



# Haverling

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

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.00 pm**

**Tuesday  
11 August 2015**

**Council Chamber -  
Town Hall**

Members 11: Quorum 4

**COUNCILLORS:**

**Conservative  
(5)**

Jason Frost (Chairman)  
Joshua Chapman  
John Crowder  
Dilip Patel  
Frederick Thompson

**Residents'  
(2)**

Barry Mugglestone  
John Mylod

**East Haverling Residents'  
(2)**

Darren Wise (Vice-Chair)  
Linda Hawthorn

**UKIP**

**(1)**

John Glanville

**Independent Residents'**

**(1)**

David Durant

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

## **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

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

Reporting means:-

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

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

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

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

## **AGENDA ITEMS**

### **1 CHAIRMAN'S ANNOUNCEMENTS**

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

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. 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 an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While 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 - 18)**

To approve as a correct record the minutes of the meeting of the Committee held on 7 July 2015, and to authorise the Chairman to sign them.

### **5 PROPOSALS TO CLOSE HUBBARDS CLOSE AT A127 SOUTHEND ARTERIAL ROAD, HORNCURCH - OUTCOME OF PUBLIC CONSULTATION (Pages 19 - 34)**

Report attached

**6 BUS STOP ACCESSIBILITY - FRONT LANE OUTCOME OF PUBLIC CONSULTATION** (Pages 35 - 48)

Report attached

**7 BUS STOP ACCESSIBILITY - CLOCKHOUSE LANE OUTCOME OF PUBLIC CONSULTATION** (Pages 49 - 76)

Report attached

**8 BUS STOP ACCESSIBILITY - MUNGO PARK ROAD OUTCOME OF PUBLIC CONSULTATION** (Pages 77 - 98)

Report attached

**9 BUS STOP ACCESSIBILITY - OCKENDON ROAD OUTCOME OF PUBLIC CONSULTATION** (Pages 99 - 134)

Report attached

**10 WESTERN AVENUE - PROPOSED EXTENSION OF 'AT ANY TIME' WAITING RESTRICTIONS` - COMMENTS TO PROPOSALS** (Pages 135 - 140)

Report attached

**11 TPC393 RAINHAM VILLAGE - COMMENTS TO ADVERTISED PROPOSALS** (Pages 141 - 160)

Report attached

**12 TPC460/3 - SCOTT'S PRIMARY SCHOOL KEEP CLEAR MARKINGS AND 'AT ANY TIME' WAITING RESTRICTIONS - COMMENTS TO PROPOSALS** (Pages 161 - 170)

Report attached

**13 HIGHWAY SCHEMES APPLICATIONS** (Pages 171 - 182)

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

**14 TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 183 - 190)

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

**15 URGENT BUSINESS**

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

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

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# Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
7 July 2015 (7.00 - 9.00 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Jason Frost (Chairman), Dilip Patel, Frederick Thompson, +Robby Misir and +Carol Smith
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group UKIP</b>	Darren Wise (Vice-Chair) and Linda Hawthorn  John Glanville
<b>Independent Residents Group</b>	David Durant

Apologies were received for the absence of Councillors Joshua Chapman and John Crowder. Councillor Carol Smith substituted for Councillor Chapman while Councillor Robby Misir substituted for Councillor John Crowder.

Councillors Ray Morgon, Ron Ower and Roger Ramsey were also present for part of the meeting.

There were 20 members of the public present at the meeting

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

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

**11 MINUTES**

The minutes of the meeting held on 9 June 2015 were agreed as a correct record and signed by the Chairman.

**12 TPC 595 - BERTHER ROAD PROPOSED WAITING RESTRICTIONS**

The Committee considered a report that outlined the responses received to the proposals to introduce various waiting restrictions along Berther Road.

The report informed the Committee that following a request from Ward Councillors and a petition received from residents of Berther Road to deal with the increasing level of parking and its duration. Members agreed in principle for officers to undertake an informal consultation in the area, to gauge residents feeling about the parking situation

Following an informal consultation, a scheme was designed consisting of 'At any time' waiting restrictions on the northern side of the road, that extended to the southern side of the road to cover residential accesses, while the remainder of the southern side of the road would remain restricted by the existing Monday to Friday 8:30am to 9:30am waiting restrictions. The proposed 'At any time' waiting restrictions also extended into Nelmes Road, on its western side, for 10 metres either side of the junction.

The report informed the Committee that by the close of the consultation on 19 June 2015, eight responses were received to the advertised proposals, of which six were from residents who outlined their support for the scheme, one respondent was concerned about displaced parking and a petition signed by 38 residents of Berther Road requested for a residents parking scheme to be operational twice a day. All of the responses were summarised and appended to the report.

In officer's view, the proposed 'At any time' waiting restrictions were designed to deal with the increasing levels of parking taking place in the road that was related to a local successful restaurant, pub and bar, which operated late into the evening. The 'At any time' waiting restrictions on the northern side of the road would ensure traffic flowed, while on the southern side it would ensure that residents' driveways were not blocked. The Monday to Friday 8:30am to 9:30am waiting restrictions on the southern side of the road would continue to limit all day commuter parking, while providing valuable parking for the local residents and businesses but would have a limited traffic calming effect.

The report detailed that any agreed restrictions would be implemented as soon as possible in order for an efficient improvement to the current parking situation in the area. It was also agreed to extend the hours of enforcement operations, with enforcement officers undertaking specific late evening patrols.

With its agreement Councillors Roger Ramsey and Ron Ower addressed the Committee.

Councillor Ramsey stated that there were problems in the area caused primarily by commuters and patrons of a local restaurant. He stated that action was required but there was no obvious that would suit everyone. Councillor Ramsey acknowledged that the purpose of the proposed scheme was to bring immediate relief to the road but noted the concerns raised by many residents over the effect of the scheme. Councillor Ramsey questioned whether a wider review of the area would, in itself, have the necessary focus to adequately deal with the issues faced by the residents of



Berther Road. He stated that it would be beneficial for further dialogue to take place between residents and Council officers to find the best solution for the road and to enable residents to fully understand the implications that the scheme would have.

Councillor Ower acknowledged the problems faced by the residents of Berther Road commenting that at times the road resembled a car park. Councillor Ower stated that the level of parking, particularly at weekends, had made the road particularly dangerous. Councillor Ower identified the popularity of a local restaurant as being one of the contributory factors in the increased demand for parking in the area. Councillor Ower noted that the day time restrictions being proposed would resolve only part of the problem. He stated that he was in agreement with Councillor Ramsey in that officers should meet with residents in order to consider all available options again. .

In accordance with the public participation arrangements the Committee was addressed by two members of the public one of whom spoke in favour of the scheme and the other who spoke against the scheme.

A resident speaking against the scheme stated that residents of Berther road had been suffering for some time because of increased parking in the road as a result of extended hours of operation of the local railway station and the increasing popularity and size of a local restaurant. The speaker commented on existing ventilation problems at the restaurant and the adverse effect that the parking issues was having on the road. The speaker went on to state that during the consultation process residents had made alternative proposals to deal with the parking issues but these had not been taken into account. The speaker concluded by stating that the general consensus in the road was that double yellow lines don't work.

A resident speaking in favour of the proposals stated that he lived at Tilia Court and had parking on site. The resident stated that he was in favour of double yellow lines on one side of Berther Road with parking bays provided on the opposite side. He raised concerns that if a permit parking scheme were to be implemented, this would just move the parking problem to other roads in the area.

During a brief debate, a Member raised concerns that the implementation of the scheme would result in the displacement of vehicles to neighbouring roads. The Member suggested that a wider review of the area was necessary in order to deal with the issue properly.

Another Member stated that he was in support of the proposal in the report. The Member stated that he recognised the need to resolve the conflict over parking in the road.

Another Member supported the concerns raised by Councillors Ower and Ramsey. He stated that customers for the restaurant should be encouraged to use taxis and other forms of public transport.

Officers clarified that the recommendation in the report had been amended to recommend deferral of (a) the implementation of proposed waiting restrictions in Berther Road for two months to afford officers and residents further time to consider alternative schemes.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that;
  - (a) the implementation of waiting restrictions in Berther Road be deferred for two months; and
  - (b) a further review of the wider area around Emerson Park Station be undertaken with residents and businesses of the area being given the option of having a permit parking scheme

**13 PROVISION OF PEDESTRIAN CROSSING FACILITY FOR OAKFIELD MONTESSORI SCHOOL**

The report before the Committee detailed the outcome of a consultation for the provision of pedestrian crossing improvements, a 20 mph zone and traffic calming in Harwood Hall Lane outside the Montessori School, Upminster.

The report informed Members that the Montessori School was the only school in the borough not served by a footway up to its pedestrian entrance.

Harwood Hall Lane started at its junction with Corbets Tey Road and ran south west for 630m to Aveley Road. The road was subjected to a 30 mph speed limit and a 7.5 tonne weight restriction along its entire length. The only substantial footway ran on the north side from the junction with Corbets Tey Road up to the Corbets Tey School for children with complex learning needs, which was opposite the Montessori School.

The report detailed that a vehicular entrance to the school was 100 metres south west of the entrance to Corbets Tey School. It was mentioned that for a number of years the school had a strong desire from parents for a dedicated pedestrian access to the school, something which the school had placed in its travel plan and had been campaigning this to be implemented.

The report informed the Committee that the current proposal sought the removal of the pinch point west of Corbets Tey School. The installation of a build-out outside the proposed Oakfield School pedestrian entrance as in previous schemes. Officers were of the view that without this build-out, no uncontrolled pedestrian crossing was possible.

The proposal also included plans for Harwood Hall Lane to become a 20 mph zone road from the junction with Corbets Tey Road and just west of Oakfield School vehicular entrance. Three speed humps were proposed

west of Bear Block Cottages, and between Corbets Tey School and Oakfield School entrances.

Four responses to the consultation were appended to the report.

In officers' view, the school had done everything to facilitate active travel within its school travel plan and the only way to develop this further was with physical changes to Harwood Hall Lane. A pedestrian access to the school would enable pupils to lead more active lives and learn to become independent before their transition to secondary school, as well as reducing traffic impact on Harwood Hall Lane at school travel times.

A resident of Corbets Tey Road had raised concern that the scheme would cause a queue of traffic up to Corbets Tey Road, affecting commuters' journeys but officers did not consider that the scheme would have a significant impact on commuters driving through Harwood Hall Lane and also felt it would have a positive effect on driver behaviour in a location fronted by two schools and residential properties.

The report detailed concerns about visibility being impeded by pedestrians waiting to cross. In officers' view the visibility required when travelling at 20mph was less than at 30mph and should visibility be limited, the onus was on the driver to proceed according to the prevailing road conditions.

The Committee noted that Ward Councillors and parents of Oakfield Montessori School were in favour of the revised scheme.

With its agreement Councillor Ron Ower addressed the Committee.

Councillor Ower spoke in support of the proposal citing that this was the only school without a footpath to its entrance. Councillor Ower stated that the matter had originally been raised ten to twelve years ago when Oakfields School wrote to the Council requesting support for a scheme. Councillor Ower noted that the scheme was also supported by Corbets Tey School. Councillor Ower stated that the road is extremely busy recounting a visit to the site that he had made with the Police he stated that at the time of his attendance a significant number of vehicles were travelling along the road in excess of the speed limit. Councillor Ower asked the committee to agree the scheme.

In accordance with the public participation arrangements the Committee was addressed by a resident who spoke against the scheme and the School's Business Manager who spoke in support of the scheme.

The resident, who spoke against the scheme, informed the Committee that he had lived on Corbets Tey Road for over 40 years and travelled along Harwood Hall Lane approximately ten times a week. He stated that Harwood Hall Lane was well used by pedestrians and that pedestrians did not currently have a right of way when crossing the road which would remain the case under the proposed scheme. The resident suggested the

installation of a zebra crossing or traffic lights with the upgrading of footways. The resident raised concerns that the proposed scheme would invite unaccompanied children to cross the road without the protection of a right of way. The resident advised that a high volume of traffic used the road; approximately seven hundred vehicles per hour travel along the road equating to one every 5 seconds. Should a 20mph be implemented this would impact on traffic flow and congestion creating the potential for gridlock over a wide area. He was of the view that traffic should be allowed to flow along the road.

In response, the School's Business Manager spoke in support of the scheme. He stated that he had been a resident of the area for over thirty years. He informed the Committee that the school, its owners, parents and residents would benefit from the scheme and were all in support of the proposal. He added that the school had a joint emergency arrangement with Corbets Tey School, which allowed each school to evacuate its pupils across to the other premises in case of an emergency. The Committee was also informed that the school was seeking funding to improve wheelchair access and expand an unused entrance that would open out to the proposed build-out point.

During general debate, Members acknowledged the need to support a pedestrian safety scheme in Harwood Hall Lane and that the Montessori School was the only school in the borough not served by a footway up to its pedestrian entrance. A member stated that approximately half of the schools pupils lived within walking distance of the school and should be encouraged to walk.

A Member commented that the traffic calming measures and road build out represented a hazard on the road and could be a recipe for disaster if it were to be hit by a vehicle while children were congregating. The member cited examples of newly installed kerb build outs being hit by vehicles, in other parts of the borough. The Member stated that this was a real danger while drivers were getting used to the new road layout. It was suggested that the school entrance could be widened to accommodate a crossing point.

A member commented that that the needs of the pupils were of priority over motorists. Other Members welcomed the revised proposal to meet the school's and residents' requirement while others were concerned about the build-out stating that it could represent a safety concern when pupils congregated on it. Another Member stated that the ward councillors were supportive of the revised scheme.

A Member sought clarification on the differences between the previous design and the current proposal and a response to the objector's comments. Officers provided clarification on the detail of the scheme design. Officers confirmed that there was limited scope for the creation of new footways as the Council did not have control of the necessary land; and a

controlled crossing, in use at limited times of the day, could represent a safety concern as drivers would not be used to having to stop.

In support of the scheme another member stated that the onus should be on the driver to drive in an appropriate manner along the road.

In response to a member who asked whether the build out would contain guard rails Officers confirmed that it would not but the kerb design would nudge vehicles away from the build out and back into the road, if hit.

By a majority of 9 votes for to 2 against the Committee **RESOVLED:**

1. To recommend to the Cabinet Member for Environment that the pedestrian crossing improvements on Harwood Hall Lane as detailed in the report and shown on drawing QM021/OB/02.E be implemented.
2. That it be noted that the estimated cost of £40,000 for implementation would be met by Transport for London through the 2015/16 School Travel Plan Engineering Measures budget.

14 **BRENTWOOD ROAD, THE DRILL PUBLIC HOUSE - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS**

The report before Members detailed the proposals to introduce 'At Any Time' waiting restrictions in Brentwood Road, in the vicinity of The Drill Public House.

The report stated that following reports of obstructive parking taking place in Brentwood Road around The Drill Public House, Tesco and Ginger Spice, the Committee agreed at its meeting in April 2015 in principle to introduce 'At Any Time' waiting restrictions in the area to prevent obstructive parking and improve traffic flow.

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

At the close of the consultation on 15 May 2015, seventeen responses were received. The report summarised all the responses in the table appended to as the report Appendix B.

The respondents had raised the following points:

- Concern about parking being displaced to outside their property or further down Brentwood Road. It was suggested that double yellow lines be extended to Slewins Lane from the roundabout to the bus stop outside No. 11.

- A resident from Hazelmere Gardens was concerned about enforcing the longer duration restrictions, making the layby area into individual spaces and make it into a short term parking bay. The resident suggested the installation of bollards to prevent vehicle parking on the footway, reducing the width of the layby to prevent echelon style parking in the bay, or removing the layby and install bike racks.
- A business which was situated in the immediate area of the proposals had suggested a number of changes to the proposals, which were outlined on their amended plan that was appended to the report as Appendix C.
- All comments from residents of Brentwood Road stated they were in favour of the proposals but were concerned about displacement, enforcement of any new restrictions and the suggested further extension of the double yellow lines. These varied from up to Squirrels Heath School entrance, on the odd numbered side, to Salisbury Road on one side
- There were also requests for the layby outside Tesco to be made into a short term parking facility. Other parking issues related to the parade of shops between Nos. 364 and 376 Brentwood Road.

In officers' view, due to the amount of obstructive parking in the Brentwood Road area, it was considered that the proposals should be implemented as advertised. The report informed the Committee that the layby fronting Tesco, was created as part of the planning conditions for the site and was intended for loading. A member of staff from Tesco had advised that deliveries could take place at any time between 8:00am and 5:00pm Monday to Saturday. The entire frontage of the Tesco and Ginger Spice site was covered by the layby and vehicle crossovers which led to an off-street parking provision for the flats above Tesco and the forecourt to Ginger Spice. It noted that it would not be possible to provide any form of parking provisions on or in front of the vehicle crossovers, as this would condone obstructive parking. This section of road, including the layby, was currently restricted with parking not allowed from 8:00am to 6:30 pm Monday to Saturday inclusive. The crossovers formed part of the footway, which was subject to the footway parking ban.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke on behalf of other residents in support of the scheme.

The resident stated that she lived on the North West side of the road and on many occasions had her driveway blocked by parked vehicles. She informed the Committee that Ginger Spice had three parking spaces which were not being made available for customer use; one space was used by a member of staff. The resident suggested that the layby be converted in to a 20 minutes short term parking bay. The resident informed the committee

that Tesco was proactive in attempting to keep the loading bay clear for receipt of deliveries.

During a brief debate, a Member stated that following a site visit, he had sympathy for the resident at No. 393 as a result of the current obstructive parking. He was of the opinion that the double yellow lines should be extended to Cavenham Gardens. He was also of the view that the loading bay worked well for shoppers presently.

Another member questioned the rationale of restricting use of the loading bay. The member stated that the bay should also accommodate short term parking.

A Member supported the suggestion to extend double yellow lines up to the Squirrels Heath School entrance.

The Committee noted that the loading bay in front of Tesco was part of a planning condition and could be converted to a short term parking spaces.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that:
  - a. the proposed 'At Any Time' waiting restrictions in Brentwood Road, around The Drill Public House, shown on the drawing (Ref: Brentwood Road – The Drill) be implemented as advertised;
  - b. further proposals be advertised to extend the proposed 'At Any Time' waiting restrictions on the north-western side of Brentwood Road, from the north-eastern boundary of No.393 to the common boundary of Nos.369 and 371;
  - c. further proposals be advertised to make the layby a loading bay operational 8:00am to 5:00pm Monday to Saturday;
  - d. further proposals be designed and advertised to implement short term parking facilities for the shops on the south-western side of Brentwood Road;
  - e. the effect of any agreed proposals be monitored.
2. Members note that the estimated cost for the current proposals in Brentwood Road, as set out in the report was £1,500, this would be met from the 2015/16 Minor Parking Schemes budget.

15 **TPC594 - MINSTER WAY, HIGHFIELD CRESCENT UPMINSTER ROAD - CONVERSION OF DISC PARKING TO PAY & DISPLAY**

Following clarification that the out of Town Centre parking bays provided for free parking for the first ninety minutes, the Committee considered the report and without debate **RESOLVED:**

1. To recommend to the Cabinet Member for the Environment that:
  - a. The proposals to convert the existing Disc Parking Bays to Pay and Display parking bays in Minster Way, Highfield Crescent and Upminster Road, as shown on the plan (ref: Upminster Bridge – Disc to P&D) be implemented as advertised;
  - b. The effect of the scheme be monitored.
2. The estimated cost of this scheme as set in the report was £7000 which would be funded from the capital allocation and the remaining £1500 would be met from the 2015/16 Minor Parking Schemes budget.

16 **PROPOSED LOADING BAY FRONTING NO. 39 HIGH STREET**

Following clarification that the cost of the proposal was mainly to cover the statutory arrangements and would be funded by Transport for London, the Committee considered the report and without debate **RESOLVED:**

1. To recommend to the Cabinet Member for the Environment that:
  - a. The proposals to implement the loading bay in High Street, (as shown on plan QN010\_HSTMO\_001) be implemented as advertised;
  - b. The effect of any agreed proposals be monitored.
2. The estimated cost of the scheme in High Street as set out in the report was £1,000 and would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Freight Loading Facilities.

17 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

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



The Committee 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.

**18 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.

**19 URGENT BUSINESS**

At the June meeting of the Highways Advisory Committee Members raised concerns over the quality of road lining on the boroughs roads. Members had requested and officers had agreed to produce a schedule detailing the programme of works for the relining (white lines) of road markings on the boroughs roads. The schedule was to be presented to Members during the July meeting of the Highways Advisory Committee. As the schedule had not been presented to Members within the agreed timescale Members requested an update from officers on the likely timescale for receipt of the requested information.

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**Chairman**

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget
H3 Page 12	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
H4	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+

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget
H5 Page 35	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
H6	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

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

Item Ref	Location	Comments/Description	Decision
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
TPC728	Kings Road, Romford	Request to remove the existing disc parking bay by St Albans Church and replace with Pay and Display parking bays.	Agreed
TPC729	Wingletye Lane Service Road, Hornchurch	Request to remove the existing disc parking bay from opposite nos.15/ 17 and install a Pay and Display parking bays at the Upminster Road end of the road.	Agreed
TPC730	Willow Street, Romford	Request to change the Disc parking bays to Dual use Resident and Business parking bay.	Agreed
TPC731	20 David Drive, Harold Wood	Request to remove residents parking bay across dropped kerb and extend existing yellow line across drop to prevent obstructive parking. Resident disabled and requires frequent visits from carers.	Agreed
TPC732	Tangmere Crescent	Request to install a school keep clear on the opposite side of the school	Agreed
TPC733	Cumberland Avenue, Hornchurch	Request to change Pay & Display to Residents Parking bay	Rejected
TPC734	Station Lane, Hornchurch	Request to include residents above the shops in Station Lane into Cumberland/Matlock residents parking scheme	Agreed

TPC735	Pretoria Road	Request to include Nos. 165 -173 odds and No.126 in the Sector 2B Residents Parking scheme	Agreed
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# HIGHWAYS ADVISORY COMMITTEE

11 August 2015

<b>Subject Heading:</b>	<b>Proposals to close Hubbards Close at A127 Southend Arterial Road, Hornchurch - Outcome of public consultation</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Musood Karim Principal Engineer Assistant 01708 432804 Masood.karim@havering.gov.uk</b>
<b>Policy context:</b>	<b>Havering Local Development Framework (2008). Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013).</b>
<b>Financial summary:</b>	<b>The estimated cost of £5,000 for the closure would be met via the Council's 2015/16 Revenue Budget allocated for Minor Safety Schemes.</b>

**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 to close Hubbards Close to motorised traffic at its junction with A127 Southend Arterial Road on an experimental basis using an Experimental Traffic Order and seeks approval that the recommendations are agreed.

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

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the Experimental Traffic Order to close Hubbards Close to motorised traffic be made at the following location:
  - **Hubbards Close, Hornchurch**, the northern end at its junction with A127 Southend Arterial Road, located at a point 2.8 metres from the southern kerb-line of the westbound carriageway of A127 Southend Arterial Road, Hornchurch. The location is shown on Drawing QL040/50/01.
2. That it be noted that formal objections to the Experimental Traffic Order must be made within 6-months of the date of it coming into force and that it may only be in force for a maximum period of 18 months. Staff would bring a further report forward to the Committee after 6-months so that a recommendation may be made to the Cabinet Member for Environment on whether or not the closure should be made permanent before the experimental period ends.
3. That it be noted that should the Experimental Traffic Order be agreed, staff will write to all those within the consultation area to provide an update and explain the next stage of the process going forward.
4. That it be noted that given the concerns expressed about the narrow widths of the roads in the County Park Estate and the potential inconsiderate parking, that the Head of Streetcare in consultation with the Cabinet Member for Environment may consider additional experimental measures for parking restrictions at those locations should the need arise.
5. That it be noted that the estimated cost of £5,000 for implementation will be met from the Council's Revenue Budget allocated for Minor Safety Schemes.

## REPORT DETAIL

### 1.0 Background

- 1.1 Hubbards Close lies east of Hubbards Chase and it connects the westbound carriageway of A127 Southend Arterial Road via an unmade road. This section of the road has a mixed use of occupancies such as residential, riding schools, stables and small commercial units.
- 1.2 According to the Council's Highway Register, part of Hubbards Close is an adopted public highway, maintainable at public expense (between Hubbards Chase to property nos. 7 and 8) whereas the remainder of the road is unadopted highway not maintainable at public expense.
- 1.3 The problem associated with this road is that traffic travelling in the westbound carriageway of the A127 enters into the unmade road leading to Hubbards Close to avoid the traffic delays at the junction of the A127/Ardleigh Green Road/Squirrels Heath Road junction. The traffic queues and delays in the A127 are commonly associated with two problems as below:
  - The existing traffic signals at the junction of Ardleigh Green Road/Squirrels Heath Road undergo operational fault repairs, accidental damage repairs etc. at various times.
  - The existing signals at this junction have been upgraded by Transport for London to operate under SCOOT, however the junction is considered to be operating at maximum efficiency. It is the volume of traffic that limits the operation of the signals as this junction handles tidal flows during peak periods. This means there is heavy flow towards London during morning peaks and towards the M25 in the evening peaks. Furthermore, the junction is sometimes prone to being overloaded due to road works, emergencies etc. on the M25 motorway, A13, A12 and other local roads in the borough.
- 1.4 The level of through traffic using into Hubbards Close has a detrimental effect on local residents. The table below shows the traffic movements in Hubbards Close at peak periods. The data is sourced from a traffic survey carried out in 2013.

## **Traffic Movements in Hubbards Close**

	<b>Westbound</b> (A127 to Hubbards Close)	<b>Eastbound</b> (Hubbards Close to A127)
<b><u>Weekday Peaks</u></b>	<b><u>vehicles</u></b>	<b><u>vehicles</u></b>
08:00 to 09:00	104	12
17:15 to 18:15	15	12
Daily average flow	211	110
<b><u>Weekend Peak</u></b>		
10:30 to 11:30	7	7
Daily average flow	77	79

- 1.5 From the above traffic data it can be seen that the level of use of Hubbards Close is marked in the morning peak. The through traffic has the potential to create disturbance to local residents in the County Park Estate while accessing Wingletye Lane. The northern section of Wingletye Lane suffers from speeding traffic entering from the A127. There is a speed camera installed close to Nelmes Primary School which has control over the traffic within this section of the road. Beyond Hubbards Chase there are no physical speed restriction measures which gives an opportunity to the rat-running traffic to travel fast to make up for the lost time suffered in the traffic congestion.
- 1.6 Transport for London (TfL) is currently replacing the existing railway bridge which carries the A127 Southend Arterial Road over the East Anglia Railway. TfL is investing £32 million in the scheme. The bridge has come to the end of its useful life and is beyond minor repairs and maintenance. Replacing the bridge will ensure that the new structure is safe, avoid the need to restrict vehicles with abnormal loads using the bridge and reduce the need for emergency closures for repairs or maintenance.
- 1.7 Preparatory works for the bridge replacement works have already started, however, the main works are due to commence around mid-2016 and anticipated to finish in late 2017. The main works will involve a contraflow over the bridge from late 2016 and although TfL will try and mitigate the impacts of the loss of road capacity, it is anticipated that drivers could potentially use Hubbards Close as a rat-run to avoid traffic delays in the A127.
- 1.8 Considering the problems about the on-going rat-running traffic and the bridge replacement works, it is recommended that the impact of the traffic in the area be considered for control.

## 2.0 **Proposals to close Hubbards Close at its junction with A127 Southend Arterial Road**

- 2.1 It is proposed that access for motorised traffic leaving the A127 to use Hubbards Close be prevented as shown on the plan. Access will be maintained for non-motorised users. Drawing QL040/50/01 shows the proposed closure point.
- 2.2 Staff have discussed the proposals with the emergency services which have confirmed no objections to the Experimental Traffic Order and that they would avoid using Hubbards Close as a matter of routine in any case.
- 2.3 The closure will be of a physical nature such as concrete barriers or manhole sections filled with concrete together with appropriate signage. In addition, advance warning signs will be installed along the westbound carriageway of the A127 to inform drivers about the road closure. This will, however, be subject to the approval by Transport for London (Road Space Management Directorate) as the A127 is under their jurisdiction.
- 2.4 Approximately 662 letters were delivered by Royal Mail in the consultation area on 29<sup>th</sup> May 2015 to those potentially affected by impact of the experimental closure. Attached is a copy of the plan showing the consultation area. The closing date of the consultation was set for 19<sup>th</sup> June 2015. Notices were also installed on site thus giving opportunity to anyone to provide their views on the proposals.
- 2.5 In addition, the ward councillors, HAC members and statutory consultees such as London Buses, emergency services (Metropolitan Police, Fire Brigade, London Ambulance Services, Transport for London (Road Space Management) and other interest groups were sent the consultation information.

## 3.0 **Outcome of initial consultation**

- 3.1 By the close of consultation, 26 responses were received. The responses are summarised in Appendix I.
- 3.2 The results show that 73% of respondents (19 respondents) are in favour of the closure whereas 23% are against the closure (6 respondents). One respondent did not give a preference either way (4%).
- 3.3 The comments received varied by location in the consultation area depending on the impact they experience. For instance, most residents of Hubbards Close and Hubbards Chase want a permanent closure. Many considered that permanent closure will provide safety for the local residents, school children particularly when walking to schools and overcome the long standing rat-running traffic issue. The Emerson Park & Ardleigh Green Residents' Association and the local Neighbourhood Watch expressed support.
- 3.4 Some residents responded by e-mail and had not included their postal addresses and so staff are not able to gauge their location.

3.5 Those objecting to the scheme raised a number of issues such as the problems being caused by the traffic signals at Ardleigh Green which needed changing; that the scheme would force the commercial operators in Hubbards Close to access via the Country Park Estate; that the Council has over-estimated the problem; that the closure should be somewhere else and that a gate should be provided so commercial operators could have a key.

#### 4.0 **Staff Comments**

4.1 An experimental closure will allow a scheme to be tested and experienced “live” to see if any of the concerns prove to be a reality and staff would work with any having real issues to see if they can be dealt with during the experimental period.

4.2 It is not practical to provide a gate with access to individuals. Although a scheme is technically possible to allow access by a permit-holder system, it would be resource-heavy to administer and monitor by the Council and open to abuse. Staff would also be concerned with the potential for people to stop on the A127 to either gain access or thinking they can gain access. A physical closure is relatively simple and much safer.

4.3 Providing a closure elsewhere (even with signage) still risks attempted access by through traffic and some drivers (especially with larger vehicles) may attempt to reverse onto the A127.

4.4 Staff recommend that the experimental closure to motorised traffic be recommended for implementation.

## 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 £5,000 for implementation will be met by the Council’s 2015/16 Revenue Budget allocated for Minor Safety Improvements for Borough Roads.

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 Revenue budget.

**Legal implications and risks:**

An Experimental Traffic Order can remain in force for a maximum of 18-months while the effects are monitored and assessed. Changes may be made within the first 6-months of the experimental period, if necessary, before the Council decides whether or not to continue with the changes brought in by the Experimental Traffic Order on a permanent basis.

It is not possible to lodge a formal objection to an Experimental Traffic Order until it is in force. Once in force, objections must be made within 6-months of the date that the Experimental Traffic Order comes into force.

**Human Resources implications and risks:**

None.

**Equalities Implications and risks:**

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

**BACKGROUND PAPERS**

**Project file:** QL040 – Minor Schemes/Hubbards Close.

## **APPENDIX I**

### **Summary of Consultation Responses**



## **APPENDIX II**

**Plan showing location of closure**

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**Results of the public consultation  
Hubbards Close - road closure**

No	Address	Comments	Agree with Closure	Disagree with Closure
1	7 Cheshire Close	The decision to close off the access from the A127 is long over due. The route through to Wingletye Lane is already a rat-run in the mornings.	1	
2	7C Essex Gardens	The closure is a good idea ie vehicle access to and from the A127 will cease permnaently.	1	
3	9 Essex Gardens	The temptation would be enermous to use Hubbards Close. Permanent solution would be to allopw access by residents or partly block the access for the A127.	1	
4	13 Lincon Close	Is concerned that if the road is closed at the A127 end, commercial vehicles will use residential roads. Has suggested that the closure is close to Rose Cottage.	1	
5	7 Hubbards Close	Supports the closure of access leading to A127 as the traffic level is unacceptable and unbearable for residents.	1	
6	27 Hubbards Close	Fully supports the proposed closure. Hopes that the closure becomes permanent.	1	
7	2 Hubbards Close	The resident wants to see the road closed at the A127 Southend Arterial Road end closed. The residents has been trying to persue the closure over several years and had meetings with the Council. He has further stated that their cars have been damaged and had developed into arguments. The resideht is 'fed up' with the situation and hopes that the decision will be agreed this time for the closure.	1	
8	35 Hubbards Chase	Supports the closure of Hubbards Close.	1	
9	53 Hubbards Chase	The respondent strongly ' <b>AGREE</b> ' with the proposed closure on the following grounds: a) The respondent lives directly opposite Hubbards Close and cannot exit from the driveway due to constant rally of traffic. b) with two young children does not feel safe when walking to school with children c) the road is quite until when the traffic starts at peak periods.	1	

No	Address	Comments	Agree with Closure	Disagree with Closure
10	64 Hubbards Chase	The respondent has lived in this road for several years and has witnessed chaos developing over the years.	1	
11	64 Hubbards Chase	The closure must go ahead as the residents of Country Park Estate should be the only ones to have an opinion.	1	
12	74 Hubbards Chase	The respondent is very pleased that at last something is going to be done to resolve the problem of never ending the stream of cars coming down Hubbards Close very morning.	1	
13	55 Rutland Drive	Although the proposals do not affect him directly. The resident thinks it is a sensible measure to close the road.	1	
14	Pegasus	The respondent has provided five good reasons for closing the road. He considers that it will improve safety for children, farm animals, cease rat-running traffic, verbal abuse and prevent further traffic arising from the forthcoming bridge works. The closure will benefit the whole area	1	
15	The Outlook	The respondent has expressed his frustrations about the difficulty of exiting from his driveway, level of rat-running traffic, police have been involved during disputes, not safe to walk with children, horse riding etc. Had recently counted 73 cars using the road in 50 minutes.	1	
16	346 Wingletye Lane	The problem is associated with the traffic signals at A127/Ardleigh Green Rd. If this is addressed then drivers will not use Hubbards Close.		1
17	39 Oxford Avenue	The respondent considers that the Council has over estimated the extra traffic will use the cut-through and it is unlikely that the traffic will increase.		1

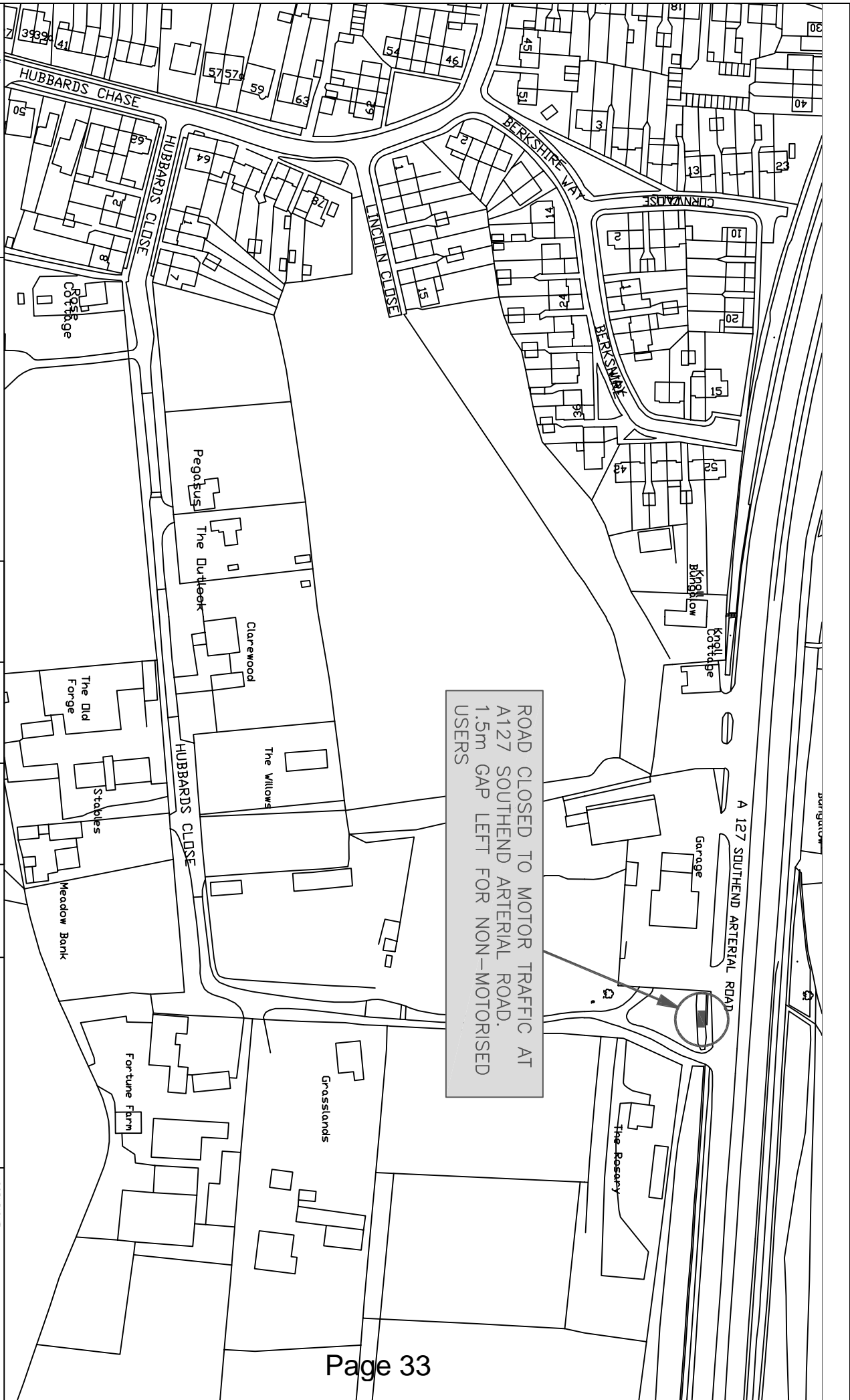
No	Address	Comments	Agree with Closure	Disagree with Closure
18	No address Respondent 1	The proposal would ve very effective measure to prevent excessive traffic running through the area.	1	
19	No address Respondent 2	Strongly disagrees with the proposals. The respondent considers that the reason drivers use Hubbards Close is because of bad traffic control at the A127/Ardleigh Green Road junction.		1
20	No address Respondent 3	The respondent has requested that consideration is given to making the permanent order after 18 months before a serious accident occurs in Hubbards Chase.	1	
21	No address Respondent 4	The area along the access road has developed over the years. The closure of the A127 will force the commercial traffic and residents into the County Park estate causing even more congestion. The experimental closure will push more traffic into County Park that could have otherwise exited via the A127 route.  Drivers use Wiltshire Avenue as a 'rat-run' at school times which cause problems in parking at the local shops. Shoppers sometimes double park in Eaasex Gardens. With increase in air traffic over the area is turning into an undesirable place to live.		1
22	No address Respondent 5	The family has divided opinions as below: <b>Against</b> - emergency vehicles may not be able to have access. The closure would anger some residents. <b>For</b> - There is currently considerable amount of traffic congestion in the mornings and this only increase inn Hubbards Close, Hubbards Chase and Essex Gardens. Pollution and noise will increase inn Hubbards Close, Hubbards Chase. There would be danger of potentail accidents and wear and tear of the road.		
23	Emerson Park and Ardleigh Green Residents Association (EPAGRA)	EPAGRA have registered their support to close entrance/exit of Hubbards Close to the A127. Members of EPAGRA had raised their concerns several times over the past two years about the traffic from A127 as a cut through. The proposed closure will resolve these issues.	1	

No	Address	Comments	Agree with	Disagree with
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			Closure	Closure
24	Giggly Pig Company	If the road is closed at the A127 side, the company will have to use Hubbards Close and Hubbards Chase to gain access to the abbator at 5:30am. Sometimes vans are parked along the route which will restrict the passage of vehicles. The owner wants their own gate which they can manage.		1
25	Neighbourhood Watch	Neighbourhood Watch are strongly in favour for the closure to go ahead on the following grounds: a) The traffic passing is too noisy. b) The rat-running traffic is dangerous for the children and horse riders. c) Large vehicles have damaged parked cars. d) Dangerous for the residents in existing or entering their driveways	1	
26	Fortune Farm	The resident has resided in the farm for 30 years. Has objected to the experimental order on the following grounds: a) Regularly receives deliveries of hay and straw by a 40 feet trailer and tractor unit. The access is via the A127 to overcome the risk of coming through the estate roads where the road width is restricted, parked cars and dangers imposed to children and pedestrians.  b) The farm is not connected to sewage system, therefore, it has to be emptied by a gulley sucker. If the road is closed the vehicle will experience problems.  c) The farm regularly transports livestock which is sometimes at unsociable hours. The closure will lead to driving through the estate which will be detrimental to residents.		1
<b>Total</b>			<b>19</b>	<b>6</b>

**Summary of Responses received**

No	Details of proposed measures	No of Responses received	Percentage %
1	Agree with the closure of the road	19	76.0
2	Disagree with the closure of the road	6	24.0
	<b>Total</b>	<b>25</b>	
<b><u>Other information</u></b>			
	Total number of letters delivered	<b>662</b>	
	Number of responses received	<b>26</b>	
	Percentage of responses received (%)	<b>3.9</b>	



ROAD CLOSED TO MOTOR TRAFFIC AT  
 A127 SOUTHEND ARTERIAL ROAD.  
 1.5m GAP LEFT FOR NON-MOTORISED  
 USERS

<p><b>Havering</b>  <small>Mersey</small> LONDON BOROUGH      STREETCARE COMMUNITIES &amp; RESOURCES      TRAFFIC &amp; ENGINEERING      10th FLOOR MERCURY HOUSE      MERCURY GARDENS, ROBINSON ROAD, 30W      TELEPHONE No: 01708 434343 FAX No: 01708 433721      EMAIL: streetcare@havering.gov.uk</p>		<p><b>JOB TITLE</b>          HUBBARD CLOSE          EXPERIMENTAL ROAD CLOSURE</p>		<p><b>DRAWN BY</b>          MLP</p>		<p><b>CHECKED BY</b>          MLP</p>		<p><b>APPROVED BY</b>          MLP</p>		<p><b>PURPOSE</b></p>		<p><b>CONSULTATION</b></p>	
<p><b>DRAWING TITLE</b>          LOCATION PLAN</p>		<p><b>SCALE (AT A4 SIZE)</b>          NTS</p>		<p><b>DATE</b>          APRIL 2015</p>		<p><b>DRAFT</b>          ISSUE</p>		<p><b>REVISION</b></p>		<p><b>REVISION</b></p>		<p><b>DATE</b></p>	
<p><b>ACAD REF:</b>          Sheet Size: A4 (297x210)</p>		<p><b>DRAWING No</b>          Q1040/50/01</p>		<p><b>REVISION</b></p>		<p><b>REVISION</b></p>		<p><b>AMENDMENT</b></p>		<p><b>AMENDMENT</b></p>		<p><b>DATE</b></p>	
<p><b>©COPYRIGHT</b>          This drawing belongs to Streetcare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.          Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright material is reproduced by permission of the Controller of Her Majesty's Stationery Office. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Streetcare Culture &amp; Community, Traffic &amp; Engineering Section, 10th Floor Mercury House, Robinson Road, 30W, Havering, Essex, SS16 5JG. Telephone: 01708 434343. Fax: 01708 433721. Email: streetcare@havering.gov.uk</p>													

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# HIGHWAYS ADVISORY COMMITTEE

11 August 2015

<b>Subject Heading:</b>	<b>BUS STOP ACCESSIBILITY</b> Front Lane Outcome of public consultation
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
<b>Financial summary:</b>	The estimated cost of £14,000 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 Front 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 Front Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QO001-OF-A247-A248-A
  - QO001-OF-A249-A250-A
2. That it be noted that the estimated cost of £14,000 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 Front Lane as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A247  BS18413 Pond Walk	Outside No 9	Bus stop flag to be relocated to the party wall of No 9 & 11  27 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A248  BS18414 Pond Walk	Outside No 10	Bus stop flag to be relocated to the party wall of No 10 & 12  27 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  <b><i>NOTE: Space left for property No 10 &amp; 12 to apply for vehicle crossover</i></b>
QO001-OF-A249  BP25471 Rectory Gardens	Outside No 30	27 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A250  BP25470 Rectory Gardens	Outside No 29	27 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area

- 1.13 Approximately 15 letters were hand-delivered to those potentially affected by the scheme on 8<sup>th</sup> June 2015, with a closing date of 29<sup>th</sup> June 2015 for comments.

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

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, 1 response was received as set out in Appendix I to this report.

2.2 London Travelwatch supported the proposals.

## **3.0 Staff Comments**

3.1 Staff recommend that the proposals be implemented as consulted.

# **IMPLICATIONS AND RISKS**

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

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

The estimated cost of £14,000 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.

**BACKGROUND PAPERS**

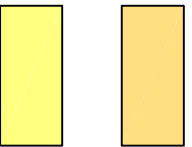
Project file: QO001, Bus Stop Accessibility

**APPENDIX I  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**



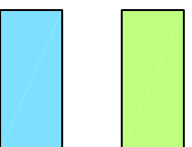
Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops London TravelWatch	All sites	London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.  We support these works to improve the accessibility of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





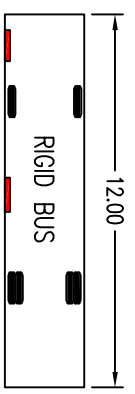
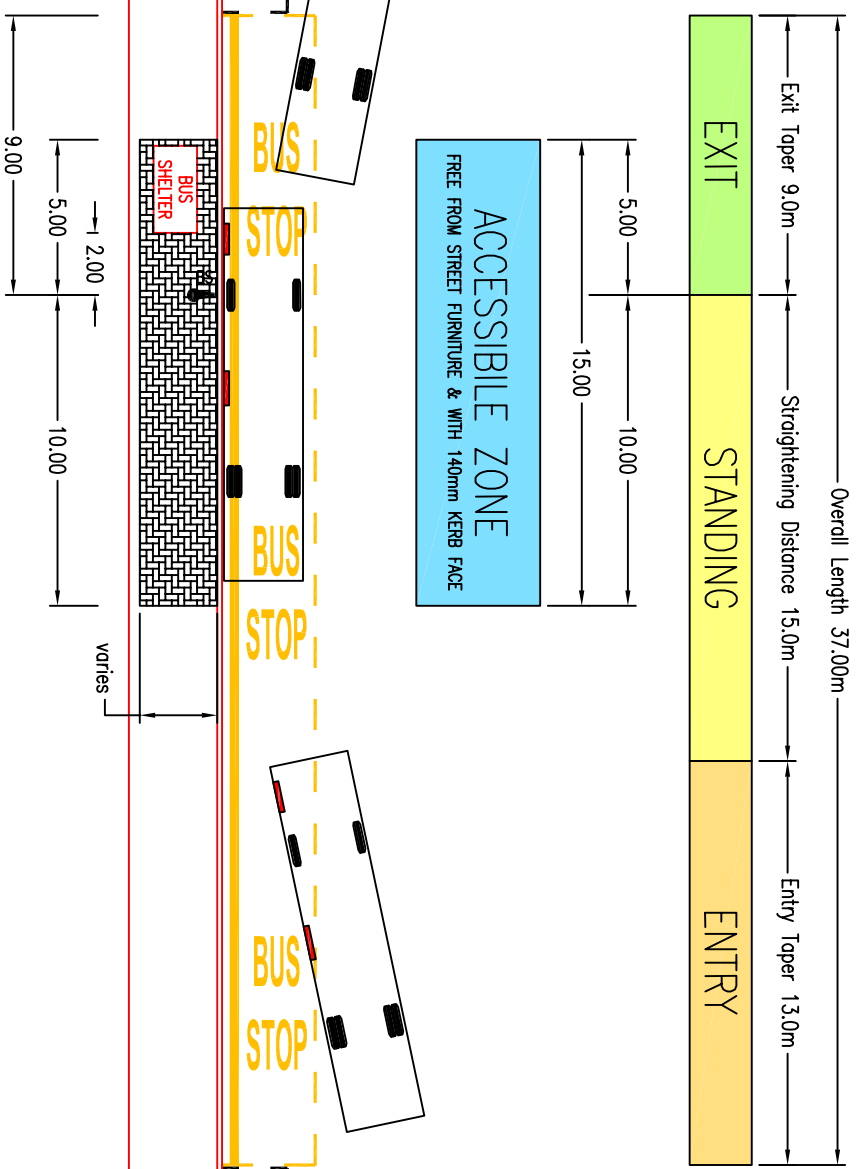
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

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



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

<p><b>Haverling</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROMFORD, RM1 3DW          TELEPHONE No: 01708 434343 FAX No: 01708 433721          E-MAIL: streetcare@haverling.gov.uk</p>		JOB TITLE <b>HAVERING STREET DESIGN GUIDE</b> PART 6 – STANDARD DETAILS		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP		PURPOSE INFORMATION	
DRAWING TITLE <b>BUS STOP ACCESSIBILITY DETAIL</b> LAYOUT 1		SCALE (AT A4 SIZE) N.T.S.		DATE MAY 10		DRAFT ISSUE		REVISION A		DRAWING UPDATE DATE FEB 04	
ACAD REF: <i>Rev 2 - Standard Detail</i>		DRAWING No QB109/00/01		REVISION B		AMENDMENT		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 Haverling 100024327	

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**Havering**  
 LONDON BOROUGH  
 STREETCARE - CULTURE & COMMUNITY

**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2015/16  
 FRONT LANE

**DRAWING TITLE**  
 BS18413 & BS18414  
 POND WALK

**SCALE (AT A4 SIZE)**  
 1:500

**DATE**  
 28.05.15

**DRAFT**  
**ISSUE**

**PURPOSE**  
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 MEL

**Page 45**

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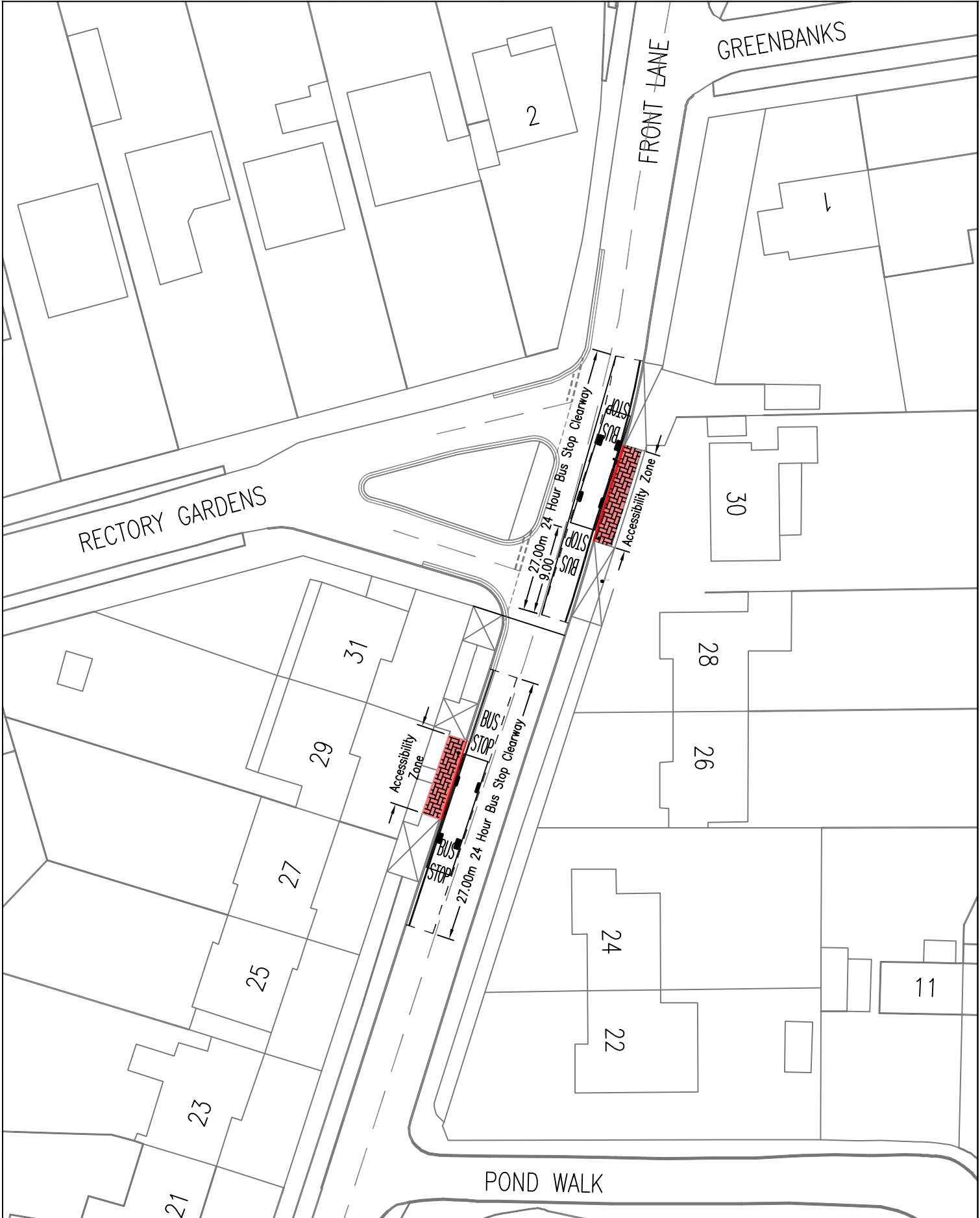
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 QN008-OF-A247 & A248

**REVISION**  
 A

 Possible vehicle crossover at resident cost

REVISION	AMENDMENT	DATE

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**Havering**  
10th FLOOR MERCURY HOUSE  
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**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2015/16  
 FRONT LANE

**DRAWING TITLE**  
 BS25470 & BS25471  
 RECTORY GARDENS

**SCALE (AT A4 SIZE)** DATE  
 1:500 28.05.15

**PURPOSE** PROPOSAL

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 Sheet Size: A4 (210x297) Q0001-0F-A249 & A250 A

<p>Page 47</p>	
<b>REVISION</b>	<b>AMENDMENT</b>
	<b>DATE</b>

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# HIGHWAYS ADVISORY COMMITTEE

11 August 2015

<b>Subject Heading:</b>	<b>BUS STOP ACCESSIBILITY</b> Clockhouse Lane Outcome of public consultation
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
<b>Financial summary:</b>	The estimated cost of £35,000 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 Clockhouse Lane and seeks a recommendation that the proposals be implemented.

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

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Clockhouse Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QO001-OF-A170&A171-A (both directions)
  - QO001-OF-A172 Opt 2-A (alternative northbound option)
  - QO001-OF-A172&A173-A (southbound only)
  - QO001-OF-A174&175-A (both directions)
  - QO001-OF-A176&A212-A (both directions)
  
2. That it be noted that the estimated cost of £35,000 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 Clockhouse Lane as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A170&A171-A  BS29906 Chase Cross Road	Opposite North Romford Community Centre (southbound)	140mm kerb and associated footway works provided at bus boarding area  Remark bus stop clearway
QO001-OF-A170&A171-A  BS18421 Chase Cross Road	Outside North Romford Community Centre (northbound)	140mm kerb and associated footway works provided at bus boarding area  Remark bus stop clearway
QO001-OF-A172&A173-A  BP18419 Burland Road	Outside 95 Clockhouse Lane (northbound)	35metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  Section of footway parking to be removed
QO001-OF-A172&A173-A  BP18420 Burland Road	Outside 70-72 Clockhouse Lane (southbound)	35metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  Section of footway parking to be removed

<p>QO001-OF-A174&amp;175-A</p> <p>BS20545 Larchwood Close</p>	<p>Outside 110-112 Clockhouse Lane (southbound)</p>	<p>29metre 24 hour bus stop clearway</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p>Tighter kerb radius leading into Larchwood Close with uncontrolled crossing facility</p>
<p>QO001-OF-A174&amp;175-A</p> <p>BS20546 Larchwood Close</p>	<p>Outside 125-127 Clockhouse Lane (northbound)</p>	<p>37metre 24 hour bus stop clearway</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p>Section of footway parking to be removed</p> <p>Tighter kerb radius leading into Larchwood Avenue with uncontrolled crossing facility</p>
<p>QO001-OF-A176&amp;A212-A</p> <p>BS18418 Hunter's Close</p>	<p>Outside 172-174 Clockhouse Lane (southbound)</p>	<p>51 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>Lay-by entry/ exit tapers adjusted</p>
<p>QO001-OF-A176&amp;A212-A</p> <p>BS18417 Hunter's Grove</p>	<p>Outside 1 Hunter's Grove (northbound)</p>	<p>17metre 24 hour bus stop clearway</p> <p>140mm kerb and associated footway works provided at bus boarding area</p>

1.13 Approximately 36 letters were hand-delivered to those potentially affected by the scheme on 8<sup>th</sup> June 2015, with a closing date of 29<sup>th</sup> June 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, 5 responses were received as set out in Appendix I to this report. 2 responses were from the same address.

2.2 London Travelwatch supported the proposals.

2.3 A resident of Hunters Grove (Drawing QO001-OF-A176&A212-A) asked if a discounted vehicle access could be provided as part of the works and expressed anticipation that the works would not damage their garden wall.

2.4 The Collier Row Methodist Church requested that the stop currently outside 95 Clockhouse Lane (Drawing QO001-OF-A172&A173-A) be relocated outside the church between the car park access and No.77 with footway parking removed to improve access to the church, move the stop away from the Burland Road junction and allow footway parking at 91/95.

2.5 A resident objected to the proposals outside 95 and 70/72 (Drawing QO001-OF-A172&A173-A). They could not see why the stops had been chosen when others needed consideration first. They questioned the need for the length of clearway proposed. They were concerned about vehicles displaced by the clearway blocking accesses. They also suggested that kneeling buses did not need the footway remodelled. They asked who was paying for the works and commented that the scheme was inappropriate for a residential area. They also made comments to matters un-related to the bus stop accessibility scheme under consultation.

## **3.0 Further Public Consultation**

3.1 Following the response from by the Collier Row Methodist Church, Staff undertook to amend the proposals for the northbound stop currently outside 95 Clockhouse Lane (Drawing QO001-OF-A172&A173-A) and consult further.

3.2 Drawing QO001-OF-A172 Opt 1 –A shows the original layout as consulted and Drawing QO001-OF-A172 Opt 2 –A shows the alternative arrangement proposed by the Church. An additional letter was hand-delivered to those potentially affected by the options on our just after 25<sup>th</sup> June 2015, with a closing date of 17<sup>th</sup> July 2015 for comments (8 premises).

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

3.4 By the close of consultation, 3 response where received. London Buses indicated that the alternative location was preferable. A resident objected to the accessibility works at the existing and alternative location. They suggested that the stop is barely used and the destruction of parking spaces is detrimental to residents of Clockhouse Lane, the surrounding streets and coaches and delivery vehicles servicing the school. Another resident preferred the alternative location as they considered the current site not having parking issues outside of school times. They considered the clearway for the alternative to be too long.

### 3.0 **Staff Comments**

4.1 With regard to the proposals for the stop at Hunters Grove (Drawing QO001-OF-A176&A212-A), because there is no proposal to make changes to the footway where the resident should be providing a vehicle crossing, a discounted rate is not available. There is no expectation that the garden wall would be damaged.

4.2 With regard to the proposals for the stop currently outside No.95 (Drawing QO001-OF-A172&A173-A – northbound), taking into account the request made by Collier Row Methodist Church from the first consultation and the comments received by London Buses from the second consultation, Staff recommend that the alternative proposal shown on Drawing QO001-OF-A172 Opt 2-A be implemented. The comments made by the resident objecting to the proposals at both the existing and alternative location are noted, but bus stops need to be accessible to all and the level of usage is not a consideration.

4.3 With regard to the comments made by the resident in response to the stops outside 95 and 70/72 (Drawing QO001-OF-A172&A173-A), the northbound stop is dealt with in the previous paragraph as it is proposed to be relocated. The clearways, compatibility with kneeling buses and design issues are explained under Paragraphs 1.1 to 1.8 above. Staff would suggest that the proposals are appropriate and given that buses serve areas of population, accessible stops are required in residential areas.

4.2 Staff recommend that the proposals be implemented as consulted, including the alternative option for the stop outside the Collier Row Methodist Church as shown on Drawing QO001-OF-A172 Opt 2-A. The alternative presents a better layout in terms of proximity to the junction, although some parking would have to be removed for an appropriate length of Clearway.

## **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 £35,000 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.

**BACKGROUND PAPERS**

Project file: QO001, 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 1 Hunters Grove	QO001-OF- A176&A212-A  Hunters Grove (northbound)	<p>I live at 1 Hunters Grove and had a driveway done last year, I also applied for a crossover last year but didn't have enough funds to go ahead with it. My funds are about better this year so I was wondering if you would be able to carry out my crossover while you are improving the bus stop and as you are altering the bus stop would the crossover be cheaper at all as your workmen will already be working outside my house. Also when you carry out the improvements I hope it won't affect or damage my garden wall.</p>
Collier Row Methodist Church	QO001-OF- A172&A173-A  Outside 95 Clockhouse Lane (northbound)	<p>We would like to give comments on the proposed changes to the bus stop outside number 95 Clockhouse Lane. Our Church members are always struggling to turn into and out of our church car park, due to parked vans and cars on the pavement. We would like to suggest that the bus stop is repositioned to outside our church grounds, between our car park entrance and number 77 Clockhouse Lane. (Please see your original drawing amended in red to show our suggested position)</p> <p>This would then allow the owners of 91 - 95 Clockhouse Lane to have unrestricted parking outside their houses. It would also stop the parking of vans on the pavement outside the church, given better viewing lines for easier entry and exit.</p> <p>It would also reduce the risk of accidents occurring at the junction of Burland Road/Clockhouse Lane when a bus has stopped opposite this junction.</p> <p>I hope you will seriously consider the changes we have suggested, which will benefit</p>



		the residents at 91-95 Clockhouse Lane and also Collier Row Methodist Church.
Resident 78 Clockhouse Lane 1 <sup>st</sup> response	Drawing QO001-OF- A172-A173-A  Outside 91/95 (northbound) and  Outside 68/78 (southbound)	<p>I am responding to the recent correspondence regarding the Bus Stop Accessibility Programme Havering Council are proposing, especially those outside No 95 (QO001-OF-A172) and No's 70-72 Clockhouse Lane, (QO001-OF-A173.)</p> <p>Firstly:-</p> <ol style="list-style-type: none"> <li>1. I can not see why these particular bus stops have been chosen? Others along the route need consideration first?</li> <li>2. Why does the bus stop clearway need to be 35m long when the bus stop itself is only 9m? Surely the bus can get close to the kerb within a shorter distance?</li> <li>3. The proposals take away 4 No. footway parking bays, this will lead to parked vehicle's parking outside of the clearway and blocking other residents access.</li> <li>4. Parked vehicles in the footway are a constant danger, these block a visual sight line along the carriageway of oncoming vehicles, especially close to be bend in Clockhouse Lane by Dominion Drive, more will be parking outside our property (78) as this has not been removed and will cause greater inconvenience and disruption.</li> <li>5. The current raised tables introduced last year are "ineffective," vehicle speeds have only slowed over the raised tables, from Burland Road heading North and South, speeds are rarely under 30mph.</li> <li>6. The buses used by Stagecoach have the capabilities of raising and lowering to allow access, so why the need for extensive re-modelling of the footway?</li> <li>7. Who is paying for these works - Havering Council or the Bus Company?</li> <li>8. Is this scheme extending to all bus stops along this route, if so the majority of the footway parking will need to be removed, why not remove the facility completely?</li> </ol>

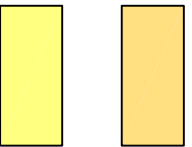
		<p>Clockhouse Lane used to be just that, a tree lined grass verged "Lane." The 165 (as it was back then) still run the same route and no issues at any of the bus stops. This is a residential road, not a main highway!</p> <p>Within this residential area I believe this proposal is inappropriate and badly thought through, in many respects similar to the speed calming measures. Many residents are going to be inconvenienced by the proposals through the lose of amenities.</p>
Resident 78 Clockhouse Lane 2 <sup>nd</sup> response	<p>Drawing QO001-OF-A172-A173-A</p> <p>Outside 68/78 (southbound)</p>	<p>With reference to the recent letter sent through outlining planned works to improve access improvements in Clockhouse Lane, especially QO0001-OF-A173.</p> <p>In a previous e-mail we expressed concern about the possible repercussions of the loss of footway parking and the effect it would have on our property at No. 78, difficulty in viewing up the street, sight lines etc etc.</p> <p>If these proposals are to go ahead, and I assume they will be granted, we would ask that the footway parking bay outside 78 is removed as well.</p> <p>This will allow our safe access and exit from our property and extend the access routing into the bus stop. We hope you will take this point into consideration.</p>

### Alternative proposals

Matthew Moore London Buses Infrastructure	<p>QO001-OF-A172 Opt 2-A</p> <p>Outside Methodist Church (northbound)</p>	I would prefer option 2 as it will give better access to front and rear doors.
Resident	QO001-OF-A172 Opt	Thank you for your consultation letter dated 25 June 2015 concerning the 2 options

95 Clockhouse Lane	<p>1-A</p> <p>Outside 95 (northbound)</p> <p>and</p> <p>QO001-OF-A172 Opt 2-A</p> <p>Outside Methodist Church (northbound)</p>	<p>for the bus stop clearways outside 95 Clockhouse Lane and the Collier Row Methodist Church.</p> <p>Whilst the proposals would improve accessibility for buses and passengers they would of course affect residents by removing on-street parking and servicing facilities (loading and deliveries). Most of the parking problems at the bus stop outside 95 Clockhouse Lane are caused by parents parking for Clockhouse I &amp; J School at school start and finish times and at other day / evening functions. The proposed 24 hour no- stopping restrictions would appear excessive to address a problem that occurs for about 1 hour per day, Monday to Friday. I would suggest option 2 outside the Methodist Church is the better solution if a clearway is to be provided. At present the existing bus stop is directly opposite the junction with Burland Road and close to the southbound bus stop outside 70/72 Clockhouse Lane. In option 2 the bus stop would be resited further away from the junction and the southbound bus stop improving road safety for overtaking vehicles and reducing traffic congestion and conflicts at the junction with Burland Road.</p> <p>The proposed length of bus stop clearway appears long at 36 metres. Could this be shortened to 24 metres as only one bus uses the stop at any one time and this would be sufficient for the bus to access the stop. In Option 2 could the footway parking bay outside the church be retained as this is not within the proposed limits of the clearway.</p>
Resident 73 Clockhouse Lane	<p>QO001-OF-A172 Opt 1-A</p> <p>Outside 95 (northbound)</p> <p>and</p> <p>QO001-OF-A172 Opt</p>	<p>I write to object to the resiting of the bus stop in Clockhouse Lane and, or, the construction of a super bus stop at its current location. This bus stop is barely used and very few people board a bus there. The only children who seem to board a bus there are children who after getting free passes have lost the ability to walk anywhere.</p> <p>A freedom of information request has been submitted to TfL to ask confirm usage at that point.</p>

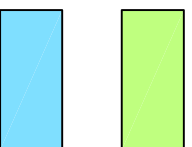
	2-A Outside Methodist Church (northbound)	The destruction of parking spaces at that location would be detrimental to the residents of Clockhouse Lane, the surrounding streets and coached and delivery vehicles serving the school. I intend to speak at your meeting on 11/8/15.
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**ENTRY ZONE**  
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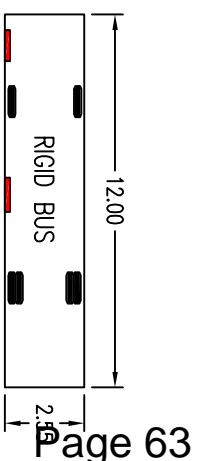
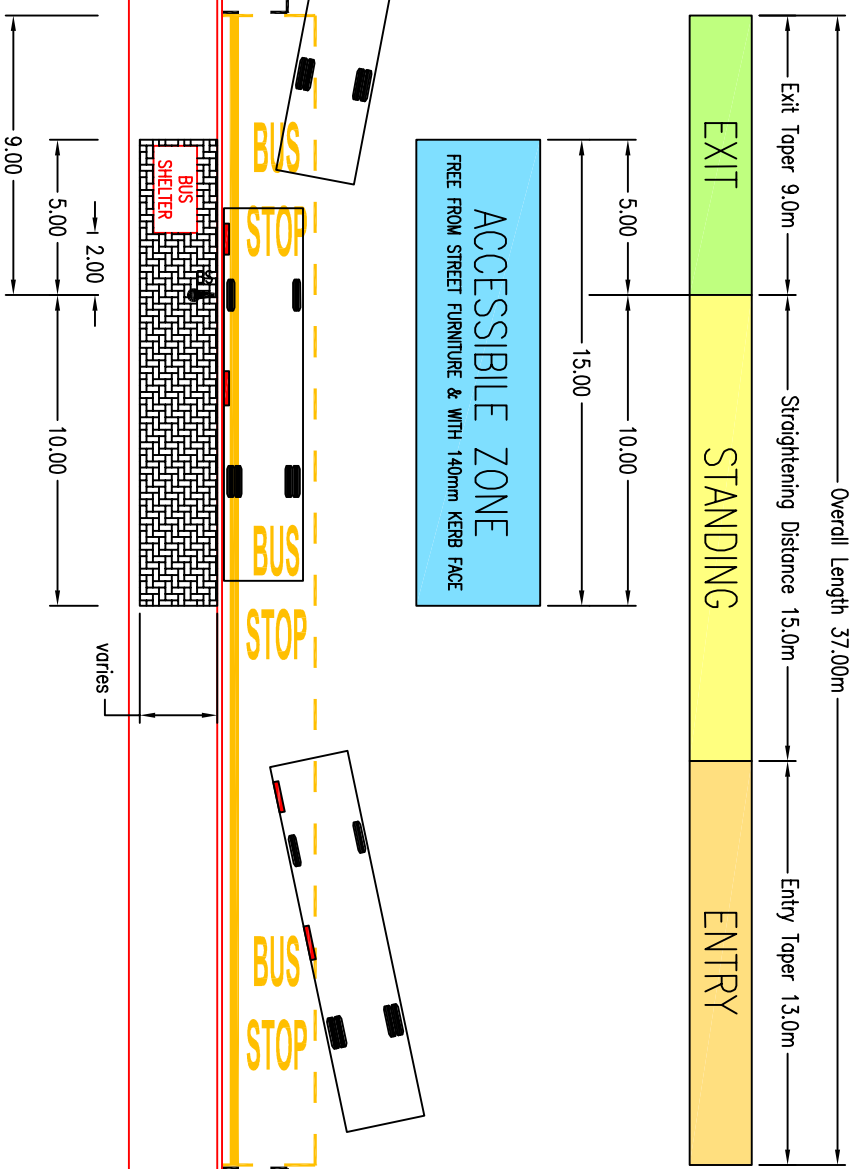
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- NOTES:
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  - THIS IS THE IDEAL LAYOUT AND MAY VARY WITH THE USE OF FOOTWAY BUILD-OUTS (BUS BORDERS) OR OTHER SITUATIONS SUCH AS THE EXIT TO A PEDESTRIAN CROSSING.
  - ANY LAYOUT WHICH DOES NOT CONFORM TO THE IDEAL STANDARD REQUIRES CONSULTATION WITH STREETCARE TRAFFIC & ENGINEERING SECTION.

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

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<p><b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 CLOCKHOUSE LANE</p>		<p><b>©COPYRIGHT</b> This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p><b>DRAWING TITLE</b> BS18421 &amp; BS29906 CHASE CROSS ROAD</p>		<p><b>DRAWN BY</b> RP</p>		<p><b>CHECKED BY</b> MLP</p>		<p><b>APPROVED BY</b> MLP</p>	
<p><b>SCALE (AT A4 SIZE)</b> 1:500</p>		<p><b>DATE</b> 28.05.15</p>		<p><b>ACAD REF:</b> Sheet Size: A (210x297)</p>		<p><b>DRAWING No</b> Q0001-0F-A170 &amp; A171</p>	
<p><b>STATUS</b> DRAFT ISSUE</p>		<p><b>REVISION</b> A</p>		<p><b>REVISION</b></p>		<p><b>AMENDMENT</b></p>	
						<p><b>DATE</b></p>	

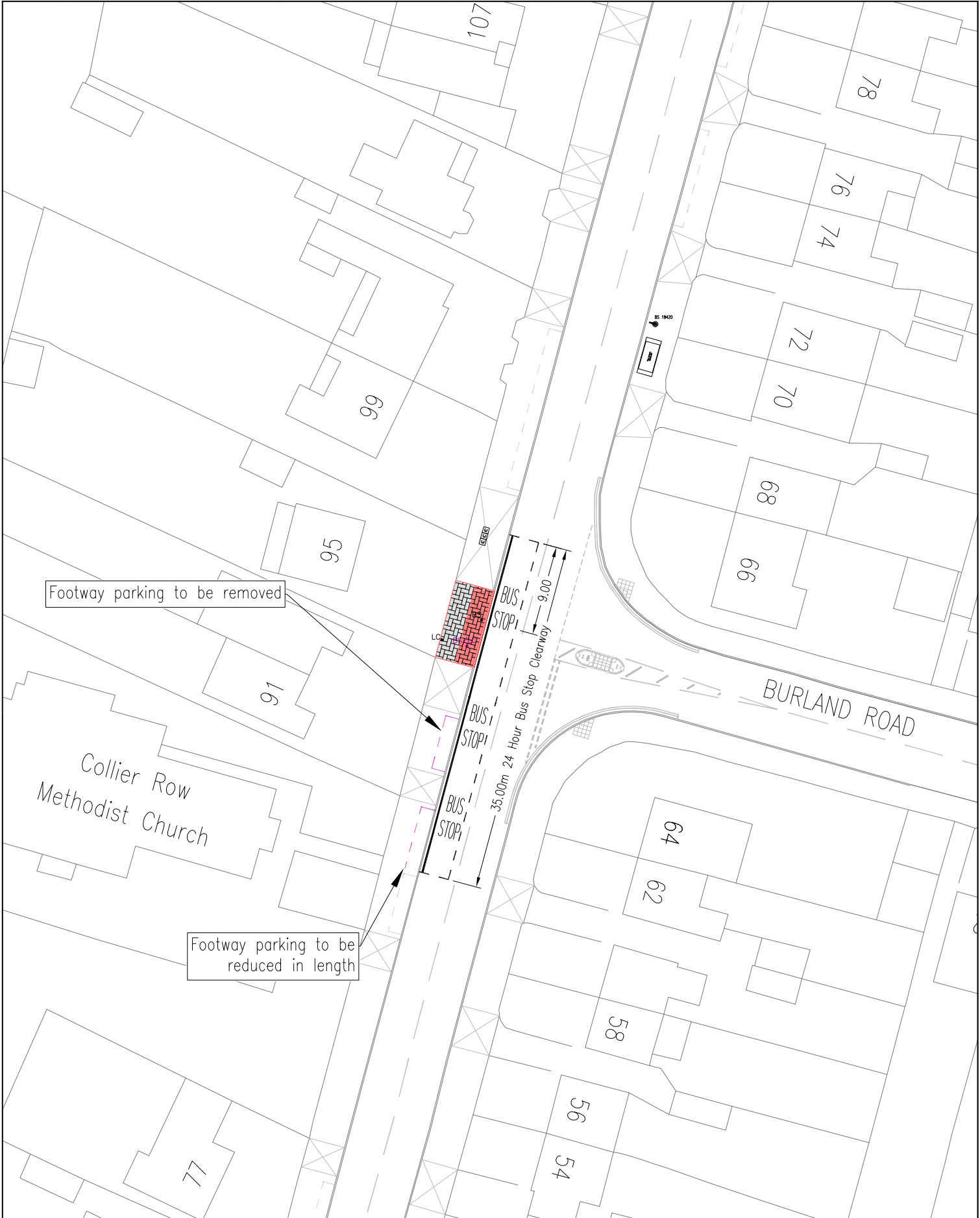
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<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<b>PURPOSE</b> ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		<b>PROPOSAL</b>	
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 CLOCKHOUSE LANE		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP	
<b>DRAWING TITLE</b> BS18419 & BS18420 BURLAND ROAD		<b>APPROVED BY</b> MEL		<b>Page 67</b>	
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 28.05.15	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	<b>ACAD REF:</b> Sheet Size: A (210x297)	<b>DRAWING No</b> Q0001-0F-A172 & A173	<b>REVISION</b> A
		<b>REVISION</b>		<b>AMENDMENT</b>	
				<b>DATE</b>	

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Footway parking to be removed

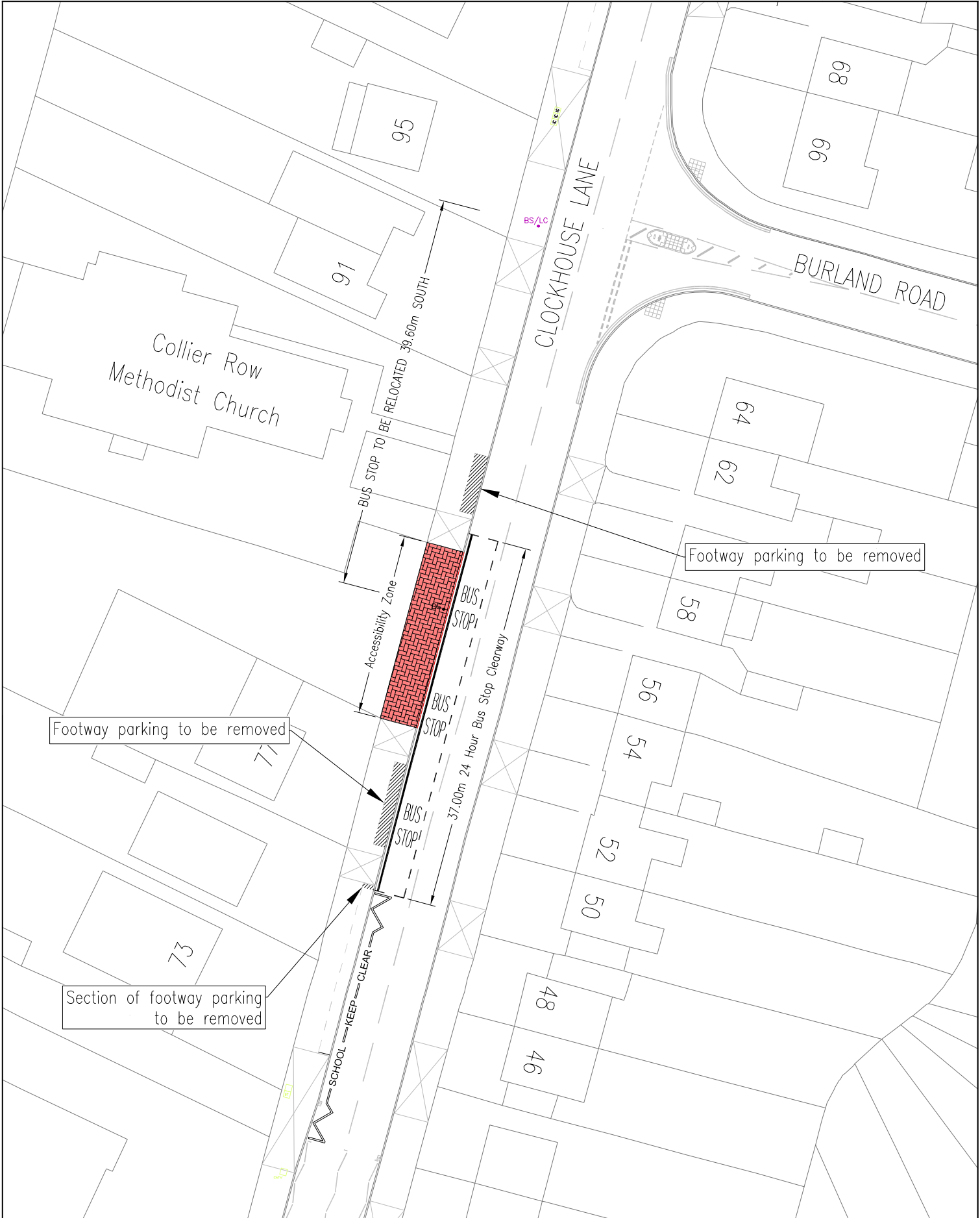
Footway parking to be reduced in length


Collier Row Methodist Church

BURLAND ROAD

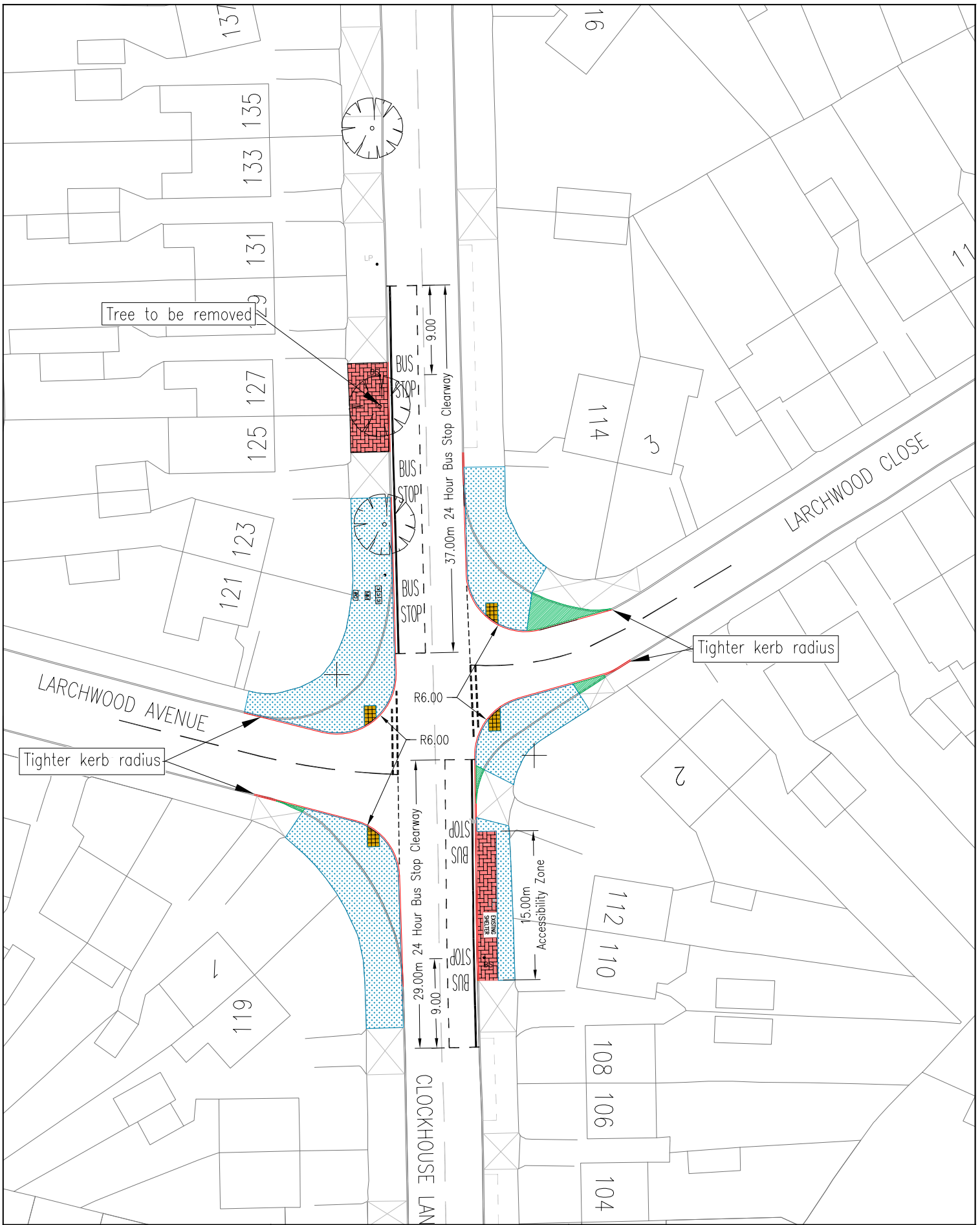
<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY 2015/16 CLOCKHOUSE LANE</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>APPROVED BY MLP</p>		<p>Page 69</p>			
<p>DRAWING TITLE BS18419 BURLAND ROAD OPTION 1</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>			
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 28.05.15</p>		<p>ACAD REF: Sheet Size: A (210x297)</p>		<p>DRAWING No Q0001-0F-A172 Opt 1</p>		<p>REVISION A</p>	
<p>ISSUE</p>		<p>REVISION</p>		<p>AMENDMENT</p>		<p>DATE</p>			

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<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 CLOCKHOUSE LANE		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
<b>DRAWING TITLE</b> BS18419 BURLAND ROAD OPTION 2		<b>DRAWN BY</b> RP	<b>CHECKED BY</b> MLP	<b>Page 71</b> APPROVED BY MEL	
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 28.05.15	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	<b>ACAD REF:</b> Sheet Size: A (210x297)	<b>DRAWING No</b> Q0001-0F-A172 Opt 2	<b>REVISION</b> A
				<b>REVISION</b>	<b>AMENDMENT</b>
					<b>DATE</b>

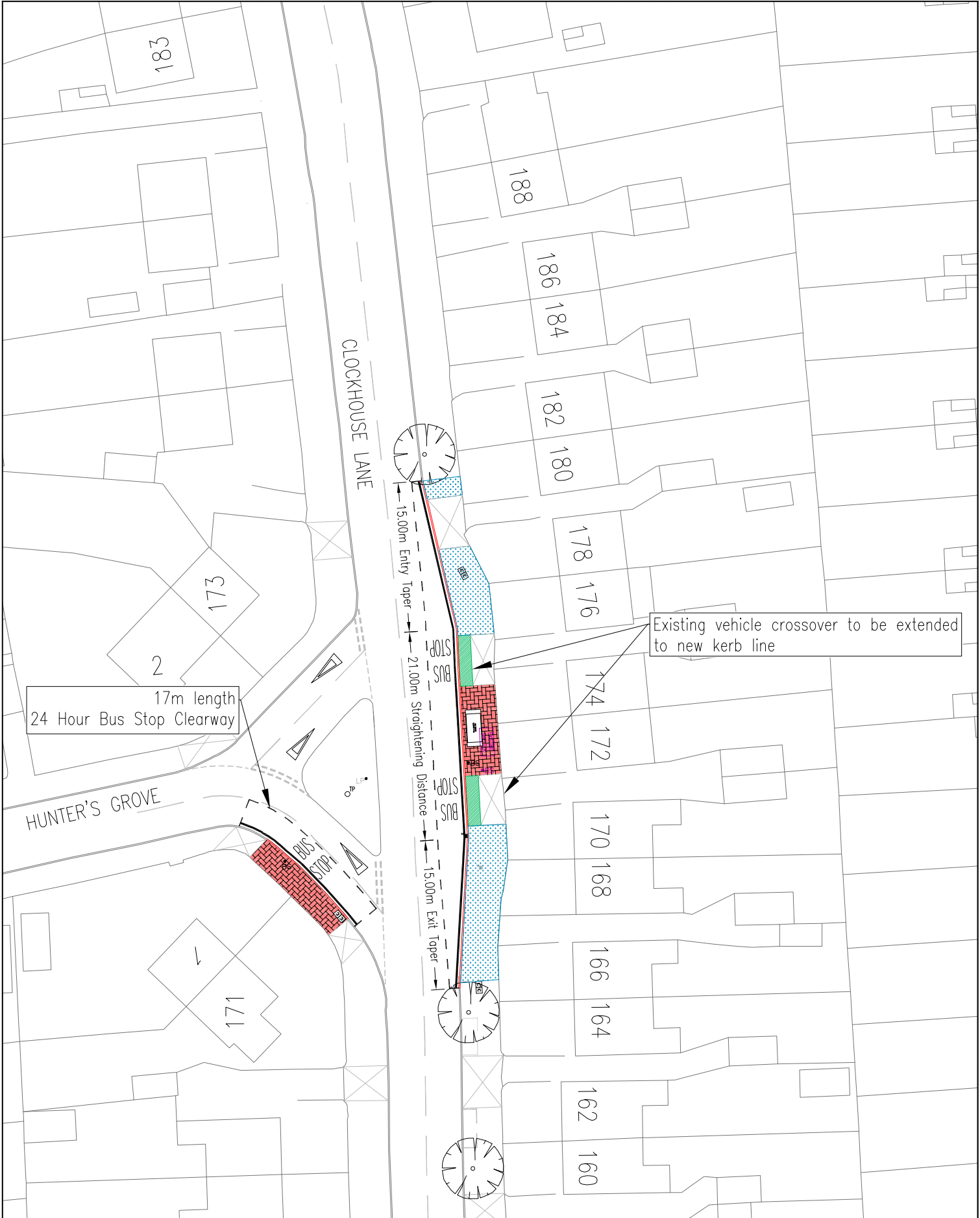
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<p>JOB TITLE BUS STOP ACCESSIBILITY 2015/16 CLOCKHOUSE LANE</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MEP</p>	
<p>DRAWING TITLE BS20546 &amp; BS20545 LARCHWOOD AVENUE</p>		<p>ACAD REF:</p>		<p>DRAWING No Q0001-0F-A174 &amp; A175</p>		<p>REVISION A</p>		<p>REVISION</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 28.05.15</p>		<p>DRAFT</p>		<p>ISSUE</p>		<p>AMENDMENT</p>	
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<p><b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 CLOCKHOUSE LANE</p>				<p><b>DRAWN BY</b> RP</p>				<p><b>CHECKED BY</b> MLP</p>		<p><b>APPROVED BY</b> MEP</p>	
<p><b>DRAWING TITLE</b> BS18418 &amp; BS18417 HUNTER'S CL &amp; HUNTER'S GROVE</p>				<p><b>ACAD REF:</b> Sheet Size: A (210x297)</p>		<p><b>DRAWING No</b> Q0001-0F-A176 &amp; A212</p>		<p><b>REVISION</b> A</p>			
<p><b>SCALE (AT A4 SIZE)</b> 1:500</p>		<p><b>DATE</b> 28.05.15</p>		<p><b>DRAFT</b> ISSUE</p>		<p><b>REVISION</b></p>		<p><b>AMENDMENT</b></p>		<p><b>DATE</b></p>	

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# HIGHWAYS ADVISORY COMMITTEE

11 August 2015

<b>Subject Heading:</b>	<b>BUS STOP ACCESSIBILITY</b> Mungo Park Road Outcome of public consultation
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
<b>Financial summary:</b>	The estimated cost of £16,000 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 Mungo Park Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Elm Park** and **South Hornchurch** 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 Mungo Park Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QO001-OF-A183-A184-A/2 (option 2)
  - QO001-OF-A185-A186-A
  - QO001-OF-A187-A188-A
  - QO001-OF-A189-A
  
2. That it be noted that the estimated cost of £16,000 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 Mungo Park Road as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A183-A184-A  BS29331 Wood Lane	Opposite 280 (northbound)	31 metre 24 hour bus stop clearway
QO001-OF-A183-A184-A  R0074 Wood Lane	Outside 272 (southbound)	31 metre 24 hour bus stop clearway
QO001-OF-A185-A186-A  BS29333 Freeborne Gardens	Opposite 218 / 220 (northbound)	21 metre 24 hour bus stop clearway
QO001-OF-A185-A186-A  BS29332 Freeborne Gardens	Outside 208 (southbound)	Bus stop to be relocated 52.50m south  37 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  Section of footway parking to be removed
QO001-OF-A187-A188-A  BS29335	Outside 80 / 82 (southbound)	Bus stop to be relocated 82m east  29metre 24 hour bus stop clearway

Kingaby Gardens		140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A189 BS29337 South End Road	Outside 1-11 (northbound)	33 metre 24 hour bus stop clearway

1.13 Approximately 34 letters were hand-delivered to those potentially affected by the scheme on 8<sup>th</sup> June 2015, with a closing date of 29<sup>th</sup> June 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 and London Buses supported the proposals. London Buses asked a question about whether a resident had applied for a vehicle crossing.

2.3 1 resident expressed support for the relocation of the bus stop from outside No.82 to a position 82 metres east, citing current site is not accessible (Drawing QO001-OF-A187-A188-A).

2.4 1 resident wished for confirmation that the scheme would not alter their vehicle crossing and requested the footway parking outside 278/208 be removed as this with buses stopping opposite block the road (QO001-OF-A183-A184-A).

2.5 During the consultation the resident at No.272 contacted Staff to ask if the layout could be adjusted to permit a vehicle crossing. (QO001-OF-A183-A184-A).

## **3.0 Staff Comments**

3.1 Staff confirm that for No.278, the works would not alter the vehicle crossing. With regard to the request for the removal of footway parking, Staff would suggest that as the area is not restricted, people would park fully in the

carriageway and the same issue would persist. The Committee will need to come to a view.

- 3.2 With regard to the request for adjustments for a vehicle crossing from No.272, Drawing QO001-OF-A183-A184-A/2 shows an adjustment which would allow vehicle crossings for Nos.270, 272 and 274, should they apply in the future.
- 3.3 Staff recommend that the proposals be implemented as consulted, with the adjusted layout shown on Drawing QO001-OF-A183-A184-A/2.

## 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 £16,000 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.

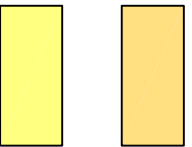
## **BACKGROUND PAPERS**

Project file: QO001, Bus Stop Accessibility

**APPENDIX I  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**

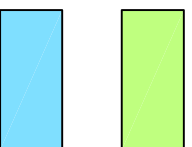
Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops London TravelWatch	All sites	<p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p>
Matthew Moore London Buses Infrastructure	All sites, plus QO001-OF-A183- A184-A Outside 272 (southbound)	Plans look good. Is No.274 going for a vehicle crossover.
Resident 82 Mungo Park Road	QO001-OF-A187- A188-A Outside 80/82 (southbound)	Proposed bus stop move 82 Mungo Pk Rd. The bus stop present is not fit for purpose because you only have about 102 cm between bus stop and waste bin to get on bus, but the biggest problem is getting off bus because you have to get off on my drive and me being disabled the drop is very deep and for old people it is very dangerous, the quicker they move it the better before there is a bad accident.
Resident 276 Mungo Park Road	QO001-OF-A183- A184-A Outside 272 (southbound)	<p>I'm contacting you in response to the above bus stop accessibility programme, I live at 276 Mungo Park Road and we have a double width drop kerb which we paid for at considerable costs and I would like you to confirm that the above will have no implications for vehicles gaining access / egress to my property.</p> <p>If this is going to hinder us in any way then we wish to attend the meeting to voice our concerns so I therefore ask you reply promptly so we can register to speak at the meeting on 11th August.</p> <p>Also whilst you are planning improvements we ask you to strongly consider</p>

		removing the parking bays outside 278 & 280 Mungo Park Road as they are opposite a bus stop and right onto of the junction of Mungo Park Road / Wood Lane - if bus is at the bust stop and cars parked in the bays outside 278 &280 Mungo Park Road then it blocks the road so vehicles entering Mungo Park Road from Wood Lane can not drive pass until the bus moves. This does cause congestion and there have been several incidents at this junction in the 22 years that we have lived here. You should consider removing these bays for safety reasons.
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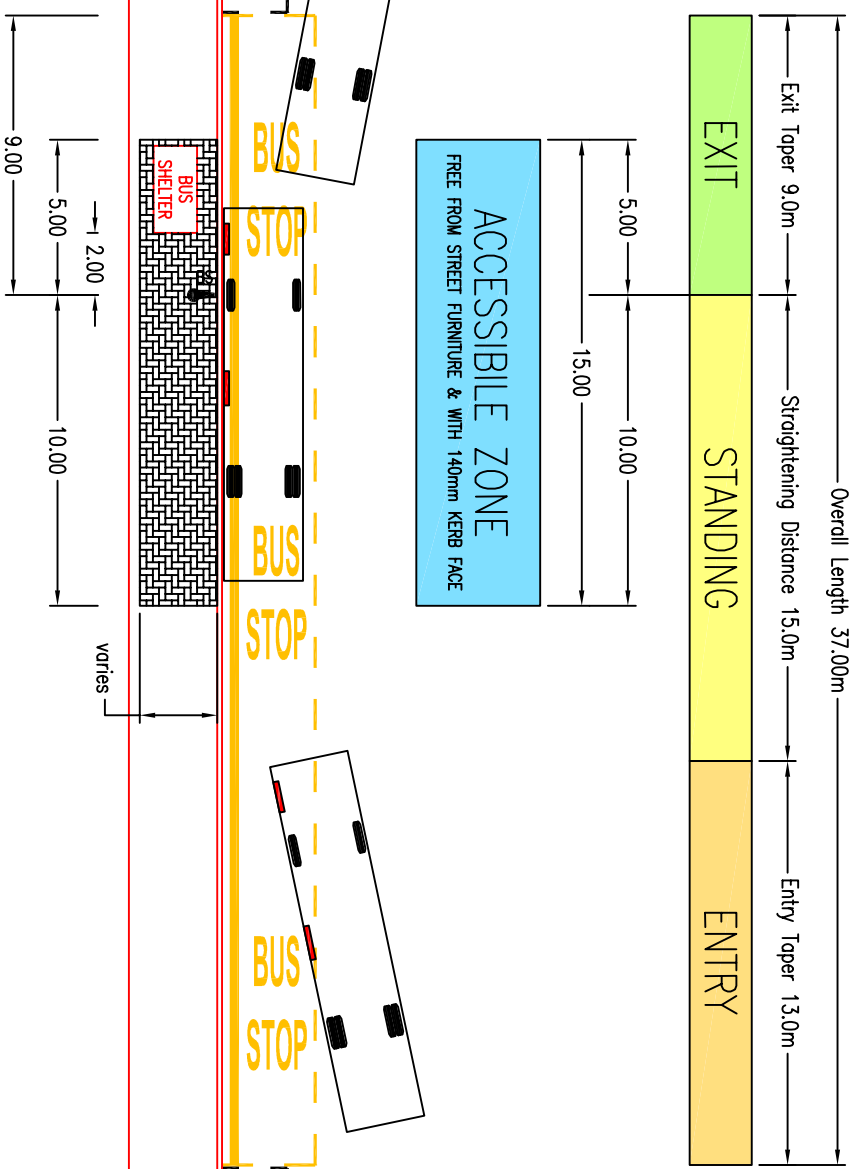
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

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



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

<p><b>Haverling</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROWEBRD, RM1 3DW          TELEPHONE No: 01708 434343 FAX No: 01708 433721          E-MAIL: streetcare@haverling.gov.uk</p>		<p>JOB TITLE  <b>HAVERING STREET DESIGN GUIDE          PART 6 – STANDARD DETAILS</b></p>		<p>DRAWN BY  <b>RP</b></p>		<p>CHECKED BY  <b>MLP</b></p>		<p>APPROVED BY  <b>MLP</b></p>		<p>PURPOSE  <b>INFORMATION</b></p>	
<p>DRAWING TITLE  <b>BUS STOP ACCESSIBILITY DETAIL          LAYOUT 1</b></p>		<p>SCALE (AT A4 SIZE)  <b>N.T.S.</b></p>		<p>DATE  <b>MAY 10</b></p>		<p>DRAFT  <input checked="" type="checkbox"/></p>		<p>ISSUE  <input type="checkbox"/></p>		<p>DRAWING UPDATE  <b>FEB 04</b></p>	
<p>ACAD REF: <b>Rev 2 - Standard Details</b></p>		<p>DRAWING No  <b>QB109/00/01</b></p>		<p>REVISION  <b>B</b></p>		<p>REVISION  <b>A</b></p>		<p>AMENDMENT</p>		<p>DATE  <b>FEB 04</b></p>	
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WOOD LANE



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<p>JOB TITLE BUS STOP ACCESSIBILITY 2015/16 MUNGO PARK ROAD</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>APPROVED MLP</p>		<p>Page 89</p>			
<p>DRAWING TITLE BS29331 &amp; R0074 WOOD LANE</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>DRAWING No Q0001-0F-A183 &amp; A184</p>		<p>REVISION A</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 28.05.15</p>		<p>DRAFT</p>		<p>ISSUE</p>		<p>Sheet Size: A4 (210x297)</p>	
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WOOD LANE



**Havering**  
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**JOB TITLE**  
BUS STOP ACCESSIBILITY 2015/16  
MUNGO PARK ROAD

**DRAWING TITLE**  
BS29331 & R0074  
WOOD LANE (Option 2)

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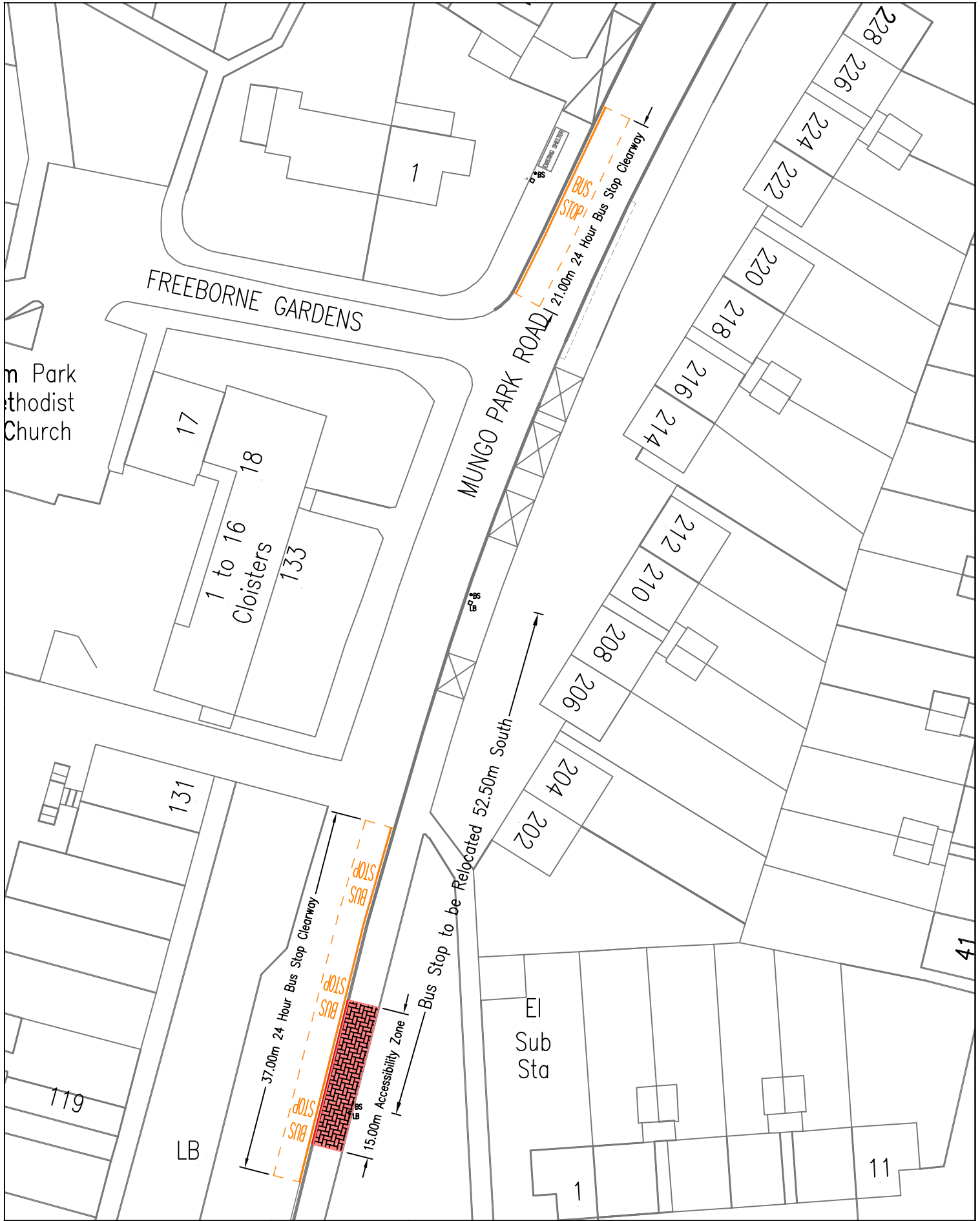
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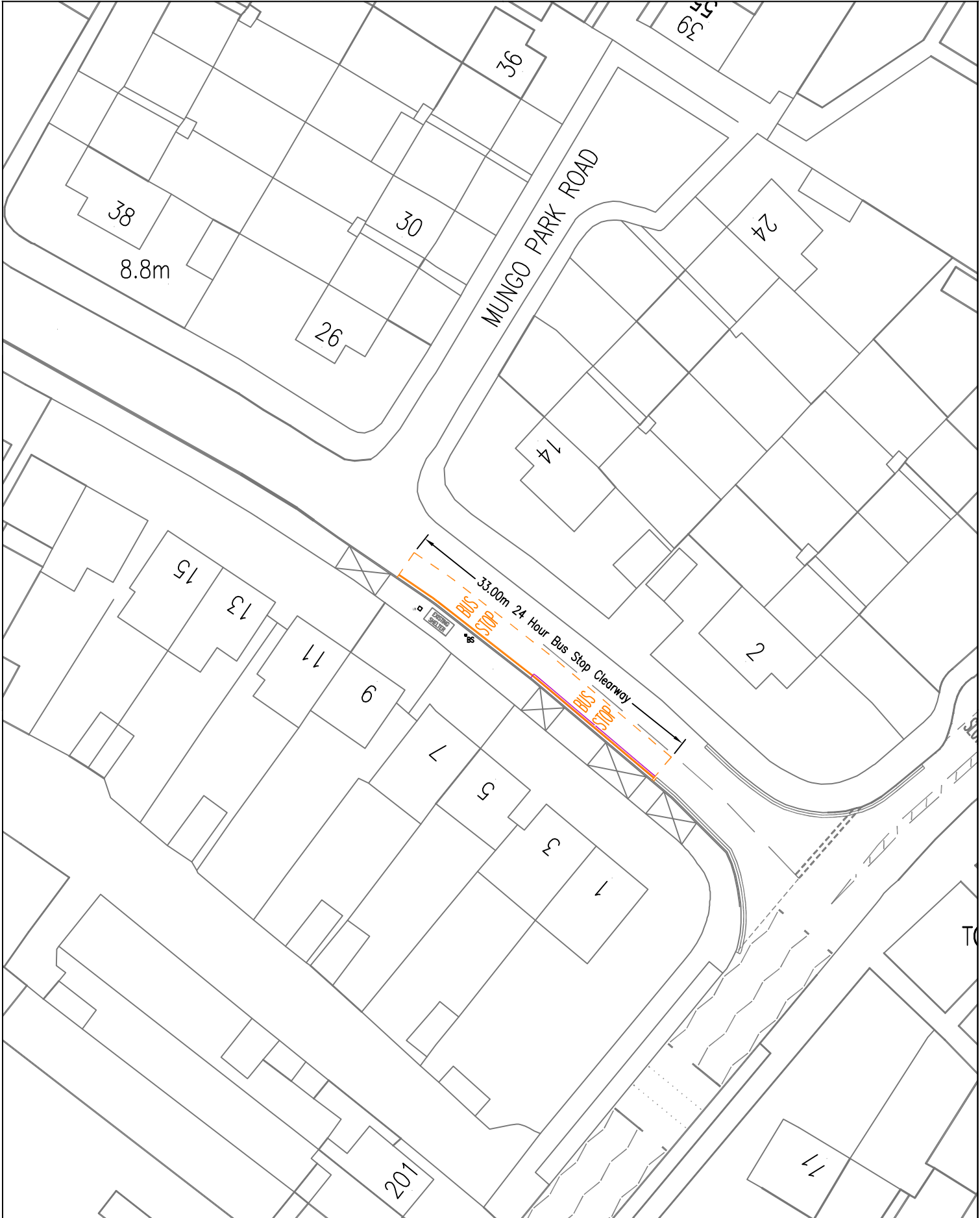
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<b>REVISION</b>	<b>AMENDMENT</b>		<b>DATE</b>

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<p>JOB TITLE <b>BUS STOP ACCESSIBILITY 2015/16 MUNGO PARK ROAD</b></p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE <b>BS29332 &amp; BS29333 FREEBORNE GARDENS</b></p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MEP</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 28.05.15</p>		<p>ACAD REF: Sheet Size: A (210x297)</p>		<p>DRAWING No Q0001-0F-A185 &amp; A186</p>	
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**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2015/16  
 MUNGO PARK ROAD

**DRAWING TITLE**  
 BS29337  
 SOUTHEND ROAD

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**ISSUE**

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**PROPOSAL**

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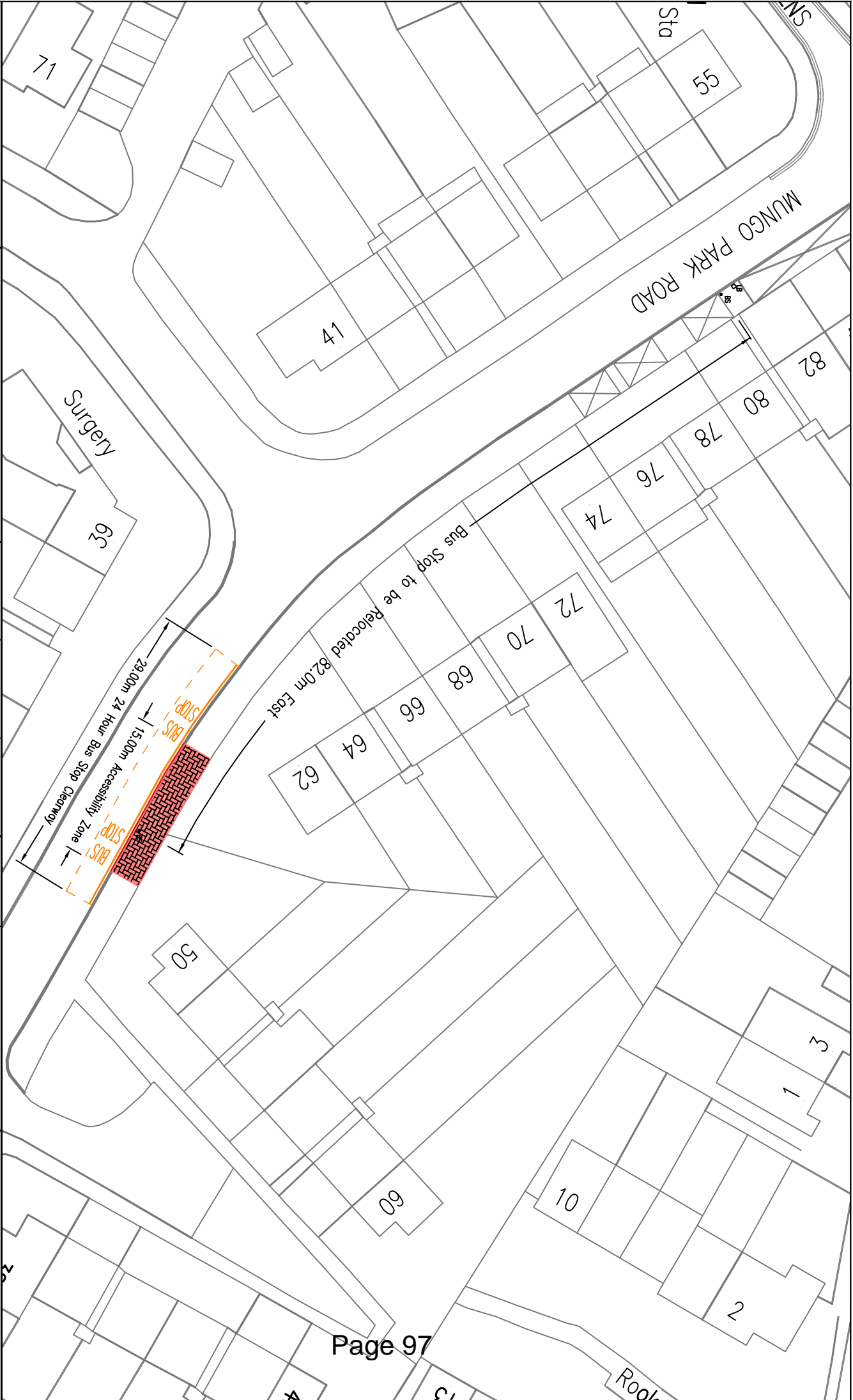
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**DRAWING No**  
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<b>JOB TITLE</b>	BUS STOP ACCESSIBILITY 2015/16
<b>DRAWING TITLE</b>	BUS STOP ACCESSIBILITY 2015/16 MUNGO PARK ROAD KINGGABY GARDENS

<b>DRAWN BY</b>	RP	<b>CHECKED BY</b>	MLP	<b>APPROVED BY</b>	MLP	<b>PURPOSE</b>	PROPOSAL
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<b>ACAD REF:</b>		<b>DRAWING No</b>	00001-0F-A187 & A188	<b>ISSUE</b>	<input type="checkbox"/>	<b>REVISION</b>	
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# HIGHWAYS ADVISORY COMMITTEE

11 August 2015

<b>Subject Heading:</b>	<b>BUS STOP ACCESSIBILITY</b> Ockendon Road Outcome of public consultation
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
<b>Financial summary:</b>	The estimated cost of £61,000 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 Ockendon Road 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 Ockendon Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QO001-OF-A136-A137-A
  - QO001-OF-A138-A139-A
  - QO001-OF-A140-A
  - QO001-OF-A141-A
  - QO001-OF-A142-A
  - QO001-OF-A143-A
  - QO001-OF-A144-A145-A
  - QO001-OF-A146-A
  - QO001-OF-A147-A
  - QO001-OF-A148-A
  
2. That it be noted that the estimated cost of £61,000 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 Ockendon Road as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A136-A137-A  BS8522 Corbets Tey	Opposite Huntsman & Hounds PH (eastbound)	Bus stop to be relocated 10.5m west to outside the Post Office  Lay-by to be made shorter to incorporate bus stop flag and shelter and to formalise parking  21 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  <b><i>Previous layout deferred by HAC on 12<sup>th</sup> November 2013 for area to be redesigned.</i></b>
QO001-OF-A136-A137-A  BS23186 Corbets Tey	Outside Huntsman & Hounds PH (westbound)	Bus stop to be relocated 8.10m west  31 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.  <b><i>Previous layout deferred by HAC on 12<sup>th</sup></i></b>

		<b>November 2013 for area to be redesigned.</b>
QO001-OF-A138-A139-A  BP2920 Stubbers Outdoor Activity Centre	Outside Stubbers Outdoor Activity Centre (westbound)	21 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  New kerb radius leading into Stubbers Activity Centre with uncontrolled crossing facility
QO001-OF-A138-A139-A  NEW Stubbers Outdoor Activity Centre	<b>New Stop</b> Opposite Stubbers Outdoor Activity Centre (eastbound)	21 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  New footpath with uncontrolled crossing facility
QO001-OF-A140-A  BP2918 Manor Farm	Outside Manor Farm (westbound)	27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A141-A BP2917 Bridge Cottages	Outside Bridge Cottages (eastbound)	Bus stop to be relocated 5m east  27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A142-A  BP2916 Bridge Cottages	East of Yellow Stock Mews (westbound)	27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A143-A NEW	<b>New Stops</b> Outside the Old Coach House (eastbound & westbound)  Proposed following	<b>Eastbound</b> New Footway with uncontrolled crossing facility  27 metre bus stop clearway  140mm kerb and associated footway works

	a request from resident of Cranham Place.	provided at bus boarding area <b>Westbound</b> New Footway leading to bus stop  27metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A144-A145-A BP2915 Church Lane	Near Church Lane Junction (eastbound)	27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A144-A145-A BP2914 Church Lane	Near Church Lane Junction (westbound)	17 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  Uncontrolled crossing facility
QO001-OF-A146-A  BP2911 White Post Farm	Opposite White Post Farm (southbound)	27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A147-A  BP2913 Fen Lane	Opposite The Old White Horse PH (southbound)	27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A148-A  BP2912 The Old White Horse	Outside Castle Cottages (northbound)	Bus stop to be relocated 35m south  27 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area

1.13 Approximately 47 letters were hand-delivered to those potentially affected by the scheme on 8<sup>th</sup> June 2015, with a closing date of 29<sup>th</sup> June 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, 8 responses were received as set out in Appendix I to this report.

2.2 London Travelwatch supported the proposals.

2.3 2 residents responded to the proposals at the Huntsman & Hounds, Drawing QO001-OF-A136-A137-A. 1 resident objected and stated that they were concerned that buses would no longer stop in the layby, the road would be blocked by buses stopping opposite each other, buses would block the access road to the premises adjacent, the road would be blocked where buses stop opposite an area used by the Huntsman & Hounds to unload, the scheme would cause flooding to their premises and buses would be stopped close to their premises with engines running. 1 resident requested a mirror to be placed opposite their driveway as they found it difficult to emerge from between parked vehicles.

2.4 2 residents expressed support for the proposals at Stubbers, Drawing QO001-OF-A136-A137-A. They were pleased that the new westbound stop would allow independent travel to Stubbers and mean that users no longer had to walk along the road to the current stop. 1 resident asked that the 40mph speed limit be reduced to 30mph along this section of Ockendon Road and that a zebra crossing be provided.

2.5 1 resident objected to the proposed new stops at The Old Coach House, Drawing QO001-OF-A143-A. The resident was concerned that the new stop outside Cranham Place would cause visibility problems at their vehicle access, especially combined with the high hedge. The resident suggests that buses already stop at the location causing visibility issues. They were further concerned that the conversion of verge to footway and provision of a shelter would not be in keeping with the rural location. They also raised the issue of people congregating near their property.

2.6 1 resident supported the proposals for the stops at Church Lane (Drawing QO001-OF-A144-A145-A), but was concerned that the speed of drivers on Ockendon Road would discourage people from crossing the road, especially if using a wheelchair or walking slowly and so something needed to be done to slow drivers down. They also cited near misses at the junction with Church Lane.

2.7 1 resident commented on the proposals for The Old White Horse and Castle Cottages, Drawings QO001-OF-A147-A and A148-A. They suggested that a zebra crossing be provided for the benefit of passengers.

### **3.0 Staff Comments**

- 3.1 With regard to the stops at the Huntsman & Hounds (Drawing QO001-OF-A136-A137-A), Staff would refer the Committee to Drawing QM016-OF-401-A which was deferred in November 2013. In both the previous and current proposals, Staff have tried to ensure that the maximum amount of parking be available in the lay-by on the north-west side of Ockendon Road. The previous layout was deferred for a redesign because of concerns about buses stopping opposite each other which has been addressed with the current proposal.
- 3.2 The alternatives would be to provide a much longer clearway in the layby with the stop in its current position or move the stop much further west into the service road between Nos. 33 and 35 which also appears to be used for parking and this would increase the gap to the previous stop. The current proposal would have the footway adequately drained and the issue of buses stopping closer to United Cottages is a matter for the Committee to consider. With regard to the request for a mirror, this is not something the Council is able to provide because they are classed as traffic signs and would require Department for Transport approval for a temporary basis pending physical works. If visibility is poor, then parking controls would be required, although this would remove parking from the layby.
- 3.3 For the proposals at Stubbers (Drawing QO001-OF-A136-A137-A), this section of Ockendon Road is subject to a 40mph speed limit and is not lit. The location is not suitable for a zebra crossing which should only be provided within a lit area and with traffic speeds no higher than 35mph. Very occasional use of controlled crossings does risk local drivers becoming used to not having to stop which is a safety risk. Staff can review the actual speeds and local issues to consider whether any measures are possible, subject to TfL's agreement on funding.
- 3.4 The proposed new stops at The Old Coach House (Drawing QO001-OF-143-A) came from a request from a resident of Cranham Place. The resident cited that the current closest stops to the west of the M25 required walking along Ockendon Road which has no footway for some distance and this feels especially uncomfortable in the winter months in terms of personal security and driver speed.
- 3.5 Staff note the objection to the proposals. Stationary buses would create short-term visibility issues to private accesses, although this is no different to most situations in the borough. No shelters are proposed and of course residents are free to cut their hedges back to improve their own visibility. The proposals are designed to directly serve a cluster of dwellings so people do not need to walk to the existing stops and it would be necessary to provide hard-standing as elsewhere.



- 3.6 In response to the concerns raised regarding the stops at Church Lane (Drawing QO001-OF-A144-A145-A), this section of Ockendon Road is subject to a 40mph speed limit and Staff can review the actual speeds and local issues to consider whether any measures are possible, subject to TfL's agreement on funding.
- 3.7 In response to the request for a zebra crossing to serve the proposals for The Old White Horse and Castle Cottages stops (Drawings QO001-OG-A147-A and A148-A), Staff confirm that the footways on this section of Ockendon Road are narrow and it appears that localised road narrowing would be required to provide a zebra crossing. Staff can review the request in more detail, subject to TfL's agreement on funding.
- 3.8 In all cases, the Committee will need to consider the various issues raised and make a recommendation based on where it considers the balance to be.

## 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 £61,000 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.

**BACKGROUND PAPERS**

Project file: QO001, 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 1 United Cottages Ockendon Road	QO001-OF-A136- A137-A Huntsman & Hounds	<p>In respect of the above proposal I have the following comments</p> <ol style="list-style-type: none"><li>1. I believe the proposed moving of the bus stop will make the traffic navigation of this section of Ockendon road more hazardous than at present.<ol style="list-style-type: none"><li>a. The bus stop is currently in a 'lay-by' position taking a stopped bus out of the direct flow of traffic. The new proposal places a stopped bus directly on the highway at a section of already reduced width roadway impeding the flow of traffic. The associated proposal to move the bus stop on the Huntman and hounds side of the road (BS23186) almost creates a complete block should two busses arrive at the same time.</li><li>b. The proposed position of BS8522 places a stopped bus directly over the access road to the garage and open parking for the shops and premises adjacent to the Ockendon Road. This is the situation as indicated on the drawing A136 &amp; A137 rev A.</li><li>c. The proposed position of BS 8522 is directly opposite the area on the other side of the road which has to be used by large delivery Lorries restocking into the delivery yard of the Huntsman and Hounds which have to park on the highway. This will completely block the roadway when both a bus and service lorry are in position.</li></ol></li></ol>

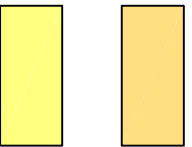
		<p>2. I have concerns should the proposed extended footway works as shown cover over the existing road drain which is the only drain for some distance along the roadway, if drain this is not kept open rain water will pond in the this area. Additionally the front door entrance to 1 United cottages is already below roadway level, should the drain be removed there is a potential flood risk to this property.</p> <p>3. Finally as shown on the drawing (A136 &amp; A137 rev A) a bus stationery at bus stop BS 8522 will be parked with its engine less than 3m away from the wall of 1 United cottages and I am concerned the noise created by this late at night may be very disturbing.</p>
Resident 23 Ockendon Road	QO001-OF-A136- A137-A Huntsman & Hounds	When this work is carried our would it be possible to place a mirror at the end of the car park at the Huntsmen & Hound as it is very difficult to see oncoming traffic from Corbets Tey Road as we try to exit from our drive. The two parking bays often are full of parked vans and lorries which creates a complete blocked view.
Resident 33 Gaynes Park Road	QO001-OF-A138- A139-A Stubbers	<p>The bus stop on the north side of the road was removed a few years ago, I think when lorries started going into the field to tip stuff a bit further west. That move has made it very dangerous to attempt getting into Stubbers, as the next bus stop going east is at Bridge Cottages. This makes access to Stubbers very difficult indeed, as it involves quite a long walk (walking as such is no problem) along a narrow road, with gentle wiggles and curves, and no pavement at all. The railway bridge is even narrower, such that two buses, or two lorries, leave about 2 inches each side, not enough for even one pedestrian. The bridge is very dangerous indeed for pedestrians, and lines of sight are also poor.</p> <p>Worse, often the pedestrians are children, or include children, and there have been nasty accidents but I hope we don't have to wait until someone is killed before we get a new bus stop in place.</p>

		<p>For some time a man living in one of the Bridge Cottages was keen to avoid a death by giving folk a lift in his car from those cottages all the way to Stubbers. If it had not been for that man, people would have been killed on that bridge.</p> <p>The plans I have seen for both bus stops outside Stubbers look very suitable. In addition, I consider that the whole stretch of Ockendon Road should be restricted to 30mph, below the current 40mph signs. Little notice is taken of the 40 mph signs, but large 30mph signs might help to make a difference. And, put speed cameras both sides of the two new bus stops if 30mph notices are found to be insufficient. A zebra crossing outside Stubbers would help greatly too, as crossing that road from a bus stop is also very hazardous, due to the weight of traffic and the speed the traffic moves at. Whatever you do, do it fast, please, before someone is killed.</p>
Resident Address not provided	QO001-OF-A138- A139-A Stubbers	This is an email in support of the new New Bus Stop Proposal At Stubbers as a ex youth worker of a youth/young adults club that used stubbers for 10+ years this is music to my hears as the young people can get to stubbs independently but now with this New Bus Stop Proposal At Stubbers more importantly there will be safe!!!!
Resident Bankes House Ockendon Road	QO001-OF-A143-A The Old Coach House	<p>I am writing in response to your letter dated June 8th 2015 regarding the proposed new bus stops outside my property Bankes House, Ockendon Road, Upminster RM14 3QJ and detailed in the drawing no. QO001-OF-A143. I have studied your plans and am very concerned about the impact on the safety of vehicle access especially when leaving my property. The proposed location of the stop outside Cranham Place will create serious visibility issues when pulling out of the drive of my plot. Already this is made dangerous by a high hedge near the road line but the prospect of people and a bus shelter in the way creates much danger of a collision when leaving my property.</p> <p>In particular on the frequent occasions when a bus is stopped there and Wr are attempting to pull out of our drive (and the residence of the Old Coach House who share access with us) visibility down Ockendon Road will be completely obscured with the added danger of cars passing the parked bus. In addition our part of the</p>

		<p>road is un-pedestrianised and changing this to a pavement and shelter would also be extremely detrimental to the look and feel of this area and not in keeping with the rurally attractive perspective. Furthermore a more minor consideration is that we would like to avoid regular groups of people congregating around our property. I hope the safety concerns alone are enough to keep the stops around where they currently are.</p>
Resident Church Lane	<p>QO001-OF-A144-A145-A Near Church Lane</p>	<p>I live in Church Lane and welcome the improvements to make buses more accessible to disabled passengers. However, as a wheelchair user, I am concerned that the speed of the traffic on the bend before the stops near Church Lane will make it too dangerous for anyone with walking difficulties, or in a wheelchair to cross - albeit with an uncontrolled crossing facility. Therefore, I feel that something to slow the traffic on the bend needs to be in place before someone having been given a sense of security by the crossing facility is injured or killed. There has been an accident and several near misses for cars pulling out of Church Lane and someone crossing the road is a smaller and more vulnerable object. Knowing that several serious accidents have happened here over the years I certainly would not take the risk, but I would have been pleased to be able to make use of the buses.</p>
Resident Ockendon Road	<p>QO001-OF-A147-A The Old White Horse</p> <p>QO001-OF-A148-A Castle Cottages</p>	<p>Have comments over the fen lane bus stops area around The Old White Horse and Castle Cottages. I believe that a crossing, whether it be controlled or uncontrolled should be considered.</p> <p>There is a care home, golf course, garden centre, pub, light industrial as well as residence in the area yet there is no safe place to cross the road, and there is no other crossing that can be used to get to the bus stop opposite The Old White Horse. This would be beneficial as both bus stops are used bus stops and more so than other bus stops along Ockendon Rd getting uncontrolled bus stops.</p> <p>I also feel that putting in a crossing whether with traffic controls or Belisha beacons wouldn't be complicated in terms of the current UKPN electrical network in the area due to property service and other street furniture in the vicinity.</p>

		<p>Finally I feel putting a crossing in will make crossing the road safer for people using two used bus stops, especially those going to the care home who may find it difficult going between traffic or those with a disability.</p>
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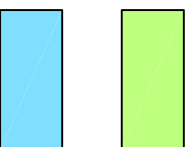




**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

**STANDING ZONE**

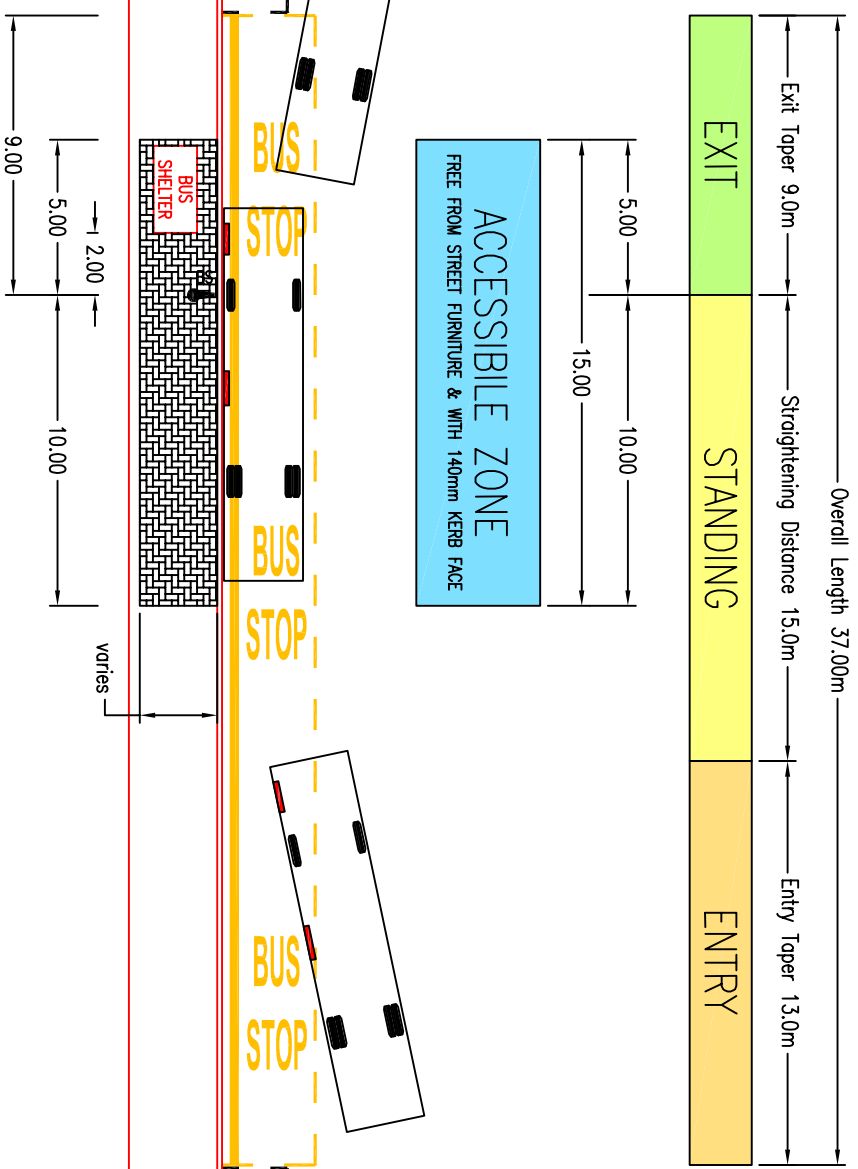
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE  
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

**ACCESSIBLE ZONE**

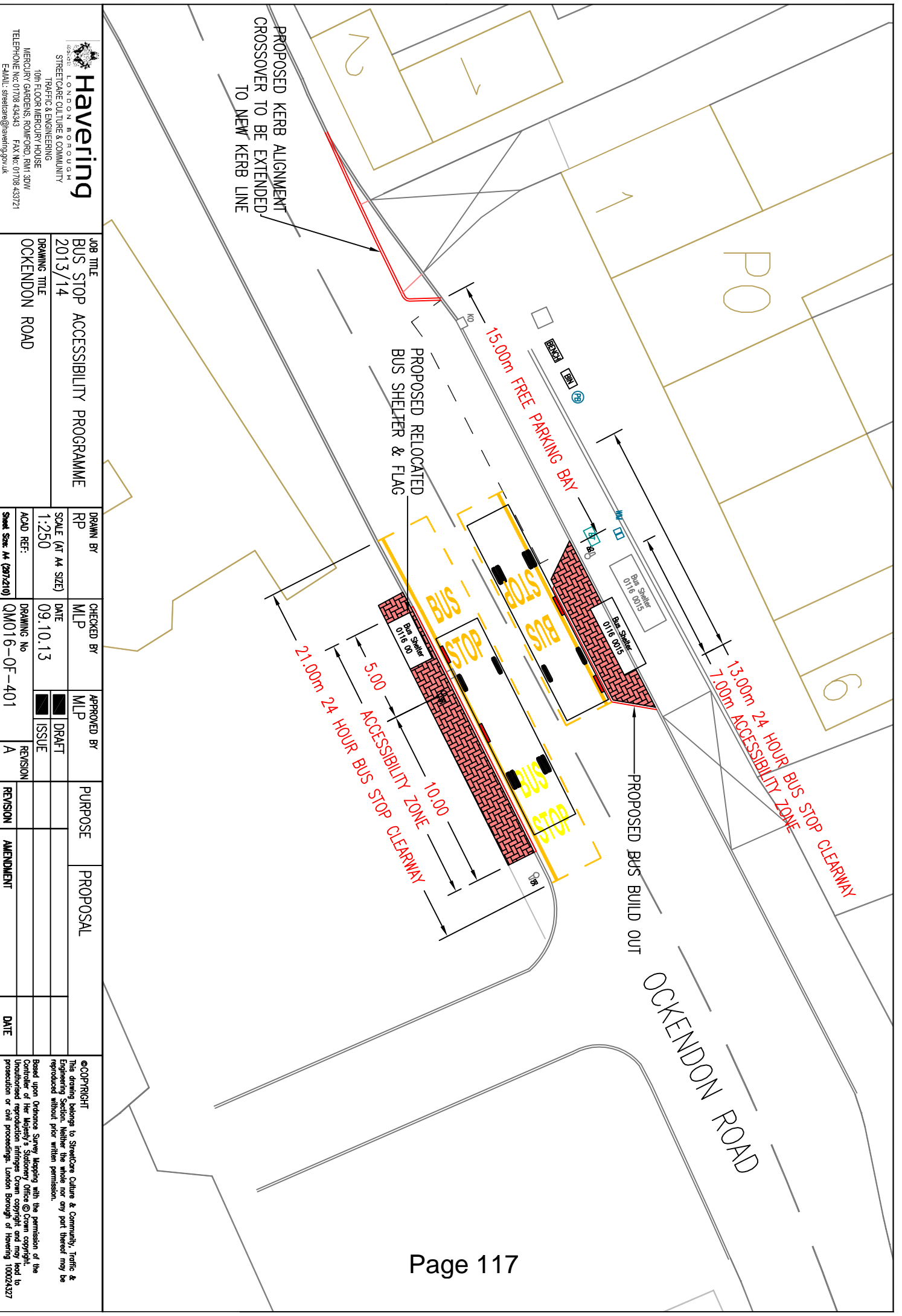
KERB FACE TO BE 130-150MM.  
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.  
 CROSSOVER SHOULD NOT BE PERMITTED.



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

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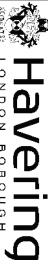


PROPOSED KERB ALIGNMENT  
CROSSOVER TO BE EXTENDED  
TO NEW KERB LINE

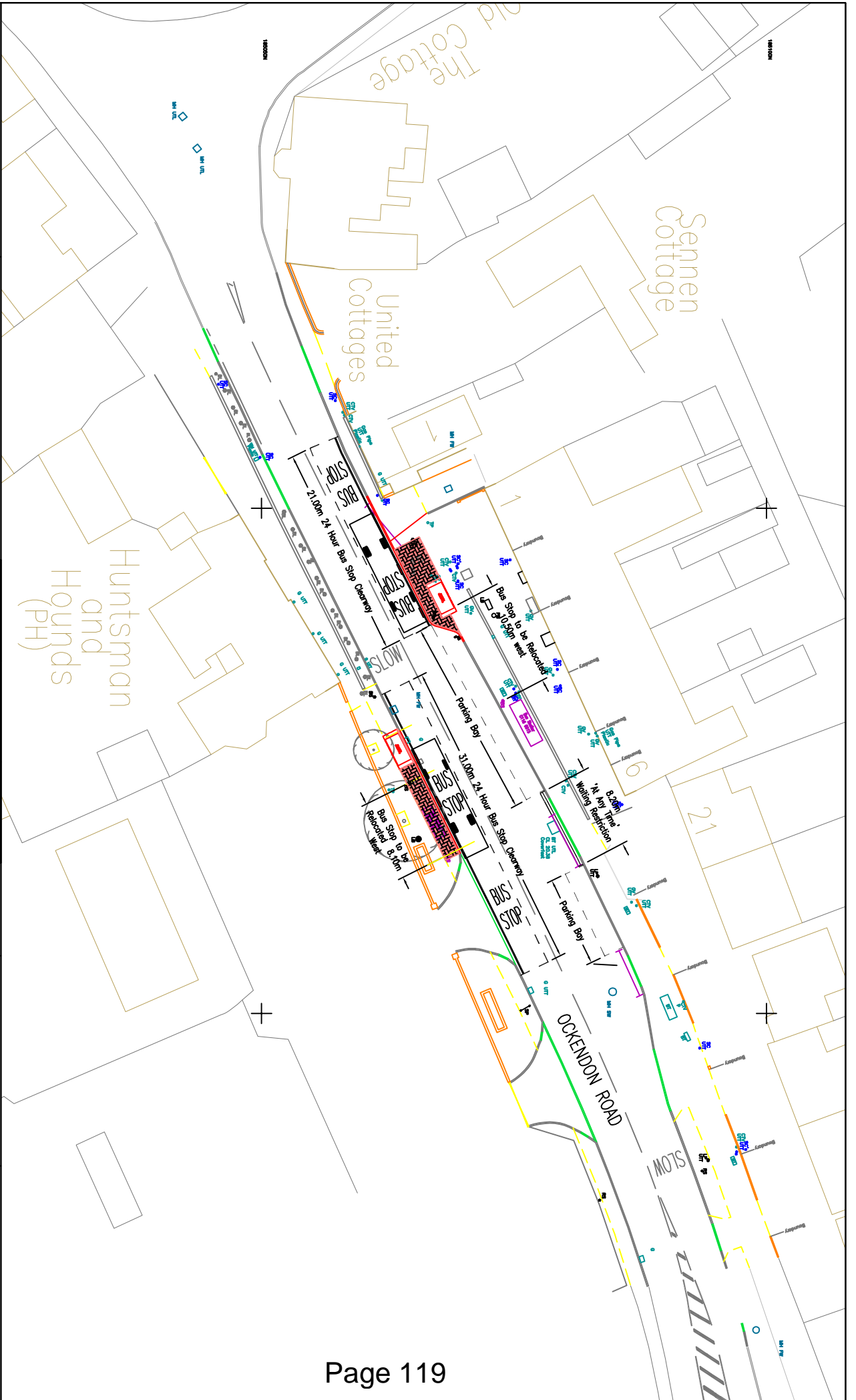
PROPOSED RELOCATED  
BUS SHELTER & FLAG


PROPOSED BUS BUILD OUT

OCKENDON ROAD

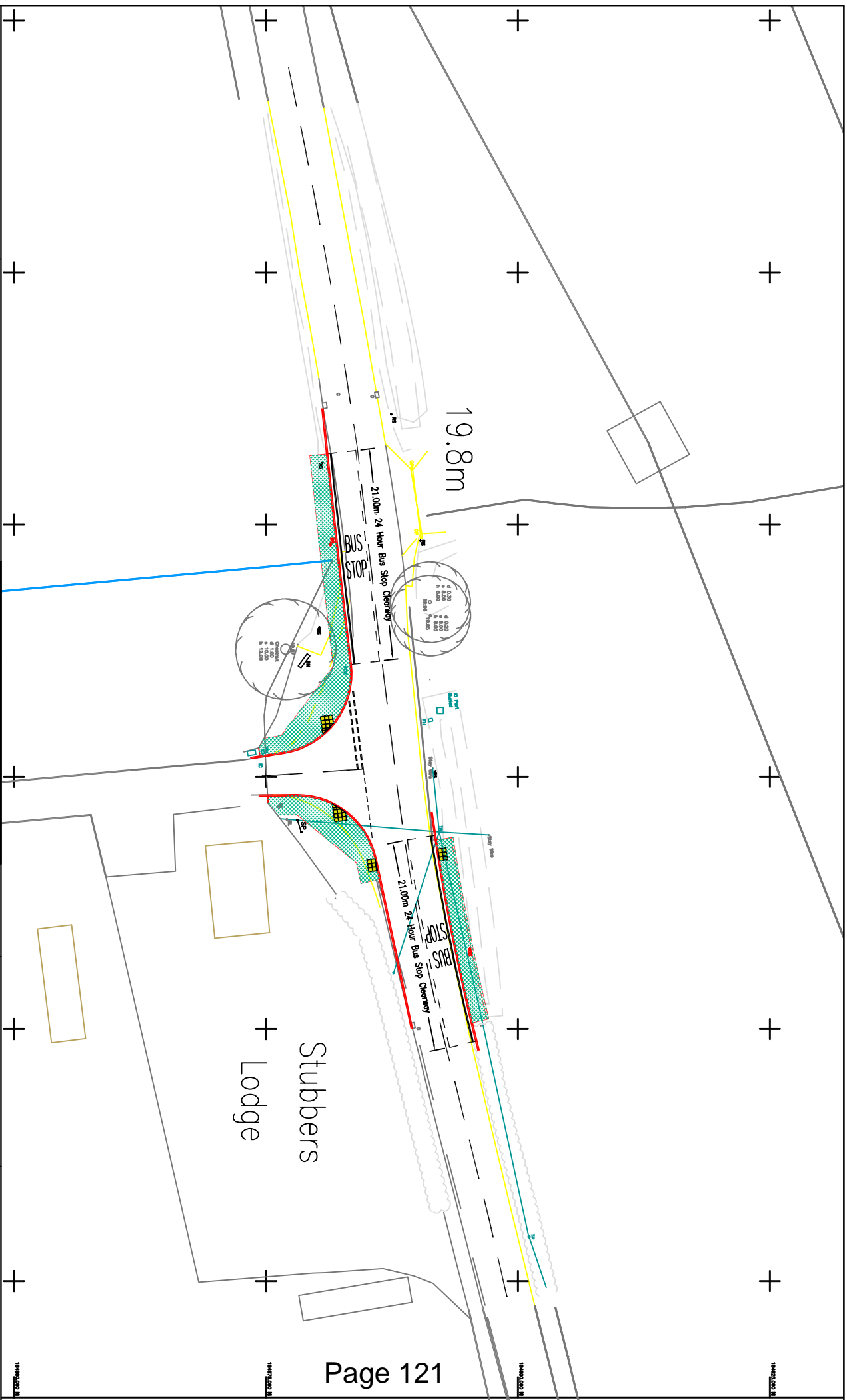
 <p><b>Havering</b> LONDON BOROUGH STREETCARE CULTURE &amp; COMMUNITY TRAFFIC &amp; ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE NO: 01708 434343 FAX NO: 01708 433721 EMAIL: streetcare@havering.gov.uk</p>		<p><b>JOB TITLE</b> BUS STOP ACCESSIBILITY PROGRAMME 2013/14</p>	
<p><b>DRAWING TITLE</b> OCKENDON ROAD</p>		<p><b>DRAWN BY</b> RP</p>	
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<p><b>DRAWING No</b> QM016-OF-401</p>		<p><b>APPROVED BY</b> MLP</p>	
<p><b>REVISION</b> A</p>		<p><b>PURPOSE</b> PROPOSAL</p>	
<p><b>REVISION</b></p>		<p><b>AMENDMENT</b></p>	
<p><b>DATE</b></p>		<p><b>DATE</b></p>	
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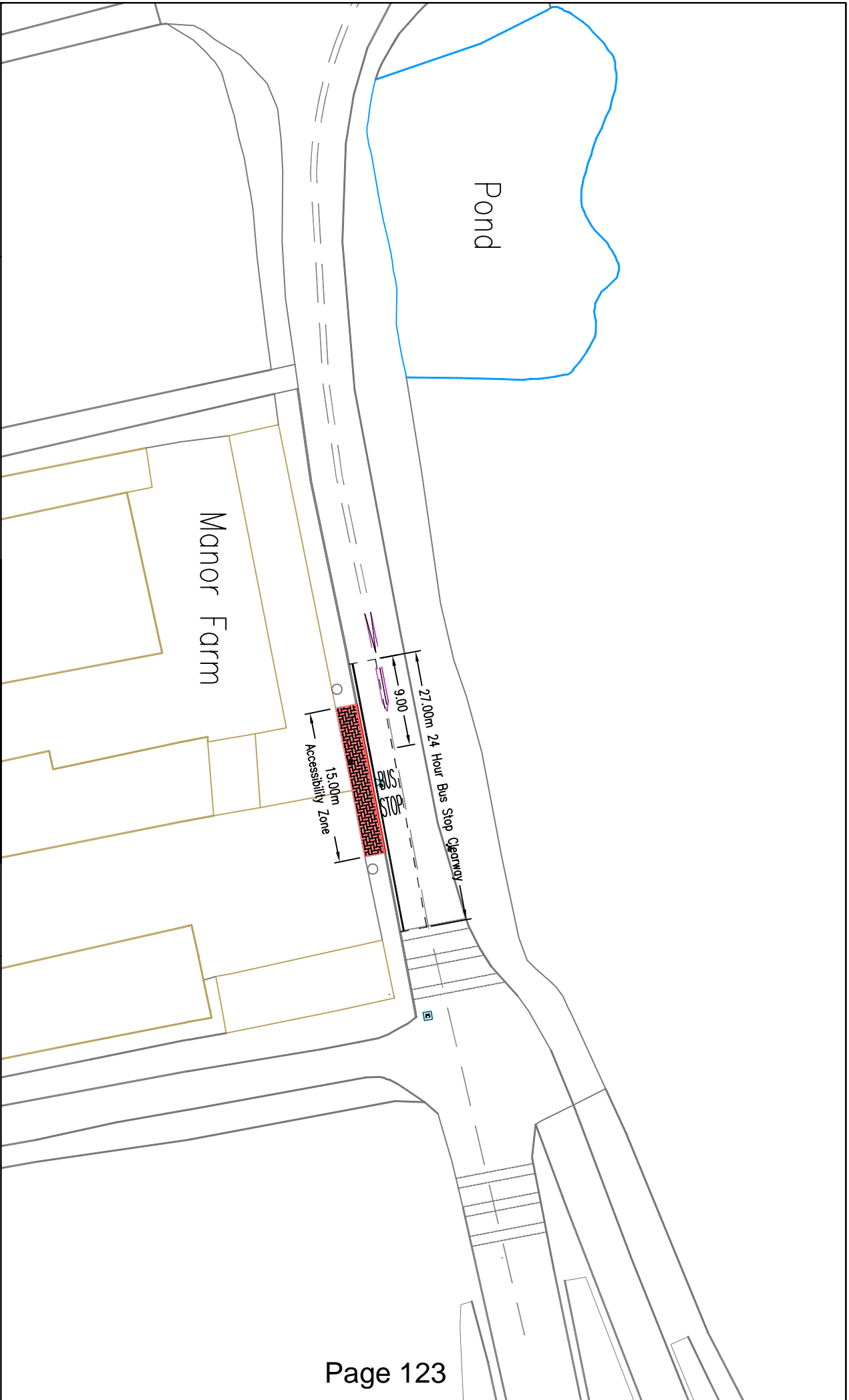



 <b>Havinging</b> STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROUNDFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havinging.gov.uk		<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 <b>LOCATION</b> OCKENDON ROAD		<b>DRAWN BY</b> RP <b>SCALE (AT A4 SIZE)</b> 1:500 <b>ACAD REF:</b> Sheet Size: A4 (297x210)		<b>CHECKED BY</b> MLP <b>DATE</b> 28.05.15		<b>APPROVED BY</b> MLP <b>DRAFT</b> <input checked="" type="checkbox"/> <b>ISSUE</b> <input type="checkbox"/>		<b>PURPOSE</b> PROPOSAL		<b>REVISION</b> A		<b>REVISION</b> AMENDMENT		<b>DATE</b>	
<b>DRAWING TITLE</b> BP2920 & NEW STOP STUBBERS OUTDOOR ACTIVITY CENTRE																	

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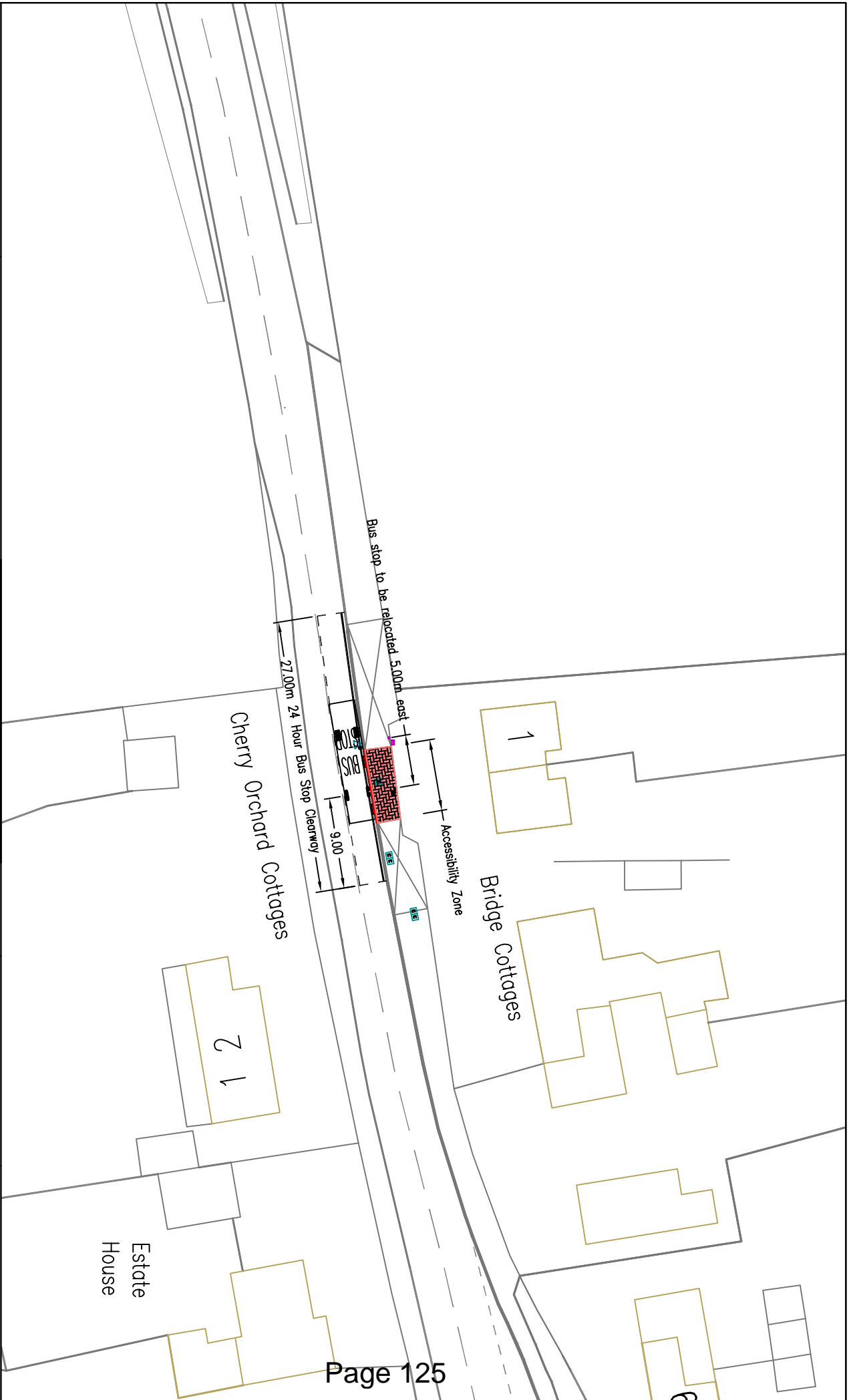
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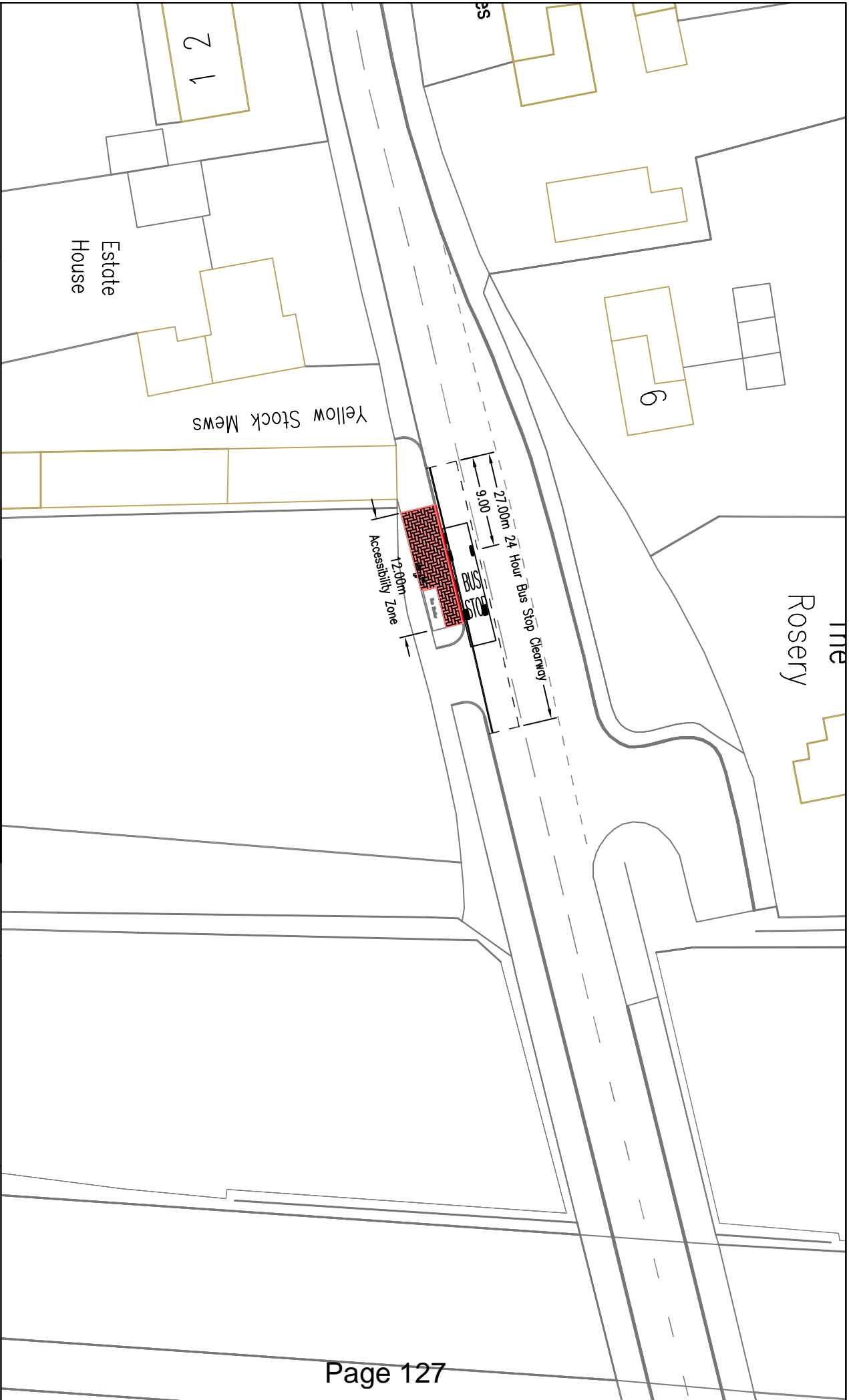
 <b>Havinging</b> STREETCARE CULTURE & COMMUNITY 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havinging.gov.uk		<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 <b>LOCATION</b> OCKENDON ROAD	
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<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP	
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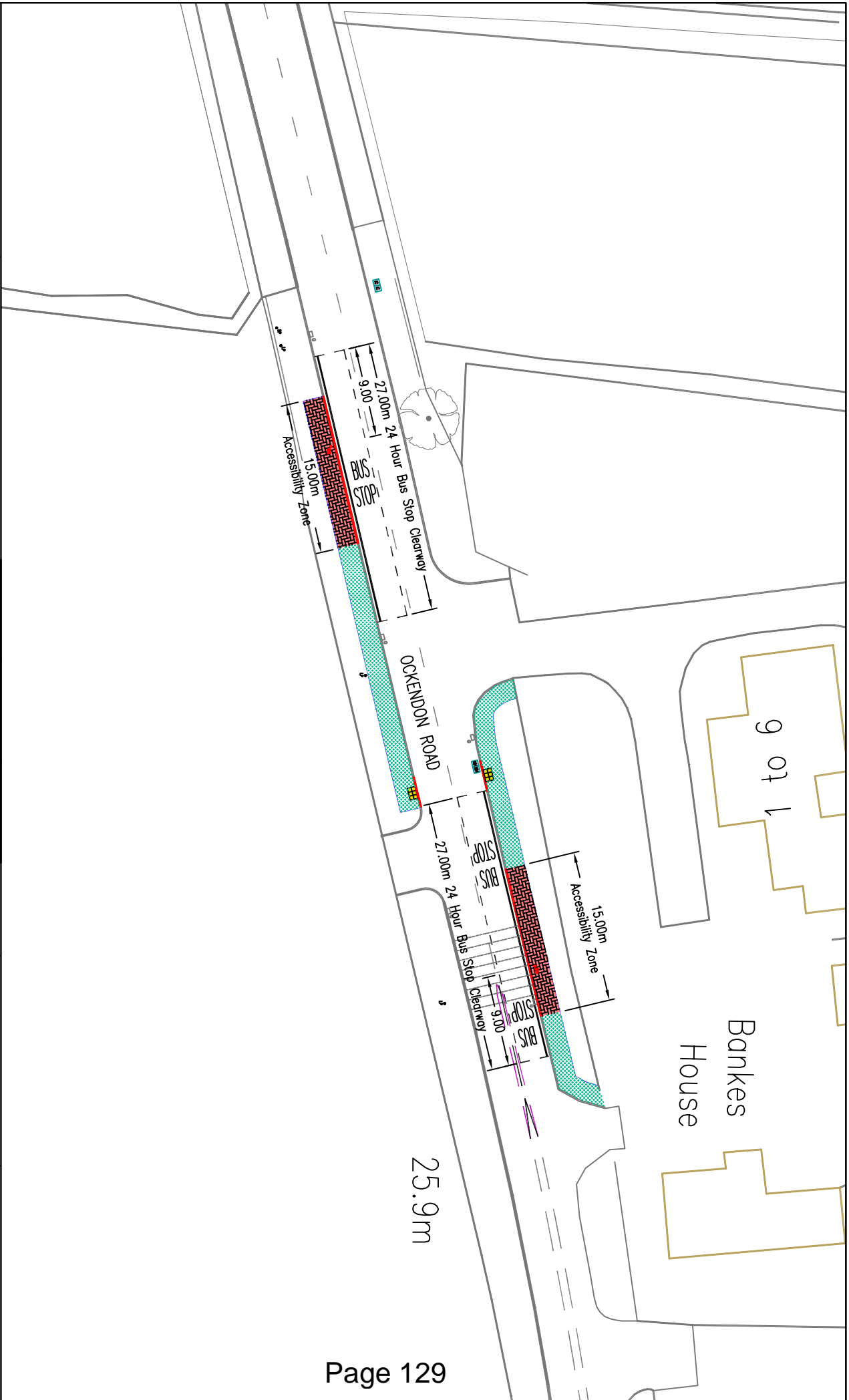
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<b>DRAWING TITLE</b> BP2916 BRIDGE COTTAGES															

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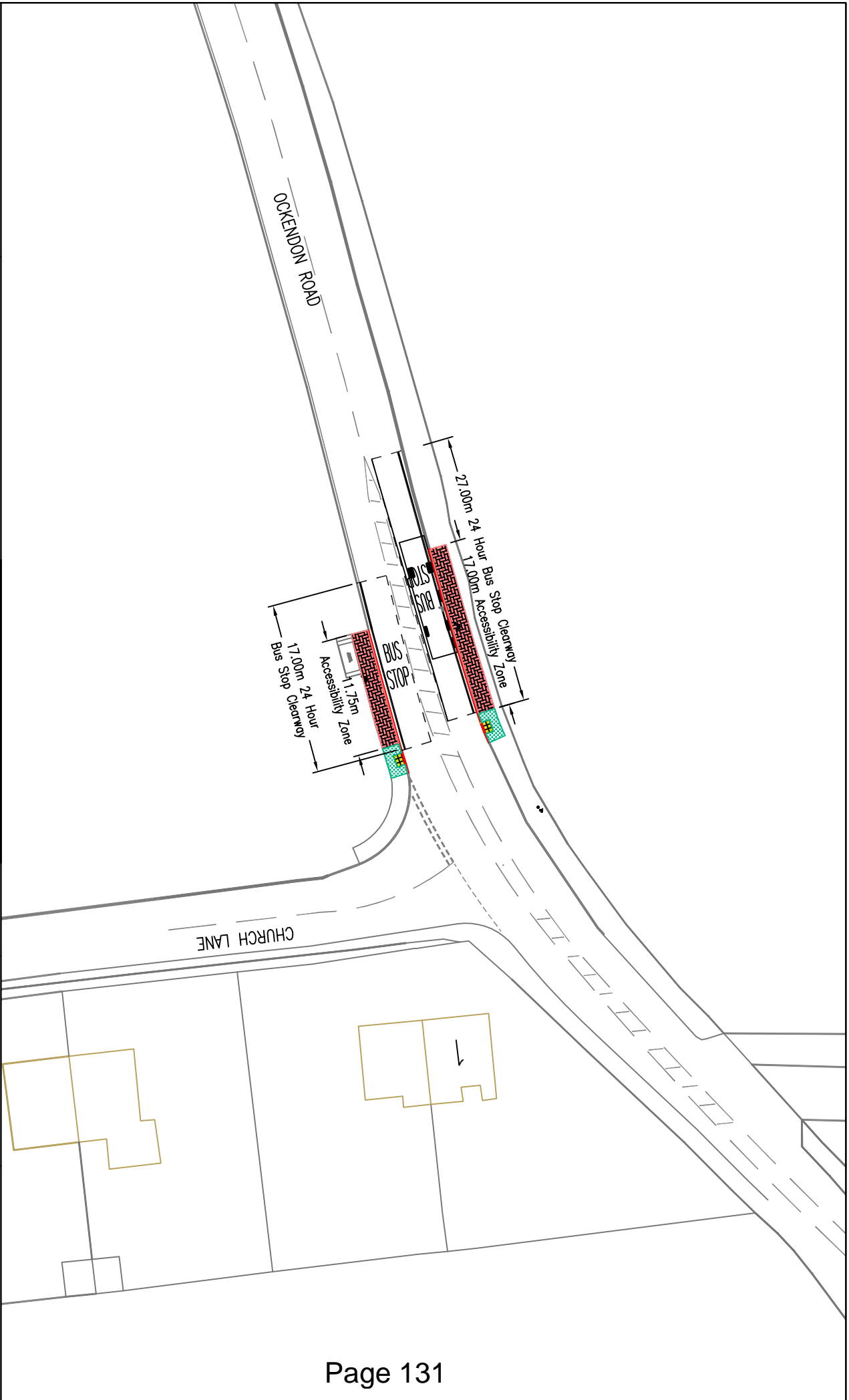
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<b>Streetcare Culture &amp; Community</b> 10th Floor Mercury House Mercury Gardens, Romford, RM1 3DW Telephone No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk		<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 <b>OCKENDON ROAD</b>		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> MLP		<b>PURPOSE</b> PROPOSAL		<b>©COPYRIGHT</b> This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	
<b>DRAWING TITLE</b> NEW STOP		<b>SCALE (AT A4 SIZE)</b> 1:500		<b>DATE</b> 28.05.15		<b>DRAFT</b> <input checked="" type="checkbox"/>		<b>REVISION</b> A		<b>REVISION</b> AMENDMENT		<b>DATE</b>	
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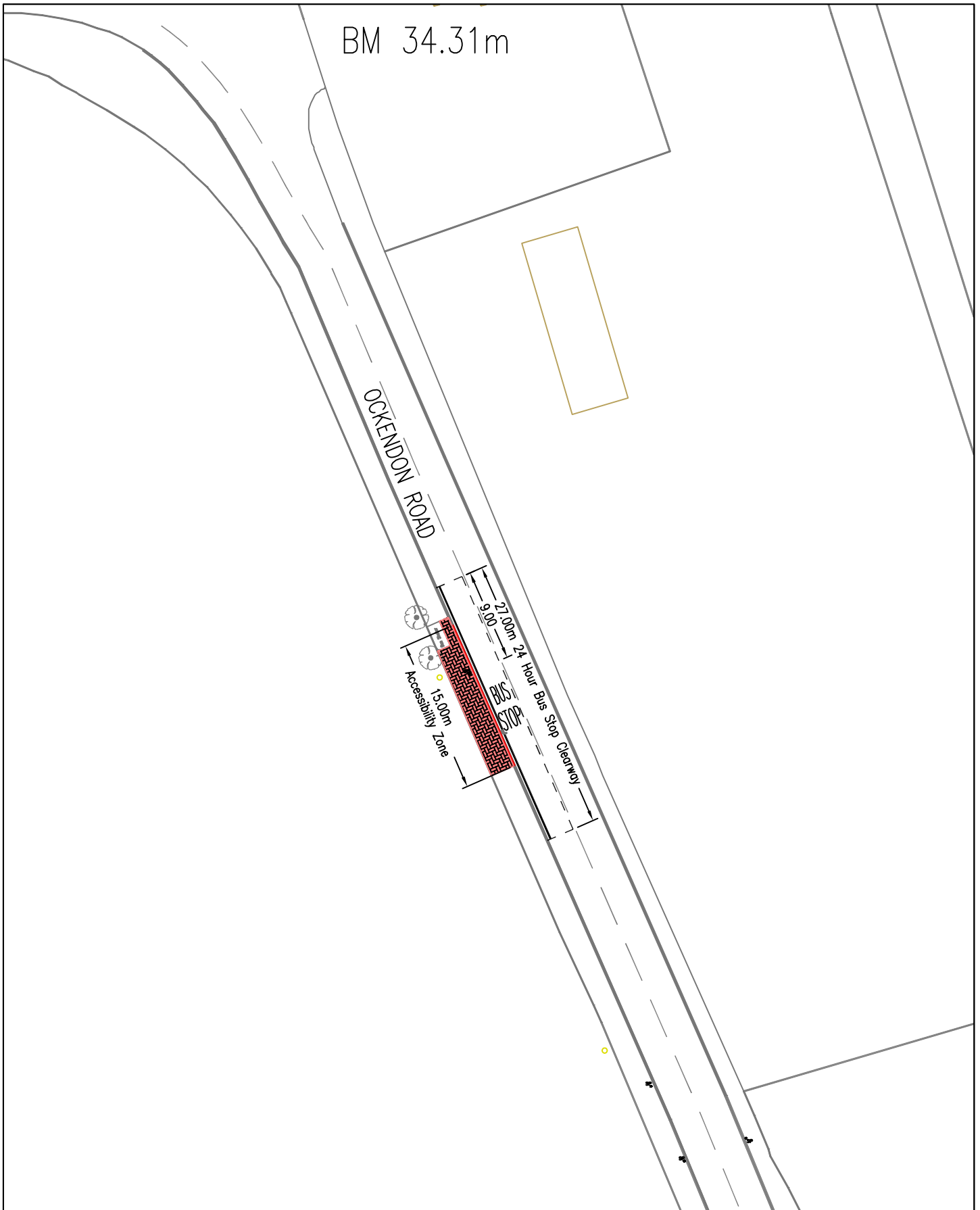
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 <p><b>Haverling</b> LONDON BRUSH STREETCARE CULTURE &amp; COMMUNITY TRAFFIC &amp; ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p><b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 OCKENDON ROAD</p>	
<p><b>DRAWING TITLE</b> BP2915 &amp; BP2914 CHURCH LANE</p>		<p><b>DRAWN BY</b> RP</p>	
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<p><b>REVISION</b></p>		<p><b>AMENDMENT</b></p>	
<p><b>DATE</b></p>		<p><b>DATE</b></p>	
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<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2015/16 OCKDENDON ROAD		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP	
<b>DRAWING TITLE</b> BP2911 WHITE POST FARM		<b>APPROVED BY</b> MLP			
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 28.05.15	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	<b>ACAD REF:</b> Sheet Size: A4 (210x297)	<b>DRAWING No</b> Q0001-OF-A146	<b>REV</b> A
			<b>REVISION</b>	<b>AMENDMENT</b>	<b>DATE</b>

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# HIGHWAYS ADVISORY COMMITTEE

11 August 2015

<b>Subject Heading:</b>	Western Avenue – Proposed extension of ‘At Any Time’ waiting restrictions - comments to advertised proposals
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Iain Hardy Technical Officer 01708 432440 iain.hardy@havering.gov.uk
<b>Policy context:</b>	Traffic & Parking Control
<b>Financial summary:</b>	The estimated cost of £500 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.

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

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

**SUMMARY**

This report outlines the responses received to the advertised proposals to extend the existing 'At any time' waiting restrictions in Western Avenue and relocate the adjacent Free parking bay and recommends a further course of action.

The scheme is within Squirrels Heath Ward.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
  - a. The proposed extension of the 'At Any Time' waiting restrictions in Western Avenue and the relocation of the Free parking on the northern side of Western Avenue, as shown on the drawing (appended as Appendix A), be implemented as advertised;
  - b. The effect of any agreed proposals be monitored.
  - c. Members note that the estimated cost for the current proposals in Brentwood Road, as set out in this report is £500, will be met from the 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting on 11<sup>th</sup> November 2014, when considering a report on the introduction of parking restrictions in Western Avenue, this Committee agreed to implement the proposals as advertised. However, in view of the responses received to the proposals this Committee also agreed for further proposals to be advertised to extend the 'At any time' waiting restrictions in Western Avenue by 5 metres on both sides of the road and to relocate the agreed Free parking bay on the northern side of the road by 5 metres westwards, to accommodate the extension of the 'At any time' waiting restrictions.
- 1.2 The proposals were subsequently designed and publicly advertised on 1<sup>st</sup> May 2015. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 At the close of the consultation on Friday 22<sup>nd</sup> May 2015, 3 responses were received, all in favour of the proposals.

## **2.0 Staff Comment**

2.1 There has only been a positive response to the proposals.

### **IMPLICATIONS AND RISKS**

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

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

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £500. These costs can be funded from the 2015/16 Minor Parking Schemes budget.

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

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

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

Waiting restrictions requires consultation, the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

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

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

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

The proposals are to extend the existing 'At any time' waiting restrictions in Western Avenue, at its junction with Brentwood Road and relocate the Free parking bay on the northern side of Western Avenue 5 metres westwards.

The Council undertook a consultation with residents in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received 3 responses to the consultation, which were all in favour of the proposals. No equalities concerns were raised against this scheme.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people,

disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any negative impact.

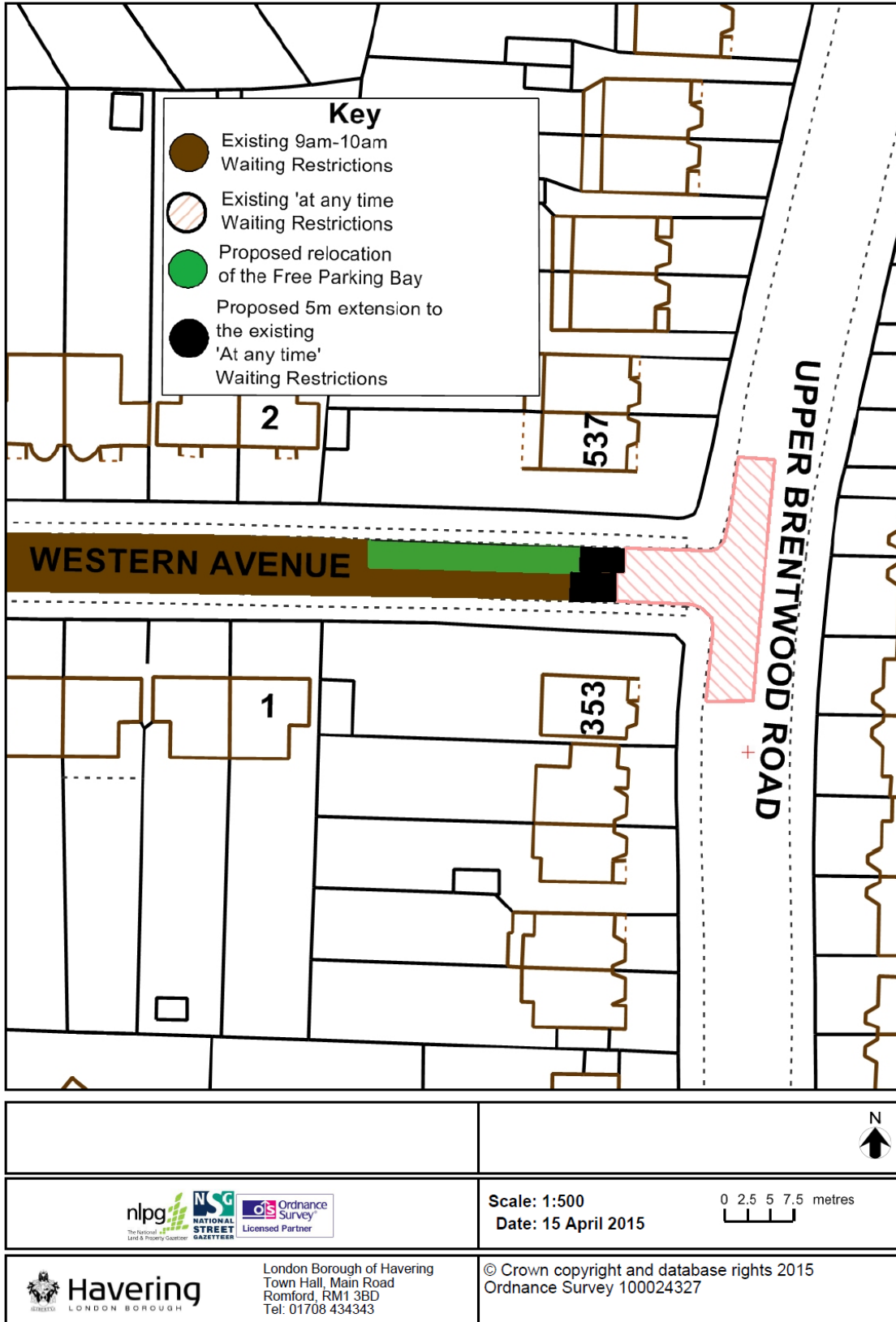
There will be some visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duty under the Equality Act 2010.

## **BACKGROUND PAPERS**

Appendix A



# Appendix A



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# HIGHWAYS ADVISORY COMMITTEE

## 11 August 2015

<b>Subject Heading:</b>	<b>TPC393 Rainham Village - comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	Mitch Burgess Engineering Technician <a href="mailto:Mitch.Burgess@havering.gov.uk">Mitch.Burgess@havering.gov.uk</a>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of £3,000 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.</b>

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

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

**SUMMARY**

This report outlines the responses received to the informal consultation and the subsequent advertised proposals for the creation of a new permit parking zone (RV1), and the introduction of waiting restrictions and Pay and Display parking

provision in the Rainham Ward, which were agreed in principle by this Committee, and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Community Empowerment that:
  - a. the proposal is to introduce a residents parking provision in Cowper Road and Melville Road, operational between 8:30am – 6:30pm Monday – Saturday as shown on the drawing contained within Appendix 1 be implemented as advertised;
  - b. all other elements of the advertised proposals shown on the drawing contained within Appendix 1 be abandoned;
  - c. That the effects of any agreed proposals be monitored.
2. That Members note that the estimated cost of implementing the proposals as described above and shown on the attached plan is £3,000 including advertising costs. Which can be funded from the 2015/16 Minor Parking Schemes budget

## REPORT DETAIL

### **1.0 Background**

- 1.1 At its meeting on 14th January 2014, the Highways Advisory Committee, considering item no. TPC393 the Rainham Ward and agreed in principal that a review of the parking provisions in the area be undertaken.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with an informal consultation by way of questionnaire to gauge residents and business holder's views on parking and setting out options, which aids Officers in designing an appropriate scheme whilst incorporating local issues.
- 1.3 Approximately 1,200 letters and questionnaires were delivered to the area on 22<sup>nd</sup> October 2014, with a closing date of 7<sup>th</sup> November 2014.
- 1.4 Of the 158 responses that were received back to the questionnaire 112 were in favour of the proposed scheme and 46 were against the proposed scheme.
- 1.5 Out of the 112 responses in favour of the proposals there were 81 in favour of resident parking, 6 in favour of business parking and 21 in favour of just

waiting restrictions (yellow lines) and the remaining responses did not specifically outline a preference. All responses to the questionnaire are shown as **Appendix 2** of this report

- 1.6 Following the informal consultation, and based on the collected data, Officers produced an appropriate design and formally consulted. The proposals were designed in consultation with the Ward Members and stakeholders and were subsequently advertised.
- 1.7 Residents and businesses in the immediate area of the proposed scheme were formally consulted and notified by letter, enclosing a copy of the drawing appended to this report as **Appendix 1**. Site notices were also placed throughout the area.
- 1.8 Approximately 1,200 letters and plans were delivered to local residents on 20<sup>th</sup> February 2015, with a closing date of 20<sup>th</sup> March 2015 for receipt of representations.
- 1.9 Officers also held a consultation drop in session at Rainham Library, between 09.30am to 7.30pm on Wednesday 4<sup>th</sup> March 2015, to deal with residents questions. . The session was well received with approximately 100 residents attending.
- 2.0 The consultation consisted of the following questions:
  1. You are **in favour** of the proposals
  2. You are **not in favour** of the proposals``
  3. You are **in favour of part of the scheme**
- 2.1 By the close of consultation, 55 responses had been received. Of the 55 responses 24 were in favour of the proposal, with 28 not in favour, while 3 were in favour of part of the scheme.
- 2.1 All responses to the consultation are shown as **Appendix 3** of this report
- 2.5 This report looks at the responses received to the advertised proposals for the area and recommends a further course of action.

### **3.0 Design Principles**

- 3.1 Introduce resident parking only in Cowper Road and Melville Road
- 3.2 Introduce permit parking in Upminster Road South, Glenwood Avenue, Ingrebourne Road, West Close, East Close, Wennington Road, Venette Close, Findon Gardens, Ellis Avenue, Palliser Drive, Anglesey Drive and Ferro Road, which will increase the available kerb space for residents in these roads.

Related costs to the Permit Parking element:

<b>Resident &amp; Business permits charges</b>	
<b>Residents permit per year</b>	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
<b>Business permit per year</b>	Maximum of 2 permits per business £106.58 each
<b>Visitors permits</b>	£1.00 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

3.3 Introduce a Pay & Display parking area in Upminster Road South to provide a facility for those visiting the businesses and shops. Related costs and hours of operation relating to the proposed Pay Display Parking are outlined below:

The Pay and Display parking facilities within Upminster Road South are proposed to be operational between 8.30 am and 6.30 pm. on Monday to Saturday inclusive. The cost of this provision is Nil Charge for first thirty minutes, £1.00 up to two hours and £2.00 up to three hours.

3.4 Introduce 'At any time' waiting restrictions in Anglesey Drive, Wennington Road, Cowper Road, Venette Close, Melville Road, Brookway, Lambs Lane North Ingrebourne Road, East Close, West Close, Upminster Road South, Ashwood Avenue and Glenwood Avenue, is aimed to improve accessibility for resident to private forecourts, traffic flow and reduce congestion during busy periods.

3.5 Introduce waiting restrictions in Wennington Road was proposed to improve traffic flow and reduce congestion during busy periods.

3.6 All of the proposals have been designed in conjunction with the Ward Councillors, resident groups and stakeholders.

#### **4.0 Responses received**

All comments received during the consultation period are set out in **Appendix 4** of this report.

#### **5.0 Staff comments**

This part of Rainham Village is within walking distance of the National Rail station (Rainham). Residents face daily issues with obstructive and inconsiderate parking, which is a particular issue in Melville Road and Cowper Road. Traffic and Parking Control receives frequent complaints relating to commuter parking in these roads. Resident's difficulties are further compounded because off-street parking to the front of properties is not an option for many as gardens are insufficient in size to accommodate off-street parking. Therefore residents have a greater demand for on-street parking, as kerb space is further reduced by commuter parking. This leads to a high level of complaints and requests for parking restrictions in this area, which is further supported by the comments made during both the informal and formal consultations. Furthermore, enforcement cannot be carried out due to the lack of restrictions.

The proposals are designed to enhance the area by significantly increasing the available kerb space for all residents and visitors and limiting long term non-residential parking.

Officers feel after many site visits to the location that Pay and Display parking bays should be rejected as this would create congestion within Upminster Road South and also at the junction opposite in Cowper Road

Officers held a drop in session at Rainham Library on Wednesday 4th March 2015, at which around 100 residents attended. The general consensus from residents that didn't live within Cowper Road or Melville Road was that they were against the scheme, although residents that lived within Cowper Road and Melville Road were in favour of the scheme.

From the feedback Officers received at the drop in session at Rainham Library and the responses received from the consultation, it was clear to Officers what that the residents of Cowper Road and Melville Road favoured implementation of the scheme which would improve traffic flow, limit commuter parking and make further parking provisions for residents and visitors. Residents in the other roads consulted did not support the scheme.

The Council set out in the recent budget strategy an increase to permit parking charges, which were subsequently agreed and where these changes will be reflected in the made Traffic Management Order. These charges are as follows:

<b>Resident &amp; Business permits charges</b>	
<b>Residents permit per year</b>	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
<b>Business permit per year</b>	Maximum of 2 permits per business £106.58 each
<b>Visitors permits</b>	£1.00 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

## **IMPLICATIONS AND RISKS**

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

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £3,000 including advertising costs. This cost can be met from the 2015/2016 Minor Parking Schemes revenue budget.

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

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency

built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

**Legal implications and risks:**

Resident parking, waiting restrictions, parking bays and one-way working require consultation and the advertisement of proposals before a decision can be taken on their introduction.

**Human Resources implications and risks:**

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

**Equalities implications and risks:**

All proposals included in the report such as the Pay & Display, permit parking for business/residential/visitors and waiting restrictions have been publicly advertised and were subject to public consultation. Additionally a drop-in session was organised by Officers to inform stakeholders about the proposed changes and to answer their questions.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses.

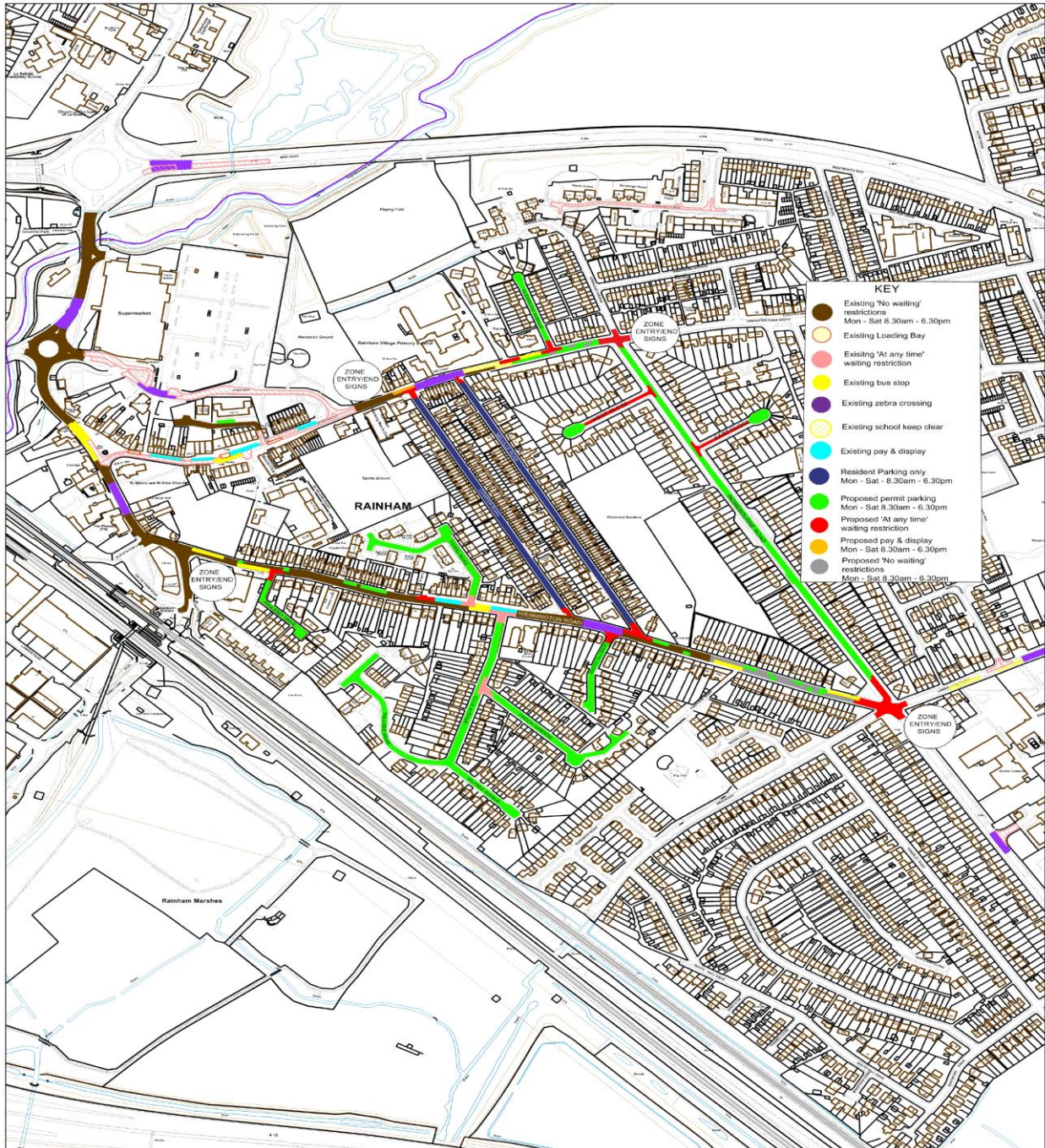
However, parking restrictions in residential areas are often installed to improve road safety and accessibility for residents, who may be affected by long-term non-residential parking. The proposed parking restrictions and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced for local residents, particularly for disabled people, older residents and parents with children, who are most likely to shop locally.



Disabled 'Blue' Badge holders are able to park for an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

As potential/likely equalities issues and concerns raised through the consultation have been factored into the final proposal, Visitor Permits can be purchased online with a maximum of 250 per year, the Domestic Home Care permit is designed to allow care visits from family members and/or close friends, to take place without the need of residents purchasing visitor permits, Health and Homecare parking permits allow holders from professional businesses or charities to park in resident permit bays, disc parking bays and meter bays when visiting a client's house. Officers recommend that the proposed changes be implemented as advertised and the effects be monitored on a regular basis.

**BACKGROUND PAPERS**





<p>Rainham Area</p>	<p style="text-align: right;">N ↑</p>
<p>  </p>	<p>                 Scale: 1:2000                  Date: 18 February 2015             </p>
<p>                  London Borough of Havering                  Town Hall, Main Road                  Romford, RM1 3BD                  Tel: 01708 434343             </p>	<p>                 © Crown copyright and database rights 2015                  Ordnance Survey 100024327             </p>



RAINHAM VILLAGE PARKING REVIEW RESULTS OF QUESTIONNAIRE															
Road	No of properties consulted	No. of Individual Responses received	For	Against	Restriction Type			What hours of the day				Days of the Week		Support Yellow Lines at Junctions	
					Res	Bus	WR	Timed Restriction	8am to 6.30pm	8am to 8pm	Other*	M-F	M-S	For	Against
Wennington Road	209	24	12	12	11			2	8	3	1	7	7	13	
Ingrebourne Road	122	16	5	11	1		2	1	1	1		1	2	6	
Cowper Road	104	32	30	2	27		1	4	11	12		13	14	23	3
Melville Road	105	28	25	3	23	1	1	2	9	9		11	11	18	3
Upminster Road South	233	14	13	1	5	5	6	2	5	6		8	4	11	1
Venette Close	17	6	5	1	2		3	1	1	1		2	1	4	
West Close	25	4	3	1	1		2	1	1	1			2	2	
Palliser Drive	67	1	1				1	1				1		1	
Ferro Road	77	5	4	1	2		2	2	1	1		1	3	3	
Findon Gardens	46	9	2	7	1		1	1		1		2		3	1
Anglesey Drive	18	3	2	1			1		1			1	1	2	
Ellis Avenue	45	1	1		1			1					1	1	
Broadway	32	1	1				1		1			1		1	
Glenwood Avenue	28	3	2	1	2				1	1		1	1	2	
Parkview Mews	10	0													
Wilfred Avenue	33	4	1	3	1									1	
Other		7	5	2	4				3			3		4	
<b>Totals</b>	<b>1171</b>	<b>158</b>	<b>112</b>	<b>46</b>	<b>81</b>	<b>6</b>	<b>21</b>	<b>18</b>	<b>43</b>	<b>35</b>	<b>1</b>	<b>52</b>	<b>46</b>	<b>95</b>	<b>8</b>





## Appendix 3

RAINHAM VILLAGE PARKING REVIEW RESULTS OF QUESTIONNAIRE					
Road	No of properties consulted	No. of Individual Responses received	For	Against	For part of the scheme
Wennington Road	209	6	1	5	
Ingrebourne Road	122	6	1	5	
Cowper Road	104	14	12	2	
Melville Road	105	4	3	1	
Upminster Road South	233	3		3	
Venette Close	17				
West Close	25	1	1		
Palliser Drive	67				
Ferro Road	77	1		1	
Findon Gardens	46				
Anglesey Drive	18				
Ellis Avenue	45	1		1	
Broadway	32				
Glenwood Avenue	28				
Parkview Mews	10				
Wilfred Avenue	33	4	1	3	
St Helens Court	56				
East Close	20				
Lambs Lane South	10				
Other		15	5	7	3
<b>Totals</b>	<b>1257</b>	<b>55</b>	<b>24</b>	<b>28</b>	<b>3</b>



## Appendix 4

### IN FAVOUR

	Comments	Road	Staff Comments
1	I will have no problem paying for the permit and do support it due to the ridiculous amount of cars that are left here whilst the occupiers go to work for the day as with my normal everyday life getting the weekly shopping trudging the shopping bags with my young grandson in tow hasn't made it easy whatsoever so I am DEFINATELY for the idea	Cowper Road	It is hoped that the proposed scheme will address these issues
2	I would like to comment I am in favour of all the proposals contained in the above review. This should provide a long overdue solution to this problem parking situation.	No address given	It is hoped that the proposed scheme will address these issues
3	I am in favour of the parking proposals	Cowper Road	No Comment
4	We are in favour of resident permits for Melville Road but would like visitor permits extended for longer than 4 hours for situations where residents have to have workman attend their residence	Melville Road	
5	In response to the above consultation my household are 100% in favour of the proposals of the Rainham Village Parking review.	Melville Road	No Comment
6	I am in favour of the proposal to introduce permit parking in Cowper Road in Rainham. I have only one concern is that it won't be policed properly, if it is not then we will be in the same situation as we are now.	Cowper Road	The Civil Enforcement Team has set rotas where they monitor and patrol controlled parking areas throughout the day, and Rainham will form part of that regime. However, if there is an issue of inconsiderate parking, including that of commuters not displaying a valid permit then you can report this online or call our Contact Centre:

			01708 43 2787
7	We are in favour of the proposals	Cowper Road	No Comment
8	I am in favour of part of the scheme	Wilfred Avenue	No Comment
9	I am in favour of the proposals	Melville Road	No Comment
10	I am a resident who lives in Wennington Road and am in favour of the parking permit system proposed, as this will stop train commuters parking continually outside my house.	Wennington Road	It is hoped that the proposed scheme will address these issues
11	I am strongly in favour of the proposed scheme, particularly in relation to resident permits for Cowper Road. If properly enforced, not only would it remove the commuter cars but would also eliminate the congestion caused by the twice daily child drop off / collection at Rainham Village school.	Cowper Road	It is hoped that the proposed scheme will address these issues
12	We are in favour to some extent as we have been pushing for residents parking permits for years but there are some issues I would like to raise. Firstly, we are residents of Cowper Road where we have a major commuter parking problem. It is proposed that the permits run from Monday to Saturday. I strongly believe Saturday is unnecessary, the commuter problem we have is mainly Monday to Friday. Including a Saturday will impact on family and friends coming to visit.	Cowper Road	
13	I am IN FAVOUR of the proposals.	Cowper Road	No Comment
14	I am in full support of your proposal's, and have been asking for years for ways to combat the increasing parking problems in this area.	West Close	It is hoped that the proposed scheme will address these issues
15	I very much look forward to these works being put into place.	Ingrebourne Road	
16	We are in favour of the scheme. We have lived in Cowper Road for	Cowper Road	It is hoped that the proposed scheme will

	<p>nearly 22 years and the parking has become the issue of living here.</p> <ul style="list-style-type: none"> <li>- The biggest problem are the commuters.</li> <li>- The commuters wait for cars to pull out in the morning.</li> <li>- My husband now walks to work rather than move the car.</li> <li>- We have to frequently park in another road (Melville).</li> <li>- Neighbours with children have to unload children and shopping whilst parking in another road or at the end of the road.</li> <li>- We often have to drive round the block a few times before finding a parking space.</li> </ul> <p>All the neighbours we speak to, are in favour of this scheme. The sooner it comes in the better. We cannot believe it has not been put in place before now.</p>		address these issues
17	in general I am in favour	No address given	No Comment
18	I am in favour of all proposals	Cowper Road	No Comment
19	I am in favour of parking restrictions. Permit parking is the only option on offer which will benefit residents. Other options are designed to benefit business. People park anywhere in Cowper Rd, with no regard to bays etc. It's a car park for Rainham Station. A nightmare for residents.	Cowper Road	
20	in favour	No address given	No Comment
21	In favour Rainham parking	No address given	No Comment
22	I am in favour of part of the scheme	Cowper Road	No Comment
23	I am in favour of the said proposal	No address given	No Comment
24	I so am in favour of the proposed Parking permits for Cowper Road	Cowper Road	No Comment

### **AGAINST**

1	I am not in favour of the proposals	No address given	No Comment
2	I live in Wilfred Avenue Rainham Essex and I am outraged by this proposal.	Wilfred Avenue	Having reviewed the outcome to the consultations officers

			support the resident suggestion and have set this out within the recommendations of this report. Should Melville and Cowper Road be installed officers will continue to monitor the effects of the scheme in the surrounding roads and take remedial action and bring any subsequent requests to this committee
3	It would seem yet another way to fleece residents of money. There are not enough spaces outside my property so you cannot create spaces as most are dropped kerb driveways. I Suppose the council will just ignore all the appeals as usual and go ahead anyway. <b>NOT IN FAVOUR</b>	No address given	The cost of a permit in Havering is far lower than many councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme
4	We are <b>NOT IN FAVOUR</b> of the proposals.	Wilfred Avenue	
5	There is a parking issue on the roads, the solution is not to penalise the residents of those roads by making them pay for permits or limit their visitors to four hour visits.	Ingrebourne Road	The cost of a permit in Havering is far lower than many councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme
6	We live in Ellis Avenue and we are not in favour of any part of the scheme, we think that where we live has no problems with parking, the majority of houses have off street parking and dropped kerbs.	Ellis Avenue	Having reviewed the outcome to the consultations Officers support the resident suggestion and have set this out within the recommendations of



			this report. Should Melville and Cowper Road be installed Officers will continue to monitor the effects of the scheme in the surrounding roads and take remedial action and bring any subsequent requests to this Committee
7	I live in Wilfred Ave and I strongly oppose the idea of having to pay to park outside my house	Wilfred Avenue	Having reviewed the outcome to the consultations Officers support the resident suggestion and have set this out within the recommendations of this report. Should Melville and Cowper Road be installed Officers will continue to monitor the effects of the scheme in the surrounding roads and take remedial action and bring any subsequent requests to this committee
8	Not in favour of proposals	No address given	
9	My comment on this suggestion is;  2. You are not in favour of the proposals	No address given	
10	I wish to object against the proposals (i.e not in favour) of the new scheme of parking in Rainham	Wennington Road	
11	I do not think it will make any difference to the parking unless you mark each individual house number on the resident bays	Cowper Road	Havering Council do not on any scheme do individual bays for per household
12	This is a money making scheme	Wennington Road	The cost of a permit in Havering is far lower than many councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any

			enforcement activities undertaken to ensure the success of the scheme
13	This email is to oppose the proposed parking restrictions that are being offered to the Rainham residents There is no need at the present time or in the foreseeable future	Wennington Road	
14	I am writing to lodge my opinion regarding the proposed parking scheme. I am not in favour of the scheme.	Upminster Road South	
15	I am not in favour of	Melville Road	No Comment
16	I live in INGREBOURNE ROAD, RAINHAM and I would like to inform you I am not happy about parking permits being used. I do not think people use my road to park and use the station so I don't see why this scheme should be used in this particular road	Ingrebourne Road	Having reviewed the outcome to the consultations Officers support the resident suggestion and have set this out within the recommendations of this report. Should Melville and Cowper Road be installed officers will continue to monitor the effects of the scheme in the surrounding roads and take remedial action and bring any subsequent requests to this Committee
17	I am NOT in favour of the proposed parking permits for residents in Ingrebourne Road.	Ingrebourne Road	Having reviewed the outcome to the consultations Officers support the resident suggestion and have set this out within the recommendations of this report. Should Melville and Cowper Road be installed officers will continue to monitor the effects of the scheme in the surrounding roads and take remedial action and bring any subsequent requests to

			this committee
18	I am not in favour of parking permits with paid visitors parking down Upminster Road South	Upminster Road South	
19	I object most strongly to the inclusion of Ingrebourne Road in any parking permit scheme. It appears that this is merely a revenue generation scheme as indirect local taxation.	Ingrebourne Road	The cost of a permit in Havering is far lower than many councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme
20	I do not agree with parking permits as this will not guarantee parking for residents	Upminster Road South	
21	We are concerned that the parking restrictions proposed will deter future clients and current clients from using our provision.	Wennington Road	The scheme will be monitored for a period of 6 months when changes can be considered if and when necessary
22	We don't want this brainless scheme	Wennington Road	
23	I am NOT in favour of the plans	Lambs Lane South	
24	I object for the following reasons; the main protagonists are resident in Melville and Cowper, on a Sunday when there is very little commuter parking, on average, there are less than 30 available parking spaces in two roads with over 200 houses between them.	No address given	Having reviewed the outcome to the consultations Officers support the resident suggestion and have set this out within the recommendations of this report. Should Melville and Cowper Road be installed officers will continue to monitor the effects of the scheme in the surrounding roads and take remedial action and bring any subsequent requests to this committee
25	I am writing to advise you that I am not in favour of the proposals.	No address given	

26	<b><u>I do not</u></b> agree with this proposal for Resident Parking in Ferro Road.	Ferro Road	Having reviewed the outcome to the consultations Officers support the resident suggestion and have set this out within the recommendations of this report. Should Melville and Cowper Road be installed officers will continue to monitor the effects of the scheme in the surrounding roads and take remedial action and bring any subsequent requests to this Committee
27	I as a very long term I am very angry at these proposals, based on a petition , ANYONE who purchased a house after the 70's knew the problems and still bought	No address given	
28	At 94 she will not be paying out to have a dropped kerb and her garden paved so as to allow me and other people assisting her to park. On talking to a Council representative at Rainham Library, they said I and others may be able to obtain a Carers Pass (I'm told at a cost of £36) ? We visit at odd times for different lengths of time, so surely we would not have to pay for a Parking Permit each time. Can some provision be made in your proposals for people like my Mother, and my Mother's neighbour, and no doubt others in the road, who need visits from carers and family to allow them to stay in their own homes.	Ingrebourne Road	
29	Referring to Parking scheme for Cowper Road we find it expensive as we will need to purchase many books of the visitors permits as we have children, carers and healthcare professionals regularly calling	Cowper Road	The cost of a permit in Havering is far lower than many councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities

			undertaken to ensure the success of the scheme
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**Havering**  
LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE

11 August 2015

**Subject Heading:**

**TPC460/3 – Scott’s Primary School**  
Proposed School Keep Clear markings  
and ‘At any time’ waiting restrictions. -  
comments to advertised proposals

**CMT Lead:**

**Andrew Blake-Herbert**

**Report Author and contact details:**

**Iain Hardy**  
**Technical Officer**  
**01708 432440**  
**iain.hardy@havering.gov.uk**

**Policy context:**

**Traffic & Parking Control**

**Financial summary:**

**The estimated cost of £1,000 for  
implementation will be met by 2015/16  
revenue budget for Minor Traffic and  
Parking.**

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

**Objectives**

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

**SUMMARY**

This report outlines the responses received to the advertised proposals to introduce ‘At any time’ waiting restrictions around the junctions and apexes of bends around the Scott’s School site and to change the hours of the existing school Keep clear marking to operate from 8am to 5 pm Monday to Friday inclusive and recommends a further course of action.

The scheme is within Hacton Ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and representations made recommends to the Cabinet Member for Environment that the following proposals as shown on drawing reference TPC460/3 (contained within Appendix A) be implemented as advertised:
  - a) the operational (term time) hours of the existing School Keep Clear marking in Bonnington Road be changed from 8:15 to 9:15am and 3:00 to 4:15pm Monday to Friday inclusive, to 8:00am to 5:00pm Monday to Friday inclusive;
  - b) the implementation of 'At any time' waiting restrictions in Swanbourne Drive, Veny Crescent, Bonnington Road and Scotney Walk but with an amendment to the proposed restriction to the rear of No.1 Scotney Walk, where the extent of the restriction on the western side of Bonnington Road should be reduced by 5 metres to 10 metres.
  - c) a review of the parking restrictions be undertaken in roads around the other school entrance in Maybank Avenue area;
  - d) the effects of any agreed proposals be monitored.
2. That Members note that the estimated cost of this scheme as set out in this report is £1000, which can be funded from the 2015/16 Minor Parking Schemes budget

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting held on the 8<sup>th</sup> July 2014, this Committee agreed to review the parking restriction around Scott's Primary school while updating the School Keep Clear markings.
- 1.2 The proposals were subsequently designed and publicly advertised on the 13<sup>th</sup> of February 2015, when 97 consultation letters were delivered to residents in the area, including Scott's Primary School and the Hacton Ward Councillors, with a closing date of Friday 6<sup>th</sup> March 2015. A copy of the plan outlining the proposals is appended to this report as **Appendix A**.
- 1.3 The results of the formal consultation are set out in the table appended to this report as **Appendix B**.



## **2.0 Outcome of Public Consultation**

- 2.1 On the 13<sup>th</sup> of February 2015, Scott's Primary School and residents that were perceived to be affected by the proposals were advised of them by letter and plan reference TPC460, which details the proposals. Eighteen statutory bodies were also consulted and site notices were placed in the area.
- 2.2 The responses received to the formal consultation along with staff comments are set out in the table appended to this report as **Appendix B**.
- 2.3 Within the formal consultation 97 letters were sent to residents of the Bonnington Road, Scotney Walk, Veny Crescent and Swanborne Drive area and 15 responses were received, a 14.5% return.
- 2.4 At the close of the public consultation on 6<sup>th</sup> March 2015, 15 responses were received to the proposals. From these responses 7 were in favour of the proposal, including the Head Teacher of Scott's School, 5 responses were in favour of part of the proposals, these were mainly concerned about displacement and the remaining 5 responses were not in favour of the proposals. A summary of the responses can be found in the table appended to this report as **Appendix B**.

## **3.0 Staff Comments**

- 3.1 All of the proposed restrictions within this report are proposed around junctions or apexes of bend and are designed to improve road safety in the areas where accidents are most likely to take place.
- 3.2 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses on the residents, and recommends to the Committee that all of the proposals be implemented as advertised, with a 5 metre reduction of the proposed 'At any time' waiting restrictions to the rear of No.1 Scotney Walk, to accommodate ease of access to the property for the resident who has a child with a disability.
- 3.3 Further to the above, Officers also recommend to the Committee that in view of the Head Teachers comments, that a review of the parking restrictions be undertaken in roads around the other school entrance in Maybank Aveue.

## **IMPLICATIONS AND RISKS**

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

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2015/2016 Minor Parking Schemes revenue budget.

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

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

**Legal implications and risks:**

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

**Human Resources implications and risks:**

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

**Equalities implications and risks:**

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

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

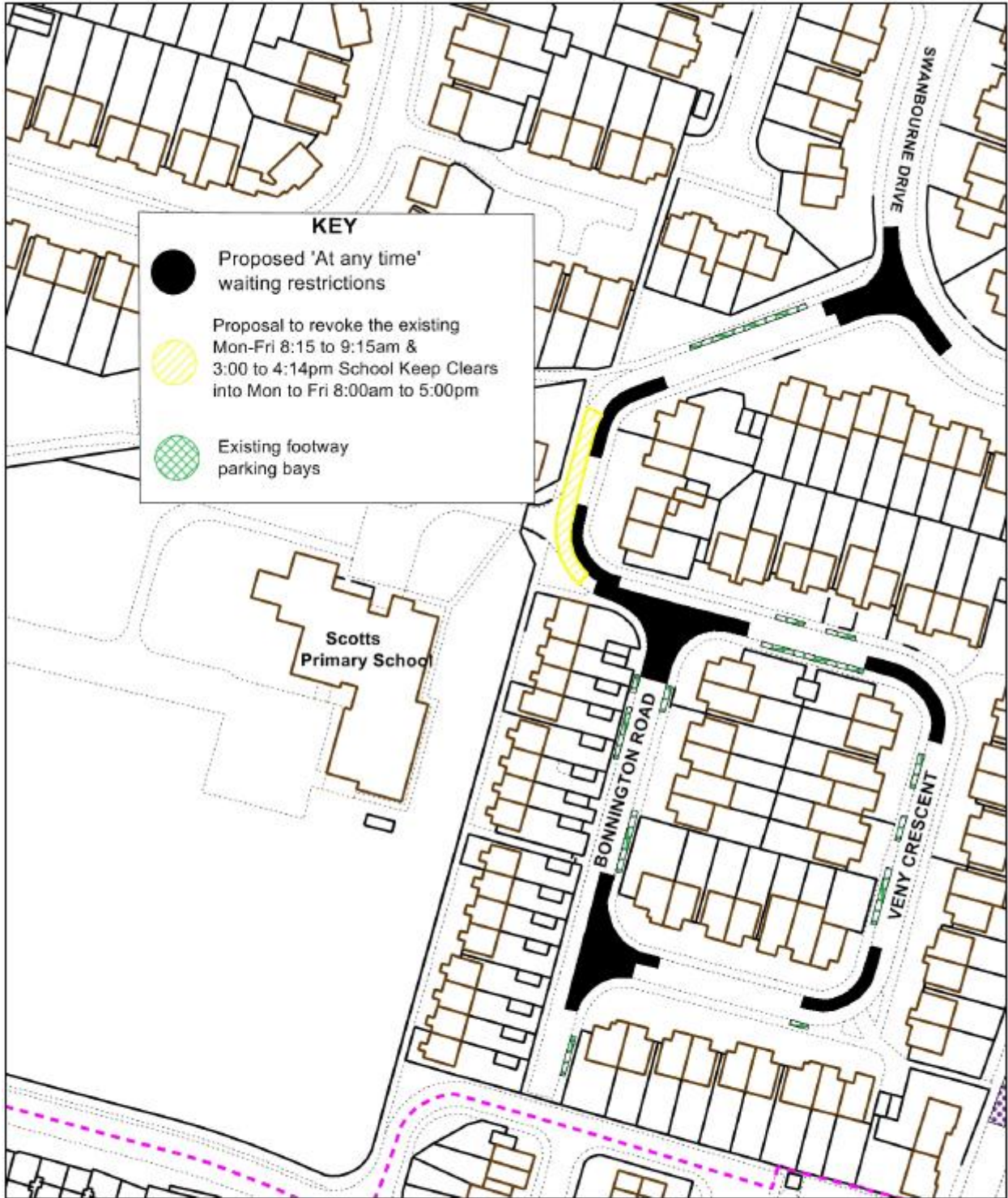
The only equality related concern raised in the consultation related to a resident in Scotney Walk, who has a child with a disability and have requested that the proposed restrictions to the rear of No.1 be reduced in length to accommodate easy access to the property.






A Ward Councillor has been in touch with the resident, who has indicated that they will be happy if the proposed restrictions were reduced by 5 metres to the rear of No.1 Scotney Walk, in Bonnington Road. Officers recommend that the proposed changes be implemented as set out in the recommendations of this report which incorporates the above proposal and the effects be monitored on a regular basis to ensure any negative impact on equality is mitigated.

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

**BACKGROUND PAPER**

Appendix A  
Appendix B



<p>Scotts Primary School - TPC460/3</p>	<p style="text-align: right;">N ↑</p>
<p>    </p>	<p>                 Scale: 1:800                  Date: 02 February 2015                  </p>
<p>                  London Borough of Havering                  Town Hall, Main Road                  Rozenford, RM1 3BD                  Tel. 01708 434343             </p>	<p>                 © Crown copyright and database rights 2015                  Ordnance Survey 100024327             </p>

**Responses received to the formal consultation.**

	Respondent	Summary of Comments	Staff Comments
1	A resident of Scotney Walk	The resident is in favour of part of the scheme. The current proposal will make an already limited parking extremely difficult for residents and visitors of Scotney Walk and the surrounding area. They feel the proposed yellow lines at the junction of Bonnington Road and running to the rear of Scotney Walk are excessive and should only need to protect the curve of the junction. They would like to suggest the lines do not need to go beyond the waste drain at the border of number1 Scotney Walk.	Consideration has been given to a family members needs and it will be put to the Committee to reduce the length of the proposed waiting restriction to the rear of No.1 Scotney Walk from 15 metres to 10 metres
2	A resident of Veny Crescent	The resident is in favour of the proposals and says that's it's a shame but some people have no common sense.	No comments
3	A resident of Bonnington Road	The resident is not in favour of the proposals due to the impact the restrictions will have on their ability to park outside or near their home.	The restriction have only been proposed in areas where parking is more likely to cause a problem to sight lines or traffic flow and therefore may compromises road safety
4	The Head Teacher of Scott's Primary School	As a school they are fully in favour of the proposals to convert the existing School Keep Clear markings in Bonnington Road to 8am to 5pm and the waiting restrictions. The Head Teacher continues to say that the current parking in	The Head Teachers comments have been noted regarding problems at the entrance

		Bonnington Road caused problems for staff and visitors to the school because of the bend in the road; the visibility of oncoming traffic is poor. Additionally she mentions the parking along the road poses a real danger to pupils who walk between the parked cars to cross the road, and also suggests the parking at the rear of the school is reviewed – Maybank Avenue as many parents use this entrance.	in Maybank Avenue and a review of this area will be undertaken.
5	A resident of Suttons Lane	The resident is against the proposals due there already being limited parking for residents/visitors and tradesman.	The restriction have only been proposed in areas where parking is more likely to cause a problem to sight lines or traffic flow and therefore may compromises road safety
6	A resident	The resident is in favour of part of the scheme. The current proposal will make an already limited parking extremely difficult for residents and visitors of Scotney Walk and the surrounding area. They feel the proposed yellow lines at the junction of Bonnington Road and running to the rear of Scotney Walk are excessive and should only need to protect the curve of the junction. They would like to suggest the lines do not need to go beyond the waste drain at the border of number1 Scotney Walk.	Consideration has been given to a family members needs and it will be put to the committee to reduce the length of the proposed waiting restriction to the rear of No.1 Scotney Walk from 15 metres to 10 metres
7	A resident of Veny Crescent	The resident is in favour of the proposals.	None
8	A resident	This resident is not in favour of the proposals and would prefer	As term times very form

		the operational times be during term time only.	school to school and area to area, it is now considered that the words Term Time area to ambiguous to use and this is why the Monday to Friday time has been proposed and is being used as a standard throughout the borough
9	A resident	The resident is in favour of the proposals and feels the restrictions will make the area safer.	None
10	A resident of Swanbourne Drive.	The resident is in favour of part of the scheme but is concerned the proposals will simply push the problem elsewhere on the estate. They suggest the restrictions be extended further along Swanbourne Drive towards Suttons Lane.	There is always a possibility that with the introduction of any new restrictions parking may be displaced into other areas. The effects of any agreed proposals will be monitored to see how parking patterns change and if it is felt necessary, further proposals will be put the this Committee for its consideration.
11	A resident	The resident is in favour of the proposals and says it will make the area safer.	It is expected that the proposals

			should make the area safer for all road users.
12	A resident	The resident is in favour of part of the scheme but has concern about where parents are going to park. They suggest that 'No stopping' should be all the way along the side opposite the school gate.	The effect of any greed restrictions will be monitored and if it is considered necessary, further proposals will be presented to this Committee for its consideration.
13	A resident	The resident is in favour of the scheme.	None
14	A resident of Veny Crescent	The resident is in favour of part of the scheme. They feel the proposals are too excessive and should not have to affect all residents.	The restriction have only been proposed in areas where parking is more likely to cause a problem to sight lines or traffic flow and therefore may compromises road safety
15	A resident of Veny Crescent	The resident is in favour of the scheme	None



# HIGHWAYS ADVISORY COMMITTEE

11 August 2015

<b>Subject Heading:</b>	<b>HIGHWAY SCHEMES APPLICATIONS August 2015</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk</b>
<b>Policy context:</b>	<b>Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013) (where applicable)</b>
<b>Financial summary:</b>	<b>The estimated cost of requests, together with information on funding is set out in the schedule to this report.</b>

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

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

## SUMMARY

This report presents applications for 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.

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

Highways Advisory Committee  
 11th August 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
<b>SECTION A - Highway scheme proposals with funding in place</b>								
Page 17/71	Avon Road, by Cranham Health Centre	Cranham	Extend zig-zags at existing zebra crossing to improve driver - pedestrian intervisibility. Issue often occurs at school times with more on-street parking taking place.	The crossing has the "standard" 8 markings on the eastbound approach. An extension to the zig-zags will improve the visibility at this crossing. Proposals would need formal notice and consultation.	LBH Minor Schemes Revenue	£1,000	Cllr Ford	22/07/2015
<b>SECTION B - Highway scheme proposals without funding available</b>								
			62 signature petition stating; We the undersigned wish to present these petition to the council of Havering. As residents of Faircross Avenue, Collier Row, we are extremely unhappy with the volume of traffic using Faircross as a cut through. The speed of vehicles is of concern. The other concern is the amount of heavy vehicles using our road. We now wish the Council to take action.					

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

**Highways Advisory Committee**  
**11th August 2015**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
Page 178	Faircross Avenue	Havering Park & Mawney	Petition presented by Cllr Best who states; I wish to present this petition on behalf of the residents of Faircross Avenue for width restrictions at each end of their road to stop HGV vehicles using their road as a short cut as the existing 7.5T weight restriction signs at each end of their road are systematically ignored all day, every day, and the speed bumps only increase the noise and damage problem. This systematic flouting of the Highway Code has been going on for many years and apart from the continuous noise and disturbance, cracks have been appearing in many residences along this road. We have included in this presentation as petition signed by virtually all of the residents of Faircross Avenue, and several DVD's showing the traffic movements over a period of time showing the HGV culprits who flout the law. We sincerely hope that some restriction can be installed to finally stop the suffering these residents have been enduring for many years.					
				Feasible, but not funded. Wider area would need to be considered drivers likely to divert to parallel and adjacent streets, hence cost estimate.	None	c£80k	Residents via Cllr Best	29/07/2015
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>								



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

**Highways Advisory Committee**  
**11th August 2015**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
H1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)	None.	c£80k	Resident	31/07/2014
H2	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.	None	£18k	Cllr Wilkes	05/09/2014

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

**Highways Advisory Committee**  
**11th August 2015**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
H3 Page 180	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.	None	N/A	Resident	12/09/2014
H4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.	None	£30k+	Cllr P Crowder	12/09/2014

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

Highways Advisory Committee  
 11th August 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
P15 Page 181	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	26/09/2014
H6	Dagnam Park Drive, near Brookside School		In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	Feasible but not funded. Speed limit change alone unlikely to significantly reduce speed and traffic calming will be required, but such that is compatible with a bus and feeder route. Adjacent side roads may need similar treatment for local limit to be logical.	None	£50k	1738 signature Petition received by Council via Former Cllr Murray	04/04/2014

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**HIGHWAYS ADVISORY COMMITTEE**

**Tuesday 11 August 2015**

<b>Subject Heading:</b>	<b>TRAFFIC AND PARKING SCHEME REQUESTS</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Ben Jackson Business Unit Engineer <a href="mailto:ben.jackson@havering.gov.uk">ben.jackson@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Traffic and Parking Control</b>
<b>Financial summary:</b>	<b>Costs cannot be estimated at this stage but any cost for agreed locations would be met by 2015/16 revenue budget for Minor Traffic and Parking</b>

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

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

**SUMMARY**

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

## RECOMMENDATIONS

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

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Highways Advisory Committee receives all on-street minor traffic and parking scheme requests. The Committee advises whether a scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Approved Schemes are generally funded through a revenue budget (A24650). Other sources may be available from time to time and the Committee will be advised if an alternative source of funding is potentially available and the mechanism for releasing such funding.

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

## IMPLICATIONS AND RISKS

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

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

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

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

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

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

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

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

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

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

None.

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

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

## BACKGROUND PAPERS

None.



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

TPC741	Hill Grove	Request to extend the Controlled Parking Zones following a high volume of complaints and displaced parking from Mashiters Walk.	Yes	Revenue	StreetCare	Pettits
TPC742	King George Close	Request to implement 'At any time' waiting restrictions on the north-eastern side of the road from the red route boundary up to the existing single yellow lines around and opposite the apex of the bend at the join of the two sections of the road	No	Revenue	Various	Mawneys
TPC743	Eastern Road	The taxi rank in Eastern Road is causing traffic flow problems as the single yellow lines opposite the taxi rank are not deterring parking. He wishes to see Eastern Road double yellow lined to address this issue.	Yes	Revenue	Residents/Business & Police	Romford
TPC744	Lowshoe Lane	Request for parking restrictions in Lowshoe Lane between the hours of 10am to 11am and 3pm to 4pm to deter non resident, commercial/commuter parking. Officers advice a single period of restriction to ensure effective enforcement operations	No	Revenue	Request via Cllr Frost from residents(petition from 20 households)	Mawneys

TPC745	Glenwood Drive and Lodge Avenue	Request to extend exiting hours of restriction to 8am to 10am and 11am to 2:30pm to deter non resident parking.	No	Revenue	Request via Cllr Thompson from residents(petition from 31 households)	Romford Town
TPC746	Grange Road	Request to review parking bay in Grange Road outside shops as vehicles are parked diagonally and overhanging the highway causing obstruction.	No	Revenue	Request from Street Leader	Heaton
TPC747	Abbs Cross Lane	Request to extend the double yellow lines outside number 45 from the up to the boundary of number 35 & 37, to replace the existing advisory white line which is unenforceable.	No	Revenue	Request from resident via Cllr Mylod	St Andrews
TPC748	Kenilworth Gardens	Re request to extend the existing Mon to Fri 10:30am to 11:30am parking restriction in Kenilworth Gardens up to cover the whole unrestricted area	No	Revenue	Request from Cllr Morgon	Hacton
TPC749	Birch Crescent	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Squirrels Heath
TPC750	Harwood Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Squirrels Heath
TPC751	Kingsley Gardens Squirrels Heath Lane end	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Squirrels Heath
TPC752	Branfill Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Upminster
TPC753	Deyncourt Gardens	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Cranham
TPC754	Waldergrave Gardens	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Cranham

TPC755	Ashburnham Gardens, Engayne Gardens and Waldergrave Gardens	Request to review for a possible residents parking scheme	No	Revenue	Residents petition/ Survey 45 residents of the area in favour of a residents parking scheme	Cranham
TPC756	Review of the Upminster Controlled Parkinbg Zone	Request to review for a possible residents parking scheme	No	Revenue	In view of requests received from residents and Ward Councillors and to incorporate areas withing the Zone that this Committee have already approved smaller area reviews	Cranham and Upminster
<b>SECTION B - Parking Scheme Requests on hold for future discussion or funding issues</b>						

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