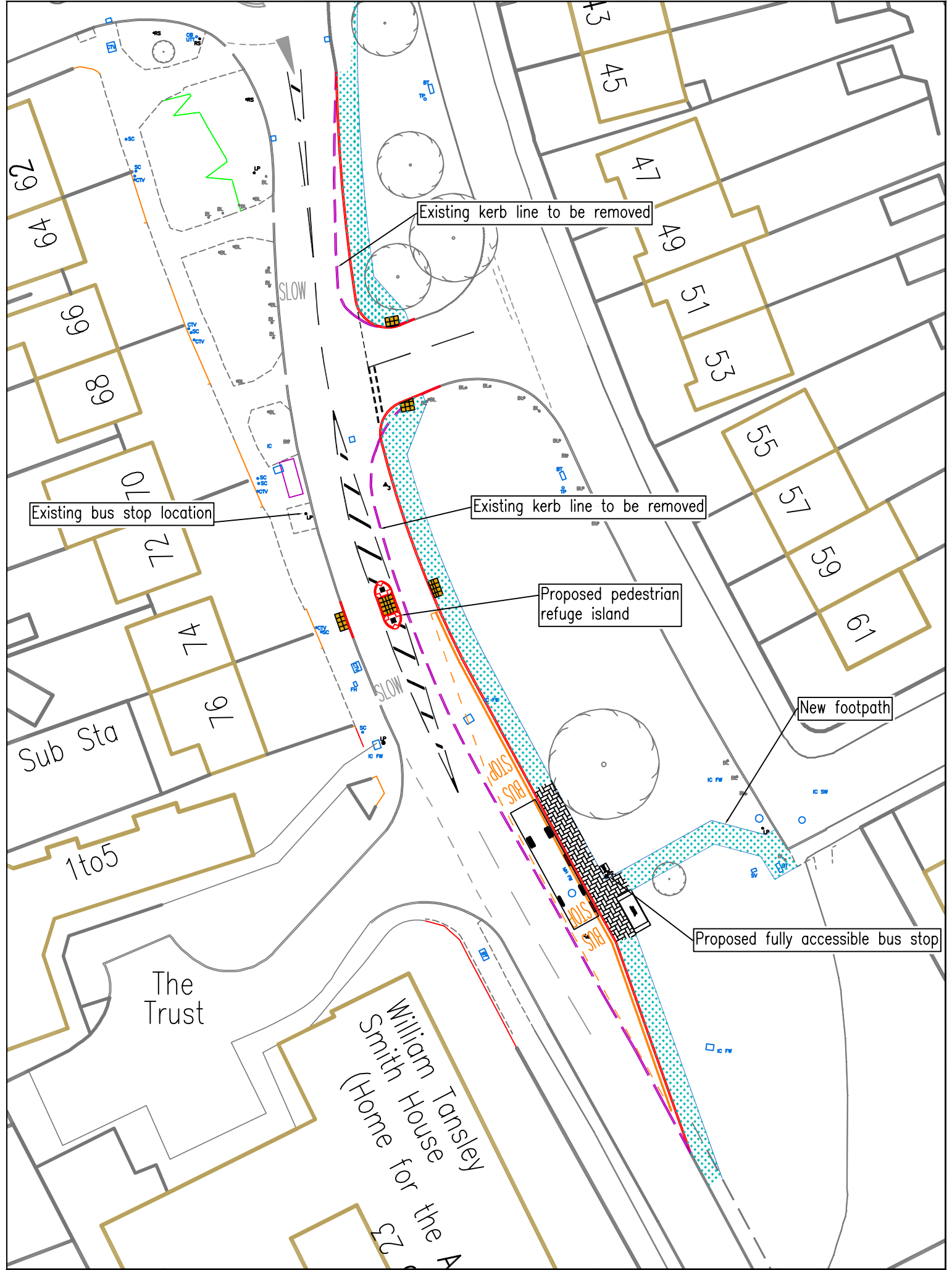
Existing bus stop location

Existing kerb line to be removed

Proposed pedestrian refuge island

Proposed traffic island

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Existing kerb line to be removed

Existing bus stop location

Existing kerb line to be removed

Proposed pedestrian refuge island

New footpath

Proposed fully accessible bus stop

PURPOSE		PROPOSAL								©COPYRIGHT	
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**Havering**  
 STREETCARE CULTURE & COMMUNITY  
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 TELEPHONE No. 01708 434343  
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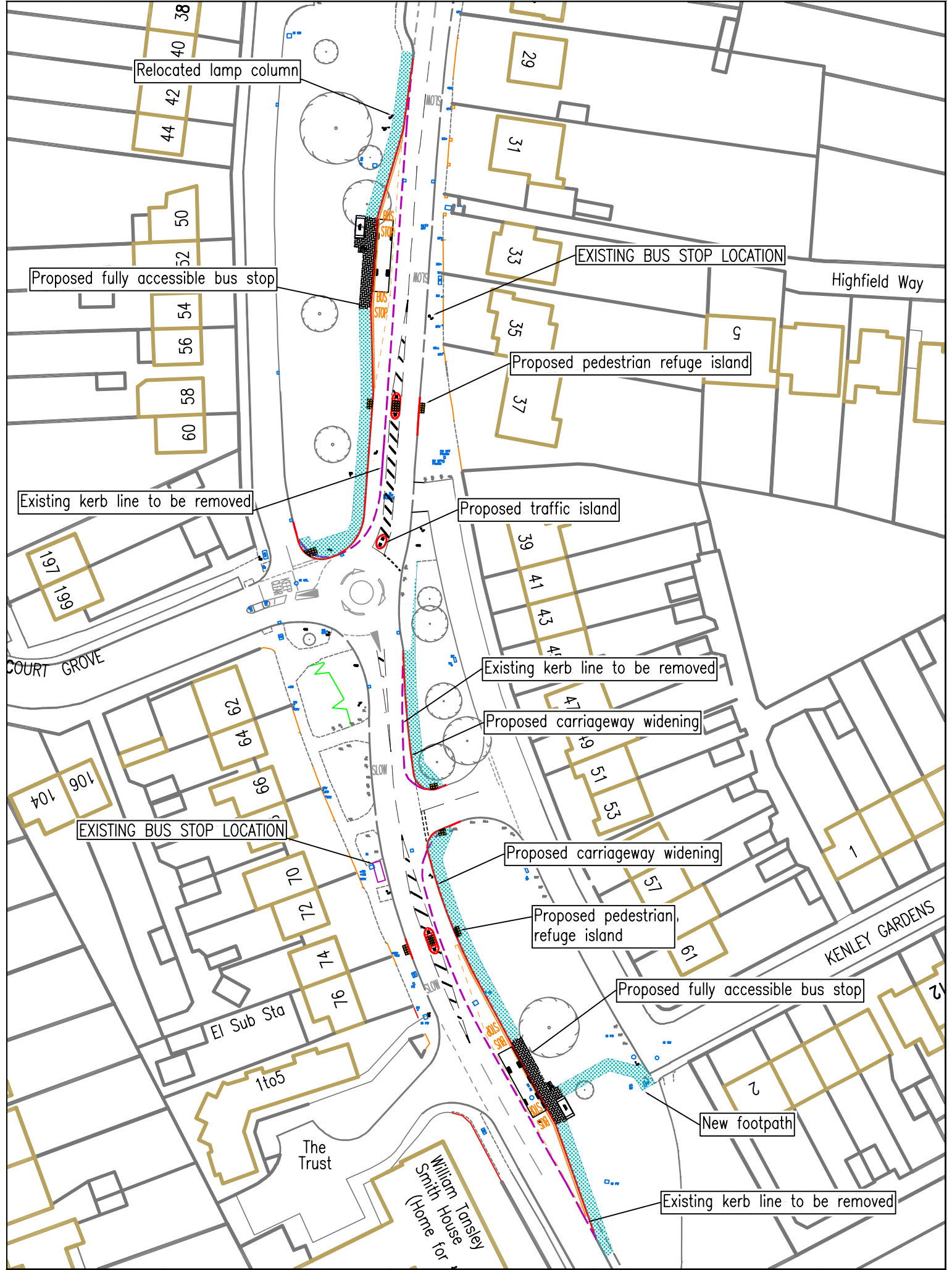
**JOB TITLE**  
 BUS STOP ACCESSIBILITY  
 2014/15

**DRAWING TITLE**  
 HACTON LANE  
 BS35321 & 35322  
 RAVENSCOURT GROVE

Page 115

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

13 January 2015

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
Brentwood 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 Brentwood Road and seeks a recommendation that the proposals be implemented, with one site presenting options.

The scheme is within **Emerson Park, Hylands, 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 Brentwood Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QN008-OF-A84&A85A
  - QN008-OF-A86A
  - QN008-OF-A87A
  - QN008-OF-A88A
  - QN008-OF-A89A
  - QN008-OF-A90&91A
  - QN008-OF-A92&93A
  - QN008-OF-A94&95A (northbound stop)
  
2. That in relation to the proposal shown on Drawing QN008-OF-A94&95A (southbound stop), the Committee having considered the representations made either;
  - (a) Recommends to the Cabinet Member for Environment that the bus stop accessibility improvements are implemented; or
  - (b) The proposal is rejected and the Head of Streetcare investigates and consults on an alternative bus stop location.
  
3. That it be noted that the estimated cost of £45,000 for implementation (all sites) 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 Brentwood Road as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A84/85A	By the side of 279 South Street (Old Oak Public House)	Bus stop flag to be relocated 9.70m south west.  27metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A84/85A	Outside Tolbut Court	31 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A86A	Outside 74 to 76	27 metre bus stop clearway.  Bus shelter to be relocated to rear of footway  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A87A	Outside 111	Bus stop flag to be relocated 9.70m south west (outside 121)  37metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-	Outside 164	27metre bus stop clearway.

A88A		140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A89A	Outside petrol filling station	27 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A90/A91A	Outside The Frances Bardsley Academy	Zebra Crossing to be relocated to outside property number 237  <b>Westbound Bus Stop</b> to be relocated to depart side of crossing with 25meter length 24 hour clearway and 140mm kerb, associated footway works provided at bus boarding area  <b>Eastbound Bus Stop</b> to be relocated outside property number 247 with 25meter length 24 hour clearway and 140mm kerb, associated footway works provided at bus boarding area
QN008-OF-A92/A93A	Outside 268 to 270	Bus shelter to be relocated and turn around  27 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A92/A93A	Outside 287 to 289	27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A94/A95A	Outside 329 to 321	Bus stop to be relocated to the property boundary of 335 & 337  27 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A94/A95A	Outside 318	Bus stop to be relocated to outside 328

		27 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
--	--	---

1.13 Approximately 103 letters were hand-delivered to those potentially affected by the scheme on 10<sup>th</sup> November 2014, with a closing date of 1<sup>st</sup> December 2014 for comments. A notice was also published and displayed on site for one proposal which includes the relocation of the zebra crossing outside Francis Bardsley Academy.

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

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 12 responses were received as set out in Appendix I to this report.

2.2 London Buses confirmed that with regard to the proposals shown on Drawing QN008-OF-A86A (76 to 82 Brentwood Road) they require the shelter to remain in its current position to retain advertising panels and for QN008-OF-A90/91A (Francis Bardsley Academy), they requested the trees to be cut back.

2.3 The proposals shown on Drawing QN008-OF-A87A (113 to 123 Brentwood Road) attracted three objections from residents who were concerned about the following matters;

- Carriageway width at the proposed bus stop location in terms of ability of drivers to overtake buses;
- Potential for localised traffic congestion;
- Noise/ disturbance from buses and passengers;
- Proximity to bend in the road;
- Impact on deliveries and on-street parking;
- Narrowness of footway;
- Potential anti-social behaviour;
- Ability of larger vehicle to pass; passengers crossing the road in an unsafe position;
- Impact on maintenance of BT equipment;
- Hazards to driveway access.

2.4 The proposals shown on Drawing QN008-OF-A90/A91A (Francis Bardsley Academy) received two objections from resident and support from Francis Bardsley Academy, although with some concerns about the eastbound bus stop.



2.5 The residents were concerned about the following matters;

- That the zebra crossing should remain where it is to serve users of the nursing home, dance school and Osborne Road park;
- That in their own survey, most bus passengers used the crossing to access Osborne Road and moving the crossing would be dangerous for them;
- The stationary buses would be parked too close to the junction with Osborne Road in contravention of the Highway Code;
- Vehicles overtaking buses (eastbound) would be dangerous;
- The eastbound stop will be too close to the railway bridge/ Osborne Road, especially as buses take some time to load pupils;
- Drivers mounting the footway to pass people waiting to turn right into Osborne Road will be dangerous for those waiting at the stop;
- Footway to narrow at eastbound stop;
- Laybys should be provided;
- The eastbound stop should be moved west;
- Osborne Road should be no right turn in and out.

2.6 Francis Bardsley Academy supports the proposals in principle and that the relocation of the zebra crossing and the westbound stop is positive. The Academy is concerned about the eastbound stop in terms of;

- Available footway width; neighbour concerns about pupils waiting in gardens;
- Impact on buses turning out from Osborne Road;
- Fences preventing pupils stepping back in gardens the event of overcrowding.

2.7 Three residents objected (including 2 from one address) to the proposals shown on Drawing QN008-OF-A92/A93A (283 to 289 Brentwood Road). They were concerned about the following matters;

- Impact on on-street parking/ loading (including impact on visits from relatives);
- Impact on deliveries, tradespeople and removals
- Concern about kerb being widened.
- Impact on property values;
- That there are too many bus stops on Brentwood Road;
- Brentwood Road should be made “hail and ride”;
- Scheme is traffic calming by stealth;
- Suggestion that the consultation letter was misleading;
- Concerns about drawing approval process;
- Suggestions that National design guidance had been ignored;
- Concerns about new build developments in local area;
- Various other road safety issues unrelated to the immediate scheme were also raised.

- 2.8 Two residents responded the proposals shown on Drawing QN008-OF-A94/A95A (southbound stop). One resident supported the relocation of the bus stop because they considered the current location to be hazardous and that school children stand on their driveway. The resident did not understand why the bus stop was needed, given the proximity to The Drill bus stop. If the stop does not get moved, then the resident requested its complete removal.
- 2.9 The other resident objects to the relocation as it would severely disrupt their plans for a driveway and that an alternative location should be considered.

### **3.0 Staff Comments**

- 3.1 With regard to the matters raised by London Buses, Staff confirm that they can be accommodated.
- 3.2 With regard to the proposed relocation of the bus stop shown on Drawing QN008-OF-A87A (113 to 123 Brentwood Road), Staff would comment that the existing position outside 111 cannot be made accessible, even for single door operation because it is between the vehicle accesses of 109 and 111 and so an alternative location is required, if the stop is to be made fully accessible.
- 3.3 The footway is at least 1.8m in width. This is considered reasonable and no different to many stops around the borough. The road is on a slight curve, but forward visibility is considered adequate and it is the responsibility of a driver wishing to overtake to do so safely and when appropriate. Localised congestion may occur at busy times as is the case elsewhere in the borough, although accessible bus stops will allow boarding and alighting to take place efficiently.
- 3.4 Delivery access is often cited as a concern and while loading would be prevented within the Clearway, it is reasonable to expect those making deliveries to stop outside the restricted area and to carry goods or use a trolley. This is no different to a delivery being made where there is a pedestrian crossing or other impediment to loading such as within a signalised junction.
- 3.5 Anti-social behaviour is often raised as a concern and although it is not doubted that this is significant for those affected, bus stops need to be placed somewhere and in an urban area, it is reasonable to expect them to be placed near residential premises.
- 3.6 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored.
- 3.7 With regard to the proposals outside Francis Bardsley Academy, Staff have been aware of concerns about pupils crossing the road immediately outside

the school gate to catch eastbound buses, rather than walking east to the zebra crossing and then back on themselves to catch buses. Additionally, the eastbound bus stop is on the approach side to the crossing which is not considered to be best practice as stationary buses lead to following drivers overtaking on the crossing approach. The proposals seek to place the crossing on the pupil desire line by essentially swapping the zebra crossing position with the bus stop.

- 3.8 The footway at the proposed eastbound stop location is the same width as for the current position and the accessible footway area is at least 1.5 metres longer.
- 3.9 The area in front of the school is not of sufficient length and width for a layby for the westbound stop, notwithstanding the costs involved for construction and utility diversions. Moving the eastbound stop to the wider footway area to the west (between Manor Road and Marwell Close) would mean that the gap to the preceding stop would be shorter (around 170 metres) and following stop (around 460 metres) whereas the current and proposed positions are reasonably equidistant. Pupils would no longer have the benefit of the zebra crossing.
- 3.10 Banning right turns into and out of Osborne Road is feasible, but beyond the scope of this scheme and the issues raised exist now. A banned right turn would need to exclude buses (as Osborne Road is a bus route) and so there would be no opportunity to physically prevent right turns and so would likely require continued enforcement. Banned movements might also lead to displacement of traffic to other streets.
- 3.11 With regard to the proposals shown on Drawing QN008-OF-A92/A93A (283 Brentwood Road), the matters of deliveries and parking are as above. The proposals do not seek to widen the kerb, just raise to 140mm as is usual (Staff assume the respondent means a build-out). Staff are not able to comment on property values, although this stop is existing.
- 3.12 On the matter of the number of bus stops, Transport for London does not propose to reduce them. They are provided at regular intervals to provide coverage to the areas around them and should be in reasonable walking distance for the maximum number of users. Hail and Ride services by their nature are not accessible to all passengers (depending where buses are hailed). The proposals do not contain any traffic calming measures.
- 3.13 Staff do not consider the consultation letter to be misleading. It is identical in structure to all sent during the current financial year and clearly explains (with a relevant plan) the proposals. The drawing approval process is an internal matter used for the benefit of the Principal Engineer who manages the Engineering Services team. Staff use TfL's "Accessible Bus Stop Design Guidance" as a starting point for their design work. The respondent does not reference National guidance, but TfL's guidance is London-specific and will take primacy. The other road safety and new build development issues are beyond the scope of this scheme.

- 3.14 With regard to the proposals shown on Drawing QN008-OF-A94/A95A (southbound stop), the provision of regularly spaced bus stops is as set out above. The proposed position would prevent a vehicle crossing being provided and so the committee will need to decide what should take priority in this case.
- 3.15 The Committee will need to consider the various issues raised and make a recommendation based on balance.

## 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 £45,000 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 all proposals 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 (where required)
Matthew Moore London Buses (Infrastructure)	QN008-OF-A86A 76 to 82  QN008-OF-A90/A91A 113 to 123	Drawing 86 – This stop is already wheelchair accessible so [we] would not want to lose the advertising by turning the shelter around  Drawing 90/91 – Some consideration needs to be given to cutting back the trees
Resident 108 Brentwood Road	QN008-OF-A87A 113 to 123	<p>I have just been provided with a copy of the proposed bus stop accessibility programme for 2014/15 and specifically the proposed improvements for Brentwood Road.</p> <p>As a resident at 108 Brentwood Road I actually have no objections with the planned improvements of the bus stop, it is in definite need of improvement.</p> <p>However, is it an oversight that due to where you are proposing to move it to, any bus that actually stops there will effectively block all traffic in one direction?</p> <p>Where the bus stop is currently located vehicular access is not obstructed while buses stop, traffic is able to carefully manoeuvre around any stationary bus, but the road narrows considerably just before where you are proposing to move the bus stop to. Therefore every time a bus stops traffic will back up onto and beyond the 4-way roundabout.</p> <p>Would it not be more traffic and resident-friendly to simply improve the quality of the bus stop at it's existing location?</p> <p>Brentwood Road is already a very busy road at peak times of the day, effectively creating a traffic jam every time a bus stops at the newly proposed bus stop just</p>

		<p>smacks of a lack of common-sense or effective planning. There is also the matter that the houses next to and opposite the proposed new bus stop are considerably closer to the road and likely to experience an increase in noise throughout the day and into the night.</p> <p>I hope that you will consider the points above and I would appreciate a confirmation of receipt please.</p>
Resident 119 Brentwood Road	QN008-OF-A87A 113 to 123	<p>I would like the following comments against the proposed bus stop accessibility works to be taken into consideration.</p> <p>The proposed relocation of the bus stop flag appears to be based on the nearest available section of “high” roadside kerb to allow buses to deploy their ramps for those with disabilities. This seems to be neglecting its position on the road. The proposed bus stop flag relocation to outside 121 us on a narrow bend of Brentwood Road. If buses were to stop at the proposed relocation, they would significantly affect traffic flow and reduce visibility for overtaking vehicles. Having lived at my property for a number of years, I have witnessed when delivery vans/ lorries (similar in size to a bus) pull up in a similar position to the proposed location. It causes tailbacks, problems for overtaking vehicles and in turn oncoming traffic.</p> <p>The current position of the bus stop (outside 111) has a wider section of road allowing overtaking vehicles of all sizes to do so safely, with enough room and better visibility to not cross into oncoming traffic, both maintaining traffic flow and reducing the risk of traffic incidents. As stated in your letter “Bus stop clearways do not allow parking or loading to take place”. This would make it difficult to get larger items (such as furniture) delivered to my property.</p> <p>As per your drawing – title BS18484 – the pavements outside the proposed relocation of the bus stop flag outside 121 are narrower than outside property 111 (where the bus stop flag currently resides). During peak travel times, when there are</p>



		<p>large numbers of the public waiting for a bus, a greater potential to restrict pedestrian access along the pavement would occur. A narrower pavement also increases the likelihood of anti-social behaviour and littering from people waiting for a bus/getting off the bus spilling over onto residents drives.</p> <p>Concerns over the higher environment impact of buses (in regards to noise and air pollution and littering) effecting a greater number of residents in and around the proposed relocation outside 121.</p> <p>Currently (outside 111) the bus stop is closer to a mini-roundabout/ junction where there are a greater number of commercial properties versus a lower number of residential properties; 107 Brentwood Road – a medical surgery, 103 Brentwood Road – a double glazing repair shop, 105 Brentwood Road – a double glazing provider, 101 Brentwood Road – a public house, 92-98 Brentwood Road – a furniture shop, 90 Brentwood Road – a bakery. The repositioning of the bus stop outside 121 would inconvenience at least 10 residential properties compared to this; 104, 106, 108, 110, 112, 115, 117, 119, 121 &amp; 123.</p>
Resident 121 Brentwood Road	QN008-OF-A87A 113 to 123	<p>I am opposed to this move for the following reasons.</p> <ol style="list-style-type: none"> <li>1. Several years ago the same move was proposed but was rejected for road safety reasons because the proposed position is too close to the narrowest point on Brentwood road. The volume of traffic using the road has increased considerably since then. I have observed that two wide vehicles cannot easily pass each other at this point. Buses often stop before this point to allow buses and lorries coming in the opposite direction to pass before proceeding up the hill. I have also witnessed several incidents where wing mirrors have been damaged as vehicles pass each other at this narrow spot.</li> <li>2. In the position where the bus stop is currently, outside 111 Brentwood Road, traffic can pass the buses stationary at the bus stop due to the width of the road. By</li> </ol>

		<p>repositioning the Bus stop outside 121 Brentwood road traffic will not be able to pass safely. Also at the proposed position the road curves slightly to the left which means any traffic trying to pass a stationary bus can not have a clear view of oncoming traffic.</p> <p>3. Passengers alighting Buses often cross the road immediately behind the bus this is extremely dangerous especially with the situation as in 2 above.</p> <p>4. I notice that there would be 27 metre 24 hour clearway around the bus stop. How then would I get items such as furniture delivered to my property?</p> <p>5. There is a telegraph pole and a BT footway box located at the end on my drive between 121 and 119 Brentwood Road which is regularly attended by British Telecom. Positioning a bus stop in the proposed location would hinder access to the pole and present a hazard to BT engineers and people waiting for a bus.</p> <p>6. Accessing my drive from Brentwood road is already hazardous and I have to drive onto my drive for safety. This obviously means I have to reverse onto Brentwood Road. Often I can only safely gain access to the road when a bus is at the current bus stop which causes gaps in the traffic flow. Reversing onto the road will be hazardous when people, especially children and elderly people are waiting at the bus stop.</p> <p>7. Currently the bus stop inconveniences 3 houses numbers 109, 111 and 113 Brentwood Road, there are no houses opposite. By repositioning to outside 121 Brentwood Rd the house numbers inconvenienced would be 123, 121, 119, 117, 115, 104, 106, 108, 110 and 112 Brentwood Rd.</p> <p>8. There are on occasion's social misbehaviours caused by people awaiting buses at this bus stop such as noise, ant social behaviour, littering and standing in peoples gardens. Moving the bus stop will cause inconvenience of this nature to a larger</p>
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		<p>amount of residents as in 7 above.</p> <p>I find it incredible that anyone could think that this is repositioning of the bus stop outside 111 Brentwood Rd. is anything but dangerous.</p>
<p>Resident Brentwood Road</p> <p>(suggest they are responding for both 247 and 249, but no house number give)</p>	<p>QN008-OF-A90/A91A Francis Bardsley Academy</p>	<p>I would ask that the committee consider the following when making a decision on these proposals.</p> <p>1/ The crossing be left where it is as many people using the nursing home and dance school use it to cross this busy road. This also applies to children going to the park off Osborne road.</p> <p>2/ I have completed a very short survey of pedestrians alighting from the existing bus stop. Out of 10 buses all but one of the passengers went down Osborne road using the crossing. Human nature being what it is many of these people will attempt to cross the road at the nearest point rather than walking down the road and using the new crossing. This will especially be the case during bad weather. This would be extremely dangerous as the junction is a black spot for accidents.</p> <p>3/ You propose that the bus will stop outside 247 and I would point out that when stationary the front of the bus will only be 6 metres from the Osborne road junction.</p> <p>Highway code states that there should be no form of parking within 10 metres.</p> <p>There have been many occasions when other road users have attempted to overtake a parked bus and to place it even nearer a busy junction this would be even more dangerous. This especially so with motorbikes.</p> <p>I have lived here for over 30 years and know this junction very well' I speak for both numbers 247 and 249 Brentwood road. Who on may occasions have assisted with the resulting accidents at this junction.</p>

245 Resident Brentwood Road	QN008-OF-A90/A91A Francis Bardsley Academy	<p>We have are some major concerns regarding the proposed improvement to the bus stop at the junction of Osborne Road and Brentwood Road as follows:</p> <ol style="list-style-type: none"><li>1. The proposed location of the bus stop (heading East) will be located even closer to the railway bridge and the junction of Osborne Road. The current situation is that cars, bikes, vans and lorries speed along Brentwood Road, come flying over the bridge and are likely to be met by cars overtaking the bus as well as cars trying to turn West and East out of Osborne Road. There are already so many near misses we have lost count and that is with the bus stop in its current location. There have also been some serious accidents at this junction of Osborne Road (one within the last couple of months involving a motorcylce).The visibility over the bridge is already limited and with cars turning out of Osborne Road into Brentwood Road (especially turning East) there are many near misses with cars coming over the bridge (especially at speed) and having to brake very quickly. Many many minor accidents occur and even more near misses. If the bus stop is located closer to the junction there will be added problems of cars overtaking the bus/s in very close proximity to cars turning out of the junction.</li><li>2. When the buses are at the stop they are often there for prolonged periods letting school children on and off - frequently 2 buses are at the stop and any one time. This is bad enough where the stop is currently located (heading East) however, if the bus stop is located as near to the junction of Osborne as is proposed, this will significantly increase the risk from the hazards already at the junction.</li><li>3. Cars currently actually mount the pavement to overtake traffic waiting to turn right into Osborne Road (there should be a no right turn for cars buses only). If they do this in the new location they are likely to run over a pedestrian waiting at the bus stop(especially in the dark).</li></ol>

	<p>4. The pavement heading East is very narrow where you are proposing the stop and exactly at the point that cars tend to mount the pavement to overtake traffic waiting to turn right into Osborne Road.</p> <p>Some alternative suggestions:</p> <p>We believe that a review should be undertaken to look at the hazards and risks especially during the peak rush hour times to properly determine the location of the bus stops. I am not sure how much the Academy have been involved, however, this issue should be discussed with the Academy as we believe that in terms of risk this is likely to have an impact and potentially increase the risk of accidents occurring to pupils.</p> <p>There is the possibility that a cut in for the bus stop could be provided outside the school (heading West moved along to the other side of where the school gates are) this would alleviate some of the problems in terms of queuing (heading West) which can have a major impact with car overtaking on the crossing</p> <p>The pavement by the flats just after the junction with Manor Road (heading East) is very wide and there is plenty of room to put a bus cut in at this point. It is far enough away from the junctions and would not affect the bend as the buses would be able to pull into the cut in and not impede the flow of the traffic.</p> <p>To make a No Right Turn in or out of Osborne Road into Brentwood Road – this would make a huge safety improvement.</p> <p>Summary</p> <p>Brentwood Road has become the main route for traffic for access to a Gallows Corner and A127 at Ardleigh Green - there needs to be a review of traffic routes in this vicinity to elevate the use of Brentwood Road to make it safer for the pupils and</p>
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		<p>road users.</p> <p>It is our belief that to move the bus stop (East facing) nearer to two major hazards (the foot of the bridge and an already busy and hazardous junction) from a risk assessment perspective is high risk.</p>
Mr Dutnall Francis Bardsley Academy	QN008-OF-A90/A91A Francis Bardsley Academy	<p>I write as headteacher of The Frances Bardsley Academy for Girls having received your letter of 10th November 2014 and discussed the proposals with senior colleagues and governors.</p> <p>In principle we feel that the changes are a very positive step forward. As a school clearly the safety and wellbeing of our students is our primary concern and we have raised our concerns about the positioning of the bus stops and crossing with the council in the past. I am very glad to see that a number of points raised in a meeting with representatives of the council and London Transport have been addressed.</p> <p>We believe that the relocation of the zebra crossing is certainly positive for our students. We would ask that it is made as visible and protected as possible. The proposed site is more directly outside the school, a more natural place for them to cross and more visible to traffic.</p> <p>The Westbound Bus Stop relocation is also a positive move. We will be changing our dispersal arrangements at the end of the day to make sure that students wishing to board Westbound exit the school from our right hand pedestrian exit so that entry onto buses at this stop continues to be closely regulated and supervised. Students will also enter the school without crossing the driveway.</p> <p>We are concerned about the relocation of the Eastbound stop. We are aware that a number of students do take buses from the current bus stop and that this has caused some difficulties due to the narrow width of the pavement. Neighbours in adjoining houses have also raised concerns due to students occasionally waiting in</p>

		<p>their gardens. We would welcome a relocation however our concerns are:</p> <ul style="list-style-type: none"> <li>• The new position does not seem to offer a wider pavement</li> <li>• Buses from Osborne Road going Westbound will struggle to turn the corner due to the parked buses going Eastbound</li> <li>• Fences in front of 245 and 247 will prevent students moving back from the kerb should overcrowding occur We hope that you are able to address these concerns and thank you for the opportunity to comment on the plans.</li> </ul>
Resident 1 285 Brentwood Road	QN008-OF-A92/A93A 283 to 289	<p>I am writing to you to voice my objections to the Bus Stop Accessibility Programme 2014/15 Proposed Access Improvement plans: Brentwood Road. Firstly, I would like to express my disappointment with the systems the local governmental planning department employ. At one of your proposals I attended last December 2013 it was discussed and, I thought agreed, that for someone to draw, check and approve the same plan was not good practice but here we are again going through the same method of completing plans albeit this time they have been drawn by someone else. I still believe that it is not good practice for one person to check and approve the same plans.</p> <p>Regarding the plans, I have looked through a number of National Information documents on Bus Stop design and it would seem that the suggested guidelines have been ignored. One document suggests that the recommended Bus Stop clearway should be 23 metres for a fixed length bus yet every clearway suggested in the Havering plan, (PQN008-A84 to A95) is over this measurement, that is, 27 metres, one being 37 metres.</p> <p>Another document recommends that there should be a distance between bus stops on opposite sides of the road of 36 metres, which is technically okay at the moment but when you put in the new clearway, I believe, none of them comply with this guideline. Brentwood Road between South Street and the Drill roundabout has too many bus stops which seem to be in excess to any reasonable requirements. I</p>

		<p>would like to suggest that before any money is spent on improving the Bus Stops as proposed in these plans, we have a full review carried out of the actual number we have. Doing so a revised plan can be constructed using the Government guidelines.</p> <p>The covering letter sent to us is also misleading, when it states that some of the Bus Stops are being reviewed but I believe it is actually all of the Bus Stops.</p> <p>The proposed plans also look to remove over three hundred metres of street parking moving that traffic into the side roads which are already overloaded with cars. If this proposal is allowed to go through the traffic in Brentwood Road would be significantly increased. There will also be a detrimental affect on the house prices in the road due to problems relating to increased congestion, lack of parking for visitors and no access for delivery vehicles to the properties. The value of properties in Brentwood Road will be seriously reduced.</p> <p>I am intending to attend the January meeting and if possible to speak against the proposed plans. However, I would appreciate a written response to my comments prior to that meeting.</p>
Resident 2 285 Brentwood Road	QN008-OF-A92/A93A 283 to 289	<p>I am writing to you to lodge my objection to the aforementioned scheme, and in particular to the drawing reference QN008-OF-A93-A Outside 287 to 289 which directly affects the roadway in front of my property.</p> <p>I wish to raise the following comments with reference to the proposal and would be grateful for a written response to them.</p> <p>a) Your letter states "Bus stop clearways do not allow parking or loading to take place." Why is the proposed clearway given a 24 hour no parking or loading time allocation? The routes that use the bus stop do not operate all night. Could the time frame be during rush hour, for example between 07:00hrs and 17:00 hrs, which would allow residents and visitors to park in the evenings and overnight.</p>



		<p>b) By having a clearway in front of our property we will no longer be able to take deliveries of large items, anything ordered by us or sent to us as there will be a no loading enforcement. So our address will be effectively blacklisted through no fault of our own. This restriction will also have a detrimental effect on the value of our property. At present disabled family and our friends can park in the road adjacent to the house when visiting us, this will alter if the proposed clearway goes through. Who will want to live in a property which has restricted access?</p> <p>c) On the occasions when my husband needs to load the Scout mini-bus because of going on camp he parks for a limited time in front of our house. Equipment and his personal property required for camp is loaded from home, if this proposed clearway is in place he will no longer be able to do this causing inconvenience as an additional journey to the Scout Hall to ferry camping equipment will be necessary. I cannot always be available to assist so he will be forced to complete multiple journeys, which are time consuming and requiring yet more organisation.</p> <p>d) When we move from our property, how will a removal van have access to load our belongings with this proposed clearway? The drive on our property is for a single car and cannot accommodate a large vehicle thus we will no doubt have to pay an additional charge as the removal men will have to park in one of the side roads closest to our house requiring extra time and man power to load our furnishings which will be embarrassing as our possessions will be available for all to see. Plus it will be difficult to safeguard them being so far away from our house. Are you expecting me to remove my front garden, one of the few in this road, to build a larger driveway? Will you award us compensation for losing that precious garden, (yes I grow plants for the preservation of bees), and the extra expense for having an additional dropped kerb, repaving and redesign, again because the council has imposed a scheme onto us?</p> <p>e) Can you explain why there are so many bus stops in Brentwood Road? If you look</p>
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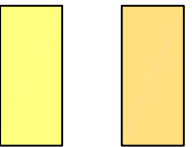
		<p>at the adjacent Victoria /Heath Park Road there are far fewer bus stops and those present are more spread apart. It is a main road like ours but seems to have stops at longer intervals. Could not some of the Bus Stops in Brentwood Rd be removed thus allowing for better movement of traffic as vehicles will not try to push past the buses causing obstructions due to the frustration of being held up by a bus? Not all Bus Drivers pull alongside the kerb as they should and often block the road themselves. They also make it very difficult for us to drive on and off our driveway. Why not remove the bus stop completely as it is so close to one near the Drill Roundabout?</p> <p>In Osborne Rd there is a “hail and ride” section so dropped kerbs and clearways are unnecessary, could we not have the same in the less used stops of Brentwood Rd?</p> <p>f) Is this proposed Bus Stop Accessibility Scheme for Brentwood Rd a way of introducing a new traffic calming scheme by stealth because the proposed measures in December 2013 were rejected?</p> <p>g) When my husband and I attended the meeting at the Town Hall in December 2013 we were assured different people would design, check and approve drawings yet once again I see that this is not the case as I notice in the title boxes a “MLP” checked and approved the drawing referenced QN008-OF-A92/A93 in August 2014.</p> <p>My husband and I have lived in this property since 1998 and have been very happy here, however, in recent years this is becoming harder due to the actions of Havering Council. It feels increasingly that residents are no longer considered when I see the number of new build schemes agreed to in such an already congested area. Traffic volumes have increased dramatically in Brentwood Rd yet weight limits are not imposed so we endure house shaking heavy goods vehicles trundling along, fumes from traffic stuck in the school run jams and now restrictions on how we use the road outside our property. How will the works affect access to our property and how long will we have to endure the inconvenience?</p>
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<p>Resident 289 Brentwood Road</p>	<p>QN008-OF-A92/A93A 283 to 289</p>	<p>I refer to your letter dated 10 November and am deeply concerned at its content, I disapprove with the bus stop clearway which is proposed outside my property.</p> <p>The reasons for my disapproval/rejection is:</p> <p>This will mean I am unable to park any vehicle outside my property if this proposal is implemented. I frequently have shopping deliveries where the vehicles need to park outside my front drive</p> <p>I have building/maintenance vans which need to be parked in this location when works are being carried out to my property i.e gardening work and general maintenance to the property which happens frequently</p> <p>I also occasionally have go park outside for short spells when my father comes to visit so I am able to get his wheelchair equipment out the boot of my car enabling him to pushed inside the front drive easily. If I reverse my car into the front drive I am unable to get his equipment out the boot of my car easily.</p> <p>It will not assist me having to park further down the road for any of the above stated, it will more than likely inconvenience myself and various neighbours.</p> <p>If the kerb is widened I think this would be more of a hindrance as you get irresponsible drivers that would try to mount the kerb if there is an oncoming vehicle coming towards them which leaves them little space to drive by. You will also get cycles that would weave in and out onto the pavement if the length of the pavement is widened for the crossover.</p> <p>This area is a school route which I believe should be given more consideration and priority. The speed limit needs to be lowered between Frances Bardsley School and Squirrels Heath Junior School. I have mentioned this concern in correspondence to</p>
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		<p>Mr Philpotts/Mr Siva/Mr Ballm in emails dating back to 2011. Reducing the speed limit between the school route to 20mph needs to urgently be looked at as it will cut the number of pedestrian accidents during this location between this stretch of Brentwood Road.</p> <p>The road curves quite drastically between Clive Road and Lytton Road and also between Lytton Road and Salisbury Road. A lower speed limit needs to be revised and looked at in this whole vicinity.</p> <p>This bus project will not assist me at all even with the existing vehicle crossover and as I have a front wall and fence outside my property. The swing into my front drive in my car will be no different and will not benefit me whatsoever, but will put more strain onto my enjoyment of my property.</p> <p>I disapprove with the above project and look forward to hearing from you that this work will not be done outside my property.</p> <p><b>Staff comment</b> No footway build out is proposed.</p>
Resident 318 Brentwood Road	QN008-OF-A94/A95A 326 to 334	As a resident of 318 Brentwood Road I am very happy with the decision to move this bus stop as I have been arguing the case with TFL that this bus stop was always badly positioned (I believe you were also included personally in a lot of our correspondence a few years ago). The fact that there is a dropped curb outside my house and doubled with the fact that the pavement is very narrow saw my driveway as an overspill for people trying to walk past, this was made even worse when we had the issues with Heath Park Road. This bus stop is also very close to the lights near to the sweet shop and an oncoming blind bend have resulted in numerous bad accidents over the years mainly caused by people trying to overtake the buses on both sides with no real idea of what is coming in the other direction. I also have children standing on the middle of my drive after school closes waiting for buses,

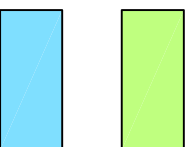
		<p>obviously this could end very badly if they were not seen. I am glad that someone has taken the time to look into this issue in some depth and come up with a sensible alternative. Although I have never really understood why there is a need to have a bus stop between the one at the Drill pub and the one at Dominees Pizza (around 300m). At these locations there is more than enough space for people to stand outside these commercial properties with no real effect on residents, they also have bus shelters and high curbs for the buses to be lowered. Therefore the longest anyone would ever have to walk to get a bus would be about 150m either way and would free up some much needed room for traffic to flow. When I moved into this property some 15 years ago this was a small request stop between 318 and 320 Brentwood Road that there was never really a major issue with as people used to just walk to the other ones as mentioned above.</p> <p>I sincerely hope that this sensible approach is adopted but hope that 328 accept this proposal as it is the only property without a dropped curb and drive that people will walk across. If they do not accept this may the second option be to take away the bus stop altogether as the location simply isn't fit for purpose.</p> <p>Please can you add me to any future communication regarding this as I would like to be updated with any details as it directly affects me on a daily basis.</p>
Resident 328 Brentwood Road	QN008-OF-A94/A95A 326 to 334	<p>In response to the proposal to implement the bus stop accessibility programme 2014/15, specifically relocation of the bus stop outside 328 Brentwood Road, we strongly oppose this proposal.</p> <p>We're currently in the process of building a drive-in and the relocation of the bus stop would severely disrupt these plans and inevitably mean that we couldn't progress.</p> <p>As the homeowner, there have been various reasons that we have decided to build a drive in and we hope that another location can be considered for the accessibility programme.</p>





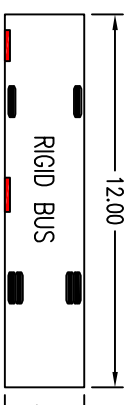
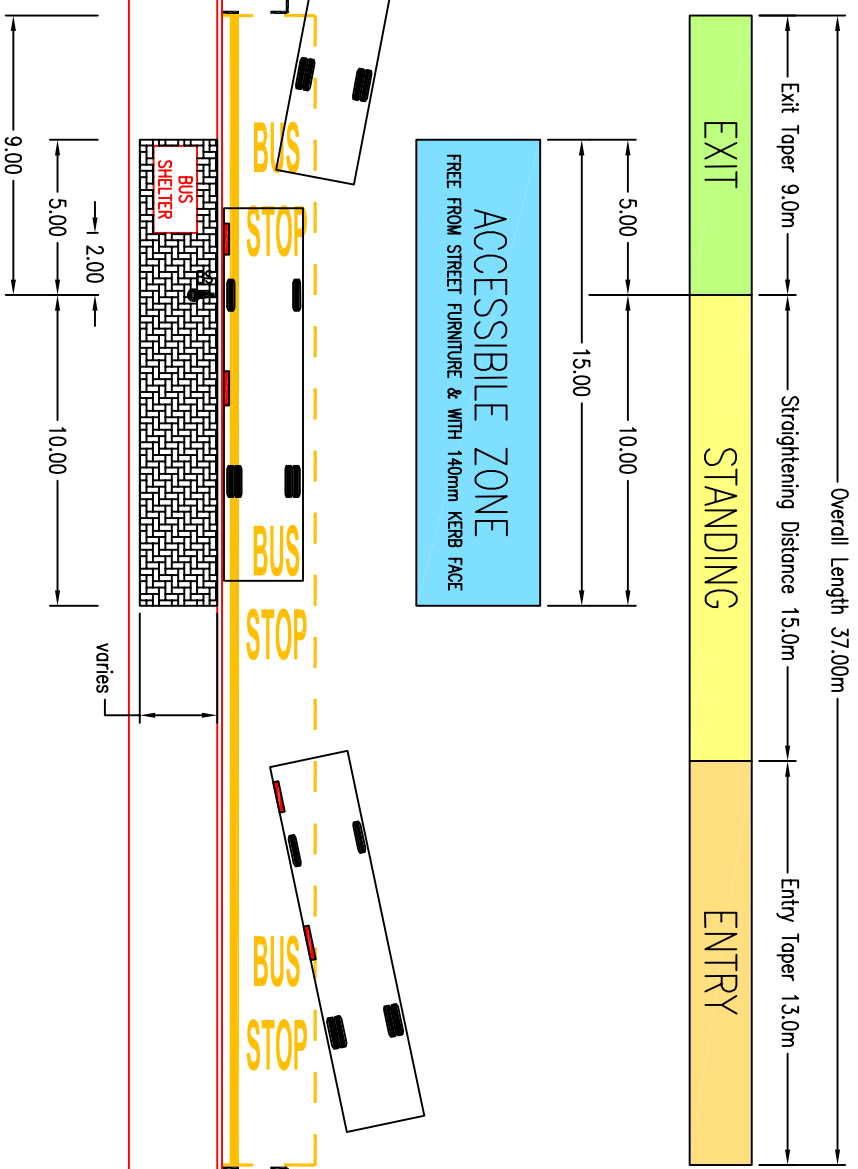
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

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



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

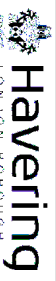
<p><b>Haverling</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROWEBRD, RM1 3DW          TELEPHONE No: 01708 434343 FAX No: 01708 433721          E-MAIL: streetcare@haverling.gov.uk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

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Bus stop flag to be relocated 9.70m west



STREETCARE CULTURE & COMMUNITY  
TRAFFIC & ENGINEERING  
10th FLOOR MERCURY HOUSE  
MERCURY GARDENS, ROCHFORD, RM1 3DW  
TELEPHONE: 01708 434343 FAX: 01708 433721  
E-MAIL: streetcare@havering.gov.uk

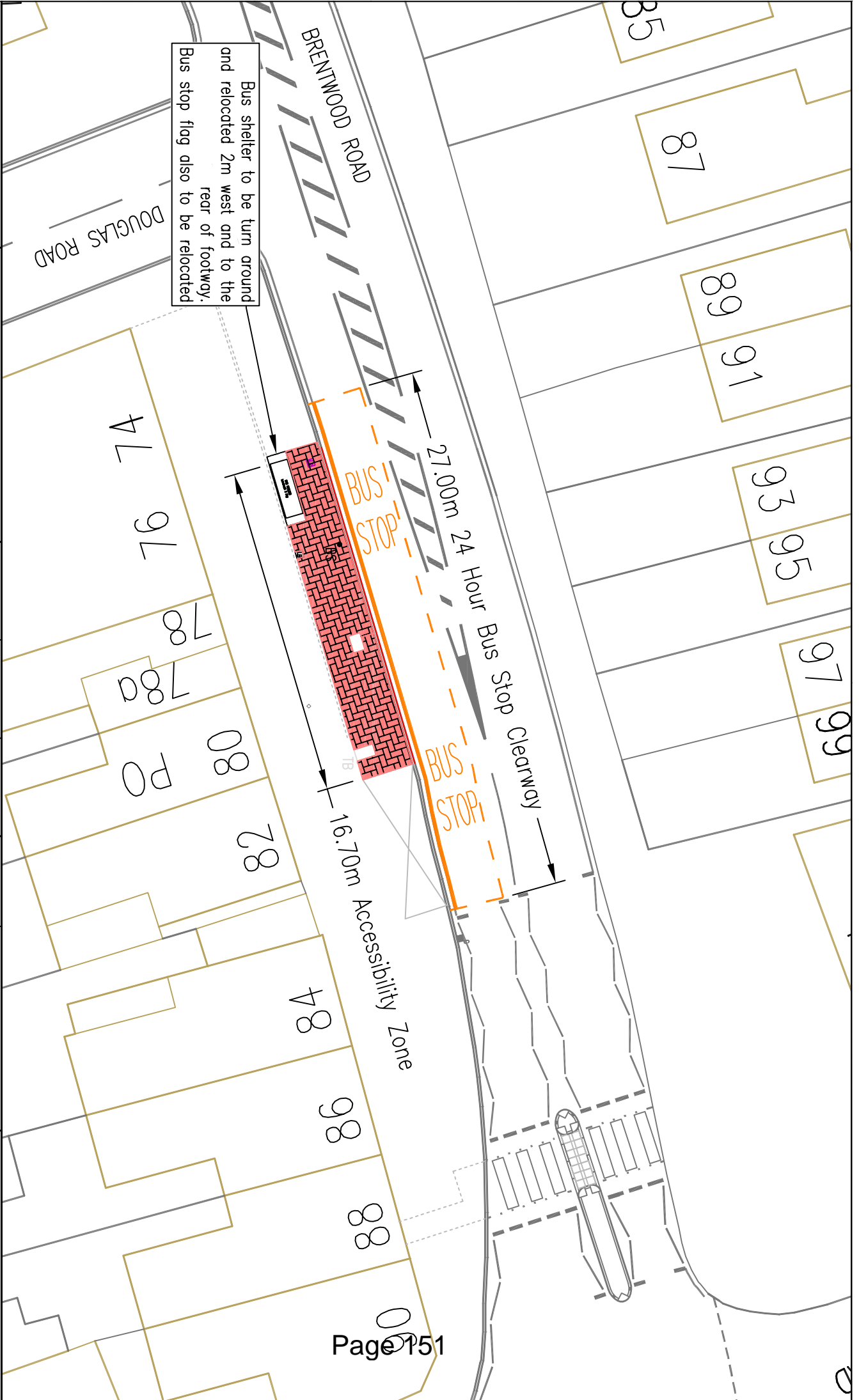
<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>BRENTWOOD ROAD</b>	
<b>DRAWING TITLE</b>	BS18481 & BS18482
<b>THE OLD OAK</b>	

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP
<b>SCALE (AT A4 SIZE)</b>	1:500	<b>DATE</b>	04.08.14	<b>DRAFT</b>	<input type="checkbox"/>
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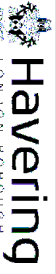
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<b>REVISION</b>	AMENDMENT
<b>DATE</b>	

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Bus shelter to be turn around and relocated 2m west and to the rear of footway.  
 Bus stop flag also to be relocated



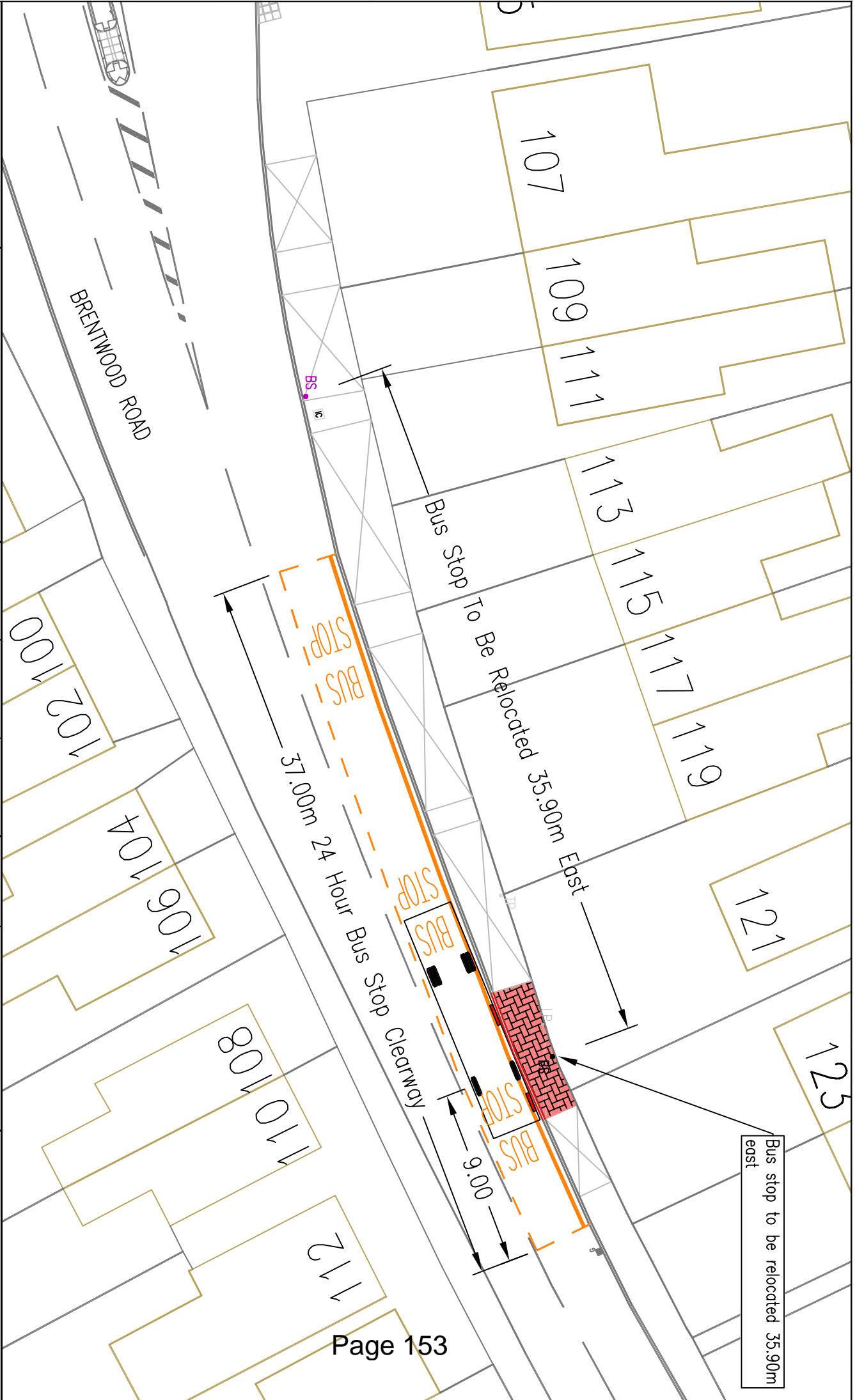
10th FLOOR MERCURY HOUSE  
 TRAFFIC & ENGINEERING  
 MERCURY GARDENS, RAINFORD, RMI 3DW  
 TELEPHONE No: 01708 434343 FAX No: 01708 433721  
 E-MAIL: streetcar@havering.gov.uk

<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>DRAWING TITLE</b>	BRENTWOOD ROAD
<b>DRAWING No</b>	BS18483
<b>ALBERT ROAD</b>	

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	<b>PROPOSAL</b>
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		<b>REVISION</b>		<b>AMENDMENT</b>			<b>DATE</b>

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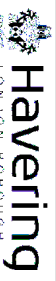
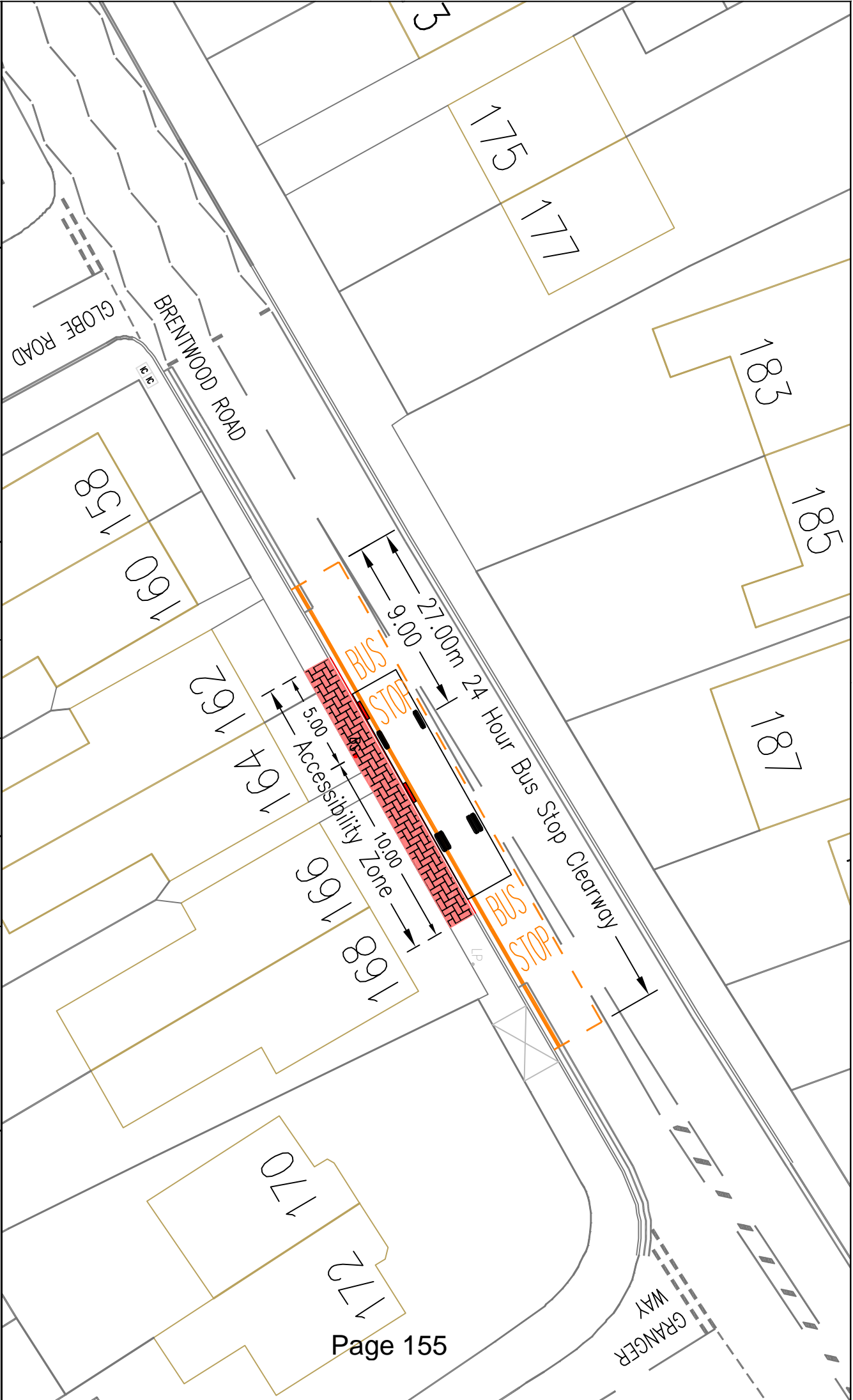
Bus stop to be relocated 35.90m east

<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>BRENTWOOD ROAD</b>	
<b>DRAWING TITLE</b>	BS18484
<b>ALBERT ROAD</b>	

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	PROPOSAL
<b>SCALE (AT A4 SIZE)</b>	1:250	<b>DATE</b>	04.08.14	<b>DRAFT</b>	<input checked="" type="checkbox"/>	<b>REVISION</b>	
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Havering  
 LONDON, UK  
 STREETCORE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING  
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 MERCURY GARDENS, ROCHFORD, RM1 3DW  
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 E-MAIL: streetcore@havering.gov.uk

<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>DRAWING TITLE</b>	BRENTWOOD ROAD BS18485 PRINCES ROAD

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP
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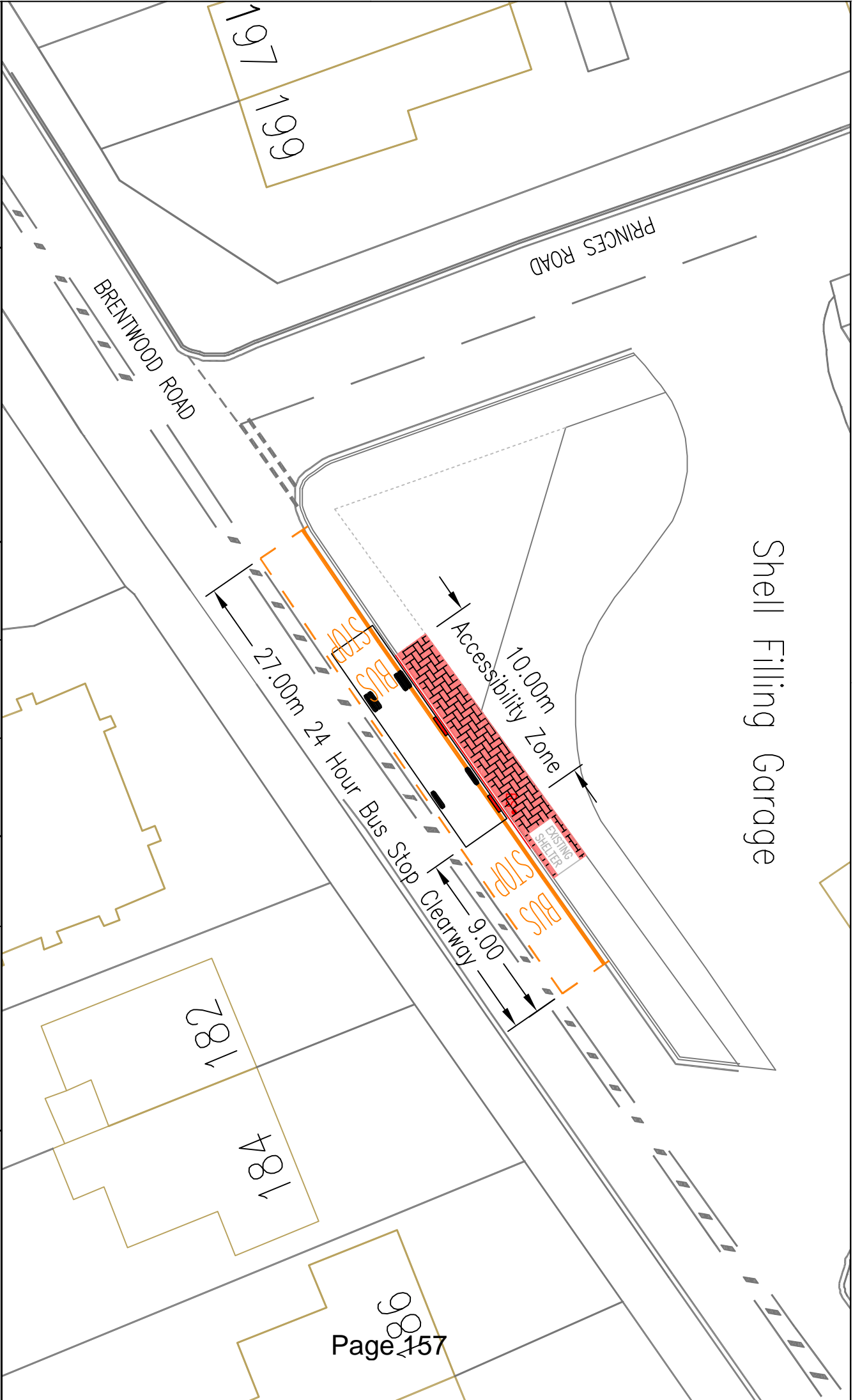
<b>PURPOSE</b>	PROPOSAL
<b>REVISION</b>	AMENDMENT
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# Shell Filling Garage



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 E-MAIL: streetcore@haivering.gov.uk

**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2014/15  
**BRENTWOOD ROAD**

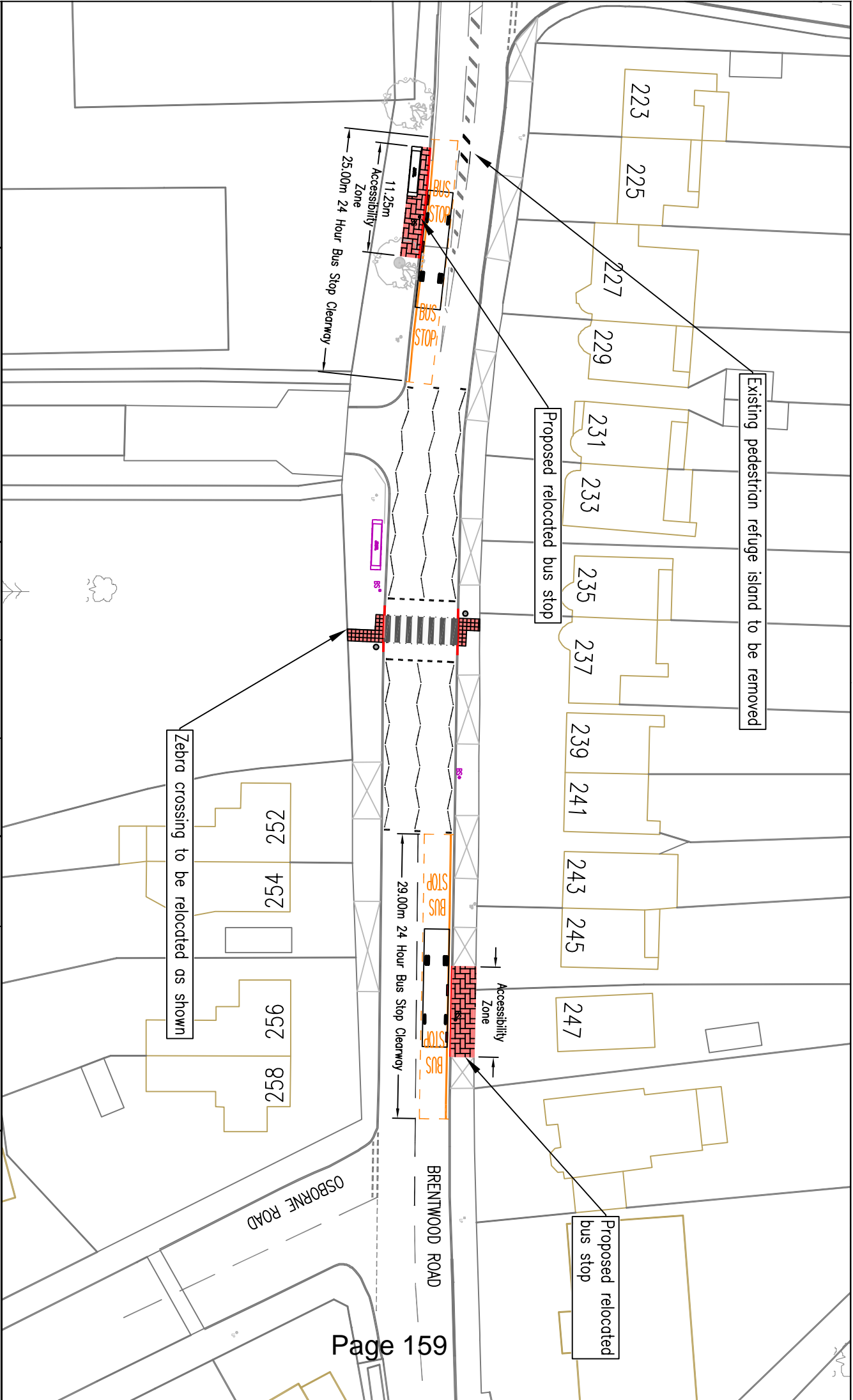
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 BS18486  
 PRINCES ROAD

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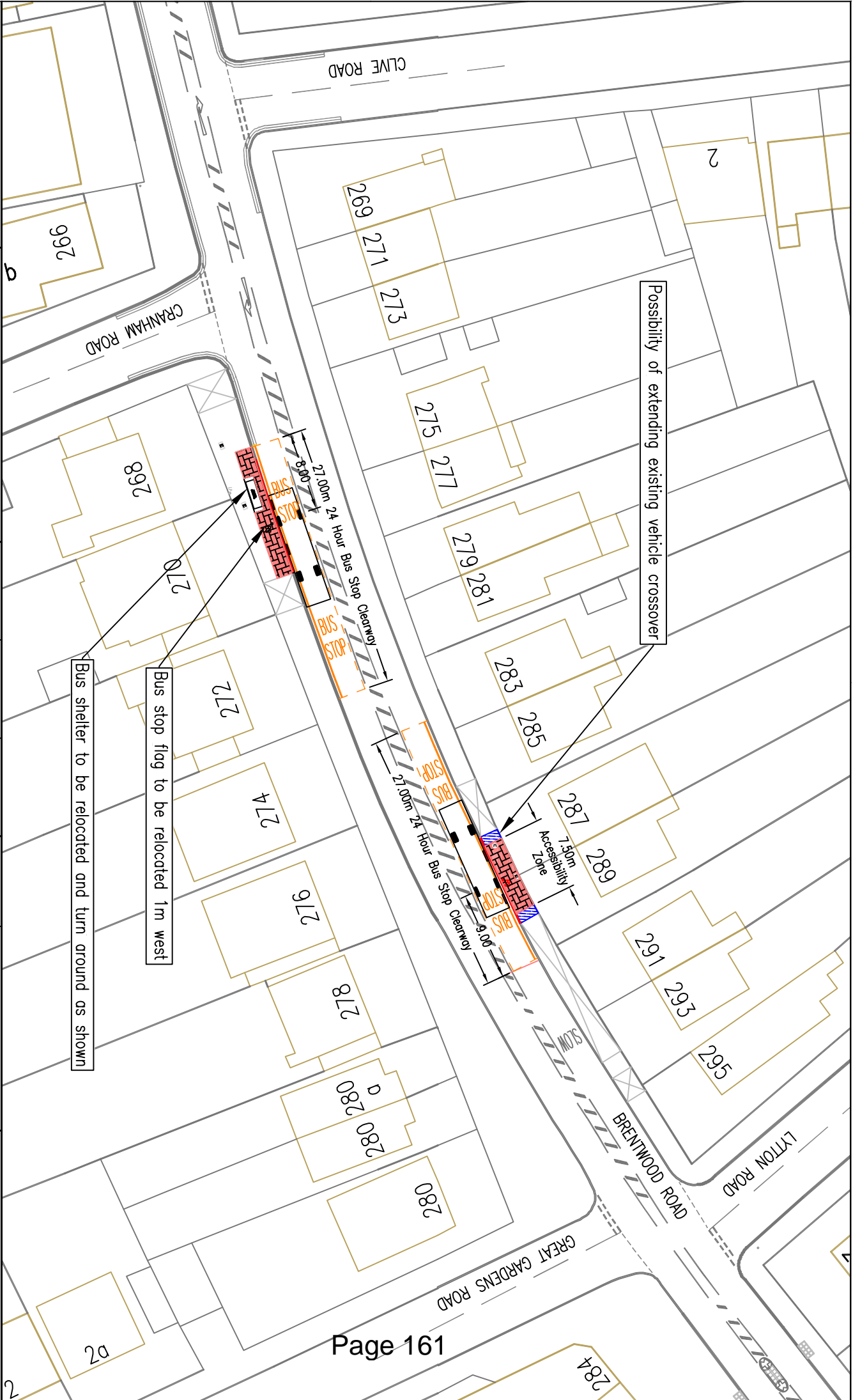
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 STREETCORE CULTURE & COMMUNITY  
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 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, RAINFORD, RMI 3DW  
 TELEPHONE: 01708 434343 FAX: 01708 433721  
 E-MAIL: streetcar@haivering.gov.uk

<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>BRENTWOOD ROAD</b>	
<b>DRAWING TITLE</b>	BS18487 & BS18488 FRANCES BARDSLEY SCHOOL

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	PROPOSAL
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				<b>REVISION</b>			<b>DATE</b>

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Possibility of extending existing vehicle crossover

Bus shelter to be relocated and turn around as shown

Bus stop flag to be relocated 1m west

<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2014/15
<b>BRENTWOOD ROAD</b>	
<b>DRAWING TITLE</b>	BS18489 - CRANHAM ROAD
	BS18490 - LYTON ROAD

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	<b>PROPOSAL</b>
<b>SCALE (AT A4 SIZE)</b>	1:500	<b>DATE</b>	04.08.14	<b>DRAFT</b>	<input type="checkbox"/>		
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<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY 2014/15 BRENTWOOD ROAD</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>APPROVED BY MLP</p>	
<p>DRAWING TITLE BS18491 &amp; BS18492 SALISBURY ROAD</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>Page 163</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 04.08.14</p>		<p>ACAD REF: Sheet Size: A (210x297)</p>		<p>DRAFT</p>	
		<p>ISSUE</p>		<p>DRAWING No QN008-OF-A94/A95</p>		<p>REVISION A</p>	
				<p>REVISION</p>		<p>AMENDMENT</p>	
						<p>DATE</p>	

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# HIGHWAYS ADVISORY COMMITTEE

13 January 2015

# REPORT

**Subject Heading:**

**SIMPSON ROAD,  
JUNCTION WITH RAINHAM ROAD  
PROPOSED SPEED TABLE  
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 a speed table in Simpson Road at its junction with Rainham Road and seeks a recommendation that the proposals be implemented.

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

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the speed table at Simpson Road, junction with Rainham Road, set out in this report and shown on the following drawing (contained within Appendix I ) be implemented;
  - QN021-OF-102-A
2. That it be noted that the estimated cost of £10,000 for implementation will be met by the Greater London Authority through the 2014/15 Big Green Fund allocation.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council is currently implementing a project which seeks to provide improved links between the Beam Valley Country Park (within Barking & Dagenham), Bretons Park, Brittons Park and Ingrebourne Hill (all within Havering). The project will promote the access objectives of the All London Green Grid and the Thames Chase Community Forest.
- 1.2 A series of new and improved pathways are under construction within the various open spaces, including the construction of a new bridge over the River Beam which forms the boundary between Havering and Barking & Dagenham.
- 1.3 In order to better link Bretons Park and Brittons Park, a series of footway improvements have been identified along Rainham Road between the entrances to Breton's Park and a new path accessed from the north-western corner of Brittons Park.
- 1.4 The route utilises the existing zebra crossing by Breton's Park and continues on the eastern side of Rainham Road. Where the route crosses the entrance to Simpson Road, Staff have proposed a speed table to provide a level crossing point for pedestrians to make the route accessible for all. This aspect of the work requires public advertisement and consultation before a decision can be taken on implementation.

- 1.5 Approximately 33 letters were hand-delivered to those potentially affected by the scheme on 10<sup>th</sup> November 2014, with a closing date for comments of 1<sup>st</sup> December 2014.
- 1.6 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information. Public notices were also placed on site and the proposals advertised in the Romford Recorder. The committee will note that councillors were sent the consultation information in early December, following the close of the formal consultation.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, no responses were received.
- 2.2 Following circulation of the proposals to councillors, Cllr Thompson confirmed support for the scheme.

## **3.0 Staff Comments**

- 3.1 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 £10,000 for implementation will be met by the Greater London Authority through the 2014/15 Big Green Fund allocation. 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:**

Road humps (including speed tables) require advertisement and consultation before a decision can be made on their implementation.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

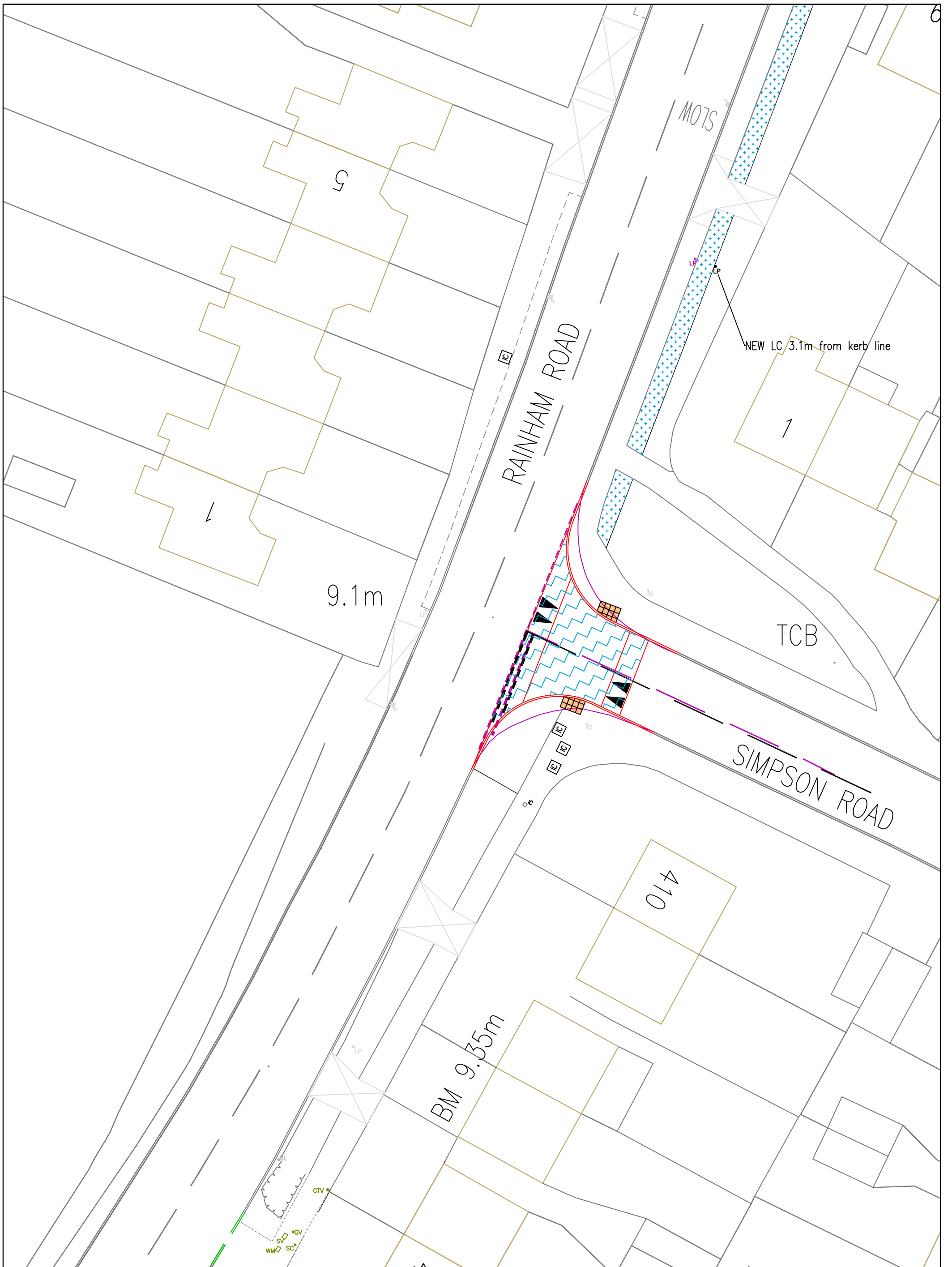
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people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

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

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

**BACKGROUND PAPERS**

Project file: QN021, Big Green Fund 2014/15



PURPOSE		PROPOSAL	
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ACAD REF:	DRAWING No QN021-OF-102	REVISION A	REVISION AMENDMENT
Sheet Size: A3 (420x297)			DATE

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# HIGHWAYS ADVISORY COMMITTEE

13 January 2015

# REPORT

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
January 2015**

**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**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
----------	----------	------	-------------	----------------	----------------	---------------	--------------------------------

**SECTION A - Highway scheme proposals with funding in place**

H1	166 Upminster Road	Hacton	Placement of "loading" controls in lay-by to be constructed as part of P1146.09	Strongly recommended as required for servicing of new Tesco store and linked to planning conditions.	Developer	N/A	Mark Philpotts LBH Streetcare
H2	Hilldene East	Gooshays	One-way (East Dene Drive, to Chippenham Road)	Strongly recommended to ensure road operates as designed on adoption.	Developer	£1k	Mark Philpotts LBH Streetcare

**SECTION B - Highway scheme proposals without funding available**

H3	Brentwood Road/ Upper Brentwood Road/ Squirrels Heath Road/ Station Road	Squirrels Heath	Humps or other measures to slow drivers approaching roundabout as people not giving way as required.	Feasible but not funded.	None	£varies	Resident
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**SECTION C - Highway scheme proposals on hold for future discussion (for Noting)**

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
H5 Page 176	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
H6	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

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
H7	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
H8	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

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
H9 Page 178	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3- years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking.	None	£8k	Cllr Hawthorn
H10	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

# HIGHWAYS ADVISORY COMMITTEE

13<sup>th</sup> January 2015

# REPORT

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS**

**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 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 re-presentation for a period of six months commencing on the date of the Highways Advisory Committee rejection.
- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
  - (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council’s revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Environment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
  - (ii) Section B – Minor Traffic and Parking scheme requests on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion or funding issues.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee advice to the Cabinet Member for Environment.

## IMPLICATIONS AND RISKS

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

The estimated cost of each request is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Overall costs will need to be contained within the overall revenue budget.

Where other funding streams are sought, for example Invest to Save bids, no scheme will be progressed until relevant funding is secured and if dependent funding is not secured, then schemes will be removed from the work programme.

### **Legal implications and risks:**

Many aspects of on-street minor traffic and parking schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

When the Cabinet Member for Environment approves a request, then public advertisement and consultation would proceed to then be reported back in detail to the Committee following closure of the consultation period. The Committee will then advise the Cabinet Member for Environment to approve the scheme for implementation.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

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

None.

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

Decisions need to be made which are in accordance with various equality and diversity considerations, the advice of which will be reported in detail to the Committee so that they may advise the Cabinet Member for Environment.

## BACKGROUND PAPERS

None.

<b>London Borough of Havering Traffic &amp; Parking Control - StreetCare Minor Traffic &amp; Parking Schemes Applications Schedule</b>	<b>Highways Advisory Committee January 2014</b>
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Item Ref	Location	Description	Officer Advice Previously Requested (Date & Item No.)	Likely Budget	Scheme Origin/ Request from	Ward
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**SECTION A - Minor Traffic and Parking Scheme Requests**

TPC588	Clydesdale Road/South Street, Romford	Request to extend the existing CPZ into South Street for residents residing in maisonettes at corner of Clydesdale Road and South Street	With the implementation of the residents parking scheme in to Clydesdale Road, a resident in the maisonettes on South Street has highlighted that there is now no parking provision for them and makes the request to be included in the zone	LBH Revenue	December 2011 TPC174 & April 2014 TPC429 - rejected	Hylands
TPC589	The Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	It is considered that a Pay & Display of Paid for parking provision would benefit the shop, restaurants and business on Station Lane	Capital	StreetCare	St Andrews
TPC590	St Nicholas Avenue	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	Capital	StreetCare	Shop side St Andrews, Car Park side Elm Park
TPC591	Butts Green Road,Walden Road & Wykham Ave	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	Capital	StreetCare	Emerson Park
TPC592	Oak Road (Harold Wood/)	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	Capital	StreetCare	Harold Wood

TPC593	Gobions Avenue	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	Capital	StreetCare	Havering Park
TPC594	Highfield Crescent, Minster Way & Upminster Road	The introduction to change the disc for parking bays to Pay & Display	The proposals to change of the Disc parking bays to Pay & Display and Paid for parking should be advertised along with the remaining Disc Parking Bays in Minster Way and Upminster Road	Capital	StreetCare	St Andrews
TPC595	Berther Road & surrounding area	Request to implement a permit parking scheme in Berther Road	A petition received from residents of Berther Road with 29 signatures requesting a resident parking scheme. However a wider review of the area would be required to incorporate surrounding roads due to displacement of vehicles into unrestricted areas. Additionally consideration for possible cashless(Pay By Phone) or Pay & Display parking in Butts Green Road & Wykham Avenue and Walden Road alongside the businesses as set out in TPC591	LBH Revenue	Residents and Ward Councillor	Emerson Park
TPC596	Roneo Corner	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	Capital	StreetCare	Hylands
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>						