



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
12 May 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

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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 - 22)

To approve as a correct record the minutes of the meeting of the Committee held on 14 April 2015, and to authorise the Chairman to sign them.

5 BUS STOP ACCESSIBILITY - NOAK HILL ROAD (Pages 23 - 38)

6 BUS STOP ACCESSIBILITY - LOWER BEDFORD ROAD (Pages 39 - 50)

7 BUS STOP ACCESSIBILITY - HAVERING ROAD (Pages 51 - 66)

8 BUS STOP ACCESSIBILITY = LODGE LANE (Pages 67 - 88)

9 BUS STOP ACCESSIBILITY - ORANGE TREE HILL (Pages 89 - 102)

- 10 **FAIRHOLME AVENUE - TPC622 PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS** (Pages 103 - 108)
- 11 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 526 GILBERT ROAD** (Pages 109 - 114)
- 12 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 530 CRAIGDALE ROAD** (Pages 115 - 118)
- 13 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 529 ALBERT ROAD** (Pages 119 - 122)
- 14 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 531 MARKS ROAD** (Pages 123 - 126)
- 15 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 533 LINDEN STREET** (Pages 127 - 132)
- 16 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 532 OLIVE STREET** (Pages 133 - 136)
- 17 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 528 DOUGLAS ROAD** (Pages 137 - 140)
- 18 **TPC426 - TADWORTH AND STATION PARADE, PROPOSED CHANGE OF DISC PARKING TO PAY & DISPLAY** (Pages 141 - 150)
- 19 **TPC326 & TPC505 - AVON ROAD/FRONT LANE/MOOR LANE/MARLBPROROUGH GARDENS/MOULTRIE WAY. PROPOSED CHANGE OF FREE PARKING BAY TO PAY & DISPLAY** (Pages 151 - 172)
- 20 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 173 - 180)

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

- 21 **TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 181 - 186)

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

- 22 **URGENT BUSINESS**

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

Andrew Beesley
Committee Administration Manager

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
14 April 2015 (7.00 - 9.10 pm)**

Present:

COUNCILLORS

Conservative Group	Ray Best (Vice-Chair), Frederick Thompson, Dilip Patel, Carol Smith and Wendy Brice-Thompson
Residents' Group	Barry Mugglestone and Stephanie Nunn
East Havering Residents' Group	Linda Hawthorn and Darren Wise
UKIP	Ian de Wulverton (Chairman)
Independent Residents Group	David Durant

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

+Substitute members: Councillor Stephanie Nunn (for John Mylod), Councillor Wendy Brice-Thompson (for John Crowder) and Councillor Darren Wise (for Brian Eagling).

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

There were 15 members of the public present for parts of the meeting.

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

There were no declarations of interest.

79 **MINUTES**

The minutes of the meeting held on 10 March 2015 were agreed as a correct record and signed by the Chairman.

80 **PROPOSED TRAFFIC IMPROVEMENTS AT PETTITS LANE NORTH,
RISE PARK**

The Committee considered a report that set out the responses to a consultation on proposals to improve the traffic flow through the junction of Pettits Lane North/A12 Eastern Avenue East and minor safety measures in Pettits Lane North (north side of A12 Eastern Avenue East), Rise Park.

The report stated that feasibility studies were undertaken when designing measures to improve traffic flow at the junction. Topographical survey and tracing of existing underground services had been undertaken by a specialist contractor.

The report outlined that to avoid the costly diversion of underground statutory services and minimising intake of land, it was proposed that the southbound carriageway of Pettits Lane North be widened. The carriageway widening would commence close to the existing pedestrian island and continue along the eastern kerb line up to the A12. The widening would help to increase the width of the traffic lanes which would improve the turning movements of larger vehicles and hence improve the traffic flow. Further works include altering the existing traffic island situated in the north-east corner of the junction as shown on drawing no. QM035-OF-102. The proposals would involve relocating two street lamp columns, a traffic sign, cutting back overgrown shrubs and where practicable to plant additional trees in the grass verge to improve the landscape.

The report informed the committee that this option would help to overcome the above safety issues, minimise the intake of the grass verge and avoid expensive diversion of underground services.

At the end of the consultation, one resident had objected to the proposals stating that the scheme would bring traffic close to his property and increase noise levels. A resident had submitted a petition containing 25 signatures of local residents suggesting that the existing widening be extended further to achieve full benefit.

Havering Cyclists supported the measures and had suggested the provision of Advance Stop markings in Pettits Lane North at its junction with the A12. The Metropolitan Police, Romford Fire Station and London Buses fully supported the proposals. A summary of the consultation response was included in Appendix A of the report.

The Committee noted from the report that the objection raised did not carry any significant concerns based on the views provided by Environmental Services.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke in favour of the scheme stating that he and other residents supported the scheme, but suggested that it should be extended further north towards the bus stop with the

pedestrian refuge removed so people could cross at the traffic signals at the junction.

During a brief debate, Members sought clarification on the position of the existing pedestrian refuge and bus stop.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the following measures be implemented:
 - a) Pettits Lane North, the east side, from a point 22 metres of the southern kerb-line of Pettits Boulevard extending southward for a distance of 62 metres as shown on drawing no. QM035–OF-102.
 - b) Provision of KEEP CLEAR markings (in south bound lane only) of Pettits Lane North at its junction with Pettits Boulevard as shown on drawing no. QM035–OF-102.
2. That it be noted the estimated cost of carrying out the works was £194,000 which included civil engineering works, diversion of existing underground statutory services and traffic management. This would be met by Transport for London through the allocation of Local Implementation Plan for improving the reliability of public transport package.

81 **PROHIBITION OF TRAFFIC MOVEMENTS AT STATION/GUBBINS LANE, HAROLD WOOD**

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

1. To recommend to the Cabinet Member for Community Environment to prohibit various vehicular movements at the following locations:

Gubbins Lane/Station Road junction, Harold Wood

- a) Prohibit all vehicles proceeding in Gubbins Lane, from entering the road connecting Station Road and Gubbins Lane, located immediately in the south-eastern corner of the junction of Station Road/Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
- b) Prohibit all vehicles proceeding in Gubbins Lane from entering the south-westbound carriageway of Station Road between the two island sites situated at its junction with Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
- c) Prohibit all vehicles, except for buses, proceeding in Station Road, from entering the road connecting Station Road and Gubbins Lane,

located immediately in the south-eastern corner of the junction of Station Road/Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101

2. That it be noted the cost of carrying out the works which was mainly associated with advertisement of the traffic orders and staff time was £2,000. This would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

82 **BUS STOP ACCESSIBILITY - SOUTHEND ROAD**

The report before Members detailed responses for the provision of a fully accessible bus stop opposite 175 to 185 South End Road as an alternative to a previous proposal for a fully accessible stop outside 300 to 314 South End Road that was deferred on 16 September 2014.

The Committee considered a report at its meeting of 16 September 2014 which dealt with various proposals for South End Road. With regard to a proposal to make the stop outside 300 to 314 South End Road accessible (Drawing QN008-OF-A44A), it was resolved that the Head of Streetcare should consider and consult on an alternative location as the current proposal would not allow a vehicle crossing to be provided to 306 South End Road.

Staff reviewed the section of South End Road and developed a new proposal which would relocate the stop opposite 175 to 185 as shown on Drawing QN008-OF-A44-2A. The accessible footway for the stop would be outside the former Albyns Close site, with a clearway covering this position and extend to outside 294.

This position would not affect the redevelopment by the Council's Housing Department P1034.14 which would be providing a new access on South End Road whereby the adjacent parking layby would be changed to accommodate the development.

The report detailed that by the close of consultation, seven responses were received as set out in the appendix.

Councillor Frederick Thompson in his response considered that the revised proposals were a fair compromise, Councillor Burton expressed opposition to the proposal and he stated he had received copies of letters from people also objecting. The Metropolitan Police had no issues with the proposals.

Three residents objected to the proposals, with one resident supplying an 18 signature petition against the scheme. St John & St Matthew Church also objected.

The objectors raised the following points:

- Location of the stop was near a dangerous bend with associated comments regarding driver speed, behaviour and damage to street lighting,
- Stationary buses would cause traffic congestion with associated concerns about air pollution,
- People overtaking buses would block the road,
- Why should the stop be moved to accommodate other residents,
- Current bus stop operates satisfactorily,
- Impact on access to premises,
- Cost of proposals,
- Stop should move to existing layby outside Albyns Close.

In response, the Committee noted from the report that the current bus stop required work to make it fully accessible for modern low floor buses with two-door operation. The alternative location would be visible to oncoming drivers at least 75 metres in advance. This distance deemed better than the stopping sight distance (SSD) recommended in Manual for Streets for 37.5mph (60kph) which was 59 metres and was therefore considered acceptable by staff.

Officers are of the view that localised traffic holdups would be sporadic at peak times and drivers would shortly re-join queues at Rainham Road to the south and Airfield Way to the north.

In accordance with the public participation arrangements the Committee was addressed by two local residents speaking in favour and against the scheme respectively.

The resident speaking against the scheme stated that he favoured keeping the bus stop in its current location. The resident informed the committee that he had lived in the area for many years and had witnessed changes in the levels of vehicular traffic and the speed of traffic. The resident noted a recent accident where a speeding vehicle collided with a street light. The resident raised concerns over the alternative location which he felt would encourage dangerous overtaking resulting in the potential for head-on collisions.

A resident speaking in favour of the scheme considered the current location of the bus layby to be inefficient and dangerous, especially when in use by two buses. The speaker noted that the layby cannot accommodate two buses with the consequence that the second bus sticks out into the road. The speaker was also of the opinion that the current stop was too close to the busy Mungo Park Road junction and the pedestrian crossing. The new stop location would aid the future residents of Albyns Close and would be a safer location and better for traffic flow.

During a brief debate, a member sought clarification on the alternative layout and sought the advice of officers on the possibility of reducing the footway to accommodate the bus stop layby. The Committee was informed

that a reduction in the footway may require utilities to be moved and Officers questioned whether there would be sufficient footway capacity to allow for a reduction.

A Member enquired if the layby outside Albyns Close could be modified, together with modifications to the development site access, to enable use by buses. The Committee was informed that there was a planning consent for the development site and that the layby was not long enough to fully accommodate a bus.

A Member, speaking in favour of the relocation, stated that an on-road stop would allow buses to pull in and out efficiently reducing waiting times. The Member proposed that the Committee vote for recommendation 1(b).

The Committee **RESOLVED**:

1. That having considered the report and the representations;

To recommend the Cabinet Member for Environment that the bus stop accessibility improvements opposite 185 to 195 South End Road be implemented as shown on Drawing QN008-OF-A44-2A (alternative location).
2. To note that the estimated cost of £12,000 for Recommendation 1(a) and £5,000 for Recommendation 1(b) for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

The vote for the proposal was carried by ten votes in favour with one abstention. Councillor Durant abstained from voting.

83 **TPC527- HAINAULT ROAD - PROPOSED EXTENSION OF SECTOR RO2B RESIDENTS PARKING SCHEME**

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

1. To recommend to the Cabinet Member for the Environment that:
 - a. That the proposals to extend the Romford CPZ (Sector RO2B) residents parking scheme in Hainault Road, Romford between No. 14 to 20 even side and 45 & 47 on the odd side and shown on the drawing at Appendix A be implemented as advertised.
 - b. The effect of the scheme be monitored.
 - c. Members note that the estimated cost of the scheme was £1,500 and would be funded from the 2015/16 Minor Parking Schemes budget.

84 **TPC503 -TADWORTH AND STATION PARADE, PROPOSED CHANGE OF DISC PARKING TO SHARED USE RESIDENTS PARKING AND PAY & DISPLAY**

It was **RESOLVED** to defer the proposal to enable officers to provide further clarification on issues relating to the entitlement of parking permits.

85 **TPC337 - WESTERN AVENUE, PROPOSED FREE PARKING BAY**

The report before Members detailed the outcome to the formal consultation to introduce a Free Parking bay in Western Avenue, close to its junction with Upper Brentwood Road. This scheme was agreed on the basis that a free parking bay would be installed to reflect those that had been installed in surrounding roads.

Residents perceived to be affected by the scheme were consulted on the proposals. At the close of the consultation on 14 March 2015, nineteen responses were received to the proposals, nine were in favour, seven were against, with three responses being in favour of part of the proposals.

The majority of the respondents to the consultation were in favour of the principle of the proposed parking bay. There were however objections to the proposed location of the bay. A number of residents felt that the location of the proposed bay would be too close to an existing junction making access and egress from the road more difficult.

The report detailed that at its meeting held on 11 November 2014 Members had agreed to the implementation of 10 metres 'At any time' waiting restrictions on all four arms of the junction of Western Avenue and Upper Brentwood Road. These restrictions together with a Single Yellow Line along the road had since been implemented.

Data from Crashmap and TFL indicated that a minor accident had been reported in 2011. A further accident had recently taken place in the vicinity of the newly implemented 'At any time' waiting restrictions.

The report informed the Committee that following the comments of residents who resided in this road, staff recommend that further proposals be advertised to extend the existing 'At any time' waiting restrictions on the northern side of Western Avenue, at its junction with Upper Brentwood Road, and re-advertise the proposals for the Free parking bay to relocate the bay 5 metres westwards, to accommodate the extension of the double yellow line. These proposals would require further statutory advertisement.

The report detailed that staff were of the view that the proposed relocation of the free parking bay would mean that the parking bays would be located approximately 2.7 metres away from the vehicular access of no. 537 Upper Brentwood Road, which was considered adequate from the vehicle crossover to prevent obstruction.

In accordance with the public participation arrangements the Committee was addressed by a resident who spoke in favour of the principle of the scheme but questioned the proposed location of the bay. The resident stated that spacing between the bay and the junction should be approximately 15 meters for safety. The speaker went on to state that the junction would be improved with the implementation of double yellow lines.

During a brief debate, a member sought clarification on the waiting restrictions at the junction of the road. Members agreed that further consideration should be given to junction protection along each arm of the junction.

The Committee **RESOLVED:**

To recommend to the Cabinet Member for Environment that:

- A. further proposals be advertised to move the proposed free parking bay 5 metres westwards and to extend the existing 'At any time' waiting restrictions, on the northern side of the road by 5 metres.

86 **WOODCOTE AVENUE - TPC526 PROPOSED EXTENSION TO WAITING RESTRICTIONS**

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

1. To recommend to the Cabinet Member for Environment that:
 - That the proposals to extend the existing 8:30 to 6:30 Monday to Saturday waiting restrictions in Woodcote Avenue, be implemented as advertised;
 - That the effect of the scheme be monitored.
2. To note that the estimated cost of this scheme as set out in the report was £500 and would be funded from the 2015/16 Minor Parking Schemes budget

87 **MANOR AVENUE - PROPOSED CHANGE OF DISC PARKING BAY TO TIME LIMITED FREE PARKING BAY**

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

1. To recommend to the Cabinet Member for Environment that the following measures, as set out in the report and shown on the drawing be implemented:

- A. The proposals to change the existing Disc Parking restrictions outside the Methodist Church in Manor Avenue to a limited stay Free parking bay, operational 8.30am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of 3 hours, with no return to the parking place within 2 hours, be implemented as advertised;
- B. The effect of the scheme be monitored;
- C. To note that the estimated cost of this scheme as set out in the report was £750 and would be funded from the 2015/16 Minor Parking Schemes budget.

88 **TPC465 - BRANFIL PRIMARY SCHOOL. PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS**

The Committee considered a report that sets out the responses to the advertised proposals to extend the existing 'At any time' waiting restrictions in Cedar Avenue outside Branfil Primary School.

At the close of the public consultation, four responses were received in favour of the proposals with six responses not in favour. It was difficult to ascertain if two others were in support or against the proposals. A summary of the responses was appended to the report.

The report informed the Committee that due to the recent expansion of Branfil Primary School, the extension of the existing 'At any time' waiting restrictions were considered to be very important to the operation of the school site. This would improve the safety of road users and visitors, in particular school children.

Officers had also identified and assessed the potential negative impact that the parking scheme proposed on the residents and request the Committee to consider to implement the proposals as advertised or to reduce the waiting restrictions to Monday to Friday 8:00am to 5:00pm.

During a brief debate, members discussed the need for 'at any time' waiting restrictions and the effect of such restrictions on local residents. Members noted that negative impact of further yellow lines on the road but agreed that further restriction was necessary

The Committee **RESOLVED:**

1. That the Committee having considered the report and representations made recommendations to the Cabinet Member for Environment that:
 - a) The proposed "At any time" waiting restrictions on the western side of Cedar Avenue be reduced in time to only apply 8am to 5pm

Monday to Friday, which was the same period that the School Keep Clear markings operate.

- b) The effects of any agreed proposals the scheme be monitored once implemented for a period of six months.
- c) To note that the estimated cost of the scheme as set out in the report was £1000, which would be funded from the 2015/16 Minor Parking Schemes budget.

89 TPC480/2 CLOCKHOUSE PRIMARY SCHOOL - PROPOSED PARKING RESTRICTIONS

The Committee considered a report that sets out responses to the advertised proposals to convert the existing 8:30 to 9:15am & 2:45 to 3:30pm (Monday to Friday) School Keep Clear markings in Lynwood Drive and Clockhouse Lane to 8:00am to 5:00pm (Monday to Friday) inclusive. The proposals also included the introduction of 'At any time' waiting restrictions at the junctions of Dominion Drive, Lynwood Close and around the centre island at the junction of Lynwood Drive.

The responses received to the formal consultation along with staff comments were set out in the table appended to the report as Appendix B.

The report informed that sixteen responses, 10.5% returns were received, with nine responses against the proposals and seven responses in favour of the proposals.

Traffic and Parking Control received an email from the Metropolitan Police Safer Neighbourhoods PSCO Havering Division stating that that the school had actively tried to deter parents from parking outside the school, without success. They also stated that the existing School Keep Clear markings operational times were of an insufficient duration due to the school now having nursery facilities and after school clubs that do not finish until 6pm.

The changes to the School Keep Clear restrictions were considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, in particular children. The effect of the prohibition of stopping outside schools would be to impose School Keep Clear, no stopping restrictions operative between 8:00am and 5:00pm Mondays to Fridays in Lynwood Drive and Collier Row Lane. Outside of these hours parking would be permitted therefore, allowing local residents to utilise the kerb space.

In accordance with the public participation arrangements the Committee was addressed by a local resident who raised his concern over the introduction of 'at any time' restrictions to solve conjunction issues that occur for a limited period at the start and end of the school day. . The resident stated that the implementation of the proposal would have a

significant impact on the availability of parking spaces for residents and visitors. The speaker stated that the scheme would not prevent people driving their children to school. Concerns were also raised that traffic flow would speed up with the removal of parked vehicles adversely affecting safety.

During the debate, a member sought clarification of the origin of the scheme. Officers informed the Committee that the scheme had been requested the local school and the Police to improve safety around schools. A member raised concern on the “At any time” restriction proposed in the area. A member questioned the need for ‘at any time’ restrictions, commenting that he knows the area well and was not aware of any accidents occurring.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that:
 - a) The operational hours of the existing School Keep Clear markings in Lynwood Drive and Clock house Lane, as shown on the drawing in Appendix A of the report, be amended to operate from 8:00am to 5:00pm Monday to Friday inclusive;
 - b) The proposed ‘At any time’ restrictions, at junctions, be implemented as shown on the drawing in Appendix A of the report.
 - c) The effects of the scheme be monitored once implemented for a period of six months.
2. To note that the estimated cost of the scheme as set out in the report was £1500 and would be funded from the 2015/16 Minor Parking Schemes budget.

90 **TPC511 - FARNES DRIVE, PROPOSED PAY & DISPLAY PARKING PROVISIONS**

The report before the Committee detailed the responses received to the advertised proposals to introduce Pay & Display parking bays in Farnes Drive and Upper Brentwood Road.

At the close of public consultation, seven responses were received to the proposals. One respondent was for the proposals, five were against and a respondent provided a neutral comment.

The report informed the Committee that the introduction of pay and display parking in popular local shopping areas had proved beneficial in promoting vitality in the local area. A number of Pay and Display schemes were operating successfully in other areas in the borough serving local businesses and the wider community.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against the scheme raising concerns that the Pay & Display scheme was unnecessary and would harm local businesses. The Committee was informed by the speaker that he had been a user of the local businesses for about 25 years and he failed to see any particular problem with the current arrangement.

During a brief debate, a Member stated that based on the comments of the speaker, the scheme was not ideal or viable for this parade of shops. It was noted that parking spaces were always available

The report recommended that the proposal be implemented, however following a motion to reject the scheme which was carried, it was **RESOLVED** that the proposal to implement Pay & display parking bays in Farnes Drive and Upper Brentwood Road be recommended to the Cabinet Member for Environment to be Rejected.

91 **TPC456 - CORBETS TEY ROAD, PROPOSED WAITING RESTRICTIONS**

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

1. To recommend to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the waiting restrictions shown on the drawing in Appendix 1 of the report be implemented as advertised;
 - (b) that the effect of the scheme be monitored.
2. To note that the estimated cost of the scheme as set out in the report was £1000 and would be funded from the 2015/16 Minor Parking Schemes budget.

92 **TPC512 - CARTER DRIVE , PROPOSED PAY & DISPLAY PARKING PROVISIONS**

The Committee considered a report that sets out the responses to the advertised proposals to introduce Pay & Display parking bays in Carter Drive.

The proposal was put forward to help with parking provision for local businesses, as it was now generally considered that the provision of Pay & Display parking bays was more user friendly and accessible to the public.

At the close of public consultation, no response was received to the proposals from the 39 properties consulted.

During a brief debate, a member raised concern on the extension of Pay & Display parking bays in side roads in the area.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the installation of Pay and Display parking bays in Carter Drive as shown on the drawing in Appendix 1 of the report
 - (b) that the effect of the scheme be monitored.
- 2) To note that the estimated cost of Pay & Display parking in Carter Drive as set out in the report was £4,000 and would be funded from the capital allocation

The vote for the proposal was carried by nine votes in favour with one against and one abstention. Councillor Best voted against the proposal and Councillor Patel abstained from voting.

93 **TPC507 - CROW LANE, PROPOSED PAY & DISPLAY PARKING PROVISIONS**

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

1. To recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) to change the existing voucher parking bays in Crow Lane, Romford as shown on the drawing in Appendix 1 of the report to Pay and Display parking bays.
 - (b) that the effect of the scheme be monitored.
- 2) To note that the estimated cost of Pay & Display parking in Crow Lane as set out in the report was £4,000 and would be funded from the capital allocation.

94 **TPC513 - HAMPDEN ROAD, PROPOSED PAY & DISPLAY PARKING PROVISIONS**

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

1. To recommend to the Cabinet Member for Environment that the following measures be implemented as advertised:

- (a) the installation of Pay and Display parking bays in Hampden Road as shown on the drawing Appendix 1 of the report
 - (b) that the effect of the scheme be monitored.
- 2) To note that the estimated cost of Pay & Display parking in Hampden Road as set out in the report was £4,000 and would be funded from the capital allocation.

95 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 against each request and appended to the minutes.

96 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 against each request and appended to the minutes.

97 URGENT BUSINESS

Members considered an urgent request from staff to consult in the Brentwood Road/The Drill area.

The Committee was informed that Traffic and Parking Control had received a number of emails including one from the Police, regarding the inconsiderate and obstructive parking taking place in Brentwood Road in the vicinity of The Drill, Tesco and the new Ginger Spice Restaurant. The proposals shown to members were designed to deal with the parking and traffic flow issues in the area.

The Committee agreed that the proposals be publicly advertised and that the responses should be reported back to the committee.

Chairman

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

Item Ref	Location	Ward	Description	Decision	
SECTION A - Highway scheme proposals with funding in place					
None to report this month					
SECTION B - Highway scheme proposals without funding available					
Page 17	H1	New Medical Centre, 264 Brentwood Road	Emerson Park & Squirrels Heath	Replace pedestrian refuge with zebra crossing; c1000 signature petition from New Medical Centre	Rejected
	H2	St. Mary's Lane, over River Ingrebourne	Cranham, Hacton, St. Andrews & Upminster	Widen northern footway on bridge over river.	Rejected
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)					
H2	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	

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

Item Ref	Location	Ward	Description	Decision
H3	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
P88818 H4	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Noted
H5	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

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

Item Ref	Location	Ward	Description	Decision
H6 Page 39	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Noted
H7	Dagnam Park Drive, near Brookside School		In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	Noted

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

Item Ref	Location	Comments/Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC702	Fitzillian Avenue	To implement more residents parking bays within: Fitzillian Avenue, Ethelburga Road and Ronald Road to accommodate those residents who do not have off street parking facilities	Agreed
TPC479	Brooklands	To formally deisgn and consult including the following roads: Spring Gardens, Jubilee Avenue, Jubilee Close, Derby Avenue, Lonsdale Avenue, ROS and Kimberley Avenue, Ainsley Avenue, Marina Gardens, Richards Avenue, Recreation Avenue, Lessington Avenue into the existing Controlled Parking Zone ROS and RO2B	Agreed

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:	BUS STOP ACCESSIBILITY Noak Hill Road Outcome of public consultation
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
Financial summary:	The estimated cost of £24,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

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

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

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

The scheme is within **Gooshays** and **Heaton** wards.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Noak Hill Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A233 & A234-A
 - QN008-OF-A235-A
 - QN008-OF-A236-A

2. That it be noted that the estimated cost of £24,000 for implementation (all sites) will be met by Transport for London through the 2015/16 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 2015.
- 1.8 Of these stops, 66% 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 Noak Hill Road as set out in the following table;

Drawing	Location	Description of proposals
QN008-OF-A233 BS 20059 Taunton Road	O/s Entrance To 4 Noak Hill Road	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A234 BS 20060 Taunton Road	Opposite The Nursery	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Improved footway space at waiting area and changing road closure from gated to bollard arrangement to facilitate cycling access.
QN008-OF-A235 BS 20058 Kynance Close	Opposite Kynance Close	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area New uncontrolled crossing points across Kynance Close & Noak Hill ROad
QN008-OF-A236 BS 20056 Noak Hill / The	Opp The Bear Public House.	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

Bear/cummings Hall Lane		New uncontrolled crossing point across Noak Hill Road
----------------------------	--	--

1.13 Approximately 9 letters were hand-delivered to those potentially affected by the scheme on 31st March 2015, with a closing date of 20th April 2015 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, 1 response was received as set out in Appendix I to this report.

2.2 London Travelwatch supported the proposals.

3.0 Staff Comments

3.1 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 £24,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, 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.

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.

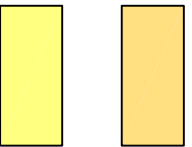
BACKGROUND PAPERS

Project file: QN008, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



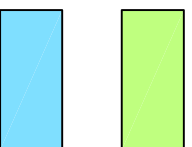
Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops	All sites	<p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p>



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

STANDING ZONE

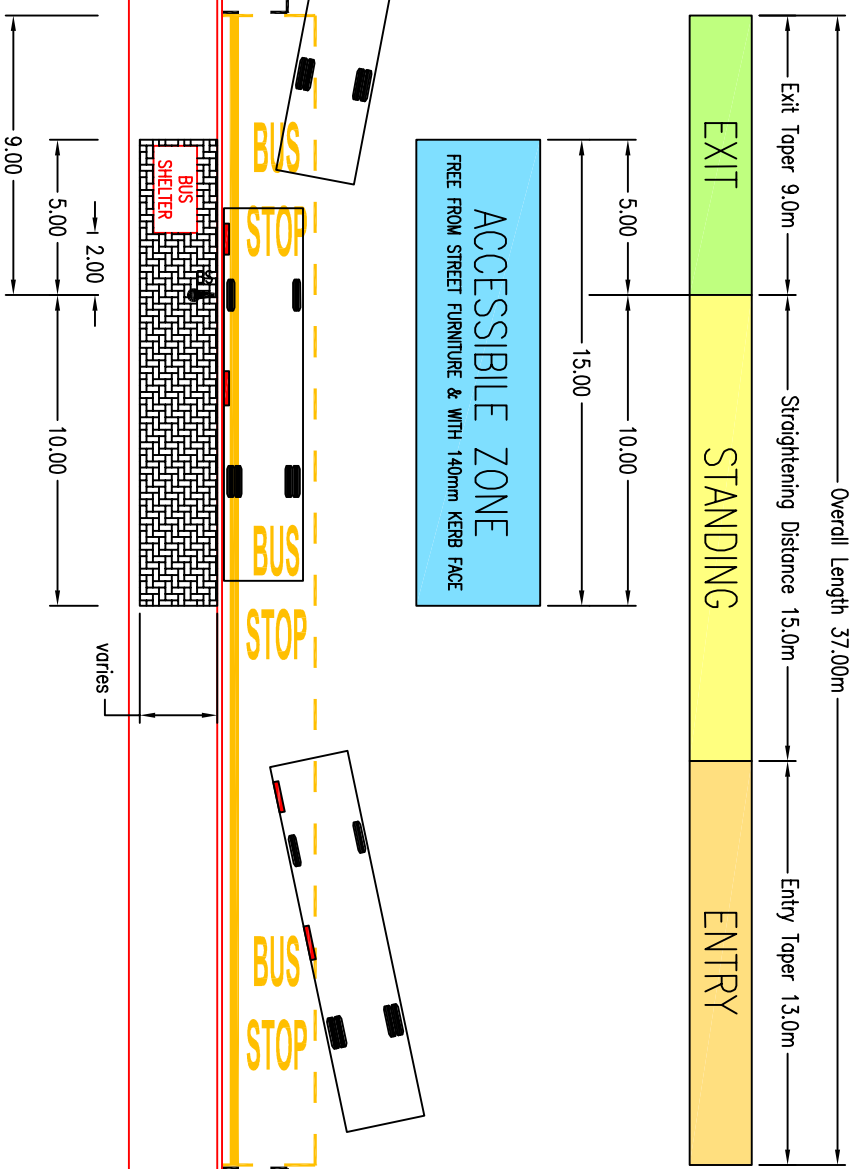
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

ACCESSIBLE ZONE

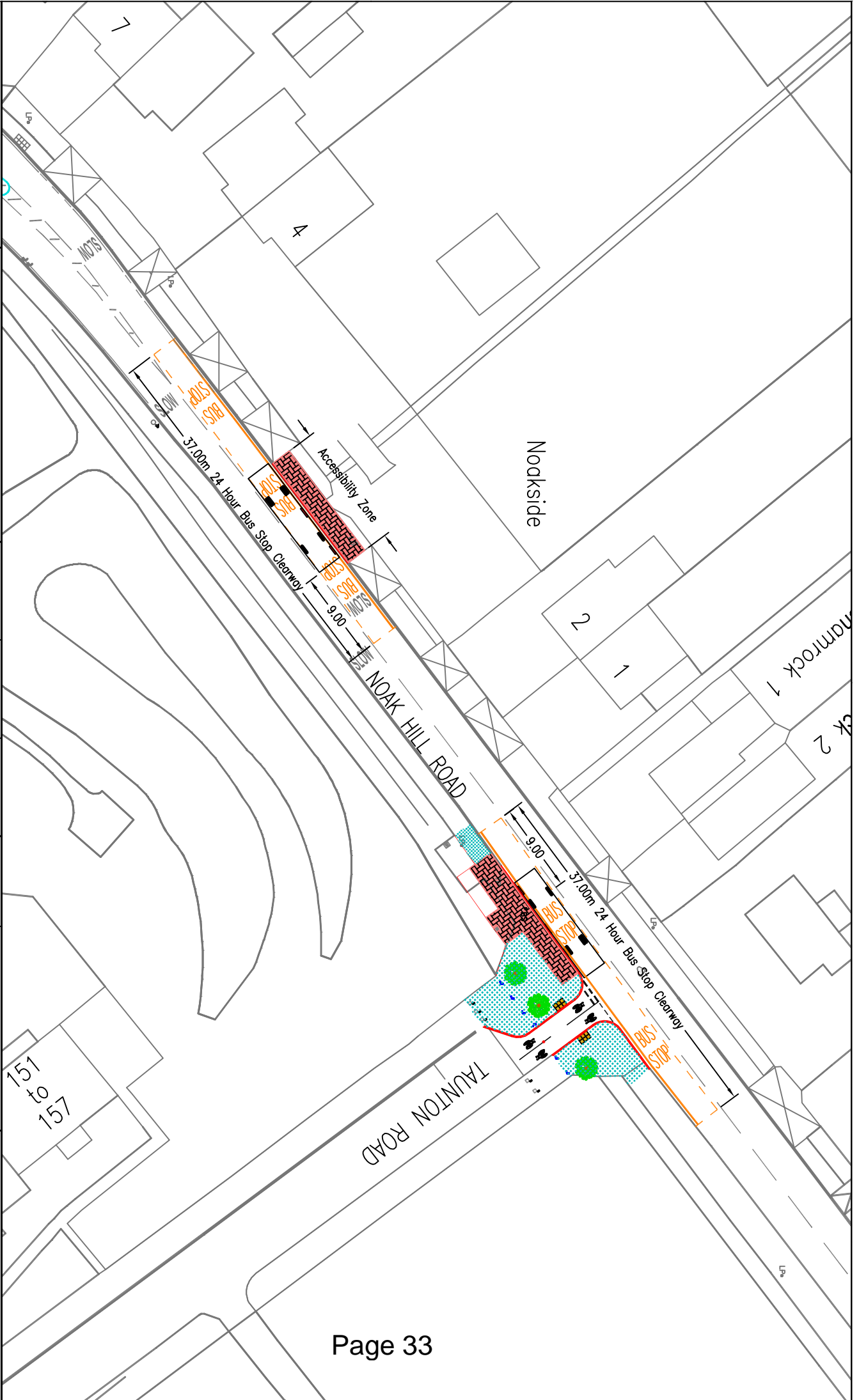
KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



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

<p>Havering LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROWEBRD, RM11 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>PURPOSE</p>		<p>INFORMATION</p>	
<p>DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1</p>		<p>SCALE (AT A4 SIZE) N.T.S.</p>		<p>DATE MAY 10</p>		<p>DRAFT <input type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE</p>		<p>REVISION</p>		<p>DRAWING UPDATE</p>		<p>DATE FEB 04</p>	
<p>ACAD REF: Part 6 - Standard Details</p>		<p>DRAWING No QB109/00/01</p>		<p>REVISION B</p>		<p>REVISION A</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>	
<p>Sheet Size: A4 (297x210)</p>		<p>©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.</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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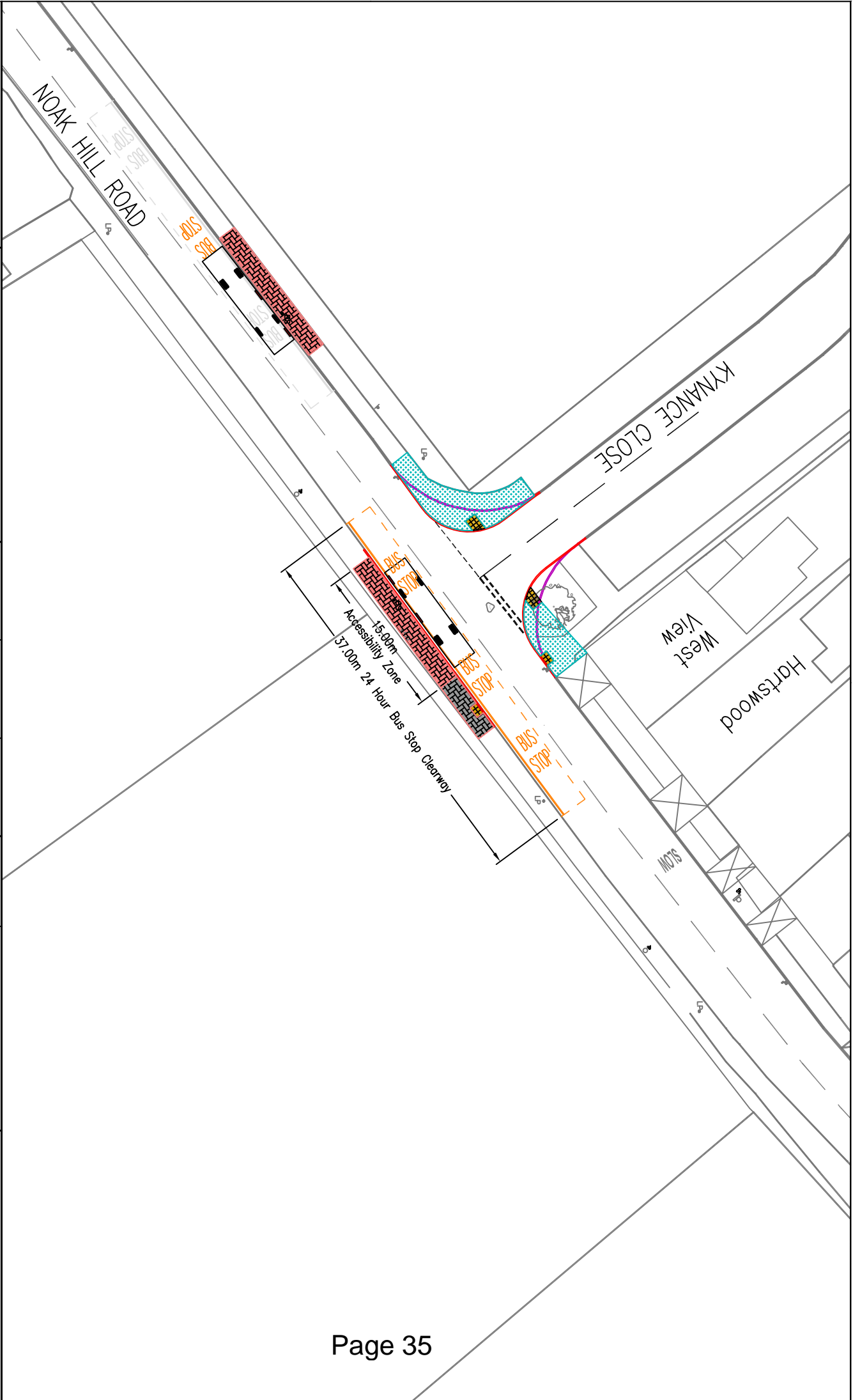
JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
NOAK HILL ROAD	
DRAWING TITLE	BS20059 & BS20060
TAUNTON ROAD	

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP
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ACAD REF:		DRAWING No	QND08-01-A233 & A234	ISSUE	<input type="checkbox"/>
Sheet No: 44 (2017-210)		REVISION	A		

PURPOSE	PROPOSAL
REVISION	AMENDMENT
DATE	

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 MERCURY GARDENS, RAINFORD, R.M.1 3DW
 TELEPHONE No: 01708 434343 FAX No: 01708 433721
 E-MAIL: streetcar@haivering.gov.uk

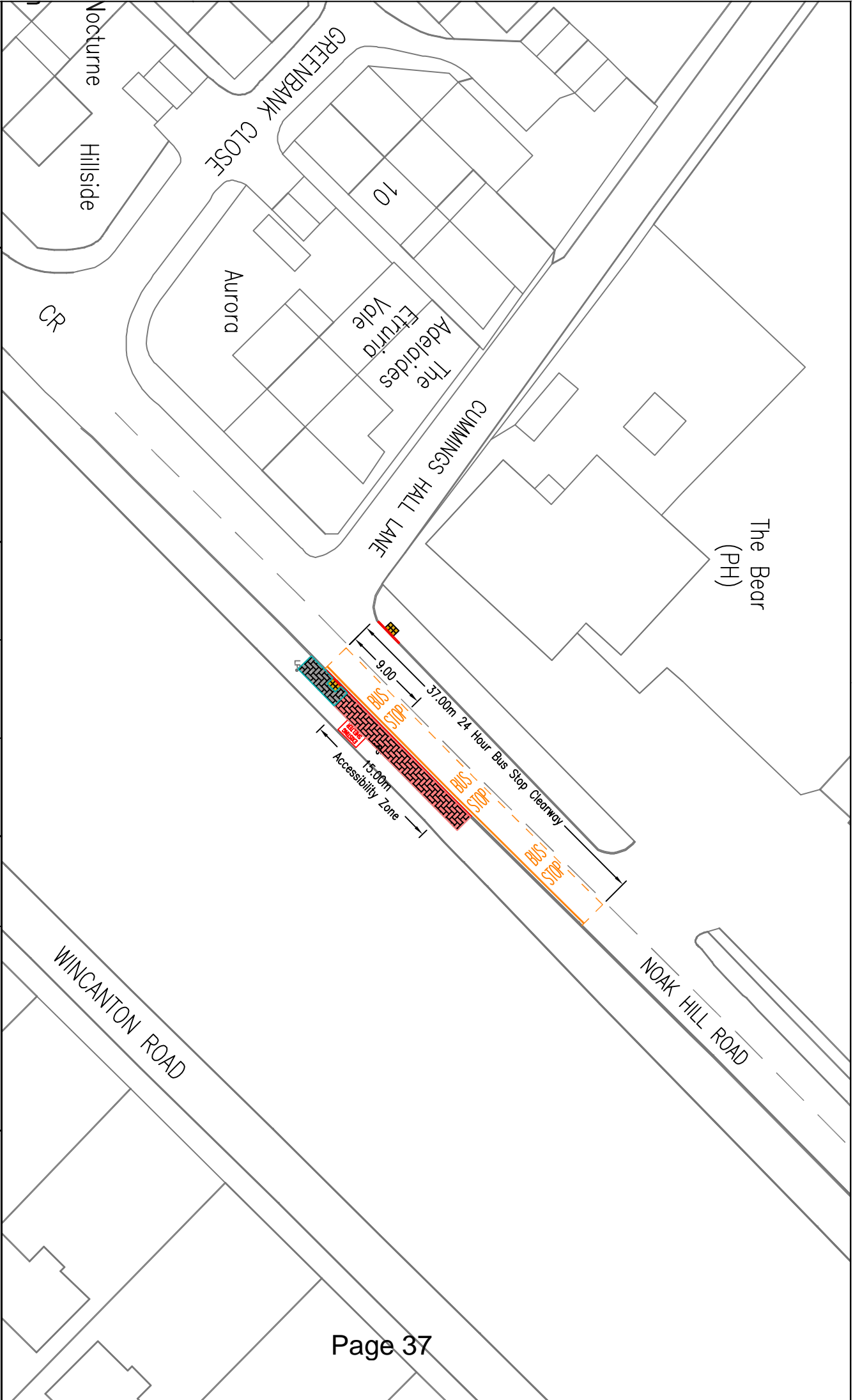
JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
DRAWING TITLE	NOAK HILL ROAD KYNANCE CLOSE
BS 20058	

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP
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ACAD REF:		DRAWING No	CN008-OF-A235	ISSUE	<input type="checkbox"/>
Sheet Size: A4 (297x210)		REVISION	A	REVISION	

PURPOSE	PROPOSAL
REVISION	AMENDMENT
DATE	

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Haivering
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 MERCURY GARDENS, ROCHFORD, RM1 3DW
 TELEPHONE No: 01708 434343 FAX No: 01708 433721
 E-MAIL: streetsware@haivering.gov.uk

JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
DRAWING TITLE	NOAK HILL ROAD
NOAK HILL / THE BEAR	

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP
SCALE (AT A4 SIZE)	1:500	DATE	09.02.15	DRAFT	
ACAD REF:		DRAWING No	CN008-OF-A236	ISSUE	
Sheet Size: A4 (297x210)		REVISION	A		

PURPOSE	PROPOSAL
REVISION	AMENDMENT
DATE	

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:	BUS STOP ACCESSIBILITY Lower Bedfords Road Outcome of public consultation
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
Financial summary:	The estimated cost of £8,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

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

- | | |
|--|-----|
| Havering will be clean and its environment will be cared for | [X] |
| People will be safe, in their homes and in the community | [X] |
| Residents will be proud to live in Havering | [] |

SUMMARY

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

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Lower Bedfords Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QN008-OF-A231 & A232-A
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 2015/16 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 2015.
 - 1.8 Of these stops, 66% 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;
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 - 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 Lower Bedfords Road as set out in the following table;

Drawing	Location	Description of proposals
QN008-OF-A231 BP4285 Helmsdale Road	Opposite 18 - 20	33metre bus stop clearway Bus stop flag to be relocated 2m west 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A232 BP4284 Helmsdale Road	45m West Of Helmsdale Road	33metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 Approximately 6 letters were hand-delivered to those potentially affected by the scheme on 31st March 2015, with a closing date of 20th April 2015 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, 1 response was received as set out in Appendix I to this report.
- 2.2 London Travelwatch supported the proposals.

3.0 Staff Comments

3.1 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 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, 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.

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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.

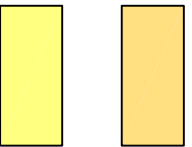
BACKGROUND PAPERS

Project file: QN008, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



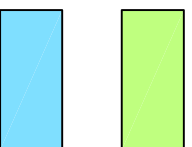
Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops	All sites	<p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p>



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

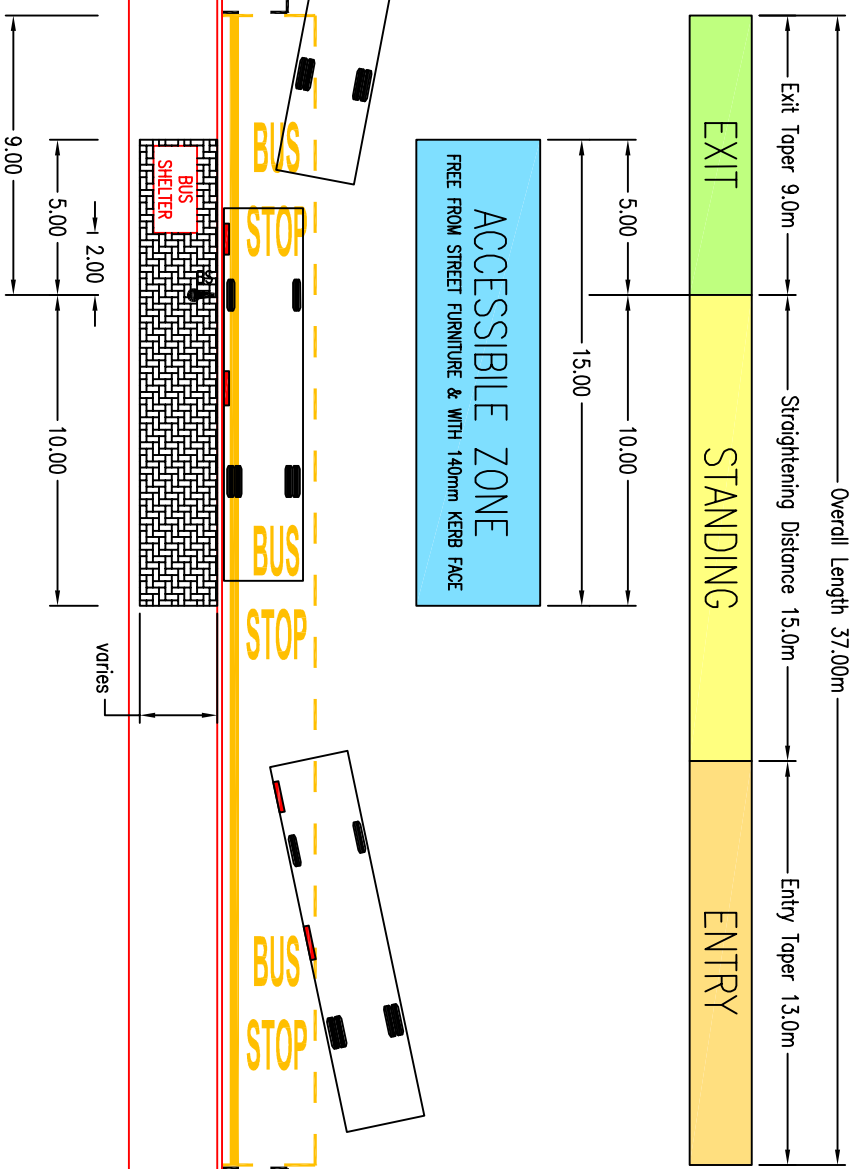
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

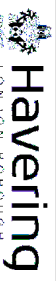
KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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.
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<p>Haverling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>PURPOSE</p>		<p>INFORMATION</p>	
<p>DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1</p>		<p>SCALE (AT A4 SIZE) N.T.S.</p>		<p>DATE MAY 10</p>		<p>DRAFT <input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE</p>		<p>REVISION</p>		<p>DRAWING UPDATE</p>		<p>DATE FEB 04</p>	
<p>ACAD REF: Part 6 - Standard Details</p>		<p>DRAWING No. QB109/00/01</p>		<p>REVISION B</p>		<p>REVISION A</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>DATE</p>	
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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
LOWER BEDFORDS ROAD	
DRAWING TITLE	BP 4284 & BP 4285
HELMSDALE ROAD	

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP	PURPOSE	PROPOSAL
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ACAD REF:		DRAWING No	QND08-0F-A231 & A232	ISSUE	<input checked="" type="checkbox"/>		
Sheet Size: A4 (297x210)		REVISION	A				

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:	BUS STOP ACCESSIBILITY Havering Road Outcome of public consultation
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
Financial summary:	The estimated cost of £22,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

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

- Havering will be clean and its environment will be cared for [X]
- People will be safe, in their homes and in the community [X]
- Residents will be proud to live in Havering []

SUMMARY

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

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Havering Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A190A
 - QN008-OF-A191A
2. That it be noted that the estimated cost of £22,000 for implementation (all sites) will be met by Transport for London through the 2015/16 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 2015.
- 1.8 Of these stops, 66% 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 Havering Road (north of Chase Cross Road) as set out in the following table;

Drawing	Location	Description of proposals
QN008-OF-A190 BS 20362 Chase Cross	Opposite 464 to 462	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A191 BP 5272 Parklands School	Outside Parklands School	Bus stop to be relocated 2.90 south 35metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A191 NEW STOP	Outside Cromwells Mere	Proposed new bus stop outside Cromwell Mere proposed by Transport for London following a request from a resident of Cromwells Mere via local MP. New pedestrian refuge island, 2 metres wide.

- 1.13 Approximately 16 letters were hand-delivered to those potentially affected by the scheme on 31st March 2015, with a closing date of 20th April 2015 for comments.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 3 responses were received as set out in Appendix I to this report.
- 2.2 London Travelwatch supported the proposals.
- 2.3 The Cromwells Mere Havering Road Residents' Association Ltd objected to the proposed stop outside Cromwells Mere (Drawing QN008-OF-A191A) citing,
- Proposal is accident waiting to happen because of vehicle speeds around the bend,
 - Fail to see point of pedestrian refuge as the school is served by pedestrian controlled lights immediately outside the school gates,
 - The existing stop [towards Havering-atte-Bower] should be moved opposite the southbound stop as the buses are infrequent,
 - The parking restrictions would cause issues for the nursing home, school and carers visiting Cromwells Mere.
- 2.4 A resident objected to the proposals opposite 462 to 464 (Drawing QN008-OF-A190A) citing the infrequent nature of bus services and restricted times of operation potentially leading to congestion at school times and impact on access to their premises. The resident also objected to the stop outside Cromwells Mere citing congestion.

3.0 Staff Comments

- 3.1 With regard to the proposed stop outside Cromwells Mere (towards Havering-atte-Bower), it has been considered jointly with TfL following a request from a resident. The existing stop is 235 metres south of the proposed stop and that stop in turn is 130 metres from the stop in Chase Cross Road (for the 375). TfL is content that the proposed stop will improve the general catchment for users of the route and would not wish to move the existing northbound stop.
- 3.2 Havering Road is extremely wide at the proposed stop location (9.3 metres) and it was the view of Staff that this would be difficult for some people to cross. Staff suggested that a pedestrian refuge would be appropriate to assist people crossing and TfL agreed that this would be funded by them as part of the scheme. The refuge is to assist people accessing the proposed and existing (southbound) stop, rather than the school in particular.
- 3.3 For drivers travelling south-bound, the proposed refuge has a forward visibility of 85 metres. Manual for Streets suggests that at 37mph (60kph), a stopping sight distance (SSD) of 59 metres is required and even with drivers

choosing to exceed the 30mph speed limit of the street, Staff consider visibility to be excellent. Additionally, a refuge island is likely to help influence speed and driver behaviour at this location.

- 3.4 As is the normal case, the bus stop is proposed to be protected from parking with a bus stop clearway. For those wishing to park, Havering Road and the adjacent side roads are not within any controlled parking area and there are plenty of opportunities to park locally. This was raised by Cromwell Mere Residents' Association and the resident who responded.
- 3.5 With regard to the issue of frequency of buses which was also raised by the other resident, this is not a consideration as stops are either accessible or they are not. There is a longer term plan to increase the frequency of the 375 to better serve the area. The 575 is not a Transport for London route.
- 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 £22,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, 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.

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

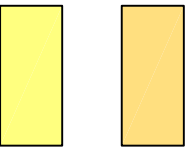
Project file: QN008, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



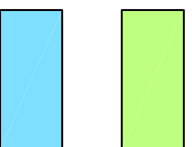
Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops	All sites	<p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p>
John Pardley (Secretary) Eric Stevenson (Director) Cromwells Mere Havering Road Residents' Association Ltd	QN008-OF-A191 NEW STOP Outside Cromwells Mere	<p>We are writing on behalf of the Cromwells Mere Residents' Association. We have serious concerns about the new bus stop outside our property since there have been a number of incidents at that stop caused by vehicles coming round the bend too fast. We think your proposal as it standard is an accident waiting to happen.</p> <p>We also fail to see the point of the new refuge, since the school is served by pedestrian controlled traffic lights immediately outside the main gates. The original suggestion to move the existing bus stop further up the hill, opposite the existing southbound stop, seems reasonable, bearing in mind their infrequent use. There are only nine buses up or down each day and none at all on Sundays.</p> <p>The proposal also appears to introduce parking restrictions. The location of the Nursing Home and educational establishments opposite and nearby would suggest possible problems.</p> <p>There would also be problems for us as we currently have three older residents who rely on carers calling at least once a day to enable them to remain in the community. Frequently these carers have to park outside because of our very limited parking.</p> <p>We ask that you reconsider these proposals on the grounds of both health and safety.</p>

<p>468 Havering Road Resident</p>	<p>QN008-OF-A190A Opposite 464 to 462 QN008-OF-A191 NEW STOP Outside Cromwells Mere</p>	<p>With regards the proposal QN008-OF-A190, BS 20368</p> <p>We think that the proposal to have a clearway of 37metres 24hrs a day is very unnecessary. There are two bus's that use this stop, 375 runs every 90mins Monday to Saturday and stops running at approx 19:30 at the latest and the 575 which runs once a day at about approx 14:30.</p> <p>This stop is not used on a Sunday. Having this area a 24hr no stop zone will increase the congestion on the other side of the road causing access issues for residence. This will impact our access to and from our properties at peak times as parents for the school will not stop on the north bound side but perform u turns or cross the road and stop outside our properties on the southbound side of the B175. Also when the school/college holds events its will also cause added parking diffuclties to the southbound side.</p> <p>Also if an additional stop is placed further up the road this will add to congestion on the B175.</p>
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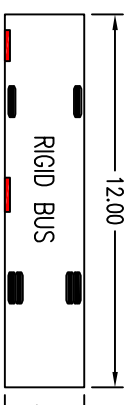
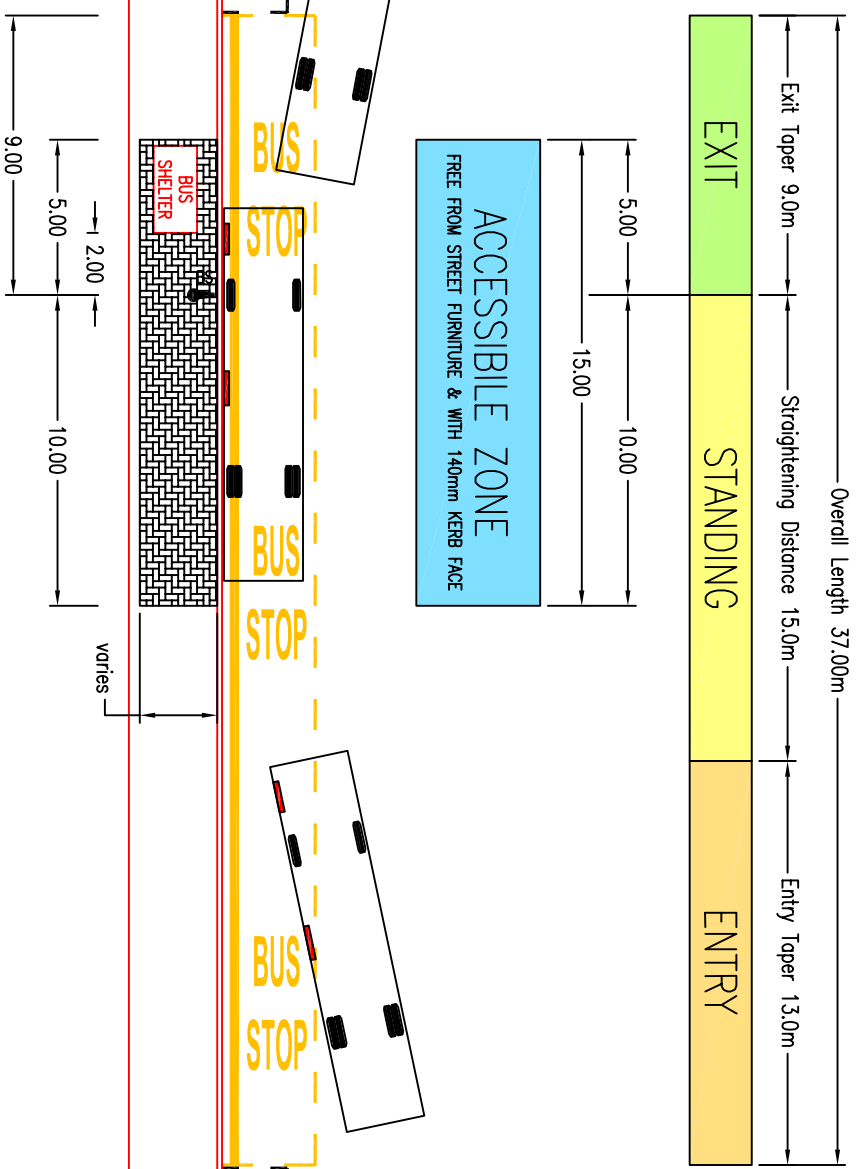
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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.

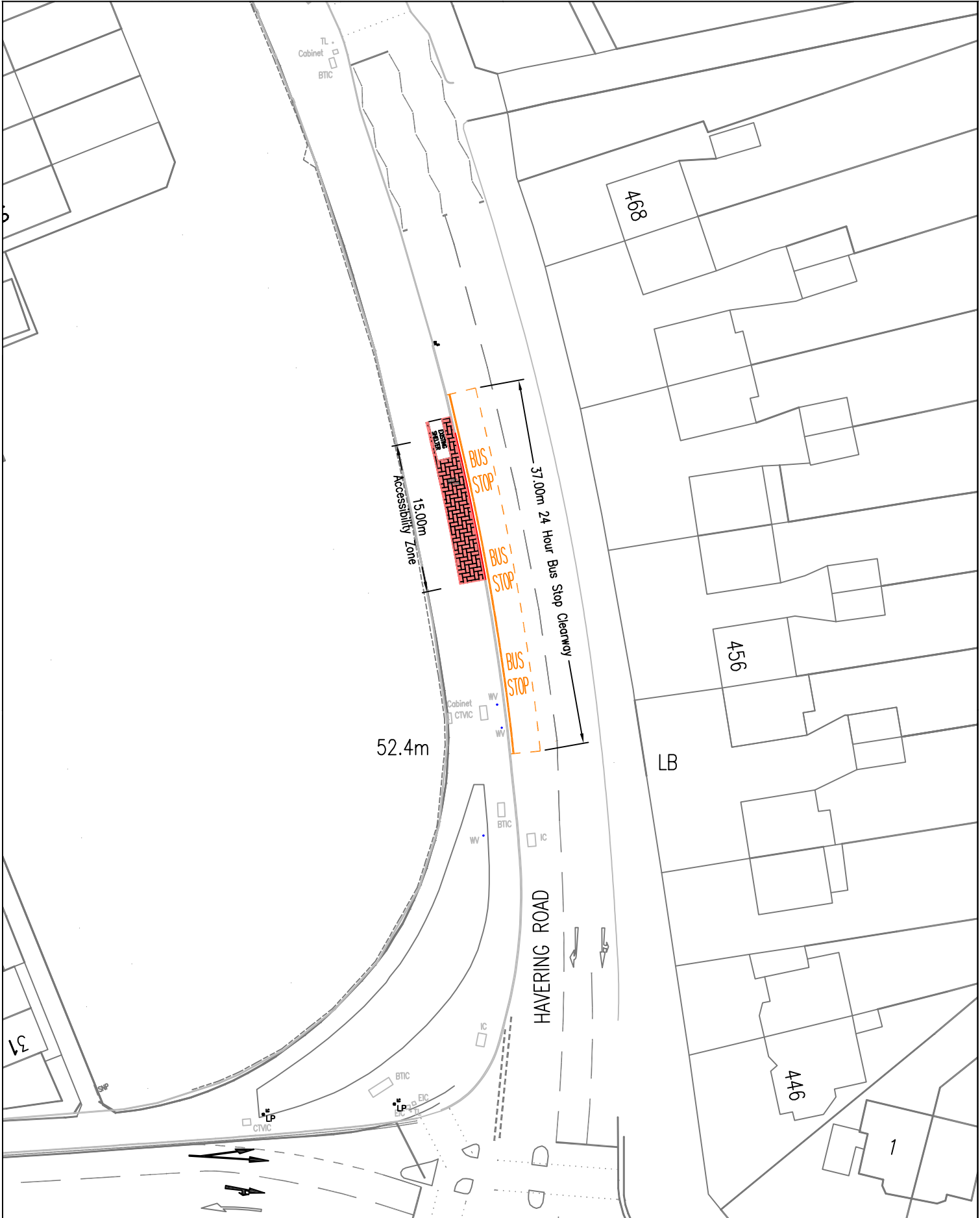
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



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

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PURPOSE: PROPOSAL

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 London Borough of Havering 100024327

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

DRAWING TITLE
**BS20362
 CHASE CROSS**

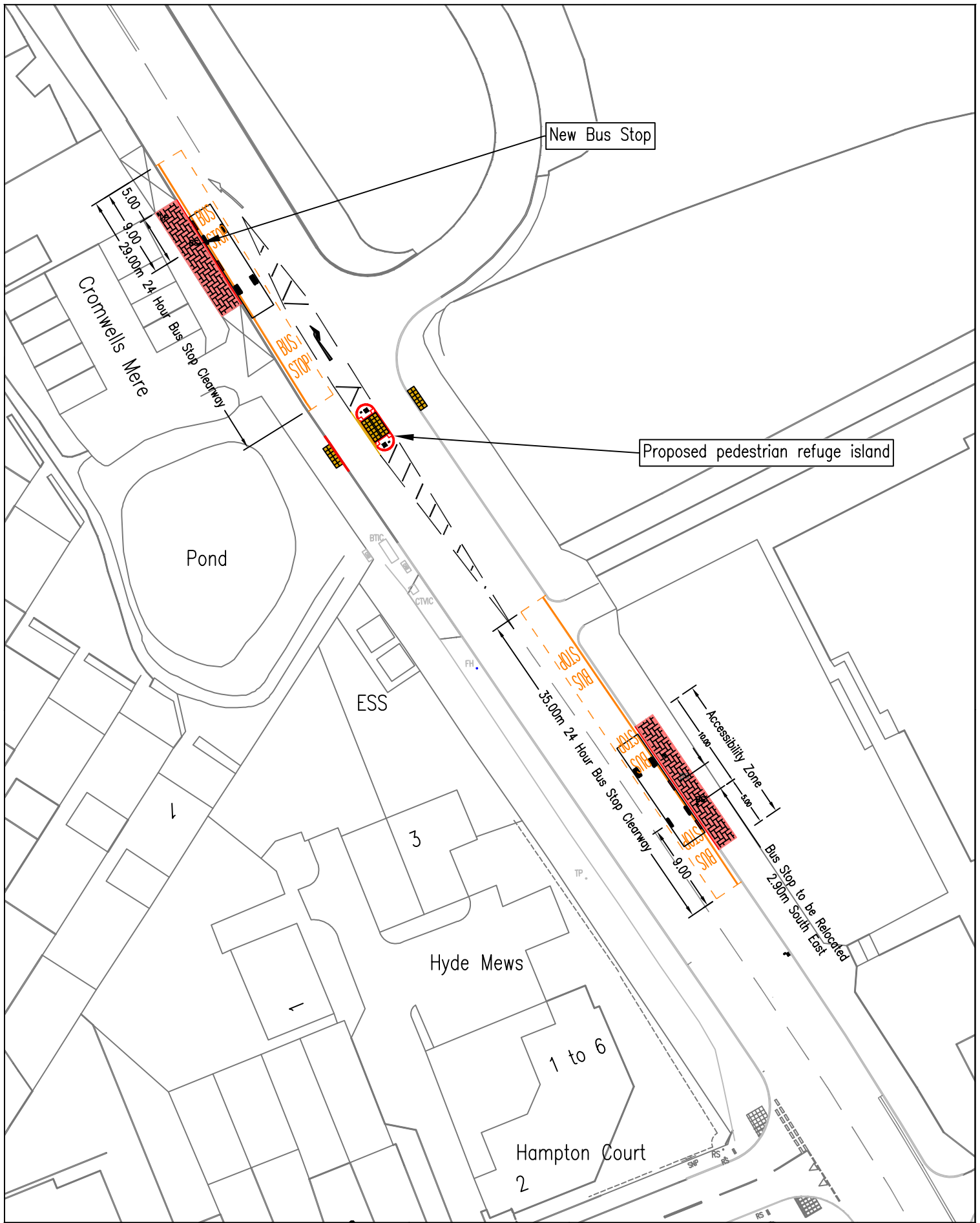
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 APPROVED BY: **Page 63**
 MEL

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 DATE: 04.02.15
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 ISSUE

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 DRAWING No: QN008-OF-A190

REVISION: A
 AMENDMENT
 DATE

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<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>		PURPOSE ©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.		PROPOSAL 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	
JOB TITLE BUS STOP ACCESSIBILITY 2014/15 HAVERING ROAD		DRAWN BY RP		CHECKED BY MLP	
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				DATE	

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:

BUS STOP ACCESSIBILITY
Lodge Lane
Outcome of public consultation

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

Havering Local Development Framework (2008)
Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)

Financial summary:

The estimated cost of £19,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

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

- | | |
|--|-----|
| Havering will be clean and its environment will be cared for | [X] |
| People will be safe, in their homes and in the community | [X] |
| Residents will be proud to live in Havering | [] |

SUMMARY

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

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Lodge Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A177&178-A
 - QN008-OF-A179-A
 - QN008-OF-A180-A
 - QN008-OF-A181-A

2. That it be noted that the estimated cost of £19,000 for implementation (all sites) will be met by Transport for London through the 2015/16 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.

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- 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 Lodge Lane as set out in the following table;

Drawing	Location	Description of proposals
QN008-OF-A177 BS 1238 Portmore Gardens	Outside 291 - 293	Bus stop flag to be relocated 3.75m north to outside property numbers 293-295 37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A178 BS 34617 Portmore Gardens	Outside 256 - 258	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A179 BS 34616 Stapleford Gardens	Outside 204/206	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A180 BS 29529 Stapleford Gardens	Opposite 188	19metre bus stop clearway
QN008-OF-A181	Opposite 104	Bus stop to be relocated 14.50m north east

BS 29527 Frinton Road		33metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Zig zag marking to be extended on depart side
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1.13 Approximately 22 letters were hand-delivered to those potentially affected by the scheme on 31st March 2015, with a closing date of 20th April 2015 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, 4 responses were received as set out in Appendix I to this report.

2.2 London Travelwatch supported the proposals.

2.3 Two residents objected to the proposals opposite 104 Lodge Lane (Drawing QN008-OF-A181-A) citing;

- Stop has been moved twice in 2 years
- New location will be a danger because of speed of vehicles
- New location will pose a risk to access/ egress to 108
- New location too close to bend
- New location will be too close to Havering Lodge entrance
- Agreement from one resident that clearway is required

2.4 One resident objected to the proposals outside 291-293 Lodge Lane (Drawing QN008-OF-A177&A178-A) citing;

- Impact on residents' parking space
- Complained about being fined for not parking within bay
- Concerns that residents away from property park outside
- Concerns about anti-social behaviour

3.0 Staff Comments

- 3.1 With regard to the stop opposite 104 Lodge Lane (Drawing QN008-OF-A177&A178-A), the proposal moves the stop to enable the full 8 zig-zag markings of the adjacent zebra crossing to be provided which will give an improvement for inter-visibility between southwest-bound drivers and pedestrians crossing to the southeast.
- 3.2 The stopping position will have buses no closer than 15m from the access to Havering Lodge.
- 3.3 For drivers proposed stop position will provide a forward visibility of 70 metres. Manual for Streets suggests that at 37mph (60kph), a stopping sight distance (SSD) of 59 metres is required and even with drivers choosing to exceed the 30mph speed limit of the street, Staff consider visibility to be adequate.
- 3.4 With regard to the stop outside 291 to 293 Lodge Lane (Drawing QN008-OF-A177&A178-A), the proposals would lead to a loss of 5.5 metres of footway parking bay (1 space) in order that an appropriate length of accessible footway be provided – the current layout is not accessible.
- 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 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 £19,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, 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.

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: QN008, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

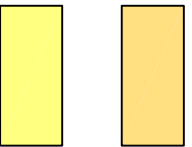


Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops	All sites	<p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p>
Resident 108 Lodge Lane	Opposite 104 QN008-OF-A181-A	<p>BS 29527 Frinton Road, is currently located opposite 108/110 Lodge Lane is this the bus stop to which the above dated letter refers?</p> <p>I understand it is important for access users to be able to safely enter and exit local transport services however feel it should be noted that this bus stop has been moved twice already within the last 5 years.</p> <p>I am concerned that the new location will cause a danger to my family and myself as road users, Lodge Lane is a fast moving road with few road users sticking to the speed limit and with the addition of the raised crossing they invariably launch their vehicles over it causing significant noise disruption.</p> <p>The suggested new location poses a risk to users access and egress of the off road parking at 108 as we refuse to reverse onto Lodge Lane and need to manoeuvre our vehicles onto the off street parking, we will continue to do so as safely as we can but humbly ask if the location can be maintained as it is now.</p> <p>I think it is vital that the clearway is included and the parking bays adjacent to the bus stop are suspended as vehicles parked there cause a total road blockage when the bus stop is in use and prevent any access North or South along Lodge Lane until the bus has moved away.</p>

Resident 110 Lodge Lane	Opposite 104 QN008-OF-A181-A	<p>I have lived at 110 Lodge Lane for 27 years and was amazed to see your proposal to move the bus stop 14.50m nearer towards the blind bend.</p> <p>Any vehicle overtaking a stationary bus at the new proposed bus stop will be on the wrong side of the road unable to see anything coming towards him which could result in a head on collision. Also the front of the bus will just be a few feet from vehicles existing and entering Havering Lodge which is in constant use.</p>
Resident 293 Lodge Lane	Outside 291 - 293 QN008-OF-A177&A178-A	<p>In response to your letter dated 31.03.2015 in regards to bust stop accessibility works may I express my profound concern as to the effects these changes will have in my parking space. As it is at the moment I am already experiencing extreme difficulties as there are not enough parking spaces available in our vicinity.</p> <p>I reside at 293 Lodge Lane and will be affected immensely by the restrictions that will be imposed by the new bus stop accessibility changes. I have raised the issue in a similar manner with the council and my local MP a while ago where I have cited clearly that me and my partner have been fined several times by the mobile CCTV Unit for parking slightly out of studs as a result of other people parking in front of our property, as a consequence us being squeezed out to park somewhere else.</p> <p>I have photographic evidence showing clearly that people who live in the residences 100-200 and 300 yards away from our property come all the way to our area and park in front of our properties. I am afraid these recent proposal/changes will just make a situation that was bad to worse and I am deeply concerned as a result.</p> <p>I hereby plead you to re-visit or review any decisions you will be making in this regard and take into account my concerns and the concerns of other residents in our vicinity. I understand that having newly refurbished bus-stop accessibility areas is part of a transport policy for modernization and improvement but this should not be done on</p>

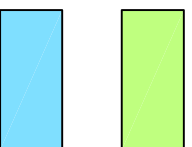
		<p>the back of residents whose lives will be immensely affected by parking restrictions.</p> <p>As well as I am aware of these changes allow me to note one more issue in this regard, bus stops in front of residential areas with wider accessibility spaces serve as a reign free areas for local teenagers dumping litter, smashing glass, making noise and other delinquent issues for which we have been suffering for last few years, these recent proposed changes will make matters even worse.</p> <p>With all due respect we support any modernization and improvement of transport and our local infrastructure but in the meantime we would like to see somebody addressing our concerns in terms of our parking access and more of it to be re-designed so it serves residents affected and the wider community in Lodge Lane.</p> <p>Finally, I hope that my concerns expressed in this letter are addressed appropriately and transparently.</p>
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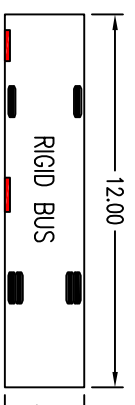
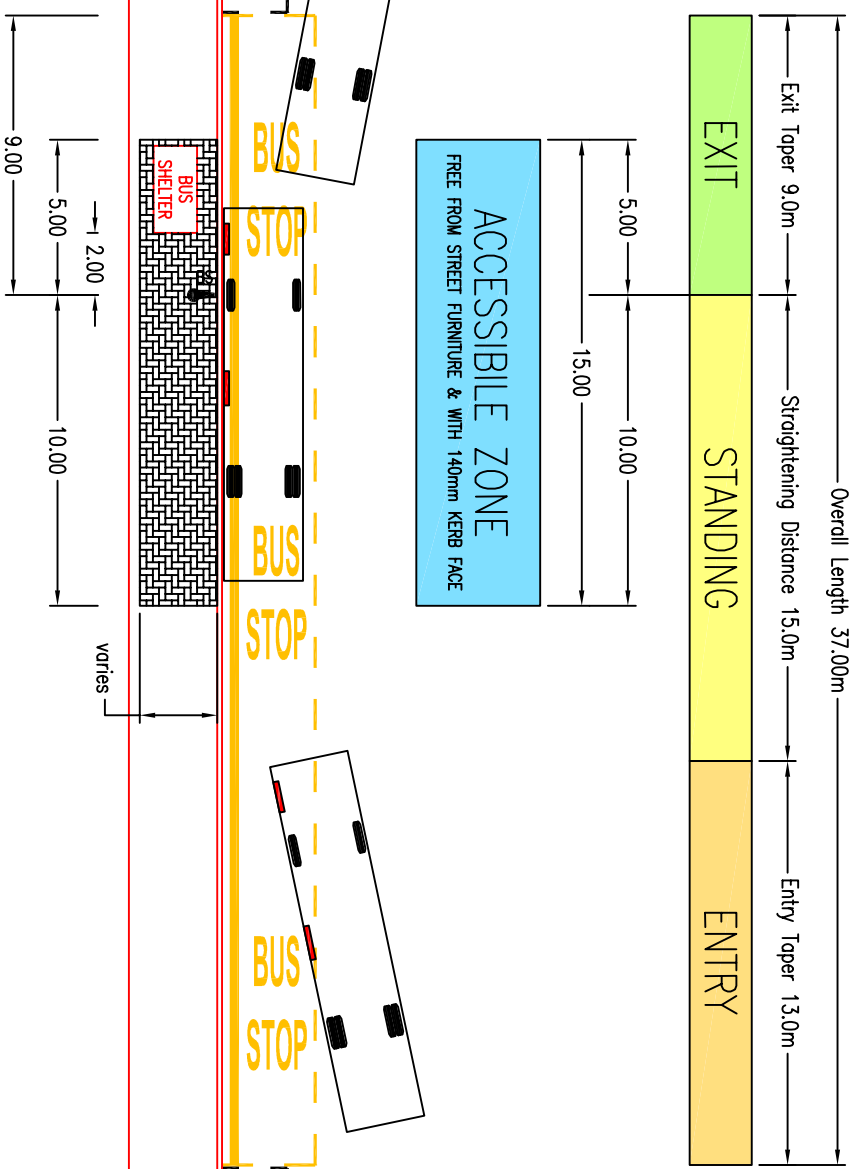
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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.

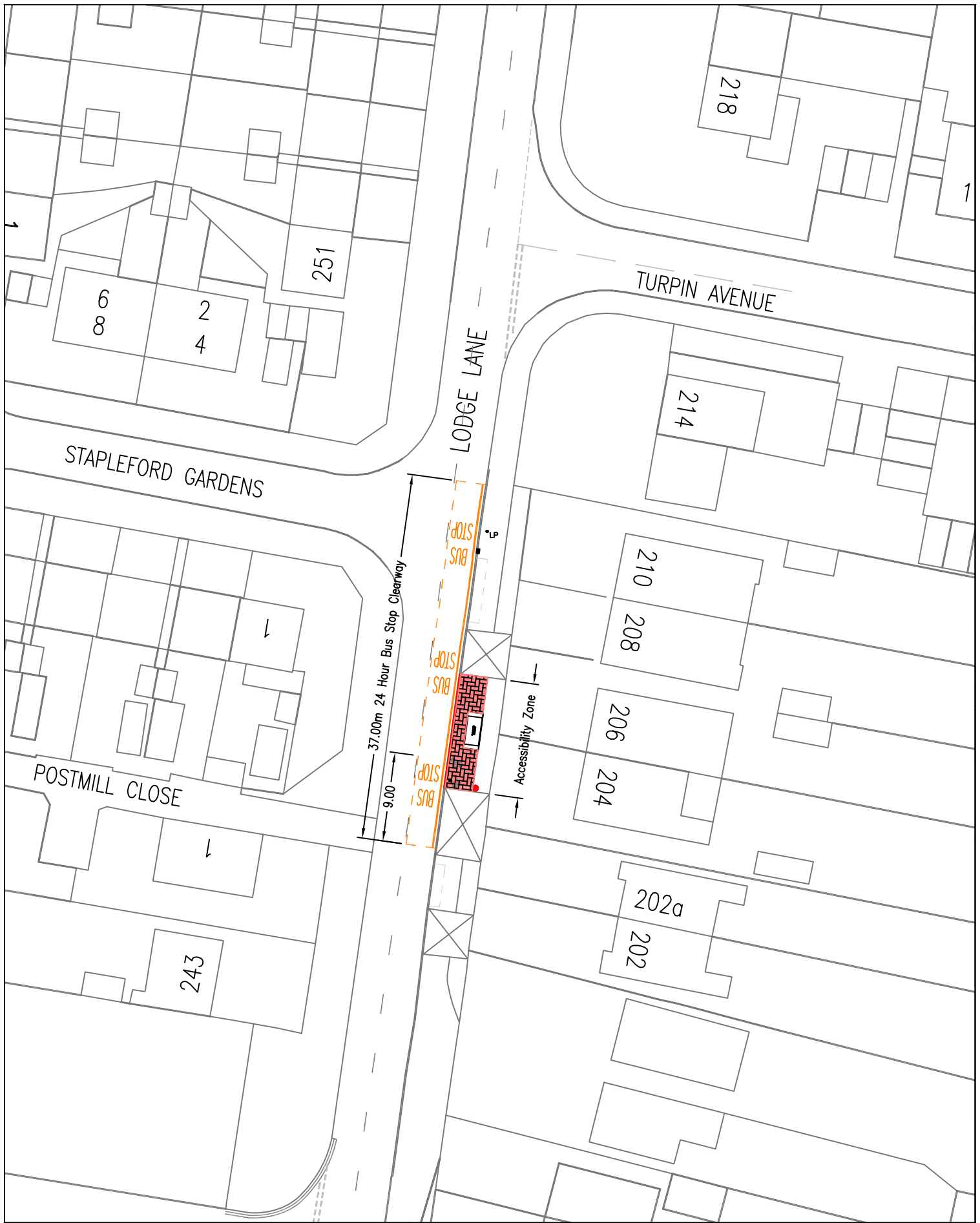
<p>Havering LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROWEBRD, RM11 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP		PURPOSE INFORMATION	
DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1		SCALE (AT A4 SIZE) N.T.S.		DATE MAY 10		DRAFT <input checked="" type="checkbox"/>		ISSUE <input type="checkbox"/>		DRAWING UPDATE FEB 04	
ACAD REF: <small>Part 6 - Standard Details</small> Sheet Size: A4 (297x210)		DRAWING No. QB109/00/01		REVISION B		REVISION A		AMENDMENT DRAWING UPDATE		DATE FEB 04	
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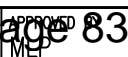
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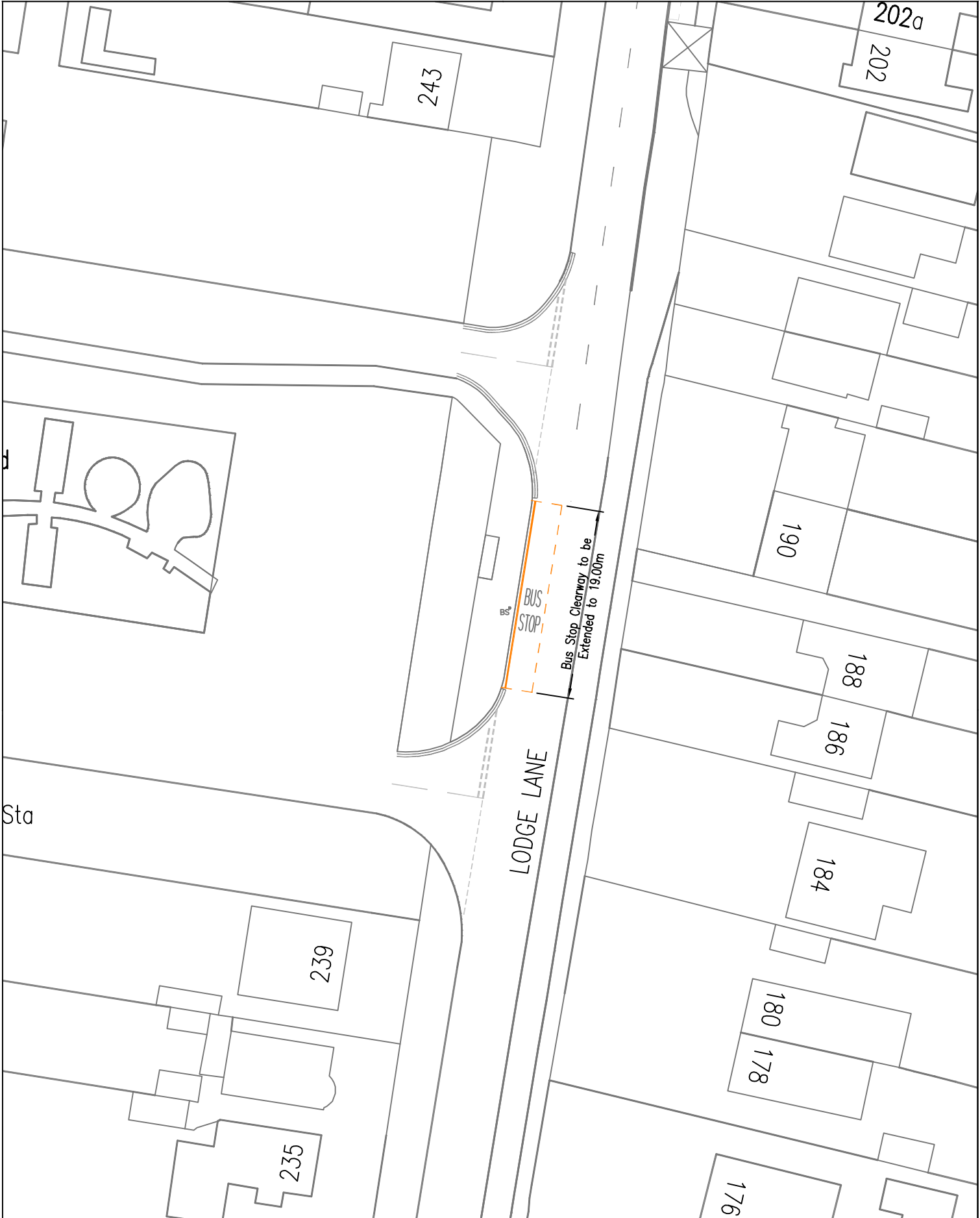
<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE PROPOSAL</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY 2014/15 LODGE LANE</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>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>	
<p>DRAWING TITLE BS1238 & BS34617 PORTMORE GARDENS</p>		<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAWING No QN008-OF-A177 & A178</p>		<p>REVISION A</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 09.02.15</p>		<p>DRAFT</p>		<p>ISSUE</p>	
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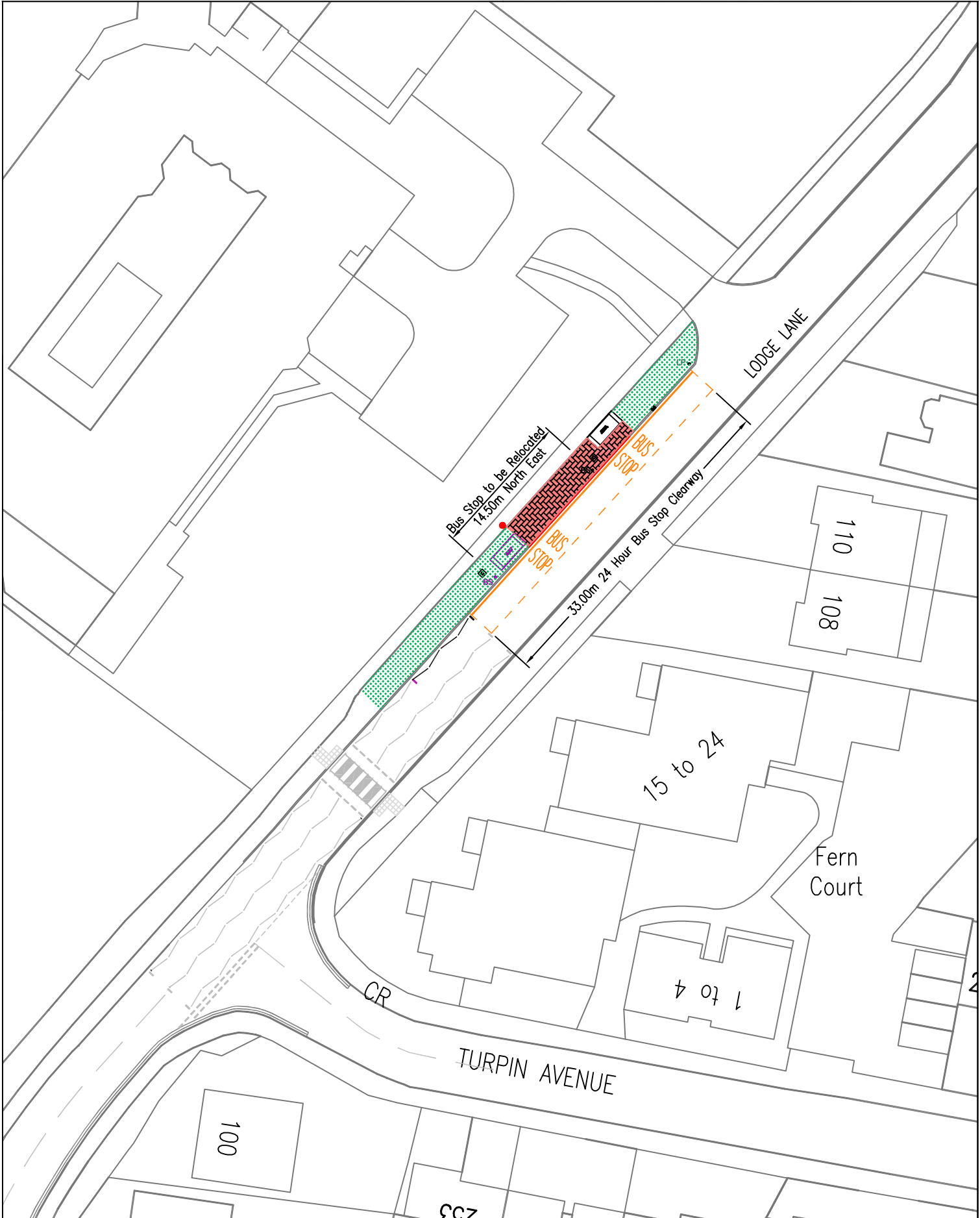
 <p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		PURPOSE @COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		PROPOSAL	
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JOB TITLE BUS STOP ACCESSIBILITY 2014/15 LODGE LANE		DRAWN BY RP		CHECKED BY MLP	
DRAWING TITLE BS 29529 STAPLEFORD GARDENS		APPROVED MEL		Page 85	
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<p>Havering LONDON BOROUGH STREETCARE - CULTURE & 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: PROPOSAL</p>		<p>©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.</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY 2014/15 LODGE LANE</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 MLP</p>		<p>Page 87</p>	
<p>DRAWING TITLE BS 29527 FRINTON ROAD</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>REVISION</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 09.02.15</p>		<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAWING No QN008-OF-A181</p>	
<p>DRAFT</p>		<p>ISSUE</p>		<p>REVISION A</p>		<p>REVISION AMENDMENT</p>	
						<p>DATE</p>	

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Orange Tree Hill
Outcome of public consultation**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £20,000 for
implementation (all sites) will be met
by Transport for London through the
2015/16 Local Implementation Plan
allocation for Bus Stop Accessibility.**

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

- | | |
|--|-----|
| Havering will be clean and its environment will be cared for | [X] |
| People will be safe, in their homes and in the community | [X] |
| Residents will be proud to live in Havering | [] |

SUMMARY

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

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Orange Tree Hill set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A192A & A193A
 - QN008-OF-A194A & A195A
2. That it be noted that the estimated cost of £20,000 for implementation (all sites) will be met by Transport for London through the 2015/16 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 2015.
 - 1.8 Of these stops, 66% 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 Orange Tree Hill as set out in the following table;

Drawing	Location	Description of proposals
QN008-OF-A192 BS 19871 Kilnwood Lane	Opposite Tredinnock & Pineglyn.	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A193 BS 19870 Kilnwood Lane	Outside Tredinnock	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area New Footway leading to bus stop with uncontrolled crossing facility outside Havering Country Park
QN008-OF-A194 BS19873 Bower House	Outside Orange Tree Public House	31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A195 BS19872 Bower House	Opposite Orange Tree Public House	31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 Approximately 10 letters were hand-delivered to those potentially affected by the scheme on 31st March 2015, with a closing date of 20th April 2015 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, 1 response was received as set out in Appendix I to this report.
- 2.2 London Travelwatch supported the proposals.

3.0 Staff Comments

- 3.1 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 £20,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, 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.

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.

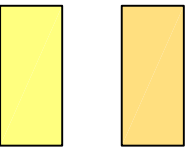
BACKGROUND PAPERS

Project file: QN008, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

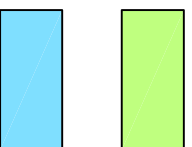


Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops	All sites	<p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p>



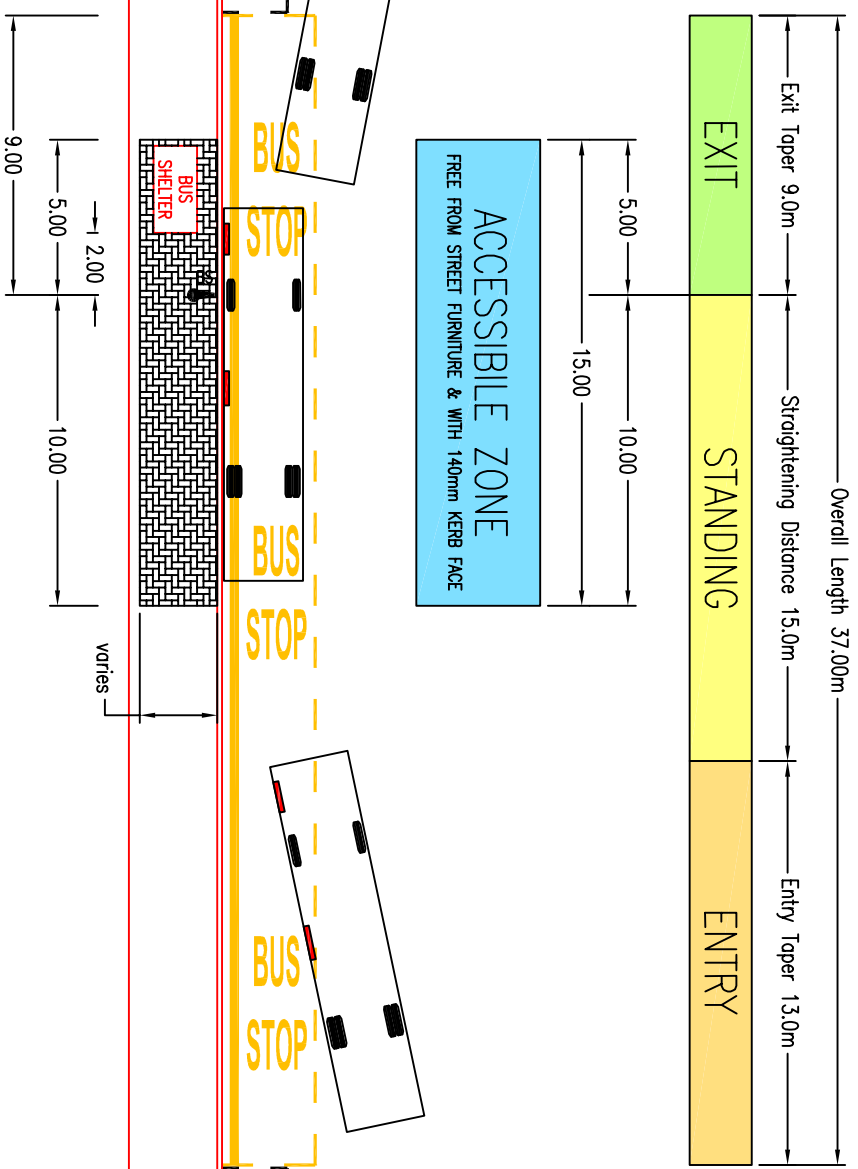
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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.

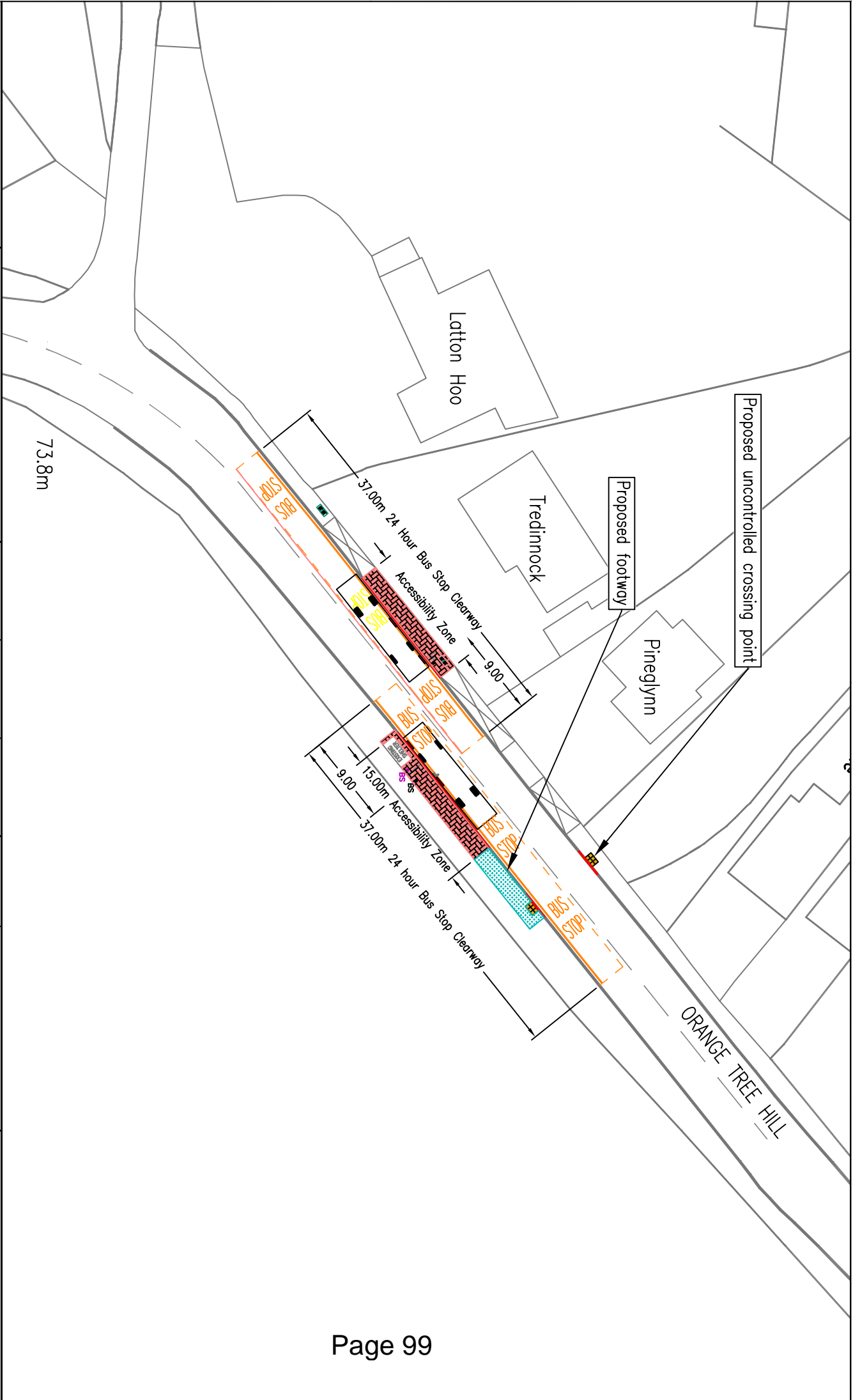
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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>Haverling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>PURPOSE</p>		<p>INFORMATION</p>	
<p>DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1</p>		<p>SCALE (AT A4 SIZE) N.T.S.</p>		<p>DATE MAY 10</p>		<p>DRAFT ISSUE</p>		<p>REVISION</p>		<p>DRAWING UPDATE</p>		<p>DATE FEB 04</p>	
<p>ACAD REF: Part 6 - Standard Details</p>		<p>DRAWING No QB109/00/01</p>		<p>REVISION B</p>		<p>REVISION A</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>	
<p>Sheet Size: A4 (297x210)</p>		<p>©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.</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>		<p>Sheet Size: A4 (297x210)</p>		<p>QB109/00/01</p>		<p>B</p>		<p>A</p>	

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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
DRAWING TITLE	ORANGE TREE HILL BS19870 & BS19871 KLINWOOD LANE

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

CHECKED BY	MLP
DATE	04.02.15
DRAWING No	QND08-OF-A192 & A193

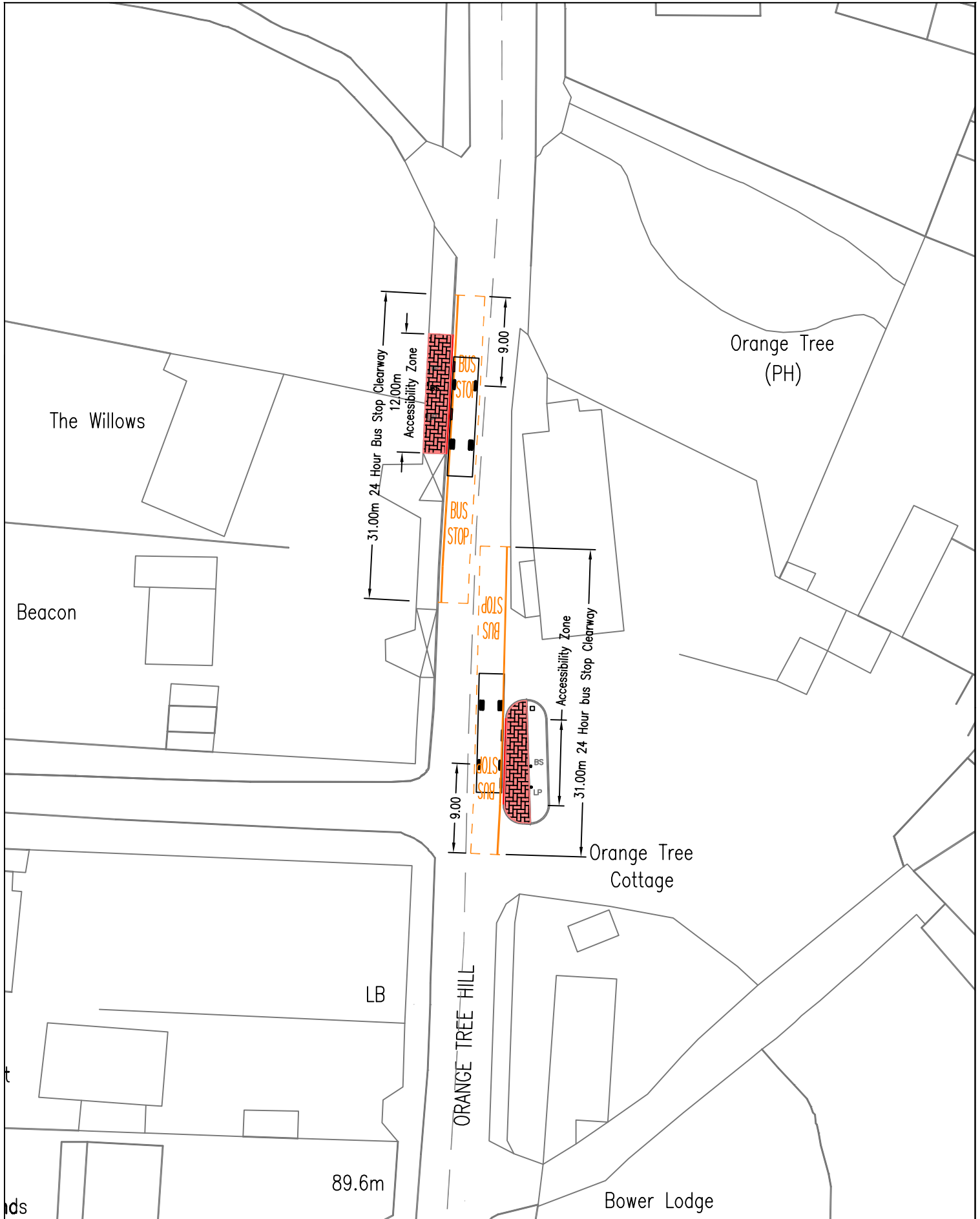
APPROVED BY	MLP
DRAFT	<input checked="" type="checkbox"/>
ISSUE	<input type="checkbox"/>
REVISION	A

PURPOSE	PROPOSAL
REVISION	AMENDMENT

DATE	
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<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>		PURPOSE PROPOSAL			
JOB TITLE BUS STOP ACCESSIBILITY 2014/15 ORANGE TREE HILL		©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.			
DRAWING TITLE BS19872 & BS19873 BOWER HOUSE		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			
SCALE (AT A4 SIZE) 1:500		DRAWN BY RP		CHECKED BY MLP	
DATE 04.02.15		DRAFT		APPROVED BY MEL	
ISSUE		ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QN008-OF-A194 & A195	
		REVISION A		REVISION	
		AMENDMENT		DATE	

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

REPORT

Subject Heading:

Fairholme Avenue – TPC622
Proposed ‘At Any Time’ waiting
restrictions – comments to advertised
proposals

Report Author and contact details:

Dean R Martin – Service Support Officer
schemes@havering.gov.uk

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

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

This report outlines the responses received to the advertised proposals to implement ‘At any time’ waiting restrictions between the Pay and Display parking bays and the common boundary of numbers 2 and 4 Fairholme Avenue and recommends a further course of action

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be advertised:
 - a. The introduction of 'At any time' waiting restrictions between the Pay and Display parking bays and the common boundary of numbers 2 and 4, as shown on the drawing in Appendix A of this report;
 - b. That the effect of the scheme be monitored.
2. That Members note that the cost of this scheme can be funded from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 **Background**

- 1.1 Following reports of obstructive parking taking place on the south-eastern side of Fairholme Avenue, between the Pay and Display parking bays and the common boundary of numbers 2 and 4, at its meeting in February 2015, this Committee agreed in principle to introduce further 'At any time' waiting restrictions to cover relatively small area.
- 1.2 The proposals were subsequently designed and publicly advertised on 13th March 2015. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 At the close of consultation on Friday 3rd April 2015, no responses were received to the formal consultation.

2.0 **Staff Comments**

- 2.1 As there were no responses received to the proposals, it is considered that they were well received and should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £500 including advertising costs.

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

This is a standard project for StreetCare and there are 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 StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

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

At the close of public consultation no responses were received.

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

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly

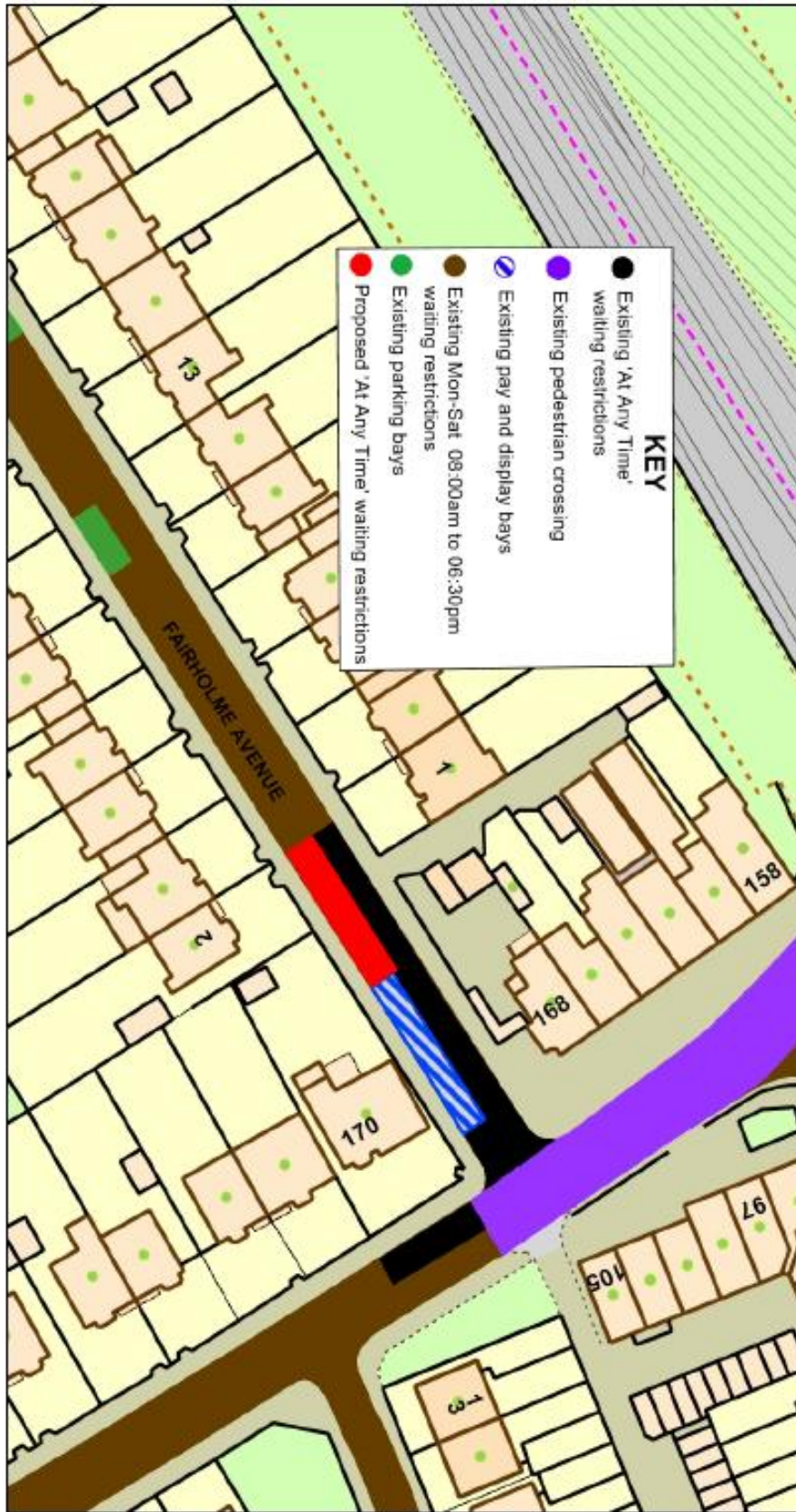
disabled and older people, residents living locally and local businesses. However, parking restrictions in residential areas are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of local residents.

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

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

BACKGROUND PAPERS

Appendix A



Fairholme Avenue - TPC622



Scale: 1:700
Date: 06 March 2015
Site: A4



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Town Hall, Main Road, Romford, RM1 3BD
Tel: 01708 434843

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC526 – Gilbert Road

Report Author and contact details:

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

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals to change the existing meter parking bays to Pay & Display parking bays in Gilbert Road.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) to change existing meter parking bays to Pay and Display parking bays in Gilbert Road (Romford) as shown on this report as Appendix 1
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Gilbert Road as set out in this report is £4,000 and can be funded from the capital allocation;

REPORT DETAIL

1.0 Background

Gilbert Road – Pay & Display (Romford)

- 2.0 At its meeting in November 2014, this committee agreed in principle to the proposals of Pay & Display parking bays in Gilbert Road

The request was put forward for the improvement of parking infrastructure and reduction of street furniture. Existing meters can be reused elsewhere.

2.1 **Outcome of Public consultation - Responses received**

At the close of public consultation on the 9th January 2015, 2 responses were received to the proposals. 1 response was in favour of the proposals and 1 was against.

3.0 Staff Comments

The installation of Pay & Display in Gilbert Road would see an Improvement of the parking infrastructure and reduction of street furniture. The existing meters can be reused elsewhere; therefore officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital allocation

The costs shown are an estimate of the full costs of the scheme. Should it be implemented a final decision would be made by the Lead Member with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

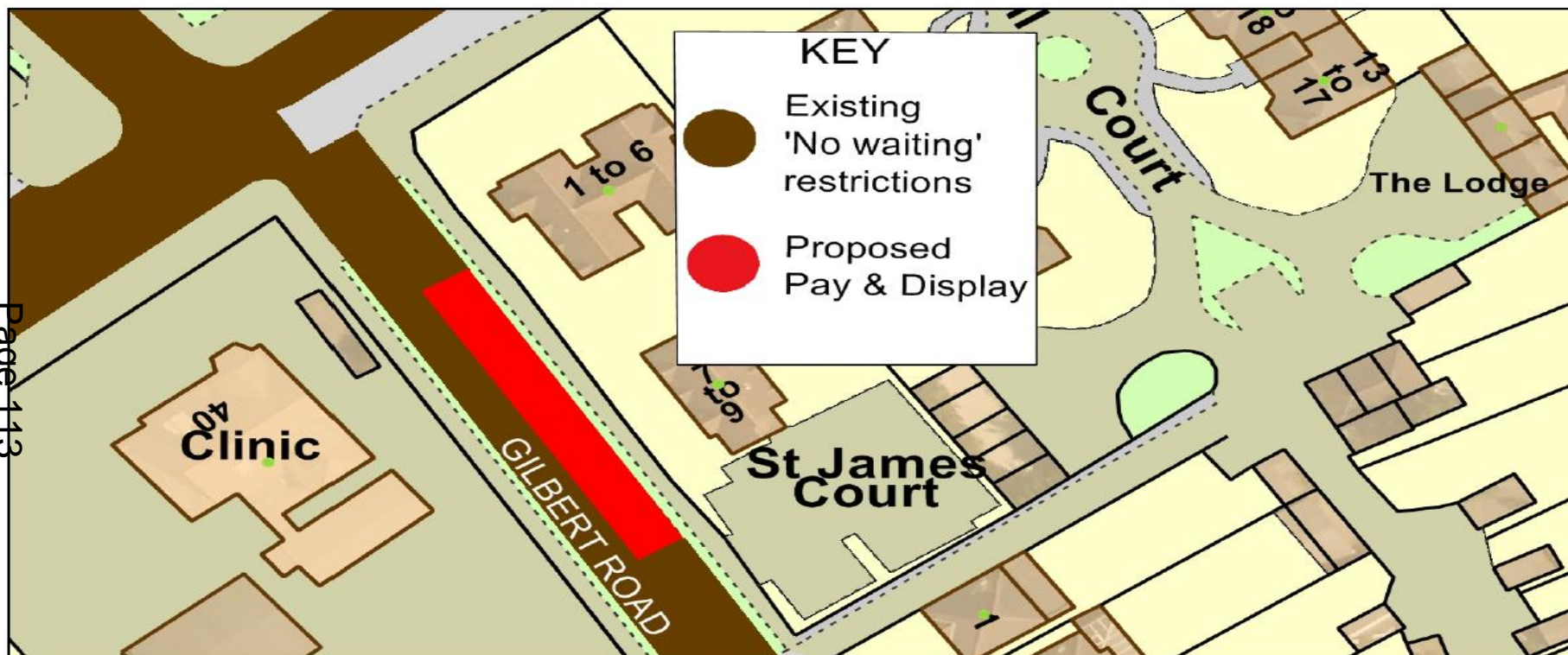
The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed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

The consultation resulted in two responses from residents, which one was negative. Officers should ensure that any negative equality related issues identified in the consultation are mitigated.


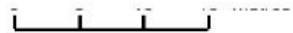

After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

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

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



Page 113

Gilbert Road	N ↑
	Scale: 1:450 Date: 11 March 2015 Size: A4 
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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC530 – Craigdale Road

Report Author and contact details:

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

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals of Pay & Display parking bays in Craigdale Road.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) Proposed Pay and Display parking bays in Craigdale Road as shown on the drawing in Appendix 1 of this report;
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Craigdale Road as set out in this report is £4,000 and can be funded from the Streetcare Capital Budget;

REPORT DETAIL

1.0 Background

Craigdale Road – Pay & Display (Romford)

- 2.0 At its meeting in November 2014, this committee agreed in principle to the proposals to introduce Pay & Display parking bays in Craigdale Road as shown on the drawing appendix 1

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

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 9th January 2015, 0 responses were received to the proposals. A total of 28 residents were consulted.

3.0 Staff Comments

The installation of Pay & Display in Craigdale Road is aimed at limiting displacement and providing a much needed facility for businesses and visitors. The scheme will also deter long-term parking. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital budget

The costs shown are an estimate of the full costs of the scheme. Should it be implemented a final decision would be made by the Lead Member with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

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

After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

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

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

BACKGROUND PAPER

Appendix 1



<p>Craigdale Road</p>	
	<p>Scale: 1:750 Date: 02 December 2014</p>
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HIGHWAYS ADVISORY COMMITTEE

12th May 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC529 – Albert Road

Report Author and contact details:

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

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals of Pay & Display parking bays in Albert Road.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) Proposed Pay and Display parking bays in Albert Road as shown on the drawing in Appendix 1 of this report;
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Albert Road as set out in this report is £4,000 and can be funded from the Streetcare capital budget;

REPORT DETAIL

1.0 Background

Albert Road – Pay & Display (Romford)

- 2.0 At its meeting in November 2014, this committee agreed in principle to the proposal to introduce Pay & Display parking bays in Albert Road as shown on the drawing in Appendix 1

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

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 9th January 2014, 1 response was received against of the proposals out of 33 consulted

3.0 Staff Comments

The introduction of Pay & Display in Albert Road is aimed at limiting displacement and providing a much needed facility for businesses and visitors. The scheme will also deter long-term parking. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital budget

The costs shown are an estimate of the full costs of the scheme. Should it be implemented a final decision would be made by the Lead Member with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

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

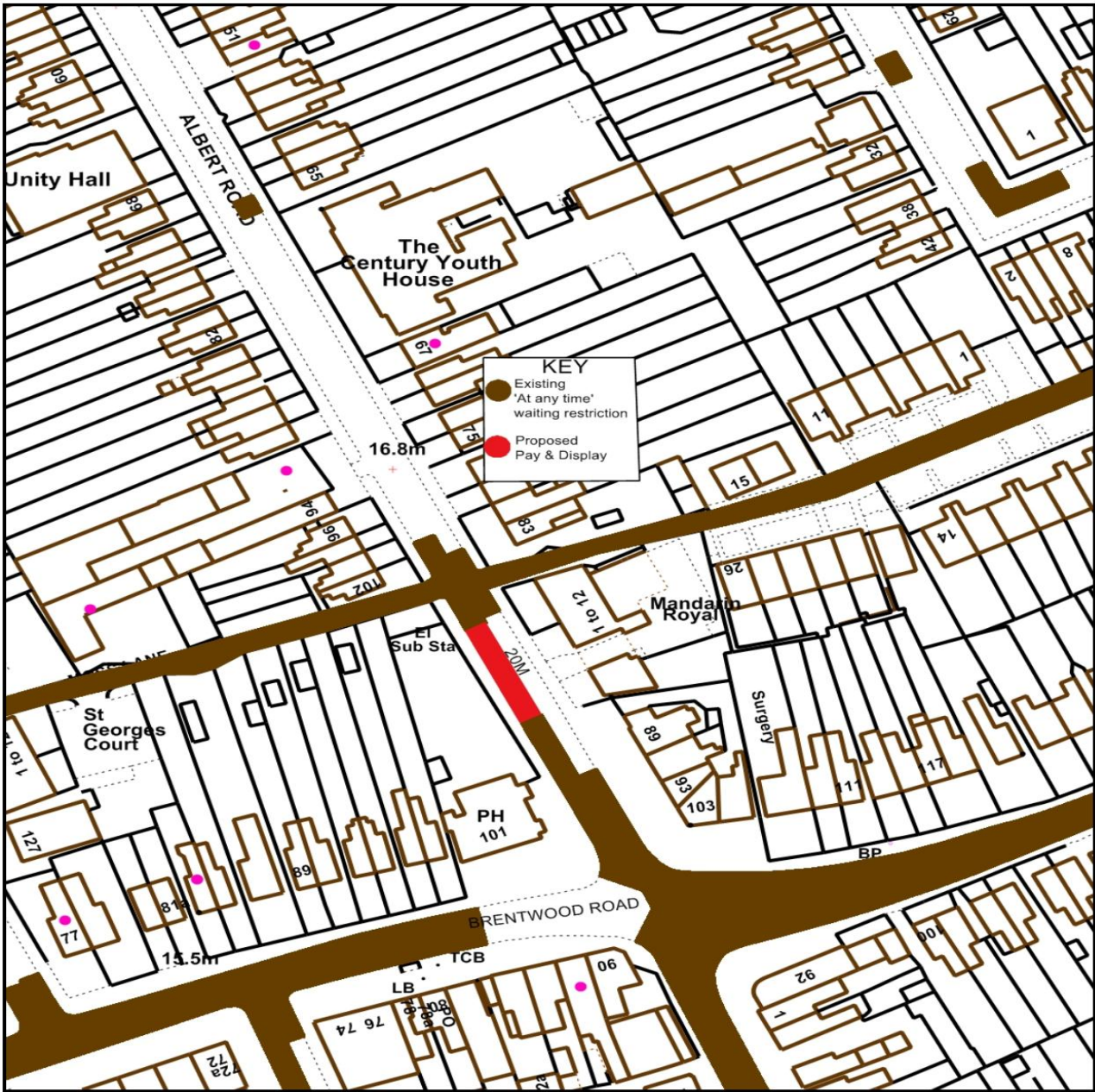
After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

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

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

BACKGROUND PAPER

Appendix 1



<p>Albert Road</p>	<p>N</p>
<p>nlpg The National Land & Property Gazetteer</p> <p>NSG NATIONAL STREET GAZETTEER</p> <p>Ordnance Survey Licensed Partner</p>	<p>Scale: 1:1000</p> <p>Date: 02 December 2014</p>
<p> Havering LONDON BOROUGH</p> <p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2014 Ordnance Survey 100024327</p>

HIGHWAYS ADVISORY COMMITTEE

12th May 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals

TPC531 – Marks Road

Report Author and contact details:

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

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals to change the existing meter parking bays to Pay & Display parking bays in Marks Road.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) to change existing meter parking bays to Pay and Display parking bays in Marks Road (Romford) as shown on this report as Appendix 1
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Marks Road as set out in this report is £4,000 and can be funded from the capital allocation;

REPORT DETAIL

1.0 Background

Marks Road – Pay & Display (Romford)

- 2.0 At its meeting in November 2014, this committee agreed in principle to the proposals of Pay & Display parking bays in Marks Road

The request was put forward for the improvement of parking infrastructure and reduction of street furniture. Existing meters can be reused elsewhere.

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 9th January 2015, 0 responses were received to the proposals. 28 residents were consulted.

3.0 Staff Comments

The installation of Pay & Display in Marks Road would see an Improvement of the parking infrastructure and reduction of street furniture. The existing meters can be reused elsewhere; therefore officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital allocation

The costs shown are an estimate of the full costs of the scheme. Should it be implemented a final decision would be made by the Lead Member with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

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

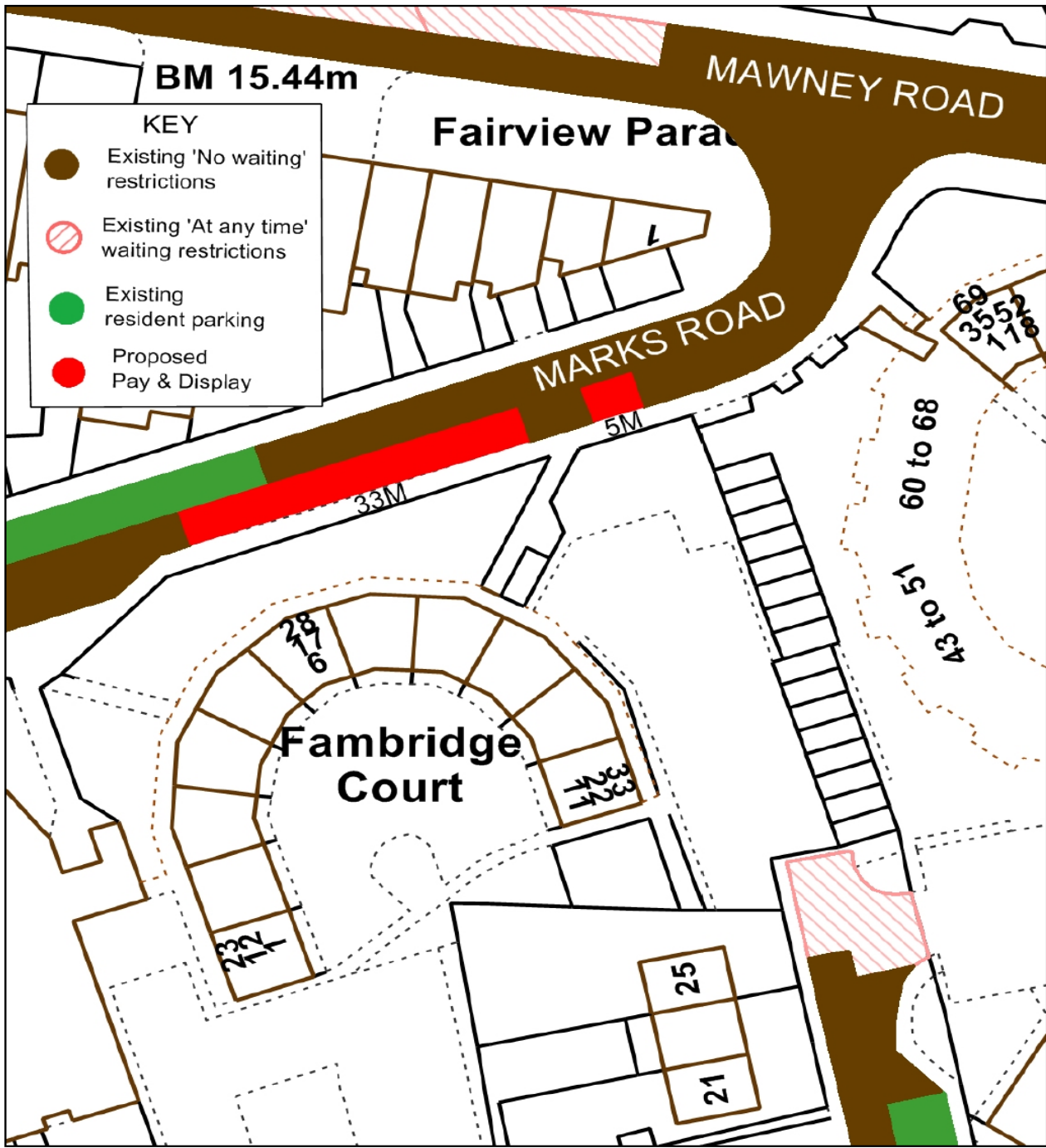
No consultation responses were received.





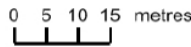

After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

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

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

BACKGROUND PAPER



<p>Marks Road</p>	
  	<p>Scale: 1:500</p> <p>Date: 08 December 2014</p> 
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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC533 – Linden Street

Report Author and contact details:

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

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals to change the existing meter parking bays to Pay & Display parking bays in Linden Street.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) to change existing meter parking bays to Pay and Display parking bays in Linden Street as shown on the drawing in Appendix 1 of this report;
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Linden Street as set out in this report is £4,000 and can be funded from the Streetcare capital budget;

REPORT DETAIL

1.0 Background

Linden Street – Pay & Display (Romford)

- 2.0 At its meeting in November 2014, this committee agreed in principle to the proposal to introduce Pay & Display parking bays in Linden Street as shown on the drawing in Appendix 1.

The request was put forward for the improvement of parking infrastructure and reduction of street furniture. Existing meters can be reused elsewhere.

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 9th January 2015, 2 responses were received both were against the scheme. A total of 20 residents were consulted.

3.0 Staff Comments

The installation of Pay & Display in Linden Street would see an improvement of the parking infrastructure and reduction of street furniture. The existing meters would be reused in another location. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital budget

The costs shown are an estimate of the full costs of the scheme. Should it be implemented a final decision would be made by the Lead Member with regards to actual implementation and scheme detail. Therefore, final costs may be subject to change.

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

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

The consultation resulted in two negative responses from residents. Officers should ensure that any negative equality related issues identified in the consultation are mitigated.

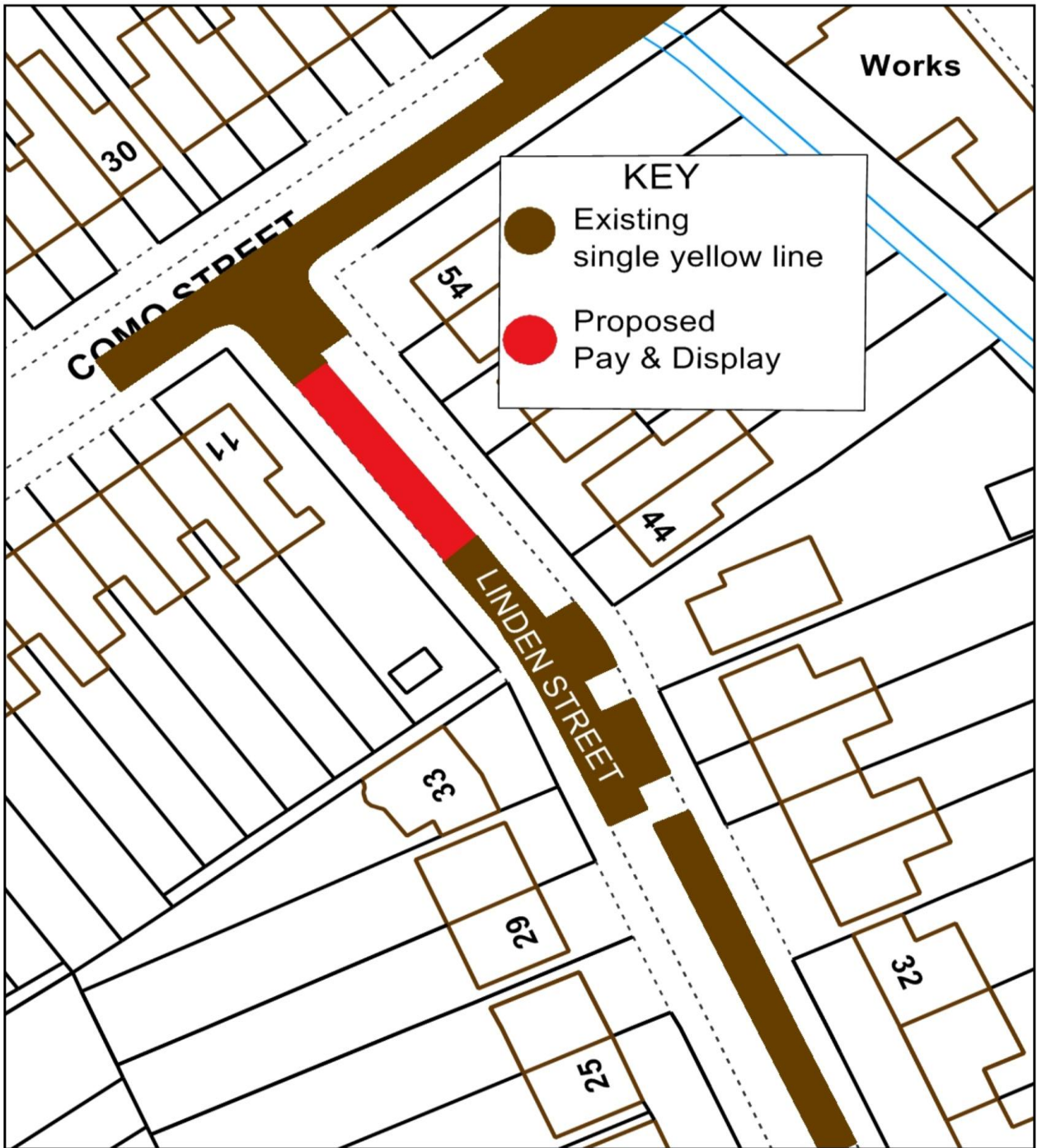
After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

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

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

BACKGROUND PAPER

Appendix 1



Linden Street

N

nlpg
The National Land & Property Gazetteer

NSG
NATIONAL STREET GAZETTEER

Ordnance Survey
Licensed Partner

Scale: 1:500

Date: 08 December 2014

0 2.5 5 7.5 metres

Havering
LONDON BOROUGH

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

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Ordnance Survey 100024327

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC532 – Olive Street

Report Author and contact details:

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

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals to change the existing meter parking bays to Pay & Display parking bays in Olive Street.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) to change existing meter parking bays to Pay and Display parking bays in Olive Street (Romford) as shown on the drawing in Appendix 1 of this report
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Olive Street as set out in this report is £4,000 and can be funded from the Streetcare capital budget;

REPORT DETAIL

1.0 Background

Olive Street – Pay & Display (Romford)

- 2.0 At its meeting in November 2014, this committee agreed in principle to the proposal to introduce Pay & Display parking bays in Olive Street as shown on the drawing in Appendix 1

The request was put forward for the improvement of parking infrastructure and reduction of street furniture. Existing meters can be reused elsewhere.

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 9th January 2015, 1 response was received to the proposals in favour of the scheme. A total 21 residents were consulted.

3.0 Staff Comments

The installation of Pay & Display in Olive Street would see an improvement of the parking infrastructure and reduction of street furniture. The existing meters would be reused in another location. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital budget.

The costs shown are an estimate of the full costs of the scheme. Should it be implemented a final decision would be made by the Lead Member with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

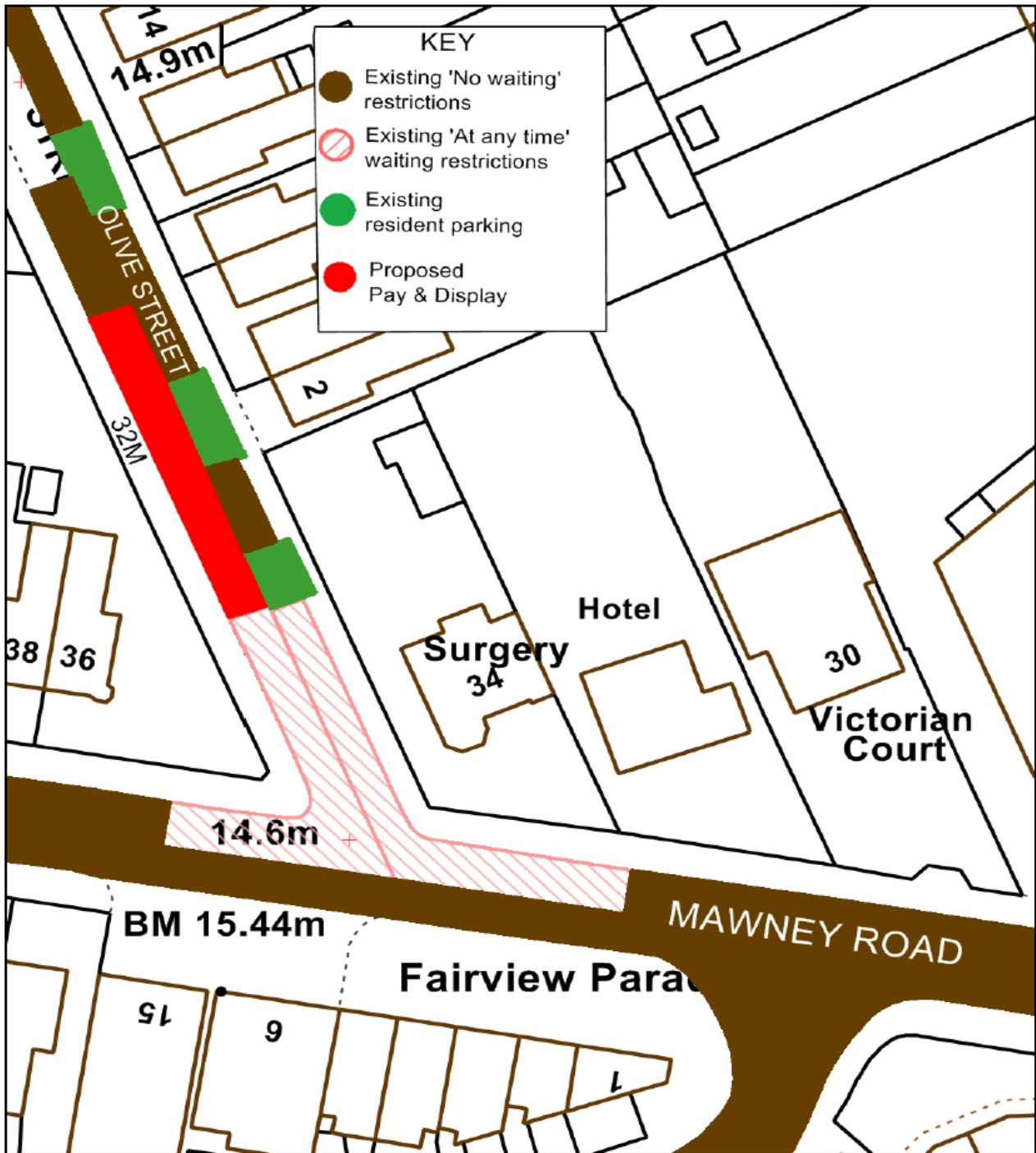
The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed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




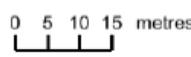

After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated. There were no equality implications identified in the consultation.

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

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

BACKGROUND PAPER



Olive Street	N ↑
  	Scale: 1:500 Date: 08 December 2014 
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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC528 – Douglas Road

Report Author and contact details:

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

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals to change the disc parking bays to Pay & Display parking bays in Douglas Road.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) to change existing disc parking bays to Pay and Display parking bays in Douglas Road as shown on the drawing in Appendix 1 of this report:
 - (b) that the effect of the scheme be monitored.
2. That Members note that the estimated cost of Pay & Display parking in Douglas Road as set out in this report is £4,000 and can be funded from the capital allocation;

REPORT DETAIL

1.0 Background

Douglas Road – Pay & Display

- 2.0 At its meeting in November 2014, this committee agreed in principle to the proposal to introduce Pay & Display parking bays in Douglas Road as shown on the drawing in Appendix 1

A Pay & Display parking provision will limit displacement and provide much needed facility for businesses and visitors and will act to deter long-term parking

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 9th January 2015, 0 responses were received to the proposals. A total of 45 addresses were consulted

3.0 Staff Comments

The installation of Pay & Display in Douglas Road is aimed at limit displacement and providing a much needed facility for businesses and visitors. The scheme will also deter long-term parking. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital allocation

The costs shown are an estimate of the full costs of the scheme. Should it be implemented a final decision would be made by the Lead Member with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location. No responses were received.





After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

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

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

BACKGROUND PAPER



Douglas Road	
	Scale: 1:750 Date: 02 December 2014 
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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:	TPC426 –Tadworth and Station Parade, Proposed change of Disc parking to shared use Residents Parking and Pay and Display – comments to advertised proposals
CMT Lead:	Andrew Blake Herbert
Report Author and contact details:	Sarah Rogers Schemes@havering.gov.uk
Policy context:	MTFS Strategy
Financial summary:	Capital Allocation £14,000 Minor Traffic and Parking budget £2,500

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

- Havering will be clean and its environment will be cared for [x]
- People will be safe, in their homes and in the community [x]
- Residents will be proud to live in Havering [x]

SUMMARY

This report outlines the responses received to the advertised proposals to change the use of the existing Disc Parking Bays located in Tadworth and Station Parade, to shared use Resident and Pay & Display parking bays, with associated waiting restrictions and loading facilities.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that:
 - a. The proposals to change the use of the existing Disc parking facilities in Tadworth and Station Parades to Paid for parking and Residents Parking be implemented as advertised.
 - b. The proposals loading facilities within both parades be implemented as advertised.
 - c. The proposed waiting restrictions within the both parades, including the proposed 'At any time' waiting restrictions at the junctions, be implemented as advertised.
 - d. the effect of any agreed proposals be monitored.
2. Members note that the estimated cost of this scheme in Station Parade and Tadworth Parade as set out in this report is £14,000, which can be funded from the capital allocation and the remaining £2,500 will be met from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Currently, there are Disc Parking bays located in Tadworth and Station Parade that are operation from 8am-10am Monday to Friday inclusive. These parking facilities serve both the local residents and shopping areas.
- 1.2 Throughout the borough there is a general trend for the Council to receive requests from shopkeepers and residents to change the existing Disc parking bays to Pay and Display parking bays and residents parking facilities, which are now considered to be more convenient and user friendly for visitors and shoppers.
- 1.3 The requests to implement a parking review of the area, with a possible Pay and Display scheme was received by Council Officers on behalf of shop keepers.

- 1.4 This request was first presented to this Committee at its meeting in August 2013, when Members rejected the proposals.
- 1.5 A further request was presented to this Committee on the 12th August 2014, when Members agreed to deferred this request until September's meeting.
- 1.6 At the meeting of this Committee on the 16th September 2014, Members agreed in principle that proposals be designed and publically advertised to review parking in both parades and to convert the existing Disc parking bays to Pay & Display parking bays, with a residents parking provision.
- 1.7 Subsequently, proposals were designed to change the use of the existing Disc Parking facilities to a shared use Pay & Display and Residents Parking facility, operational from 8:30am to 6:30pm Monday to Saturday inclusive, while in both parades, Loading facilities and waiting and loading restrictions associated with the scheme were also proposed.
- 1.8 On 23rd January 2015, 95 residents and businesses holders who were perceived to be affected by the proposals were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.9 By the close of the consultation on the 13th February 2015, there were 11 responses received to the proposal, 6 against, 2 for and 3 were in favour of part of the proposed scheme. The responses received to the proposals along with Staff comments are outlined in the table appended to this report as Appendix C.
- 1.10 This report was presented to this Committee at its meeting in April 2015, when it was deferred for further clarification on the allocation of permits for businesses that share a property. It has been confirmed that businesses which share a premises are both permitted to have 2 permits per business, along with the allocation of visitor permits.

2.0 Staff Comment

- 2.1 The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, including in The Broadway, Elm Park, serving both businesses and the local community. Staff believe that these proposals will fit in well with the exist parking provision that operate at the same times and will be equally as successful as the other Pay & Display parking provisions that operate within the Elm Park Area.
- 2.2 Having consideration for those residents that have properties above the shops in both parades, it was felt that the proposals would be more user

friendly if a residents parking scheme was introduced. This in turn would allow businesses to purchase two permits per business and visitors permits.

- 2.3 Each parade is located within different borough Wards therefore, it was felt that each location should have their own Sector, Station Parade EP1 and Tadworth Parade EP2, which will also make dealing with issues related to each parade and the adjoining areas easier. Each parade is in a different Ward.
- 2.4 During the consultation we received from Elm Park & Hacton Safer Neighbourhood Team objections to the proposals, due to shift patterns and concerns of personal safety. Officers from Traffic and Parking Control have met with the Police at the office in Tadworth Parade, and discussed their parking options. Staff will continue to work our partners to hopefully resolve any outstanding issues that the Safer Neighbourhood Team may have.
- 2.5 In respect of parking provisions for visitors to the shops to park for shorter periods, it has recently been approved by Council that a 20 min free parking provisions that will apply to all on-street and off-street Pay and Display Parking Facilities.
- 2.6 The costs of implementing any agreed proposals will be met from a specific addition to the StreetCare capital budget; this budget is aimed at improving accessibility to retail areas, deterring long term commuter parking and progressing one of the key elements of the 2007 Parking Management Strategy - to phase out the Disc Permit Scheme.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost to install the proposed Pay & Display machine as set out in this report is £14,000 which will be financed from the capital budget.

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £2,500. These costs can be funded from the 2014/15 Minor Parking Schemes budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

The proposals are to change the existing Disc Parking bays in to dual use Pay & Display and Residents parking bays. These proposals were put forward to unify the parking facilities in the area, which were creating problems for the local businesses and their customers in the area. These proposals will enable Blue Badge Holders to park in the dual use bays without charge or time limitation.

The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received 11 responses to the consultation, which are outlined in Appendix C However, no negative issues relating to protected characteristics were raised in the objections.

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

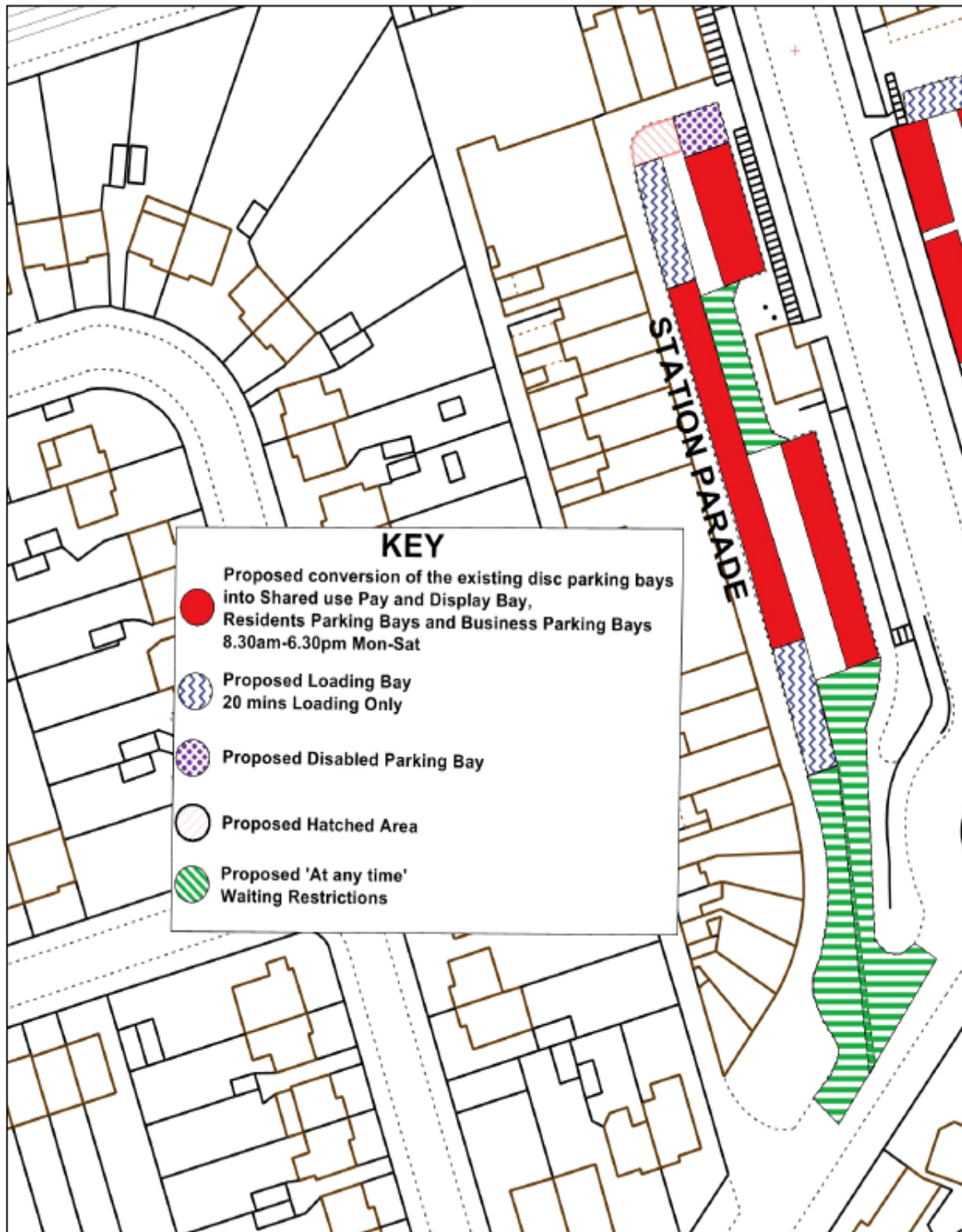
Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, Children and young people, older people), this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

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

BACKGROUND PAPERS

- Appendix A
- Appendix B
- Appendix C

Appendix A



KEY

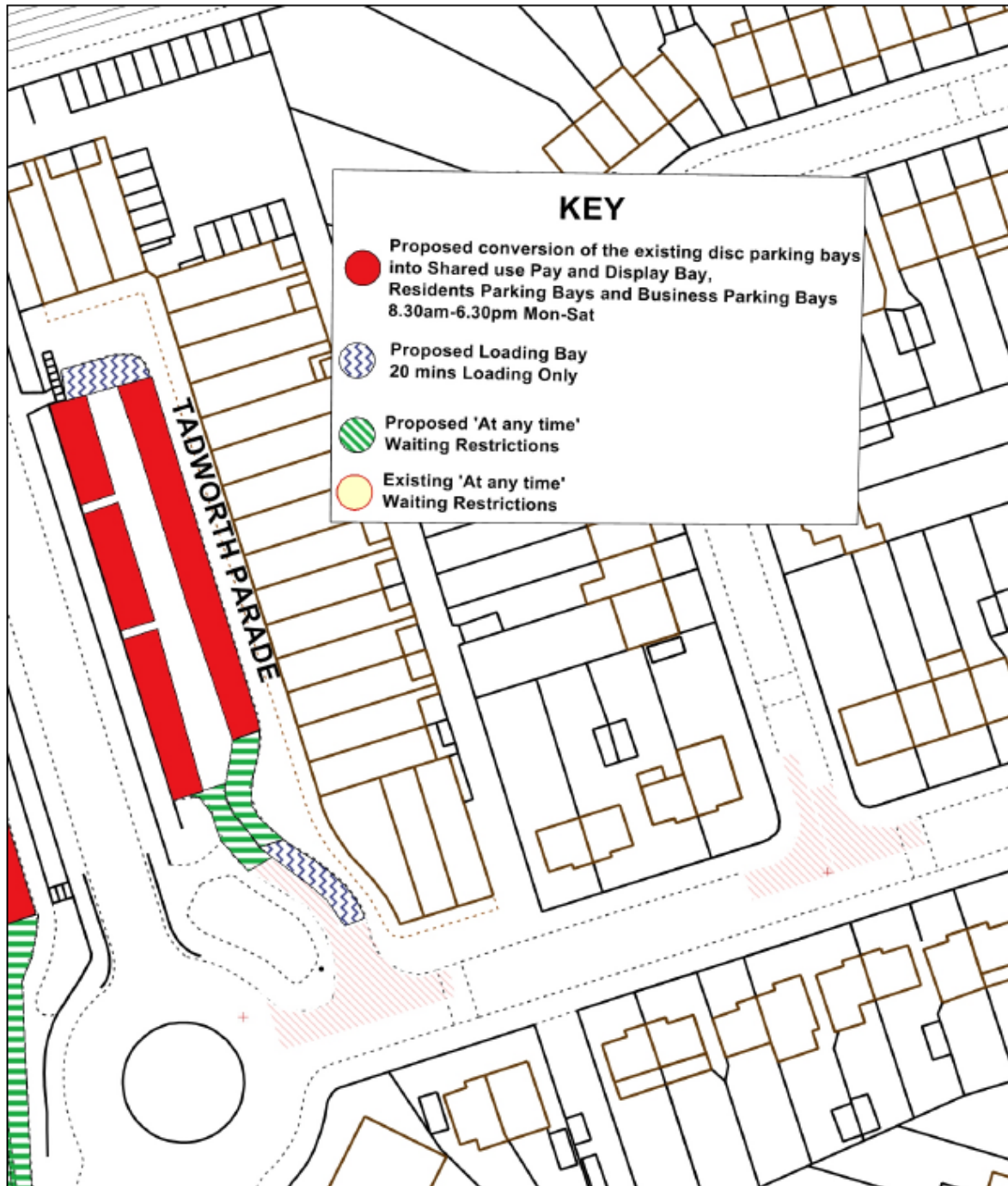
- Proposed conversion of the existing disc parking bays into Shared use Pay and Display Bay, Residents Parking Bays and Business Parking Bays 8.30am-6.30pm Mon-Sat
- Proposed Loading Bay 20 mins Loading Only
- Proposed Disabled Parking Bay
- Proposed Hatched Area
- Proposed 'At any time' Waiting Restrictions

Scale: 1:500
Date: 29 October 2014

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

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Appendix B



Tadworth Parade N
↑

Scale: 1:500
Date: 29 October 2014
0 10 20 30 metres

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Appendix C

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident of Station Parade	Station Parade	The resident is for the proposals, as they would like to park close to where they reside	None
2	Business in Tadworth Parade	Tadworth Parade	The business is in favour of part of the proposals, but feels that their customers who travel in from afar will now need to pay	<p>This is one few remaining areas where Disc parking is operation and the general trend is for Pay and Display provisions to be implemented, as they are considered to be more user friendly.</p> <p>From 6th April 2015 the Council will be giving a 20 minute free parking period.</p>
3	A resident within the area	Station Parade	The resident of the area uses these parades for the local facilities after work to collect items or to drop off/pick up dry cleaning. The resident feels that these provisions will cause businesses to close	<p>This is one few remaining areas where disc parking is operation and the general trend is for Pay and Display provisions to be implemented as they are considered to be more user friendly.</p> <p>From 6th April 2015 the Council will be giving a 20 minute free parking period.</p>
4	Elm Park and Hacton SNT	Tadworth Parade	The Safer neighbourhood team object to the proposals.	<p>If any of the proposals are implemented, Staff will work with the Police to advise of their parking options.</p> <p>The effects of any implemented scheme will be monitored and if it is considered that changes need to be made, the issue will be referred back to this Committee for further consideration.</p>
5	Domino's Pizza	Tadworth Parade	They object to the proposals as there are various members of staff that need to park including delivery vehicles	<p>Only 2 business permits can be issued per business. For the remainder of staff, visitors permits and the Pay and Display facility can be used.</p> <p>From 6th April 2015 the</p>

				<p>Council will be giving a 20 minute free parking period.</p> <p>Motorcycles if used to make deliveries can park free of charge.</p>
6	A resident from the area	Tadworth and Station Parade	They are in favour of the proposals but feel that they should be Monday- Friday with Saturday parking free.	The proposals include Saturday as this is where commuter parking is more likely to take place. With unrestricted parking within the parades commuters can park for free after 10am and use the station.
7	A business from Station Parade	Station Parade	<p>They are not in favour of the residents, loading bay and disabled bay proposals as they feel that it is not appropriate to have a loading bay at the far end of the parade as well as a disabled bay that leads to the stairs.</p> <p>They are also concerned on permit abuse that commuters will be sold permits.</p>	<p>The loading bay that has been proposed serves all businesses at the end of the parade allowing a secure space where are large articulated vehicles can park without causing unnecessary congestion for other motorists.</p> <p>The disabled bays have been located in this area as there is access to the pavements to visit the shops and also the ramp that leads to the Broadway (Station).</p> <p>Having a shared use residents/business/pay and display accommodates all those affected within the area. To just include a Pay and Display scheme would isolate residents and businesses owners who have no other location to park.</p>
8	A business from Tadworth Parade	Tadworth Parade	<p>Objecting to the scheme as it is unfair. These proposals will prevent people coming to Elm Park to use the shops.</p> <p>They also state that it is unfair that they have to buy 2 permits and visitors books, why can't the scheme be like on the Broadway.</p>	<p>Staff would like to highlight that no one has to purchase business/residents/ visitor permits.</p> <p>In The Broadway there is not a permit scheme operational and anyone can purchase a Pay and Display Ticket.</p>

				From 6th April 2015 the Council will be giving a 20 minute free parking period.
9	A business of the parades	Station Parade	They are not in favour of the proposals	None
10	A business of Station Parade	Station Parade	<p>They are not in favour of the proposals as the Elm Park Regeneration group advised the businesses that the business permits would cost the same as the current disc permits.</p> <p>That the business permits are issued 2 per unit.</p> <p>The business owner is also objecting because of the loading bay that will be outside of their shop.</p>	<p>The costs of business permits are agreed by Cabinet and are clearly advertised on our website. Traffic and Parking Control have not advised anyone that the cost of a business permit would be the same as a Disc permits or that 2 permits would be issued per unit not per business. I cannot confirm who provided this business owner this information. We can only assume that this information has been distorted by 3rd parties.</p>
11	Business within Tadworth Parade	Tadworth Parade	The business owner is not happy with the proposals to implement a scheme in this area as they have a large amount of staff that need to park or bring their vehicles to make urgent deliveries, either by car or van. Implementing this proposed scheme will result in the closure of the company.	<p>This is one few remaining areas where Disc parking is operation and the general trend is for Pay and Display provisions to be implemented as they are considered to be more user friendly than the dated Disc scheme.</p> <p>From 6th April 2015 the Council will be giving a 20 minute free parking period.</p>

HIGHWAYS ADVISORY COMMITTEE
12 May 2015

Subject Heading:

TPC326 & TPC505 –Avon Road/Front Lane/Moor Lane/Marlborough Gardens/ Moultrie Way Proposed change of Free parking bay to Pay and Display – comments to advertised proposals

CMT Lead:

Andrew Blake Herbert

Report Author and contact details:

Iain Hardy
Schemes@havering.gov.uk

Policy context:

MTFS Strategy

Financial summary:

**Capital allocation £21,000 and
Minor Parking Schemes budget £2,000**

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

- Havering will be clean and its environment will be cared for [X]
- People will be safe, in their homes and in the community [X]
- Residents will be proud to live in Havering [X]

SUMMARY

This report outlines the responses received to the advertised proposals to change the use of the existing Free Parking Bays located in Avon Road/Front Lane/Moor Lane/Marlborough Gardens/ Moultrie Way, to paid for parking facilities.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that:

- a. the proposals to change the use of the existing free parking facility in Avon Road to paid for parking as shown on the drawing in **Appendix C**, be implemented as advertised;
- b. The proposals to change the existing free parking bay facilities in Front Lane to Paid for Parking as shown on the drawing in **Appendix D**, be implemented as advertised.
- c. the proposals to change the use of the existing free parking bay facilities in Moor Lane to Paid for Parking as shown on the drawing in **Appendix E**, be implemented as advertised;
- d. the proposals to change the use of the existing free parking facilities in Moultrie Way to Paid for Parking as shown on the drawing in **Appendix F**, be implemented as advertised;
- e. the proposals to change the use of the existing free parking facilities in Marlborough Gardens to Paid for Parking as shown on the drawing in **Appendix G**, be implemented as advertised;
- f. Members note that the estimated cost of this scheme in the Cranham area, as set out in this report is £21,000 which can be funded from the capital allocation and the remaining £2,000 will be met from the 2015/16 Minor Parking Schemes budget;
- g. The effect of any agreed proposals be monitored;

REPORT DETAIL

1.0 Background

- 1.1 There are currently free parking bays located in Avon Road/Front Lane/Moor Lane/Marlborough Gardens/ Moultrie Way that serve the local shopping areas.
- 1.2 The Free parking bays in Avon Road/Moultrie Way and Marlborough Gardens are currently in operation Monday to Friday 9am-5pm with a maximum stay period of 90 minutes no return in 1 hour.

- 1.3 The Free parking bays/areas located in Front Lane and Moor Lane have no maximum stay period.
- 1.4 Throughout the borough there is a general trend for the Council to receive requests to change the existing free parking bays to Pay and Display parking bays and limited waiting bays, which are now considered to be more convenient and user friendly for visitors and shoppers.
- 1.5 At its meeting on the 14th May 2013, a request was presented to this Committee to limit the Free parking bays in Front Lane and Moor Lane to a maximum stay period of 90 minutes, to prevent long term parking. These proposals were rejected with the motion to introduce Pay and Display Parking.
- 1.6 This request was presented to the Highways Advisory Committee at its meeting in 14th October 2014, when the Committee agreed in principle to design and consult on such proposals for Avon Road/Moultrie Way and Marlborough Gardens.
- 1.7 The proposals were subsequently designed and publicly advertised. Plans showing the proposals are appended to this report as **Appendices C to G**
- 1.8 On 15th February 2015, 227 residents and business holders who were perceived to be affected by the proposals were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.9 During the consultation period there was a change in policy with regards to Pay and Display parking. Vehicles were to be given a free parking period, as well as there being a change to the tariff prices. With all these changes taking place it was felt that the consultation should be launched detailing these changes.
- 1.10 On the 4th March 2015 the consultation was re-launched and all those residential properties that were originally consulted were sent the new consultation documents. Businesses that were perceived to be affected by the proposals were hand delivered letters by Officers.
- 1.11 By the close of the consultation on the 27th March 2015, there were 26 responses received to the proposals, 27 against, 1 for. Further to this there was 2 petitions received, the first was in the form of 165 signed photocopied letters outlining 4 points of objection to the proposals a copy of the standard letter has been appended to this report as **Appendix B**.
- 1.12 The second was in the form of a petition received from a shop keeper of Moor Lane, containing a letter with a separately attached list of 103 names apparently objecting to the proposals. Due to the date of the accompanying letter, it is suggested that the signatories did not see the letter prior to signing the petition. It is noted that the instigator of the petition wrote under

separate cover outlining the same issues. A summary of all responses can be found attached to this report as **Appendix A**.

2.0 Staff Comment

- 2.1 The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, serving both businesses and local community. It is suggested that these proposals will be equally as successful in this area.
- 2.2 Officers have noted from various site visits that the free parking bays in the Front Lane are in constant use by employees of Network Rail, who are working/ commuting from the station. Implementing Pay and Display facility will deter these employees from parking in these bays freeing them up for customers and visitors to the area.
- 2.3 The shop keeper in Moor Lane, who instigated the petition, main objection is that they need to have a parking space for their van, as they will not be able to unload stock. The shop keeper would be able to use Pay and Display facilities to load/unload for a period of 20 minutes or longer if necessary as long as loading/unloading can be seen. After this period the vehicle would need to be moved or the Pay and Display facilities used as set out on the tariff board that will be located on the machine. It would appear that there are parking facility located to the rear of the shop, which could also be utilised.
- 2.4 Within the document attached with the signatures, there is nothing to suggest that the signatories viewed the content of the attached letter and therefore, may not have been fully aware of the reasons for signing the petition.
- 2.5 The costs of implementing any agreed proposals will be met from a specific addition to the StreetCare capital budget; this budget is aimed at improving accessibility to retail areas, deterring long term commuter parking.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost to install the proposed Pay & Display machine as set out in this report is £21,000, which will be financed from a separate capital allocation.

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £2.000. These costs can be funded from the 2015/16 Minor Parking Schemes budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

The proposals are to change the existing free, time limited parking bays in the Avon Road Area to a Pay & Display parking bays and introduce new Pay & Display parking bays in the Front Lane and Moore Lane area. These proposals were put forward to unify the parking facilities in the area, which were creating problems for the local businesses and their customers in the area due to long term commuter parking.

The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received one response to the consultation in favour of the scheme and 27 responses and two petitions against it.

Some of the objections highlighted in the responses are equality related concerns raised by:

- Residents who are severely disabled and are heavily reliant on their relatives' daily support, and

Small businesses who are concerned that the proposals will have a negative financial impact on them. Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council has a legal duty (the Public Sector Equality Duty) to:

- Eliminate unlawful discrimination
- Advance equality of opportunity, and
- Foster good community relations.

When making a decision officers and Committee members must proactively consider the above duties and look at alternative solutions prior to making the final decision. If after considering the potential/likely equality implications they decided to go ahead with the implementation of the proposals, officers must ensure that the effects of the scheme are effectively monitored and any disproportionate impact on protected groups is addressed.

Where infrastructure is provided or substantially upgraded, e.g. where there is some visual impact from required signing and lining works, reasonable adjustments should be made to reduce temporary disruptions and improve long-term accessibility for individuals and groups with protected characteristics (mainly, but not limited to disabled people, children and young people, older people). This will assist the Council in meeting its duty to consider reasonable adjustments under the Equality Act 2010.

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

BACKGROUND PAPERS

Appendices A – G

Appendix A-Responses

	Respondent	Road	Summary of Comments	Staff Comments
1	A Business	Moor Lane	<p>The Business owner is objecting to the proposals as they feel that they will not be able to run their business as they will not be able to load and unload.</p> <p>They have also stated with the current economy it has effected customer spending and they will not be able to pay every 2/3 hours</p>	<p>Vehicles are permitted to Load/unload within the Pay and Display bays for a period of 20 minutes and longer if required, as long as loading/unloading is seen to be taking place.</p> <p>Once loading unloading has finished the Pay and Display facilities should be used as detailed on the machines or an alternative location should be found.</p>
2	A resident	Moor Lane	<p>The resident is objecting to the proposals as people will be deterred from shopping in the area. They believe a waiting limit would work better.</p>	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p>
3	A Resident and Business owner.	Front Lane	<p>They are objecting to the proposals as the area is a hazard already and implementing a scheme is simply another source of revenue for the Council. They have requested double yellow lines with facility for trade vehicles.</p>	<p>Vehicles are permitted to Load/unload within the Pay and Display bays for a period of 20 minutes and longer if required, as long as loading/unloading is seen to be taking place.</p>
4	A Business	Avon Road	<p>The business owner is objecting to the proposals on the grounds that they are a small struggling business within the parade. They also state that there is not a commuter parking problem and the main use of these stores is to make a quick stop to purchase small items.</p>	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>A free parking period is given to motorists who wish to use the facilities; this will allow them to use the local amenities to purchase/collect without paying the tariff prices.</p>
5	A resident	Avon Road	<p>The resident of the area is objecting to the proposals on the grounds that there are a lot of residents who reside in Avon Court with limited parking and garage space and introducing Pay and Display Parking will reduce their parking further.</p>	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>The restricted period for this scheme is 8.30am-6.30pm Monday-Saturday. This means</p>

				that the bays can be used before or after these times with free parking on a Sunday.
6	A visitor	Avon Road	The visitor to the area is objecting to the proposals on the grounds that they visit their parents daily to deliver food as they are both severely disabled and the implementation of a Pay and Display facility would mean that their dinners could get cold.	<p>A free parking period is given to motorists who wish to use the facilities; this will allow the motorist to park to deliver food etc.</p> <p>Careers who hold a valid Careers permit/ Health and Homecare Permit can park within the bays for free whilst visiting a client.</p>
7	A resident	Avon Road	The resident is not in favour of the proposals on the ground that they are cannot walk and her husband is blind and they have their son deliver food on a daily basis. These proposals would result in their dinner getting cold.	<p>A free parking period is given to motorists who wish to use the facilities; this will allow their son to park to deliver food etc.</p> <p>Careers who hold a valid Careers permit/ Health and Homecare Permit can park within the bays for free whilst visiting a client.</p> <p>A free parking period is given to motorists who wish to use the facilities; this will allow their son to park to deliver food etc.</p>
8	A resident	Avon Road	The resident is objecting on the grounds that the shop trade would be decimated and is a money making scheme	A free parking period is given to motorists who wish to use the facilities; and the limited time period will improve the turnover of parked vehicles.
9	A resident	Marlborough Gardens	The proposals will push the commutes further down Marlborough Gardens where parking is already a problem as the access to their garage is regularly blocked. Yellow lines would be better	<p>The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.</p> <p>If the resident is experiencing problems within motorists parking over the dropped kerb then Parking Enforcement can attend and issue a Penalty Charge Notice to those parked in contravention.</p>
10	A resident	Avon Road	The resident is objecting to the proposals on the grounds that parking for residents is already a problem and introducing these proposals would	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in

			make the situation worse. The resident is asking if barriers could be installed across the drives to Avon Court to prevent vehicles parking.	the local area and managing long term parking. If the resident is experiencing problems within motorists parking over the dropped kerb then Parking Enforcement can attend and issue a Penalty Charge Notice to those parked in contravention.
11	A Resident	Avon Road	The resident is objecting to the proposals on the grounds that introducing Pay and Display would drive customers away from using the local shops and a car park is required	A free parking period is given to motorists who wish to use the local amenities.
12	A resident	Avon Road	The resident is objecting to the proposals on the grounds that residents do not have anywhere to park and that implementing these proposals will devalue their properties. They have stated that they would be in favour of the scheme if a residents permit was provided.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. A free parking period is given to motorists who wish to use the local facilities. The parking tariff for this scheme is 8am-6.30pm Monday-Sat. this means that the bays can be used before or after these times with free parking on a Sunday.
13	A resident	Avon Road	The resident is objecting to the proposals on the grounds that implementing the scheme will displace parking further down the road. The resident currently has problems with vehicles parking across the drive.	If the resident is experiencing problems within motorists parking over the dropped kerb then Parking Enforcement can attend and issue a Penalty Charge Notice to those parked in contravention. With the scheme turning over traffic more quickly, it is expected that the proposals should improve the situation
14	A Business	Avon Road	The business is objecting on the grounds that the bays are frequently used by staff and 3 hours is not always a viable time period.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking.
15	A resident	Avon Road	The resident is stating that there is not a problem with commuter parking and that the local residents, local shops and the health centre use	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in

			these bays appropriately.	the local area and managing long term parking.
16	A resident	Avon Road	The resident is objecting to the proposals on the grounds that there is not a parking problem and that when they purchased the property they assumed that they would be able to park close to their property.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. Parking bays on the highway work on a first come, first serve basis. Residents and Businesses should not expect to have parking facilities close to their property.
17	A resident	Avon Road	Not in favour of the proposals	NA
18	A business manager	Avon Road, Marlborough Gardens and Moultrie Way	The business is not in favour of the proposals on the grounds that there is very limited parking for their staff and patients. It will also have an effect on those patients who are collecting prescriptions or letters	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. A free parking period is given to motorists who wish to use the local facilities.
19	A visitor	Avon Road	They are against the proposals as the scheme will have an impact on those visiting to collect a paper of milk. This will also have an impact on the businesses.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. A free parking period is given to motorists who wish to use the local facilities to collect a paper or milk.
20	A resident	Avon Road	They are objecting on the grounds that if the council start to charge for parking it will cause an inconvenience who need to park for only a few minutes.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. A free parking period is given to motorists who wish to use the local facilities to collect a paper or milk.

21	A business	Avon Road	They are objecting to the proposals as the trade of the shops will decrease. When customers are collecting food or customers waiting to collect food then no one will be park	A free parking period is given to motorists who wish to use the local facilities to collect a paper or milk.
22	A resident	All Cranham locations	They are obstructing to the proposals on the grounds that it would kill of the local business. The only parking problem is from the station staff that are using the bays and that TFL provide their staff parking.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. Introducing these parking provisions will prevent long term parking from the station staff.
23	A visitor	All Cranham locations	The visitor strongly disagrees to the proposals as is will reduce trade within the shops. They see this as only a money making scheme. They are also unhappy that the free parking provisions in Moor Lane are being considered for removal. The only problem within the area is the parking of the rail staff and not from commuter	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. Introducing these parking provisions will prevent long term parking from the station staff.
24	A Visitor	Avon Road	The implementation of the scheme will reduce the trade to the shops and increase the parking problems in the area. They are also unhappy that the free parking provisions in Moor Lane are being considered for removal. The only problem within the area is the parking of the rail staff and not from commuter	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. Introducing these parking provisions will prevent long term parking from the station staff.
25	A business	Avon Road	A doctor of the practice is not happy with the proposals as it would greatly inconveniences patients as their car park only has 10-12 bays. It also causes a problem for staff who work 10 hour shifts and it would be unfair if they pay.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. A free parking period is given to motorists who wish to use the local facilities to collect prescriptions etc.
26	A resident	Moor Lane	The resident is objecting to the proposals on the ground that no provisions have been put in place for the residents at the start of Moor Lane and sees this as a money	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing

			making scheme.	long term parking.
27	A resident	Marlborough Gardens and Avon Road	They are in favour of the proposals however, with the addition of residents permits for the strip of road outside the community centre.	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. There are currently no plans to introduce residents parking within the area.
28	A resident	Moultrie Way/Avon Road and Marlborough Gardens	The resident is in favour of the proposals how they believe that the restrictions times and days are too much and need to be reduced. The restrictions should be Monday-Friday and the times 8.30am-3.30pm	The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term parking. If the day and times of the restrictions was to be lesser than what was proposed we would still experience long term parking within the area.

Avon Road Area Review-Staff Comments to signed letter.

- 1) From either a shop keeper or resident within the parade of shops covered by this review, it is beyond my comprehension that in these days of harsh economic times for small shops, who are in constant competition with the large out of town superstores, who are able to offer free parking and that it would even be considered to have these charges.

Staff Comments:

The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, serving both businesses and local community. It is suggested that these proposals will be equally as successful in this area, now with the 30 minute free parking period

- 2) This area categorically does not have any parking issue for residents, employees or customers. There is always a rapid turnover of parking spaces and as a retailer this is what attracts customers to the parade, as they able to park for a few minutes to make an express purchase or for a longer period if they wish.

Staff Comments:

Currently within the review area there is long term parking taking place, either by the business owners or by network rail staff. Introducing Pay and Display parking will serve both the businesses and the community by deterring long term parking and allowing a turnover of customer/visitors to the area.

A free parking period will be given to motorists who wish to use the facilities to make an express to purchase/collect without paying the tariff prices.

- 3) This area does not suffer from those rail commuters that leave their cars here all day for free and walk to the station

Staff Comments:

From site visits, complaints and even from the comments received from the consultation there has been an increase of Network Rail employees using the free parking provisions, whilst they are working. Implementing a scheme such as Pay and Display Parking will eliminate this long term parking problem that are taking place in the area and will provide more available parking space to attract passing trade.

- 4) When the review of parking restrictions were undertaken in early 2011, which saw the introduction of 90 minute maximum parking bays, we were categorically assured by the representatives of the council, that 'pay parking' would never be introduced at the Avon Road shops.

Staff Comments:

Unfortunately, representatives of the council who are not able to make promises such as this as future administrations and circumstances may have an overbearing effect on the situation in the future.

Moor lane- Staff Comments to petition.

The business owner in Moor Lane has submitted a petition on the basis that they need a parking space for their vehicle as they need to have it in close proximity so that they can carry out loading/unloading of stock from the shop.

The shop owner has stated in his letter that their customers are not happy with the proposals as they are local residents using the facilities and charging for parking will mean that the business loses trade.

The shop keeper has stated in the letter they would compromise with the Council if a space was provided for their vehicle.

Staff Comments

The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, serving both businesses and local community. It is suggested that these proposals will be equally as successful in this area.

The main objection to the proposals is that the shop keeper needs to have a parking space for their van, as they will not be able to unload stock. The shop keeper would be able to use Pay and Display facilities to load/unload for a period of 20 minutes or longer if necessary as long as loading/unloading can be seen. After this period the vehicle would need to be moved or the Pay and Display facilities used as set out on the tariff board that will be located on the machine. The shop keeper can also load/unload on Single Yellow Lines and Double Yellow Lines.

It is not the responsibility of the Local Authority to provide designated parking bays to local businesses/residents.

With regards to the signed petition that was attached to the letter, there is nothing to suggest that the signatories viewed the content of the attached letter dated after the last signatory was added and therefore, may not have been fully aware of

the reasons for signing the petition.

Appendix B

London Borough of Havering
Traffic & Planning Control
Schemes
Town Hall
Main Road
Romford RM1 3BB.

18th February 2015

Attn : Sarah Rogers (Engineering Technician)

Dear Ms Rogers

Ref : Avon Road Area Review – proposed change of the existing free parking bays to paid for parking

I am writing to you with regard to the above listed planning application and wish to lodge my objection on the following four point's :

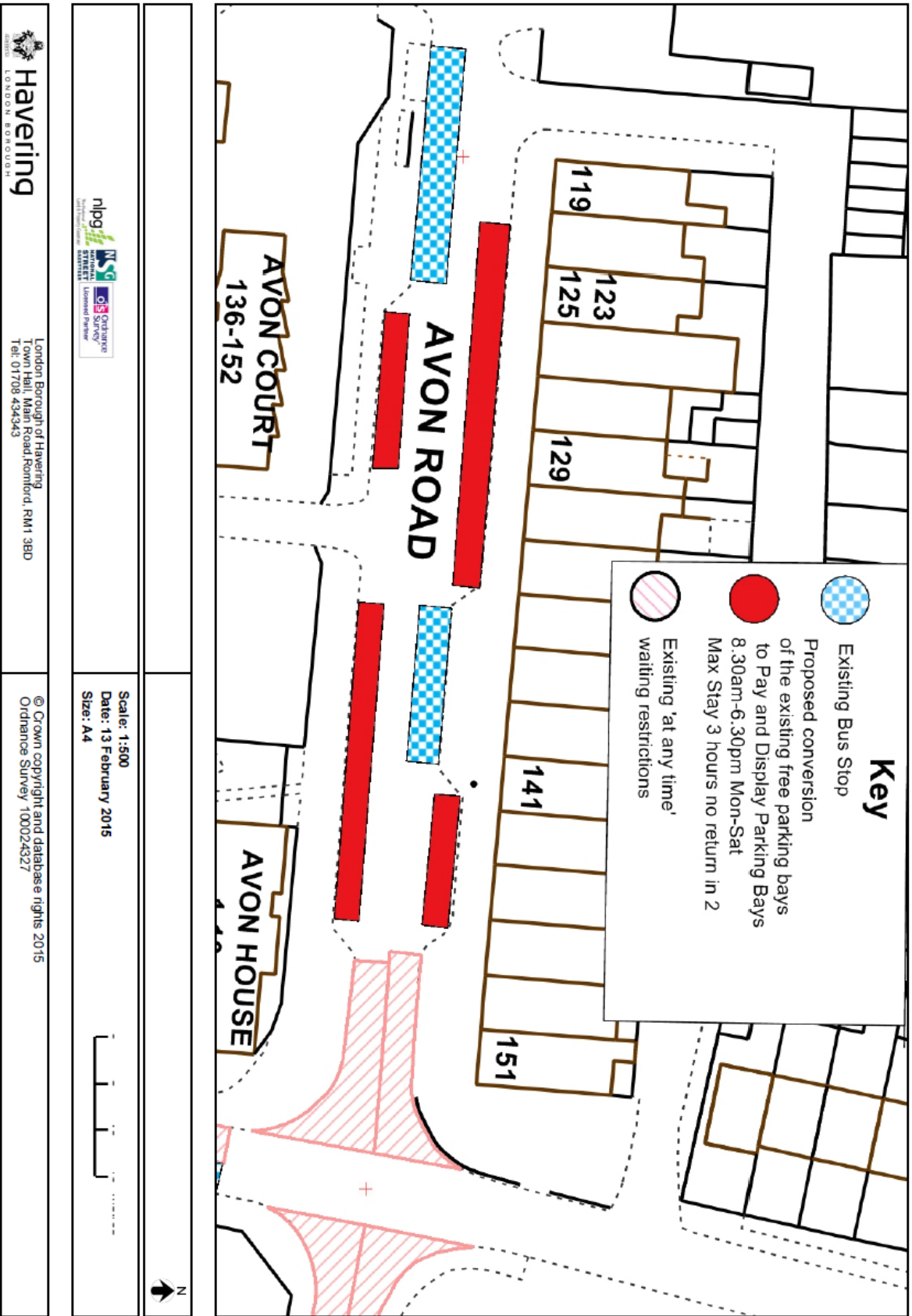
- 1). As either a shopkeeper or resident within the parade of shops covered by this review, it is beyond my comprehension that in these days of harsh economic times for small shops, who are in constant competition with the large out of town superstores, who are able to offer free parking, that it would even be considered to bring in these charges.
- 2). This area categorically does not have a parking issue with or for residents parking or with employee and customer parking. There is always a rapid turnover of parking spaces and as a retailer this is what attracts customers to the parade as they are able to park for either a few minutes to make an express purchase or for a longer period if they wish, for example, to enjoy a lunch or perhaps to attend a hair appointment.
- 3). This area does not suffer from those rail commuters that leave their cars here all day for free and walk to the station – this is evident by the ever changing vehicles seen all day long outside the shops.
- 4). Finally, **and the point that needs to be highlighted above all others**, is that when the review of parking restrictions were undertaken in early 2011, which saw the introduction of 90 minute maximum parking bays, we were categorically assured by the representatives of the council, that 'pay parking' would never be introduced at the Avon Road shops. Why are you considering renegeing on this promise ?

I am aware that recently, neighbouring shopping areas are experiencing temporary parking problems, with the rail works currently being undertaken but this has no impact on the Avon Road parking bays and it seems somewhat ridiculous to include this area whilst trying to solve that problem as, in my opinion, you will only be creating a new problem in this area.

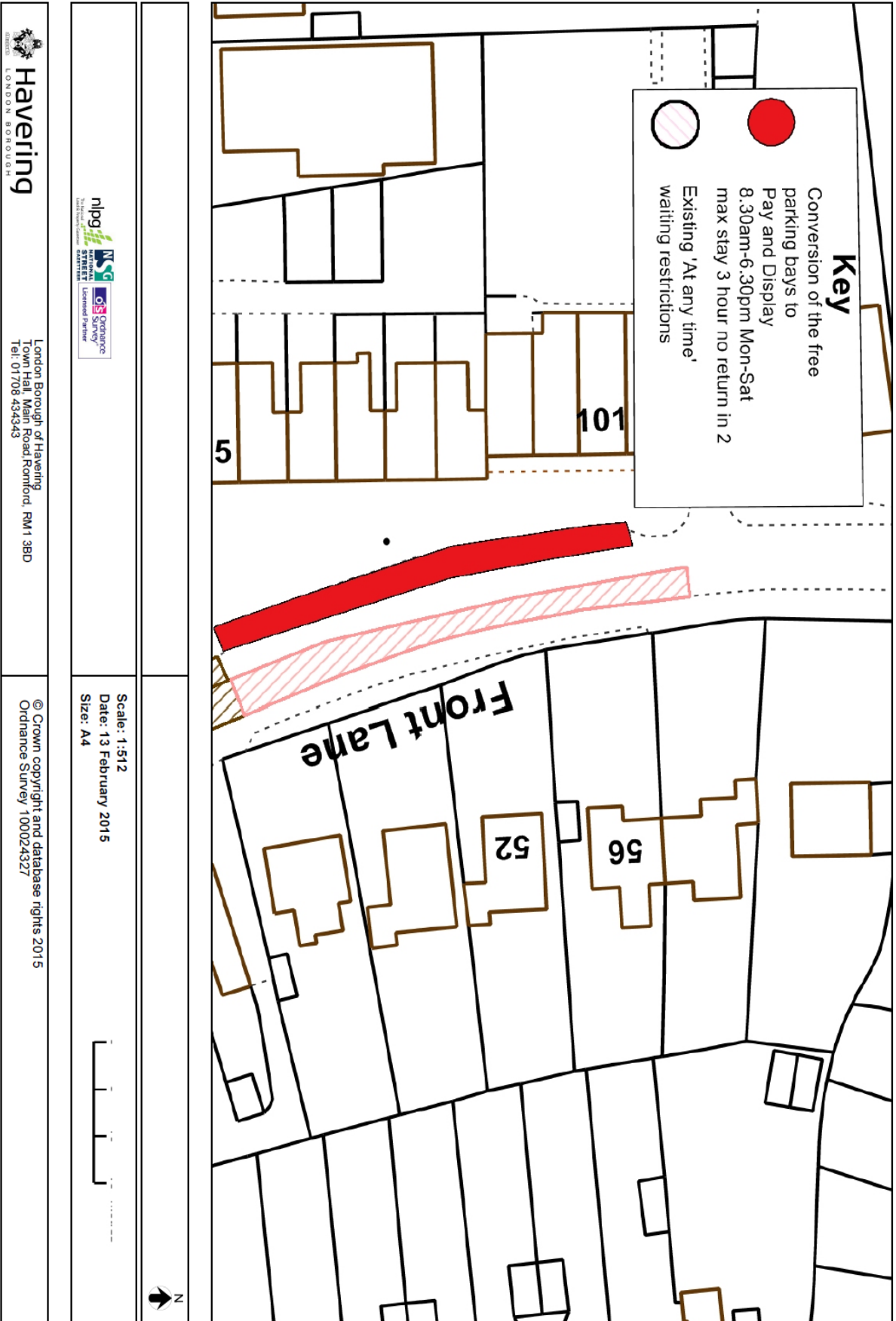
Whilst there is apparently a government push on helping the small shops, the Prime Minister even involving the likes of Mary Portas, it seems utterly preposterous to consider implementing a system that will damage current sales levels and indeed hamper the future potential of all those businesses affected by this unnecessary proposal.

I close in asking that the above objections be given serious consideration when you are next reviewing this application.

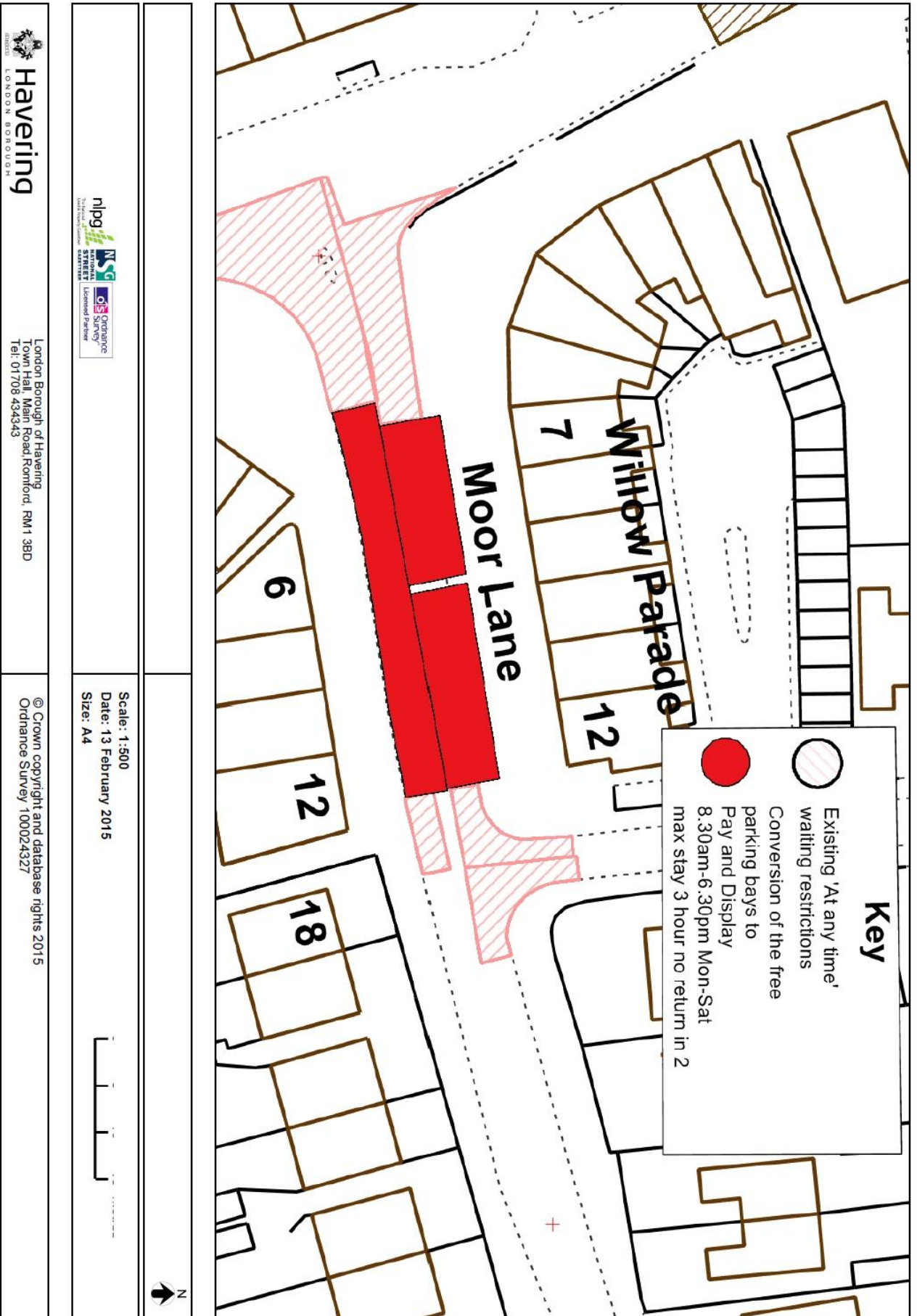
Appendix C



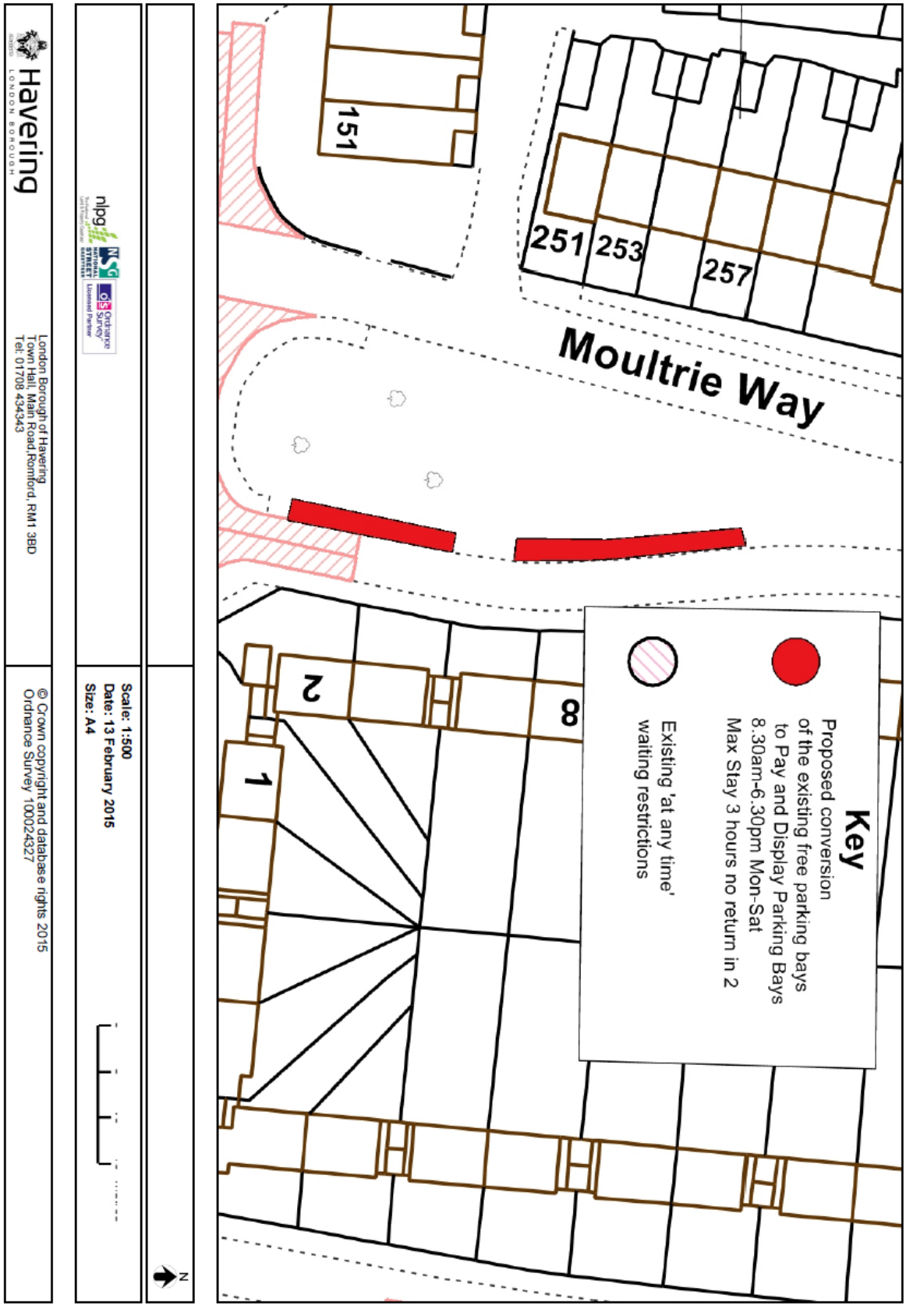
Appendix D



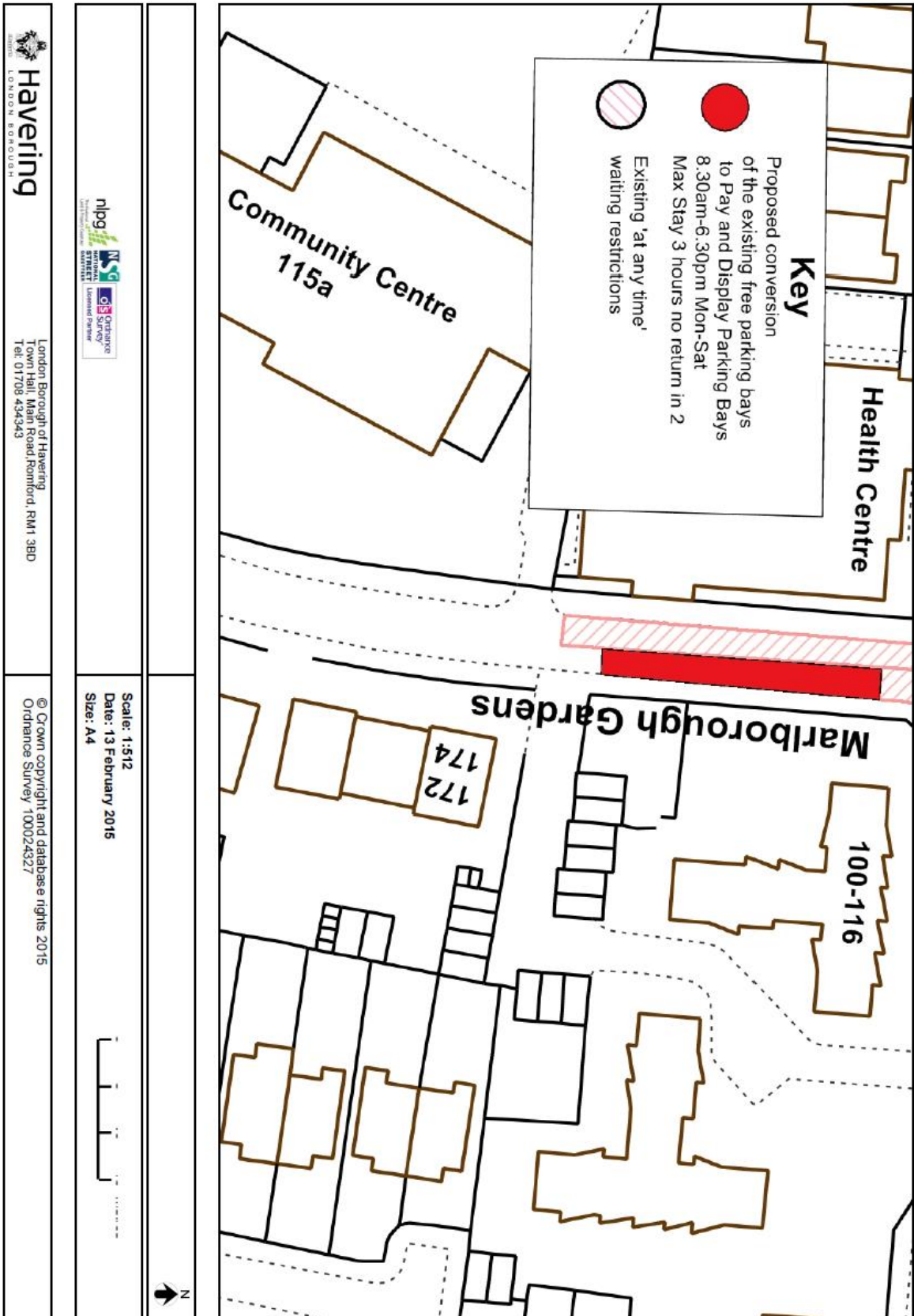
Appendix E



Appendix F



Appendix G



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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
May 2015**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013) (where applicable)**

Financial summary:

**The estimated cost of requests,
together with information on funding is
set out in the schedule to this report.**

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

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

This report presents applications for new highway schemes for which the Committee will make recommendations to the Head of StreetCare to either progress or the Committee will reject.

RECOMMENDATIONS

1. That the Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the highway schemes applications set out the attached Schedule, Section A – Scheme Proposals with Funding in Place.
2. That the Committee considers the Head of StreetCare should not proceed further with the highway schemes applications set out in the attached Schedule, Section B - Scheme proposals without funding available.
3. That the Committee notes the contents of the Schedule, Section C – Scheme proposals on hold for future discussion.
4. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Environment if a recommendation for implementation is made.
5. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source. In the case of Section B - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all highway scheme requests; so that a decision will be made on whether the scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 The bulk of the highways scheme programme is funded through the Transport for London Local Implementation Plan and these are agreed in principle through an Executive decision in the preceding financial year. A full

report is made to the Highways Advisory Committee on conclusion of the public consultation stage of these schemes.

- 1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.
- 1.4 Where any scheme is to be progressed, then the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee which will make recommendations to the Cabinet Member for Environment. Where a scheme is not to be progressed, then the Head of StreetCare will not undertake further work.
- 1.5 In order to manage this workload, a schedule has been prepared to deal with applications for new schemes and is split as follows;
 - (i) Section A - Scheme Proposals with Funding in Place. These are projects which are fully funded and it is recommended that the Head of StreetCare proceeds with detailed design and consultation.
 - (ii) Section B - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held in Section C for future discussion should funding become available in the future.
 - (iii) Section C - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee decision.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

Many aspects of highway schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Where a scheme is selected to proceed, then such advertisement would take place and then be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment.

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

Decisions need to be made which are in accordance with equalities considerations, the details of which will be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment.

BACKGROUND PAPERS

None.

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

Highways Advisory Comm
12th May 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals with funding in place							
None to report this month							
SECTION B - Highway scheme proposals without funding available							
None to report this month							
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)							
H2	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
H3	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

ways Advisory Comm
12th May 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
H4 Page 178	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
H5	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

Highways Advisory Comm
12th May 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
H6 Page 179	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
H7	Dagnam Park Drive, near Brookside School		In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	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

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HIGHWAYS ADVISORY COMMITTEE

12 May 2015

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS**

Report Author and contact details:

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Unit Engineer (Schemes, Challenges
and Road Safety Education & Training)
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The subject matter of this report deals with the following Council Objectives

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report presents applications for on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for Environment who will then recommend a course of action to the Head of StreetCare to either progress, reject or hold pending further review.

RECOMMENDATIONS

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;
 - (a) Recommends that the Cabinet Member for Environment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
 - (b) Recommends that the Cabinet Member for Environment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion.
3. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Environment should recommendation for implementation is made and accepted by the Cabinet Member for Environment.
4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all on-street minor traffic and parking scheme requests. The Committee advises whether a scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Approved Schemes are generally funded through a revenue budget (A24650). Other sources may be available from time to time and the Committee will be advised if an alternative source of funding is potentially available and the mechanism for releasing such funding.
- 1.3 Where the Committee recommends to the Cabinet Member for Environment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Environment the Head of StreetCare will proceed

with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee, which will make recommendations to the Cabinet Member for Environment.

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

None.

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

**Highways Advisory Committee
May 2015**

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
SECTION A - Minor Traffic and Parking Scheme Requests						
TPC701	Squirrels Heath	The request is to extend the Controlled Parking Zone in Squirrels Heath Road, between the end of the Zone and the A127, so all properties in this area can have permits for the Zone	No	LBH Revenue	Officer	Emerson Park
TPC702	Camborne Avenue	A request to install single yellow lines in Camborne Avenue from the junction of Gooshays Drive to Camborne Way on the even side of the road	No	LBH Revenue	Councillor	Harold Wood
TPC703	Springfield Gardens	A request to extend the Controlled Parking Zone in Springfield Gardens to the junction with Argyle Gardens	No	LBH Revenue	Councillor	Upminster
TPC704	Diban Avenue	To covert the existing waiting restrictions out side the Childrens Centre in Diban Avenue and replace with School Keep Clear Markings operational Mon-Fri 8am to 5pm.	No	LBH Revenue	Resident/Streetcar e	Elm Park

TPC705	Court Gardens	Request to include numbers 1 to 10 into the newly agreed resident permit scheme in Court Avenue.	No	LBH Revenue	Resident	Harold Wood
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues						