



Haverling

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
13 October 2015**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

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

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Haverling
Residents'(2)**

Darren Wise (Vice-Chair)
Linda Hawthorn

UKIP

(1)

John Glanville

Independent Residents'

(1)

David Durant

**For information about the meeting please contact:
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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 - 16)

To approve as a correct record the minutes of the meeting of the Committee held on 15 September 2015, and to authorise the Chairman to sign them.

5 PROPOSALS TO INSTALL A BUS GATE IN OLDCHURCH RISE, ROMFORD - OUTCOME OF PUBLIC CONSULTATION (Pages 17 - 26)

6 TAXI RANK REVIEW - MAWNEY & HACTON WARDS (OUTCOME OF PUBLIC CONSULTATION) (Pages 27 - 38)

- 7 **AVON ROAD BY SEVERN DRIVE - PROPOSED ZEBRA CROSSING ZIGZAG MARKING EXTENSION - OUTCOME OF PUBLIC CONSULTATION** (Pages 39 - 44)
- 8 **BUS STOP ACCESSIBILITY - BRENTWOOD ROAD BY FRANCES BARDSLEY ACADEMY (OUTCOME OF PUBLIC CONSULTATION)** (Pages 45 - 62)
- 9 **BUS STOP ACCESSIBILITY - ELM PARK AVENUE (OUTCOME OF RERUN PUBLIC CONSULTATION)** (Pages 63 - 84)
- 10 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 85 - 94)

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

- 11 **TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 95 - 100)

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

12 **URGENT BUSINESS**

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

Andrew Beesley
Committee Administration Manager

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
15 September 2015 (7.00 - 8.10 pm)**

Present:

COUNCILLORS

Conservative Group	Jason Frost (Chairman), John Crowder, Dilip Patel, +Wendy Brice-Thompson and Frederick Thompson
Residents' Group	+Ray Morgon and Barry Mugglestone
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 Joshua Chapman and John Mylod.

+Substitute members: Councillor Wendy Brice-Thompson (for Joshua Chapman) and Councillor Ray Morgon (for John Mylod).

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

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

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

32 MINUTES

The minutes of the meeting held on 11 August 2015 were agreed as a correct record and signed by the Chairman.

**33 BUS STOP ACCESSIBILITY - FIRBANK ROAD AND CORNELL WAY
(OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report that outlined the responses to a consultation for the provision of fully accessible bus stops with some footway improvements along Firbank Road and Cornell Way.

The proposals for accessibility improvements had 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

The Committee noted that the proposals included works to the two Carter Drive side roads to tighten kerb radii and improve pedestrian dropped kerbs for local accessibility.

Members noted that at the close of consultation on 10 August four respondents had commented on the proposals.

The report detailed that London Buses and a resident supported the proposals. The resident supported the removal of the stop outside 41/43 Cornell Way, stating that the existing stop was an invasion of privacy.

The report detailed that 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.

In officers' view, there were currently two eastbound bus stops within 95 metres of each other (outside 41/43 Cornell Way and east of 61 Cornell Way). London Buses considered the two stops to be too close and so an amalgamation into a single stop would be appropriate. The current stop to the east of 61 Cornell Way was directly opposite the westbound stop adjacent to 154 Charlotte Gardens, officers were of the view that an amalgamated eastbound stop should be offset. The "tail to tail" arrangement as proposed was considered appropriate as it allowed drivers to overtake a stationed bus if it was safe.

The Committee noted that officers were not in agreement with the suggestion that the relocated stop would create safety issues at the junction with Carter Drive as the stopping position was in excess of 20 metres from the western kerb line of Carter Drive.

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

The resident speaking against the proposal to relocate the eastbound bus stop to the side of No.50 Firbank Road raised concerns over highway safety and overlooking of rear gardens. The resident questioned whether the length of bus stop clearway being proposed was required and whether the relocation of the bus stop would lead to an increased risk of collision between overtaking and oncoming traffic at the junction of Carter Drive.

During general debate a member noted that wherever the bus stop was positioned it would impact on someone. Members sought and received clarification on reasoning for the relocation of the bus stop. Officers clarified that the relocation was to ensure that the eastbound and westbound stops would be 'tail to tail' to allow drivers to overtake stationary buses with care.

A Member suggested that the eastbound stop be moved west, closer to the bridge to alleviate the concerns of the resident.

The Committee considered and discounted the possibility of the bus stops being "swapped" in terms of orientation so the eastbound stop would be

positioned west of the bridge and the westbound stop would be positioned east of the bridge.

Following a motion that the scheme be taken forward with the proposed position of the eastbound stop being moved back as near as possible to the bridge, subject to officers double checking dimensions,

The Committee **RESOLVED**:

1. Subject to the eastbound stop being moved as close to the bridge as possible to recommend to the Cabinet Member for Environment that the bus stop accessibility and footway improvements on Firkbank Road and Cornell Way set out as detailed in the report and shown on drawing QN008-OF-A225-A227-A be implemented;
2. Noted that the estimated cost of £15,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

34 **BUS STOP ACCESSIBILITY - CHASE CROSS ROAD (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 outside 95/97 Chase Cross Road set out in the report and shown on drawing QO001-OF-A01-A be implemented;
2. The estimated cost of £12,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

35 **BUS STOP ACCESSIBILITY - STANLEY ROAD SOUTH, FREDERICK ROAD & LOWER MARDYKE AVENUE**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Stanley Road South, Frederick Road and Lower Mardyke Avenue and sought a recommendation that the proposals be implemented.

The report informed the Committee that improvements to the bus stop environment such as raised kerbs, relayed footway surfaces and 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 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 27metres 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 31metres 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 Frederick Road	Outside 13-15	Bus stop to be relocated approximately 87.10 metres east by the flank wall of No 2 Karen Close 35 metres 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A18-A	Outside No 75	Creation of lay-by approximately 49.20 metres in length

NEW STOP		<p>24 hour bus stop clearway</p> <p>Creation of footway parking outside property numbers 120-128</p> <p>140mm kerb and associated footway works provided at bus boarding area</p>
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LOWER MARDYKE AVNUE

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

The report detailed that at the close of public consultation on 10 August three respondents had commented on the proposals.

London Buses had commented on the proposed relocation of bus stop flags (Drawings QO001-OF-A15-A and QO001-OF-A182-A) and supported the new stop outside 75 Frederick Road (Drawing QO001-OF-A18-B), citing requests from local people for the additional stop.

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.

A resident objected to the new stop proposed outside 75 Frederick Road (Drawing QO001-OF-A18-B), suggesting that a new stop was not needed and raised issues about the loss of on-street parking, street litter/rubbish and noise.

The report informed the Committee that the issues raised by London Buses would be resolved with an on-site agreement, should the proposals be recommended for implementation.

The Committee noted that the current spacing between stops was about 870 metres which was substantial in bus stop spacing terms. The addition of

the new stop would enable more people to be within a reasonable walk of a bus stop.

During general debate, a Member sought clarification about the impact of the proposed stop outside 75 Frederick Road on parking. Officers clarified where potential parking spaces would be lost and presented the committee with alternative, less favourable, locations for the bus stop.

A Member suggested that as buses would only stop for a short time at the proposed stop outside 75 Frederick Road, the scheme should be considered without a layby and a shorter clearway. Officers clarified that this was acceptable.

Following proposed motion to accept the scheme with the amendment to remove the proposed layby and install as short a clearway as possible outside 75 Frederick Road.

The Committee **RESOLVED**:

1. To recommend 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 the report and shown on the following drawings be implemented;
 - QO001-OF-A15A
 - QO001-OF-A16A
 - QO001-OF-A17A – (without a layby and a shorter clearway proposed stop outside 75 Frederick Road)
 - QO001-OF-A18B
 - QO001-OF-A182A
2. Noted that the estimated cost of £26,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

36 **BROXHILL ROUNDABOUT - PROPOSED PROVISION OF PEDESTRIAN CROSSING FACILITIES (OUTCOME OF PUBLIC CONSULTATION)**

Following consideration of the proposal to install two controlled pedestrian crossing facilities on Straight Road and Lower Bedfords Road to form part of the Broxhill roundabout project, the Committee noted from the report the lack of support for the proposed zebra crossing facilities at the junction. In officers' view, it was not considered necessary to provide the crossing facilities.

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment option 1(b) that the scheme be rejected.

37 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

The Committee considered a report showing 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.

38 TRAFFIC AND PARKING SCHEMES REQUEST

The report before the Committee 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.

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				
A1	Queens Park Road	Harold Wood	Provide cycle bypasses to gated road closure	AGREED
SECTION B - Highway scheme proposals without funding available				
Page 1	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.	MOVED TO C
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.	REJECTED

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

Item Ref	Location	Ward	Description	Decision
B3	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	REJECTED
B4	Sunnings Lane	Upminster	Closure of street to through vehicular traffic near houses to deal with speeding and inappropriate use of street.	MOVED TO C

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

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

Item Ref	Location	Ward	Description	Decision
C2	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.
Page 31 C3	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.
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.

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

Item Ref	Location	Ward	Description	Decision
C5 Page 2	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.
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.

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

Item Ref	Location	Ward	Description	Decision
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.

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

Item Ref	Location	Comments/Description	Decision
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.	AGREED
TPC770	High Street Romford, Angel Way & Logan Mews	Review of parking with the aim of introducing additional loading bays and short term parking areas	AGREED
TPC771	Elm Park Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC772	The Drive Harold Wood	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	REJECTED
TPC773	Wingletye Lane in service road in turning head	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC774	The Avenue - Romford opp Sainsburys	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC775	Balgores Crescent	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC776	Helen Road Ardleigh Green	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED

TPC777	Willow Street near Mawney Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC778	Southend Road opposite Ford Lane	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	REJECTED
TPC779	Hubert Road off Rainham Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	REJECTED
SECTION B - Parking Scheme Requests on hold for future discussion or funding issues			

HIGHWAYS ADVISORY COMMITTEE

13 October 2015

Subject Heading:

Proposals to install a bus gate in Oldchurch Rise, Romford - Outcome of public consultation

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

Musood Karim
Principal Engineer Assistant
01708 432804
Masood.karim@havering.gov.uk

Policy context:

Havering Local Development Framework (2008).
Havering Local Implementation Plan 2014/15 – 2016/17 Three year delivery plan (2013).

Financial summary:

The estimated cost of £22,000 for the closure would be met by Transport for London through the 2015/16 allocation of Local Implementation Plan for improving the reliability of public transport package.

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 replace the existing barrier with a bus gate and installation of a static enforcement camera in Oldchurch Rise leading to the Queen's Hospital and seeks a recommendation that the proposals be implemented.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the installation of a bus gate and an enforcement camera are agreed as follows:
 - Implementation of a bus gate located at a distance of 85 metres in Oldchurch Rise from the southern kerb line of Oldchurch Road. The gate will permit use in both directions by following classes of traffic ie public transport buses, cycles and emergency service vehicles. The proposals are shown in drawing no. QO019-01, attached in appendix 1 of this report.
2. That it be noted that the estimated cost for implementation is £22,000 of which £12,000 will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for improving the reliability of public transport package and a £10,000 contribution provided by the Barking, Havering and Redbridge University Hospital NHS Trust.

REPORT DETAIL

1.0 Background

- 1.1 Transport for London (TfL) commissioned a feasibility study to review bus journey times to the Queen's Hospital which included providing a better method of controlling traffic entering the site from Oldchurch Rise which was intended to be for bus and emergency vehicle access only.
- 1.2 The Queen's Hospital has two access roads. The main access to the hospital is via Rom Valley Way which provides access for visitors, staff, out-patients, public transport, deliveries etc. The second access is via Oldchurch Rise which also provides access to a public car park, residential properties and a

warehouse. Beyond the public car park, the general traffic is restricted to the hospital with the exception of buses and ambulances.

- 1.3 General traffic is prevented from using the Oldchurch Rise access to the Queen's Hospital by a rising arm barrier which operates automatically by transponder to permit access to approaching buses, ambulances and other authorised vehicles of the hospital. The barrier is located approximately 85 metres south from the Oldchurch Road and its location is shown in appendix 1 of this report. A control system at this point was a requirement of the original planning consent for the hospital.
- 1.4 The existing barrier is frequently out of service in which case it cannot effectively restrict unauthorised vehicles to enter or exit into the hospital site via the Oldchurch Rise. The management of the hospital has replaced the rising arm on several occasions.
- 1.5 Unauthorised vehicles using the Oldchurch Rise access puts additional pressure on the junction of Oldchurch Road/ Oldchurch Rise which is controlled by automatic traffic signals. TfL's study noted that drivers from the hospital's multi-storey car park were observed exiting from Oldchurch Rise as the barrier was out of use.
- 1.6 The junction is operating to its maximum capacity given that it also incorporates facilities for pedestrians to cross. As a result, the junction cannot cope with the level of traffic in Oldchurch Road. As a consequence, this causes traffic congestion in Oldchurch Road particularly during the peak periods.
- 1.7 The Queen's Hospital serves the residents of Havering, Brentwood, Barking and Dagenham and Redbridge. It has good links of public transport facilities and is a terminus point for some buses which makes it the only hospital in London which is so well served by buses. The hospital is directly served by several high frequency bus routes i.e 128 (10), 175 (10), 365 (10), 496 (10), 498 (6), 499 (4) and a Brentwood Community Bus route 898 (Mondays to Fridays). The figures in the brackets indicate the number of buses operating per hour in both directions. This equates to over 50 buses operating in both directions during peak periods. TfL has proposals to provide new routes in the future based on the public demand. Romford station is on the Greater Anglia line and it can be reached in approx. 10 minutes by walk.
- 1.8 It is proposed to remove the existing barrier within the hospital and replace it with a "bus gate" restriction on the public highway to prohibit unauthorised traffic. The proposals are shown on drawing no. QO019-01, attached in Appendix 1 of the report.
- 1.9 In order to ensure compliance with and allow the enforcement of the bus gate, it is proposed to use CCTV in line with the Council's adoption of the civil enforcement of moving traffic contraventions which commenced in July 2015.

- 1.10 TfL has agreed to provide funds through the LIP and Barking, Havering and Redbridge University Hospital NHS Trust has agreed to provide a financial contribution to meet the costs.
- 1.11 Consultation letters were sent to the Queen's Hospital, London Buses, the emergency services and other standard consultees on 28th August 2015 with a closing date 18th September 2015. There are no residents in the immediate vicinity who would be affected directly by the measures.

2.0 Outcome of Public Consultation

- 2.1 By the close of the consultation 6 responses were received and these are summarised as follows.
- 2.2 The London Ambulance Service stated that the proposals would not adversely affect the Ambulance Service in regards to access, but they requested consideration be given to reduce or omit the kerb extension for left turning emergency vehicles from the emergency area adjacent to the access road.
- 2.3 The Metropolitan Police (Roads and Transport Policing Command) support the proposals.
- 2.4 The bus operational unit of London Buses fully support the proposals. Transport for London (Borough Projects and Programmes) fully support the proposals and have provided funds for the scheme.
- 2.5 The Queen's Hospital, part of Barking, Havering and Redbridge University Hospitals NHS Trust had responded past the dead line of the consultation. They, however, fully support the proposals and had some queries about the scheme. A full response was provided to their queries.
- 2.6 The Havering branch of London Cycle Campaign supports the proposals.
- 2.7 London TravelWatch is a statutory watchdog for Transport for London and have responded that as the proposals involve the closure of a road to general traffic or ban vehicular turns to support the bus services will benefit passengers and encourage the use of public transport.

3.0 Staff Comments

- 3.1 Based on the positive responses received from London Buses, emergency services and the Queen's Hospital, it is anticipated that a bus gate will have a positive control over the rat-running traffic, provide priority to emergency vehicles, buses and improve the journey times of buses. The minor issue raised by the London Ambulance Service can be accommodated.
- 3.2 In addition, the gate will ease the impact of queuing on the signals at Oldchurch Rise/Oldchurch Road junction. It is, therefore, recommended that the implementation of a bus gate, enforcement cameras accompanied by appropriate traffic signs and minor highway works are agreed.

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 for implementation is £22,000, of which £12,000 will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for improving the reliability of public transport package. In addition, the Barking, Havering and Redbridge University Hospital NHS Trust will provide an additional financial contribution of £10,000.

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 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 Revenue budget.

The income from the enforcement will support the operational costs and overheads of the enforcement.

Legal implications and risks:

There are legal implications associated with prohibiting or permitting traffic movements at various locations in the highway network. When undertaking such works it requires public advertisement of traffic management orders and consulting the local frontages in the immediate vicinity.

Human Resources implications and risks:

The proposal can be delivered within the standard resourcing within Streetcare, and it is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

Equalities Implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve

access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

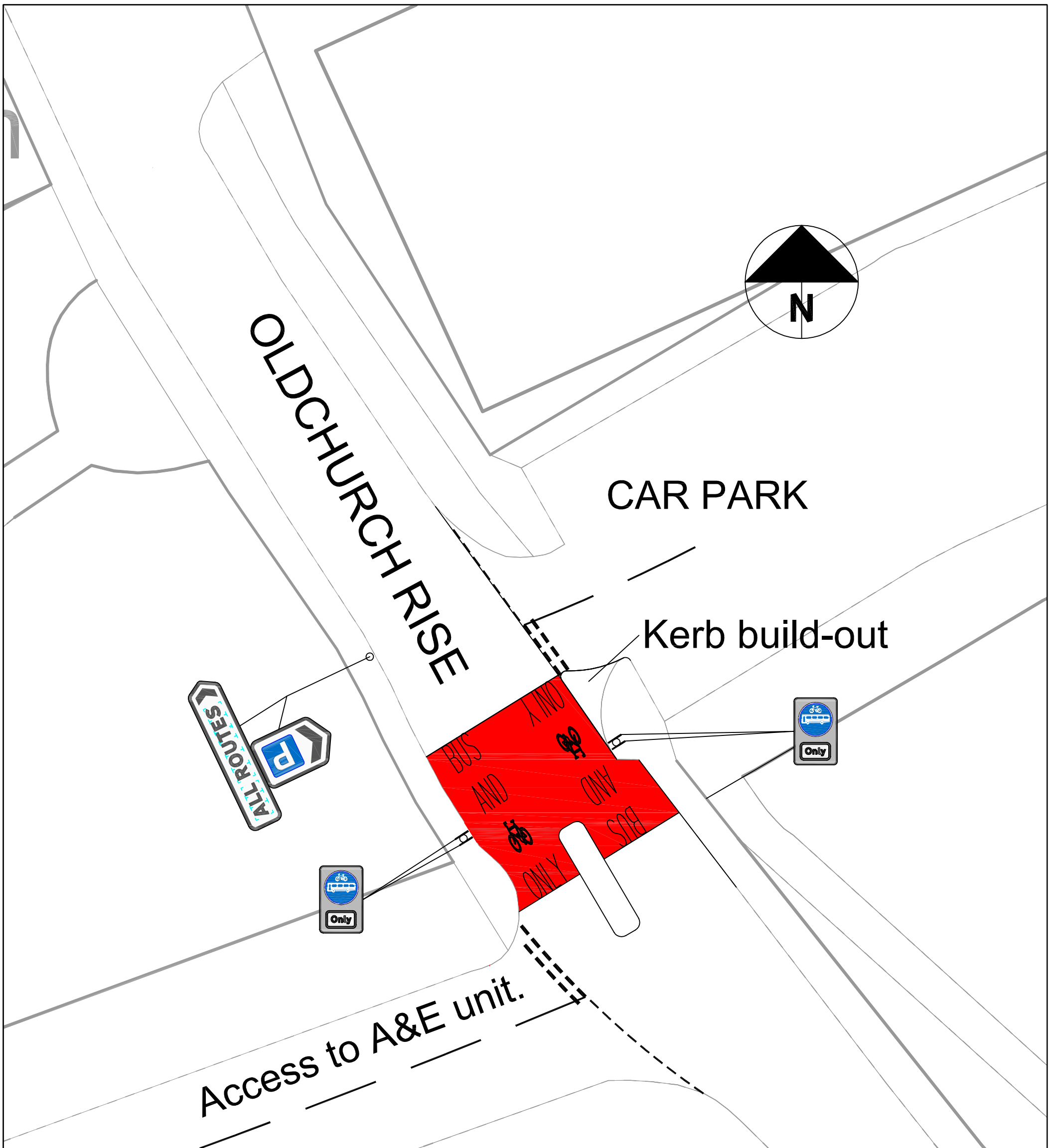
BACKGROUND PAPERS

Project file: QO 019 – Queen’s Hospital bus gate.

Appendix 1

Details of a bus gate
in Oldchurch Rise

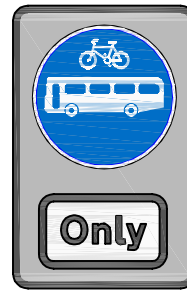
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Scheme Ref. BG	
Sign Ref. A	x-height 44.7
Letter colour BLACK	SIGN FACE
Background WHITE	Width 375mm
Border BLACK	Height 246mm
Material Class RA2 (12899-1:2007)	Area 0.09sq.m



Scheme Ref. BG	
Sign Ref. B	x-height 50.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 850mm
Border BLACK	Height 190mm
Material Class RA2 (12899-1:2007)	Area 0.16sq.m



Scheme Ref. 953 953.2	
Sign Ref. B	x-height 62.5
Letter colour N/A	SIGN FACE
Background GREY	Width 575mm
Border N/A	Height 890mm
Material Class RA2 (12899-1:2007)	Area 0.51sq.m

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HIGHWAYS ADVISORY COMMITTEE

13 October 2015

Subject Heading:

**TAXI RANK REVIEW
Collier Row Road, Collier Row and
Upminster Road, Upminster.
Outcome of public consultations**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

**Nicola Childs
Engineer
01708 433103
Nicola.childs@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 £1,000 for
implementation (all sites) will be met
by Transport for London through the
2015/16 allocation for Taxi Rank
Provision Review.**

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

Havering will be clean and its environment will be cared for	<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 consultations for the creation, extension or alteration of Taxi ranks in Romford, Hornchurch and Upminster.

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

RECOMMENDATIONS

1. That the Committee, having considered the report and representations made, recommends to the Cabinet Member for Environment that the proposals for the taxi ranks set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - Collier Row Road, Collier Row
QN017/09/01.A
 - Upminster Road, Upminster
QN017/10/01.B
2. That it be noted that the estimated cost of £1,000 for implementation will be met by Transport for London through the Taxi Rank Provision Review.

REPORT DETAIL

1.0 Background

- 1.1 In 2014, staff met with TfL's Taxi Rank & Interchange Manager to undertake a review of existing ranks in the borough and possible locations for new ranks. Taxis provide a form of transport accessible to all and TfL is keen to ensure good coverage across London Boroughs at transport interchanges and shopping centres.
- 1.2 Terminology: Primary rank or Header rank is the front of the queue of taxis from where passengers should hire a taxi from. Feeder rank is the remaining queue of taxis, the length of which is determined by available space and demand.
- 1.3 A report submitted to HAC on 9th June 2015 recommended ranks at other locations be implemented as consulted with the exception of Upminster

Bridge. As a result of the consultation, it was recommended to re-consult on different operational times of the bay.

- 1.4 Collier Row Road, Collier Row. The shops on the northern side of Collier Row Road are served by a service road. There are twenty nine pay & display bays along its length, between Carter Drive and Hampden Road.
- 1.5 The two spaces in the service road immediately adjacent to Carter Drive are proposed to become the taxi rank, operational seven days a week, twenty four hours a day. This was the most convenient location in the town centre and agreed with TfL. From here, taxis can easily exit the service road and access either direction of Collier Row Road.
- 1.6 Upminster Road, Upminster. A loading bay serves the shops beside Upminster Bridge Station. At the previous consultation, the plumbing shop requested an earlier loading start time and TfL requested the taxi rank operate Sundays.
- 1.7 The loading bay is now proposed to operate 7.30am to 6.00pm seven days a week. The taxi bay is proposed to operate 6.00pm to 7.30am seven days a week.

2.0 Outcome of Public Consultation

- 2.1 A summary of both consultations are contained in Appendix II.
- 2.2 Collier Row Road, Collier Row. By the close of consultation, five responses were received.
- 2.3 Two councillors objected due to the loss of parking spaces and requested that other locations be considered in Melville Road or elsewhere in the town centre.
- 2.4 The adjacent church, Police and TfL were in favour of the proposal.
- 2.5 Upminster Road, Upminster. By the close of consultation, four responses were received.
- 2.6 TfL and Police support the proposal.
- 2.7 A resident expressed concern about an almost constant stream of highway works and disturbance an overnight taxi rank would cause.
- 2.8 Wagstaff Plumbing Shop would like the loading to start earlier, before 7am and are concerned about taxis staying in the bay beyond the allotted time.

3.0 Staff Comments

- 3.1 At Collier Row, other locations were considered. A central location is outside the Londis shop near the roundabout but there is too much heavy duty street furniture to contend with. Elsewhere along the service road would require taxis to continue along to Hampden Road to exit the service road and this could be out of the way for the passenger. A councillor suggested Melville Road but this is away from the shops, restaurant and pub.
- 3.2 At Upminster Road, it is not anticipated that taxis will wait in the morning as once they have dropped their fares they will move on because virtually no one will be exiting the station at that time. Therefore, taxis should not interfere with loading operations.
- 3.3 Should taxi drivers make a nuisance and disturb residents of a night time, redress can be made to TfL in the first instance and they have a local co-ordinator who can deal with such issues. The last train arrives at Upminster Bridge station at 01.00am.
- 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 £1,000 for implementation will be met by Transport for London through the 2015/16.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

BACKGROUND PAPERS

Project file: QN017 (QO013), Taxi Rank Review

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



APPENDIX II – Consultation responses summary

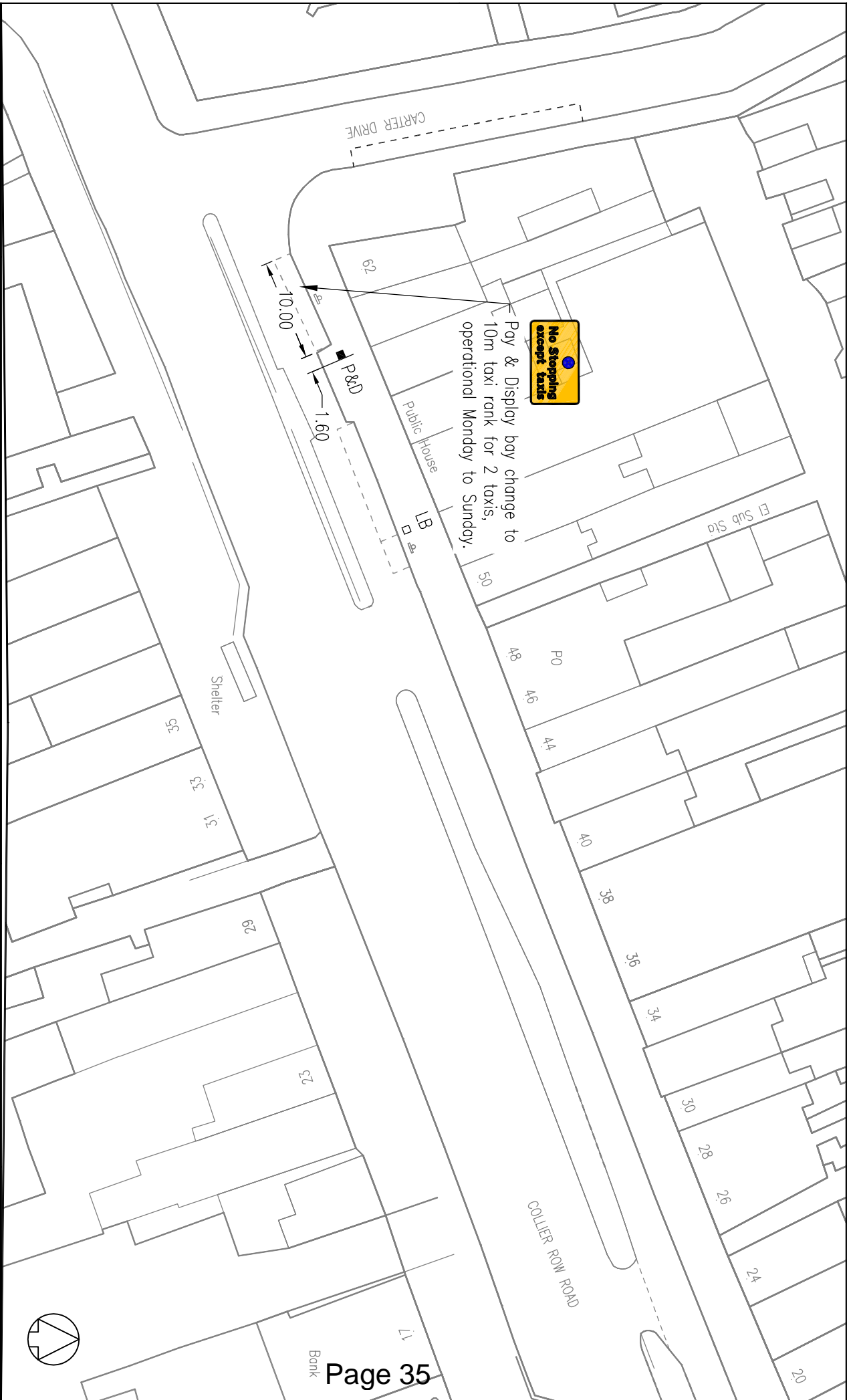
Collier Row Road

Respondent	Object	Agree	Response and Staff Comments (where required)
Councillor	X		Enough room for 3 spaces in Melville Rd j/w Collier Row Rd. This will help shoppers.
Councillor	X		Agrees need for taxi rank but concerned about loss of parking. Asks for another location.
Ascension Church		X	Good idea and may increase security around shops.
TfL		X	Supports location to serve shoppers and night time economy.
Police		X	Police have no issues.

Upminster Road

Respondent	Object	Agree	Response and Staff Comments (where required)
Resident	X		Proposal is further urban blight. Concerned about taxi drivers making a noise and disturbance
Business	?	?	Concerned loading times will be affected by Taxi drivers overstaying their allotted time.
TfL		X	TfL support location to provide accessible taxis for people exiting the station.
Police		X	Police have no issues.

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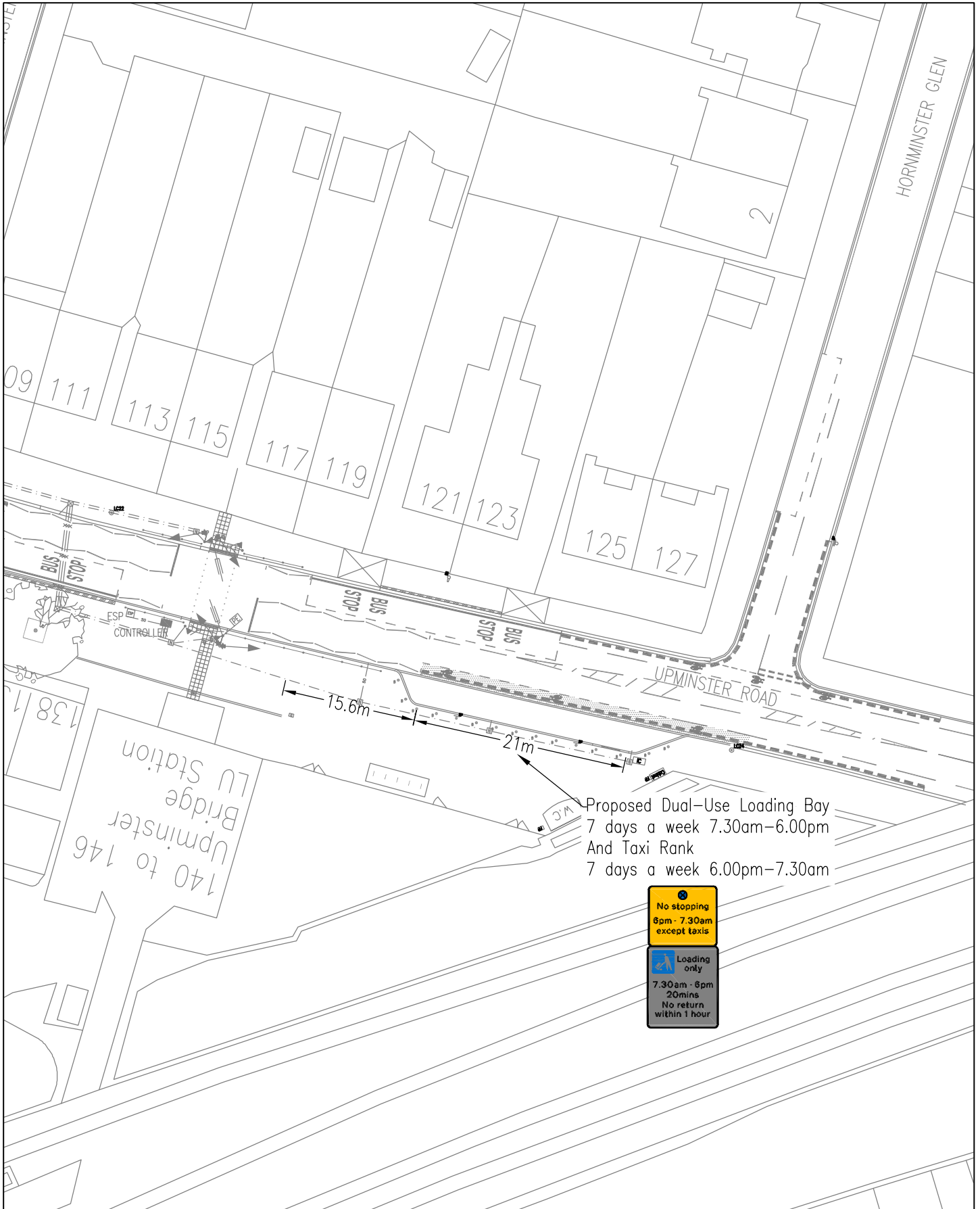


Pay & Display bay change to 10m taxi rank for 2 taxis, operational Monday to Sunday.



Streetcare COMMUNITIES & RESOURCES TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, BOMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 EMAIL: streetcare@havering.gov.uk		JOB TITLE Taxi Rank Review	
DRAWING TITLE 09 Collier Row Road Service Road		DRAWN BY NC	
SCALE (AT A4 SIZE) 1:500		CHECKED BY TQ	
ACAD REF: Sunk Sign: M (297210)		DATE May 2015	
APPROVED BY MP		DRAFT <input checked="" type="checkbox"/>	
ISSUE A		REVISION A	
PURPOSE Consultation		REVISION AMENDMENT	
DATE Aug 15		DATE Aug 15	
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Havering <small>LONDON BOROUGH</small> STREETCARE - COMMUNITIES & RESOURCES E-MAIL: streetcare@havering.gov.uk		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721		PURPOSE OI			
JOB TITLE Taxi Rank Review		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
DRAWING TITLE Upminster Bridge Station Revised Public Consultation		DRAWN BY NC	CHECKED BY []	APPROVED BY MP			
SCALE (AT A4 SIZE) 1:500	DATE Sept 14	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QN017/10/01	REV B	B Revised consultation	Jun 15
				REVISION AMENDMENT			DATE

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HIGHWAYS ADVISORY COMMITTEE

13 October 2015

Subject Heading:

**AVON ROAD BY SEVERN DRIVE –
PROPOSED ZEBRA CROSSING
ZIGZAG MARKING EXTENSION
(Outcome of public consultation)**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

**Velup Siva
Senior Engineer
01708 433142
velup.siva@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 £1,000 for
implementation will be met by minor
scheme budget 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

Avon Road by Severn Drive – Proposed zigzag markings extension was one of the schemes approved by the Highways Advisory Committee in August 2015. This report sets out the responses to a consultation to install additional zigzag markings at the existing zebra crossing along Avon Road and seek approval to implement the proposal.

The scheme is within **Cranham** 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 zigzag marking extension at the existing zebra crossing along Avon Road by Severn Drive as set out in this report and shown on drawing number QO033, be implemented; or
 - (b) That the scheme be rejected

2. That it be noted that the estimated cost of £1,000 for implementation will be met from the Council's Revenue Budget allocated for Minor Safety Schemes.

REPORT DETAIL

1.0 Background

- 1.1 In August 2015, the Highways Advisory Committee approved to carry out a public consultation to extend zigzag markings at the zebra crossing along Avon Road by Severn Drive.
- 1.2 A request received from Local Member to extend zigzag markings to improve visibility at this zebra crossing.
- 1.3 A school crossing patrol operates at this location and raised concerned about the visibility as vehicles park close to the zebra crossing, particularly during morning and afternoon periods when school children use the crossing.

Proposals

- 1.4 It is proposed to extend zigzag markings at the existing zebra crossing along Avon Road by Severn Drive as shown on Drawing No. Q0033. The proposal would improve visibility and road safety in the area.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 30 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Three written responses from Local Members and resident were received.
- 2.2 Two local Members supported the scheme. A resident of 109 Avon Road objected the scheme. The resident commented that 'the reason for poor visibility seems little strange as I have a dropped kerb as do my neighbours both sides, so vehicle do not park across the driveways during the day as doing so would obstruct entry to our off road parking'.

3.0 Staff comments and conclusions

- 3.1 Observation showed that the vehicles do park near the zigzag markings, particularly during school periods between 0800 and 0900 and 1500 and 1600 hours.
- 3.2 The extending zigzag markings would help to improve visibility and subsequently would improve road safety at this location. Since the school children use this zebra crossing during school periods, the proposal would improve road safety in the area.

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 £1,000 for implementation will be met from the Council's Revenue Budget allocated for Minor Safety Schemes.

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:

None of the proposals require a traffic order. They can all be implemented using the Council’s highway management powers.

Human Resources implications and risks:

None.

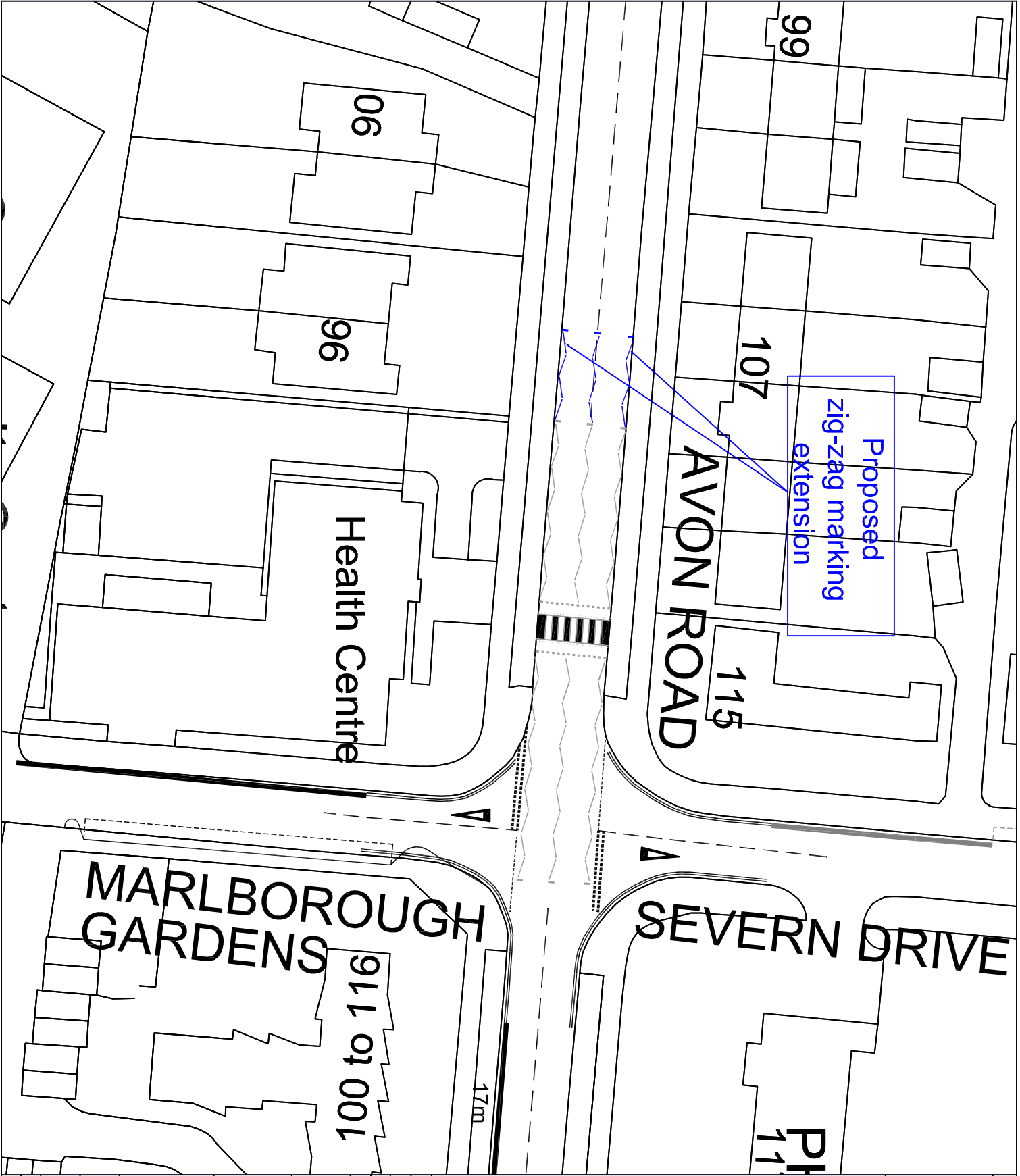
Equalities Implications and Risks:

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.

There would be some visual impact from the proposals; however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**
3. **Drawing No. QN033.**



PURPOSE -

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 London Borough of Havering 100024327

NOTES

JOB TITLE		DATE	
AVON ROAD BY SEVERN DRIVE			
REVISION		AMENDMENT	
ZEBRA CROSSING			
DRAWING TITLE			
PROPOSED ZIGZAG MARKING EXTENSION			
<p>Havering LONDON BOROUGH COUNCIL</p> <p>STREETCARE CULTURE & COMMUNITY 10th FLOOR, RIVERSIDE HOUSE HERBERT GARDENS, BROMFORD, RM1 3JW TELEPHONE No. 01706 634343 FAX No. 01706 433721 E-MAIL: streetcare@havering.gov.uk</p>			
DRAWN BY	CHECKED BY	APPROVED BY	
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SCALE	DATE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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HIGHWAYS ADVISORY COMMITTEE

13 October 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Brentwood Road, by
Frances Bardsley Academy
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
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 on Brentwood Road near the Frances Bardsley Academy and seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements near the Frances Bardsley Academy on Brentwood Road as set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QO001-OF-A90&A91-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 September 2015.
- 1.8 Of these stops, 74% 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 for bus stop accessibility works along Brentwood Road were presented to the Highways Advisory Committee at its meeting of 13th January 2015. Proposals to rearrange the pair of bus stops outside the Frances Bardsley Academy along with the adjacent zebra crossing were rejected by the Committee and Staff were requested to look at alternatives. Drawing QN008-OF-A90/A91-A shows the layout as originally consulted.
- 1.13 A new proposal was developed with the eastbound bus stop remaining in its current position outside 239/241, the zebra crossing relocated west from outside 247/256 to outside 227/229/Academy and the westbound stop relocated from the east of the Academy access to the west of the new zebra crossing location opposite 223, plus with the pedestrian refuge outside 225 being removed. In addition, “at any time” waiting restrictions (double yellow lines) were considered for the junction of Brentwood Road and Francombe Gardens. Drawing QO001-OF-A90-A91-A shows the new layout.
- 1.14 The principle for the previous and current proposals has been to locate the bus stops on the exit side to the zebra crossing, especially for the eastbound stop which is currently on the approach to the crossing with some pupils of the Academy choosing to cross away from it.
- 1.15 Approximately 20 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.
- 1.16 In addition, the Academy, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.
- 1.17 Additionally a notice dealing with the proposed relocation of the zebra crossing and waiting restrictions was publicly advertised on 17th July 2015.

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 expressed concern about the relocation of the westbound stop in terms of available footway width.

2.3 2 residents objected to the scheme raising various issues;

- That the proposals may have been appropriate in 1976, but not now because of the amount of traffic accessing the school which is now bigger,
- Concerns about motor vehicle congestion at the school entrance,
- Complaints about the amount of pupils at the Frances Bardsley Academy and their impact on the bus stops and overspill of pupils onto residents' property,
- Eastbound bus stop should be moved to between Manor Road and Marwell Close thus combining two bus stops,
- Concern about road safety

2.4 A letter signed by 7 residents and the Chair of Governors of the Frances Bardsley Academy was received, citing the following concerns;

- Concerns about traffic overtaking buses and conflict with cars turning from Francombe Gardens,
- Loss of refuge island which controls vehicles and gives a crossing opportunity,
- Proximity of the westbound stop to a bend in the road,
- Creation of danger for cyclists,
- Existing westbound stop acts as traffic calming,
- Relocation of crossing will mean pedestrians crossing near junction of Osbourne Road rather than the crossing,
- Relocation of crossing will increase traffic speeds over the bridge,
- Westbound stop relocation will cause intervisibility issues between pedestrians and drivers.

3.0 Staff Comments

3.1 Following the rejection of the original proposals, Staff have sought to keep the eastbound stop in its historic position. The zebra crossing has been proposed for relocation as the current arrangement has the stop on the approach to the crossing which is not considered best practice. The revised layout places both bus stops on the exit side to the crossing and the eastbound stop would therefore be on the pedestrian desire line from the school to the stop and would more likely be used by pupils.

3.2 Staff note the comments made in relation to the westbound stop, but they disagree with the objector's assessment of the safety of the layout. The alternative location for the westbound stop has a comparable width of footway and Staff disagree with London Buses in this regard.

3.3 The suggestion to move the eastbound stop near Manor Road (effectively amalgamating two stops) would mean pupils from the school having to cross Brentwood Road away from the zebra crossing in a position where there is no site for an additional crossing. Such a change would also create a

significant gap in the spacing of the eastbound stops and is not recommended.

- 3.4 The issues of pupil numbers and apparent discontent with traffic flows and driver behaviour is not something which can be resolved with a bus stop accessibility scheme; this is a wider highway network issue in terms of which streets should be carrying through traffic.
- 3.5 Staff recommend that the revised proposal should be implemented given the comments raised by the Committee in response to the previous consultation. Members will need to consider all of the issues and the alternative would be to leave the current layout (subject to providing accessible stops) and any current issues would therefore persist.

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.

Before a decision can be taken on the installation or relocation of a zebra crossing and the introduction of waiting restrictions, 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	<p>I have reservations about the proposed location of the stop outside the school. I feel that as the footway becomes much more narrow at this point, during peak hours when children are leaving the school and waiting for their bus home they will be spilling out into road and restricting footway access for other pedestrians.</p> <p>For this reason I think we should be making use of the much wider footpath which extends across the main entrance of the school.</p>
229 Brentwood Road	<p>With regard to the proposed position of a zebra crossing at 229/227 Brentwood Road I think this will not improve traffic flow when compared to it, existing position. It appears the logic behind the move is that putting the Osbourne Road/ Brentwood Road junction must be a good thing. Yes this would normally be a good idea but now the new position puts it within 10 yards of the Francis Bardsley School entrance. Back in 1976 when I first moved to 229 Brentwood Road that would have been a good idea, but not any more.</p> <p>In 1976 school teachers would arrive at 8am and leave at 4-30 to 5pm, no problem. In those days probably half the teachers came by bus. In 2015 the school is now about 30% bigger with more teachers virtually all of which come by car. Also clearly half of the staff do not stay at the school between 8am and 5pm, I do not exaggerate when I say that there is a steady stream of vehicles coming and going all day, clearly many of the teachers must be supply teachers. It doesn't stop at 5pm either, this school has other activities up to 8pm and that includes many hours on Saturday and Sunday. Then there are also the delivery vehicles.</p> <p>The entrance has been widened to accommodate continental size coaches which are also more frequent than you might imagine. But although the entrance is wider the actual road to the school cannot accommodate two cars passing each other which causes another problem. To compound the problem, there are many times when cars leaving are in conflict with cars turning to enter. To illustrate this problem of one entry/ exit road to the school I have seen on many occasions cars waiting in the middle of Brentwood Road to go in while cars existing are waiting for a gap in the traffic to get out, meanwhile a traffic jam occurs and eventually they are forced to move on by the traffic and come back later.</p>

	<p>Finally, back in 1976 this school did school have two separate road. This 2nd road lies next to house number 216, but at some time in the last 15 years this has been gated and locked shut. Although this second road is not suitable for coaches it is certainly OK for all other vehicles.</p> <p>In a nutshell what I am saying is that leaving the zebra crossing in its present position is on balance a better proposition than moving it to 229/227 simply because Osbourne Road is a very wide road which is easy to enter and leave. Also since speed bumps and width restriction was added to this road, I would imagine less people would use it now, it certainly stopped me from using it.</p>
239 Brentwood Road	<p>as a resident of Brentwood Road I am very grateful for the excellent transport facilities that service our area. The bus stops along Brentwood Road are frequent and nondescript in their appearance and position. However the bus stop outside my property has to bear the burden at various times of the day of facilitating 1303 pupils from The Frances Bardsley School for girls. The size and position of this bus stop is woefully inadequate to cope with this surge of demand during the school day.</p> <p>The front drives of houses 237, 239 and 241 are being used as overspill for the children who cannot find a safe place to stand while waiting to alight on their homeward bus journey. This also leads to confrontation with the residents and the school because of litter, vandalism, abuse and misconduct by the pupils.</p> <p>While the first set of proposals moved the bus stop away from my property, it still failed to address the problems of supporting the number of pupils arriving and departing the school. The glaringly obvious choice for the eastbound bus stop would be to locate it between Manor Road and Marwell close. This has a wide paved area with wooden fencing protecting the garden areas of Narboro Court. The pavement consists of various shrub beds that are very unkempt and are basically used by dogs as a toilet. The added bonus of locating the bus stop here would be its position on a bend in the road with excellent sight lines from each direction, naturally cutting the speed of oncoming vehicles. The bus stop outside the shell garage could be removed, adding to the safety of vehicles and pedestrians entering and exiting the petrol station, without having to venture out into the road past the obstacle of a stationary bus while avoiding overtaking traffic. After studying the new set of plans and the relocation of the pedestrian crossing in relation to the existing bus stop outside 239 and 241, do you really think that as pupils exit or enter the school from the eastbound bus stop that they will use the crossing? I can tell you from experience that they will be crossing any part of</p>

	<p>Brentwood Road in order to either arrive or depart. What if a pupil is late? Is she really going to walk or more likely run down to the crossing outside 227-229? No, but by placing the eastbound bus stop as I have described above, you reduce the chances of this happening and more probably encourage the pupils to utilize the new crossing.</p> <p>These proposals will lead to an accident or more worryingly a fatality. We as residents cannot have this burden. After living here for nine years we have finally come to the end of our tethers. My poor neighbor at 237 was a virtual recluse in the rear of his property because of the children constantly on his property drinking and smoking in the seclusion of his drive. His mother was ill for a long period of time and no amount of appeals of clemency from ourselves to the school or pupils stopped the daily abuse from the girls. Sadly his mother passed away and a short while after my neighbor also suddenly died. I fear that the noise and barracking from the school was definitely a contributory factor in his rescission from the front of his property to the rear, a stress that was unwarranted from decent, peaceful people.</p> <p>We have decided, 237, 239 and 241, in light of these proposals and the years of harassment, that we shall strike a bargain with an electric gate company to fit linear electric gates to our properties forcing the girls into the road and off of our drives if the bus stop remains in place. We cannot be solely responsible for the safety of 1303 pupils of a school that has acres of space of its own that could easily facilitate a bus stand for its own pupils. Emerson park school does this so why can't Frances Bardsley.</p>
<p>Letter signed by residents of;</p> <p>225, 227, 229, 223, 219B Brentwood Road</p> <p>6 Francombe Gardens (2 signatures)</p> <p>and</p>	<p>We strongly feel that the repositioning of the westbound bus stop from opposite 235-237 to opposite 225-227 is an extremely dangerous position for the following reasons. (Please note the attached drawing shows the relocation to be opposite 223-225).</p> <ol style="list-style-type: none"> 1. Traffic that stops behind a bus will definitely try to overtake the bus which will put these cars directly into oncoming traffic. 2. There is also a danger of cars turning out of Francombe Gardens into the path of overtaking vehicles. 3. The existing refuge island was put there to reduce the speed of vehicles and to stop vehicles overtaking when residents were trying to turn into their driveways. Removing the island will only increase the instances of overtaking. 4. The proximity of the bus stop so close to the bend (bend starts at 219b) will further increase the danger to any vehicle overtaking a stationary bus.

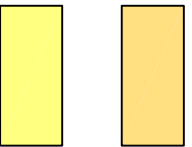
Chairman of
Governors, Frances
Bardsley Academy

5. It will be even more dangerous for cyclists travelling along this road due to the blind spot which will be created from relocating the bus stop.
6. The existing westbound bus stop does act as a traffic calming measure as it does slow the traffic down.

Also we strongly disagree with the proposal to relocate the zebra crossing to approximately 72m west to the party wall of 227-229 for the following reasons.

7. There are many local residents who use Hylands Park down Osbourne Road and surrounding area. People will not walk all the way back to 227-229 to cross the road and then go eastbound back over the railway bridge. You will get pedestrians trying to cross the road at the junction of Brentwood Road and Osbourne Road.
8. Cars coming over the bridge currently slow down as they know there is a pedestrian crossing there. If you relocate it to further up the road you will only increase the speed of the vehicles coming over the bridge and increase the likelihood of a road traffic accident involving vehicles coming out of Osbourne Road or pedestrians trying to cross there.
9. Removing the existing refuge island leaves only one safety point that pedestrians can cross the road.
10. If there is a stationary westbound bus, traffic travelling eastbound will not be able to see any pedestrians waiting to use the pedestrian crossing until they are right on top of them. Also the pedestrians waiting will be unable to see the oncoming eastbound traffic.

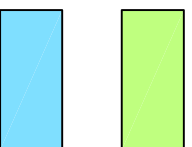
We cannot understand what process Highways has gone through to determine that the proposed access improvements will increase safety and we urge you to leave the westbound bus stop, pedestrian crossing and refuge island in their current location.



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

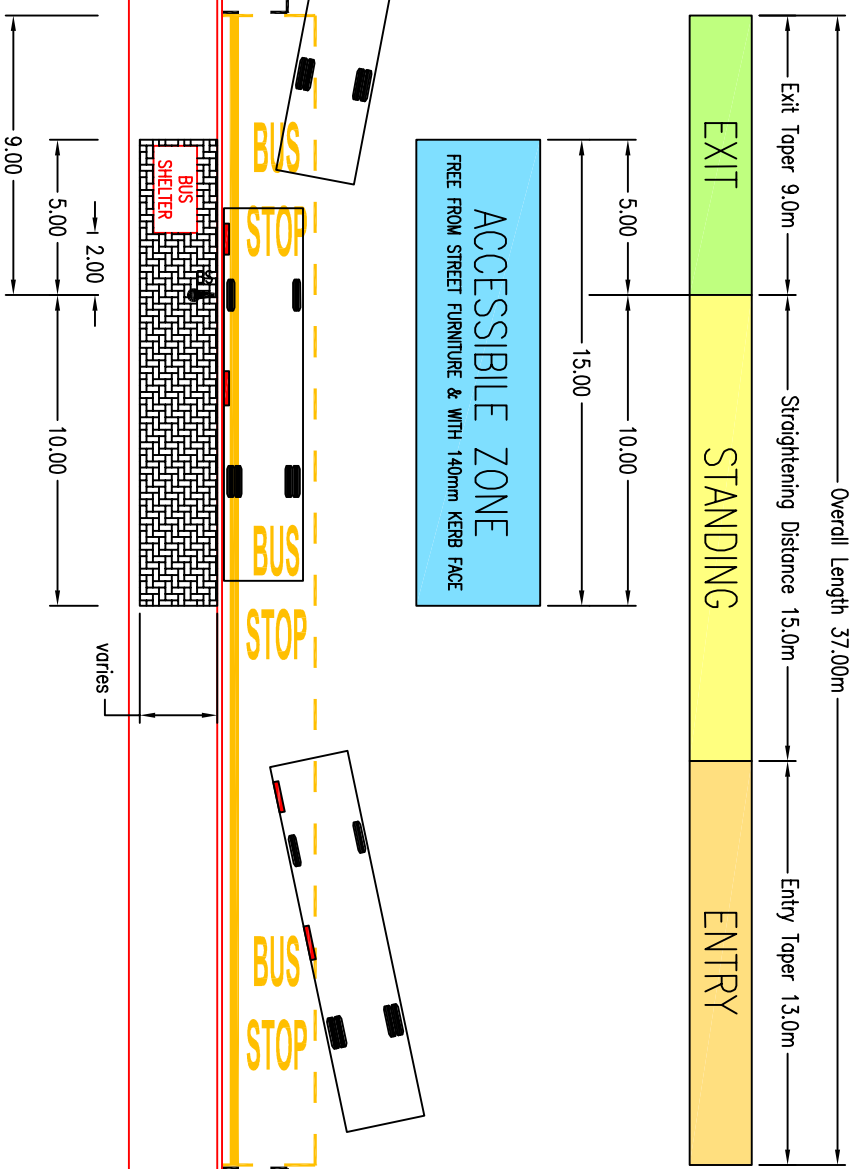
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

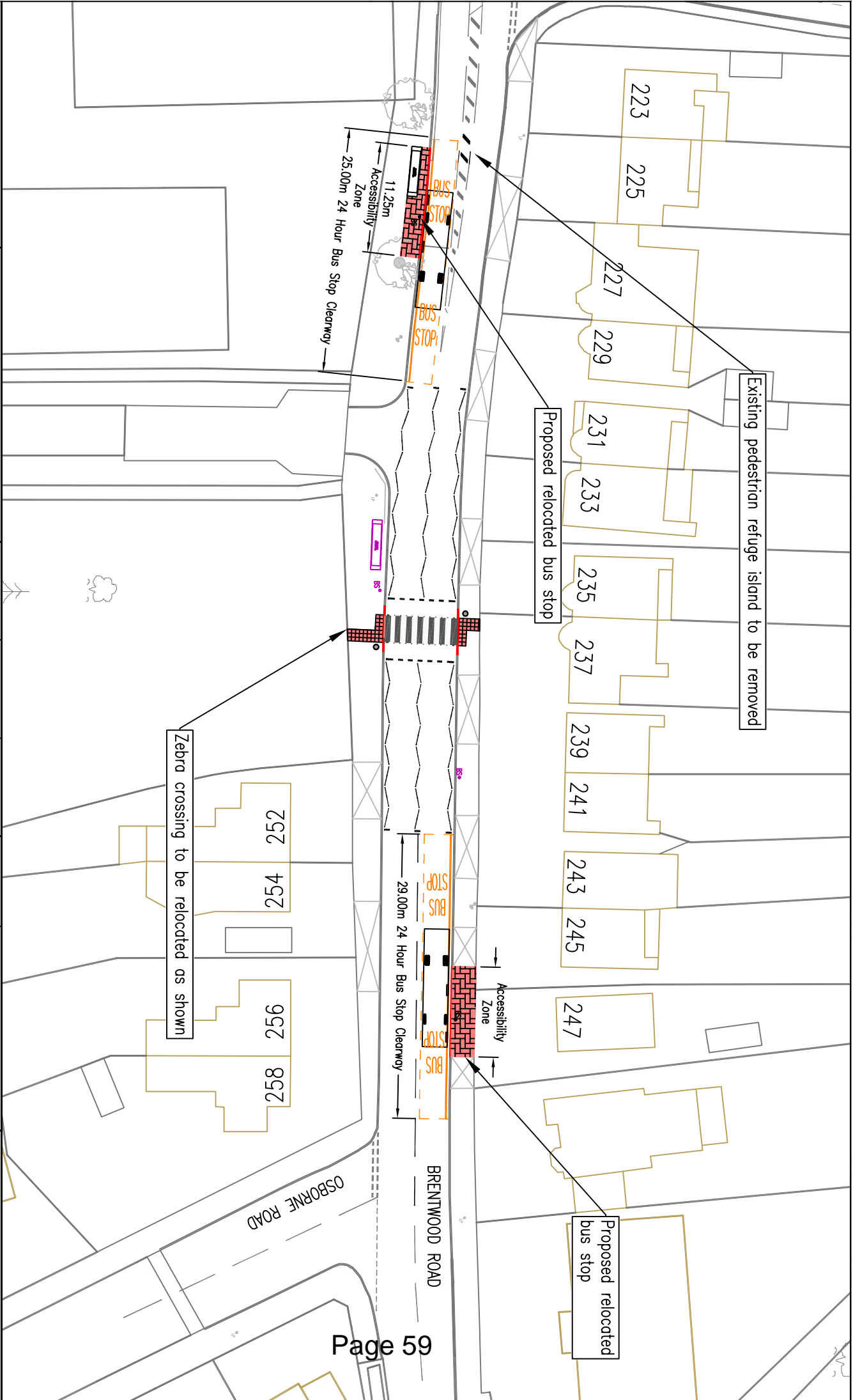
KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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 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 A</p>		<p>DRAWING UPDATE FEB 04</p>	
<p>ACAD REF: <small>Part 6 - Standard Details</small> Sheet Size: A4 (297x210)</p>		<p>DRAWING No QB109/00/01</p>		<p>REVISION B</p>		<p>AMENDMENT</p>		<p>DATE FEB 04</p>		<p>©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haverling 100024327</p>	

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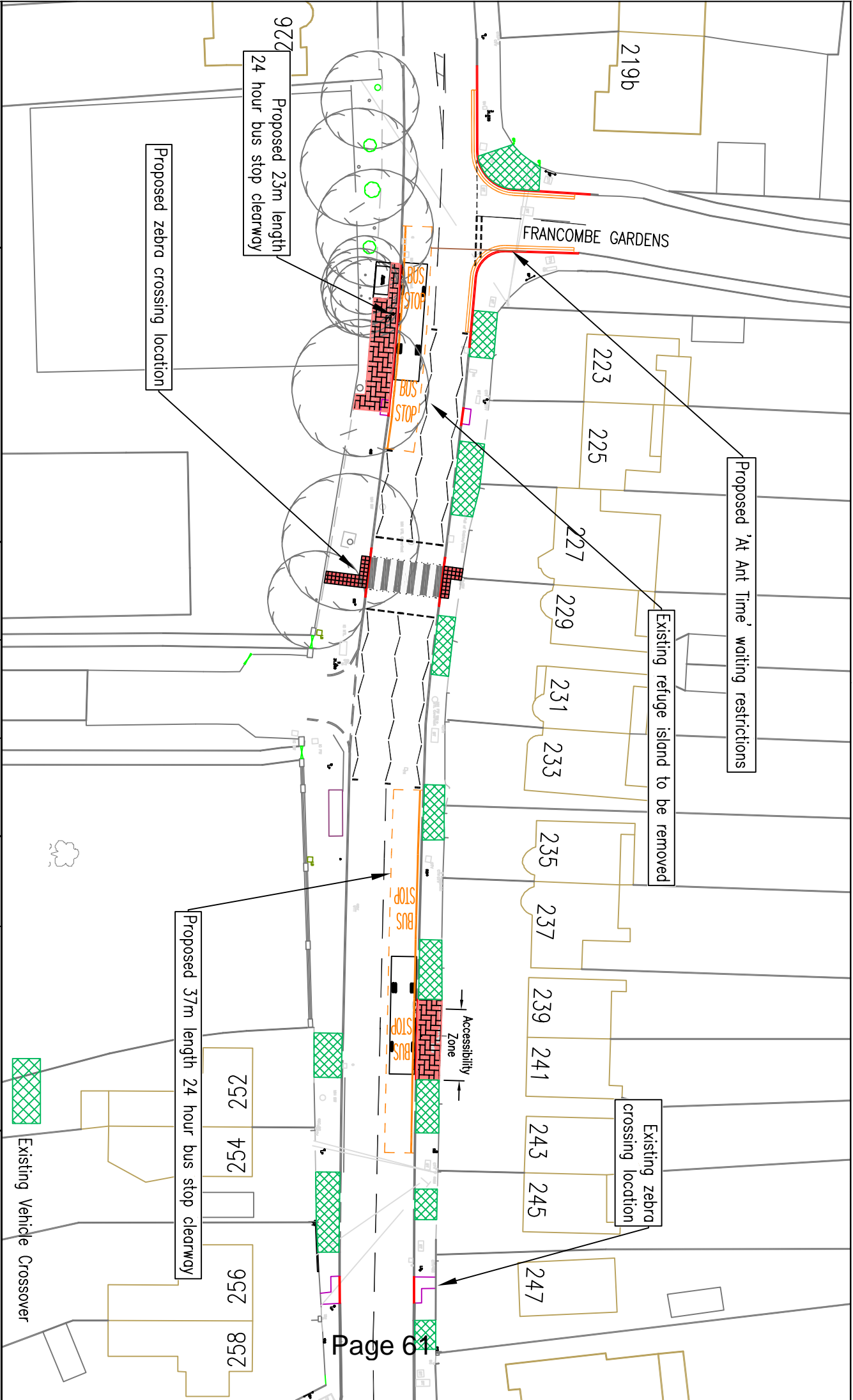
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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
BRENTWOOD ROAD	
DRAWING TITLE	BS18487 & BS18488 FRANCES BARDSLEY SCHOOL

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP	PURPOSE	PROPOSAL
SCALE (AT A4 SIZE)	1:500	DATE	04.08.14	DRAFT	ISSUE		
ACAD REF:		DRAWING No	QNO08-OF-A90/91	REVISION	A		
Sheet Size: A4 (297x210)				REVISION	AMENDMENT		
				REVISION			DATE

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JOB TITLE	BUS STOP ACCESSIBILITY 2014/15
DRAWING TITLE	BRENTWOOD ROAD PROPOSED MEASURES FRANCES BARDSLEY SCHOOL

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP
SCALE (AT A4 SIZE)	1:500	DATE	22.06.15	DRAFT	<input type="checkbox"/>
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Sheet No: 44 (287/210)		REVISION	A	REVISION	

PURPOSE	PROPOSAL
REVISION	AMENDMENT
DATE	

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HIGHWAYS ADVISORY COMMITTEE

13 October 2015

Subject Heading:	BUS STOP ACCESSIBILITY Elm Park Avenue Outcome of rerun 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 £1,000 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 relocation of a bus stop from outside 347 Elm Park Avenue to outside 379-387 Elm Park Avenue, together with making the bus stop fully accessible in the proposed location and seeks a recommendation that the proposal be implemented.

The scheme is within **Elm 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 currently outside 347 Elm Park Avenue is relocated outside 379-387 Elm Park Avenue, together with bus stop accessibility improvements as set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QN008-OF-A114/1-A (Option 1)
2. That it be noted that the estimated cost of £1,000 for implementation 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 September 2015.
 - 1.8 Of these stops, 74% 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 for accessibility works for Elm Park Avenue were considered by the Highways Advisory Committee at its meeting of 13th January 2015 and its recommendations were agreed and signed off by the Cabinet Member for Environment under Executive Decision 15/11. The agreed works included the relocation of a bus stop from outside 347/349 Elm Park Avenue to outside 379-387 Elm Park Avenue, as the current location cannot be made accessible because of the presence of vehicle crossings.
- 1.13 During the implementation of the works, Staff received complaints from residents and ward councillors that some residents did not receive the original consultation information and therefore did not have the opportunity to comment on the proposals. Staff hand-deliver consultation information of this nature, but the Cabinet Member for Environment agreed that the matter be subject to a re-run of the consultation and the matter referred back to the committee for further consideration.
- 1.14 The options re-consulted are as follows;

QN008-OF-A114/1-A OPTION 1	To be relocated from outside 347/349 to outside 379/387	Bus stop to be relocated 119m west 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A114/2-A OPTION 2	Outside 347 - 349	Bus stop to remain in same location 31metre bus stop clearway. No footway works possible

- 1.15 23 letters were hand-delivered to those potentially affected by the scheme on 1st September 2015, with a closing date of 21st September 2015 for comments.

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

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 7 responses were received as set out in Appendix I to this report.

2.2 London Buses supported Option 1, to relocate the stop.

2.3 2 residents also supported Option 1, commenting

- Current stop is a cause of disturbance because of adjoin road hump,
- Current stop disturbs privacy,
- Relocation proposal is most practical and sensible location

2.4 4 residents support Option 2, that the stop should remain in its current position and commented on the relocation proposal;

- The proposed stop is too close to Carfax Road and Warren Drive and vehicles turning right at those junctions cause congestion,
- Buses will cause traffic to overtake a stationary bus into the path of drivers approaching traffic signals at junction with Upper Rainham Road,
- Loss of parking for residents, especially with vans parked in area,
- Proposal would be too close to traffic signals at junction with Upper Rainham Road,
- Concerns about previous collisions at location,
- Increase in congestion at junction with Upper Rainham Road,
- Stationary buses would block residents' driveways,
- Broken down buses would block residents' driveways, with school run being a particular concern for picking up children,
- Impact on emergency vehicles because bus stop will cause congestion,
- Bus stop would be too close to a tree (which Council won't remove to allow wider vehicle crossing) which also would cause driveway access problems,
- Impact on bus stop on bedrooms in terms of noise and fumes from buses and disturbance from people at bus stop,
- People will be able to look into property from buses,
- Bus stop should be moved to Upper Rainham Road and could serve medical centre,
- Bus stop on an incline, whereas current location is flat and easy to board from,
- Problem of bus access never raised before.

3.0 Staff Comments

- 3.1 Leaving the bus stop in its current position (Option 2, Drawing QN008-OF-A114-2-A) will mean that this particular stop cannot be made accessible because of the presence of vehicle crossings. Although a resident commented that accessibility hadn't been raised before, as explained in the Background, the programme is to provide access to bus services for all.
- 3.2 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored. Clearly residents have real concerns about the proposed relocation and Staff note the issues about disturbance, privacy and access.
- 3.3 Elm Park Avenue is approximately 8.25m at the proposed stop position which is sufficient for a bus to stop and for two-way traffic to be maintained. It is correct that for vehicles turning right into Carfax Road, a lack of gaps in oncoming flows could mean that following traffic will be held up, although Staff would suggest that this is currently the situation created by vehicles parked in the location proposed for the bus stop. If impact on traffic flow is considered critical, then waiting restrictions should be considered at this location.
- 3.4 The suggestion to relocate the stop to Upper Rainham Road is not considered viable. There is already a bus stop within close proximity to the medical centre and bus stops are generally intended to serve areas of population which means their placement in residential areas.
- 3.5 Because of the prevalence of vehicle crossings along Elm Park Avenue, the proposed relocation site is the only area with sufficient kerb space for an accessible stop. The only other possible alternative would be to close Warren Drive at its junction with Elm Park Avenue to release kerb space, although residents in that location may also object.
- 3.6 Staff are only able to recommend that the bus stop be relocated as described above, but the Committee will need to consider the balance of the issues in making its recommendations.

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 £1,000 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 the proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

BACKGROUND PAPERS

Project file: QN008, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Response and Staff Comments (where required)
Matthew Moore London Buses Infrastructure	I am in favour of option 1 as it is more accessible than option 2.
Resident 351 Elm Park Avenue	<p>We will appreciate very much If the Bus Stop be relocated outside No. 379. Option 1 QN008-OF-A114/1-A</p> <p>The area already prepared for this purpose is opposite a vacant block and will not hinder anybody. At present we have the bus stop in front of our house, which disturbs our privacy when ever a bus pulls up and on top of this now there is speed restricting road hump, which is extremely annoying due to the high level of noise, especially when builders trucks and Council Trucks go over it.</p> <p>We would be very grateful to you if you could go ahead with your decision already taken, as voted by us, earlier.</p>
Resident 353 Elm Park Avenue	Further to my email below I write to advise that my position has not changed and would prefer that the bus stop be relocated as per the original recommendation (option 1) made by yourselves in the first consultation. It is also for many reasons the most sensible and practical decision.
Resident 373 Elm Park Avenue	<p>I am in favour of OPTION 2 of your proposal for the following reasons.</p> <ol style="list-style-type: none"><li data-bbox="524 1169 2063 1313">1. The stop is too near the entrance to the neighbouring estate via Carfax Road. I have witnessed many near misses with cars entering Elm Park Avenue from Lower Rainham Road and turning right into Carfax Road. With the additional hazard of a wide double decker bus stopped at the proposed but stop it will be more of an invitation to 'cut the corner' of Carfax Road.<li data-bbox="524 1353 2051 1380">2. With the traffic lights at the junction of Elm Park Avenue and Lower Rainham Road, queues are regular at

	<p>the lights and queues will form behind the bus, forming back down the hill towards the main road. This will cause frustration for drivers trying to get up the hill past the bus, and drivers may try to overtake the bus when cars are approaching the lights.</p> <p>3. With the 'over large' bus stop being positioned across the road a number of car parking spaces have been removed and now further car parking spaces have been removed in what is already an area with inadequate parking spaces for residents, with the seemingly endless increase of large white and multi-coloured vans that have appeared in the area.</p> <p>I hope you will consider my comments and keep the bus stop at the present position.</p>
Resident 381 Elm Park Avenue	<p>We have looked at the two options proposed (QN008-OF-A114/1-A and QN008-OF-A114/2-A) and we strongly oppose "Option 1" and strongly support "Option 2". We have also added our own alternative suggestion for your consideration at the end of this letter.</p> <p>Our reasons for objecting to your "Option 1" are as follows:</p> <ul style="list-style-type: none">• If the bus stop was to be relocated to 379 Elm Park Avenue we are certain that this would cause great danger to all road users as it will be within 10m of the Carfax Road junction and 50 metres of the traffic lights at the junction with Upper Rainham Road. For example, on 1st August 2015 at approximately 10.50 am a "Yodel" van was waiting to turn into Carfax Road and a small silver van came round the corner from Upper Rainham Road and hit the van from behind. You can see from the picture below that the accident occurred in the exact place that the bus stop in "Option 1" would be located! This shows how dangerous the location is for traffic even without a bus stop being in place, luckily the damage was minimal on this occasion. Please see photographic evidence below:



- The traffic congestion at the Upper Rainham Road/Elm Park Avenue Junction would also be increased. It is usually constantly busy (more so during rush hour times) but with buses stopping so near to the junction, traffic behind buses turning into Elm Park Avenue will have nowhere to go as it would be impossible to pass any bus due to traffic build up on the opposite side of the road at the exit into Upper Rainham Road via the traffic lights. I have attached a picture below as an example from when council workers were replacing the pavement in the exact location of the proposed bus stop.



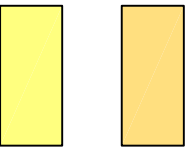
You can see from the above picture how the traffic is built up on Elm Park Avenue towards the traffic lights at Upper Rainham Road and that the Silver Car (and traffic all the way round the corner into Upper Rainham Road) could not pass the works van causing traffic gridlock.

- Another issue more to do with our own property is access to our driveway. You state that the location of the stop would be outside 379 but, the stop would not directly affect 379 at present, it would affect 381 to 387 as it is these properties that are going to be impacted by the bus stop and the clearway. When a bus is stationary at the bus stop, it will cover the whole of our driveway, if we come home at this time, we will have to sit and wait in the middle of the road for the bus to move before we can access our own property. This will add the traffic build up.
- What happens if a bus breaks down at the stop? It will be covering our driveway meaning we will not be able to get access to or from our drive. If our car is on the driveway and a bus breaks down at the stop during school run time for example, we will not be able to access our car to go and collect our daughter from school or our son from playgroup.
- Another issue will be that we will be losing 5 parking spaces outside houses 379 to 387 due to the Bus Clearway zone. Parking is already very hard to find outside our houses and this will make it even harder. Will new parking spaces be made available for these houses?
- If a bus is at the stop and traffic builds up as explained earlier (which will occur approximately every 10 minutes at peak times) what will happen to emergency vehicles when they cannot get through due to the traffic build-up. Even if a bus is only stationary for 1 minute, this minute that a fire engine, police car or Ambulance cannot move through the traffic could be the difference between a life or death situation.
- Another issue with our own property is that the bus stop would be too close to the tree that is located in front of our house. We have already been informed by our councillors that this tree is not the correct type of tree for the road as it is so large, if a bus stop is put on the other side of our drive its going to again, cause a real issue with access to our drive.
- We have requested that the tree outside our house be removed as we would like to drop the curb to

	<p>create a larger driveway, this was refused unless the roots under the driveway etc are exposed (at our expense) to show that the tree is causing damage to our current drive even though it is obvious. So, the council have been very quick to refuse us these changes outside our house but have been very quick to make changes outside without (to begin with back in July) any formal notice!</p> <ul style="list-style-type: none"> • The plans to relocate the bus stop also cause an issue for us as this would be directly outside our 3 year old son's bedroom. The 252 is generally still running until after 1 am, this will potentially have a detrimental effect on the quality of his sleep due to the noise of the bus pulling in and out and the noise from people at the bus stop. Fumes from the bus will also get into his, and our bedroom during the warmer months when windows are open. • With two young children in our house we are also concerned about who can see into our property. If this change is implemented we will need to add extra cover at our living room and two of the front bedroom windows. This is an expense we could certainly do without and I'm sure that the council will not be prepared to assist with this or any loss of value to our property that this would cause! We have a suggestion, if the council is adamant about moving the bus stop from outside 347/349, why not relocate it from Elm Park Avenue to Upper Rainham Road. This would be a further 80 metres from the planned location at 379/381 but it would then also supply access for the medical centre and potentially for any new housing that is being suggested near to the medical centre. The pavement just round the corner in Upper Rainham Road is also much wider which would mean that you could create an actual bus stop area off road. This would then mean that the traffic disruption was kept to a minimum.
<p>Resident 383 Elm Park Avenue</p>	<p>I choose option 2 for the following reasons.</p> <p>To relocate to outside 379 will cause a number of issues due to the closeness to the junction of Upper Rainham Road. This area already suffers with congestion and snarl ups due to vehicles turning either right into Carfax Road or further on left into Warren Drive.</p> <p>So by having the bus stop outside 379 will make the situation much worse. By leaving the bus stop where it is outside 349 both of these junctions have been passed.</p> <p>Also outside 379 and the bus clearway as shown are on an incline so this will cause problems for the very</p>

	<p>people Havering Council wish to help. Outside 349 is a flat area of road where it will make it as it already does much easier for everyone to board the bus.</p> <p>To me the only sensible option for the bus stop is to keep it outside 349 option 2</p>
<p>Resident Address not given</p>	<p>I have lived here for nearly twenty years and there has never been any problems with the issues raised in your letter, at least not to my knowledge, furthermore if there was such issues why only now are they being addressed ?</p> <p>By relocating the bus stop outside number 379, the single file traffic will be backed up onto the Upper Rainham Road, particularly during peak times as the traffic behind the buses will be unable to over take when the traffic on the opposite side of the road is stationary at a red light, as the road only accommodates for single file traffic, therefore causing vast amounts of congestion, which will then at some point cause the traffic light sequence to be affected, this has been known to happen several times when there has been work carried out on this road in the past.</p> <p>This would then also create idling traffic noise and pollution, and on a more serious note a high increase in road traffic collisions.</p> <p>Recently the kerbs of Carfax road junction with Elm Park Avenue have been adjusted making them smaller, again the road has always been that way since Elm Park was first established in the 1930s. There was never an issue with the kerbs there in the last eighty years why now have there been adjustments made which I feel are a complete waste of the tax payers money as this has just caused problems for vehicles entering and exiting the junction as its too tight.</p> <p>I feel all this is a waste of the tax payers money and could be put to better usage</p>

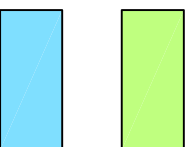
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ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

STANDING ZONE

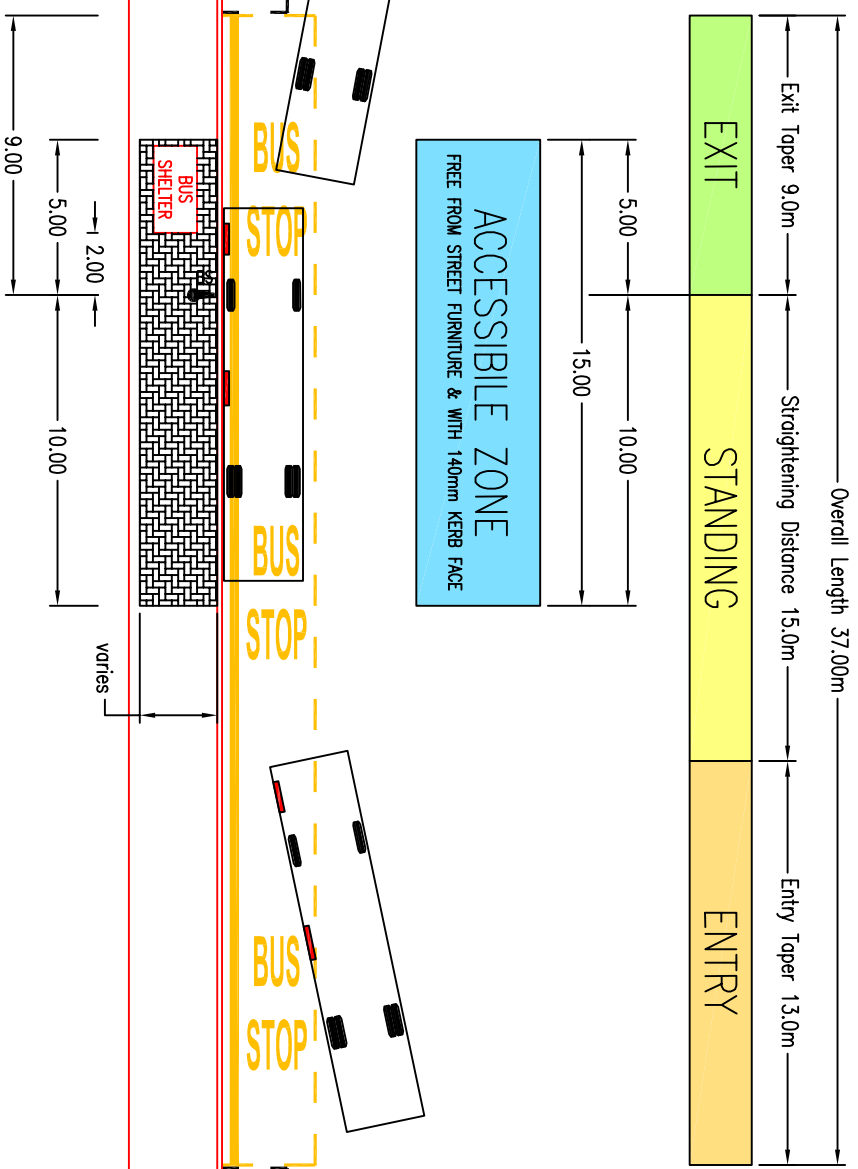
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

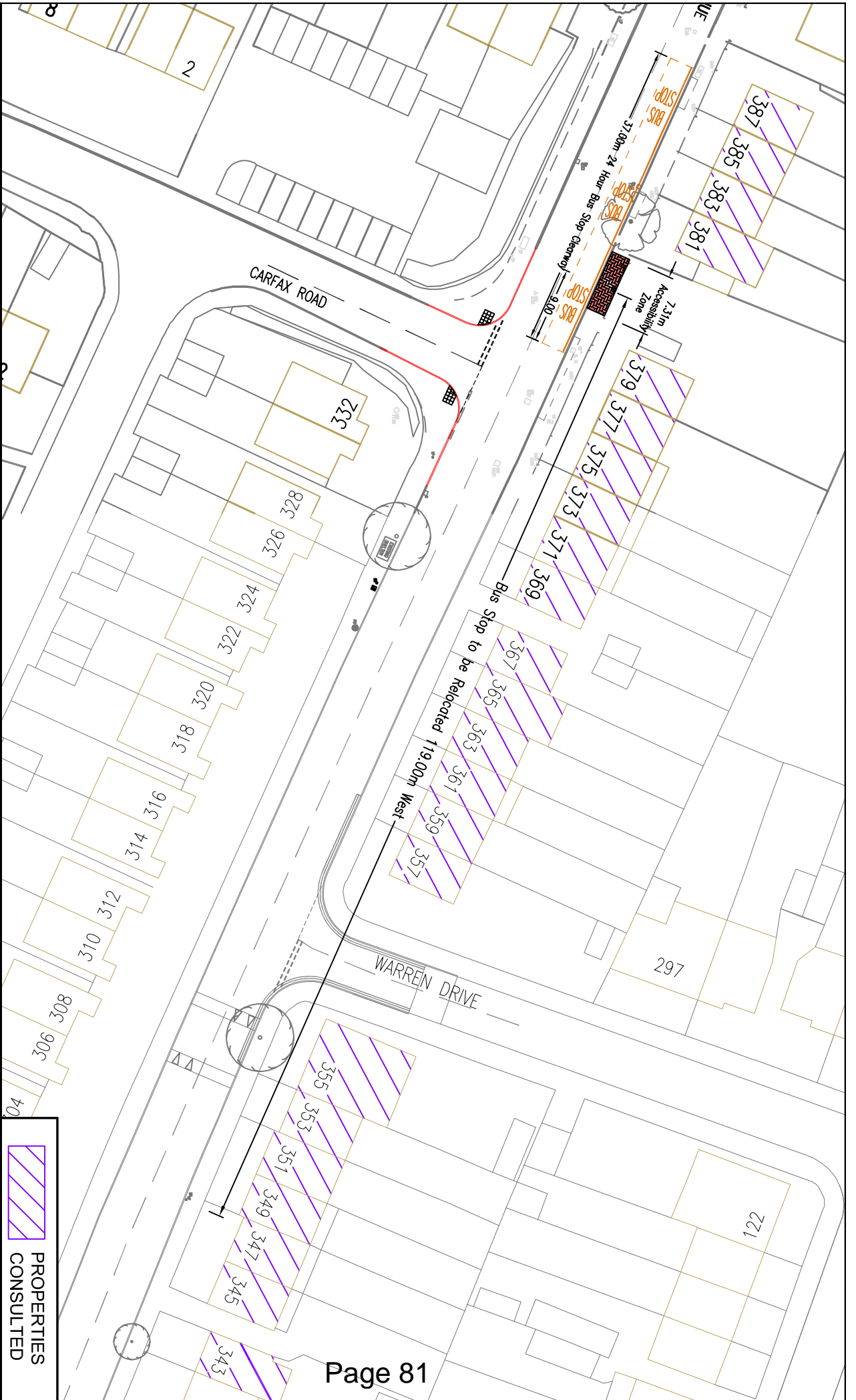
KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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, ROMFORD, RM1 3DW TELEPHONE No. 01708 434343 FAX No. 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>PURPOSE 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 A</p>		<p>DRAWING UPDATE FEB 04</p>	
<p>ACAD REF: Part 6 - Standard Details</p>		<p>DRAWING No. QB109/00/01</p>		<p>REVISION B</p>		<p>AMENDMENT</p>		<p>DATE FEB 04</p>		<p>©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haverling 100024327</p>	

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Havering

LONDON BOROUGH OF
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 MERCURY GARDENS, ROMFORD, RM1 3DW
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JOB TITLE
 BUS STOP ACCESSIBILITY 2014/15
ELM PARK AVENUE
WARREN DRIVE (Option 1)

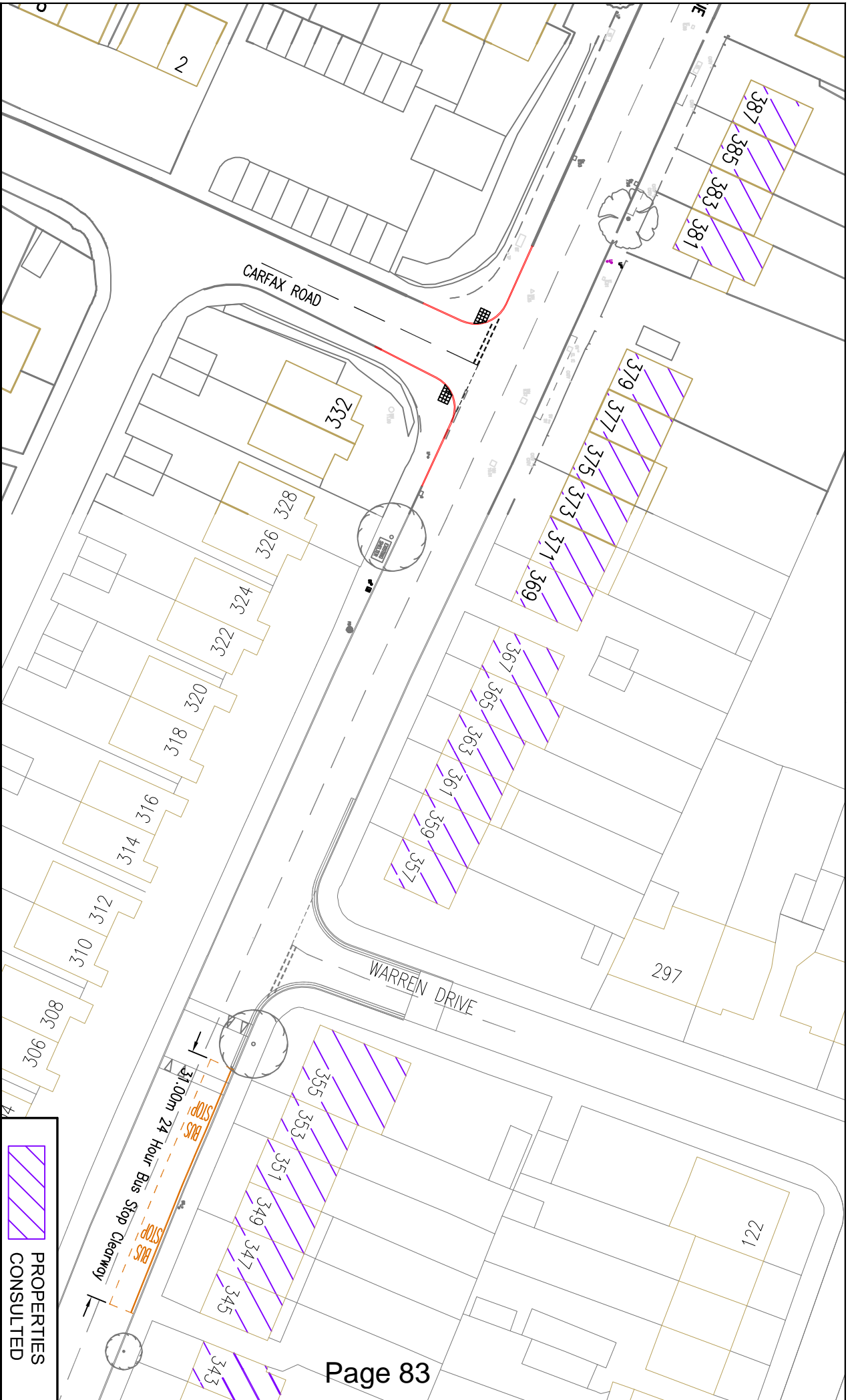
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 RP
CHECKED BY
 MLP
APPROVED BY
 MLP
SCALE (AT A4 SIZE)
 N.T.S.
DATE
 04.09.14
DRAFT
 ISSUE
DRAWING No
 QND08-OF-A114/1
REVISION
 A

PURPOSE
 PROPOSAL
REVISION
 AMENDMENT

DATE
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Havering

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STREETSCAPE CULTURE & COMMUNITY

TELEPHONE No: 01708 434343 FAX No: 01708 433721
EMAIL: streetcare@havering.gov.uk

JOB TITLE
BUS STOP ACCESSIBILITY 2014/15
ELM PARK AVENUE

DRAWING TITLE
BS 18432
WARREN DRIVE (Option 2)

DRAWN BY
RP

CHECKED BY
MLP

APPROVED BY
MLP

PURPOSE

PROPOSAL

SCALE (AT A4 SIZE)
N.T.S.

DATE
04.09.14

DRAWING No
OND08-OF-A114/2

REVISION
A

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HIGHWAYS ADVISORY COMMITTEE

13 October 2015

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
October 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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals with funding in place							
A1	Park End Road, outside Romford Library	Romford Town	Restriction of motor traffic, other than delivery vehicles	"Plaza" area recently adopted following previous changes made to facilitate library refurbishment. There is a need to restrict traffic use of the area by the pedestrian entrance, other than deliveries to the library.	LBH Streetcare Revenue	£2k	Head of Streetcare
SECTION B - Highway scheme proposals without funding available							
B1	Cedar Road	Brooklands	Provision of experimental road closure to motor traffic to remove inappropriate commercial traffic and speeding drivers.	Feasible, but not funded. Proposal would allow idea to be tested and feedback invited. May have positive impact on Poplar Street and Willow Street in terms of a higher level of service for people walking and cycling and for residents more generally.	None	£8k	Cllr Benham
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)							

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
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
C2	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
C3	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

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
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
Page 91 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

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
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
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
C8	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

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
C9	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

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HIGHWAYS ADVISORY COMMITTEE

13 October 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
- People will be safe, in their homes and in the community
- Residents will be proud to live in Havering

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
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SECTION A - Parking Scheme Requests

TPC778	Glades Close, off Francome Gardens	Request from resident for Heath Villas, Glades Close to be included in existing RO3 CPZ. This is a new gated development of 9 x 4 bed detached houses with a off road parking and a garage.	No	REV	Resident	Romford Town
TPC779	Park Lane	Request from the owner of CH Electrical, to change the use of the newly installed residents parking bay outside the business to a Loading bay.	No	REV	Business	Romford Town
TPC780	Hacton Lane, the unnamed servie road fronting no. 2 Hacton Lane and Nos.20 to 50 Upminster Road	Request to restrict the junction with Hacton Lane and all for the northern side of the road to prevent obstructive parking.following the road widening, footway resurfacing and agreed waiting restrictions on the apexes of the bends in the road	No	REV	Staff Suggestion	St Andrews

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

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