



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
9 June 2015**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

Jason Frost (Chairman)
Frederick Thompson
John Crowder
Dilip Patel
Carol Smith

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents'(2)**

Linda Hawthorn
Darren Wise
(Vice Chairman)

**UKIP
(1)**

John Glanville

**Independent
Residents'
(1)**

David Durant

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

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

Reporting means:-

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

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

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

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 16)

To approve as a correct record the minutes of the meeting of the Committee held on 12 May 2015, and to authorise the Chairman to sign them.

5 PROPOSED TOUCAN CROSSING AND ASSOCIATED WORKS - WATERLOO ROAD (Pages 17 - 46)

6 TAXI RANK REVIEW (Pages 47 - 76)

7 BUS STOP ACCESSIBILITY - WENNINGTON ROAD (Pages 77 - 92)

8 BUS STOP ACCESSIBILITY - TEES DRIVE (Pages 93 - 114)

- 9 **BUS STOP ACCESSIBILITY - UPMINSTER ROAD NORTH AND LOOP** (Pages 115 - 152)
- 10 **BUS STOP ACCESSIBILITY - ST MARYS LANE** (Pages 153 - 172)
- 11 **BUS STOP ACCESSIBILITY - COLLIER ROW LANE** (Pages 173 - 196)
- 12 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 197 - 204)

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

13 **URGENT BUSINESS**

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

Andrew Beesley
Committee Administration Manager

Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
12 May 2015 (7.00 - 8.30 pm)**

Present:

COUNCILLORS

| | |
|---------------------------------------|--|
| Conservative Group | Frederick Thompson, John Crowder, Dilip Patel, Carol Smith and +Philippa Crowder |
| Residents' Group | Barry Mugglestone and John Mylod |
| East Havering Residents' Group | Brian Eagling and Linda Hawthorn |
| UKIP | Ian de Wulverton (Chairman) |
| Independent Residents Group | David Durant |

Apologies were received for the absence of Councillor Ray Best .

+Substitute member: Councillor Philippa Crowder (for Ray Best).

Also present for part of the meeting were Councillors Clarence Barrett and Ron Ower.

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

2 members of the public were present.

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

98 MINUTES

The minutes of the meeting held on 14 April 2015 were agreed as a correct record and signed by the Chairman.

99 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 526
GILBERT ROAD**

The Committee considered a report that set out the responses to the advertised proposals to change the existing meter parking bays to Pay & Display parking bays in Gilbert Road.

The report detailed that at the close of public consultation on 9 January 2015, two responses were received to the proposals. One response was in favour and one was against the proposed scheme.

The report informed the committee that the installation of Pay & Display in Gilbert Road would see an improvement of the parking infrastructure and reduction of street furniture. The existing meters would be reused elsewhere.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against the scheme. The speaker informed the committee that he lived at number 5 Gilbert Road and that the proposed parking bay would hinder his ability to enter and leave his driveway. The speaker raised concerns over line of sight and the use of the proposed parking spaces by taxi drivers.

During a brief debate, Members received clarification of the exact location of 5 Gilbert Close and the proposed parking bays. Officers confirmed that the proposed bays would not be in the vicinity of 5 Gilbert Close. The Committee received clarification that the number of parking bays would remain the same with the introduction of new machines including updated technology and greater efficiencies for revenue collection that include telephone payment.

The Committee **RESOLVED**:

1. To recommend 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 the estimated cost of Pay & Display parking in Gilbert Road as set out in the report was £4,000 and would be funded from the capital

100 **TPC326 & TPC505 - AVON ROAD/FRONT LANE/MOOR LANE/MARLBOROUGH GARDENS/MOULTRIE WAY. PROPOSED CHANGE OF FREE PARKING BAY TO PAY & DISPLAY**

The report before Members detailed the outcome 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.

The report detailed that throughout the borough there was 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 were now considered to be more convenient and user friendly for visitors and shoppers.

A public consultation was carried out from 15 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.

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 decided that the consultation should be launched detailing these changes.

The re-launched consultation was carried out from 4 March 2015. By the close of the consultation on 27 March 2015, there were twenty-eight responses received to the proposals, 27 against and one for. A further two petitions were received, one was in the form of 165 signed photocopied letters outlining four points of objection to the proposals.

With its agreement Councillor Clarence Barrett addressed the Committee.

Councillor Barrett stated that the current arrangement that afforded car users 90 minutes free parking worked well. Councillor Barrett stated that the report was deficient in information. He questioned the cost of four new machines at £5000 each and challenged the estimated income figures, stating that this was not value for money. Councillor Barrett stated that the scheme, if implemented, would result in the vehicles using the unrestricted parking in Moultrie Way. Councillor Barrett was also of the view that the cashless phone machine proposed for Marlborough Gardens that required an account to be set-up would only penalise the large elderly population.

During a brief debate, a Member stated that the scheme was a pointless and expensive exercise. Another member questioned whether the new machines would ever re-coup the investment. Another member felt the proposed scheme would have a detrimental effect on the shops in the area.

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 change free parking bays to Pay & display parking bays in Avon Road/Front Lane/Moor Lane/Marlborough Gardens/Moultrie Way be recommended to the Cabinet Member for Environment to be Rejected.

The vote for the proposal to reject was carried by ten votes in favour with one against. Councillor Wulverton voted against the proposal.

101 **BUS STOP ACCESSIBILITY - NOAK HILL ROAD**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Noak Hill Road set out in the report and shown on the following drawings (contained within Appendix I) be 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) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

102 **BUS STOP ACCESSIBILITY - LOWER BEDFORD ROAD**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Lower Bedfords Road set out in the report and shown on the following drawing (contained within Appendix I) be implemented
 - QN008-OF-A231 & A232-A
2. That it be noted that the estimated cost of £8,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

103 **BUS STOP ACCESSIBILITY - HAVERING ROAD**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Havering Road set out in the 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.

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

104 **BUS STOP ACCESSIBILITY - LODGE LANE**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Lodge Lane set out in the report and shown on the following drawings (contained within Appendix I) be 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) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

105 **BUS STOP ACCESSIBILITY - ORANGE TREE HILL**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Orange Tree Hill set out in the 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) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

106 **FAIRHOLME AVENUE - TPC622 PROPOSED 'AT ANY TIME' 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 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 the report
 - b. That the effect of the scheme be monitored.
2. That the cost of the scheme would be funded from the 2015/16 Minor Parking Schemes budget.

107 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 529 ALBERT ROAD**

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) Proposed Pay and Display parking bays in Albert Road as shown on the drawing in Appendix 1 of the report
 - (b) that the effect of the scheme be monitored.
2. That the estimated cost of Pay & Display parking in Albert Road as set out in the report was £4,000 and would be funded from the Streetcare capital budget.

108 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 530 CRAIGDALE ROAD**

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) Proposed Pay and Display parking bays in Craigdale Road as shown on the drawing in Appendix 1 of the report
 - (b) that the effect of the scheme be monitored.
2. That the estimated cost of Pay & Display parking in Craigdale Road as set out in the report was £4,000 and would be funded from the Streetcare Capital Budget.

109 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 531
MARKS ROAD**

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) to change existing meter parking bays to Pay and Display parking bays in Marks Road (Romford) as shown on the 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 the report was £4,000 and would be funded from the capital allocation;

110 **PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 533
LINDEN STREET**

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) to change existing meter parking bays to Pay and Display parking bays in Linden Street as shown on the drawing in Appendix 1 of the report
 - (b) that the effect of the scheme be monitored.
2. That the estimated cost of Pay & Display parking in Linden Street as set out in the report was £4,000 and would be funded from the Streetcare capital budget;

111 PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 532 OLIVE STREET

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) 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 the report
 - (b) that the effect of the scheme be monitored.
2. That the estimated cost of Pay & Display parking in Olive Street as set out in the report was £4,000 and would be funded from the Streetcare capital budget.

112 PROPOSED PAY & DISPLAY PARKING PROVISIONS - TPC 528 DOUGLAS ROAD

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) to change existing disc parking bays to Pay and Display parking bays in Douglas Road as shown on the drawing in Appendix 1 of the report:
 - (b) that the effect of the scheme be monitored.
2. That the estimated cost of Pay & Display parking in Douglas Road as set out in the report was £4,000 and would be funded from the capital allocation.

113 TPC426 - TADWORTH AND STATION PARADE, PROPOSED CHANGE OF DISC PARKING TO PAY & DISPLAY

At its last meeting the Committee decided to defer a decision on the proposal in order to enable officers to provide further clarification on issues relating to the entitlement of parking permits.

The Committee received confirmation that where businesses share a premises each business would receive a separate allocation of business and visitor permits. A Member also requested that officers reconsider the location of the proposed disabled parking bay. The committee received

confirmation that the relocation of the disabled bay could be considered under the delegated authority of the Head of Service.

Following this clarification, the Committee **RESOLVED:**

1. To 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 for 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. That the estimated cost of this scheme in Station Parade and Tadworth Parade as set out in the report was £14,000, which would be funded from the capital allocation and the remaining £2,500 would be met from the 2014/15 Minor Parking Schemes budget.

114 **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.

115 **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.

Chairman

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

| Item Ref | Location | Ward | Description | Officer Advice |
|--|---|---------------|---|----------------|
| 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. | Noted |
| 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 |

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

| Item Ref | Location | Ward | Description | Officer Advice |
|--------------|--|-----------------------------------|--|----------------|
| H4 Page 2 | 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 | Officer Advice |
|---------------|--|-----------|--|----------------|
| H6 Page 33 | 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 | | | |
| 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 | Agreed |
| 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 | Agreed |
| TPC703 | Springfield Gardens | A request to extend the Controlled Parking Zone in Springfield Gardens to the junction with Argyle Gardens | Agreed |
| 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. | Agreed |

| | | | |
|--------|---------------|--|--------|
| TPC705 | Court Gardens | Request to include numbers 1 to 10 into the newly agreed resident permit scheme in Court Avenue. | Agreed |
|--------|---------------|--|--------|

HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

**PROPOSED TOUCAN CROSSING
AND ASSOCIATED WORKS
Waterloo 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 £150,000 for
implementation will be met by the S106
Contribution for Highway Works linked
to P1638.09.**

**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 a Toucan crossing on Waterloo Road, approximately 52 metres north of Union Road, together with associated works and seeks a recommendation that the proposals be implemented.

The scheme is within **Brooklands** and **Romford Town** wards.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the Toucan crossing on Waterloo Road, approximately 52 metres North of Union Road, together with associated works as set out in this report and shown on the following drawing (contained within Appendix I) is implemented;
 - QM064/100/PC/0
2. That it be noted that land outside of the Council's control is required in order for the scheme to be constructed and that land will need to be acquired by the Council for highway purposes or similarly dedicated by the respective owners.
3. That it be noted that the estimated cost of £150,000 for implementation will be met by the S106 Contribution for Highway Works linked to P1638.09.

REPORT DETAIL

1.0 Background

- 1.1 There is a substantial amount of development work in the area to the south-west of the Romford Ring Road and more specifically, residential development in the area to the south of the Shenfield to Liverpool Street railway and west of Waterloo Road.
- 1.2 Current walking and cycling routes between the development areas and Romford Town Centre are constrained by the railway and Waterloo Road (which forms part of the Romford Ring Road). Crossing Waterloo Road is a

significant barrier for people wishing to access the Town Centre from this area and the Council regularly receives complaints about people walking in the carriageway of Waterloo Road to access Exchange Street or from residents in the new dwellings concerned about poor pedestrian access to the Town Centre. Drawing QL040/06/101 shows current land use and development sites in the area.

1.3 The current network of pedestrian routes generally follow the road network, with the following pedestrian crossings and other key infrastructure;

- A 3-arm subway at the Waterloo Road/ Oldchurch Road roundabout which connects the eastern and western sides of Waterloo Road,
- A staggered-pelican crossing at Rom Valley Way, 75m south of the Waterloo Road/ Oldchurch Road roundabout,
- A pedestrian stages across Oldchurch Road and Oldchurch Rise (the junction being signalised),
- A pedestrian tunnel (public highway) on the eastern side of Waterloo Road through the railway embankment, connecting with Exchange Street,
- A staggered toucan crossing at Waterloo Road, just north of the junction with Exchange Street,
- A pedestrian tunnel through the railway embankment between Nursery Walk and Cotleigh Road which is privately owned by Network Rail,
- Segregated cycle track/ footway on western side of Waterloo Road between Oldchurch Road and Union Road.

1.4 Drawing QL040/06/102 shows the current available pedestrian routes. With locations such as Union Road, access to the town centre by foot requires travel away from the desire line to cross Waterloo Road using the subway at the Waterloo Road/ Oldchurch Road subway and then north on the eastern side of Waterloo Road. This is a total distance of 350m if measured from the junction of Union Road and Waterloo Road, equating to a 4.5 minute walk (longer for people who may have reduced mobility).

1.5 This may be compared with the route distance if there were to be a crossing over Waterloo Road to connect Union Road to Romford Station via Exchange Street and The Battis. This route is 510m long and would take 6.5 minutes to walk. In other words, a crossing at Waterloo Road would reduce the current walk from Union Road to Romford Station from 11 minutes to 6.5 minutes. Drawing QL040/06/103 shows the potential catchment of 800 metres (10 minute walk) around Romford Station which a crossing would provide.

1.6 Under the S106 Agreement (Town & County Planning Act 1990) for part of the redevelopment of the former Oldchurch Hospital Site granted consent under P1638.09, a "Highways Contribution" sum of £200,000 was provided for a surface level crossing of Waterloo Road, recognising that pedestrian access to Romford Town Centre required improvement.

- 1.7 Staff have undertaken a feasibility study to provide a surface level signalised crossing on Waterloo Road between Union Road and the railway as this would be on the direct desire line for the Town Centre. Because of the segregated cycle track/ footway on the western side of Waterloo Road (from Oldchurch Road to Union Road), Staff have considered extending this provision and included it in the feasibility.
- 1.8 The footway on the eastern side of Waterloo Road is generally 2.2 metres in width, although this is reduced by 0.5 metres because of pedestrian guardrail between the railway and 103 Waterloo Road and so is unsuitable for use by people riding bicycles sharing with those walking. The area of footway immediately in front of the Havering Islamic Cultural Centre (91 Waterloo Road) is 3.8 metres (less 0.5 m because of pedestrian guardrail) and therefore gives the only reasonable place for the crossing if it is to be used by people riding bicycles.
- 1.9 Drawing QM064/100/PC/0 shows a general arrangement. The existing segregated cycle track/ footway would be extended north of Union Road by approximately 52 metres, including crossing Union Road on a speed table (type of road hump) placed around 10 metres back from its junction with Waterloo Road. There is an option for a footway link to connect the crossing to the newly constructed Crossrail Rail Operations Centre (ROC) which is to the west of Waterloo Road and south of the railway. A 4 metre wide, single stage, Toucan crossing would be placed over Waterloo Road which would have a similar layout to the one immediately north of the railway at the junction with Exchange Street. A Toucan crossing is available for use by both people walking and riding bicycles.
- 1.10 The method of control for the crossing would include vehicle detection on Waterloo Road and a link to the signals controlling the junction of Waterloo Road and Exchange Street to ensure coordination. The final arrangement is subject to detailed design as the work needs to have regard to changes to the Brewery bus station area which received planning consent under P1120.14. It is likely that all of the traffic signals in the area will be placed on the Transport for London SCOOT (Split Cycle Offset Optimisation Technique) system which allows signal coordination at both a local and regional level.
- 1.11 On the western side of Waterloo Road, the scheme would require the acquisition of land from the Barking, Havering & Redbridge University Hospitals NHS Trust (which operates Queen's Hospital) and Network Rail. The Trust supports the scheme, although Network Rail has proved difficult to engage with and discussions remain on-going. In the event that the Council fails to reach agreement with Network Rail, the crossing width would be reduced slightly and the potential access to the ROC would not be provided.
- 1.12 The footway on the eastern side of Waterloo Road from the Cultural Centre to Exchange Street (via the tunnel) would become a shared-use cycle track/

footway and connect with the existing shared-use cycle track/ footway which runs along the southern side of Exchange Street.

- 1.13 Waterloo Road carries around 31,000 vehicles per day during the week (both directions added) and 28,000 vehicles per day at weekends (over 24 hours). Peak use is around 2,000 vehicles per hour (both directions added). The weekday peak times tend to be in the morning and afternoon “rush hours”. The weekend peak tends to be early afternoon. The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Waterloo Road is 37mph northbound and 36mph southbound. The average speed is 30mph in both directions and this demonstrates a high level of non-compliance with the 30mph speed limit. The design of the crossing would include speed detection in advance of the crossing location.
- 1.14 Staff have reviewed casualties along Waterloo Road. In the 4 years to December 2014 and between the Oldchurch Road Roundabout and the railway, 5 slight injuries were recorded. 1 casualty was a child hit by a car when crossing Waterloo Road. 2 involved loss of control by distracted drivers and 2 were vehicle shunt type collisions.
- 1.15 In taking the proposals forward to consultation, approximately 1,300 letters were sent to residents in the local area on 27th March 2015 with a closing date of 10th May 2015.
- 1.16 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.
- 1.17 Notices were also advertised and placed on site for the Toucan crossing and road hump aspect of the proposals.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 20 responses were received as set out in Appendix I to this report.
- 2.2 The Metropolitan Police (Roads & Transport Policing Command) support the scheme, but raised a concern that the pedestrian guardrail from the railway to the crossing point should be retained to prevent people walking or cycling overshooting in the carriageway as they leave the tunnel.
- 2.3 Havering Cyclists, the local branch of the London Cycling Campaign supported the scheme, but requested a dropped kerb to access the existing cycle track from Crow Lane and route signage.
- 2.4 Cllr Thompson considered that residents on the new estate would appreciate the scheme and asked that the signals be linked with the Exchange Street junction.

2.5 The Barking, Havering & Redbridge University Hospital Trust supports the scheme.

2.6 13 people responded in favour of the scheme with a summary of comments as follows;

- Residents living in the new housing to the west of Waterloo Road have an inconvenient journey when walking from their homes to the Town Centre and station,
- Healthcare workers on shifts feel vulnerable when working late or out of hours and have to use the Oldchurch Roundabout subways,
- The crossing will assist older people,
- The Oldchurch Roundabout subways are often dirty, smelly and don't feel safe at night,
- Concern about people jumping over the guardrail on Waterloo Road,
- The crossing signals should be coordinated with those at the Exchange Street junction,
- CCTV is required in the existing tunnel,

2.7 3 people responded negatively to the scheme with a summary of comments as follows;

- Questioned why the scheme is being proposed now, rather than when the hospital used to occupy the site and if the Oldchurch Roundabout subway was sufficient then, why not now,
- Concern about drivers' ability to see another set of traffic signals close to those at Exchange Street,
- Interruption to motor traffic/ creation of congestion,
- Concern that crossing will be well-used and therefore impact motor traffic and ambulances,
- Consideration that existing facilities at the Oldchurch Roundabout are sufficient,
- That another tunnel or a footbridge should be provided,
- An opinion that people riding bicycles should be on the carriageway.

3.0 Staff Comments

3.1 A second tunnel connecting with the Exchange Street crossing is feasible, but is a scheme which would require a multi-million Pound budget and an extremely long lead-in period because of the rare opportunities to work within a railway environment. A footbridge is not feasible because substantial land would be required in order to provide accessible ramps, plus the walking distance created by such ramps would be extensive.

3.2 When designing facilities for people moving under their own effort (especially those walking), accommodating their desire line is the key principle around which facilities should be designed. When the Ring Road

and the Oldchurch Road subways were constructed, it may have been the opinion at the time that they were sufficient and appropriate, but this is not the case now.

- 3.3 The proposed crossing will need to be coordinated with the traffic signals at Exchange Street and indeed the bus station development at the Brewery. As indicated above, this is likely to be the SCOOT system which is being rolled out across London. There will be localised impact on traffic flow as there would be with any other signal installation. The Council has general duty to expedite traffic flow (Traffic Management Act 2004) and that includes those walking and cycling.
- 3.4 The traffic signals will be fully visible to those driving and part of the design process will include an independent Road Safety Audit which can give further assurance that the layout will be safe.
- 3.5 Given the space available and site constraints, Staff consider it essential that people riding bicycles are catered for in the proposals. Waterloo Road does not provide suitable conditions for cycling by all.
- 3.6 With regard to the police's point about the guardrail, this would be maintained. In response to Havering Cyclists, staff believe the dropped kerb required is on Oldchurch Road and could be provided and Staff expect that a local system of directional signage would be provided to assist those walking and riding bicycles in the locale.
- 3.7 Staff strongly recommend that the scheme be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

That it be noted that the estimated cost of £150,000 for implementation will be met by the S106 Contribution for Highway Works linked to P1638.09. The costs shown are an estimate of the full costs of the scheme, should the 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:

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

The Council may convert existing footways into cycle tracks, by technically “removing” the footway under Section 66(4) of the Highways Act 1980 as amended and “constructing” the cycle track under Section 65(1) of the Highways Act 1980 as amended.

The Council may create new cycle tracks using its powers under Section 65(1) of the Highways Act 1980 as amended.

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 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.

Shared pedestrian and cycle facilities (cycle tracks and Toucan crossings) are not always seen by some people as desirable, but given the highway and land space available it is appropriate to allow people to ride bicycles on off-carriageway sections of the highway to more safely access Romford Town Centre.

BACKGROUND PAPERS

Project file: QM064 Waterloo Road by Union Road Crossing

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

| Respondent | Response and Staff Comments (where required) |
|---|--|
| PC Martin Young Metropolitan Police Roads & Transport Policing Command | Police broadly support the proposals but have one concern, that is Police would like to see the pedestrian guard rail retained from the east side of the road from the subway exit to the crossing along Waterloo Road. This is because a driver heading south from under the railway bridge would not be able to see and avoid any pedestrian or cyclist that could fall or swerve into the road from the footway at the subway exit. It is not clear from the plan if the guard rail is to be retained. |
| Havering Cyclists (Local branch of London Cycling Campaign) | Absolutely Great. I think though we may also need cycling signage on the footpath as I don't think it has any at the moment. Also a drop kerb to get onto the pavement from Crows Lane. |
| Cllr Thompson | I think it will be much appreciated by residents on the new estate. Can the toucan crossing be linked to the Exchange Street Junction to operate sympathetically with traffic flow? |
| Bernard McGonnell BHR NHS Trust | The Trust supports the crossing as part of the Planning obligations resulting from the development of the old Oldchurch Hospital site. |
| Resident 10 Coope Court Union Road | I am a resident of Flat 10 Coope Court, Union Road, and write with regards to the proposed toucan crossing and shared use footpath. I believe this is an excellent idea. Currently it is highly inconvenient, and potentially dangerous, to reach The Brewery/the rail station on foot, pedestrians in the area currently have to either make a huge detour to the roundabout before walking back the opposite direction to The Brewery, or walk along the side of the road underneath the bridge, where there is little space. The shared footpath and toucan crossing would effectively mitigate for this. |
| Resident 19 Vestry Court | Good morning, I do really agree with this access improvement, it becomes very far for all the residents of Oldchurch Hospital Site, to get to the way to the subway. This access improvement, its a very great idea. |

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| Resident 22 Pulse Court Maxwell Road | We definitely vote yes to this proposal. As we saw people jump across the road everyday. It is extremely dangerous. We always wish the council would do something to change this situation. And we are happy to experience this road work and would be supportive about it. Looking forward to the new crossing. |
| Resident 31 Connolly Court Union Road | Excellent idea. Well overdue. |
| Resident 47 Pulse Court | <p>I am absolutely thrilled and relieved that this has been put forward to the Havering Highway. Personally, I believe this will be a great addition to the road; it will improve road safety and benefit local residents and those who work at Queen's Hospital.</p> <p>I work at Queen's Hospital as a full time ward based Senior Physiotherapist. During my employment, I have been aware of events and issues that could have been resolved if the toucan crossing had been in place. Many healthcare workers, including myself, finish work late in the evening or are called into the hospital for emergency situations at all hours. I personally feel vulnerable and fearful when I have to cross the road via the subway and as a result, on a few occasions, I have avoided its use by jumping over the middle barrier in the road. Many healthcare workers have expressed that they avoid the subway due to previous bad experiences or for safety concerns.</p> <p>A toucan crossing visible to the public would ensure the safety of these workers who have no choice but to cross using the subway and reduce the risk of potential crime. Additionally, on a day to day basis, I see people jumping over the central barrier and witness the risk they put on towards themselves and others. During the daytime, the traffic is non stop and this increases the risk of injuries/fatalities for those avoiding the subway. I have known of one fatal accident with a pedestrian to have occurred on this road since I moved to my address.</p> <p>The addition of a toucan crossing would improve safety for those crossing the road and drivers. On a personal note, I am restricted in relation to crossing the road as I have to go back on myself towards the subway. If I were to go to Sainsburys (The Brewery), I would have to walk past my flat, adding an additional five minutes onto my journey, in order to cross the road safely; many people do jump over the central barrier with shopping bags into heavy moving traffic. This is an inconvenience that would be resolved with</p> |

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| | the addition of a toucan crossing. |
| Address not provided | I think this is a great idea . The amount of people I see daily crossing there and jumping over the central reservation is shocking . Lots of near misses with the cars. Will make it alot safer . |
| Address not provided | this is very necessary as there is an increasing p[roblem of pedestrians jumping the reservation from the flats . please could you synch these lights with the ones the other side to reduce congestion . |
| Address not provided | I believe this will be very beneficial to the area, from the positioning of our flat we can see the amount of people who run across both sides of Waterloo Road and jump over the barrier which is very dangerous not only for the pedestrians but also for the people that are driving and I'm surprised that an accident has not already happened in this area. It will also make the walk to Romford station and the Town centre a lot quicker and safer from not having to walk through the underpasses which is the only current way to cross the road safely. Although I have not heard of any incidents happening to people walking through the underpasses, I still would not like to walk through them by myself at night having the crossing would allow people to walk in safety back to their homes. |
| Address not provided | I support the proposed new crossing – it is badly needed |
| Address not provided | We are pleased to know that at last a pedestrian crossing project is in a process of being materialised. This is very important for all the local residents especially for senior citizens. We have seen many people crossing over the central barrier just near the proposed Toucan Crossing at Waterloo Road, which may cause a serious accident. Hence we are in full agreement for this important project. Anxiously waiting, thanking you, |
| Resident Pulse Court | I was expecting this proposal from the day I move to Pulse Court, Maxwell Rd one and half year ago. I go to Romford Train station every day though the subway which is to me just time wasting. The subway is often dirty, smelly and I don't feel safe at night. And you will see people crossing waterloo road to access to Oldchurch Hospital site which is very dangerous for both cars and the person. In short, I think this proposal is brilliant and I fully support it. I would also suggest CCTV monitoring on subway under the rail line. Looking forward to it. |

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| Resident Pulse Court | <p>It looks to be a fantastic proposal. I own a flat in Pulse Court which looks out onto Waterloo Road and while it'll be something of a god-send in terms of streamlining my journey into Romford –for the shops, the station etc, I think the most important point to make is that it will ultimately save lives.</p> <p>From my flat on a given day you can see any number of people crossing Waterloo road by jumping over the central reservation, it's only a matter of time before someone misjudges their dash across the road with fatal consequences. In short, a heartfelt thanks to everyone who's working on this, I really hope it passes the consultation period and construction is able to start soon.</p> |
| Resident Wave Court | <p>I have just moved in to Wave Court with my partner a week ago, and the first thing we spoke about whilst moving, is how much a crossing is needed at that spot.</p> <p>The same conversation happened with our landlord, and our agent - all of them confirmed that the council has to do something about the situation.</p> <p>In the whole residential development, including Wave Court, Pulse Court, Delta building, Lux Court and all the surrounding buildings, most of the people walk to the Romford station, and every single time I go out I see someone jumping the fence in the middle of the street. I have to admit, I have been tempted to do the same thing.</p> <p>I am so happy this idea is on the table, and sincerely hope it will happen.</p> |
| No address given | <p>To some extent I am surprised this was not considered in the original planning for the development of the hospital site. If it is needed now then it was needed when the hospital occupied the site. If the subway at the junction with the ring road was sufficient then, why not now?</p> <p>I am concerned that this will place a third set of traffic controlling lights at a point where it may not be easy for drivers to see them, ie close after passing under the railway bridge and shortly after the lights controlling traffic leaving the car park and delivery area at the rear of the Brewery Shopping area. This latter set of lights also provides for pedestrians to cross both the main and side road.</p> <p>Traffic flow along this stretch already is spasmodic, interrupted by two sets of lights and buses at the bus</p> |

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| | <p>stop (why was the layby removed?), leading to drivers taking chances (I know they shouldn't). Pedestrians also take chances at the existing lights.</p> <p>The phasing of the traffic lights will also be an interesting problem if it is to avoid holding up traffic which has just "escaped" from the brewery delivery area. Certainly if this extra set of lights gets as much use as discussing the need for them implies they will create greater traffic slowing leading to jams back to the roundabouts at both ends of the road. This will have a knock-on effect for the ambulances trying to get to the hospital and from their base to any incident.</p> <p>Would it be possible to construct a tunnel under the railway on the western side of Waterloo Road to match the existing tunnel on the other side? This would improve access to Homebase etc from the Waterloo Road estate as well. A footbridge would be another possibility but I concede that there might be concerns over the "fun" aspect of dropping objects on traffic below, as well as finding the space to put a bridge.</p> <p>As someone who has walked, cycled and driven that road I can see why access needs to be improved for the old hospital site. Romford as a town has not evolved in a way which can cope with the modern demands, despite demolishing much which gave Romford its character.</p> |
| Resident 61 Willow Street | <p>I am minded that with a wide path exists from Union Road to Oldchurch Road, that this is adequate for people to use thus being able to access the subways at the Waterloo Road/Oldchurch Road junction.</p> <p>Currently there are 2 crossing points along Waterloo road albeit north of the Railway. Both these traffic signals create tailbacks of traffic both Northbound as well as Southbound. Coupled that bus lay-bys have been removed, thus on occasions restricting the dual carriageway to just 1 lane when a bus is dropping off or picking up passengers.</p> <p>The Roundabout at Waterloo Road/Oldchurch Road is already congested with traffic tailbacks from the traffic signals at Oldchurch Rise. I am of the view that similar will occur by installing a crossing as being suggested. Thus I am opposed to a further crossing as I consider adequate [crossing] facilities already exist close by that are not an inconvenience in crossing Waterloo Road.</p> |
| Address not provided | No way I had my arm broken when a bike fell on the train . Bikes are meant to be on roads that is |

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| | why money is being spent on cycle lanes and the pavement is for pedestrians only not bikes. |
|--|---|

**APPENDIX II
SITE PHOTOS**



Existing footway/ cycle track on western side of Waterloo Road



Footway/ cycle track approach to Union Road



View north from Union Road



Crossing position looking east



Crossing position looking south
(western side)



Crossing position looking north
(western side)



Exchange Street crossing looking south (eastern side)



Crossing position looking west

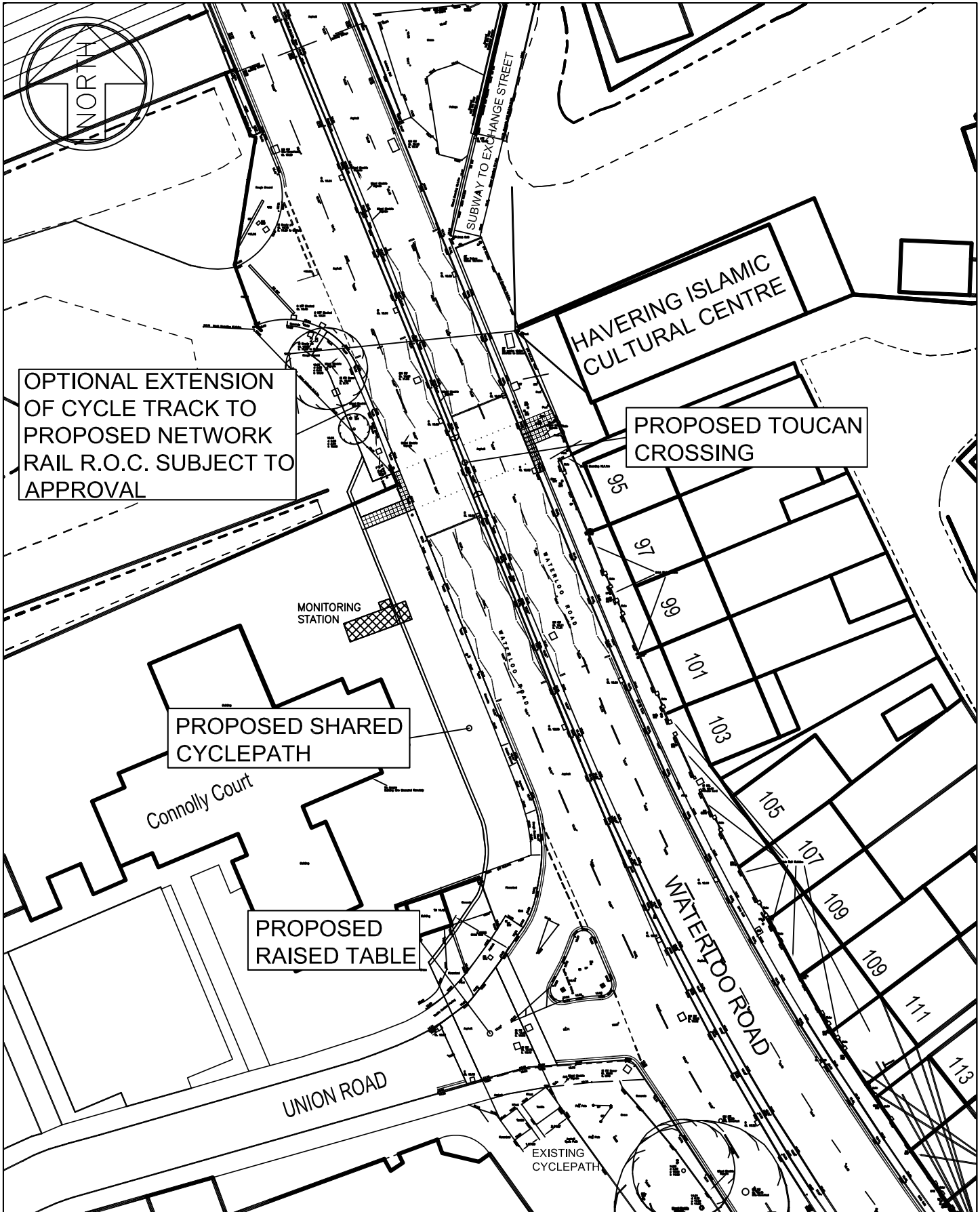


Crossing position looking south
(eastern side)



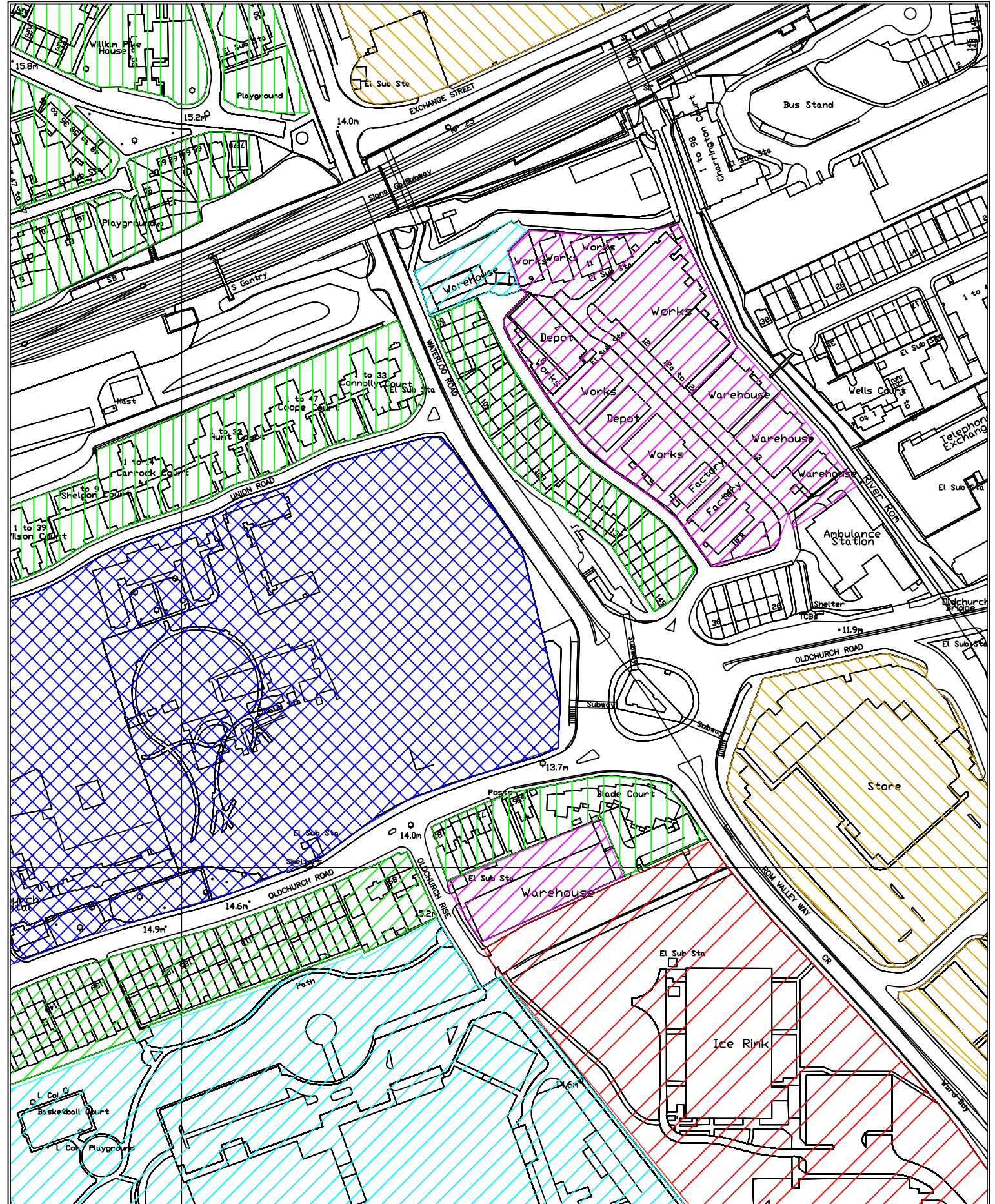
Crossing position looking north
(eastern side)

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| <p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p> | | <p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p> | | <p>PURPOSE</p> <p>CONSULTATION</p> | |
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JOB TITLE
**WATERLOO ROAD
PROPOSED TOUCAN CROSSING**

DRAWING TITLE
LAND USE

SCALE (AT A4 SIZE)
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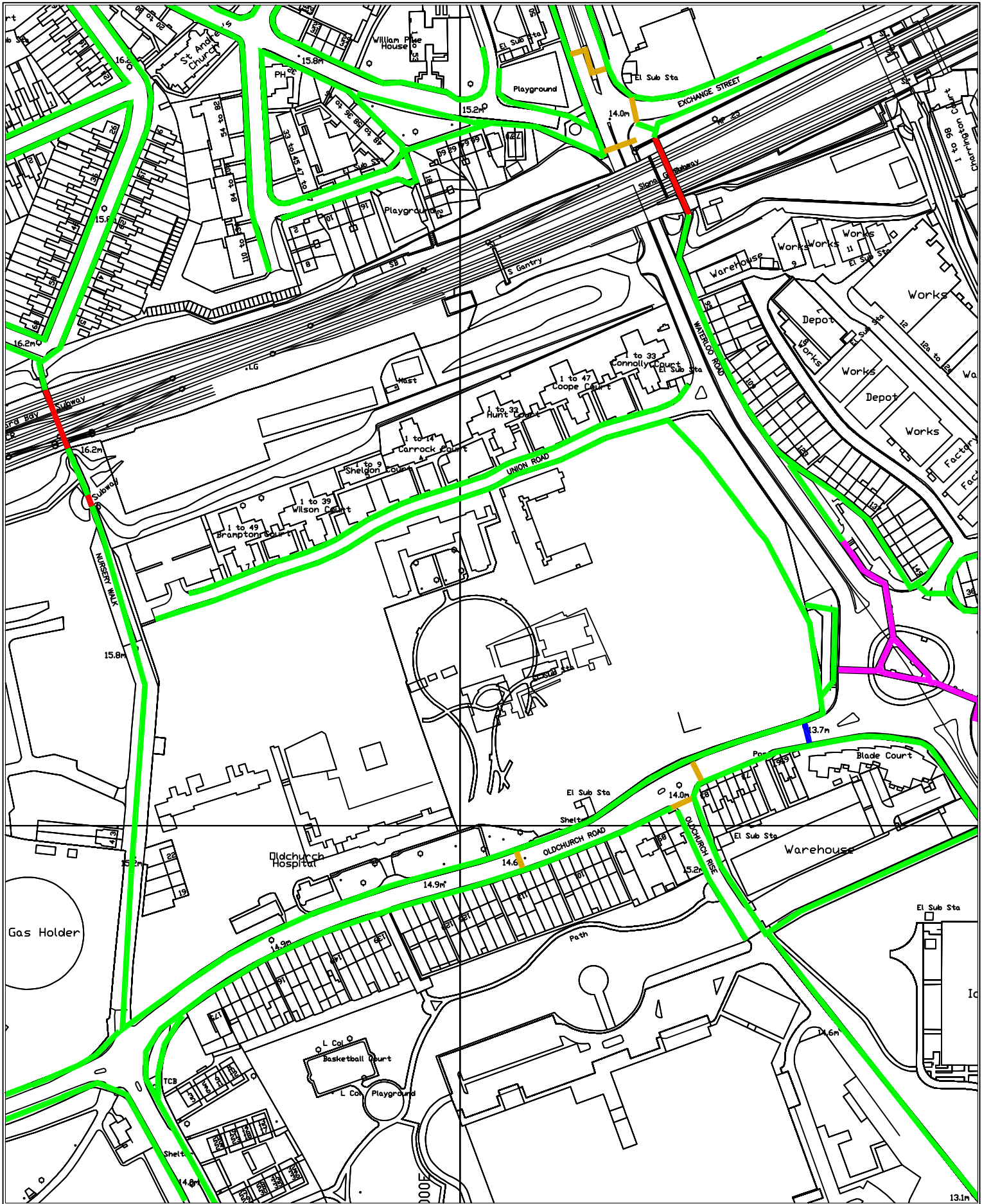
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JOB TITLE
**WATERLOO ROAD
PROPOSED TOUCAN CROSSING**

DRAWING TITLE
PEDESTRIAN ROUTES

SCALE (AT A4 SIZE)
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DATE
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
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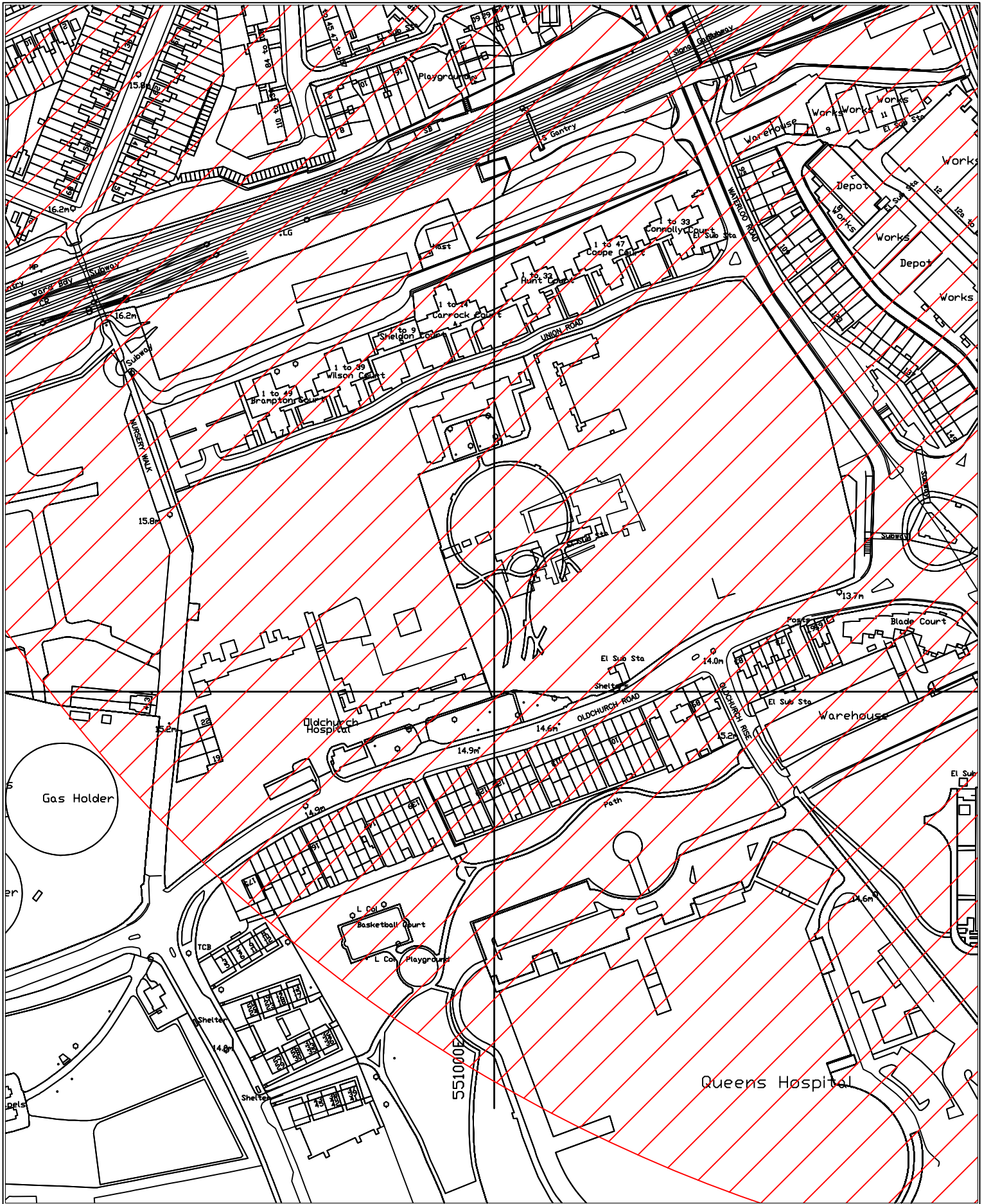
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JOB TITLE
**WATERLOO ROAD
PROPOSED TOUCAN CROSSING**

DRAWING TITLE
**10 MINUTE WALKING CATCHMENT
FROM ROMFORD STATION**

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 10 MINUTE (800 METRE) ISOCHRON FROM ROMFORD STATION.

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HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

TAXI RANK REVIEW
Eastern Road and High Street,
Romford. High Street and Billet Road,
Hornchurch. Upminster Road,
Upminster.
Outcome of public consultations

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

Nicola Childs
Engineer
01708 433103
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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 £11,000 for
implementation (all sites) will be met
by Transport for London through the
2015/16 allocation for Taxi Rank
Provision Review.**

**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 consultations for the creation, extension or alteration of Taxi ranks in Romford, Hornchurch and Upminster.

The schemes are within **Romford Town, St Andrews** and **Hacton** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the proposals for the taxi ranks set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - High Street, Romford
QN017/01/01.A; QN017/01/02.A & QN017/01/03.A
 - Eastern Road, Romford
QN017/04/01.B; QN017/04/02.B; QN017/04/03.A & QN017/04/04.B
 - High Street, Hornchurch
QN017/03/01.A
 - High Street and Billet Lane, Hornchurch
QM017/OF/101.B & QM017/OF/102.B
 - Upminster Road, Upminster
QN017/10/01.A

2. That it be noted that the estimated cost of £9,380 for implementation (all sites) will be met by Transport for London through the Taxi Rank Provision Review.

REPORT DETAIL

1.0 Background

- 1.1 In 2014, staff met with TfL's Taxi Rank & Interchange Manager to undertake a review of existing ranks in the borough and possible locations for new ranks.

- 1.2 Terminology: Primary rank or Header rank is the front of the queue of taxis from where passengers should hire a taxi from. Feeder rank is the remaining queue of taxis, the length of which is determined by available space and demand.
- 1.3 The following rank locations are discussed in this report: High Street, Romford; Eastern Road, Romford; Billet Lane/High Street, Hornchurch; High Street, Hornchurch; Upminster Road, Upminster.
- 1.4 High Street, Romford. This is an existing rank but there is scope to extend it at both ends. Staff verbally consulted with some shops about the loading requirements they have. It is apparent that some shops and their customers do load from the taxi rank. They should not but this is an enforcement issue. However, there is a loading bay in Angel Way at the rear of the shops and there is scope to extend this, to serve all the shops' rear entrances.
- 1.5 The new and existing ranks will operate 'At any time' Monday to Sunday. The new and extended loading bays will operate 6am to 9pm Monday to Saturday.
- 1.6 Eastern Road, Romford. TfL requested extending the rank towards the ring road. In order for this to happen, the disabled bay opposite (currently operating at any time, for 3 hours) and near the traffic lights with Mercury Gardens will have to operate at opposing times. The remainder of Eastern Road is already served by primary and feeder ranks however there is not a Traffic Management Order covering them. The ranks will be remarked and the signage rationalised.
- 1.7 It is proposed to reduce the operating times of the disabled bay to 8.30 am to 6.30pm Monday to Sunday. The taxi rank will then operate 6.30pm to 8.30am Monday to Sunday. The existing ranks will continue to operate 'At any time' Monday to Sunday.
- 1.8 High Street, Hornchurch. As part of the High Street regeneration scheme, two loading bays were installed. TfL used these as dual use taxi bays and signed them accordingly but a Traffic Management Order was never made. This is now formalising the arrangement that has existed for some time.
- 1.9 The loading bays will operate 6am to 9pm Monday to Saturday. The taxi bays will operate 9pm to 6am Monday to Saturday.
- 1.10 High Street and Billet Lane, Hornchurch. A temporary primary rank has operated outside the George II pub, 64 High Street, with a feeder rank in Billet Lane for about two years. This is now formalising the arrangement. It will require the removal of two vehicle crossovers outside the pub, for which approval has been obtained from the land lady and the management company. Deliveries to the pub will still be possible from High Street.
- 1.11 The primary and feeder ranks will operate 9pm to 5am Monday to Sunday.

1.12 Upminster Road, Upminster. A loading bay serves the shops beside Upminster Bridge Station. TfL has requested that this become a dual use loading bay.

1.13 The loading bay is proposed to operate 8am to 6.30pm Monday to Saturday. The taxi bay is proposed to operate 6.30pm to 8am Monday to Saturday.

2.0 Outcome of Public Consultation

2.1 High Street, Romford. By the close of consultation, 0 responses were received. TfL support the proposal.

2.2 Eastern Road, Romford. By the close of consultation, 2 responses were received. TfL support the proposal. One respondent asked for double yellow line restrictions on the northern side of Eastern Road. This will be passed to Schemes.

2.3 The other respondent raised concerns about vehicles entering Eastern Road illegally from Mercury Gardens. This will be passed to Enforcement.

2.4 High Street, Hornchurch. By the close of consultation, 0 responses were received. TfL support the proposal.

2.5 High Street & Billet Lane, Hornchurch. By the close of consultation, 0 responses were received. TfL support the proposal.

2.6 Upminster Road, Upminster. By the close of consultation, 2 responses were received. TfL support the proposal however they asked if a) the Taxi rank could operate on a Sunday evening as well, b) the loading bay could end at 5.30pm when the shops shut.

2.7 Wagstaff plumbing shop would like the loading to start earlier, at 7am rather than 8am. They would also like to extend the afternoon from 5.30pm to 6pm.

2.8 The other respondent was in agreement but would like to remove the pinch point created by street furniture at the start of the layby.

3.0 Staff Comments

3.1 Staff recommend that the proposals be implemented as consulted with the exception of Upminster Road.

3.2 Upminster Road will be re-advertised as: loading bay Monday to Saturday 7am to 6pm and the taxi rank Monday to Sunday 6pm to 7am.

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 £9,380 for implementation will be met by Transport for London through the 2015/16.

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

Legal implications and risks:

Taxi ranks, loading bays and disabled bays require traffic orders.

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.

BACKGROUND PAPERS

Project file: QN017 (QO013), Taxi Rank Review

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

High Street, Romford

| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|------------|------------------------------|--|
| None | | |

Eastern Road, Romford

| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|------------------|------------------------------|--|
| 21a Eastern Road | QN017/04/03.A | Parking congestion with taxis one side and parking the other after 6.30pm. Would like all of north side of Eastern Rd to have DYL. |
| 25 Eastern Road | QN017/04/03.A | Agrees to proposal. Concern about vehicles entering at the signal junction that shouldn't be. |

High Street, Hornchurch

| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|------------|------------------------------|--|
| None | | |

Billet Road and High Street, Hornchurch

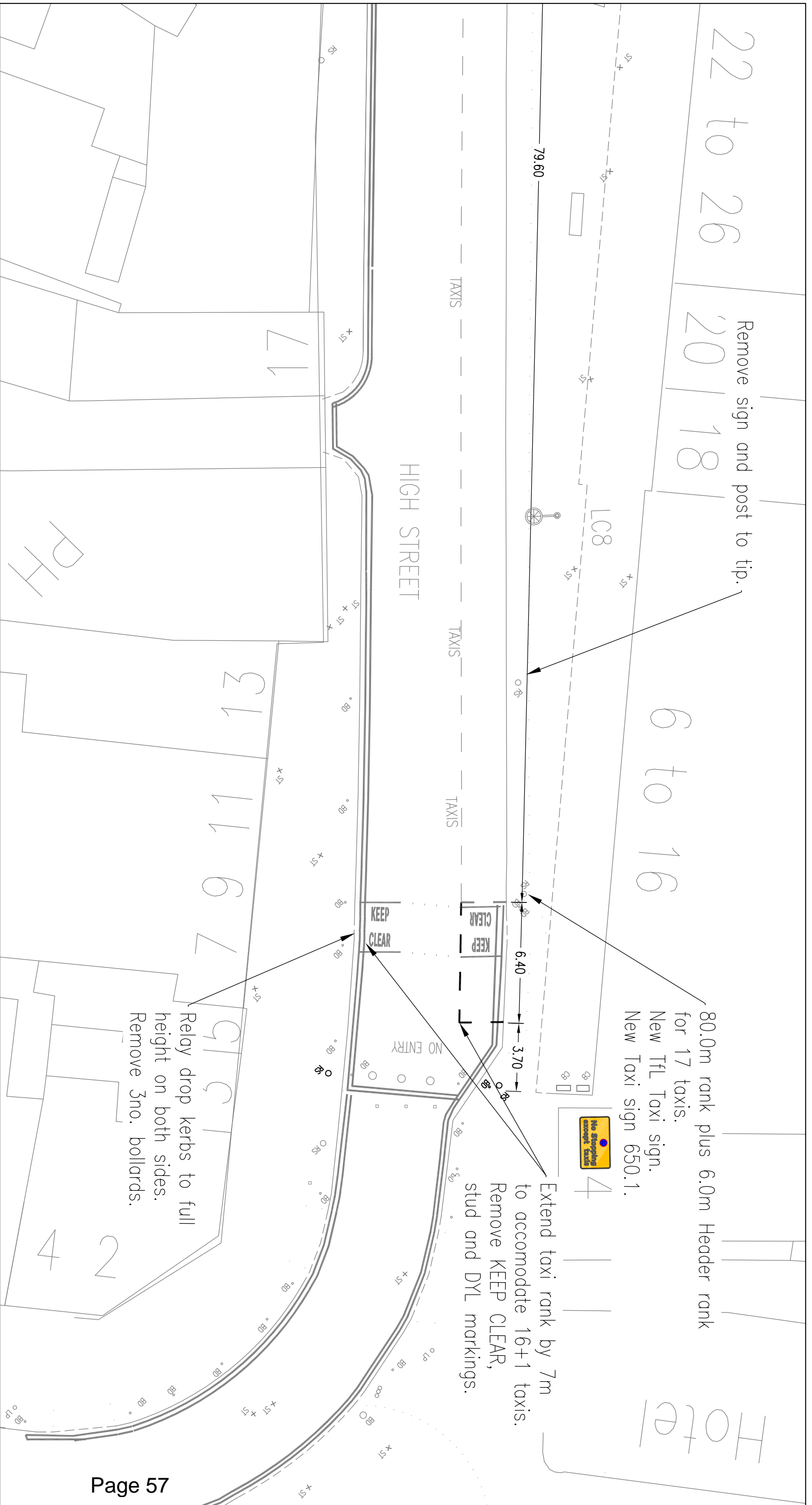
| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|------------|------------------------------|--|
| None | | |

Upminster Road, Romford

| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|-------------|------------------------------|---|
| Mr Wagstaff | QN017/10/01.A | Would like the proposed loading times extended to 7am to 6pm. He's concerned that taxi drivers will encroach on their loading time. |
| Mr Hughes | QN017/10/01.A | Agrees to proposal. Would like to see some bollards removed to ease pinch point of footway at layby |

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Remove sign and post to tip.

80.0m rank plus 6.0m Header rank for 17 taxis.
 New TfL Taxi sign.
 New Taxi sign 650.1.

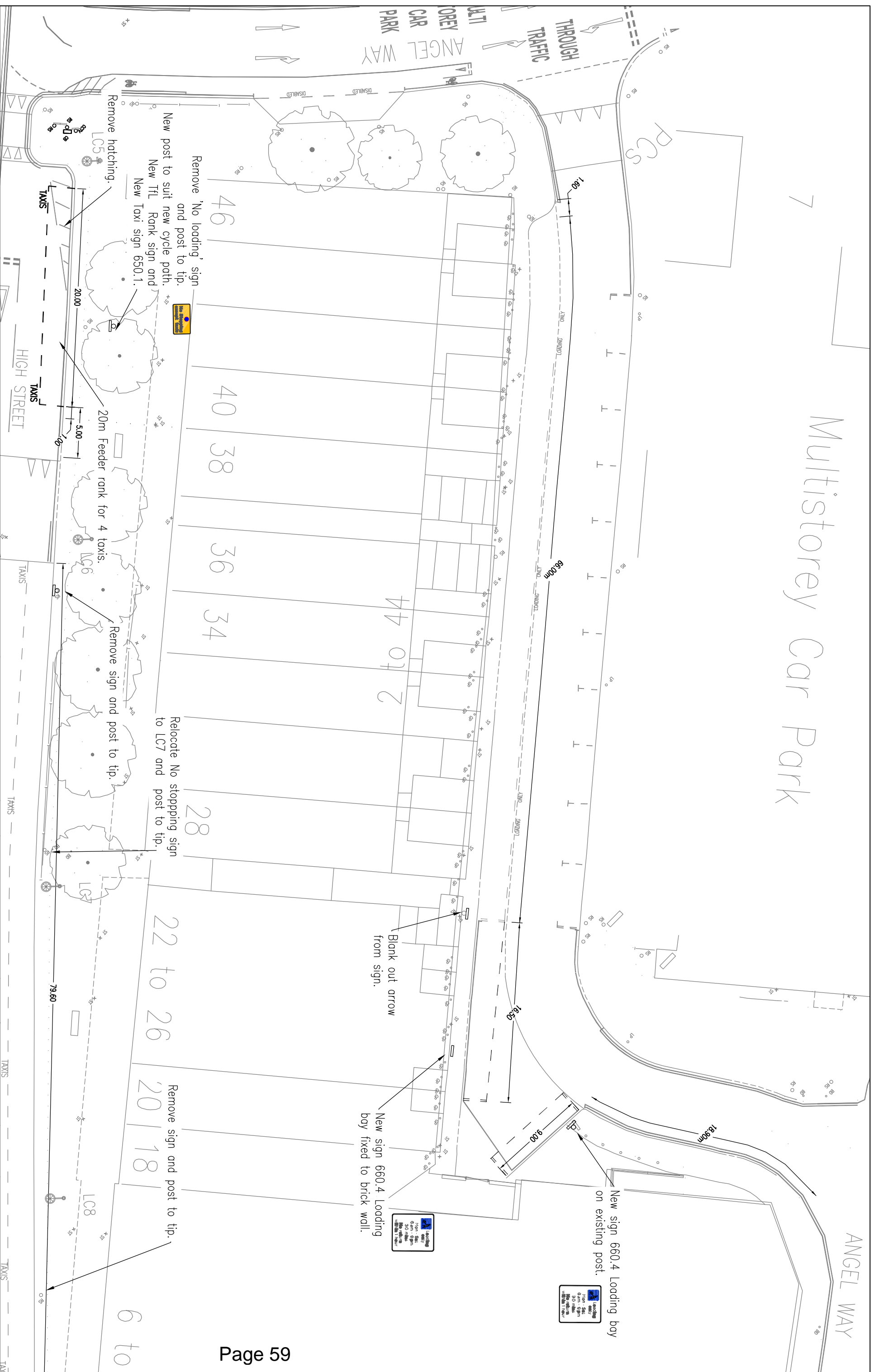
Extend taxi rank by 7m to accommodate 16+1 taxis.
 Remove KEEP CLEAR, stud and DYL markings.

Relay drop kerbs to full height on both sides.
 Remove 3no. bollards.

| <p>Haverling <small>CONSULTING ENGINEERS</small> 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.co.uk</p> | | <table border="1"> <tr> <th>REVISION</th> <th>AMENDMENT</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table> | | REVISION | AMENDMENT | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1"> <tr> <td>DRAWN BY</td> <td>NC</td> <td>CHECKED BY</td> <td>MP</td> <td>APPROVED BY</td> <td>MP</td> <td>JOB TITLE</td> <td>Rank Review</td> </tr> <tr> <td>DATE:</td> <td>Sept 14</td> <td>SCALE:</td> <td>1:200</td> <td>DRAWING TITLE</td> <td>01 High Street, Romford</td> <td></td> <td></td> </tr> <tr> <td>PURPOSE:</td> <td></td> <td></td> <td></td> <td>DRAFT</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>ISSUE</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DWG No:</td> <td>QN017/01/02</td> <td>REVISION:</td> <td>A</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | DRAWN BY | NC | CHECKED BY | MP | APPROVED BY | MP | JOB TITLE | Rank Review | DATE: | Sept 14 | SCALE: | 1:200 | DRAWING TITLE | 01 High Street, Romford | | | PURPOSE: | | | | DRAFT | | | | | | | | ISSUE | | | | DWG No: | QN017/01/02 | REVISION: | A | | | | | <p>Proposol – Eastern End</p> | | | | | | |
| DRAWN BY | NC | CHECKED BY | MP | APPROVED BY | MP | JOB TITLE | Rank Review | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATE: | Sept 14 | SCALE: | 1:200 | DRAWING TITLE | 01 High Street, Romford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Multistorey Car Park



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| | | | |
| Haverling CONSULTING ENGINEERS LONDON BOROUGH OF HAVERING STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01709 43433 FAX No: 01709 433721 E-MAIL: streetcare@haverling.co.uk | | | |
| REVISION | AMENDMENT | DATE | |
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| DRAWN BY | CHECKED BY | APPROVED BY | JOB TITLE |
| NC | MP | | Taxi Rank Review |
| DATE: Aep1 14 | SCALE: NTS | | |
| PURPOSE: | | DRAFT | DRAWING TITLE |
| DWG No: QN017/01/03 | | ISSUE | 01 High Street, Romford |
| | | REVISION: A | |

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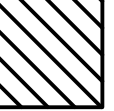
London Borough of Havering
 STREET CARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROCHFORD, RM1 3DW
 TELEPHONE: No: 01708 43943 FAX: No: 01708 43321
 EMAIL: steve@havering.gov.uk

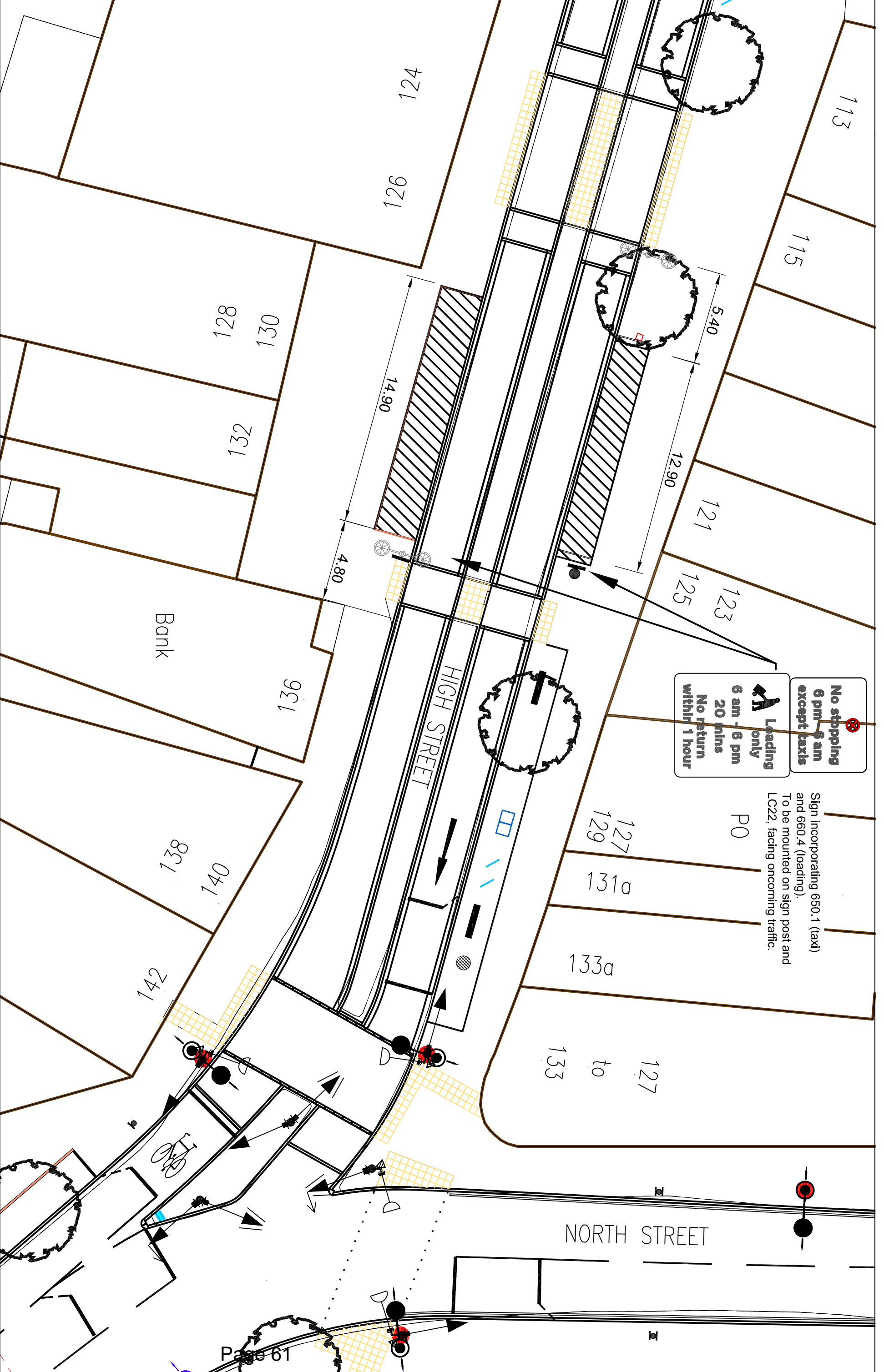
JOB TITLE
 Taxi Rank Review

DRAWING TITLE
 03 High Street, Hornchurch
 Dual Use Loading and Taxi Boys

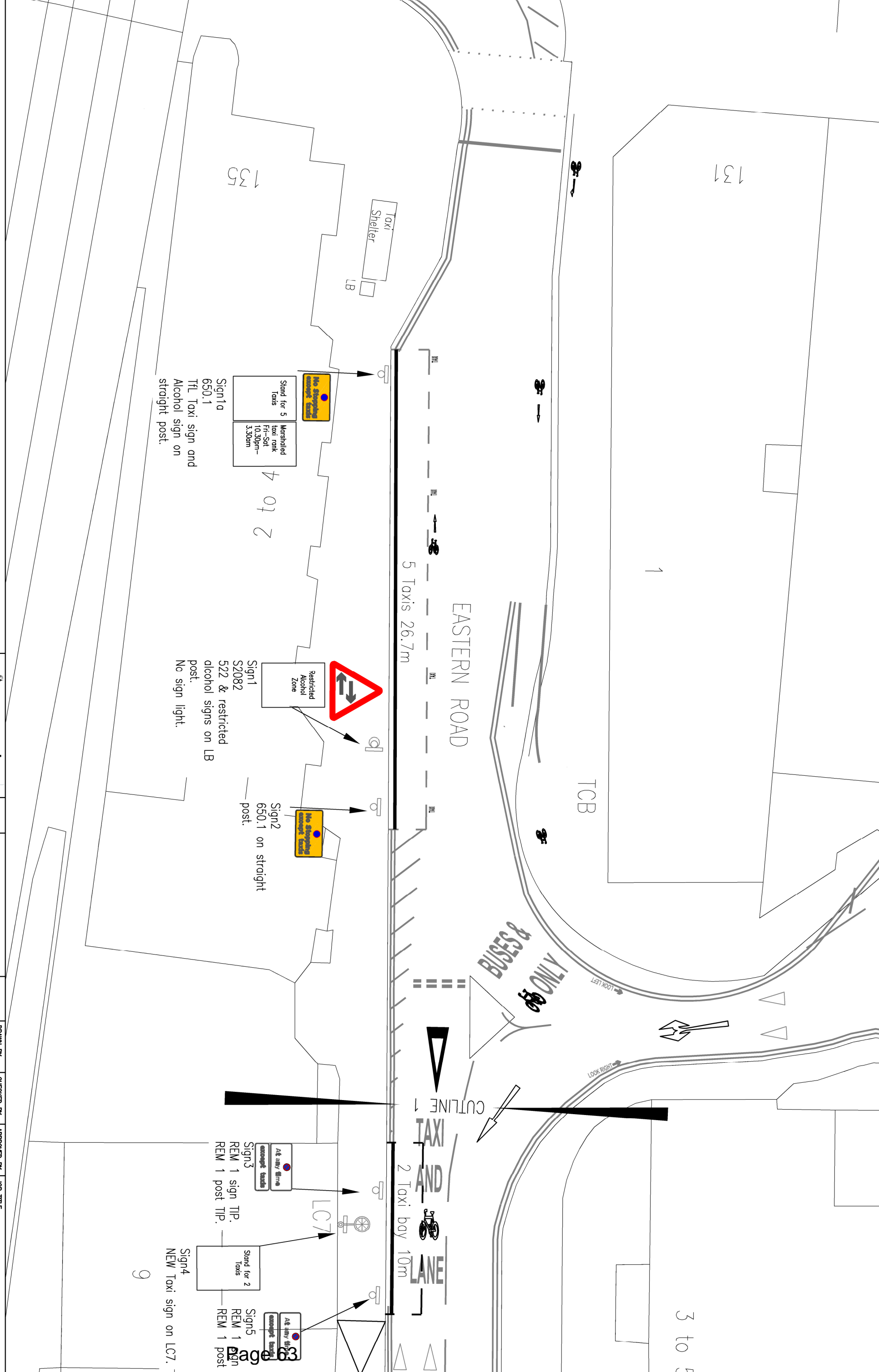
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| DATE: Sept 2014 | SCALE: 1:200 | |
| PURPOSE: 01 | REVISION: A | |
| DWG No: QN017/03/01 | REVISION: A | |
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 Loading boys outside 115-117 and 134-136 High Street, Hornchurch to be changed to Dual Use Loading/Taxi boy. Loading operational 6am to 6pm and Taxi operational 6pm to 6am, seven days a week.



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Sign1a
650.1
TFL Taxi sign and
Alcohol sign on
straight post.

Stand for 5
Taxis
Marshalled
taxi rank
Fri-Sat
10.30pm-
3.30am

2 to 7

Sign1
S2082
522 & restricted
alcohol signs on LB
post.
No sign light.

Sign2
650.1 on straight
post.

Sign3
A&B any time
except taxis
REM 1 sign TIP.
REM 1 post TIP.

Stand for 2
Taxis
Sign4
NEW Taxi sign on LC7.

Sign5
A&B any time
except taxis
REM 1 sign
REM 1 post

Havering
BOROUGH OF
LONDON BOROUGH
STREETCARE COMMUNITIES & RESOURCES
TRAFFIC & ENGINEERING
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MERCURY GARDENS, ROMFORD, RM1 3JW
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E-MAIL: streetcare@havering.gov.uk

| REVISION | AMENDMENT | DATE | DRAWN BY | CHECKED BY | APPROVED BY |
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| A | Initial | 12/12/11 | MC | MP | |
| B | Final | 15/01/12 | MC | MP | |
| C | Final | 15/01/12 | MC | MP | |
| D | Final | 15/01/12 | MC | MP | |
| E | Final | 15/01/12 | MC | MP | |

DATE: Feb 15 SCALE: 1:200

PURPOSE: 01

DWC No: QN017/04/01

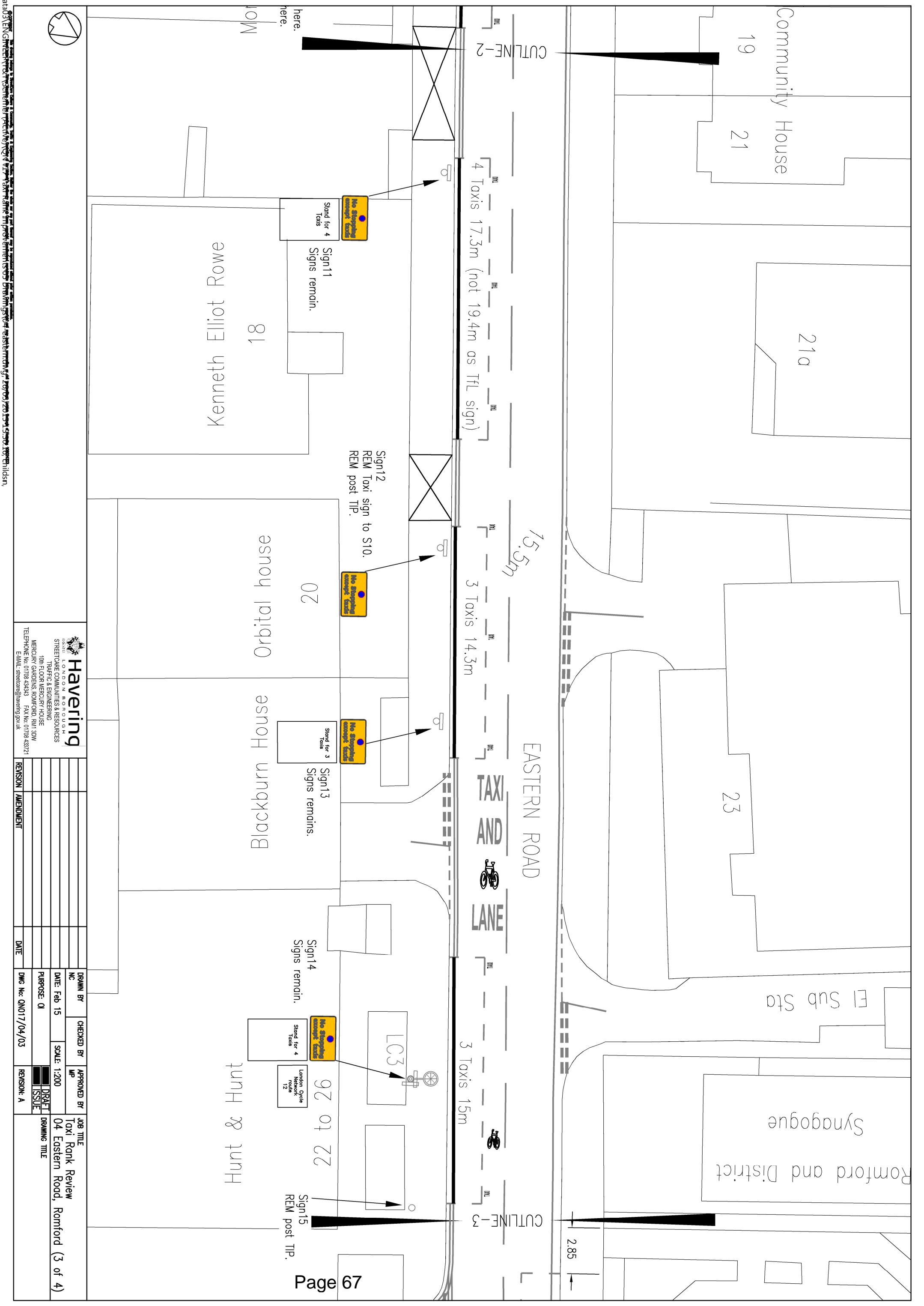
REVISION: B

JOB TITLE
Taxi Rank Review
04 Eastern Road, Romford (1 of 4)
DRAWING TITLE

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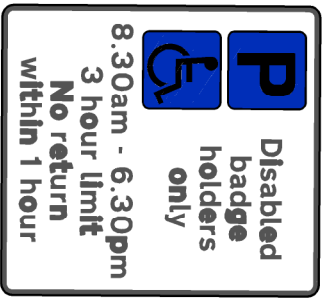
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| DRAWN BY | CHECKED BY | APPROVED BY | JOB TITLE |
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| DWG No: QN017/04/03 | | | |

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New sign.



27 to 43

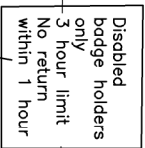
Sign18
REM Loading sign.
NEW Loading sign 660.4



2.85

St James's House

Sign19
REM Sign.
NEW Disabled boy sign 661A -
8.30am to 6.30pm
3 hour limit. No return within
1 hour.



Sign20
REM Sign.
New No Parking sign 639.
Replace sign with correct logo.



LC2

Remark Loading bay - 14m

Remark disabled bay

New Rank for 2 Taxis 10m

LEFT ONLY
TAXI AND
LANE

16.5m

15m

CUTLINE-3

Sign15
REM post TIP.

92 of 22

Hunt & Hunt

92 of 87

Sign16
NEW post.
NEW Taxi sign 650.1
6.30pm to 8.30am.
New TfL sign.



New sign.



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TELEPHONE No: 01708 434343 FAX No: 01708 433721
E-MAIL: streetcare@haverling.gov.uk

| REVISION | AMENDMENT | DATE | DRAWN BY | CHECKED BY | APPROVED BY | JOB TITLE |
|----------|----------------|----------|----------|------------|-------------|-----------------------------------|
| A | Initialisation | 15/04/04 | NC | MP | MP | Taxi Rank Review |
| B | Finalisation | 15/04/04 | | | | 04 Eastern Road, Romford (4 of 4) |
| C | | | | | | |
| D | | | | | | |
| E | | | | | | |

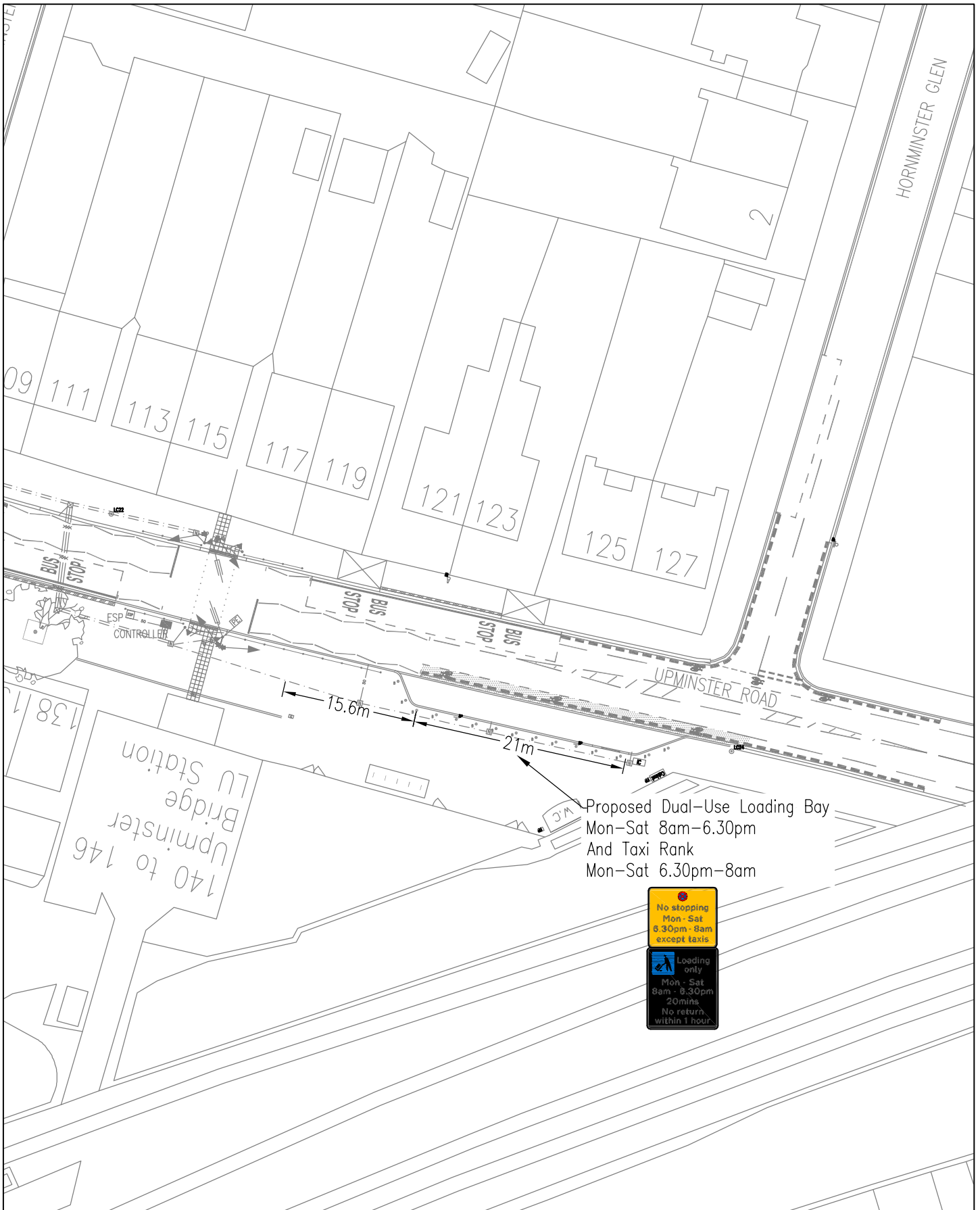
DWG No: QN017/04/04 REVISION: 8

DATE: Feb 15 SCALE: 1:200

PURPOSE: 01

DRAWING TITLE

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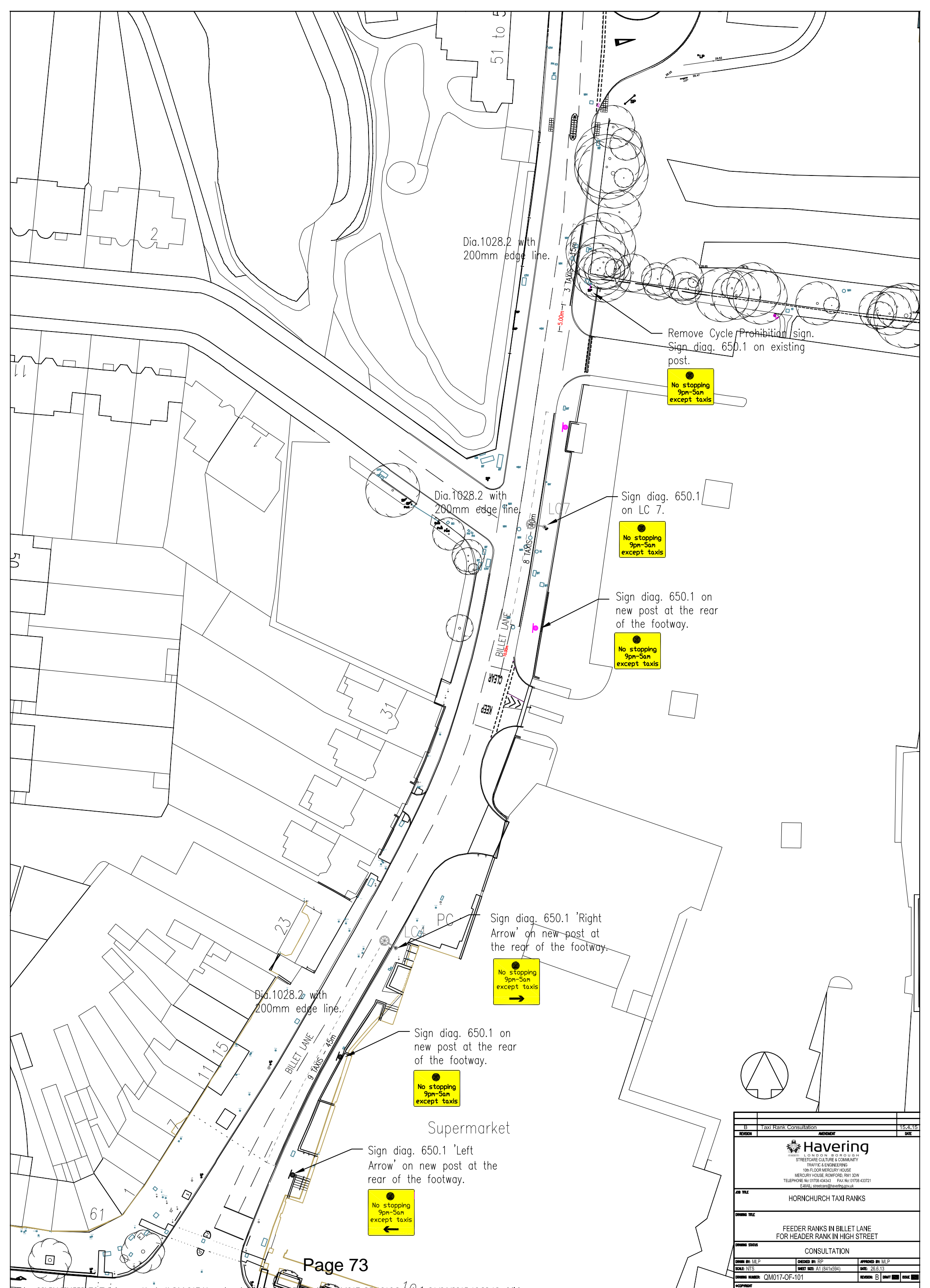


Proposed Dual-Use Loading Bay
 Mon-Sat 8am-6.30pm
 And Taxi Rank
 Mon-Sat 6.30pm-8am



| | | | | | | | |
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| Havering <small>LONDON BOROUGH</small> STREETCARE - COMMUNITIES & RESOURCES E-MAIL: streetcare@havering.gov.uk | | 10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 | | PURPOSE 01 | | | |
| JOB TITLE Taxi Rank Review | | | | ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. | | | |
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| SCALE (AT A4 SIZE) 1:500 | | DATE Sept 14 | | DRAFT <input type="checkbox"/> | | ISSUE <input type="checkbox"/> | |
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| REVISION | | AMENDMENT | | DATE | | | |

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Dia.1028.2 with 200mm edge line.

Remove Cycle Prohibition sign.
Sign diag. 650.1 on existing post.

No stopping
9pm-5am
except taxis

Dia.1028.2 with 200mm edge line.

Sign diag. 650.1
on LC 7.

No stopping
9pm-5am
except taxis

Sign diag. 650.1 on
new post at the rear
of the footway.

No stopping
9pm-5am
except taxis

Sign diag. 650.1 'Right
Arrow' on new post at
the rear of the footway.

No stopping
9pm-5am
except taxis
→

Sign diag. 650.1 on
new post at the rear
of the footway.

No stopping
9pm-5am
except taxis

Supermarket

Sign diag. 650.1 'Left
Arrow' on new post at the
rear of the footway.

No stopping
9pm-5am
except taxis
←

| | | |
|--|--------------------------|---------------------|
| REVISION | AMENDMENT | DATE |
| B | Taxi Rank Consultation | 15.4.15 |
| Havering <small>LONDON BOROUGH</small> STREET CARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY HOUSE, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 EMAIL: streetcare@haverling.gov.uk | | |
| JOB TITLE | | |
| HORNCHURCH TAXI RANKS | | |
| DRAWING TITLE | | |
| FEEDER RANKS IN BILLET LANE FOR HEADER RANK IN HIGH STREET | | |
| DRAWING STATUS | | |
| CONSULTATION | | |
| DRAWN BY: J.L.P. | CHECKED BY: R.P. | APPROVED BY: M.L.P. |
| SCALE: NTS | SHEET SIZE: A1 (841x594) | DATE: 26.6.13 |
| DRAWING NUMBER: QM017-OF-101 | REVISION: B | DRAWN: [Signature] |
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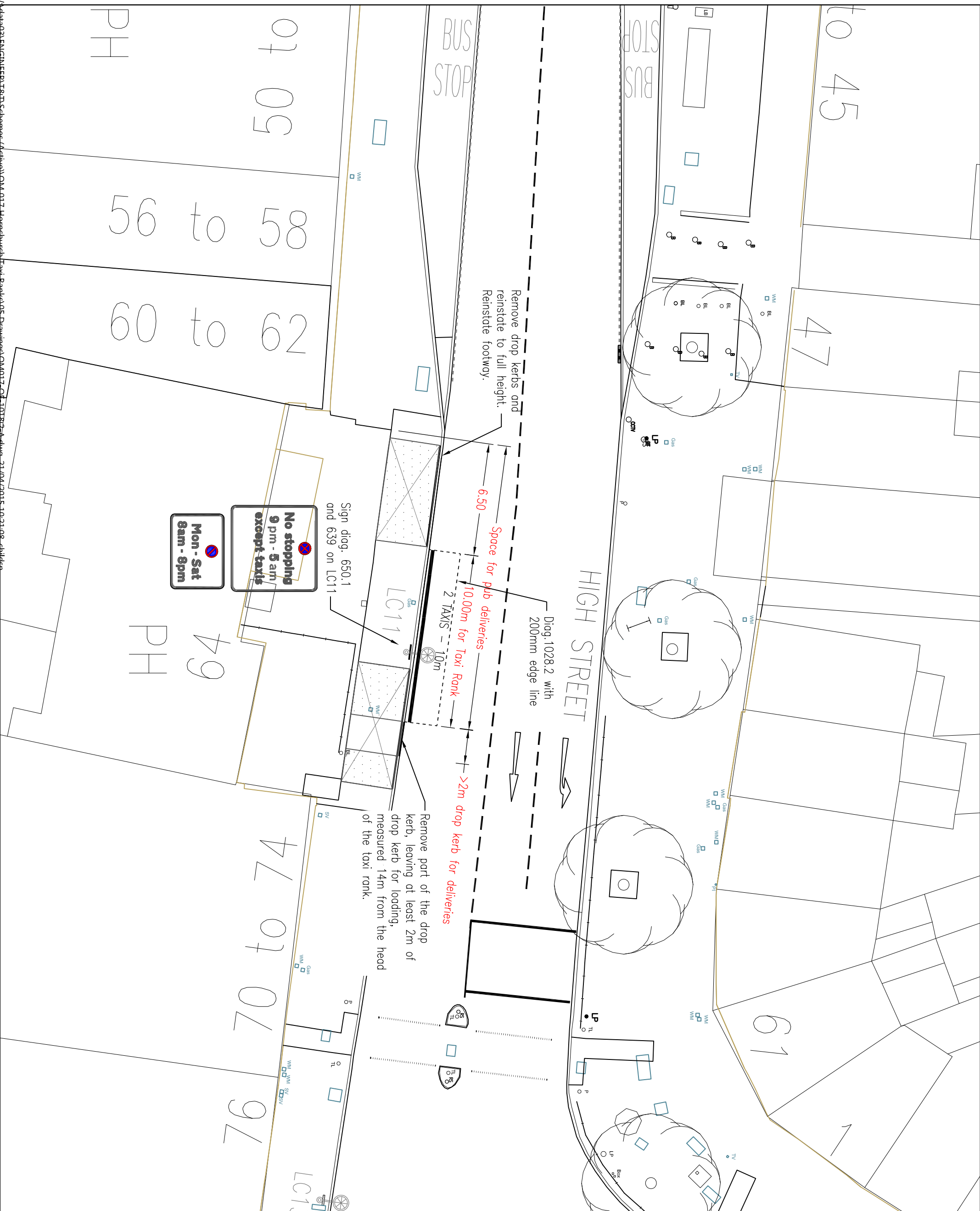
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NOTES

- Reinstate footway in redundant vehicle crossovers with AC10 25mm surfacing and AC20 100mm+ binder.



| | | | |
|--------------------------|------------------------|--|-------|
| JOB TITLE | | HORNBURCH TAXI RANKS | |
| DRAWING TITLE | | HIGH STREET PROPOSED TAXI RANK FOR 2 TAXIS OUTSIDE THE GEORGE II PUB | |
| REVISION | AMENDMENT | DATE | |
| B | Taxi Rank consultation | Mar 15 | |
| DRAWN BY: MLP | | | |
| CHECKED BY: RP | | | |
| APPROVED BY: MLP | | | |
| SCALE | DATE | DRAFT | ISSUE |
| 1:500 | 26.6.13 | | |
| ACAD REF: - | | DRAWING No QM017.0F.102 | |
| Sheet Size: A3 (297x420) | | REVISION B | |

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TRAFFIC & ENGINEERING

10th FLOOR MERCURY HOUSE
MERCURY GARDENS, ROCHFORD,
LONDON, BOROUGHS
STREETCANE CULTURE & COMMUNITY
TELEPHONE: NO. 01708 434343
FAX: NO. 01708 433721
EMAIL: streetcane@haverling.gov.uk

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HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Wennington Road (Revised Proposal)
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 £4,000 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 a revised proposal for the provision of a fully accessible bus stop along Wennington Road and seeks a recommendation that the proposal be implemented.

The scheme is within **Rainham & Wennington** 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 Wennington Road set out in this report and shown on the following drawing (contained within Appendix I) is implemented;
 - QN008-OF-A78-B
2. That it be noted that the estimated cost of £4,000 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 Various proposals for Wennington Road were considered by the Committee at its meeting of 11th November 2014. One site was deferred, which was to relocate the eastbound stop currently outside Kent View some 174 metres to the west as shown on Drawing QN008-OF-A78-A. The relocation was proposed, because at the current location on-street parking prevents buses pulling into the kerb and a clearway would displace a significant amount of on-street parking.
- 1.13 In recommending deferral, the Committee highlighted concern that the new stop position would be isolated and asked if the stop could be closer to Wennington Village for passenger convenience.
- 1.14 In reviewing the layout, Staff examined the possibility of moving the stop, but leaving it as close to the Village as possible. Immediately west of the last house in the Village, Wennington Road enters a bend which is not a suitable position. Therefore, Staff have examined a position between the original relocation proposal and the edge of the village as shown on Drawing QN008-OF-A78-B and which is 150 metres from the current location.
- 1.15 Staff have met on site with London Buses and the Metropolitan Police (Roads and Transport Policing Command) who were both content with the alternative proposal. Staff also consulted informally with an original objector, but the objection was maintained. Staff proceeded to a formal consultation.
- 1.16 Approximately 15 letters were hand-delivered to those potentially affected by the scheme on 14th April 2015, with a closing date of 5th May 2015 for comments.
- 1.17 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, 2 responses were received as set out in Appendix I to this report.
- 2.2 1 resident supported the relocation on the basis that it would relieve the congestion of having two stops opposite each other, would not impact on parking and be closer to more residents.
- 2.3 1 resident objected to the relocation as traffic overtaking buses would be on the wrong side of the road near the bend, passengers would be isolated,

people would have to walk further and that the existing stop should be made accessible with affected residents using their garages.

3.0 Staff Comments

- 3.1 Staff are content with the alternative position from a road safety point of view and both London Buses and the Metropolitan Police were content with the proposal. The alternative would require passengers from the Village to walk further than they do now to access the stop. The stop could be made accessible in its current location, but would require a clearway length equivalent to 6 parking spaces.
- 3.2 The Committee will need to consider the various issues raised and make a recommendation based on balance.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £4,000 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

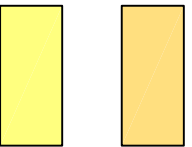
**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|--|---------------------------------|--|
| Resident 3 Kent View | Kent View QN008-OF-A78-B | <p>I support the above proposal as this will immediately reduce congestion where we have two bus stops almost opposite each other. I believe that this will have minimal impact on the residents of Kent View, Laundry Cottages and Marine Cottages, indeed the proposed stop will be nearer for many.</p> <p>Additionally, should this not be approved and the current location be retained with a new bus stand and clearway, the 31 metre 24 hour bus stop clearway that has been proposed will stretch across 4 houses from number 3 Kent View to the western edge of number 7 Kent View. This will cause a lot of problems with residents of these properties having to find alternative parking in an already limited area.</p> <p>If the proposal goes ahead there will be minimal inconvenience to residents and no impact on parking provisions at the proposed location.</p> |
| Resident Haldare cottage Wennington Road | Kent View QN008-OF-A78-B | <p>With regards to the replacement of the bus stop from Kent View to alongside my property @ Halldare Cottage.</p> <p>The placement of this new bus stop will be just pass the bend in the road which will cause traffic proceeding from Wennington Village towards Rainham having to pass on the wrong side of the road into the path of oncoming traffic, which at the moment already has caused numerous near misses as people park their vehicles outside Laundry and Marine Cottages because they do not have anywhere else, i.e. garages, to park their vehicles.</p> <p>Placing the bus stop at this point will also mean that the people from Kent View, Marine Cottages & Laundry Cottages having to walk to this furthest point, pass opening to field and having to wait in this very exposed area.</p> |

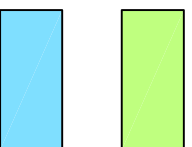
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| | | <p>The point of having a bus service is to give a transport facility to the people in need and this instance it is to the people of Kent View, Marine Cottages & Laundry Cottages so why you are proposing to move it to such a position defeats the object.</p> <p>Looking at where the bus stop is at the moment there are properties that do not have crossovers and also there are blocks of 3 houses together affording the level for the bus kerbside facility. I understand that a parking problem exists outside Kent View but these properties do have garages to the rear of their properties which some prefer not to use and park in the road but once the road is marked 'BUS STOP KEEP CLEAR' hopefully they will revert to using their garages thus clearing the road of parked cars.</p> <p>Another point being is the spacing between bus stop. The bus stop outside New Cottages has been moved nearer to Halldare Cottage to opposite the junction of East Hall Lane so what is the point of moving the Kent View bus stop to the other side of Halldare Cottage away from the heart of the village which is in need of the service.</p> <p>As you can see I strongly oppose the repositioning of the bus stop to this dangerous and exposed area.</p> |
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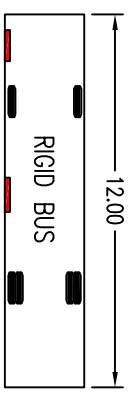
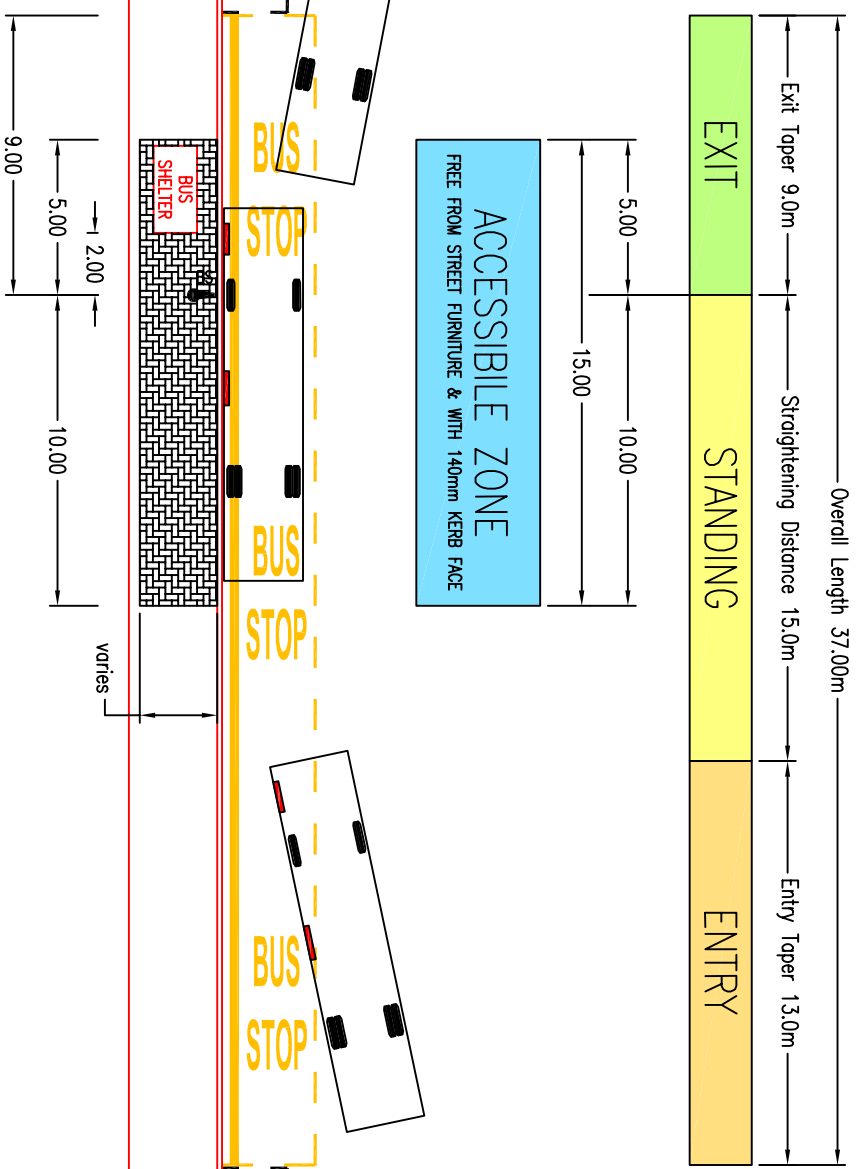
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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: Part 6 - Standard Details | | DRAWING No. QB109/00/01 | | REVISION B | | REVISION A | | AMENDMENT | | DATE DATE | |
| Sheet Size: A4 (297x210) | | ©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. | | Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327 | | | | | | | |

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| JOB TITLE | BUS STOP ACCESSIBILITY 2014/15 |
| DRAWING TITLE | BP394 KENT VIEW |
| WENNINGTON ROAD | |

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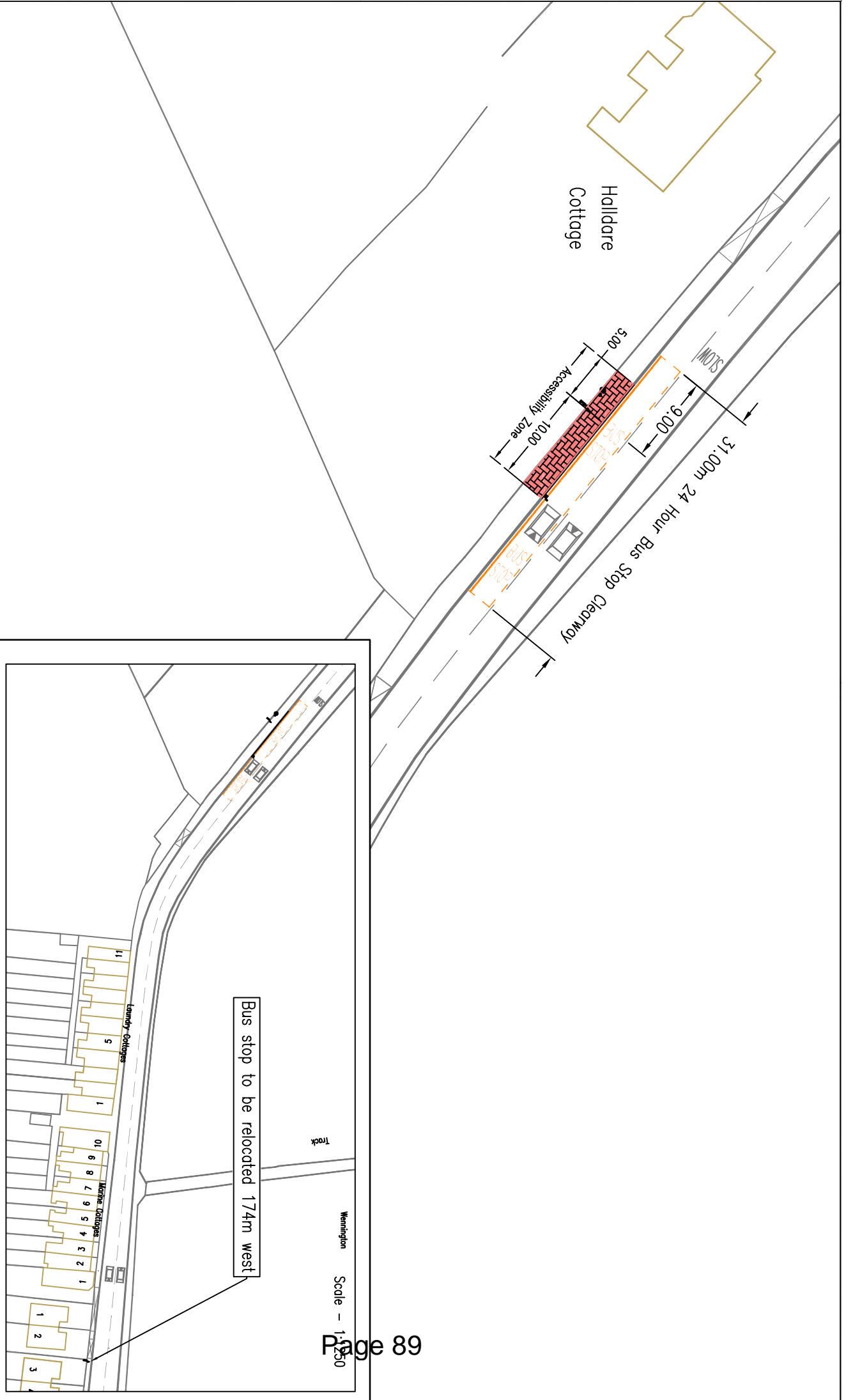
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JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
WENNINGTON ROAD

DRAWING TITLE
 BP394
 KENT VIEW

DRAWN BY
 RP

SCALE (AT A4 SIZE)
 1:500

ACAD REF:
 Sheet No: 44 (287/210)

CHECKED BY
 MLP

DATE
 03.12.14

DRAWING No
 QN008-0F-A78

APPROVED BY
 MLP

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ISSUE

REVISION
 B

PURPOSE

PROPOSAL

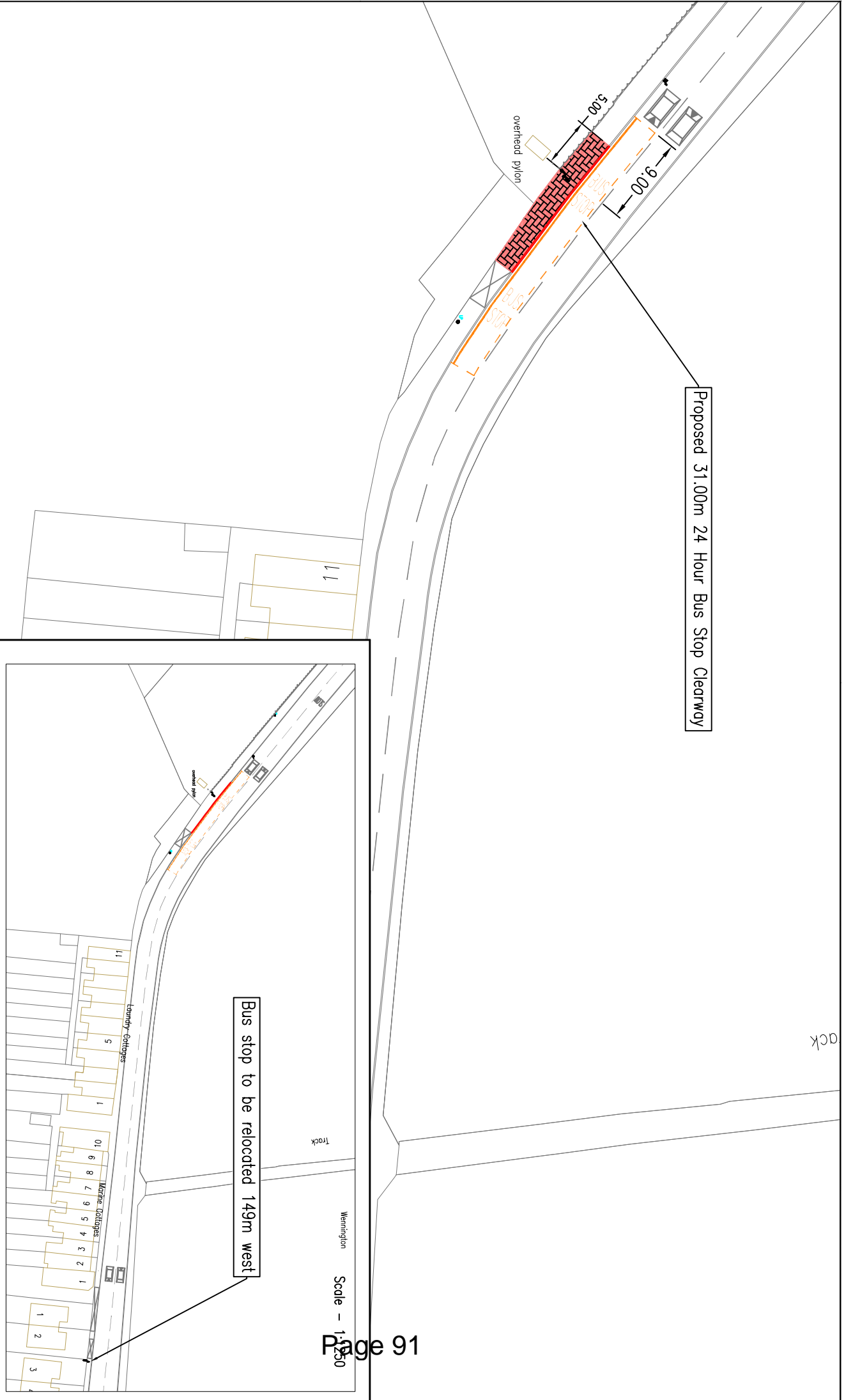
REVISION

AMENDMENT

DATE

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HIGHWAYS ADVISORY COMMITTEE

9 June 2015

| | |
|---|--|
| Subject Heading: | BUS STOP ACCESSIBILITY Tees Drive 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 £3,000 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 Tees Drive and seeks a recommendation that the proposals be implemented.

The scheme is within **Gooshays** 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 Tees Drive set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A237-A
 - QN008-OF-A238-A
 - QN008-OF-A239-A
2. That it be noted that the estimated cost of £3,000 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 Tees Drive as set out in the following table;

| Drawing Reference | Location | Description of proposals |
|---|--|---------------------------------|
| QN008-OF-A237-A BS274727 Noak Hill Road | By the flank wall of 42 Wincanton Road | 31metre bus stand clearway |
| QN008-OF-A238-A BS27471 Priory Road | By the flank wall of 38 Wrexham Road | 29metre bus stop clearway |
| QN008-OF-A239-A BS27470 Whitchurch Road | Outside 1 Tees Drive | 27metre bus stop clearway |

- 1.13 Approximately 5 letters were hand-delivered to those potentially affected by the scheme on 7th April 2015, with a closing date of 27th 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, 2 responses were received as set out in Appendix I to this report.
- 2.2 London Travelwatch supported the proposals.

2.3 A resident objected to the proposals for the clearway along the flank wall of 38 Wrexham Road (QN008-OF-A238-A) as follows;

- Tees drive requires traffic calming,
- The clearway creates a hazard for the junction of Tees Drive with Priory Road,
- The clearway is likely to obstruct the access and egress from 45 Tees Drive,
- The clearway could create a serious hazard for drivers joining the road from 45 Tees Drive,
- The proposal should be withdrawn or move 10 metres north.

3.0 Staff Comments

3.1 With regard to the proposals for the clearway along the flank wall of 38 Wrexham Road (QN008-OF-A238-A), Staff would comment that the physical layout of the bus stop is not proposed to be changed, simply the addition of the clearway to ensure the area is kept clear from other vehicles to ensure the stop is accessible.

3.2 Clearways are generally set out with reference to the bus stop flag so that the exit side of the clearway is 9 metres beyond the flag (which is used to align the front wheels of the bus so the front door opens after it). With the current available footway, the bus stop flag and therefore clearway could be moved 6 metres north and remain accessible, but this would require a further consultation.

3.3 The Committee will need to consider the various issues raised and make a recommendation based on balance.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £3,000 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

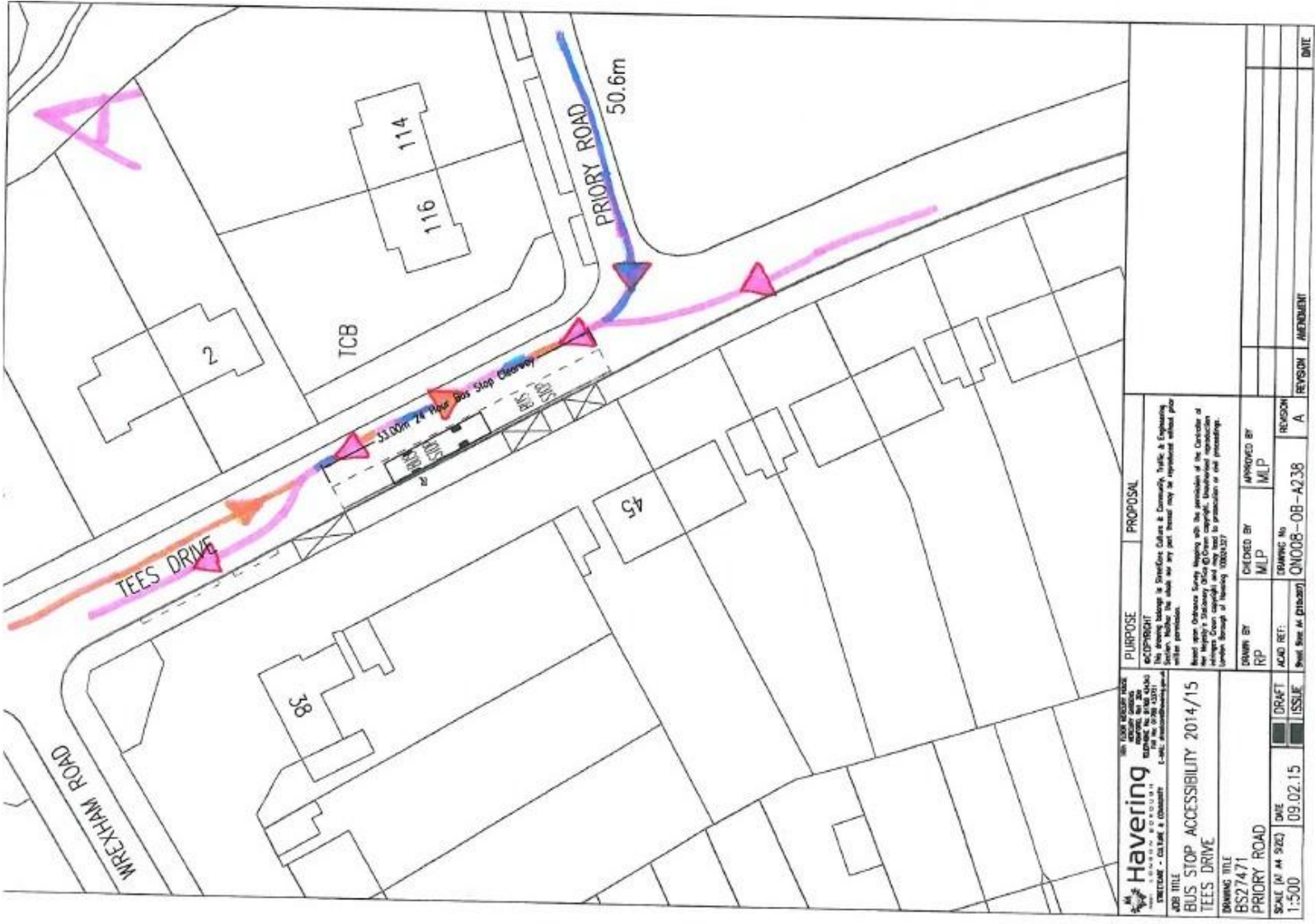
**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



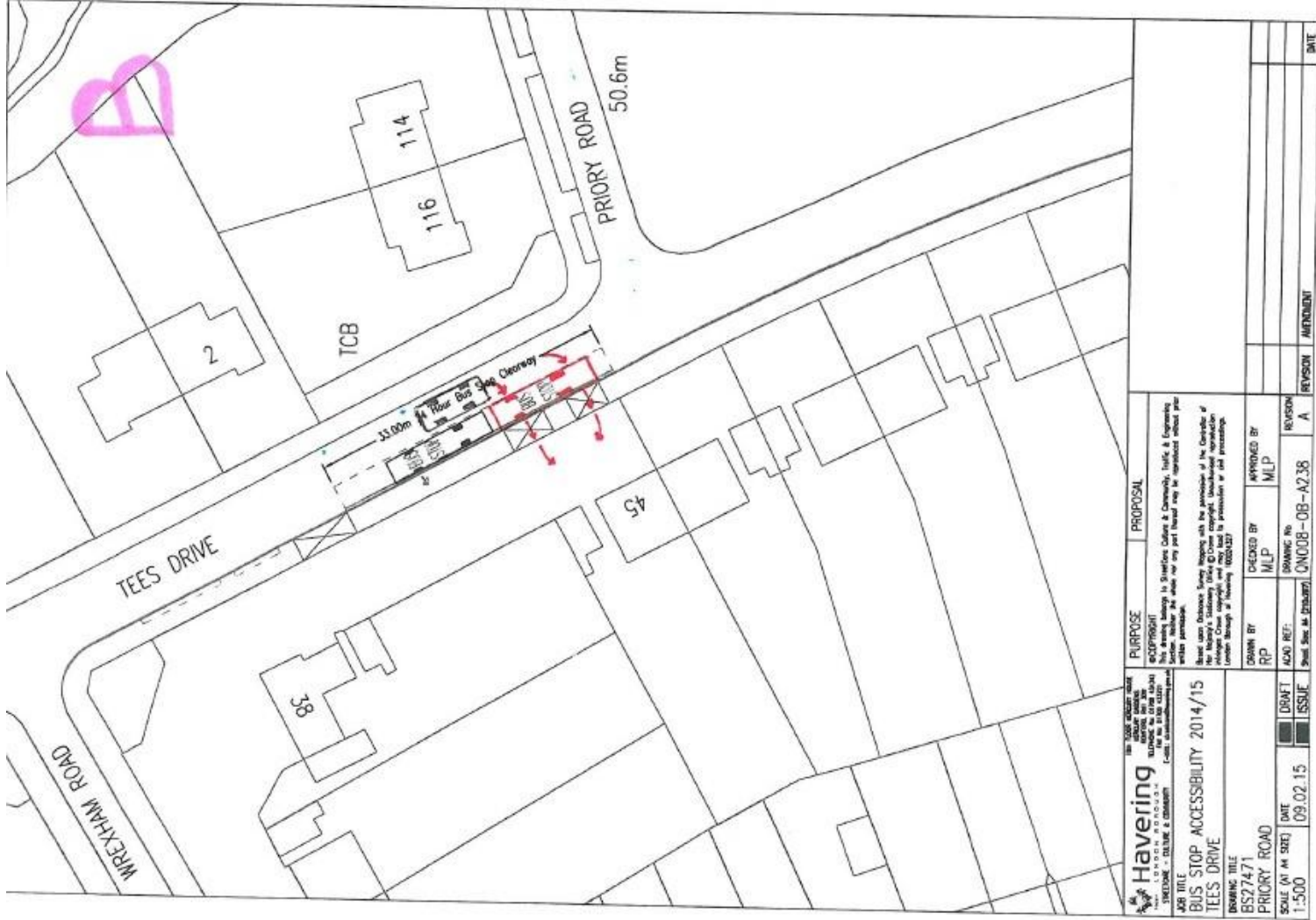
| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|-------------------------------------|--|---|
| Vincent Stops London TravelWatch | All sites | <p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p> |
| Resident 45 Tees Drive | QN008-OF-A238-A BS27471 Priory Road By the flank wall of 38 Wrexham Road | <p>I would like to make the following observations on the specific proposal to locate a bus stop clearway by the flank of 38 Wrexham Road.</p> <p>1. Tees Drive is a popular ‘cut through’ between Whitchurch Road and Noak Hill Road</p> <p>As a consequence, Tees Drive is a relatively busy road within Harold Hill, carrying buses and lorries as well as normal cars. Sadly, many cars proceed along Tees Drive at speed. Therefore, I would suggest that some form of traffic calming would not go amiss to make the route safer for other road users and local residents.</p> <p>2. The bus stop clearway is likely to create a hazard at the junction between Tees Drive and Priory Road (see Appendix A)</p> <p>In order to avoid entering the bus stop clearway, traffic proceeding down Tees Drive towards Noak Hill Road will be forced to cross to the wrong side of the road, right at the junction with Priory Road. This will be an unexpected manoeuvre to any drivers approaching the junction from Priory Road or waiting to exit Priory Road.</p> <p>Moreover, any traffic turning right out of Priory Road will be forced to immediately proceed down the wrong side of Tees Drive – a manoeuvre which is counter-intuitive.</p> <p>I suggest that any unexpected or counter-intuitive manoeuvre at a junction along a</p> |

| | | |
|--|--|---|
| | | <p>relatively busy road is potentially dangerous. At best, the bus stop clearway is likely to create a bottle-neck along Tees Drive at the junction with Priory Road.</p> <p>3. The bus stop clearway is likely to obstruct egress from and access to 45 Tees Drive. The latter is likely to cause occasional disruption to traffic in both directions (see Appendix B)</p> <p>Currently, without the bus stop clearway, it occasionally happens that there are 2 buses stationary at the bus stop outside 45 Tees Drive, particularly when drivers see that there is already more than 1 bus parked at the bus stop ahead by the flank of 42 Wincanton Road. When this happens, the driveways to 45 Tees Drive are blocked off. Although the purpose of the bus stop clearway is not to create a parking area for buses, it may nevertheless give rise to 2 buses being parked outside 45 Tees Drive more frequently.</p> <p>When this has happened in the past, and we have needed to exit our driveway, we have had to politely ask the driver to move the bus to allow us to do so. However, when it has happened when attempting to access our property, it has resulted in the temporary disruption of the flow of traffic in both directions while one of the buses (or both) has moved to permit access to our property. So, it is not unreasonable to expect the temporary disruptions to the flow of traffic will happen more frequently.</p> <p>Also, a concern of ours is that bus drivers may be less inclined to accommodate our polite requests, if they believe that their bus is legitimately parked in a bus stop clearway – although as mentioned, we do understand the purpose of the bus stop clearway is not to create a parking area for buses.</p> <p>4. The bus stop clearway could create a serious hazard for any driver attempting to join the road from either driveway at 45 Tees Drive (see Appendix C)</p> <p>Even if 2 buses were parked in the bus stop clearway in such a way to allow access and egress from 45 Tees Drive via the north driveway, it would nevertheless create a serious hazard – since visibility to the driver attempting to exit the driveway and</p> |
|--|--|---|

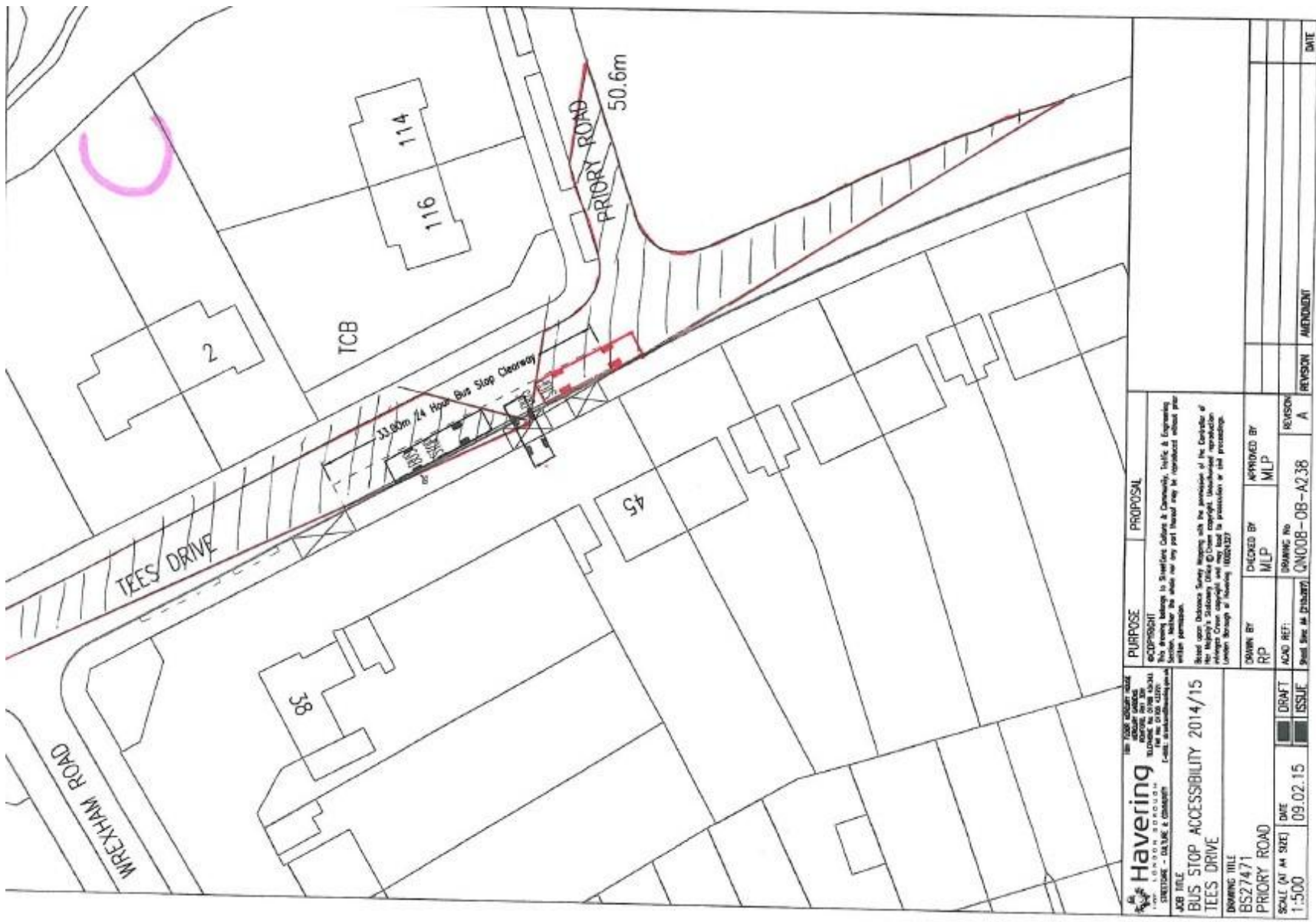
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| | | <p>gain access to Tees Drive would be significantly impaired. Indeed, visibility would be practically zero in both directions</p> <p>My suggestion The only wholesale solution to the issues observed at 2,3 and 4 above is the withdrawal of the proposal to create a bus stop clearway at the flank of 38 Wrexham Road.</p> <p>Assuming this is unlikely, my suggestion would be that the bus stop clearway is moved some 10 metres further up Tees Drive in the direction of Noak Hill Road. This would:</p> <ul style="list-style-type: none">- Create less of a hazard at the junction with Priory Road, and- Permit ready access to and egress from 45 Tees Drive, improving traffic safety and avoiding potential disruptions to local flow of traffic. <p>I respectfully ask you to consider the issues raised above when making a decision regarding the precise location of the bus stop clearway at the flank of 38 Wrexham Road.</p> |
|--|--|--|



| | | | | | |
|--|--|---|--|---|--|
| <p> Haverling CONSULTANTS PLANNING & COMMUNITY 5-10, WREXHAM ROAD, WREXHAM, CHESHIRE, WY6 1JL TEL: 01273 832333 FAX: 01273 832334 WWW.HAVERLING.CO.UK </p> | | <p> INT. YOUR REGISTERED TRADE ACCOUNT NUMBER REGISTERED NO. 11401450 VAT NO. 254 648 234 E-MAIL: info@haverling.co.uk </p> | | <p> PURPOSE PROPOSAL </p> | |
| <p> JOB TITLE BUS STOP ACCESSIBILITY 2014/15 TEES DRIVE </p> | | <p> DRAWING BY RP </p> | | <p> CHECKED BY M/P </p> | |
| <p> DRAWING TITLE BS27471 PRIORITY ROAD </p> | | <p> APPROVED BY M/P </p> | | <p> DRAWING No. ONC08-08-A238 </p> | |
| <p> SCALE (A1 A4 SIZE) 1:500 </p> | | <p> DATE 09.02.15 </p> | | <p> REVISION A </p> | |
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| <p>Havering LONDON PROJECTS STRONG - CLEAR - DURABLE</p> | | <p>PURPOSE PROPOSAL</p> | |
| <p>DATE 09.02.15</p> | | <p>DATE 09.02.15</p> | |
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| <p>PROJECT TITLE BUS STOP ACCESSIBILITY 2014/15</p> | | <p>PROJECT TITLE BUS STOP ACCESSIBILITY 2014/15</p> | |
| <p>CLIENT PRIORY ROAD</p> | | <p>CLIENT PRIORY ROAD</p> | |
| <p>DESIGNER MLP</p> | | <p>DESIGNER MLP</p> | |
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 LONDON BRIDGE
 SURVEYING & CONSULTING

JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
 TEES DRIVE

DRAWING TITLE
 BS27471
 PRIORITY ROAD

SCALE (A4 SIZE)
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PURPOSE
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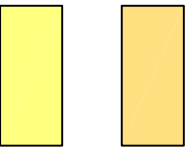
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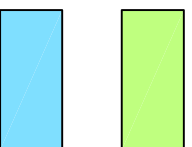
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ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

STANDING ZONE

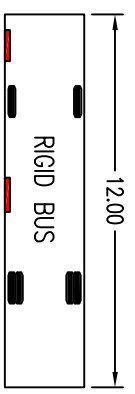
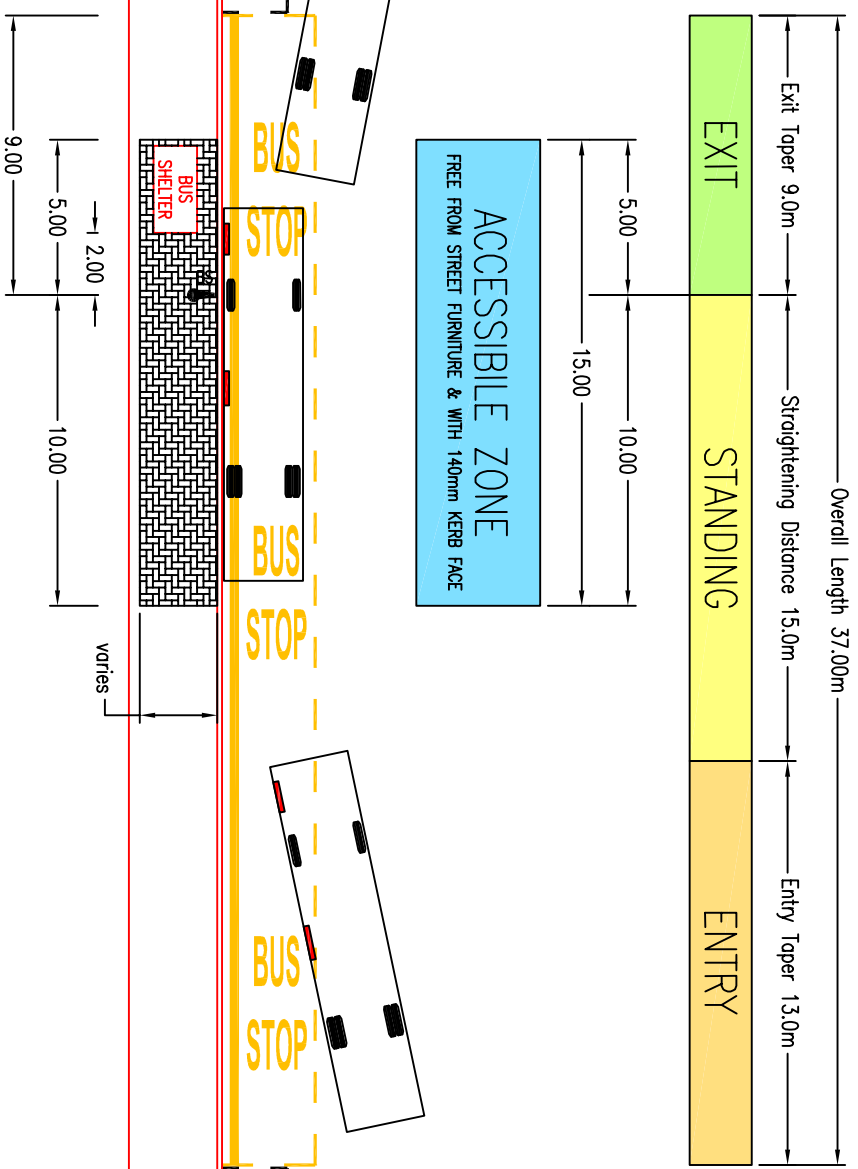
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

ACCESSIBLE ZONE

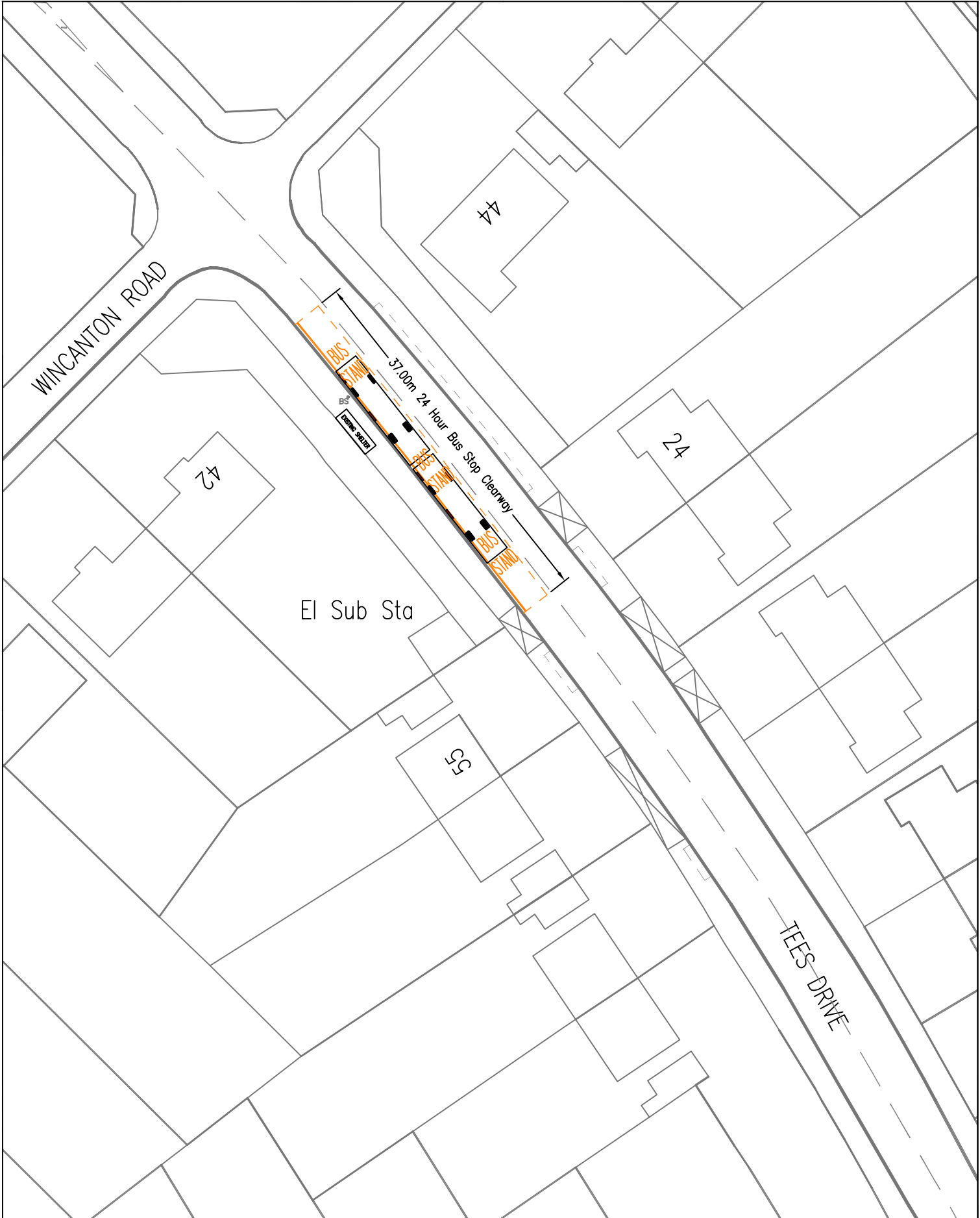
KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



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

| | | | | | | | | | | | |
|--|--|---|--|---------------------------|--|-------------------|--|--------------------|--|--|--|
| <p>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 ISSUE | | REVISION A | | DRAWING UPDATE DATE FEB 04 | |
| | | ACAD REF: Part 6 - Standard Details | | DRAWING No QB109/00/01 | | REVISION B | | AMENDMENT | | ©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327 | |

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JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
 TEES DRIVE

DRAWING TITLE
 BS27472
 NOAK HILL ROAD

SCALE (AT A4 SIZE)
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PURPOSE

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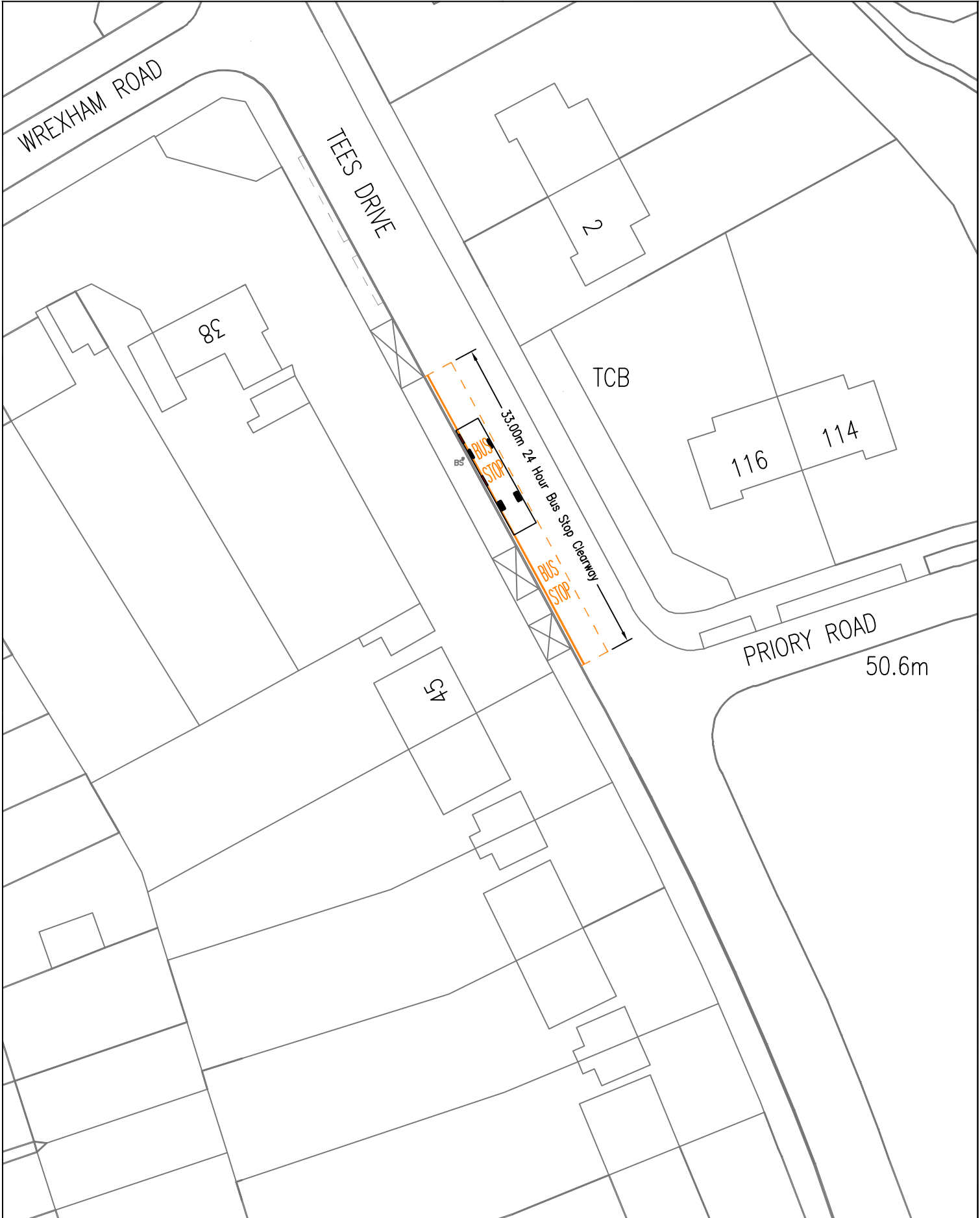
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JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
 TEES DRIVE

DRAWING TITLE
 BS27471
 PRIORY ROAD

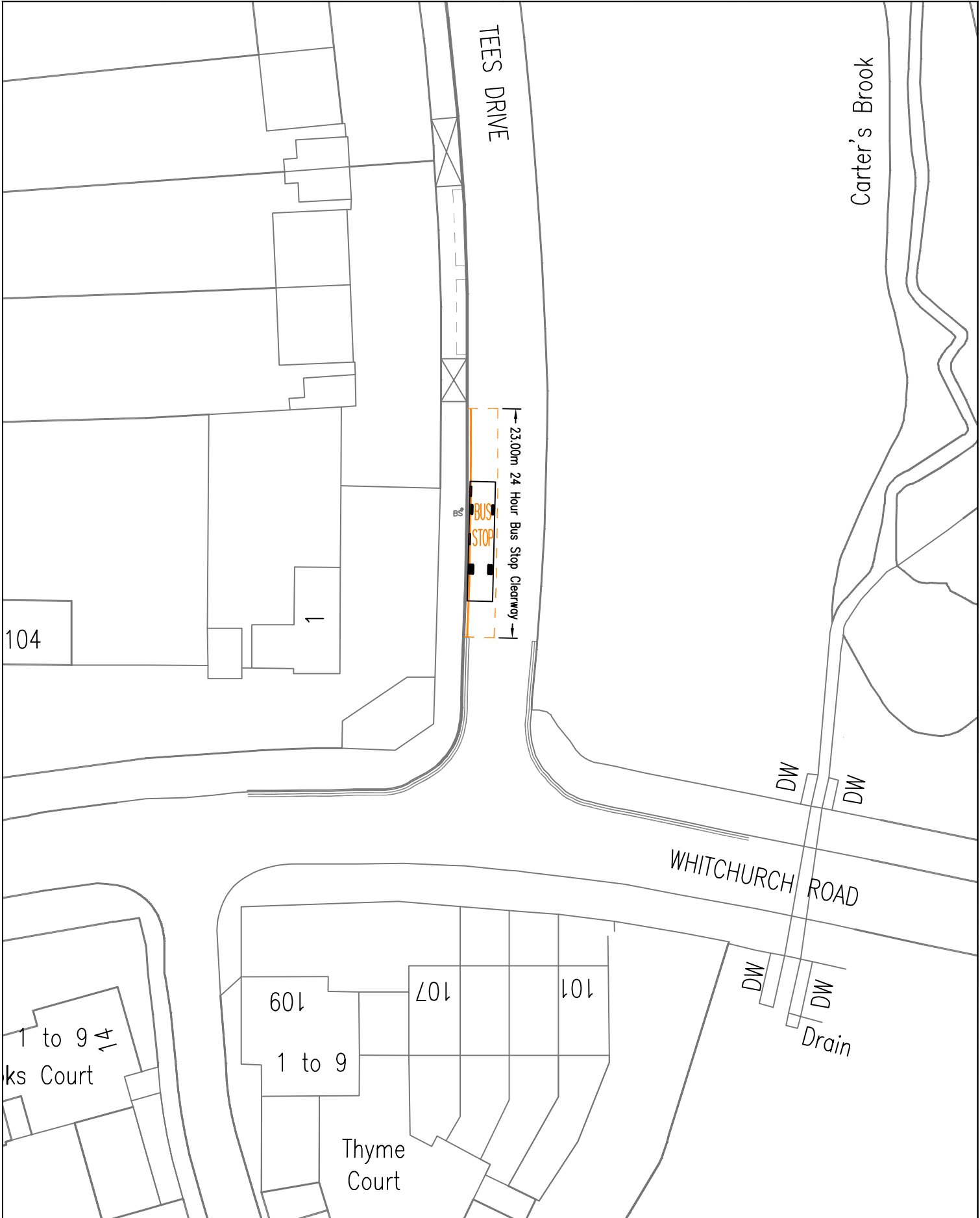
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JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
 TEES DRIVE

DRAWING TITLE
 BS27470
 WHITCHURCH ROAD

SCALE (AT A4 SIZE) 1:500
DATE 09.02.15
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PURPOSE PROPOSAL

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HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Upminster Road North & Loop
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 £44,000 for
implementation (all sites) will be met
by Transport for London through the
2015/16 Local Implementation Plan
allocation for Bus Stop Accessibility
(£36,000) and the S106 for Highway
Works (including Bus Stop
Accessibility) linked to P1140.09
(£8,000).**

**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 | [] |

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops along Upminster Road North, Lake Avenue, Thorn Lane, Briscoe Road & Berwick Road and seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Upminster Road North, Lake Avenue, Thorn Lane, Briscoe Road & Berwick Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A213&A214-A
 - QN008-OF-A215-A
 - QN008-OF-A216-A
 - QN008-OF-A217&A218-A
 - QN008-OF-A219&A220-A
 - QN008-OF-A221-A
 - QN008-OF-A222-A
 - QN008-OF-A223.2-A (Option 2)

2. That it be noted that the estimated cost of £44,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility (£36,000) and the S106 for Highway Works (including Bus Stop Accessibility) linked to P1140.09 (£8,000).

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 Upminster Road North, Lake Avenue, Thorn Lane, Briscoe Road & Berwick Road as set out in the following table;

UPMINSTER ROAD NORTH

| Drawing Reference | Location | Description of proposals |
|--|---|--|
| QN008-OF-A213&A214-A BS 20806 Allen Road | Opposite 306/308 Upminster Road North | 23metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A213&A214-A BS 20807 Allen Road | 286 – 298 Upminster Road North | Improved entry and exit taper 53metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A215 BS 9757 King Edward Avenue | Outside 397 – 399 Upminster Road North | 33metre bus stop clearway Section of footway parking to be removed 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A216 | Outside 344 Upminster | 37metre bus stop clearway |

| | | |
|---|--|--|
| BS 9756 Lambs Lane | Road North | 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF- A217&A218-A BS 18451 Acer Avenue | Outside 453 – 455 Upminster Road North | 37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF- A217&A218-A BS 18452 Acer Avenue | Outside 416 Upminster Road North | 37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |

LAKE AVENUE

| Drawing Reference | Location | Description of proposals |
|--|-----------------------------------|--|
| QN008-OF- A219&220-A BS 33791 Lake Avenue | Outside 53 – 55 Lake Avenue | 31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF- A219&220-A BS 33792 Lake Avenue | Outside 58-60 Lake Avenue | 31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |

THORN LANE

| Drawing Reference | Location | Description of proposals |
|---|-------------------------------|--|
| QN008-OF- A221 BS 33793 Thorn Lane | Opposite 21- 23 Thorn Lane | 29metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |

BRISCOE ROAD

| Drawing Reference | Location | Description of proposals |
|-------------------------------|----------------------------|--|
| QN008-OF- A222 BS 33794 | Outside 91 Briscoe Road | 31metre bus stop clearway 140mm kerb and associated footway |

| | | |
|--------------|--|-------------------------------------|
| Briscoe Road | | works provided at bus boarding area |
|--------------|--|-------------------------------------|

BERWICK ROAD

| Drawing Reference | Location | Description of proposals |
|--|------------------------|---|
| QN008-OF-A223.1 OPTION 1 BS 33796 Berwick Road | Outside 6 Berwick Road | 31metre bus stop clearway |
| QN008-OF-A223.2 OPTION 2 BS 33796 Berwick Road | Outside 6 Berwick Road | Bus stop to be relocated 26.60m north to the flank wall of No. 2 Cardinal Way 21metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |

1.13 Approximately 81 letters were hand-delivered to those potentially affected by the scheme on 7th April 2015, with a closing date of 27th 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, 15 responses were received as set out in Appendix I to this report.

6 Berwick Road, Drawings QN008-OF-A223.1-A and A223.2-A

2.2 London Travelwatch supported the proposals and with regard to the options for the stop outside 6 Berwick Road, it supported Option 2, to relocate the stop as shown on Drawing QN008-OF-A223.2-A.

2.3 London Buses confirmed support for Option 2, to relocate the stop as shown on Drawing QN008-OF-A223.2-A as it would allow a shelter to be provided with less impact on frontagers.

2.4 Cllr Durant observed that the stop outside 6 Berwick Road required a shelter, although in the current location may attract objections from

frontagers. He suggested that the stop remain in its current location, but a shelter be provided further along as the pavement is narrow and not everyone will need the shelter; although he suggested a site visit for a closer look.

- 2.5 Cllr Thompson was in favour of Option 2, to relocate the stop as shown on Drawing QN008-OF-A223.2-A as it would allow deliveries/ servicing for 2-10.
- 2.6 Cllr Tucker reiterated the need for a shelter at the location.
- 2.7 4 residents supported Option 2 to relocate the stop as shown on Drawing QN008-OF-A223.2-A because the current location affects driveway access, behaviour of passengers, restrictions on deliveries and parking.
- 2.8 2 residents objected to the relocation, preferring Option 1 as shown on Drawing QN008-OF-A223.1-A. They were concerned that a relocation would impact on parking (especially because of the doctor's surgery at 17 Berwick Road), access to driveways and a general point about impact on road structure.

58-60 Lake Avenue, Drawing QN008-OF-A219&220-A

- 2.9 1 resident objected to the proposals because the proposed clearway would prevent visitors parking across their driveway and who could move if required. The resident considered themselves due compensation should the scheme go ahead.

344 Upminster Road North, Drawing QN008-OF-A216-A

- 2.10 1 resident objected to the proposals citing that the stop is not in a safe or convenient location, buses block their driveway, affect visibility at their driveway, passengers stand on their driveway and glass from the smashed shelter affects their vehicle tyres. The resident wants the bus stop relocated.

397 to 399 Upminster Road North, Drawing QN008-OF-215-A

- 2.11 1 resident objected to the proposal because of loss of parking. The resident suggested that the planted verge area be removed so that they and their neighbour would better be able to access their properties.

416 Upminster Road North, Drawing QN008-OF-217&218-A

- 2.12 1 resident responded and requested that the bus shelter be turned round so the open side faces the road in order to improve visibility from their driveway and to discourage youths from congregating at night.

3.0 Staff Comments

- 3.1 With regard to the options for the stop current outside 6/8 Berwick Road, Staff suggest that the relocation (Option 2) as shown on Drawing QN008-OF-A223.2-A is the superior option as it would provide an accessible stop with space for a shelter which has less impact on residents. A clearway would impact on parking locally, but it is required to ensure access at all times. London Buses would not wish to have the shelter remote from the stop position and it supports Option 2.
- 3.2 For the proposal outside 58-60 Lake Avenue (Drawing QN008-OF-A19&220-A), Staff note the objection, but could not consider relying on a person visiting to move their vehicle when a bus arrives to ensure a stop is accessible.
- 3.3 With the proposal outside 344 Upminster Road North (Drawing QN008-OF-A216-A), do not consider there to be any particular road safety issues at the site, but note the issues of anti-social behaviour. There is no alternative location for this stop because of the prevalence of vehicle crossings. Staff would also suggest that a proposal to relocate the stop would likely lead to similar concerns raised by residents at an alternative location.
- 3.4 For the proposal outside 397 to 399 Upminster Road North (Drawing QN008-OF-A215-A), Staff consider that there may be alternative locations, but would also suggest that a proposal to relocate the stop would likely lead to similar concerns raised by residents at an alternative location.
- 3.5 With the proposal for 416 Upminster Road North (Drawing QN008-OF-217&218-A), it would appear feasible to turn the shelter around, but this would ultimately be a decision for TfL and would depend on the position of buried utilities. Staff will pass on the request should the proposal be agreed.
- 3.6 In all cases, the Committee will need to consider the various issues raised and make a recommendation based on balance.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The cost of £44,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility (£36,000) and the S106 for Highway Works (including Bus Stop Accessibility) linked to P1140.09 (£8,000). 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

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|-------------------------------------|---|---|
| Vincent Stops London TravelWatch | All sites QN008-OF-A223.1-A OPTION 1 QN008-OF-A223.2-A OPTION 2 Outside 6 Berwick Rd | <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> <p>We support these works to improve the accessibility of buses. The second option that tightens the junction of Cardinal way would be best.</p> |
| Cllr Durant | QN008-OF-A223.1-A OPTION 1 QN008-OF-A223.2-A OPTION 2 Outside 6 Berwick Rd | <p>The present bus stop in Berwick Road [1A] had its pavement improved when the entire road was improved, but it lacks a shelter. This stop needs a shelter because it is near a Surgery and Post Office/shop and is regularly used, particularly by the elderly. The problem is the stop is outside houses and they may object to a shelter.</p> <p>The alternative [2A] is a good re-location for the stop because it is next to a flank wall and suitable for a shelter and thus is the preferred option. That said looking at the Clearway length shown in [1A] it could allow for the stop to remain where it is but have the shelter at [2A], because the pavement is quite narrow and not everyone will require the shelter!</p> <p>This would work because passengers can see the bus enter the top of Berwick Road, but please can you arrange a site visit regarding this stop for a closer look.</p> |

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| Cllr Thompson | <p>QN008-OF-A223.1-A OPTION 1</p> <p>QN008-OF-A223.2-A OPTION 2</p> <p>Outside 6 Berwick Rd</p> | I favour option 2 as it facilitates deliveries of groceries and parcels by leaving a convenient bit of kerb to service 2-10 Upminster Road North. |
| Cllr Tucker | <p>QN008-OF-A223.1-A OPTION 1</p> <p>QN008-OF-A223.2-A OPTION 2</p> <p>Outside 6 Berwick Rd</p> | Officers, Councillors, Please continue to do your best on this one. A result on this issue would make our elderly residents very happy. [in relation to the provision of a bus shelter at the site following requests from residents]. |
| Resident 8 Berwick Road | <p>QN008-OF-A223.1-A OPTION 1</p> <p>QN008-OF-A223.2-A OPTION 2</p> <p>Outside 6 Berwick Rd</p> | <p>With reference to the above proposal, we would recommend Option 2. QN008-OF-a223.2 We have lived at 8 Berwick Road for the last 40 years and have experienced years of problems with the bus stop being almost on the boundary of No 6 and No 8.</p> <p>We have problems with trying to get on and off our driveway, either with people blocking the drive, or the bus blocking the drive. Sometimes for a few minutes, sometimes for much longer ie, driver left bus to go to corner shop, or the bus has broken down and blocked the drive so I could not get off to go to an appointment.</p> <p>This has happened several times over the years. Our main concern now is the number of very young children using the bus and parents not being responsible for controlling their children from running behind our car as we try and get off the drive.</p> <p>Even after we have spoken to the parents warning them we are about to move would they hold on to the children.</p> <p>If option 1 goes ahead it would restrict us even further to having goods delivered,</p> |

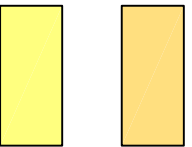
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| | | <p>which is hard enough now. My mother who is disabled and father who is 90 years old, would not be able to be dropped off at our driveway. Parking on the opposite side of the road is normally taken up with staff and patients of the Doctors surgery.</p> <p>If Option 2 is passed this would cause the least inconvenience as no one parks along by the flank wall.</p> |
| Resident Address not given | <p>QN008-OF-A223.1-A OPTION 1</p> <p>QN008-OF-A223.2-A OPTION 2</p> <p>Outside 6 Berwick Rd</p> | I am writing to support option 2 of the proposed relocation of the bus stop on Berwick Road. |
| Resident Address not given | <p>QN008-OF-A223.1-A OPTION 1</p> <p>QN008-OF-A223.2-A OPTION 2</p> <p>Outside 6 Berwick Rd</p> | I would like to support option 2, bus stop to be relocated 26.60m north to the flank wall of No.2 Cardinal Way. |
| Resident Address not given | <p>QN008-OF-A223.1-A OPTION 1</p> <p>QN008-OF-A223.2-A OPTION 2</p> <p>Outside 6 Berwick Rd</p> | <p>I'm writing to support Option 2 of the Berwick Rd bus stop works. I believe that position should have been the right place for the bus stop in the first place.</p> <p>Relocating the stop and the reduced restrictions on parking in the area (especially if a good shelter is built) is I think a win-win for everybody concerned, bus passengers, drivers, home owners and residents, as well as the highways agency.</p> <p>This option means only a 21m clearway rather than 31m of Option 1 and requires less parking restrictions.</p> |

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| Resident Address not given | QN008-OF-A223.1-A OPTION 1 QN008-OF-A223.2-A OPTION 2 Outside 6 Berwick Rd | The Berwick Road back would move up the bus stop, you are cut out parking spaces, and making more hazard to the parking to the surgery and more park right on the corner of Cardinal Way. The bus stop would have bin put in Thorn Lane year ago, the road around are not made for bus the road are breaking up again you repaired them last year. |
| Resident 13A Berwick Road | QN008-OF-A223.1-A OPTION 1 QN008-OF-A223.2-A OPTION 2 Outside 6 Berwick Rd BS 33796 Berwick Road Outside 6 Berwick Rd | In respect of the proposed move of the bus stop in Berwick Road, Rainham and recent telephone conversation with your good self. You may be aware that there is a doctor's surgery at 17 Berwick road. I live at 13a and already have to cope with all the thoughtless parking that occurs outside my house. I feel that putting a bus stop directly opposite my property would compound the problems I have getting on and off my drive way. The bus stop would be better staying in it's present location. |
| Matthew Moore London Buses Infrastructure | QN008-OF-A223.1-A OPTION 1 QN008-OF-A223.2-A OPTION 2 Outside 6 Berwick Rd | Both of these options are a great improvement on accessibility. I have had a request from Councillor Durant for a shelter at this stop. If we were able to secure funding for it the better option would be number 2 as the shelter would have less impact upon frontagers. |
| Resident 64 Lake Avenue | QN008-OF-A219&220-A | I live at 64 Lake Avenue. According to the plan sent to me the intention is to put in a "bus stop clearway" across my drive – I am opposing this decision. As I have a driveway leading to my front of house parking no one should be parking there |

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| | Outside 58-60 Lake Avenue | <p>anyway, and those who do would be guests of mine so able to move should the need arise. It is a complete waste of council money which could be put to better use elsewhere.</p> <p>Should the works be mandatory I believe some kind of compensation should be in order for any inconvenience this will cause me.</p> |
| Resident 346 Upminster Road North | QN008-OF-A216-A Outside 344 Upminster Road North | <p>Regarding the proposed works on the footpaths to highways. I live at 346 Upminster Road North, and have been questioning the current location and related safety risks to the bus stop outside our house since moving here.</p> <p>You now are proposing more changes? Has anyone considered that this bus stop is not in a safe or convenient location in the first place? Buses block my and my neighbours drive, they obscure our vision when trying to access or exit our properties. We then have the people who wait for the buses, not satisfied with waiting in or close to the bus stop, they stand in our drives and on our property.</p> <p>I myself have nearly knocked over several people when turning into / onto my drive! We then have the problem with the shelter being smashed up, glass all over the path and road, very good for my tyres.</p> <p>Why the bus stop was put there in the first place is a mystery, it should be located in a safe, convenient (set back off the road) location. Various rumours have been around saying it was somewhere else originally but someone who knew someone got it moved? Rainham Road North is a busy route at the best of times, and in truth I would want the bus stop re located or removed full stop.</p> |
| Resident 395 Upminster Road North | QN008-OF-A215-A Outside 397 – 399 Upminster Road North | <p>I live at 395 Up RD Nth and I object to the proposal purely because it will mean losing the only parking bay available outside our house. (we used to have 2). My daughter parks in this bay as due to the council land outside our property she is unable to park beside my husband at the front of the house. The only solution to</p> |

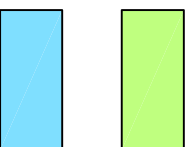
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| | | keep everyone happy (except the birds) would be to remove this land. I believe my neighbour at 397 would be very pleased with this arrangement. |
| Resident 414 Upminster Road North | QN008-OF- A217&A218-A Outside 416 Upminster Road North | I live at 414 Upminster Road North and would like to suggest that when these works take place. Can you get the bus shelter turned round so it faces the road, it is very hard and dangerous when pulling out of my drive, because the shelter blocks the view up the road so I have to pull out further to see when it's clear to pull out. Also it might stop youths staying around the shelter at night. |

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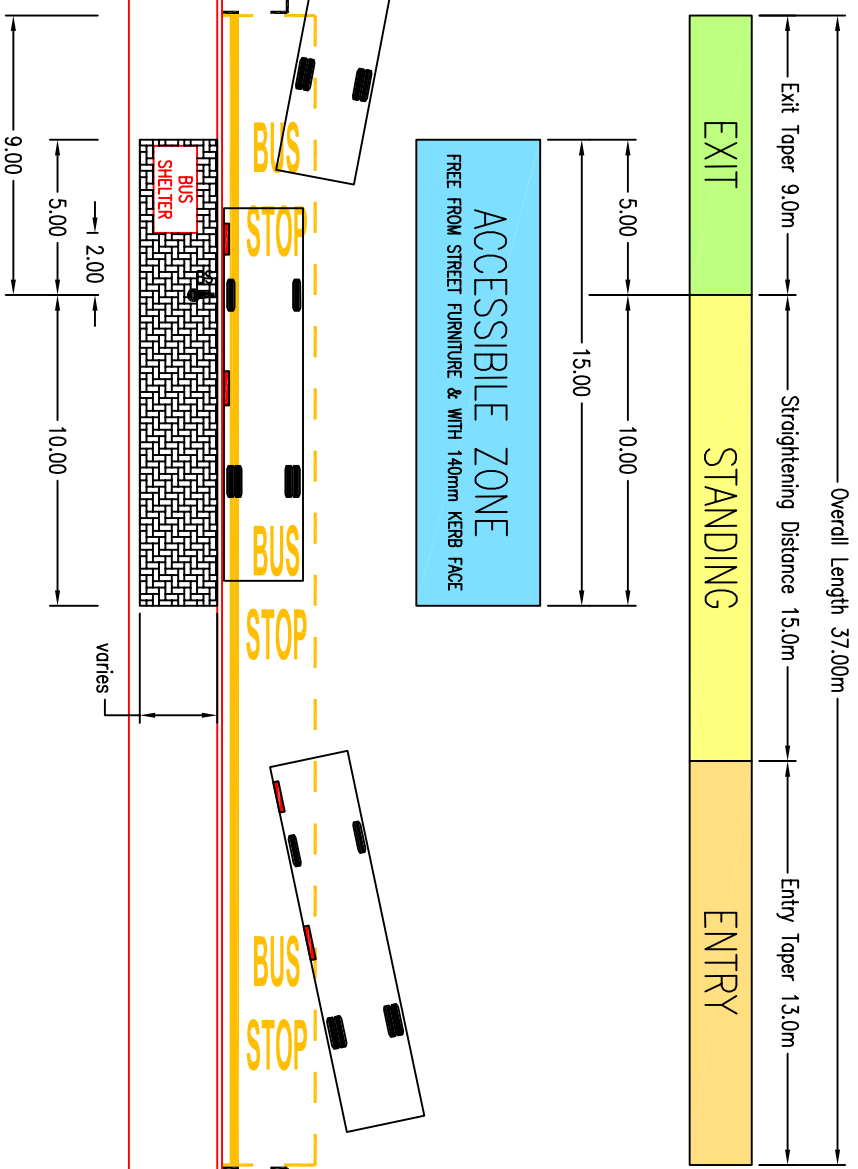
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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.

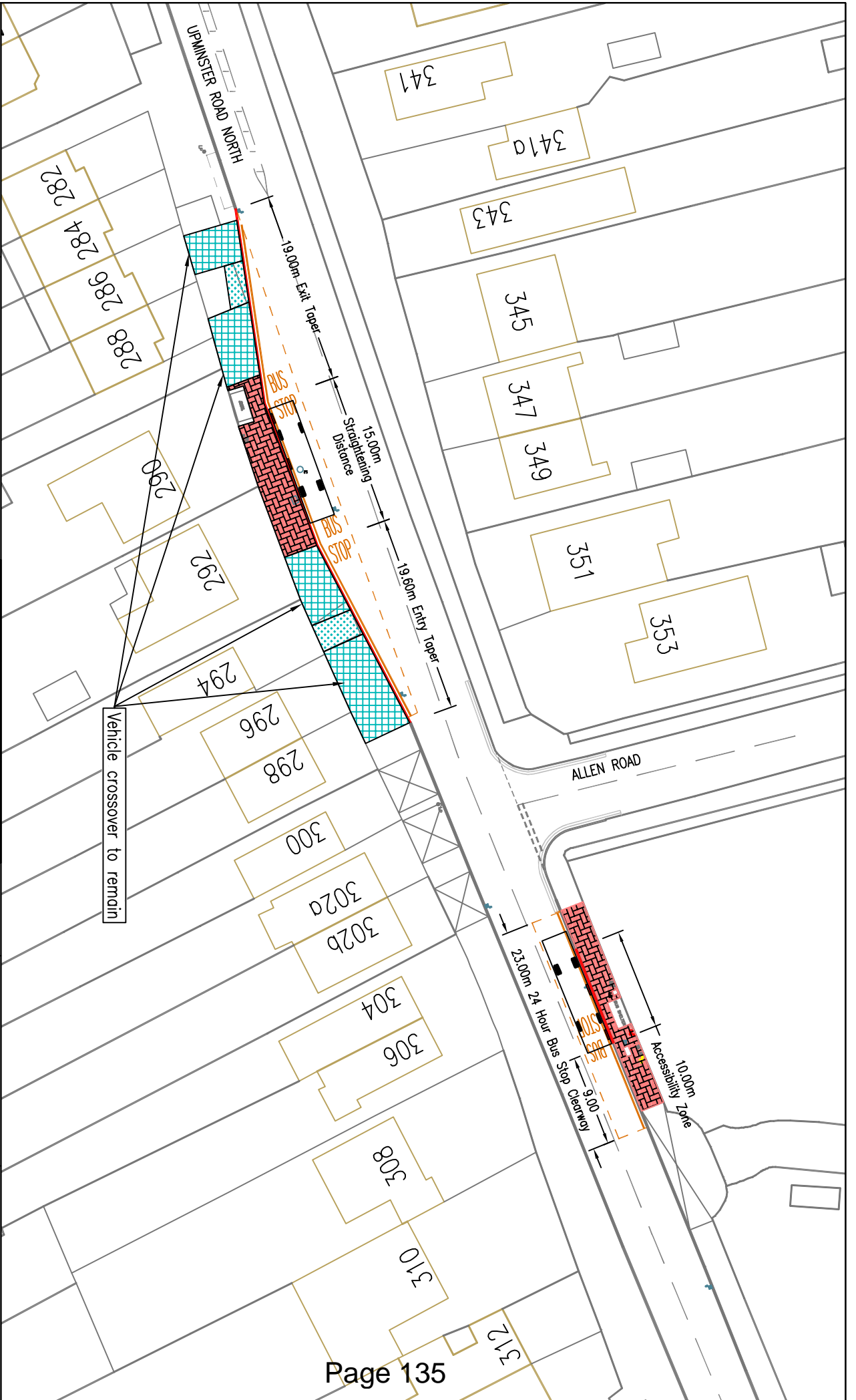
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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.

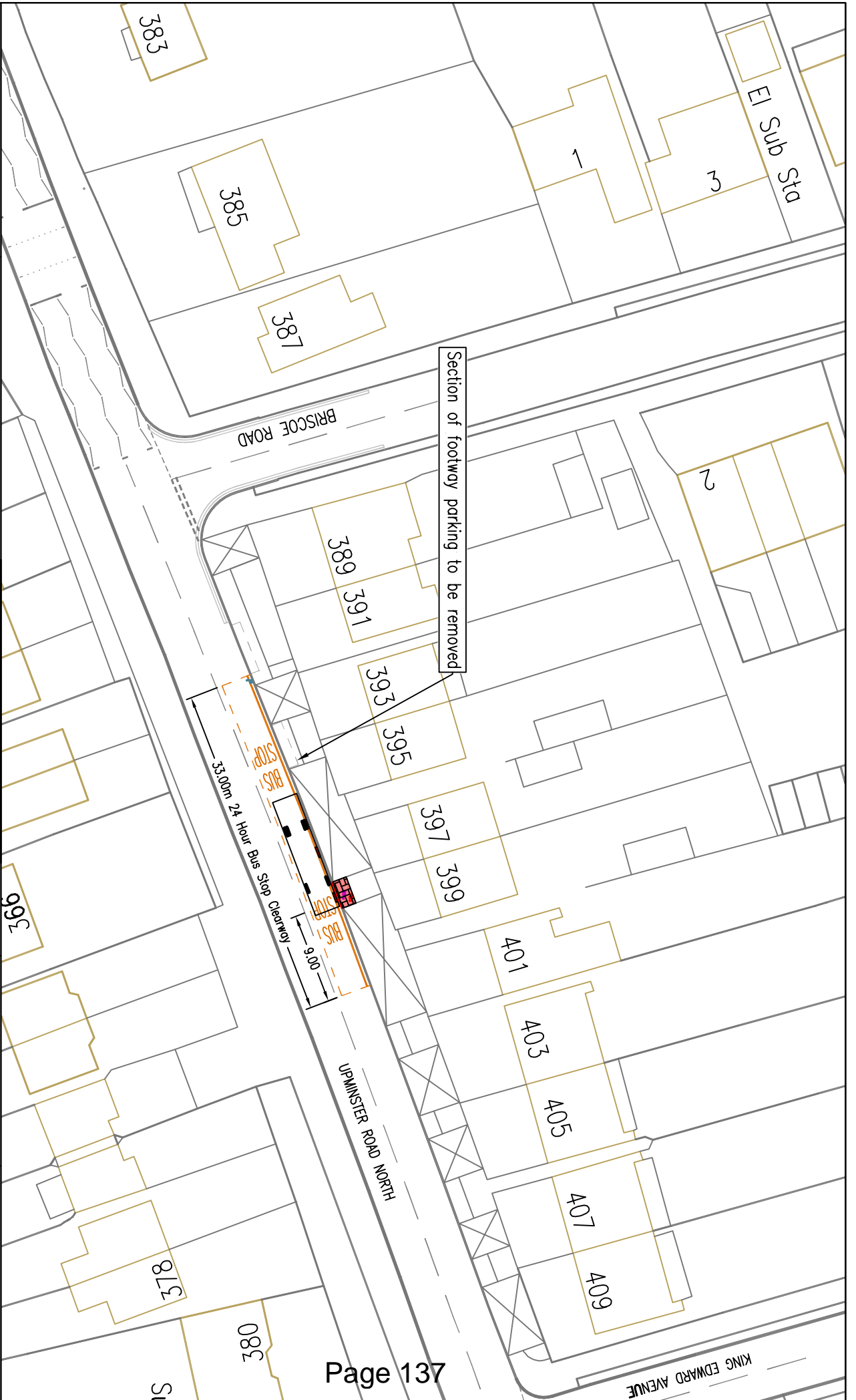
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| <p>Haverling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROWEBRD, RM1 3DW, TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p> | | <p>JOB TITLE 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 ISSUE</p> | | <p>REVISION</p> | | <p>DRAWING UPDATE</p> | | <p>DATE FEB 04</p> | |
| <p>ACAD REF: Part 6 - Standard Details</p> | | <p>DRAWING No QB109/00/01</p> | | <p>REVISION B</p> | | <p>REVISION A</p> | | <p>AMENDMENT</p> | | <p>AMENDMENT</p> | | <p>AMENDMENT</p> | |
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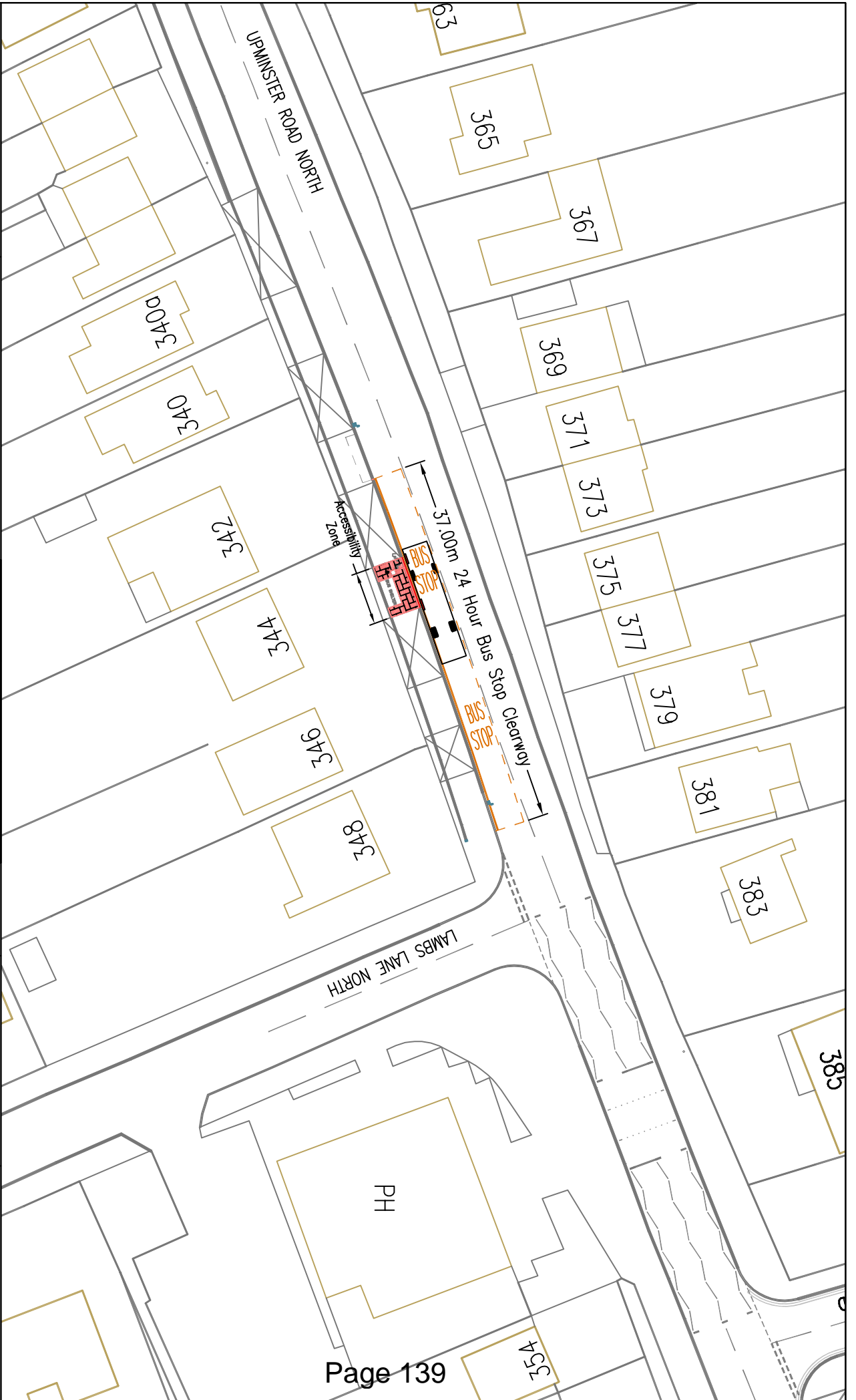
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| DRAWING TITLE BS 9757 KING EDWARDS AVENUE | | DRAWING No QN008-0F-A215 | | REVISION AMENDMENT | | REVISION AMENDMENT | | DATE | | DATE | |

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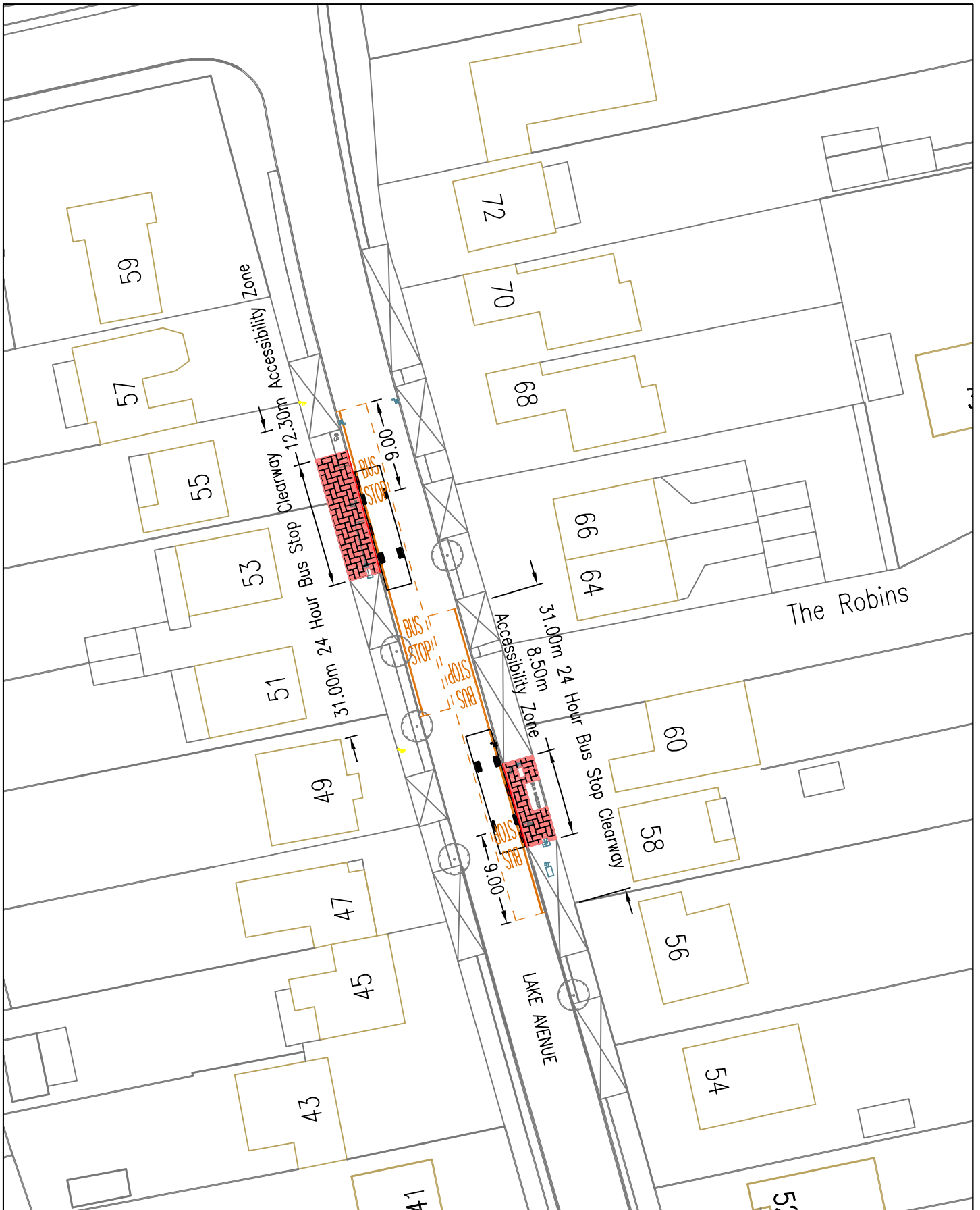
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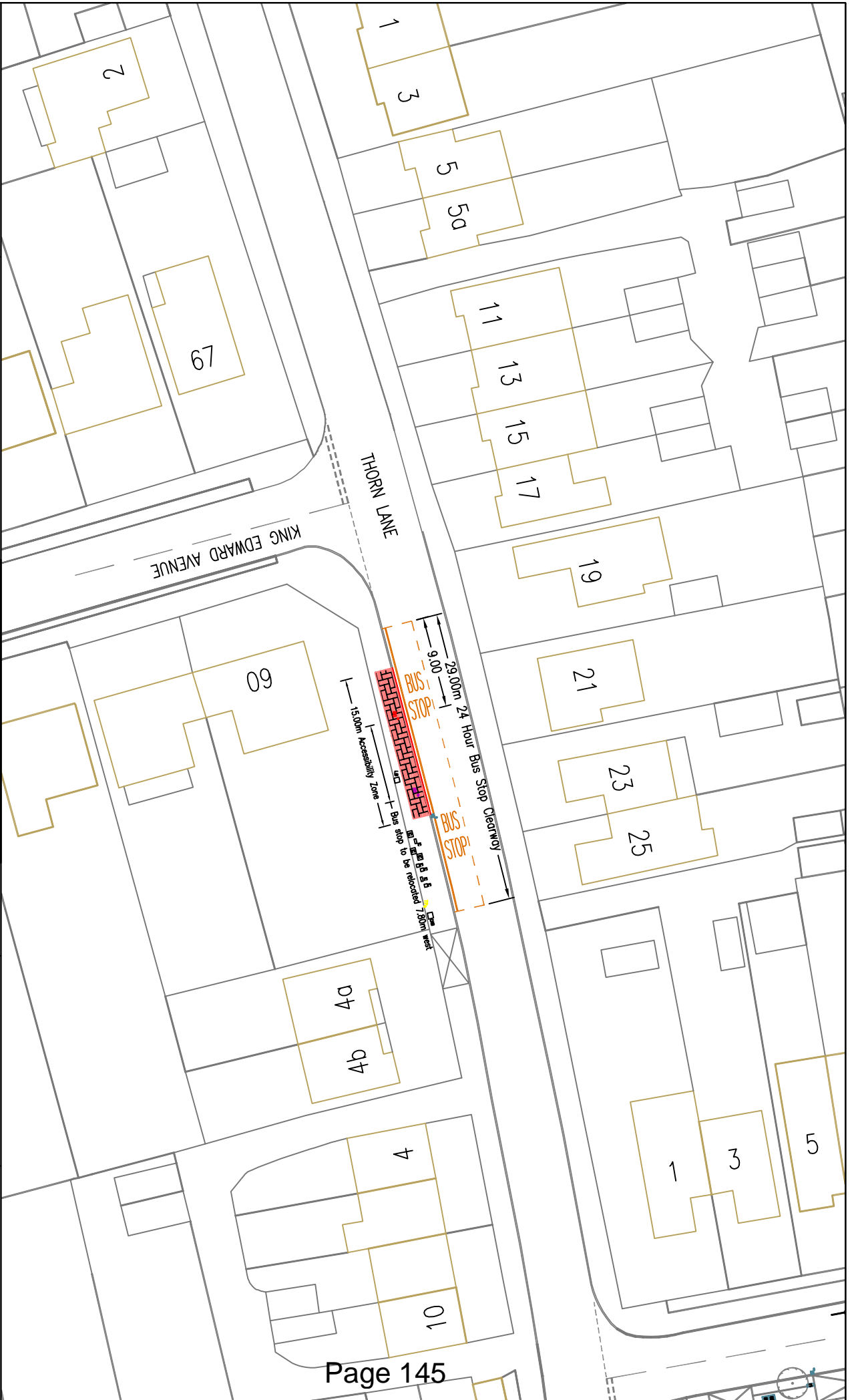
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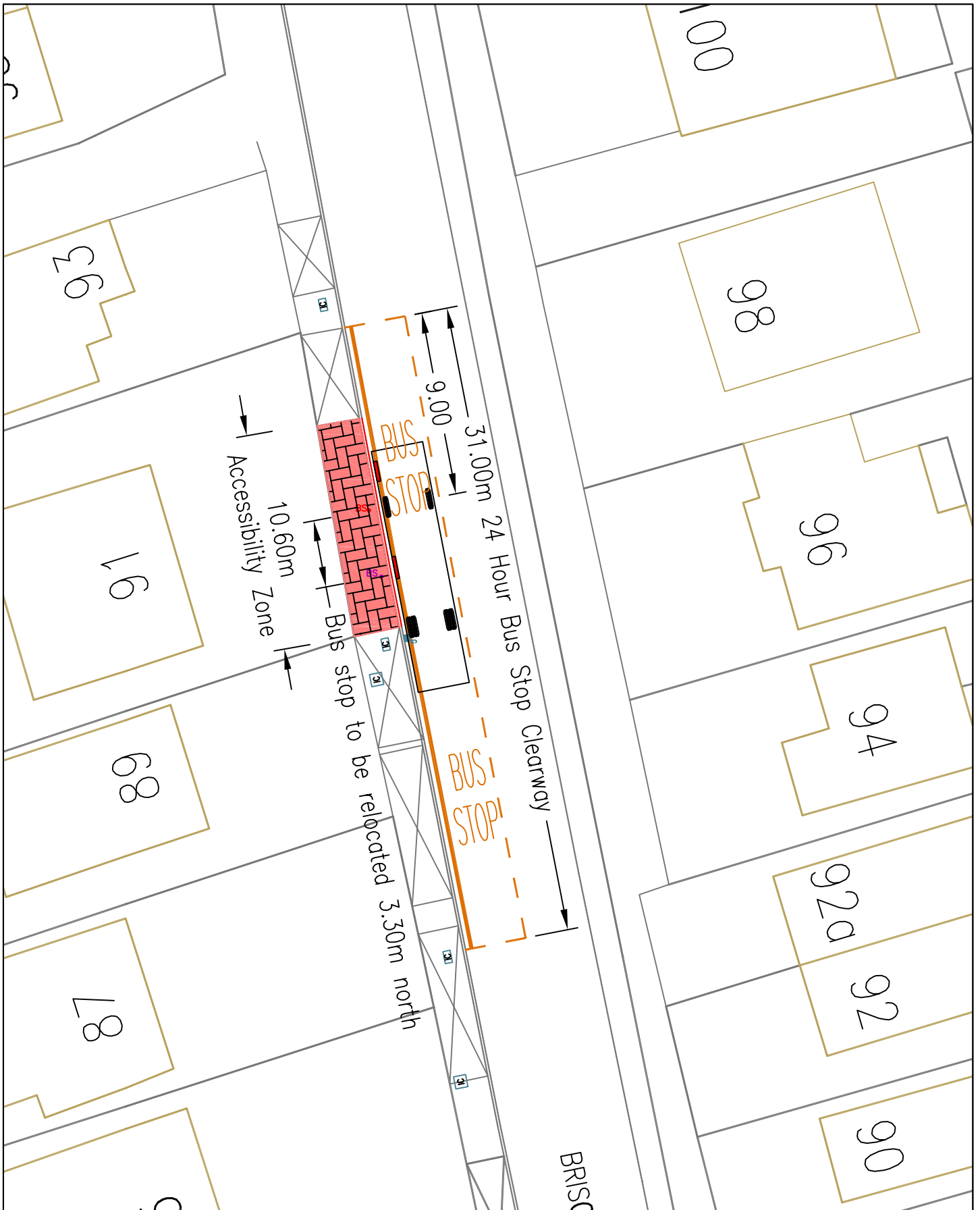
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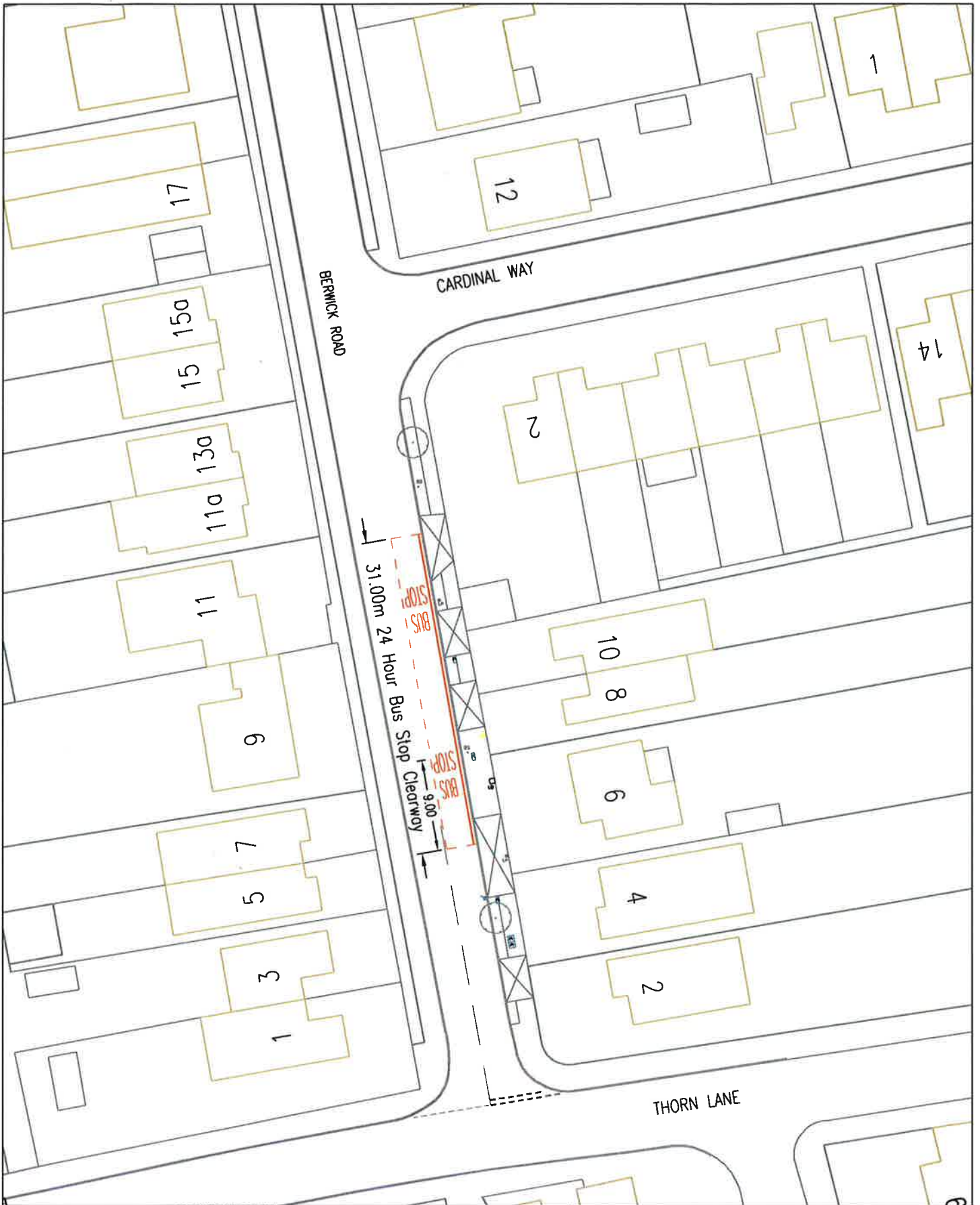
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|  Streetcare Culture & Community TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk | | Job Title UPMINSTER ROAD NORTH LOOP A218 | | Drawn By RP | | Checked By MLP | | Approved By MLP | | Purpose PROPOSAL | | © COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. | |
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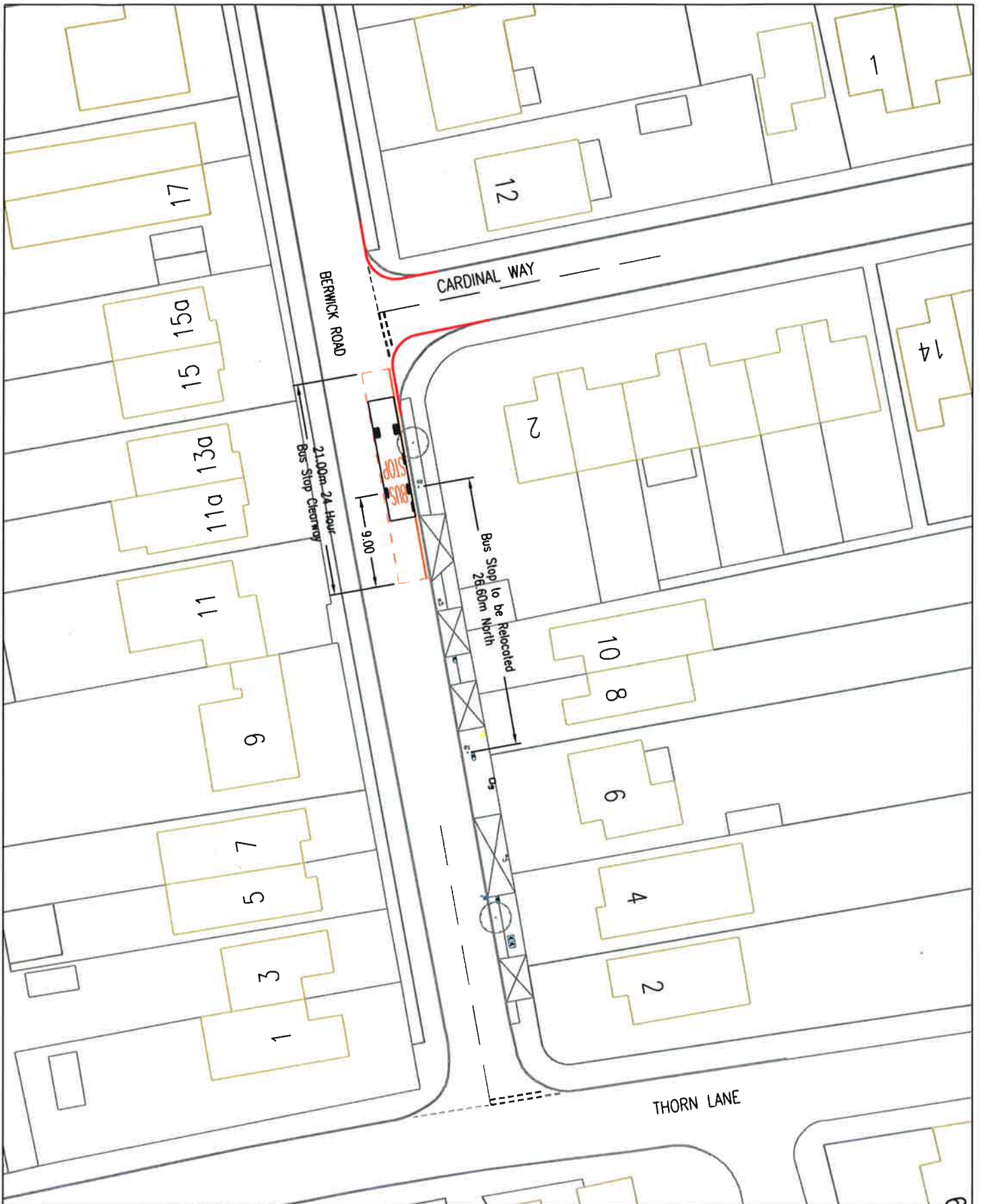
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| SCALE (AT A4 SIZE) 1:500 | DATE 09.01.15 | <input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE | ACAD REF: | DRAWING No | Page 149 | <input type="checkbox"/> REVISION <input type="checkbox"/> AMENDMENT | DATE |
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| | | 10th FLOOR MERCURY HOUSE MERCURY GARDENS BROADFORD, PAUL SONS TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk | | 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 | | | |
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| DRAWING TITLE BS 33796 BERWICK ROAD (OPTION 2) | | | | ACAD REF: | | DRAWING No | | REVISION | |
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HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
St Mary's 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 £23,000 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 | <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 sets out the responses to a consultation for the provision of fully accessible bus stops along St. Mary's Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Upminster** 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 St. Mary's Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A156-A157-A (clearways operating throughout the week)
 - QN008-OF-A158-A159-A (clearways operating Monday to Saturday)
 - QN008-OF-A160-A161-A (clearways operating Monday to Saturday)
 - QN008-OF-A162-A163-A (clearways operating Monday to Saturday)
2. That it be noted that the estimated cost of £23,000 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 St, Mary's Lane as set out in the following table;

| Drawing Reference | Location | Description of proposals |
|---|--|--|
| QN008-OF-A156-A157-A BS18407 Corbets Tey Road | Outside 143 – 147 (eastbound) | 31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A156-A157-A BS18408 Corbets Tey Road | Outside 162 – 164 (westbound) | 29metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A158-A159-A BS18409 Tudor Gardens | Outside 223-225 (Old Police Station) (eastbound) | 27metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A158-A159-A BS18410 Tudor Gardens | Outside 228 (westbound) | 37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A160-A161-A BS18411 Argyle Gardens | Outside 321 – 323 (eastbound) | 37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A160-A161-A | Outside 290 – 292 | 33metre bus stop clearway |

| | | |
|--|-----------------------------------|--|
| BS18412 Argyle Gardens | (westbound) | 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A162-A163-A BS25108 Howard Road | Outside 393 – 395 (eastbound) | 27metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A162-163-A BS25109 Howard Road | Opposite 389 – 391 (westbound) | 27metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |

1.13 Approximately 29 letters were hand-delivered to those potentially affected by the scheme on 7th April 2015, with a closing date of 27th 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 Cllr Van den Hende expressed support on behalf of the Upminster councillors and wished to confirm that TfL would be funding the works and if the work would take place in the summer if agreed.

2.4 A resident support the principles, but raised concerns about the proposals for the eastbound stop outside 393-395 St. Mary's Lane (Drawing QN008-OF-A162-163A) as follows;

- Concern that the vehicle crossing to their premises would be removed;
- Disagreed with the bus stop clearway and its length as there were already waiting restrictions at the bus stop, especially with buses running lower frequency and not on Sundays.

3.0 Staff Comments

- 3.1 Staff confirm that vehicle crossings will not be removed.
- 3.2 The existing restriction at 393-395 St. Mary's Lane is a "no waiting" restriction. Bus stop clearways are "no stopping" restrictions designed to keep the stop clear and is therefore required.
- 3.3 Staff confirm that Route 347 operates for the longest period which is Monday to Saturday between 05:17 and 00:11 and it would therefore be reasonable to exclude Sunday from the restriction. Should TfL make changes to include Sunday services, then further consultation would be required on the operation of the clearways to ensure the stops remain accessible.
- 3.4 Staff recommend that the proposals be implemented as consulted, with the six clearways on Drawings QN008-OF-A158-A159-A, QN008-OF-A160-A161-A and QN008-OF-A162-A163-A operating Monday to Saturday.
- 3.5 It is recommended that the two clearways shown on Drawing QN008-OF-A156-A157-A remain in force throughout the week to reflect the "at any time" waiting and loading restrictions on that part of St. Mary's Lane. Excluding Sundays would allow a "gap" in the local restriction which would adversely impact on traffic flow near the Bell Corner junction.

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 £23,000 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

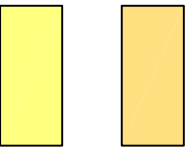
Project file: QN008, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



| Respondent | Drawing Reference & Location | Response and Staff Comments (where required) |
|-------------------------------------|--|--|
| Vincent Stops London TravelWatch | 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> |
| Cllr Linda Van den Hende | All sites | <p>Thank you for the papers regarding the proposed Bus stop improvements. The three Upminster councillors have discussed these and we all support the improvements proposed. We understand the funding for this comes from TfL, a matter I would appreciate your confirmation of. As the matter will be considered by HAC in June, can I assume, if agreed, the works will be undertaken during the summer months.</p> |
| Resident 325 St Mary's Lane | <p>QN008-OF-A162- A163-A</p> <p>BS25108 Howard Road</p> <p>Outside 393 – 395 (eastbound)</p> | <p>Thank you for the opportunity to comment on the above accessibility programme, whilst I welcome improvements to help people using wheelchairs, people with buggies, people with assistance dogs and people with reduced mobility I strongly object to the proposal for BS18411 Argyle Gardens (drawing ref QN008-OF-A160-A) for the reasons set out below.</p> <p>Firstly, It is not clear from the plans whether the plans to increase the kerb height to 140mm will stretch across my driveway thereby removing my dropped kerb and preventing vehicle access to my property. If the intention is to remove my dropped kerb then I would highlight that planning consent for the property was granted and a dropped kerb provided on the basis the builder provided off street parking. The house was purchased in the knowledge that consent had been given for the right of vehicle access to the property.</p> <p>Secondly, the proposal to increase the current parking restriction from a single yellow (Mon-Sat 8am – 6.30pm) to no parking 24/7 is without foundation. The bus</p> |

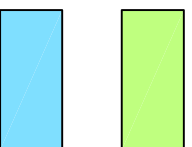
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| | | <p>stop is serviced by 4 bus routes 346, 347, 646 and 648. The 346 runs Monday to Saturday and its peak is every 15 mins from 8am until 6.37pm, thereafter every half an hour with the last bus being at 12.10am. The other services are much less frequent (only 4, 3 or 2 buses each day) and none of the buses operate on a Sunday. In my opinion the current parking restriction is sufficient and meets the frequency of the bus service. What justification is there for introducing a more stringent parking restriction?</p> <p>Thirdly, TFL's Accessible bus stop design guidance states that a 37m kerbside bus stop cage is designed for where there is a frequency of 15 buses per hour and where the number of buses servicing the stop is much lower then a shorter cage of 25m should suffice, however consideration must also be given to traffic management measures. The current yellow line is a current traffic measure designed to stop traffic parking near the bus stop during peak times outside of the current parking restriction the frequency of the buses is either non existent or at most 2 buses an hour.</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

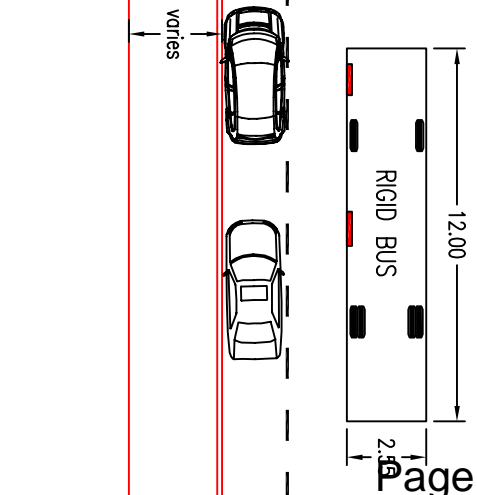
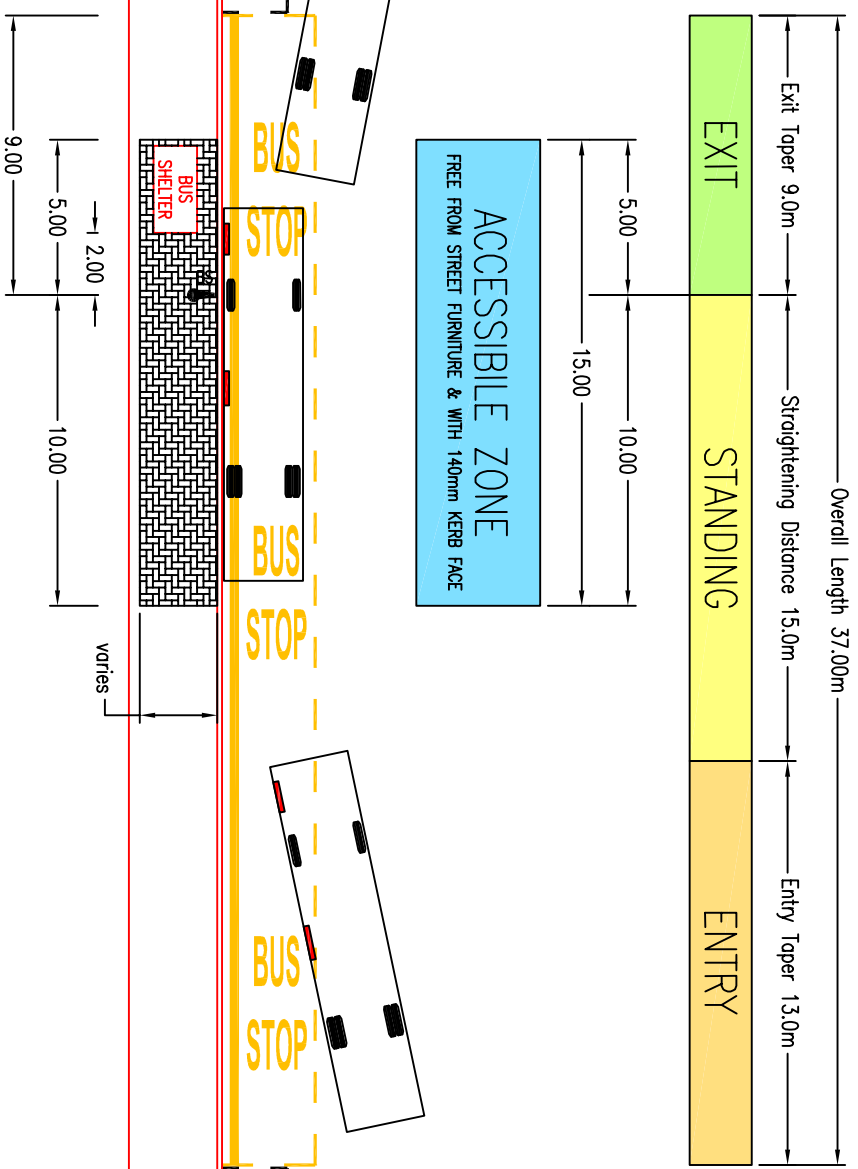
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

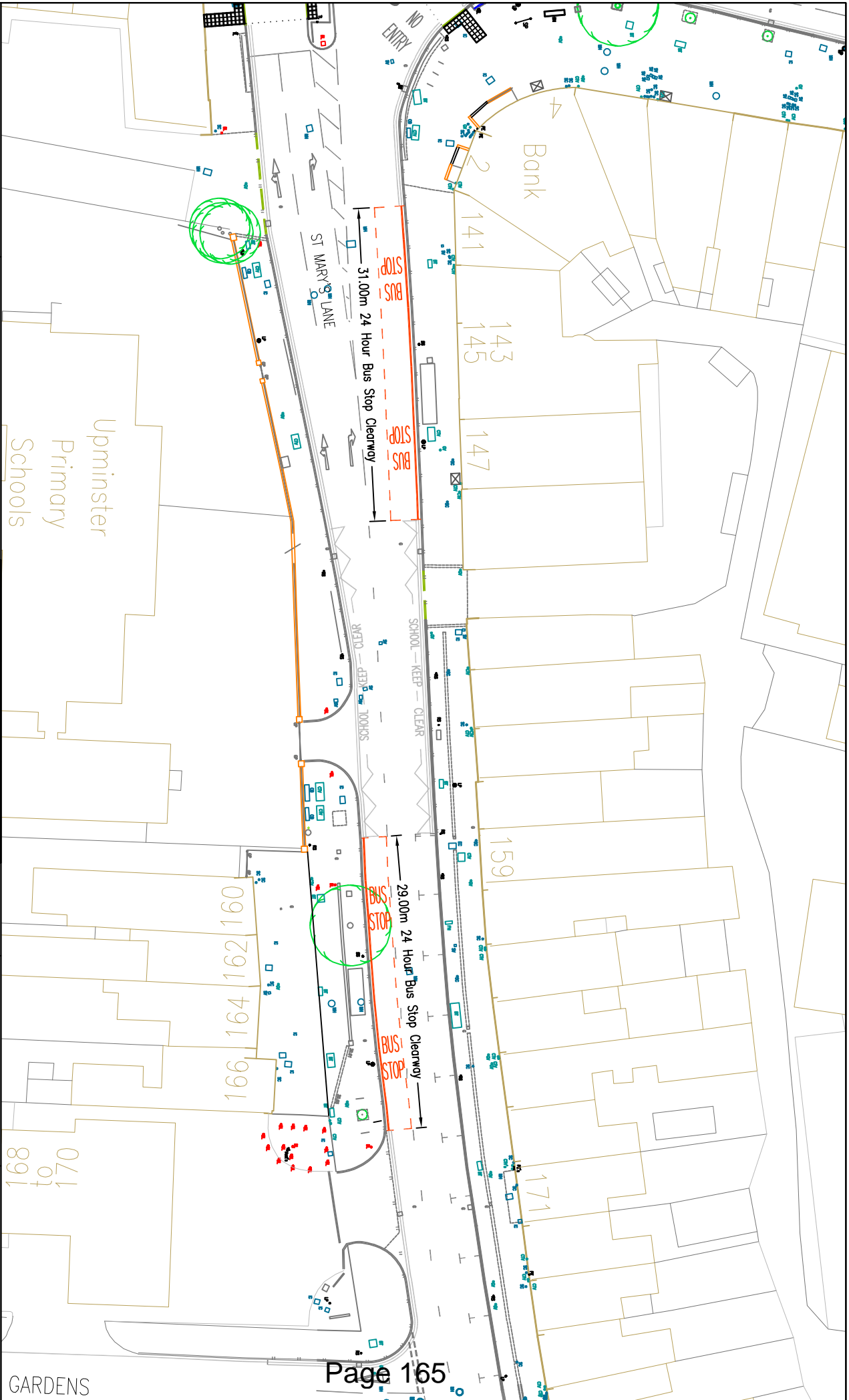
KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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.

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| <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 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>ISSUE</p> | | <p>DRAFT</p> | | <p>REVISION</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>DRAWING UPDATE</p> | |
| <p>Sheet Size: A4 (297x210)</p> | | <p>DATE FEB 04</p> | | <p>DATE</p> | | <p>DATE</p> | | <p>DATE</p> | | <p>DATE</p> | |
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 E-MAIL: streetcare@havinging.gov.uk

JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
ST MARY'S LANE

DRAWING TITLE
 BS18407 & BS18408
 CORBET TEY ROAD

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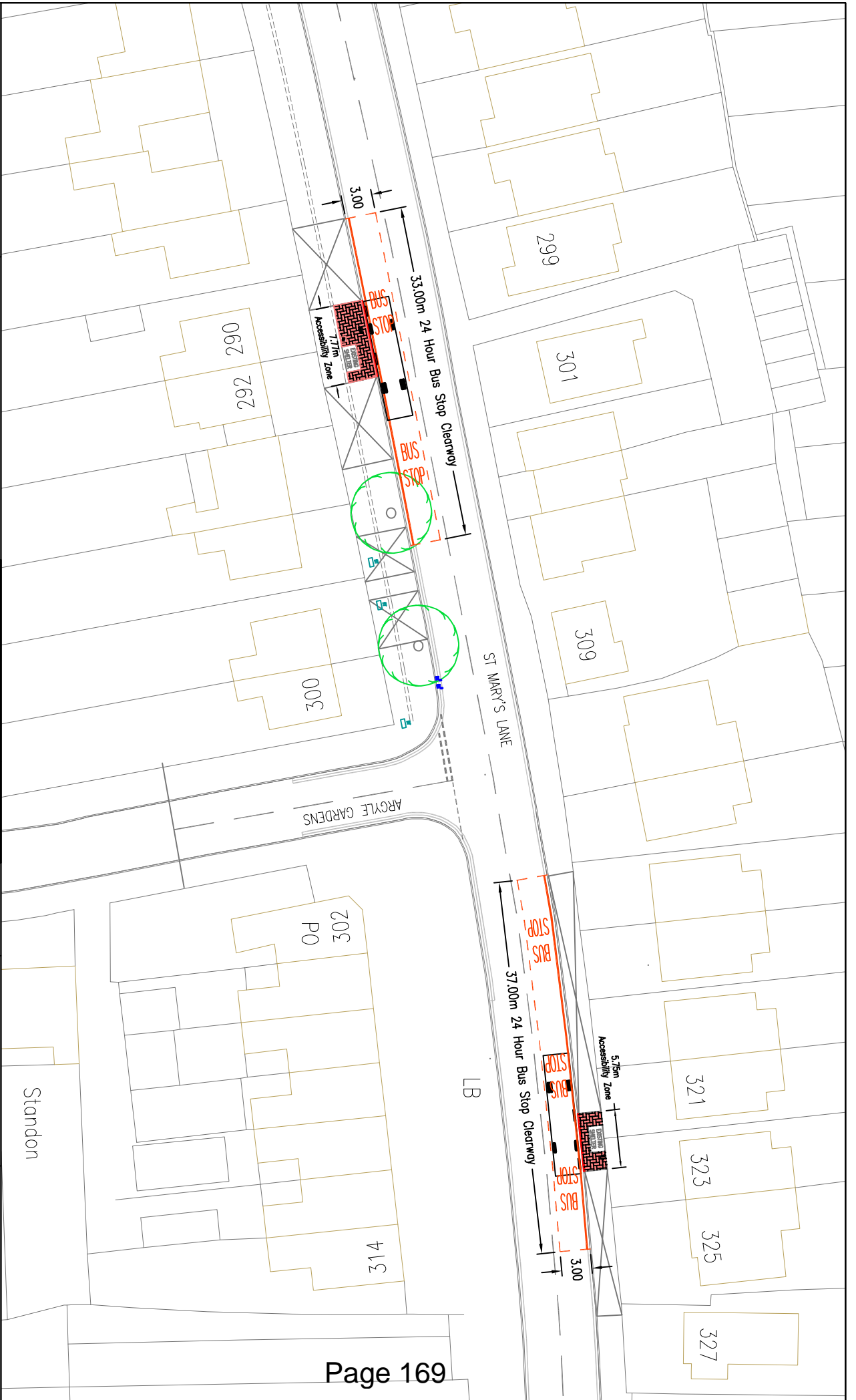
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| Streetcare Culture & Community TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, RAINFORD, RMI 3DW TELEPHONE No: 01708 43343 FAX No: 01708 43321 E-MAIL: streetcare@havering.gov.uk | | JOB TITLE BUS STOP ACCESSIBILITY 2014/15 ST MARY'S LANE | | DRAWN BY RP SCALE (AT A4 SIZE) 1:500 ACAD REF: Sheet Size: A4 (297x210) | | CHECKED BY MLP DATE 28.01.15 | | APPROVED BY MLP DRAFT <input checked="" type="checkbox"/> ISSUE <input type="checkbox"/> | | PURPOSE PROPOSAL | | REVISION A | | REVISION AMENDMENT | | DATE | |
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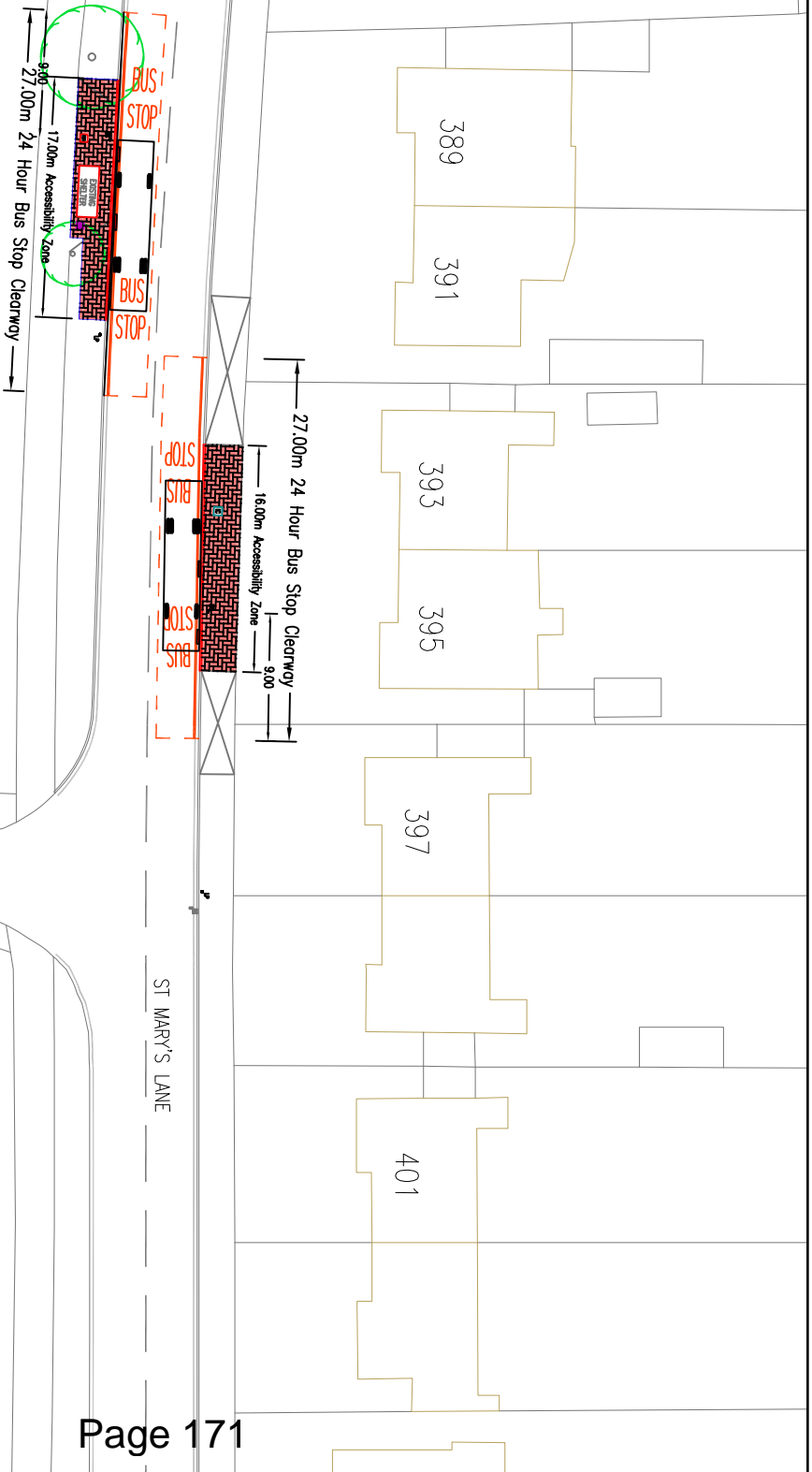
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|  Havinging LONDON BOUNDARY STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROWFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havinging.co.uk | | JOB TITLE BUS STOP ACCESSIBILITY 2014/15 ST MARY'S LANE | | DRAWN BY RP SCALE (AT A4 SIZE) 1:500 ACAD REF: Sheet Size: A4 (297x210) | | CHECKED BY MLP DATE 28.01.15 | | APPROVED BY MLP DRAFT <input checked="" type="checkbox"/> ISSUE <input type="checkbox"/> | | PURPOSE PROPOSAL | | REVISION AMENDMENT | | REVISION AMENDMENT | | DATE | |
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JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
ST MARY'S LANE
DRAWING TITLE
 BS25109 & BS25108
 HOWARD ROAD

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HIGHWAYS ADVISORY COMMITTEE

9 June 2015

| | |
|---|--|
| Subject Heading: | BUS STOP ACCESSIBILITY Collier Row 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 £15,000 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 Collier Row Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Mawneys** 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 Collier Row Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A08-A
 - QN008-OF-A09-A10-A
 - QN008-OF-A11-A12-A
2. That it be noted that the estimated cost of £15,000 for implementation (all sites) will be met by Transport for London through the 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.
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- 1.12 Proposals for accessibility improvements have been developed for various bus stops along Collier Row Lane as set out in the following table;

| Drawing Reference | Location | Description of proposals |
|--------------------------|--|--|
| QN008-OF-A08-A | Outside Tesco (southbound) | Existing bus stop clearway to be extended to zig zag markings |
| QN008-OF-A09-A10-A | Outside the Bell & Gate Public House (southbound) | 31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A09-A10-A | Opposite the Bell & Gate Public House (northbound) | 31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A11-A12-A | Outside 175 – 177 (northbound) | 37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |
| QN008-OF-A11-A12-A | Outside 162-168 (southbound) | 37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area |

- 1.13 Approximately 35 letters were hand-delivered to those potentially affected by the scheme on 7th April 2015, with a closing date of 27th 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 2 residents objected to the proposals for the northbound stop outside 171 to 179 Collier Row Lane as shown on Drawing QN008-OF-A11-A12-A, raising the following issues;

- Clearway would make it difficult to access premises,
- Concern about buses pulling up close to premises,
- Loss of parking [2-wheel footway parking],
- Residents being penalised for living on a bus route,
- Failed to see point of scheme as few buses use stop,
- Poor driving/ behaviour from bus drivers,
- Footway not wide enough for bus stop,
- Volume of traffic makes it hard to pull onto driveway,
- Bus stop is in an unsafe location,
- Too many accidents and near misses,
- Scheme will flood property,
- Unhappy with red road across property,
- Impact on visitor parking,
- Impact on personal parking and security of vehicles if cannot be outside premises,
- Bus stop should be placed elsewhere

2.4 Cllr Frost raised concerns on behalf of residents at 171 to 179 Collier Row Lane. He stated that although residents accepted the principle of the scheme, they are concerned that raising of the footway will affect access to premises.

3.0 Staff Comments

3.1 Staff note the various issues raised which are often cited as objections to proposals to make bus stops accessible. The Committee will need to consider the various issues raised and make a recommendation based on balance.

3.2 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored. The Committee will note that this would require a fresh consultation process to be undertaken.

3.3 The proposals for 171 to 179 do not seek to alter the vehicle crossings to the properties, merely make adjustments to the footway which is currently used for the passenger waiting area.

3.4 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £15,000 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 London TravelWatch | 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 171 Collier Row Lane | QN008-OF-A11-A12-A Outside 175 – 177 (northbound) | <p>I am strongly against the proposed 37.00m long, 24 hour bus stop clearway which you are considering putting into place in Collier Row Lane. I live at no 171 which would be the start of the clearway, this would cover 5 houses all with drives, it is hard enough getting in out of our drives now with the approaching traffic, so we wont be able to stop or park on the road outside our own homes. I do not want buses pulling up close right outside my home near the kerbside the vibrations and noise is bad enough already. This bus stop is a request stop.</p> <p>There is a parking bay outside our home at the moment this would have to be removed which is used daily there is not enough parking spaces as it is, a parking bay has already been removed from outside 169.</p> <p>I have seen on London Borough of Havering website that there is quite a number of these proposed access improvements in the borough for bus stop clearways and you have listed the complaints and comments that residents have concerns about so you are fully aware the issues residents have about these proposals. 24 hour bus stop clearways is totally unfair and we are being penalised for living on a bus route.</p> |
| Resident 177 Collier Row Lane | QN008-OF-A11-A12-A Outside 175 – 177 (northbound) | <p>What is the point of raising the footpath when most buses don't stop there!</p> <p>Unfortunately one of the issues with not being able to lower the ramps is not the current bus stop footpath height; it is in fact that the bus stop raised area is not long</p> |

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| | | <p>enough so only the most skilled drivers manage to stop in the correct area. Unlike the diagram provided states there would only be 4.2M in which the ramp could be lowered due to the bus stop and bin. I quite often observe disabled people attempting to gain access to the bus and of the failed attempts 4/10 is from speeding buses not being able to stop in time overshooting the bus stop, 3/10 from not being able to see people waiting at the bus stop until the last minute. Sometimes disabled lady waits across my driveway as there is no room for people to get off the bus. when she is waiting in this tiny area: when the footpath is busy there would not be enough room for pedestrians to walk past her so waits the other side of the bin where she cannot always be seen. and finally 2/10 are running late and can't be bothered to in some instances stop at all and in others do not even attempt lower the ramp citing that the area on the bus is full and that they cannot fit, or using level as an excuse.</p> <p>As can be seen in the picture below buses are overshooting the bus stop picking people up over my driveway, this encourages people to stand in my driveway – this is an accident waiting to happen.</p> <p>I am in constant fear of a bus hitting me side on when pulling in and out of the driveway. Due to the huge volume of traffic and difference in levels from street to my house i have to pull up across my driveway and wait sometimes up to 10 minutes before it is clear enough to then back onto my driveway, how will I be able to do this with a 24 hour no stop bus clearway?</p> <p>I am not the only resident who does this. Otherwise I would be blindly reversing into pedestrians and onto the most dangerous road in collier row. This moves me nicely onto my next point</p> <p>SAFETY The bus stop is in an unsafe location When disabled people, people like myself with double prams stand at the bus stop there is no room for pedestrians to pass. I have witnessed schoolchildren walking in the road by the bus stop to pass prams/wheelchairs, at only 3m wide the pavement</p> |
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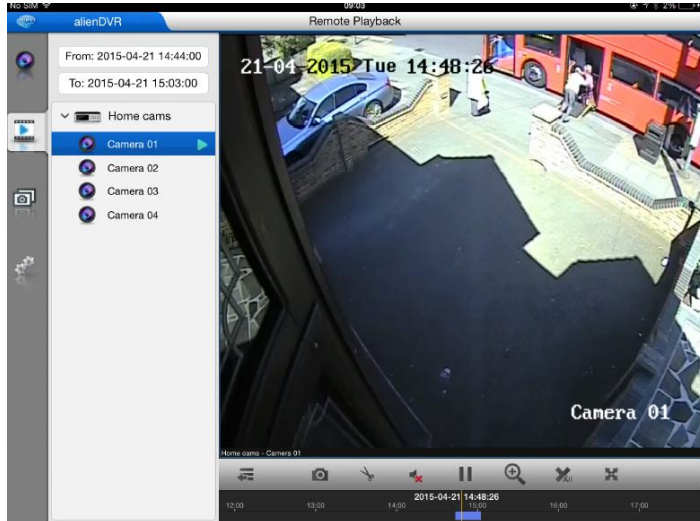
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| | | <p>is really too narrow for this now busy bus stop. This forces pedestrians to walk in the road or commuters to stand in driveways. This really is a ridiculous scenario and an accident waiting to happen!</p> <p>Due to the increased volume and speed of the traffic down the road there has become a considerable amount of accidents in between my house and Hillfoot Avenue. This is mainly due to drivers over taking then stopped buses colliding with cars turning out of Hillfoot Avenue and cars travelling towards Romford.</p> <p>Sometimes they hit each other sometimes the bollards at the bottom of Hillfoot Avenue or sometimes they just swerve and crash into the bungalow at the bottom This is becoming a regular occurrence.</p> <p>When we moved here the road was much quieter and there were not as many buses so there were not as many accidents. Now a week does not go past where there is not a near miss or an actual accident.</p> <p>FLOODING Raising the footpath will cause me to flood. Approximately 4/5 times per year the road floods covering the pavements if the pavement outside 177/175 were to be raised all the water would travel directly down my driveway. The new storm drain does a wonderful job however it still struggles to cope with the water diverted down Hillfoot road. When the pavement fills up it usually then runs down the driveways of 173,175,177 & 179 as I only currently receive a quarter of this overflow my front garden drainage is sufficient however If the pavement were raised this would mean that all the water would travel down my driveway causing me to flood several times a year like we did before the storm drain.</p> <p>View Do I really want a bright red road outside my living room window?? No of course I do</p> |
|--|--|---|

| | | |
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| | | <p>not I already have a disgusting bin and Bus stop with intrusive lighting both of which I had no say in!</p> <p>PARKING ISSUES</p> <p>With some fantastic thriving businesses across the street to us parking is very limited. We as a community have suffered significant loss of parking in recent years. With the 37m no stop zone this further penalises local businesses and residents. I would like to state that the crossing placed outside numbers 183-191 is never used! What a complete waste of taxpayers' money that was. Taking out about 5 parking spaces!</p> <p>In placing the no stop zone along this side of collier row lane will also prevent my disabled mother in law from visiting us and her grandchildren. She is unable to walk very far and usually parks across my driveway or one of the nearby bays, all of which will be gone!</p> <p>I usually park across my driveway when my partners van is on our drive; this means that when the van is parked at home I will not be able to park outside my house. I instead will have to 1) try to find a place across the street no chance 2)carry three toddlers across the road and shopping/baby bag. This is not something could physically do due to breaking my back in 2003. I am unable to lift heavy objects or even relatively light objects long distances. Our van is only insured on our driveway due to the expensive equipment stored inside. Thus forcing us to move home.</p> <p>I do not understand the need for this new bus clearway. We have parked across our driveways and in road since the houses were built and then when the bus stop was put in place. There has never been any issue with this until the council made it their place to take out all the bays and now introduce no stop zones.</p> <p>All you need to do is monitor buses speeding and find out what has happened to all the drivers which have managed to stop at the bus stop with no problems over the last 25 years.</p> |
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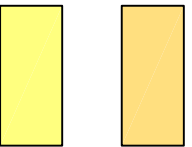
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| | | <p>All these problems have arisen due to the speed down our road, and the removal of parking bays! My advice is to move the bus stop to a safer area to prevent a fatality. I have raised these safety issues before however I am always told this is not Havering Council's problem and that it is down to TFL when I call TFL I am told the local council gives positions of bus stops and that I need to complain to the council which is why I previously gave up! Now you are all together</p> <p>Please can someone respond on who is responsible for when there is a fatality! There are two areas which the bus stop would be better suited where there are already no parking bays better vision and larger pathways with no driveways</p> <p>Option 1) Outside 141 Collier Row Lane There is already a double yellow line longer than 37m and a very large pavement area, No Driveways!!</p> <p>Option 2) Outside 191 Collier Row Lane There is already a double yellow line longer than 37m. Past Hillfoot Avenue junction preventing accidents. No driveways!! I have never had an issue getting on and off the bus with my double pram and bad back. There are disabled access bus stops in close proximity in either direction do we really need another one!</p> |
| Cllr Frost | QN008-OF-A11-A12-A Outside 175 – 177 (northbound) | <p>I would like to register the concerns of the residents of 175, 177, 179 Collier Row Lane regarding the plans to increase the height of the pavement to allow for step-free access as part of the extension of the bus stop (situated outside no. 179).</p> <p>Although the residents accept the principle of the extension, the residents are fearful that the raising of the pavement by the proposed 15cms has the potential to cause severe damage to their private vehicles when accessing and departing their driveways. This is understandably unacceptable and could, in certain circumstances, lead to legal claims for damages.</p> <p>Would it be possible to modify the proposal to allow for the pavement to remain at its</p> |

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| | | current level? If not, would it not be prudent to restrict any increase in height to something more modest in order to mitigate any potential damage to residents own vehicles? |
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Photos provided by 177 Collier Row Lane

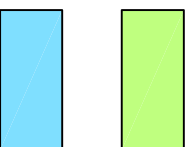


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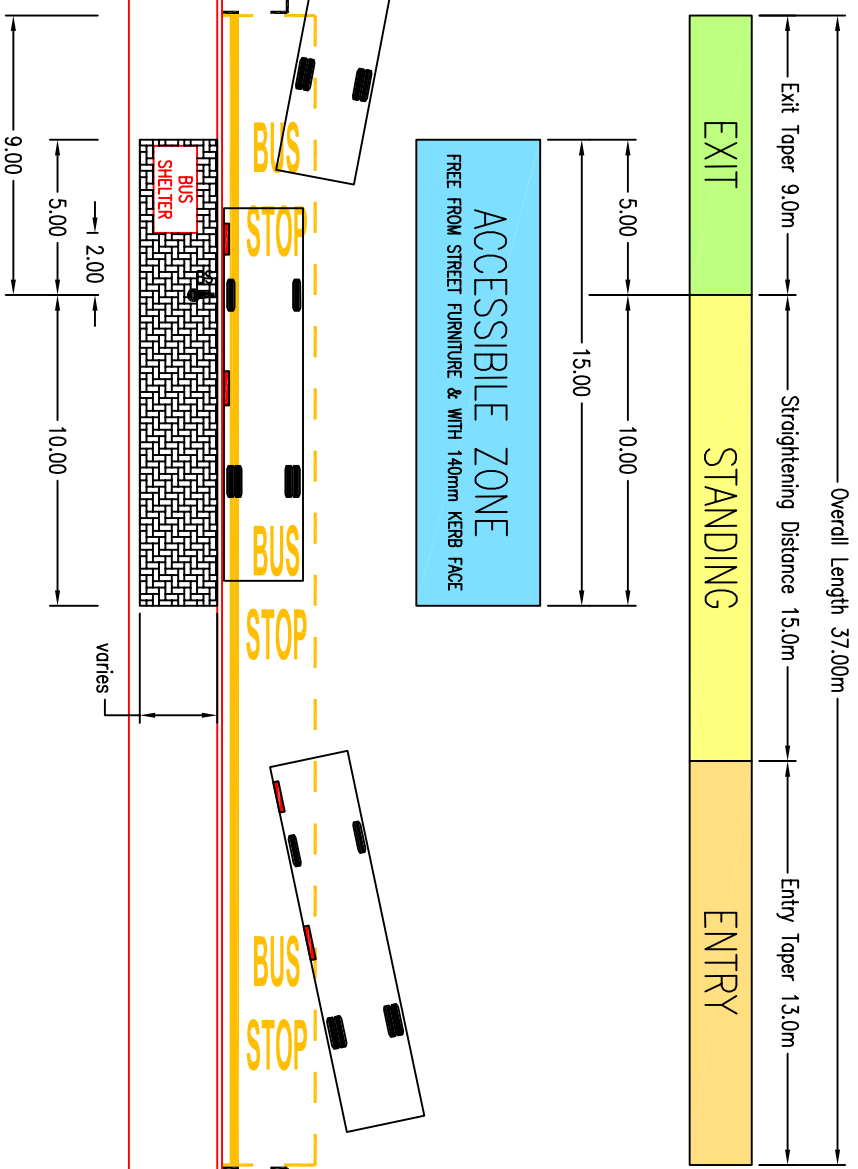
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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.

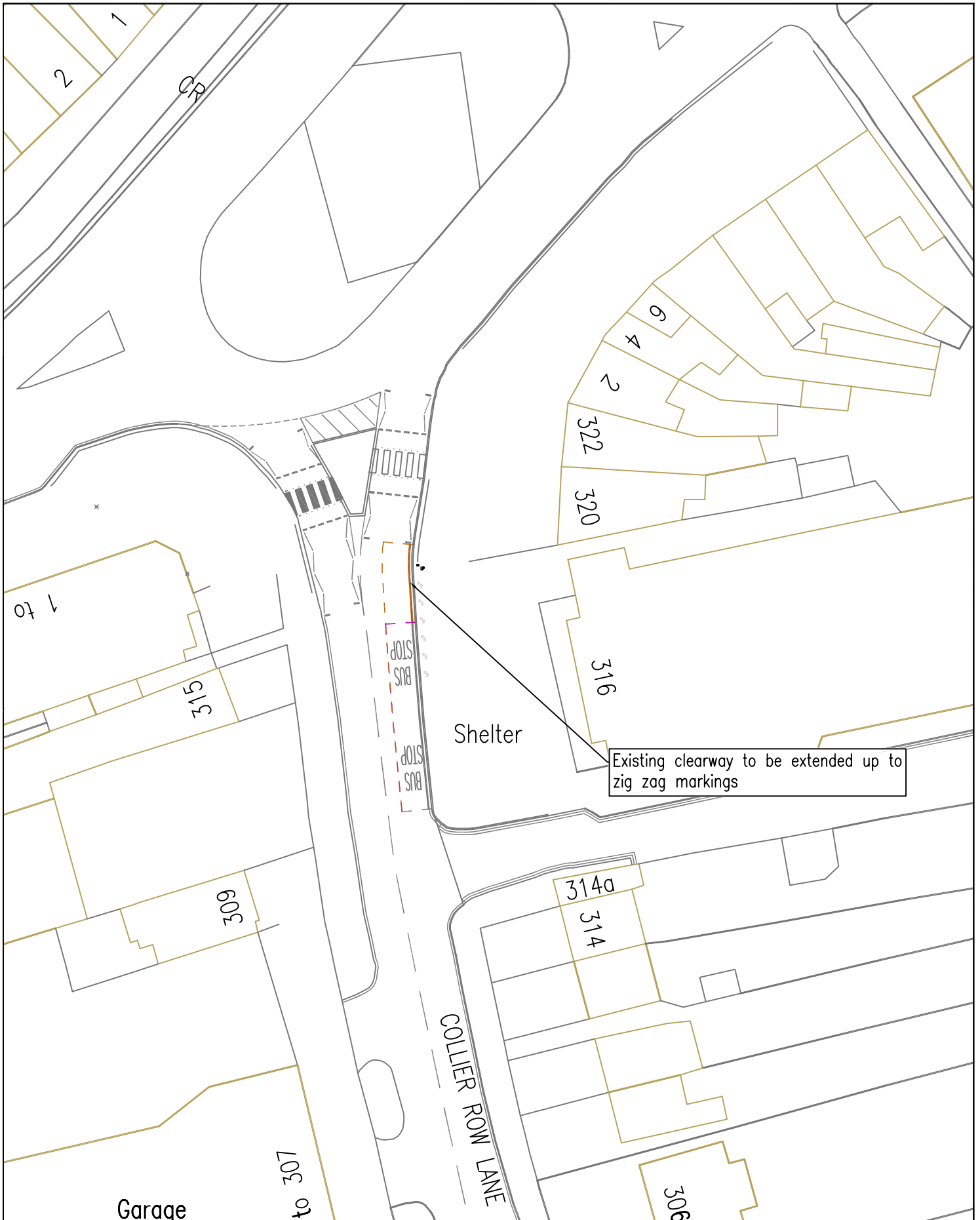
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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.

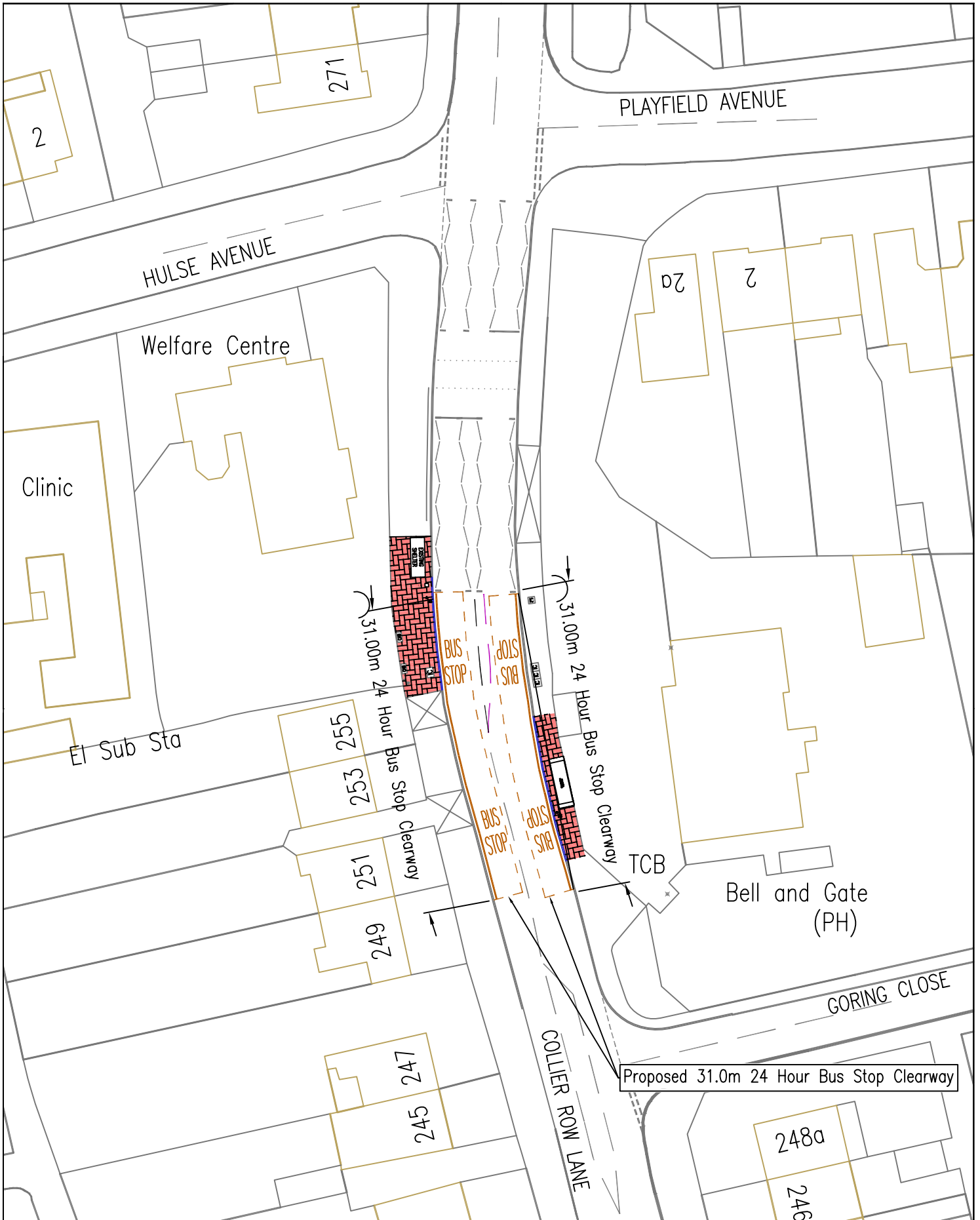
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|---|--|--|--|---|--|---|--|--|--|------------------------------|--|--|--|
| <p>Haverling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROWEBRD, RM1 3DW TELEPHONE No: 01708 434343 FAX 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 ISSUE</p> | | <p>REVISION</p> | | <p>DRAWING UPDATE</p> | | <p>DATE FEB 04</p> | |
| <p>ACAD REF: Part 6 - Standard Details</p> | | <p>DRAWING No QB109/00/01</p> | | <p>REVISION B</p> | | <p>REVISION A</p> | | <p>AMENDMENT</p> | | <p>AMENDMENT</p> | | <p>AMENDMENT</p> | |
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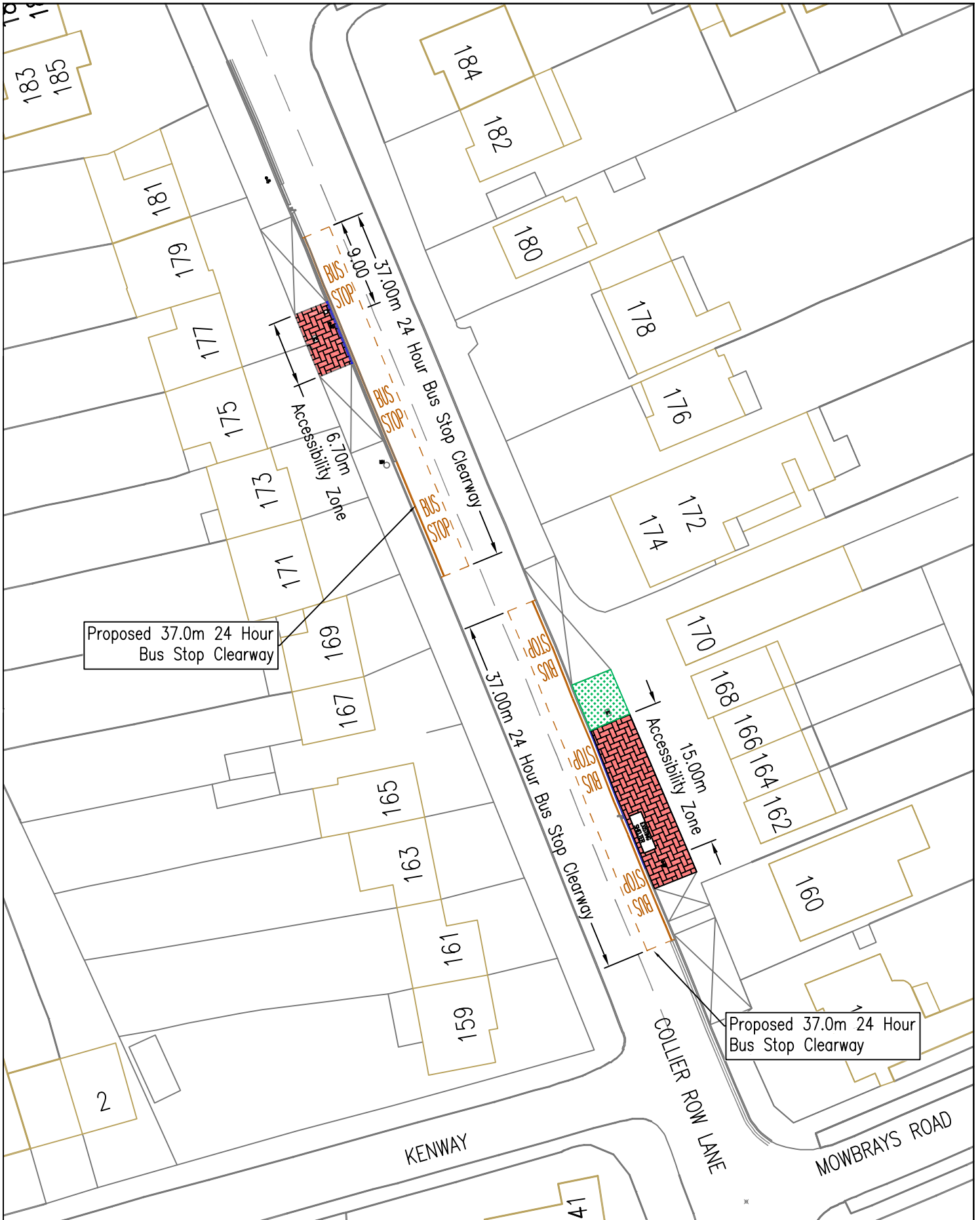
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| Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY | | 10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk | | PURPOSE PROPOSAL | | | |
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| SCALE (AT A4 SIZE) 1:500 | | DATE 26.01.15 | | DRAWN BY RP | | CHECKED BY MLP | |
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Proposed 37.0m 24 Hour Bus Stop Clearway

Proposed 37.0m 24 Hour Bus Stop Clearway

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| <p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p> | | <p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p> | | <p>PURPOSE: PROPOSAL</p> | |
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| <p>SCALE (AT A4 SIZE) 1:500</p> | | <p>DATE 26.01.15</p> | | <p>DRAFT</p> | |
| <p>ISSUE</p> | | <p>ACAD REF:</p> | | <p>DRAWING No QN008-0F-A11/A12</p> | |
| <p>APPROVED BY Page 195</p> | | <p>CHECKED BY MLP</p> | | <p>REVISION A</p> | |
| <p>REVISION</p> | | <p>AMENDMENT</p> | | <p>DATE</p> | |

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HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
June 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

9 June 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 | | | | | | | |
| Page 201 H1 | Broxhill Road, adjacent to the main entrance to the Sunset Drive Mobile Home Park | Heaton | Provision of a signalised pedestrian crossing to assist residents to cross from Sunset Drive to the east side of Broxhill Road because of difficulties residents have with speed and volume of traffic, many having impaired mobility. | Staff have met with the residents' association and have noted the difficulty for residents to cross and their concerns. A signalised crossing would be feasible, but not funded. Arrangement of crossing would depend on traffic speeds and detailed feasibility and therefore would influence the actual budget cost. | None | c£50k | Sunset Park Residents' Association |
| H2 | Bird Lane, adjacent to A127 Southend Arterial Road | Cranham | Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested | Feasible, but not funded. Scheme would require physical works to prevent left turns. | None | £25k | Cllr Barrett |
| SECTION C - Highway scheme proposals on hold for future discussion (for Noting) | | | | | | | |

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

9 June 2015

| Item Ref | Location | Ward | Description | Officer Advice | Funding Source | Likely Budget | Scheme Origin/ Request from |
|----------|---|---------------|---|--|----------------|---------------|--------------------------------|
| Page 202 | 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 |
| | 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 |

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9 June 2015

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|----------|--|-----------------------------------|--|--|----------------|---------------|--------------------------------|
| Page 203 | 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 |
| | 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 |

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9 June 2015

| Item Ref | Location | Ward | Description | Officer Advice | Funding Source | Likely Budget | Scheme Origin/ Request from |
|----------|--|-----------|---|---|----------------|---------------|---|
| Page 204 | 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 |
| | 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 |