



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
15 September 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 Havering
Residents'(2)**

Darren Wise (Vice-Chair)
Linda Hawthorn

UKIP

(1)

John Glanville

Independent Residents'

(1)

David Durant

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

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

Reporting means:-

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

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

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

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 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 - 20)

To approve as a correct record the minutes of the meeting of the Committee held on 11 August 2015, and to authorise the Chairman to sign them.

5 BUS STOP ACCESSIBILITY - FIRBANK ROAD AND CORNELL WAY (OUTCOME OF PUBLIC CONSULTATION) (Pages 21 - 36)

6 BUS STOP ACCESSIBILITY - CHASE CROSS ROAD (OUTCOME OF PUBLIC CONSULTATION) (Pages 37 - 50)

7 BUS STOP ACCESSIBILITY - STANLEY ROAD SOUTH, FREDERICK ROAD & LOWER MARDYKE AVENUE (Pages 51 - 74)

8 BROXHILL ROUNDABOUT - PROPOSED PROVISION OF PREDESTRIAN CROSSING FACILITIES (OUTCOME OF PUBLIC CONSULTATION) (Pages 75 - 88)

9 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 89 - 98)

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

10 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 99 - 104)

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

11 URGENT BUSINESS

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

**Andrew Beesley
Committee Administration Manager**

Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
11 August 2015 (7.00 - 8.55 pm)**

Present:

COUNCILLORS

Conservative Group	Jason Frost (Chairman), +Wendy Brice-Thompson, Joshua Chapman, Dilip Patel and +Carol Smith
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Darren Wise (Vice-Chair) and Linda Hawthorn
UKIP	John Glanville
Independent Residents Group	David Durant

Apologies were received for the absence of Councillors John Crowder and Frederick Thompson.

+Substitute members: Councillor Wendy Brice-Thompson (for Frederick Thompson) and Councillor Carol Smith (for John Crowder).

Councillors Ray Morgon and Gillian Ford were also present for parts of the meeting.

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

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

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

20 **MINUTES**

The minutes of the meeting held on 7 July 2015 were agreed as a correct record and signed by the Chairman.

21 **PROPOSALS TO CLOSE HUBBARDS CLOSE AT A127 SOUTHEND ARTERIAL ROAD, HORNCHURCH - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that outlined the responses received to a consultation to close Hubbards Close to motorised traffic at its junction with the A127 Southend Arterial Road on an experimental basis using an Experimental Traffic Order.

The report informed the Committee that officers had discussed the proposals with the emergency services who had confirmed that they had no objections to the Experimental Traffic Order and that they would avoid using Hubbards Close as a matter of routine.

The closure would be of a physical nature such as concrete barriers or manhole sections filled with concrete together with appropriate signage. In addition, advance warning signs would be installed along the westbound carriageway of the A127 to inform drivers about the road closure subject to the approval by Transport for London (Road Space Management Directorate) as the A127 was under their jurisdiction.

Members noted that approximately 662 letters were delivered in the consultation area to those potentially affected by the impact of the experimental closure with a closing date of 19 June 2015. Notices were also installed on site to give interested persons an opportunity to provide their views on the proposals.

The report detailed that the ward councillors, Committee Members and statutory consultees such as London Buses, the Emergency Services, Transport for London (Road Space Management) and other interest groups were also consulted.

At the close of the consultation, twenty-six responses had been received. The responses were summarised in the report. The results indicated that 73% of respondents (19 respondents) were in favour of the closure whereas 23% were against the closure (6 respondents). One respondent did not give a preference either way.

The comments of the respondents had raised issues that varied by location in the consultation area depending on the impact they experienced. Most residents of Hubbards Close and Hubbards Chase wanted a permanent closure. Many residents considered that permanent closure would provide safety for the local residents, for school children particularly when walking to and from school and overcome the long standing rat-running traffic issue. The Emerson Park & Ardleigh Green Residents' Association and the local Neighbourhood Watch had expressed support for the proposals.

Some residents responded by e-mail and had not included their postal addresses and so staff were not able to gauge their location.

Those who objected 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 County Park Estate; that the Council had 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.

In officers' view the experimental closure would allow the scheme to be tested and experienced in order to monitor and assess whether any of the concerns proved to be a reality and staff would work with any residents having real issues to see if they could be dealt with during the experimental period.

Members noted officers' comments that a physical closure was relatively simple and much safer than access by a permit-holder system. The report also detailed that a closure elsewhere would still risk attempted access by through traffic and some drivers of larger vehicles may attempt to reverse back onto the A127.

Officers were of the view that that the experimental closure to motorised traffic be recommended for implementation.

During the debate, a member commented that the right of way was well established and people would only use it in exceptional circumstances. It was stated that the road was legitimately used by people seeking to escape traffic congestion on the A127. It was noted that works to the Ardleigh Green railway bridge would start after the end of the experimental period. A member questioned whether it was best to make a decision on the experimental traffic order prior to the commencement of the works to the railway bridge.

A member stated that the Council should have been making representations to TfL to deal with the potential congestion linked to the bridge works. A member stated that a regular cause of congestion on the A127 was the regular damage to the traffic signals by right turning (U-turning) traffic. Officers confirmed that the scheme had been reported to HAC previously.

A member sought clarification on the experimental process which was confirmed as inviting formal objections within 6 months of starting the trial and that a decision to keep or remove the closure had to be made within 18 months of starting the trial.

A member commented that the issue concerning the traffic signals at Ardleigh Green needed to be addressed first. It was also stated that the condition of the road meant that people would not use it unless they had to and that one-way directional traffic might be an option.

Members also noted the potential adverse impact that the closure could have on local businesses such as the Giggly Pig and Fortune Farm Company and that the closure should be considered at a different location.

A member commented that the road was not designed for larger vehicles and the scheme should go ahead, possibly before the implementation of the TFL works, to see what residents thought.

The Committee was informed that officers had received a letter challenging the highway status which would need to be addressed before any decision was made by the Cabinet Member.

By a vote of 10 in favour to 1 abstention the Committee **RESOLVED**:

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, subject to prior confirmation of its highway status, at the following location:
 - Hubbards Close, Hornchurch, the northern end at its junction with A127 Southend Arterial Road, located at point 2.8 metres from the southern kerb-line of the westbound carriageway of A127 Southend Arterial Road, Hornchurch. The location was shown on Drawing QL040/50/01.
2. 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 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. Noted that should the Experimental Traffic Order be agreed, staff would write to all those within the consultation area to provide an update and explain the next stage of the process going forward.
4. 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. Noted that the estimated cost of £5,000 for implementation would be met from the Council's Revenue Budget allocated for Minor Safety Schemes.

22 **BUS STOP ACCESSIBILITY - FRONT LANE OUTCOME OF PUBLIC CONSULTATION**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Front Lane detailed in the report and shown on the following drawings attached to the report be implemented
 - QO001-OF-A247-A248-A
 - QO001-OF-A249-A250-A
2. Noted that the estimated cost of £14,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

23 BUS STOP ACCESSIBILITY - CLOCKHOUSE LANE OUTCOME OF PUBLIC CONSULTATION

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Clockhouse Lane.

The report informed the Committee that improvements to the bus stop environment such as raised kerbs, relayed footway surfaces, providing short footway links to stops would help with making bus stops fully accessible to all people. The introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb.

The proposals for accessibility improvements had been developed for various bus stops along stops along Clockhouse Lane:

Drawing Reference	Location	Description of proposals
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	Outside 95 Clockhouse Lane (northbound)	35metre 24 hour bus stop clearway 140mm kerb and associated

BP18419 Burland Road		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
QO001-OF-A174&175-A BS20545 Larchwood Close	Outside 110-112 Clockhouse Lane (southbound)	29metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Tighter kerb radius leading into Larchwood Close with uncontrolled crossing facility
QO001-OF-A174&175-A BS20546 Larchwood Close	Outside 125-127 Clockhouse Lane (northbound)	37metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Section of footway parking to be removed Tighter kerb radius leading into Larchwood Avenue with uncontrolled crossing facility
QO001-OF-A176&A212-A BS18418 Hunter's Close	Outside 172-174 Clockhouse Lane (southbound)	51 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Lay-by entry/ exit tapers adjusted
QO001-OF-	Outside 1 Hunter's	17metre 24 hour bus stop clearway

A176&A212-A BS18417 Hunter's Grove	Grove (northbound)	140mm kerb and associated footway works provided at bus boarding area
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The report detailed that at the close of public consultation on 29 June 2015, five respondents commented on the proposals.

London Travelwatch supported the proposals whilst a resident of Hunters Grove requested for a discounted vehicle access be provided as part of the works and expressed anticipation that the works would not damage their garden wall.

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.

The Committee noted that following the response from by the Collier Row Methodist Church, officers undertook to amend the proposals for the northbound stop currently outside 95 Clockhouse Lane (drawing QO001-OF-A172&A173-A) and re-consulted an alternative proposal.

By the close of the consultation, three responses were received. London Buses indicated that the alternative location was preferable. A resident objected to the accessibility works at the existing and alternative location. The resident was of the view that the stop was infrequently used and the reduction of parking spaces was detrimental to residents of Clockhouse Lane, the surrounding streets and coaches including delivery vehicles that serviced the school. Another resident preferred the alternative location as they considered that the current site did not have parking issues outside of school times. It was also commented that the bus clearway for the alternative location was too long.

In officers' view, as there was no proposed change to the footway parking arrangement and considered that there was no reason to offer a discounted rate vehicle cross-over access as requested by the resident and there was no expectation that the garden wall would be damaged.

Further to the comments from the first consultation and the response from London Buses during the second consultation, officers' recommended that the alternative proposal shown on drawing QO001-OF-A172 Opt 2-A be implemented.

The report outlined officers' comment with regards a resident response to the stops outside 95 and 70/72 (drawing QO001-OF-A172&A173-A) about clearways, compatibility with kneeling buses and design issues. Members noted that that the proposals were appropriate and given that buses served areas of population, accessible stops were required in residential areas.

Officers' were of the opinion that the proposals be implemented, including the alternative option for the stop outside the Collier Row Methodist Church as shown on drawing QO001-OF-A172 Opt 2-A as it presented a better layout in terms of proximity to the junction, although some parking would be removed in order to for an appropriate length of bus clearway be installed.

In accordance with the public participation arrangements the Committee was addressed by a resident who spoke against the scheme.

The resident spoke against the proposals to relocate the bus stop from outside No.95 to outside the Methodist Church (drawing QO001-OF-A172 Opt 2-A). He stated that the stop was poorly used and the loss of parking spaces was detrimental to residents of Clockhouse Lane, the surrounding streets and coaches including delivery vehicles serving the school.

During general debate, a Member sought clarification about the proposed removal of the footway parking bay outside the church. Officers clarified that the church had requested for the removal of the bus stop on safety grounds. Officers confirmed that even with the removal of the footway parking bay vehicles could still park in the road. A member questioned whether the removal of the parking bay would improve safety.

Another member was of the opinion that the implementation of the scheme should not lead to any loss of parking spaces.

Following debate, the Chairman proposed that the proposals be taken forward with the footway parking bay outside the church retained.

The Committee **RESOLVED**:

1. That subject to retaining the footway parking bay outside the church, recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Clockhouse Lane and shown on the following drawings attached to the report be 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) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

24 **BUS STOP ACCESSIBILITY - MUNGO PARK ROAD OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that outlined the responses to a consultation for the provision of fully accessible bus stops along Mungo Park Road.

The report informed the Committee that improvements to the bus stop environment such as raised kerbs, relayed footway surfaces, providing short footway links to stops would help with making bus stops fully accessible to all people. The introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb.

It was important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ kneeling buses were considerably reduced (if not removed) if the bus cannot position next to the kerb.

In accordance with the public participation arrangements the Committee was addressed by a member of the public who supported the scheme.

The resident spoke in favour of scheme option 2 stating that the existing layout was poor in terms of accessibility and that wheelchair users would also benefit from a fully accessible bus stop.

The resident commented that the proposal would resolve the off-street parking issues faced by some residents with the re-design and relocation of the bus shelter allowing for the installation of vehicle crossovers. The resident also stated he had a 10 signature petition in support of the proposal.

During the debate, a Member commented on the loss of footway parking spaces with the bus stop clearway aspect of the scheme. It was suggested that the bays outside no. 268 be retained.

A Member suggested that the stop outside no. 205 be moved closer to Wood Lane or the bus clearway on the approach to the stop be reduced. Members were informed that the relocation towards Wood Lane would need to be consulted on again.

Following debate it was proposed that the footway parking bay outside no. 268 be retained and for the stop outside no. 205 to be re-consulted on and potentially moved further towards Wood Lane.

The Committee **RESOLVED**:

1. That subject to the retention of the footway parking bay outside no. 268 and a further consultation to consider moving the bus stop outside no. 205 further towards Wood Lane

to recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Mungo Park Road detailed in the report and shown on the following drawings in the report be implemented;

- QO001-OF-A183-A184-A/2 (option 2)
- QO001-OF-A185-A186-A
- QO001-OF-A187-A188-A
- QO001-OF-A189-A

2. Noted that the estimated cost of £16,000 for implementation of the scheme would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

25 **BUS STOP ACCESSIBILITY - OCKENDON ROAD OUTCOME OF PUBLIC CONSULTATION**

Following Members commendation on the redesigned scheme and clarification on the location of the stop that was proposed nearby to the humped bridge the Committee considered the report and without debate **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Ockendon Road set out in the report and shown on the following drawings be 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. Noted that the estimated cost of £61,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

26 **WESTERN AVENUE - PROPOSED EXTENSION OF 'AT ANY TIME' WAITING RESTRICTIONS' - COMMENTS TO PROPOSALS**

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

1. To recommend 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 be implemented as advertised
- b. The effect of any agreed proposals be monitored.
- c. The estimated cost for the proposals in Brentwood Road, as set out in the report was £500, which would be met from the 2015/16 Minor Parking Schemes budget.

27 TPC393 RAINHAM VILLAGE - COMMENTS TO ADVERTISED PROPOSALS

The Committee considered a report that outlined the responses received to the informal consultation and the 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.

The report detailed that about 1200 questionnaires were delivered in the area with a closing date of 7 November 2014. From the 158 responses that were received back, 112 respondents were in favour of the proposed scheme and 46 were against.

Out of the 112 responses in favour of the proposals, 81 were in favour of resident parking, 6 in favour of business parking and 21 in favour of just waiting restrictions (yellow lines) and the remaining respondents did not specifically outline a preference.

The report informed Members that following the informal consultation, and based on the collected data, officers had produced an appropriate design and formally consulted. The proposals were designed in consultation with the Ward Members and stakeholders and had been advertised. Residents and businesses in the immediate area of the proposed scheme were formally consulted by letter with a closing date of 20 March 2015; site notices were also placed throughout the area.

Officers' also held a consultation drop in session at Rainham Library, between 9.30am and 7.30pm on Wednesday 4 March 2015, to deal with residents' questions. It was noted that the session was well received with approximately 100 residents attending.

The report detailed that this part of Rainham Village was within walking distance of the National Rail Station (Rainham). Local residents faced daily issues with obstructive and inconsiderate parking, which was a particular issue in Melville Road and Cowper Road. Traffic and Parking Control received frequent complaints relating to commuter parking in these roads. Residents' difficulties were further compounded because off-street parking

to the front of properties was not an option for many as gardens were insufficient in size to accommodate off-street parking. Residents therefore had a greater demand for on-street parking, as kerb space was further reduced by commuter parking. This had led to a high level of complaints and requests for parking restrictions in the area, which was further supported by the comments made during both the informal and formal consultations. Furthermore, enforcement could not be carried out due to the lack of restrictions.

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

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 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 provision for residents and visitors. Residents in the other roads consulted did not support the scheme.

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

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

In accordance with the public participation arrangements the Committee was addressed by a member of the public who resided in Melville Road and spoke in favour of the scheme.

The resident informed the Committee that she and other residents in Melville Road and Cowper Road had suffered disrespectful and obstructive parking from commuters using the rail station.

During a brief debate, a Member stated that he was in support of the proposal in the report as he was aware of the daily parking problems when accessing and egressing properties in Melville Road and Cowper Road.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Environment that:
 - a. the proposal 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 of the report be implemented as advertised;
 - b. all other elements of the advertised proposals shown on the drawing contained within Appendix 1 of the report be abandoned;
 - c. the effects of any agreed proposals be monitored
2. The estimated cost of implementing the proposals as described and shown on the attached plan was £3,000 including advertising costs. This would be funded from the 2015/16 Minor Parking Schemes budget.

28 **TPC460/3 - SCOTT'S PRIMARY SCHOOL KEEP CLEAR MARKINGS AND 'AT ANY TIME' WAITING RESTRICTIONS - COMMENTS TO PROPOSALS**

It was **RESOLVED** that consideration of this item be deferred at officers' request in order to address concerns over the release of certain information in the report.

29 **HIGHWAY SCHEMES APPLICATIONS**

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 are appended to the minutes.

30 **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 are appended to the minutes.

31 **URGENT BUSINESS**

The Committee noted receipt of the schedule detailing the programme of works for the relining (white lines) of road markings on the borough's roads.

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals with funding in place				
H1	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.	AGREED
SECTION B - Highway scheme proposals without funding available				
H2	Faircross Avenue	Havering Park & Mawney	Faircross Avenue - 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	AGREED TO MOVE TO C

Page 5

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

Item Ref	Location	Ward	Description	Decision
			Feasible, but not funded. Wider area would need to be considered drivers likely to divert to parallel and adjacent streets, hence cost estimate.	

SECTION C - Highway scheme proposals on hold for future discussion (for Noting)

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)
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.

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

Item Ref	Location	Ward	Description	Decision
H3 Page 37	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.
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.

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

Item Ref	Location	Ward	Description	Decision
H5 Proposed	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.
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.

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

Item Ref	Location	Comments/Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC741	Hill Grove	Request to extend the Controlled Parking Zones following a high volume of complaints and displaced parking from Mashiters Walk.	AGREED
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	AGREED
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.	AGREED
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	AGREED
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.	AGREED
TPC746	Grange Road	Request to review parking bay in Grange Road outside shops as vehicles are parked diagonally and overhanging the highway causing obstruction.	AGREED

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.	AGREED
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	AGREED
TPC749	Birch Crescent	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC750	Harwood Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC751	Kingsley Gardens Squirrels Heath Lane end	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC752	Branfill Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC753	Deyncourt Gardens	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC754	Waldergrave Gardens	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC755	Ashburnham Gardens, Engayne Gardens and Waldergrave Gardens	Request to review for a possible residents parking scheme	AGREED
TPC756	Review of the Upminster Controlled Parkinbg Zone	Request to review for a possible residents parking scheme	AGREED

SECTION B - Parking Scheme Requests on hold for future discussion or funding issues

HIGHWAYS ADVISORY COMMITTEE

15 September 2015

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

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

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

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops with some footway improvements along Firbank Road and Cornell Way 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 and footway improvements on Firbank Road and Cornell Way set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QN008-OF-A225-A227-A
2. That it be noted that the estimated cost of £15,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

REPORT DETAIL

1.0 Background

- 1.1 People with mobility problems, the elderly and people travelling with young children find it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access is often caused by indiscriminately parked vehicles, or lack of high kerb space adjacent to stops.
- 1.2 Improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this will only be appropriate where carriageways are very wide.

- 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 Firbank Road and Cornell Way as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A225-A227-A R0335 Charlotte Gardens	Party wall of 41 & 43 Cornell Way (eastbound)	Bus stop to be removed and amalgamated with next stop (itself proposed for relocation)
QN008-OF-A225-A227-A R0906 Carter Drive	East of No 61 Cornell Way (eastbound)	Bus stop to be relocated 38.0m east to the flank wall of property No 50 Firbank Road (plus amalgamated with previous stop) 37metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A225-A227-A BS34620 Charlotte Gardens	Opposite No 61	31metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 In addition, the proposals include works to the two Carter Drive side roads to tighten kerb radii and improve pedestrian dropped kerbs to improve local accessibility for pedestrians.
- 1.14 Approximately 22 letters were hand-delivered to those potentially affected by the scheme on 17th July 2015, with a closing date of 10th August 2015 for comments.
- 1.15 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 Buses supported the proposals.
- 2.3 One resident supported the removal of the stop outside 41/43 Cornell Way. They suggested that the existing stop is an invasion of privacy.
- 2.4 Two residents objected to the relocation of the bus stop from east of 61 Cornell Way to the flank wall of 50 Firbank Road, giving the following reasons;
- Impact on visibility from a stationary bus for drivers leaving Carter Drive (north),
 - Proximity to crossroads with Carter Drive and impact on road safety due to impatient drivers overtaking buses,
 - Need for traffic calming,
 - Creation of disproportionate distance between stops,
 - Impact on reversing off driveway,
 - Overlooking of property and failure to consider development works,
 - Concern about noise from relocated stop,
 - Vandalism problems associated with relocation of bus stop.

3.0 Staff Comments

- 3.1 Currently, there are two eastbound bus stops within 95 metres of each other (outside 41/43 Cornell Way and east of 61 Cornell Way). London Buses considers this to be too close and so an amalgamation into a single stop would be appropriate. As the current stop to the east of 61 Cornell Way is directly opposite the westbound stop adjacent to 154 Charlotte Gardens, Staff are of the view that an amalgamated eastbound stop should be offset. The “tail to tail” arrangement as proposed is considered appropriate as it allows drivers to overtake a station bus if it is safe to do so.
- 3.2 Staff do not agree that the proposal for the relocated stop creates safety issues at the junction with Carter Drive as the stopping position is in excess of 20 metres from the western kerb line of Carter Drive. It is also proposed to tighten the geometry of the Carter Drive arms of the junction in order to reduce the crossing distance for pedestrians which will also assist in adjusting driver behaviour at the location.
- 3.3 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored.

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £15,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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

Legal implications and risks:

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place as has been the case with the proposals set out in this report.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

BACKGROUND PAPERS

Project file: QO001, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

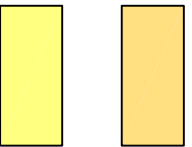


Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Matthew Moore London Buses Infrastructure	All sites	These plans are fine with me
Resident 41 Cornell Way	QN008-OF-A225- A227-A Removal of eastbound stop outside 41/43 Cornell Way	This would be an excellent removal for us; as since the arrival of this bus stop we have had to endure the invasion of privacy which a bus stop outside our property has caused. When the bus is stationary passengers are able to see into our front bedroom, especially during the evening when the bedroom lights are on. We purchased the property before the bus stop was originally placed. So please continue with the removal and repositioning of this bus stop as soon as possible.
Resident 48 Firbank Road	QN008-OF-A225- A227-A Relocation of eastbound stop from east of 61 Cornell Way to flank wall of 50 Firbank Road	<p>I am sorry to say that I think the proposed move of the bus stop to the flank wall of No. 50 Firbank Road is a bad and dangerous plan.</p> <p>When exiting Carter Drive Nth it is already difficult to see oncoming traffic from Cornell Way because of a curve in the road prior to the bridge. This is exacerbated by the fact that traffic is coming <u>downhill</u> often much too fast. (From Lodge Lane).</p> <p>If a bus was parked whilst passengers disembarked, impatient drivers will overtake the bus with possibly devastating results due to the close proximity of the cross roads and oncoming traffic (often too fast) coming <u>downhill</u> from opposite direction (Firbank Road)</p> <p>This maybe a quiet location during normal days, but mornings, evenings & weekends it resembles the Eastern Avenue!</p> <p>We could do with traffic calming measures.</p>

<p>Resident 50 Firbank Road</p>	<p>QN008-OF-A225-A227-A</p> <p>Relocation of eastbound stop from east of 61 Cornell Way to flank wall of 50 Firbank Road</p>	<p>I write in response to, and confirm receipt of, the above mentioned letter dated 17.07.2015. I note the site plan used is out of date and does not include the recent development at 50 Firbank Road- Planning REF: P0037.13, which the proposal significantly affects.</p> <p>As the owner of 50 Firbank Road, the proposal to relocate the bus stop to the north side of Firbank Road is completely unacceptable. I list my reasons below:</p> <p>Distance between bus stops: The proposal creates a disproportionate distance between bus stops and only 220m between the proposed bus stop and the main bus stop to the Clockhouse Lane junction, which is less than two minutes on foot. The distance in the opposite direction is over twice this distance.</p> <p>Current walking distances:</p> <ul style="list-style-type: none"> • Bus stop, Lodge Lane: 0m • Bus stop, Cornell Way (indicated to be removed): +0.31km • Bus stop, River Rom (indicated to be relocated): +0.39km • Bus stop Clockhouse lane junction (end of route): +0.67km <p>Proposal walking distances:</p> <ul style="list-style-type: none"> • Bus stop, Lodge Lane: 0m • Bus stop, Firbank Road: +0.45km • Bus stop Clockhouse lane junction (end of route): +0.67km (+0.22km)
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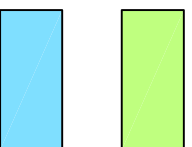
		<p>Road Safety at Carter Drive Junction: The presence of the bus stop (and bus) in the location shown obstructs views towards Cornell Way when turning out from the north section of Carter Drive. Risk of collision at this junction due to poor visibility is significantly increased as a result of the proposal. The proposal also eliminates all possibility of knowing if a car is coming down Cornell Way when pulling off the drive of 50 Firbank Road – generally in reverse. On the grounds of road safety it is astonishing that these proposals are put forward.</p> <p>The bus stop's current location does not hinder visibility when turning out from the north section of Carter Drive, which is a well used cross road with dropped kerb driveways on every corner.</p> <p>Overlooking: The footpath/road to Firbank Road is on average 500mm higher than the gardens to 50 Firbank Road and adjoining neighbours. The proposal for double decker busses to stop in this location creates overlooking into private gardens from both ground and first floor bus windows. To 50 Firbank Road, overlooking into kitchen/dining windows, rear bedroom windows, and directly into side windows is also created by the proposal. On the grounds of overlooking, again it is astonishing that these proposals are put forward.</p> <p>The bus stop's current location creates no overlooking of private residential space as it adjoins the river and public land adjacent.</p> <p>Noise: Noise and reverberation caused by buses currently travelling up and down Firbank Road is hardly tolerable. The property shakes every time a bus passes, which includes mirrors and doors. The noise caused by idling buses will be detrimental to the wellbeing of occupants of the neighbouring properties, as well as my own.</p> <p>Again, the bus stop's current position is better because it limits the number of</p>
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		<p>residential properties affected and provides opportunity for vegetation to assist with dampening noise.</p> <p>Vandalism: I refer you back to a letter I received from Streetcare 27 June 2008 Ref: CRM/641498/GCNRem/HH/0228. Your enforcement letter was associated to graffiti on my boundary fence. My property has been subject to this ever since, which I have been dealing with, without burden to the local authority.</p> <p>My property is also subject to people throwing cans, packaging, bottles, sandwiches and even a nappy on one occasion! Having a bus stop adjacent to my boundary fence will increase these problems tenfold.</p> <p>I struggle to comprehend what is wrong with the current location of the bus stop, which is positioned to have the least effect on what is a quiet residential area. In a time of austerity and cuts to public spending it appears Streetcare have completely lost touch. Money is better spent adapting the current location which will not be detrimental to residents or highway safety as a whole.</p> <p>Thank you for advising of the opportunity to speak on the proposal at Highways Advisory Committee meeting. I confirm I hope to register to speak against the proposal to relocate the bus stop to the flank of 50 Firbank Road on 1 September 2015. I would also like to submit documentation to prove the above mentioned, please advise if this is possible?</p>
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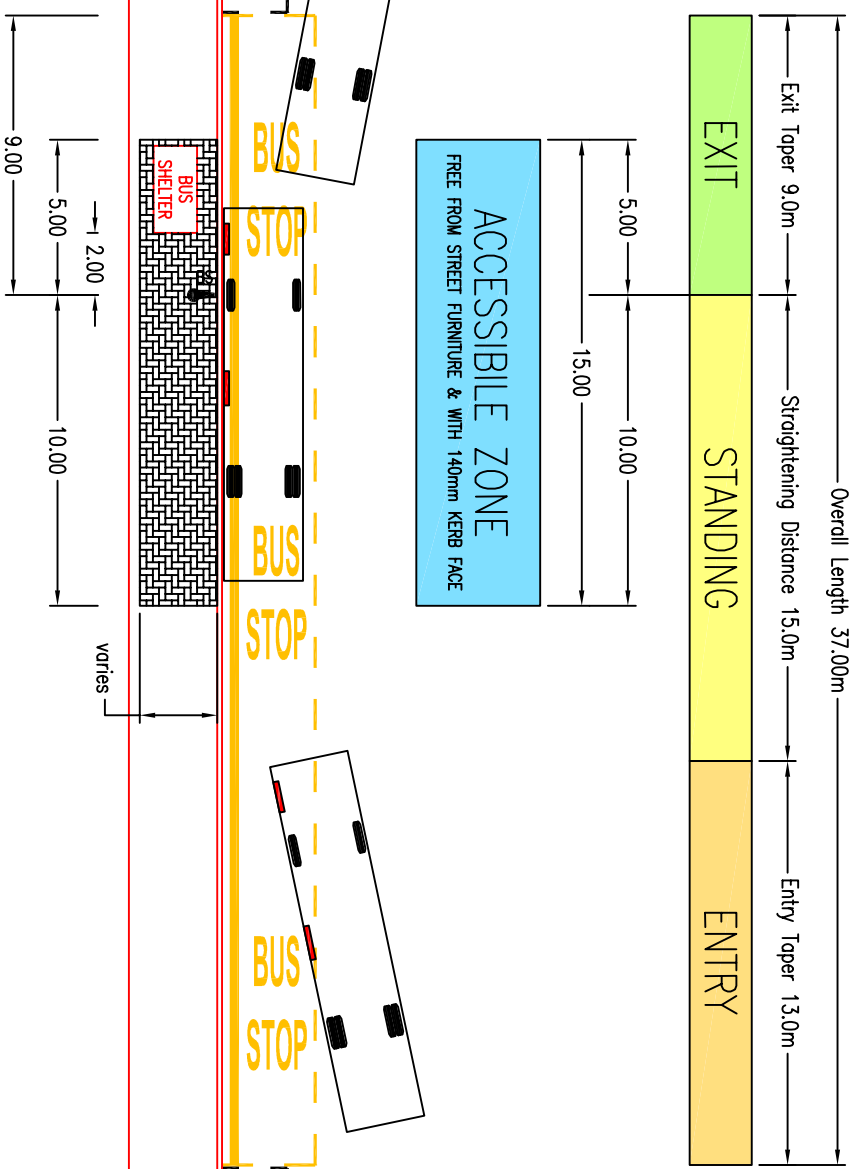
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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.

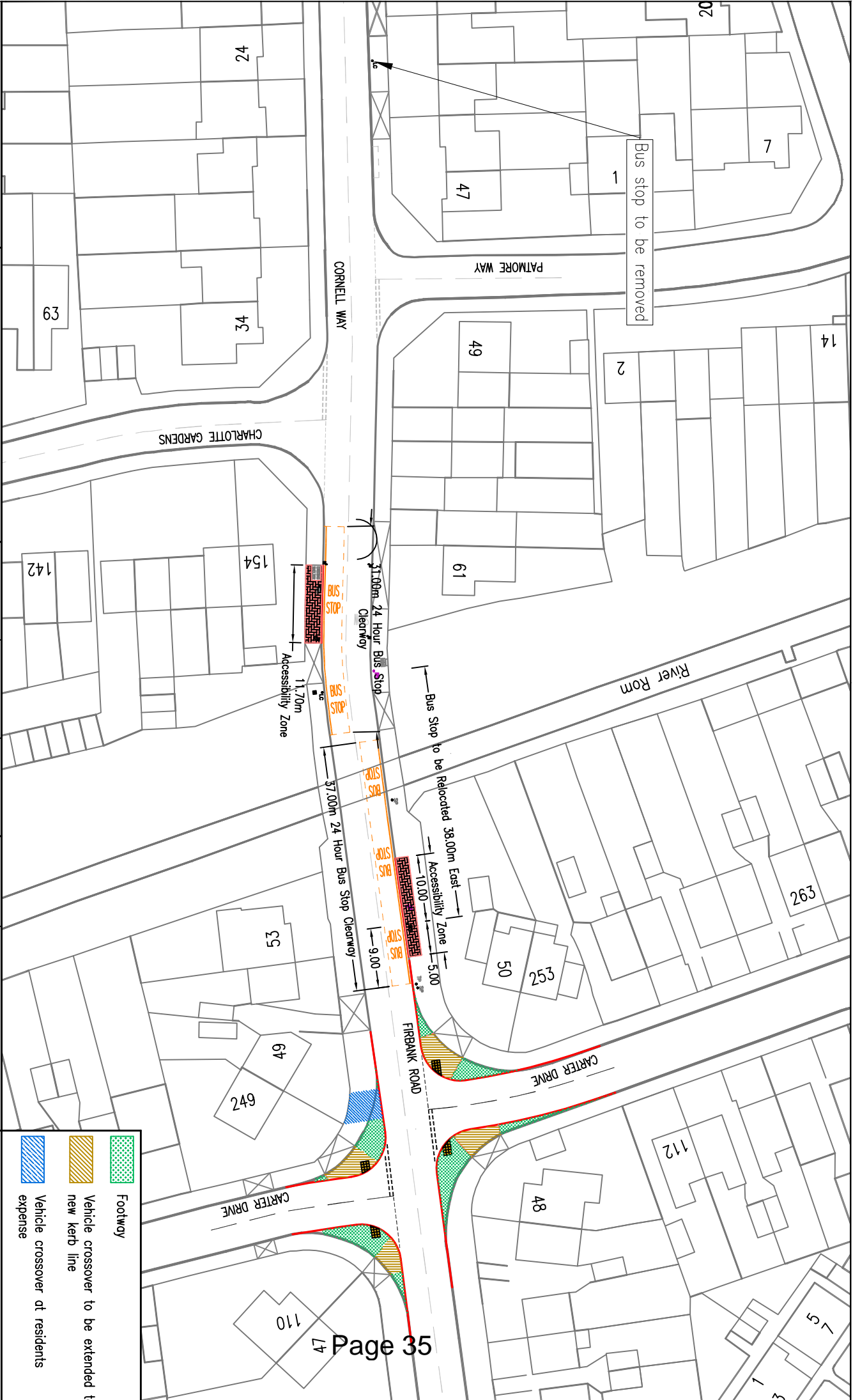
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



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

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JOB TITLE	BUS STOP ACCESSIBILITY 2015/16
DRIVING TITLE	RO906 - CARTER DRIVE BS34620 & R0335 - CHARLOTTE GDNS

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP
SCALE (AT A4 SIZE)	N.T.S.	DATE	01.06.15	DRAFT	<input type="checkbox"/>
ACAD REF:		DRAWING No	QNO08-01-A225 to A227	ISSUE	<input type="checkbox"/>
Sheet No. of (20/210)		REVISION	A	REVISION	

PURPOSE	PROPOSAL
REVISION	AMENDMENT
DATE	

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	Footway
	Vehicle crossover to be extended to new kerb line
	Vehicle crossover at residents expense

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HIGHWAYS ADVISORY COMMITTEE

15 September 2015

Subject Heading:	BUS STOP ACCESSIBILITY Chase Cross Road Outcome of public consultation
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
Financial summary:	The estimated cost of £12,000 for implementation 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 a fully accessible bus stop outside 95/97 Chase Cross Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Havering Park** and **Mawney** 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 outside 95/97 Chase Cross Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QO001-OF-A01-A
2. That it be noted that the estimated cost of £12,000 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 A set of proposals were presented to the Highways Advisory Committee at its meeting of 12th August 2014. A proposal to relocate the existing eastbound bus stop from outside 101/103 Chase Cross Road, which cannot be made accessible, to outside the Chase Cross Baptist Church (83 Chase Cross Road) was rejected (Drawing QN008-OF-A01-A02-A) and Staff asked to investigate an alternative.
- 1.13 A new proposal was developed with the bus stop being relocated outside 95/97 Chase Cross Road and the adjacent zebra crossing relocated from outside 93 to outside 95/97. Drawing QO001-OF-A01-A shows the new layout.
- 1.14 Approximately 14 letters were hand-delivered to those potentially affected by the scheme on 17th July 2015, with a closing date of 10th August 2015 for comments.
- 1.15 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.
- 1.16 Additionally a notice dealing with the proposed relocation of the zebra crossing was publicly advertised on 17th July 2015.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 3 responses were received as set out in Appendix I to this report.
- 2.2 London Buses support the proposals. Two businesses responded in support with one requesting a slight extension to their vehicle crossing.

3.0 Staff Comments

- 3.1 Staff confirm that the extension to the vehicle crossing is appropriate and 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 £12,000 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.

Before a decision can be taken on the installation or relocation of a zebra crossing, the Council is required to publicly advertise the proposals.

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.

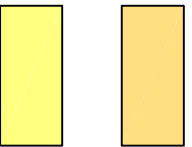
BACKGROUND PAPERS

Project file: QO001, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

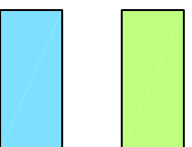


Respondent	Response and Staff Comments (where required)
Matthew Moore London Buses Infrastructure	I am in favour of making this stop accessible as shown in the plans.
Greenhouse Water Gardens Chase Cross Road	If the works go ahead as illustrated then we have no objection and in fact feel it may ease the danger that is presented by the current positioning.
Keswalls Angling Centre 93 Chase Cross Road	<p>I have frequent pedestrian and vehicular visits to my retail premises. The vehicular movements are currently severely hampered by the present location of the zebra crossing.</p> <p>For my part I have no objections to all of your proposals detailed in your letter of 17th July 2015. However, I would like to remind you of our conversation when you hand delivered the letter, wherein you acknowledged the current difficulties that the existing crossing location may cause to my customers.</p> <p>Furthermore you kindly offered to explore a minor extension to my current dropped kerb to help ease any difficulties caused by the proposed relocation of the bus stop, I would very much welcome that consideration please.</p> <p>In summary I am in favour of this proposal.</p>



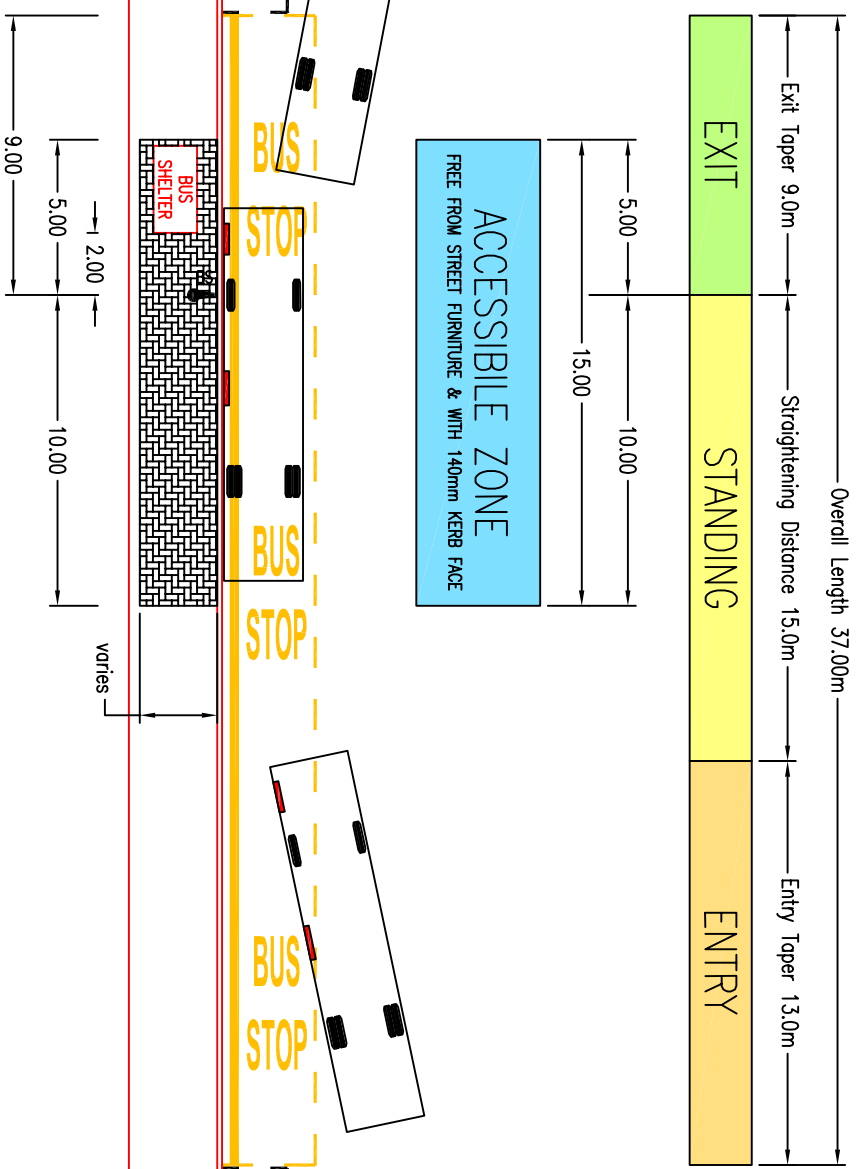
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

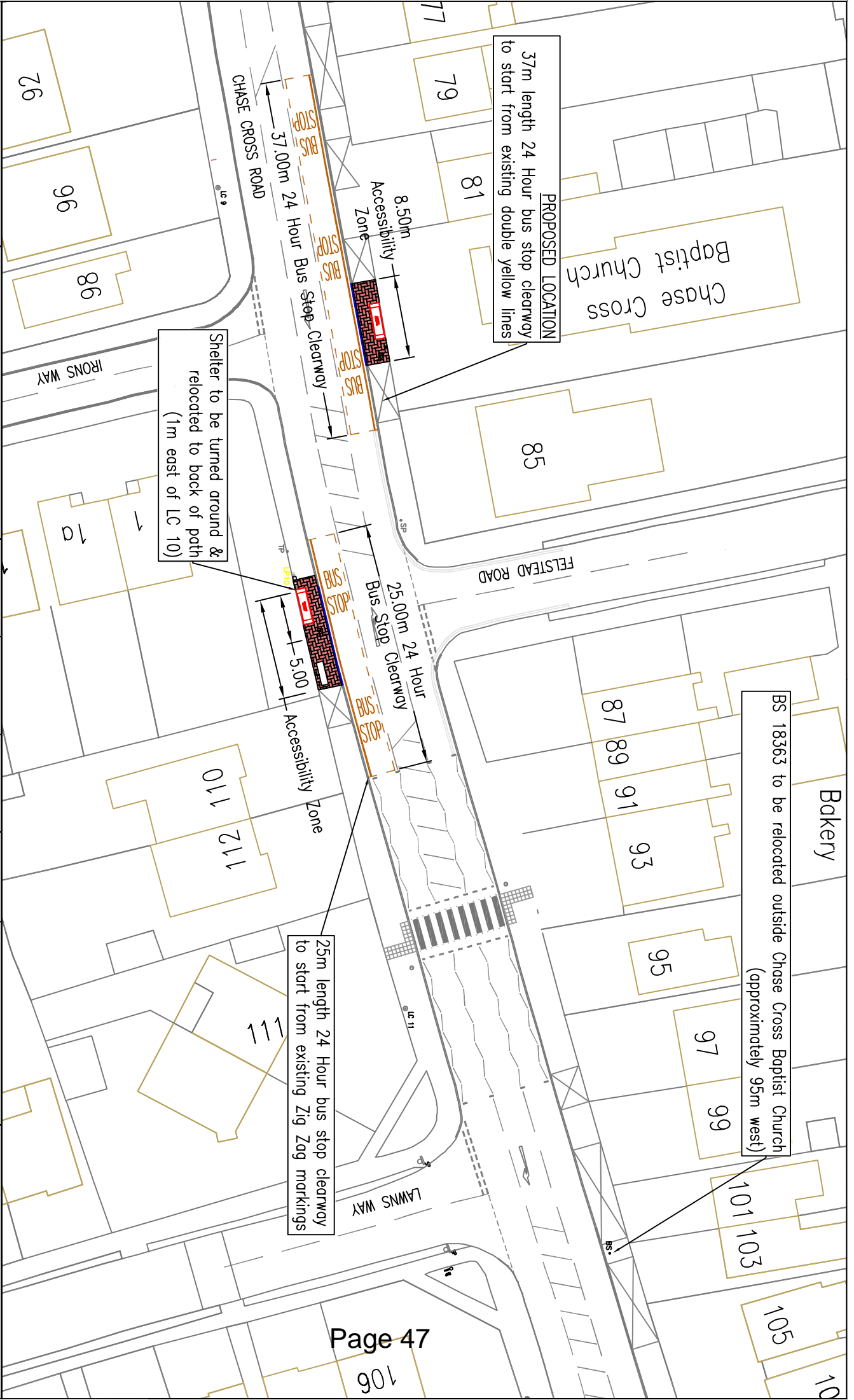
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



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

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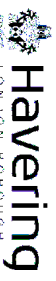


PROPOSED LOCATION
 37m length 24 Hour bus stop clearway
 to start from existing double yellow lines

BS 18363 to be relocated outside Chase Cross Baptist Church
 (approximately 95m west)

Shelter to be turned around &
 relocated to back of path
 (1m east of LC 10)

25m length 24 Hour bus stop clearway
 to start from existing Zig Zag markings



Havering
 LONDON, ESSEX, SUFFOLK & SURREY
 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@havering.gov.uk

JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
CHASE CROSS ROAD

DRAWING TITLE
 BS18362 - FELSTEAD ROAD
 BS18363 - LAWNS WAY

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

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DATE
 14/04/14

APPROVED BY
 MLP
DRAFT
ISSUE

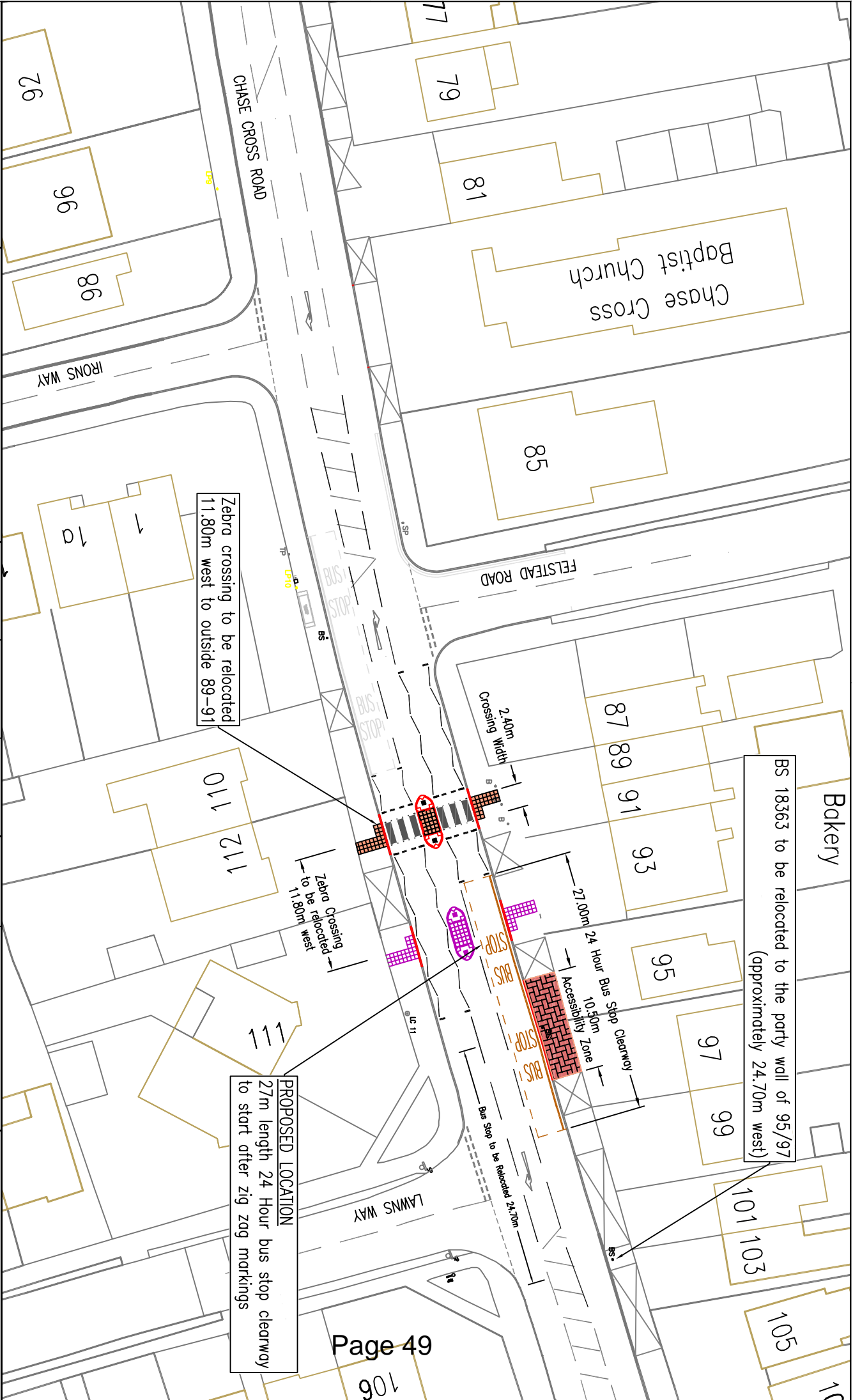
PURPOSE
REVISION

PROPOSAL
AMENDMENT

REVISION
DATE

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JOB TITLE
 BUS STOP ACCESSIBILITY 2015/16
CHASE CROSS ROAD

DRAWING TITLE
 BS18363 - LAWNS WAY

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ACAD REF:	DRAWING No Q0001-OF-A01	REVISION A
Sheet No. 44 (297x210)		

PURPOSE	PROPOSAL
REVISION	AMENDMENT
DATE	

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HIGHWAYS ADVISORY COMMITTEE

15 September 2015

Subject Heading:

BUS STOP ACCESSIBILITY
Stanley Road South, Frederick Road &
Lower Mardyke Avenue
Outcome of public consultation

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

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

Financial summary:

**The estimated cost of £26,000 for
implementation (all sites) will be met
by Transport for London through the
2015/16 Local Implementation Plan
allocation for Bus Stop Accessibility.**

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

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

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops Stanley Road South, Frederick Road and Lower Mardyke Avenue and seeks a recommendation that the proposals be implemented.

The scheme is within **South Hornchurch** 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 Stanley Road South, Frederick Road and Lower Mardyke Avenue set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QO001-OF-A15A
 - QO001-OF-A16A
 - QO001-OF-A17A
 - QO001-OF-A18B
 - QO001-OF-A182A

2. That it be noted that the estimated cost of £26,000 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 Stanley Road South, Frederick Road and Lower Mardyke Avenue as set out in the following table;

STANLEY ROAD SOUTH

Drawing Reference	Location	Description of proposals
QO001-OF-A15-A BS34978 Hubert Road	Flank wall of 95 Cherry Tree Lane	Bus stop flag to be relocated 4.10 metres north-west 27meters 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area 'At Any Time' waiting restrictions at junction with Cherry Tree Lane.
QO001-OF-A16-A BS34979 Philip Road	Outside 23	Bus stop flag to be relocated 2.00 metres south-east 31meters 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

FREDERICK ROAD

Drawing Reference	Location	Description of proposals
QO001-OF-A17-A BS34980	Outside 13-15	Bus stop to be relocated approximately 87.10 metres east by the flank wall of No 2 Karen Close

Frederick Road		35meters 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A18-A NEW STOP	Outside No 75	Creation of lay-by approximately 49.20m in length 24 hour bus stop clearway Creation of footway parking outside property numbers 120-128 140mm kerb and associated footway works provided at bus boarding area

LOWER MARDYKE AVNUE

Drawing Reference	Location	Description of proposals
QO001-OF-A182-A BS34982 Lower Mardyke Avenue	Opposite No 53	Bus stop flag to be relocated 2 metres south-west 33 metres 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 Approximately 59 letters were hand-delivered to those potentially affected by the scheme on 17th July 2015, with a closing date of 10th August 2015 for comments. The proposed waiting restrictions for the junction of Stanley Road South and Cherry Tree Lane (Drawing QO001-OF-A15A) were also publicly advertised.
- 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.
- 1.15 An additional letter was sent in relation to the proposed stop outside 75 Frederick Road with an amended drawing (QO001-OF-A18-B) correcting an error with the house numbers which lies with the Ordnance Survey mapping records.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 3 responses were received as set out in Appendix I to this report.
- 2.2 London Buses commented on the proposed relocation of bus stop flags (Drawings QO001-OF-A15-A and QO001-OF-A182-A) and indicated support for the new stop outside 75 Frederick Road (Drawing QO001-OF-A18-B), citing requests from local people for the additional stop.
- 2.3 A resident commented on the proposals outside 23 Stanley Road South (Drawing QO001-OF-A16A), requesting that waiting restrictions be provided at the junction of Stanley Road South and Philip Road to aid bus movements.
- 2.4 A resident objected to the new stop proposed outside 75 Frederick Road (Drawing QO001-OF-A18-B), suggesting that a new stop is not needed and raising concerns about loss of on-street parking, street litter/ rubbish and noise.

3.0 Staff Comments

- 3.1 The issues raised by London Buses are minor and would be dealt with on site by agreement, should the proposals proceed. London Buses has the final say on bus stop flag location.
- 3.2 The request for parking restrictions at the junction of Stanley Road South and Philip Road is not an issue London Buses has raised and therefore Staff do not consider that the matter should be taken forward.
- 3.3 With regard to the need for a new bus stop outside 75 Frederick Road, the current spacing between stops is some 870 metres which is substantial in bus stop spacing terms. The addition of this stop will enable more people to be within a reasonable walk of a bus stop. The concerns raised by the resident are noted and so the Committee will need to consider the various issues raised and make a recommendation based on balance.
- 3.4 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £26,000 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.

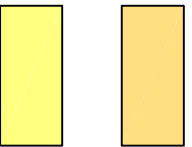
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Project file: QO001, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

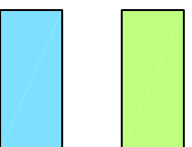
Respondent	Drawing Reference	Response and Staff Comments (where required)
Matthew Moore London Buses Infrastructure	QO001-OF-A15-A	BS 34978 Stanley Road South – Moving the flag to the location in the plans would place it directly in the trees. For that reason I would prefer to leave it where it is or move to the kerb side.
	QO001-OF-A182-A	BS 34982 Lower Mardyke – I think the flag is okay where it is. Moving it 2M south west as described would bring it too close to the shelter and be a problem with servicing/hooding etc.
	QO001-OF-A18-B	The provision of an additional stop along Frederick Road has been requested by local bus users and will be of benefit to those passengers.
Resident No address provided	QO001-OF-A16-A	<p>With reference to your letter dated 17th July 2015 in respect of the rolling programme of bus stop accessibility and the relocation outside 23 Stanley Road South which I have no objection.</p> <p>The only problem is with vehicles parking at the junction of Stanley Road South and Philip Road which has a sharp bend in the road where the buses turn left it does not leave enough room to get round and in particular outside number 76 Philip Road when vehicles are parked.</p> <p>I would like to suggest that you consider having yellow lines painted to stop vehicles parking at the junction of Stanley Road South and Philip Road which should help the Bus drivers when turning the corner.</p>
Resident 83 Frederick Road		I am writing to opposes the new bus stop outside no 75 Frederick rd My argument is that there is no need for this bus stop and it will only add to the problems along this end of Frederick rd It is already impossible to drive along this section of road

		<p>because of parked cars that have nowhere is to park and the new bus stop will only add to the problem Plus there is the concern of noise and rubbish along this area , the amount if street litter around here is already appalling and never gets picked up and my self and my neighbours only think things will get worse I would like you to think again before going ahead with this bus stop</p>
--	--	--



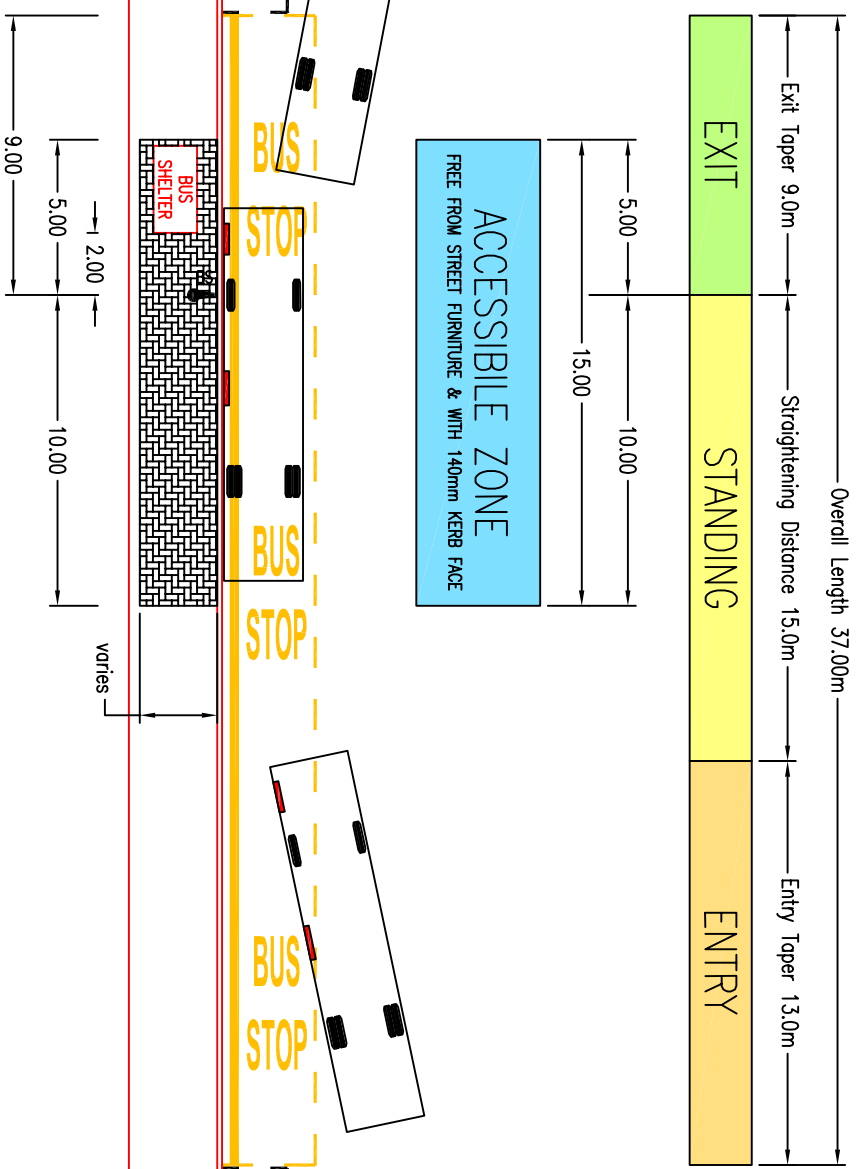
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<p>DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1</p>		<p>SCALE (AT A4 SIZE) N.T.S.</p>		<p>DATE MAY 10</p>		<p>DRAFT ISSUE</p>		<p>REVISION</p>		<p>DRAWING UPDATE</p>		<p>DATE FEB 04</p>	
<p>ACAD REF: Part 6 - Standard Details</p>		<p>DRAWING No QB109/00/01</p>		<p>REVISION B</p>		<p>REVISION A</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>	
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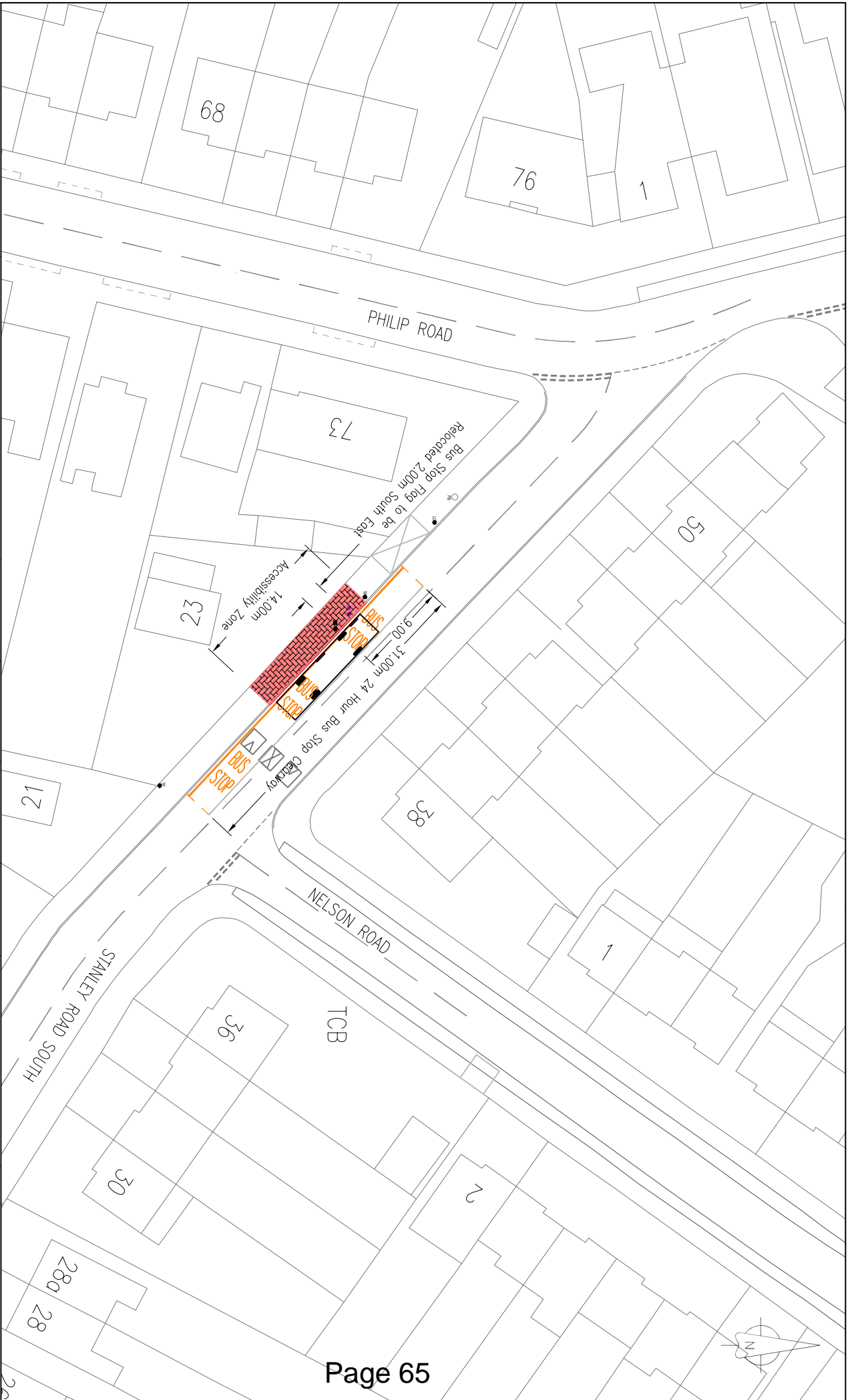


Havering BOROUGH COUNCIL STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		JOB TITLE BUS STOP ACCESSIBILITY 2015/16 STANLEY ROAD		DRAWN BY RP SCALE (AT A4 SIZE) 1:500 ACAD REF: Sheet Size: A4 (297x210)		CHECKED BY MLP DATE 23.06.15		APPROVED BY MLP DRAFT <input checked="" type="checkbox"/> ISSUE <input type="checkbox"/>		PURPOSE PROPOSAL		REVISION A		REVISION AMENDMENT		DATE	
DRAWING TITLE BS 34978 HUBERT ROAD		DRAWING No 00001-OF-A15		PURPOSE AMENDMENT		REVISION A		REVISION AMENDMENT		DATE		REVISION A		DATE			

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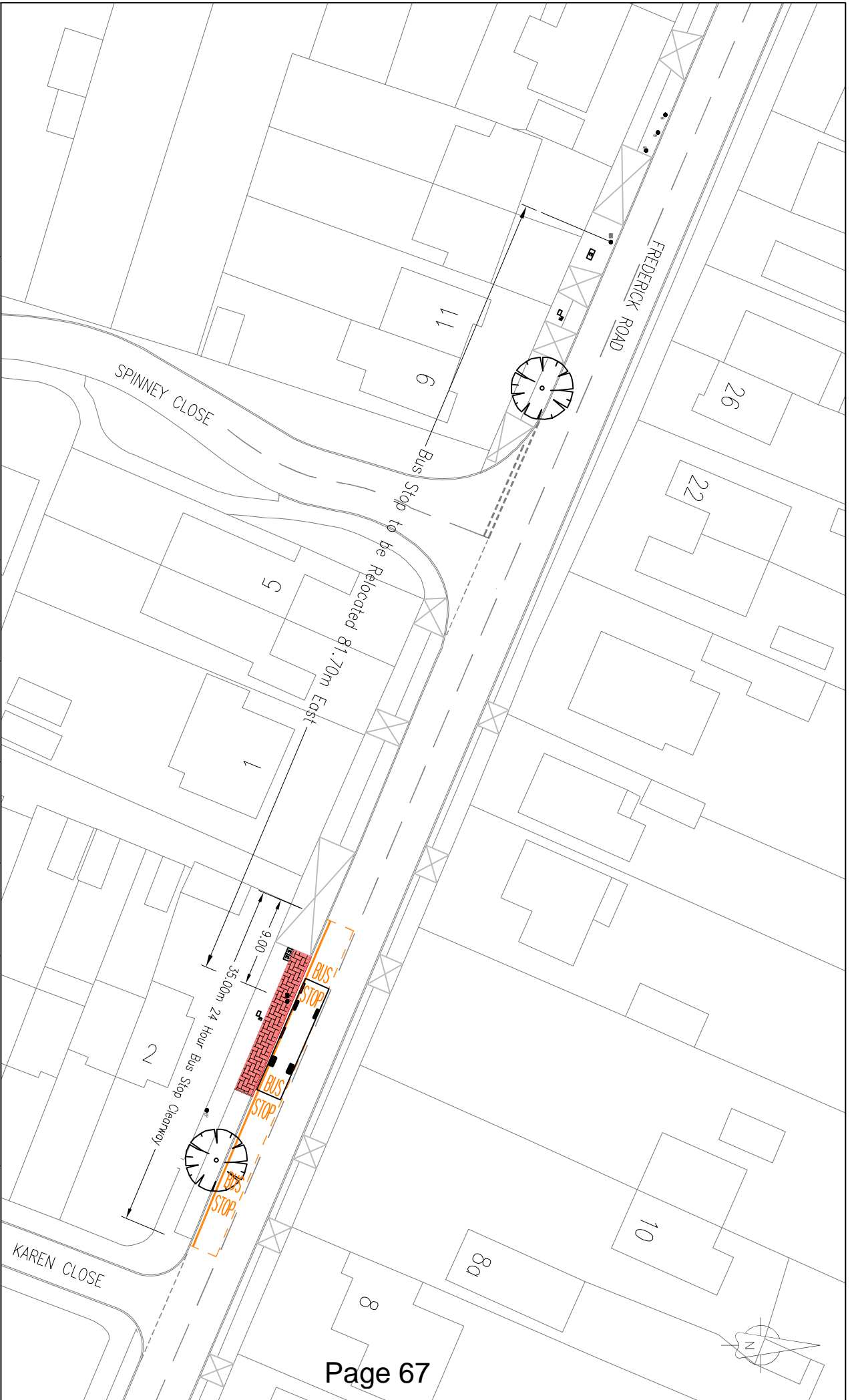
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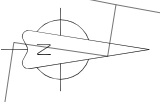
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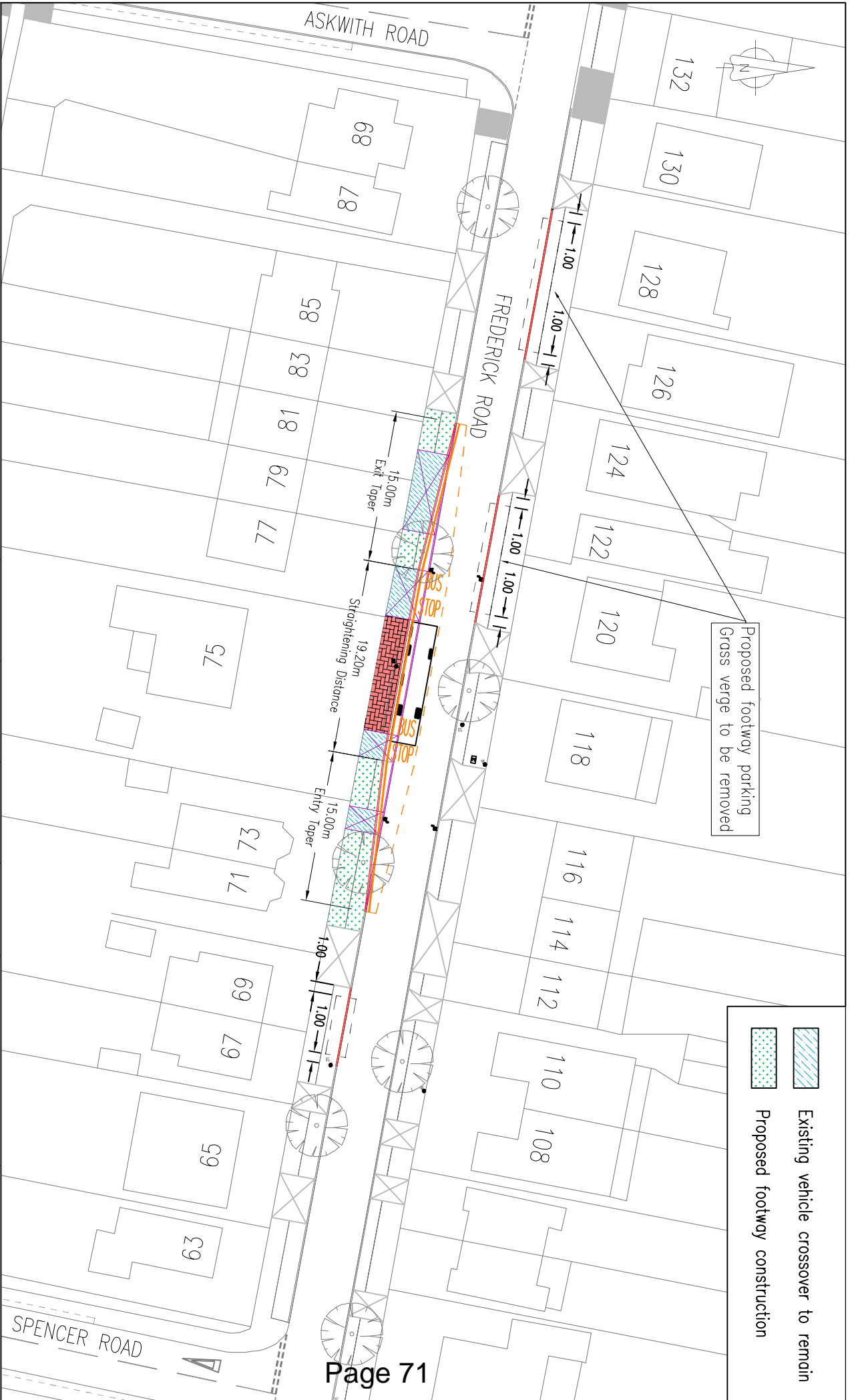
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Havering
LOCAL AUTHORITY
STREETCARE CULTURE & COMMUNITY
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JOB TITLE
BUS STOP ACCESSIBILITY 2015/16

DRAWN BY
RP

CHECKED BY
MLP

APPROVED BY
MLP

PURPOSE
PROPOSAL

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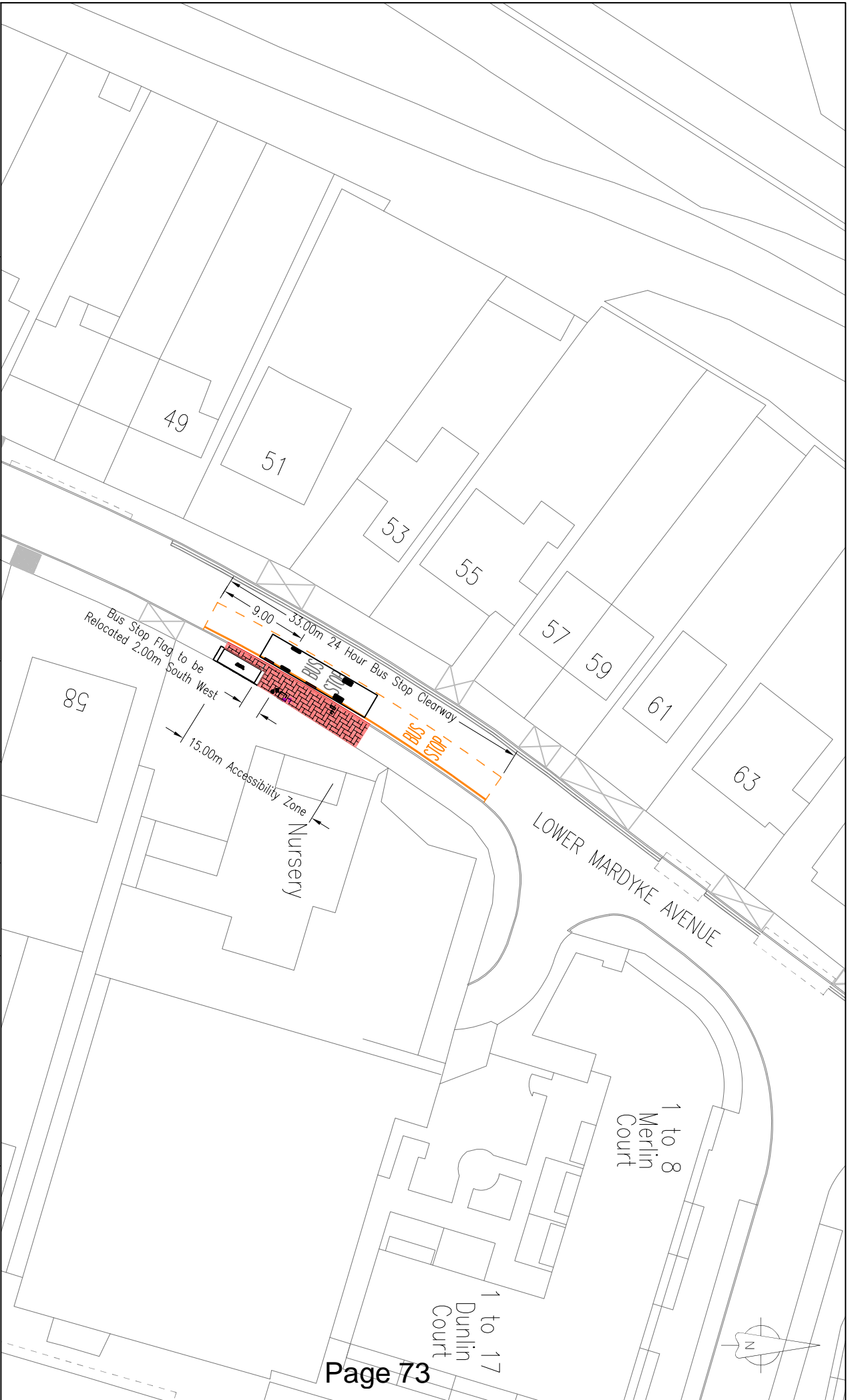
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FREDERICK ROAD


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HIGHWAYS ADVISORY COMMITTEE

15 September 2015

Subject Heading:

**BROXHILL ROUNDABOUT
Proposed Provision of Controlled
Pedestrian Crossing Facilities
Outcome of public consultation**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

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

Financial summary:

**The estimated cost of £15,000 for
implementation will be met by S106
contribution for highway
improvements**

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 install two controlled pedestrian crossing facilities on Straight Road and Lower Bedfords Road respectively. These zebra crossings would form part of the Broxhill roundabout project and seek recommendation on their implementation.

The scheme is within **Heaton** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made either;
 - (a) Recommends to the Cabinet Member for Environment that the implementation of controlled pedestrian crossing facilities as set out in this report and shown on drawing number QN025/PC/02, be implemented; or
 - (b) That the scheme be rejected

2. That it be noted that the estimated cost of £15,000 for implementation will be met by the S106 contribution for highway improvements linked to the planning consent for the redevelopment of the former Whitworth Centre granted under P1558.11 (£100,000).

REPORT DETAIL

1.0 Background

- 1.1 As part of the Transport for London Local Implementation Plan, and Highway Committee consent in February 2015, approval has been given to remove the staggered four arm crossroads which were controlled by automatic traffic signals and replace with a four arm compact roundabout and a left slip lane from Straight Road in to Lower Bedfords Road

- 1.2 Noak Hill Road into Lower Bedfords Road is the major road through the junction with Straight Road and Broxhill Road being the minor arms. Prior to the works, pedestrian's used controlled facilities ("green men") over the entry to Straight Road, over the entry to Broxhill Road and via a 2-stage, staggered, crossing over Noak Hill Road between the side roads. The latter was required to assist with crossing two northeast bound and two southwest bound lanes of traffic.
- 1.3 As part of the proposals within the initial consultation which was carried out in December 2014, it was the intention to install a series of uncontrolled pedestrian crossings taking into account the most common pedestrian movements.
- 1.4 To assist with the safe movement of pedestrians through the junction, refuges were proposed and the carriageway was narrowed to one lane on approaches to reduce vehicle speeds and provide a short crossing distance for pedestrians in most cases.
- 1.5 The outcome of the public consultation included a request from the residents' of Sunset Drive for the Council to include controlled pedestrian crossing facilities which would further assist its residents in navigating the junction, some of which are elderly and mobility impaired.
- 1.6 As shown on drawing number QN025/PC/02, the controlled crossing on Straight Road would be upgraded to a zebra crossing which would, in turn, allow for the introduction of the Borough's first cycle zebra crossing, providing a safe and appropriate link between the shared footway on Noak Hill Road and Lower Bedfords Road. The southern pedestrian access of Sunset Drive would be repositioned and a zebra crossing linking Straight Road and Lower Bedfords Road would be provided.
- 1.7 Following a meeting with the Sunset Drive Residents Association in May 2015 to discuss the latest proposals and to consider any concerns. It was highlighted that link between the pedestrian access of Sunset Drive and Noak Hill Road was an issue. The Association disagreed that it was reasonable to use the proposed zebra crossings into and across Straight Road and then the proposed uncontrolled crossing in Noak Hill Road if they required access to the northern footway.
- 1.8 The Association suggested that they would be prepared to accept a signalised pedestrian crossing facility adjacent to their vehicle access on Broxhill Road.
- 1.9 It was agreed that a signalised crossing could be provided in that location but due to the distance away from the roundabout scheme, Officers would need to report this proposal to the Highways Area Committee on the 9th June 2015 for consideration. This however, was rejected.

- 1.10 Staff suggested the provision of a zebra crossing on Broxhill Road but in close proximity to the roundabout as this would be in keeping with the other proposed controlled crossings and satisfy any safety considerations.
- 1.11 Access to a zebra crossing sited in this location could only be provided from within Sunset Drive due to the lack of footway on the land flanking the eastern boundary of Sunset Drive. Staff created several viable options which allowed for a footway to be constructed within Sunset Drive, and a suitable space to be provided in the eastern boundary fence making the proposed zebra crossing easily accessible by its residents. The land owner of Sunset Drive rejected these proposals and as such Staff proceeded to consult on the two zebra crossings as initially intended.
- 1.12 Approximately 380 letters were sent to those potentially affected by the scheme on the 16th July 2015, a public advert was included in the Living magazine and site notices were erected at the proposed location, with a closing date of the 7th August 2015 for comments.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 2 responses were received from residents as set out in Appendix I to this report. Before undertaking the consultation, Staff also met with the chair of the Sunset Drive Resident's Association which is included in the background of this report, with any correspondence is included in Appendix I.
- 2.2 The Metropolitan Police (Road & Transport Policing Command) indicated that the provision of a cycle zebra should only be introduced if it is to form part of the latest Traffic Signs Regulations and General Direction.
- 2.3 A resident of Whitworth Avenue was concerned that the proposed zebra crossing would make audible signals and such cause a disturbance due to the close proximity to their home.
- 2.4 The Sunset Drive Resident's Association did not comment directly on the proposals, however, reference was made to the former controlled crossing which allowed residents of Sunset Drive direct access from the pedestrian entrance to Noak Hill Road. They feel that a controlled crossing in this location is required due to the high speed of vehicles on Broxhill Road travelling towards the junction and so that the walking route could be maintained.

3.0 Staff Comments

- 3.1 Staff have reviewed the pedestrian routes to the Sunset Drive estate, which also formed some of the discussions with the Sunset Drive Resident's Association. The agreed amendments have been consulted on with consideration given to additional measures which would have provided a controlled crossing facility in Broxhill Road but have been rejected.
- 3.2 Following further investigation, it is possible to provide an uncontrolled crossing on Broxhill Road, however, a new footway will need to be constructed from the vehicle entrance of Sunset Drive to a point approximately 120 metres south.
- 3.3 It would be the intention to install a pedestrian refuge at this location which would further assist pedestrians in maintaining the walking route between Sunset Drive and Noak Hill Road. The cost to include these 2 measures is approximately £35,000
- 3.4 The temporary pedestrian management arrangement which is currently in place whilst works are on-going display many similarities in terms of layout to that of the completed scheme which appears to operating well.
- 3.5 There is no controlled facility at present but due to the flow of vehicles created by the temporary roundabout, pedestrians are able to find sufficient gaps in the traffic to cross the road safely.
- 3.6 When considering the location of the proposed roundabout and comparing it to similar 'semi-rural' locations within the Borough, such as the Rainham Road/ Dagenham Road roundabout. Uncontrolled crossings with central refuges are adequate provision where pedestrian demand is relatively low.
- 3.7 Given the lack support for the zebra crossing facilities at the junction and the Staff comments above it is not considered necessary to provide them, however, this is a matter of judgement for the Committee. It should be noted that crossing locations at this junction have been designed to allow for a change to a controlled facility, should it be required in the future.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £15,000 for implementation will be met by the S106 contribution for highway improvements linked to the planning consent for the redevelopment of the former Whitworth Centre granted under P1558.11 (£100,000).

The costs shown are an estimate and are part of the full costs for 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 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 overall StreetCare Capital budget.

Legal implications and risks:

Before a decision can be taken on implementation, proposals for zebra crossings require public advertisement.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

BACKGROUND PAPERS

Project file: QN025, Noak Hill Road/ Broxhill Road/ Straight Road junction review

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



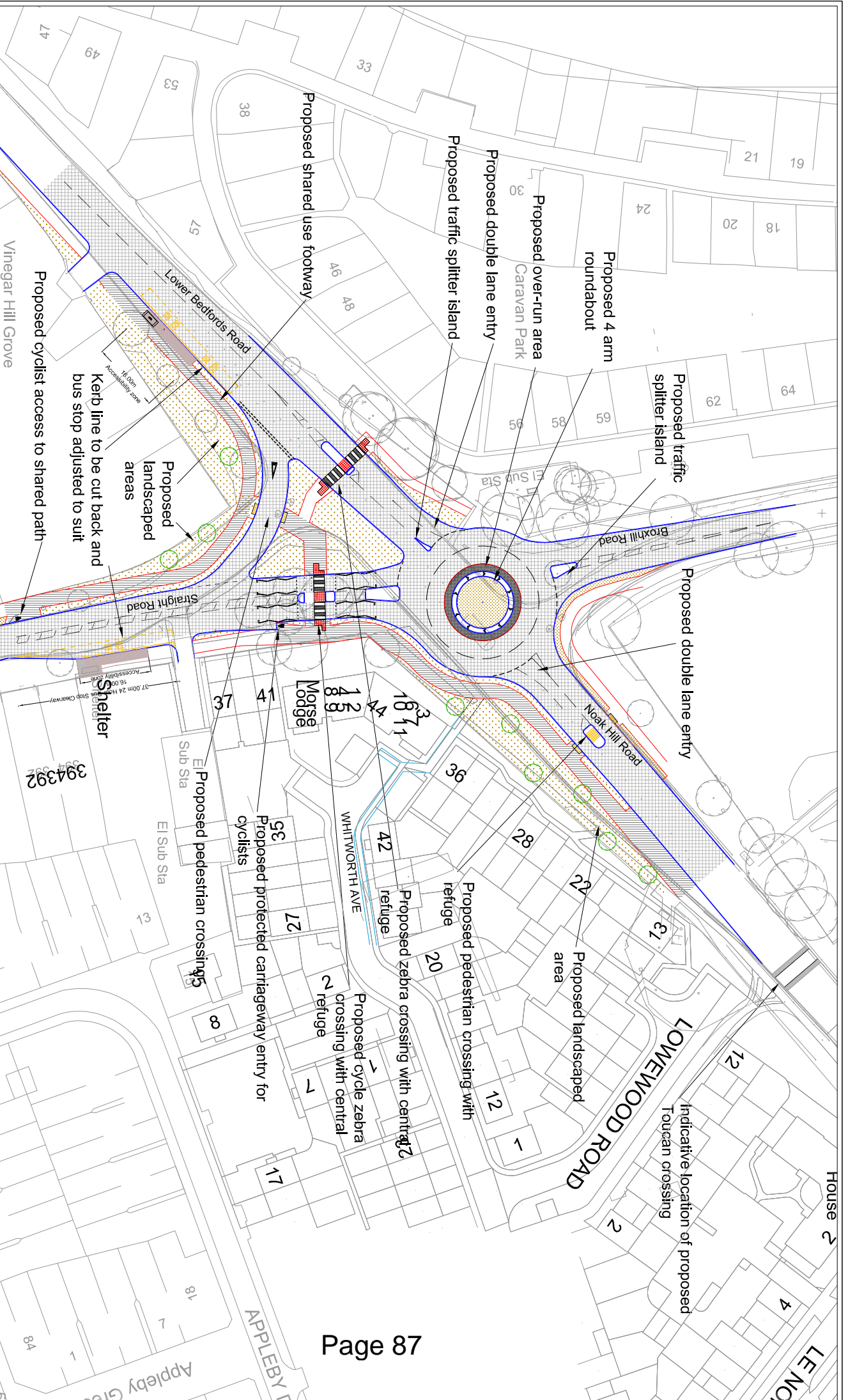
Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
PC Martin Young Metropolitan Police Roads & Transport Policing Command	QN025/PC/02	Considers the implementation of a shared cycle zebra crossing to be a good idea in principle but suggests that legislation supporting the provision of such a feature should be in place first.
Resident 39 Whitworth Avenue	QN025/PC/02	Would object to the zebra crossing if it made audible signals due to the close proximity to her property. Resident had other concerns with regards to the condition of the footways and duration of works which unrelated to the consultation and addressed separately.
Life President and Chairman Sunset Drive Residents' Association	QN025/PC/02	The current proposals do not provide a direct walking route towards Noak Hill Road bus stop and stores as the crossing is being removed. Due to the high vehicle speeds on Broxhill Road towards Lower Bedfords Road they feel that a controlled crossing is a necessity and a safety concern and should be reinstated.

Site Meeting held with Sunset Drive Residents' Association, 12th May 2015

<p>Life President Sunset Drive Residents' Association</p>	<p>QN025/PC/02</p>	<p>Meeting was held with the Chairman and President of the Sunset Drive Residents Association to discuss the proposals on drawing number QN025/PC/02, approximately 8 residents were also in attendance.</p> <p>The main topic of discussion was concerning their request for the provision of zebra crossing adjacent to the vehicle entrance of Sunset Drive. Officers explained the safety implications with regards to installing a zebra crossing in that location and in particular on a 40mph road.</p> <p>It was considered that a more appropriate solution would be to install either a pelican crossing (green man) adjacent to the vehicular entrance of Sunset Drive or to investigate the feasibility of a zebra crossing closer to the roundabout and incorporated as part of the scheme with access to the crossing being taken from within Sunset Drive.</p> <p>It was explained that the request for the pelican crossing on Broxhill Road near the main entrance to Sunset Drive will be reported to our Highways Advisory Committee on Tuesday 9th June for consideration. It was also explained that it was not something we are able to accommodate in the main roundabout scheme, nor did we have anywhere else in our programme for the request and so it will be for the committee to decide on the matter.</p> <p>In relation to the roundabout scheme and the provision of the zebra crossing on Broxhill Road, several options were provided which created a short footpath link from within Sunset Drive and through the eastern boundary fence allowing the zebra crossing to be accessed.</p>
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		<p>Both options were rejected by the Highways Area Committee and landowner of Sunset Drive respectively and as such Staff proceeded with the proposals are originally included on drawing number QN025/PC/02.</p>
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HaVering
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 STREETCORE CULTURE & COMMUNITY
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 TELEPHONE No: 01708 434343 FAX No: 01708 433721
 E-MAIL: streetcore@haivering.gov.uk

JOB TITLE
 The Former Whitworth Centre
 Development

DRAWING TITLE
 Proposed Roundabout
 Amended Consultation Plan

DRAWN BY DU	CHECKED BY MP	APPROVED BY MP	PURPOSE	Information
SCALE (AT A4 SIZE) NTS	DATE 17/07/15	ISSUE		
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HIGHWAYS ADVISORY COMMITTEE

15 September 2015

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

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

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

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
 15th September 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals with funding in place								
A1	Queens Park Road	Harold Wood	Provide cycle bypasses to gated road closure	Feasible. Cost involved includes amendment to traffic management order.	LBH Minor Schemes Revenue	£2k	Resident	07/08/2015
SECTION B - Highway scheme proposals without funding available								
B1	Percy Road & Linley Crescent	Mawney	Closure of one end of Percy Road to prevent rat-running by inappropriate non-residential traffic, including HGVs. 51 signature petition.	Feasible but not funded.	None	£15k	Residents via Cllr Patel	12/08/2015
B2	Lower Bedfords Road, near Helmsdale Road	Havering Park & Pettits	140 signature petition requesting a zebra crossing to assist with access to 499 bus stop.	Feasible, although traffic speeds may require a humped zebra crossing.	None	£20k	Residents via Cllr P Crowder	02/09/2015

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

Highways Advisory Committee
 15th September 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B3 Page 94	Ardleigh Green Road, bend near Ardleigh Close	Squirrels Heath	Request for speed reduction measures on the northbound approach to bend following vehicles crashing into residents' walls	Ardleigh Green Road carries bus routes and cross-borough traffic and therefore the provision of physical measures is limited. A speed table or speed cushions may be an option, but they could lead to complaints about noise and vibration.	None	£25k	Residents	04/09/2015
B4	Sunnings Lane	Upminster	Closure of street to through vehicular traffic near houses to deal with speeding and inappropriate use of street.	A closure near the houses may require the construction of turning areas and therefore costs would be higher.	None	£15k	Residents via Cllr Hawthorn	30/07/2015
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								

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

Highways Advisory Committee
15th September 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
C1	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
Page 95 ₂	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
15th September 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
C3 Page 96	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
C4	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
 15th September 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
Page 97 C5	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
C6	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

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

Highways Advisory Committee
15th September 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
C7	Faircross Avenue	Havering Park & Mawney	Restrictions to prevent passage by HGV drivers who ignore 7.5 tonne weight limit.	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

HIGHWAYS ADVISORY COMMITTEE

15 September 2015

Subject Heading:	TRAFFIC AND PARKING SCHEME REQUESTS
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Ben Jackson Business Unit Engineer ben.jackson@havering.gov.uk
Policy context:	Traffic and Parking Control
Financial summary:	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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
SECTION A - Parking Scheme Requests						
TPC769	Cedar Avenue	Request to extend the DYL outside Branfil School up to the dropped kerb of number 16 to prevent obstructive parking to the residents of that address.	This request was included in a scheme request for Branfil School TPC465 - rejected April 2015	Revenue	Request from resident	Upminster
TPC770	High Street Romford, Angel Way & Logan Mews	Review of parking with the aim of introducing additional loading bays and short term parking areas	No	Revenue	Cllr Benham & StreetCare	Romford
TPC771	Elm Park Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Elm Park
TPC772	The Drive Harold Wood	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Harold Wood
TPC773	Wingletye Lane in service road in turning head	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	St Andrews
TPC774	The Avenue - Romford opp Sainsburys	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Romford Town
TPC775	Balgores Crescent	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Squirrels Heath
TPC776	Helen Road Ardleigh Green	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Squirrels Heath
TPC777	Willow Street near Mawney Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Capital	StreetCare	Brooklands

TPC778	Southend Road opposite Ford Lane	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Captial	StreetCare	South Hornchurch
TPC779	Hubert Road off Rainham Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	No	Captial	StreetCare	South Hornchurch
SECTION B - Parking Scheme Requests on hold for future discussion or funding issues						