



# Haverling

LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.00 pm**

**Tuesday  
8 December 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 - 14)**

To approve as a correct record the minutes of the meeting of the Committee held on 10 November 2015, and to authorise the Chairman to sign them.

### **5 PROVISION FOR CYCLISTS AT EXISTING CLOSURE IN QUEENS PARK ROAD, HAROLD WOOD (Pages 15 - 24)**

### **6 BUS STOP ACCESSIBILITY - AVELON ROAD AREA (Pages 25 - 52)**

- 7     **BUS STOP ACCESSIBILITY - MUNGO PARK ROAD** (Pages 53 - 68)
- 8     **BUS STOP ACCESSIBILITY - WINGLETYE LANE (NEW STOP OPTIONS)** (Pages 69 - 94)
- 9     **BUS STOP ACCESSIBILITY - STRAIGHT ROAD (RE-CONSULTATION)** (Pages 95 - 114)
- 10    **BUS STOP ACCESSIBILITY - COLLIER ROW LANE** (Pages 115 - 128)
- 11    **TPC460/3 - SCOTT'S PRIMARY SCHOOL (PROPOSED SCHOOL KEEP CLEAR MARKINGS)** (Pages 129 - 138)
- 12    **TPC702 - CAMBORNE AVENUE - PROPOSED WAITING RESTRICTIONS** (Pages 139 - 144)
- 13    **BUTTS GREEN ROAD - PROPOSED PAY & DISPLAY PARKING BAYS** (Pages 145 - 150)
- 14    **TPC481 - MILL PARK AVENUE & MAVIS GROVE (PROPOSED RESIDENTS PARKING, PAY AND DISPLAY SCHEME)** (Pages 151 - 160)
- 15    **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 161 - 170)
- 16    **TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 171 - 176)
- 17    **URGENT BUSINESS**

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

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

# Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
10 November 2015 (7.00 - 8.45 pm)**

**Present:**

**COUNCILLORS**

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

Councillors Viddy Persaud and Melvin Wallace were also present for parts of the meeting.

All decisions were taken with no votes 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.

**47 MINUTES**

The minutes of the meeting held on 13 October 2015 were agreed as a correct record and signed by the Chairman.

**48 PROPOSAL TO INTRODUCE PARKING CHARGES IN COUNCIL OWNED PARKS AND OPEN SPACES**

The Chairman gave a statement on this matter that explained that this item had been withdrawn from the agenda following clarification that the measures did not involve the use of Traffic Management Orders as they did not have any substantive impact on highways, and thus did not require comments by the Committee.

49 **BROOKLANDS CONTROLLED PARKING EXTENSION**

The report before Members set out the responses to an informal consultation and the subsequent advertised proposals to extend parking controls into currently unrestricted areas of the Brooklands Ward.

The report stated that officers had developed these parking proposals in conjunction with Ward Councillors with the view that the schemes would better serve the residents and businesses of the area.

The Committee noted that the aim of these proposals were to help improve traffic flow, limit commuter parking and make further parking provisions for parents who drop-off or pick-up their children at Crowlands Primary School.

The Committee noted that approximately 316 letters and plans were delivered to local residents in addition to key stakeholders consulted such as London Buses, Emergency Services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press. At the close of consultation 30 written responses had been received; 10 responses were in favour and 20 against the proposals.

Members also noted that a petition was received from the Chairman of Romford Mosque which included approximately 306 signatures objecting to the proposals and highlighting the negative impact it would have on worshippers at the Mosque.

In accordance with the public participation arrangements the Committee was addressed by a member of the public who was in support of the scheme but sought clarification on the proposed bay parking opposite the restricted parking area. The resident was of the opinion that the bays would lead to insufficient space to manoeuvre for lorries and bigger vehicles.

The Committee was informed that officers had taken into consideration the issues raised by the resident during the consultation and had removed the long term non-resident parking bays from the scheme.

With its agreement Councillor Viddy Persaud addressed the Committee.

Councillor Persaud spoke in support of the proposals stating that Ward Councillors and residents had worked on the schemes and were in favour of the proposals and that the effects of implementation would need to be monitored.

During general debate, a Member sought clarification that there was enough space for a Fire Engine and refuse truck to manoeuvre beside the proposed parking bay in Lessington Avenue.

A Member noted that the proposals had been designed in conjunction with the Ward Councillors and that the scheme did not impact on the footway.

A Member was of the opinion that the solution to parking issues in the area should be in accordance with the responses received as the Member was of the view that there was no overwhelming support for the proposals.

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

1. To recommend to the Cabinet Member for Environment that the proposals as shown on the drawings appended to the report be implemented as follows:
  - (a) That the proposals in Lonsdale Avenue, be implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to the Committee with any further recommendations;
  - (b) That the proposals that the zone should be extended along Lessington Avenue to the end of the existing restrictions at its junction with Derby Avenue be implemented;
  - (c) That the proposals in Jubilee Avenue be implemented as advertised and the effects of implementation be monitored for a period of 6 months, officers reporting back to the Committee with any further recommendations
  - (d) That the proposals in Derby Avenue be implemented as advertised and the effects of implementation be monitored for a period of 6 months, officers reporting back to this committee with any further recommendations.
  - (e) That the proposals in Burlington Avenue be implemented as advertised and the effects of implementation be monitored for a period of 6 months, officers reporting back to the Committee with any further recommendations.
  - (f) That the proposals in Astor Avenue be implemented as advertised and the effects of implementation be monitored for a period of 6 months, officers reporting back to the Committee with any further recommendations.
2. That the effects of these implementation be monitored
3. It be noted that the estimate cost of £6,000 for implementation would be met from the 2015/16 Minor Parking Schemes budget.

50 **LOCAL IMPLEMENTATION PLAN - ANNUAL SPENDING SUBMISSION PROCESS - REPORT FOR NOTING**

Further to a request from a member of the Committee that sought clarification on how the Council's annual Local Implementation Plan Funding Submission was produced, the Committee received and noted the content of the Local Implementation Plan Funding report.

The Committee requested that a presentation on this issue be arranged for a future meeting.

51 **DAGNAM PARK DRIVE ACCIDENT REDUCTION PROGRAMME - PROPOSED 20 MPH ZONE AND SAFETY IMPROVEMENTS**

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

1. Recommend to the Cabinet Member for Environment that the safety improvements as detailed and shown on the relevant drawings be implemented as follows:
  - (a) Dagnam Park Drive between North Hill Drive and Whitchurch Road (Plan Nos: QO005/1 and QO005/2)
    - 20mph zone
    - 20mph roundels road markings at various locations as shown.
  - (b) Dagnam Park Drive outside property Nos. 350/352)(Plan No:QO005/1 ) - Speed table.
  - (c) Dagnam Park Drive outside Brookside Primary Schools (Plan No:QO005/1)
    - Raised zebra crossing with illuminated beacon posts
  - (d) Dagnam Park Drive east of Chudleigh Road (Plan No:QO005/1 )
    - Speed Table
  - (e) Dagnam Park Drive east and west of Whitchurch Road (Plan No:QO005/2 )
    - Speed cushions
2. Noted that the estimated costs of £85,000, would be met from the Transport for London's (TfL) 2015/16 Local Implementation Plan allocation for Accident Reduction Programme.

52 **TPC 734 - WILSON CLOSE & GAYNES ROAD. NO LOADING RESTRICTIONS**

The Committee considered the report and the representations and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that:



- a. The proposals as shown on the plan appended to the report be implemented as advertised, with a small reduction of the waiting and loading ban to the eastern boundary of No.2 Gaynes Road.
- b. The effect of the proposals be monitored.
- c. It be noted that the estimated cost for the current proposals in Wilson Close and Gaynes Road as set out in the report was £2,000 which would be met from the 2015/16 Minor Parking Schemes budget.

**53 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.

**54 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.

**55 URGENT BUSINESS**

The Committee noted a request from a Member who had asked for a monthly schedule of schemes progress. In response Highways and Parking officers stated that there would be resource issues in order to undertake this request.

Members commented on the heavy traffic around the newly opened KFC Restaurant at Gallows Corner. In response, the Committee was informed

that Highways and Planning officers were monitoring the effect of the establishment on traffic in the area.

A Member raised the issue of the request to relocate a bus stop away from the Rainham Garden Wall. In response, officers stated that this was a matter for TFL/London Buses to consider and Members may want to channel the request through the London Assembly Member for Havering & Redbridge.

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**Chairman**

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

Item Ref	Location	Ward	Description	Decision
<b>SECTION A - Highway scheme proposals with funding in place</b>				
A1	The Brewery	Romford Town	Traffic Management Orders associated with redevelopment of bus station in connection with P1120.14	AGREED
A2	Sainsbury's development, Suttons Lane	Hacton	Traffic Management Orders associated with creation of loading bay/ layby in connection with P1357.13	AGREED
<b>SECTION B - Highway scheme proposals without funding available</b>				
B1	Lodge Avenue	Romford Town	20mph Zone	WITHDRAWN
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>				

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

Item Ref	Location	Ward	Description	Decision
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)
Page 8 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.
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.

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

Item Ref	Location	Ward	Description	Decision
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.
Page 9 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.

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

Item Ref	Location	Ward	Description	Decision
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.
C7	Faircross Avenue	Havering Park & Mawney	Restrictions to prevent passage by HGV drivers who ignore 7.5 tonne weight limit.	PROCEED TO EXPERIMENTAL TRAFFIC ORDER AND WIDTH RESTRICTION ON FAIRCROSS AVENUE
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.

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

Item Ref	Location	Ward	Description	Decision
	Cedar Road	Brooklands	Provision of experimental road closure to motor traffic to remove inappropriate commercial traffic and speeding drivers.	PROCEED TO EXPERIMENTAL TRAFFIC ORDER
Page 9	Sunnings Lane	Upminster	Closure of street to through vehicular traffic near houses to deal with speeding and inappropriate use of street.	PROCEED TO PUBLIC CONSULTATION

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**London Borough of Havering  
Traffic & Parking Control - StreetCare  
Parking Schemes Applications Schedule November 2015**

Item Ref	Location	Comments/Description	Decision
<b>SECTION A - Parking Scheme Requests</b>			
TPC791	Prospect Place, Collier Row, Romford	Request to install double yellow lines one side of the road to improve access for council and emergency services.	AGREED
TPC792	Margeret Lawrence Clive	Following the introduction of double the yellow lines at the junctions and apexes of bend in the area, residents have requested a residents parking scheme to prevent long term non-residential parking.	AGREED

TPC793	Hall Terrace, Harold Wood	Requests from a number of residents of Hall Terrace to be included in the Residents Parking Scheme for the area	AGREED
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**SECTION B - Parking Scheme Requests on hold for future discussion or funding issues**

# HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

Provision for cyclists at existing road closure in Queens Park Road, Harold Wood - 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 £3,500 for the improvements would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

**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 provision for cyclists at the existing road closure in Queens Park Road, Harold Wood and seeks a recommendation that the proposals be implemented.

The scheme is within **Harold Wood** ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommendations to the Cabinet Member for Environment that the following measures are agreed:

- **Queens Park Road, north-eastern end** - Provision of a cycle bypass at the existing emergency access in Queens Park Road to provide access for pedal cycles as shown on drawing no. QL040\_53\_02.

The proposal would prohibit all vehicles, except pedal cycles and emergency vehicles (fire brigade, police and ambulance being used in an emergency) from proceeding through the existing road closure in Queens Park Road.

2. That it be noted that the estimated cost for implementation is £3,500 which would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

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## REPORT DETAIL

### **1.0 Background**

1.1 In September this year, the Council's Highway Advisory Committee considered a request in Highway Schemes Applications (Agenda item 9, item A1) to provide a bypass for cyclists in Queens Park Road at the emergency gate closure. The committee unanimously approved the request in principle for officers to carry out the feasibility studies and consult the emergency services including the local residents.

1.2 Queens Park Road commences east of Avenue Road and connects Church Road in the north east. Beyond property no. 45 Queens Park Road the road turns at 90 degrees in the north – south direction. From this point, the north

side connects to Church Road whereas the south side connects to The Bates Industrial Estate.

- 1.3 At present, there is an existing emergency gate situated at the north eastern end of Queens Park Road. The gate prohibits general traffic with the exception of emergency vehicles and pedestrians can walk on both sides of the gate.
- 1.4 The existing gate is old and is now in need of renovation or replacement. Whilst in the process of renovating it, consideration has been given to provide access for cyclists. This will be achieved by provision of dropped kerbs on both sides of the gate and new tarmac will be laid. The proposals are shown on drawing nos. QL040\_53\_01 and QL040\_53\_02, attached in Appendix 1 of this report.

## **2.0 Outcome of Public Consultation**

Consultation letters were sent to the emergency services, local residents and other standard consultees on 9<sup>th</sup> October 2015. The closing date was set for 30<sup>th</sup> October 2015. By the close of the consultation only 2 responses have been received and these are summarised as below:

- 2.1 The Havering branch of London Cycle Campaign confirmed their support for the proposals.
- 2.2 The second response was received past the closing date of the public consultation and this is from the local representative of Cycling Touring Club 'Right To Ride'. He has stated that as no cross-sections have been provided, it is difficult to ascertain precisely what exists and what is proposed. Moreover, the annotation on QL040\_53\_01 states 'Existing surface to be re-laid to match existing' appears to be 'ambiguous and self-contradictory'.

He has further recommended that cycle infrastructure immediately adjacent to pedestrian infrastructure should be set at a lower level than the pedestrian element and separated by a 45 degree chamfered kerb, so as to enhance demarcation and thereby discourage pedestrian misuse of the cycle element.

Staff comments: The respondent was informed that the scheme essentially involves minor physical works and a change to the traffic management order (which requires to consult) to enable cyclists to cycle the full length of Queens Park Road as compared to the current situation of having to dismount and wheel a cycle through the area restricted by bollards and a fire gate.. The measures are based on a request from a local cyclist to change the existing layout to accommodate cyclists.

He was further informed that the cross-sections do not show what measures or features exist at present and such drawings would not be relevant for consultation stage. As the consultation ended on Friday, 30th September 2015 and subject to approval the construction drawings will be prepared in conjunction with specifications.

His attention was drawn to drawing no. QL040\_53\_01 that the area to be used by cycles will be re-laid to match existing with kerbs to be laid flush ie in essence, this area is a vehicle crossing of a footway with dropped kerbs on both sides. The kerbs currently have an up stand and these will be re-laid flush with the carriageway. This will essentially remain like a vehicle crossing, therefore, the use of special 45 degree kerbs is not required as cyclists will not be passing adjacent to a kerb line.

### 3.0 **Staff Comments**

Based on the positive responses received, it is anticipated that the proposals to provide access for cyclists will provide access for emergency vehicles, cyclists and pedestrians. It is, therefore, recommended that proposal to provide access for cyclists and other minor associated measures 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 £3,500, which will be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards 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 incorporated into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Streetcare Revenue budget.

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

There are legal implications associated with permitting certain categories of vehicles 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:**

None.

**Equalities Implications and risks:**

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

**BACKGROUND PAPERS**

**Project file:** QL040/53 – Queens Park Road cycle bypass

## **Appendix 1**

Plan showing details of  
proposed access for cyclists





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# HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

**BUS STOP ACCESSIBILITY**  
Avelon Road, Highfield Road and  
Gobions Avenue  
Outcome of public consultation

**CMT Lead:**

**Andrew Blake-Herbert**

**Report Author and contact details:**

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

**Policy context:**

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

**Financial summary:**

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

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

Havering will be clean and its environment will be cared for	<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 Avelon Road, Highfield Road and Gobions Avenue and seeks a recommendation that the proposals be implemented.

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

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Avelon Road, Highfield Road and Gobions Avenue set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
  - QO001-OF-A251-A
  - QO001-OF-A252-A (shelter to remain in existing location)
  - QO001-OF-A253-A
  - QO001-OF-A254-/2-A (Option 2)
  - QO001-OF-A255-A
  
2. That it be noted that the estimated cost of £20,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

## REPORT DETAIL

### 1.0 Background

- 1.1 People with mobility problems, the elderly and people travelling with young children find it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access is often caused by indiscriminately parked vehicles, or lack of high kerb space adjacent to stops.
  
- 1.2 Improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making

bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this will only be appropriate where carriageways are very wide.

- 1.3 The introduction of bus stop clearways improves the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ kneeling buses are considerably reduced (if not removed) if the bus cannot be positioned next to the kerb.
- 1.4 Drawing QB109/00/01B shows a standard bus stop layout where the bus stop is within a length of parked vehicles. In such a situation, a 37 metre long bus stop clearway is required to enable buses to meet the kerb so that both loading doors can be used. Where local conditions allow, this length can be reduced and so any design work will consider needs on a case by case basis.
- 1.5 In some situations, it is recognised that buses stopping on the carriageway can have an impact on traffic flows, especially on narrow roads. However, bus stops which are fully accessible to all people allow for buses to use stops more efficiently, minimising the length of time a bus is stationary. This will have the positive effect of reducing disruption to traffic flows to a minimum.
- 1.6 Where buses cannot fully access the kerb, then there may be delays in the loading or unloading of passengers leading to buses stopping longer than necessary. In some cases, certain passengers may not be able to access buses at all or the bus driver will simply need to pass the stop by where access to the kerb is not possible.
- 1.7 There are 690 bus stops in Havering. 663 are on borough roads, 20 are on the Transport for London Road Network and 7 are in private areas (e.g. Queen's Hospital). Data as of 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 Proposals for accessibility improvements have been developed for various bus stops along Avelon Road, Highfield Road and Gobions Avenue as set out in the following table;

### **AVELON ROAD**

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A251  BS35397 Avelon Road	Outside property No 3 & 5	27 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A252  BP1204 Avelon Road	Flank wall of 2a Merlin Road	Bus stop flag to be relocated 3.80m south & positioned to the rear of footpath  Bus shelter to be repositioned 2.60m south  25metre 24 hour bus stop clearway  Lamp column to be relocated to rear of footway.  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A253  BS 35401 Highfield Road	Opposite 54	23 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area



## HIGHFIELD ROAD

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A254/1  BS 35399 Highfield Road  OPTION 1	Party wall 197/199	27 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QO001-OF-A254/2  BS 35399 Highfield Road  OPTION 2	Party wall 197/199	Bus stop to be relocated 70.70m west to outside the flats on Highfield Link  Lay-by to be removed  27 metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area

## GOBIONS AVENUE

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A255  BS 35935 Gobions Avenue	Outside property No 6	37 metre 24 hour bus stop clearway  New kerb alignment leading to bus stop with affected vehicles crossovers adjusted to suit.  140mm kerb and associated footway works provided at bus boarding area

- 1.13 39 letters were hand-delivered to those potentially affected by the scheme on 23<sup>rd</sup> September 2015, with a closing date of 16<sup>th</sup> October 2015 for comments.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 8 responses were received as set out in Appendix I to this report.
- 2.2 London Travelwatch supported the proposals, although where an option was given, no preference was stated.
- 2.3 London Buses commented on two sites. With regard to the stop on Avelon Road, by the flank wall of 2a Merlin Road (Drawing QO001-OF-A252-A), they supported the clearway, but did not consider it necessary to relocate the shelter. With regard to the options on Highfield Road (Drawings QO001-OF-A254/1A and A254/2A), London Buses preferred the option to relocate the stop (Option 2, A254/2A) as it would provide space for a shelter which it cannot provide at the current location.
- 2.4 With regard to the stop on Avelon Road, by the flank wall of 2a Merlin Road (Drawing QO001-OF-A252-A), 2 residents objected to the relocation of the bus shelter and flag. They raised the following concerns;
- Impact on driveway visibility
  - Overspilling of school children
  - Difficulties with parking opposite made worse
  - Discontent with shelter because of anti-social behaviour issues
  - Noise and vibration of buses from engines and road condition
  - Requests for traffic calming not being taken forward
  - Rubbish generation
  - Petition in support signed by 7 residents
- 2.5 In response to the proposals for the stop opposite 54 Avelon Road (Drawing QO001-A253-A), 2 residents objected. The following concerns were raised;
- Loss of parking outside house and impact on residents and visitors
  - Clearway would affect house values
  - Clearway opposite house would prevent use of parking places outside house
- 2.6 With the proposed relocation of the bus stop from outside 197/199 Highfield Road to near Highfield Line (Drawing QO001-A254/2-A), one supported the proposal and one resident objected to the proposal. The resident who supported was in favour as it would allow them to have a vehicle crossing for off-street parking. The resident who objected commented that the proposed location would lose 3 parking spaces and that the existing stop position better serves elderly people.

### **3.0 Staff Comments**

- 3.1 With regard to the stop on Avelon Road, by the flank wall of 2a Merlin Road (Drawing QO001-OF-A252-A), given residents' objection to the shelter and London Buses not considering the need to relocate it, Staff are content to recommend that the scheme proceed other than this aspect. London Buses is ultimately in control of bus shelters and flags. The flag position does require adjustment because of the proximity of a telegraph pole to the stopping position.
- 3.2 For the proposals opposite 54 Avelon Road (Drawing QO001-OF-A253-A), there are no proposals to remove the footway parking outside either outside the "even" numbers. The proposed bus stop clearway would commence at the end of the existing footway parking outside 61. The impact on house values is not something Staff are able to comment on.
- 3.3 With the options for the stop on Highfield Road, Staff recommend that the stop be relocated as shown on Drawing QO001-A254/2-A (Option 2). In terms of responses, a resident favoured the relocation as they would be able to have a vehicle crossing and a resident objected because of the loss of 3 parking spaces. As London Buses has indicated that the relocated position would enable a shelter to be provided, Staff consider this to be a benefit to users.

## **IMPLICATIONS AND RISKS**

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

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

The estimated cost of £20,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, to ensure full access to the grant.

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

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

**Legal implications and risks:**

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

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

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

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

**BACKGROUND PAPERS**

Project file: QO001, Bus Stop Accessibility

**APPENDIX I  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**



Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travelwatch	All sites. Highfield Road option not specified.	London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views. We support these works to improve the accessibility of buses.
Matthew Moore London Buses Infrastructure	QO001-OF-A252-A  QO001-OF-A254/2-A	BP1204      Avelon Road  The addition of a clearway here would be of benefit, but in terms of cost I think it is unnecessary to relocate the shelter.  35399      Highfield Road  I am in favour of option 2 to relocate the stop. I have had requests for a shelter at this location which I've refused due to the position of the stop. The proposed relocation would enable us to provide a shelter, funding dependent.
Resident 8 Avelon Road (letter and petition)	QO001-OF-A252-A	With reference to the above programme I have the following comments to make against the proposed bus stop and shelter relocation adjacent to my property:  The close proximity from the proposed stop and shelter to my driveway will make reversing out onto the road more difficult and dangerous before, visibility will be very limited due to passengers standing or sitting at the front of the shelter.  The local school children wait in large numbers at the shelter, spilling across my driveway, which would cause every further problems if the shelter was moved closer.  There are marked bays for parking directly to the left and opposite my property causing further difficulties with visibility when reversing out onto the road.

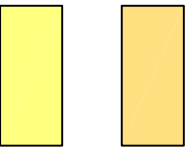
		<p>The shelter, in its current position encourages anti-social behaviour:</p> <ul style="list-style-type: none"><li>• Used as a meeting place for people not waiting for buses</li><li>• Drinking alcohol late into the night</li><li>• Talking/ shouting loudly</li><li>• A public convenience (urinating)</li></ul> <p>The noise of the bus stopping at its current position resonates to such an extent it can be heard even through the double glazing.</p> <p>The road has broken up by the speed and weight of the buses, so much so that our windows shake.</p> <p>I have requested speed calming measures to be installed but to no avail, which would have reduced the speed and noise of all traffic including the buses.</p> <p>Rubbish is a major concern at the bus stop and my wife and I have contacted Streetcare on more than 20 occasions this year alone to complain about the pavement rubbish and un-emptied litter bin. Unfortunately local residents use the bin for household rubbish, filling the bin and then leaving larger items on the pavement to be collected, which then promotes dropping litter by others who can not get anything in the bin, the result is litter continuously accumulating on my property. Streetcare recently advised us that they would send local residents letters advising them that these bins were not to be used for household rubbish.</p> <p>I have lived in Avelon Road for 25 years and in that time I have seen a much busier route evolve, a bus stop installed followed by the erection of a bus shelter, both without any consultation with local residents.</p> <p>I am completely against the bus stop and shelter being relocated nearer to my property, as it exasperates all the afore mentioned comments, which would make life quite intolerable and if possible would rather it be removed altogether and other</p>
--	--	--

		<p>residents agree, I enclose a petition signed by them in support of my comments.</p> <p>Petition enclosed signed by Nos.4, 6, 8, 11, 11A, 15 &amp; 17</p>
Resident 15 Avelon Road	QO001-OF-A252-A	<p>I have been recently notified by letter that the bus stop/ shelter opposite No 19/17 is to be moved further along the road opposite my bungalow No 15, virtually in front of 2 double car parking bays, which I feel is likely to create some serious problems.</p> <p>As I pay full council tax I feel the money spent on moving the bus stop/ shelter (quiet unnecessary in my view) and subsequent works involved, would be much better spent on improving the condition of the road surface as vibration cause by the bus at the stop is immense. I feel that the road surface damage is caused by the amount of bus traffic going up and down the road every 12 minutes.</p>
Resident 52 Avelon Road	QO001-OF-A253-A	<p>I would like to object to the proposed works that have been suggested for the bus stop outside my house, I have also spoken with my neighbour at number 54 Avelon Road and they have also concerns over this.</p> <p>My concerns with the proposed works is that this will remove the parking space that sits in between my house (no.52 and no.54) which limits the amount of parking spaces on our road especially after others being removed not to long ago by the council so this causes issues with our neighbours being able to park or when visitors come.</p> <p>Also taking into account the removal of the parking space and having a 24 hour no stop policy literally at the bottom of our driveway would effect the saleability of our house and potential value.</p> <p>I would please ask that this is taken into consideration as we live literally opposite the bus stop and have setup a family house at Avelon Road.</p>
Resident 54 Avelon Road	QO001-OF-A253-A	<p>I am writing in regards to planned development to bus stops along Avelon Road. We live at 54 Avelon road and are against the planned proposals to create 24 hour bus</p>



		<p>stop clear ways opposite our house which would stop us being able to use the road parking space we currently have available outside our house. We currently have a parking issue down our road and further parking restrictions would decrease the number of available parking areas for us and guests visiting to use. My father is disabled and needs to park near to our house to avoid long walks. These restrictions mean he will not be able to park along the parking spaces outside our house and would be forced to park further away (if he can find one).</p> <p>The removal of parking spaces outside our house would also devalue the price of our house, caused by lack of parking space availability.</p>
Resident 177 Highfield Road	QO001-OF-A254/2-A	<p>Please do not move the bus stop from outside 199. This is not very practical as it will do away with 3 parking spaces and we already have a problem parking. People have to drive around the block looking for a space.</p> <p>The bus stop has been outside 199 have been there for about 30 yrs. There are a lot of old people at the top of Highfield which use the stop including myself.</p>
Resident 197 Highfield Road	QO001-OF-A254/2-A	<p>As from our conversation earlier I would prefer option 2, the relocation of Highfield Road bus stop. I would prefer this option as I live and own 197 Highfield Road where the bus stop is currently bordering my neighbour and myself. Keeping the bus stop in this location with the new accessibility works would cause obstruction to my property, and we are also looking into having a dropped kerb put in due to us having our driveway done (we sent off the application a few days before the letter about the works came though).</p>

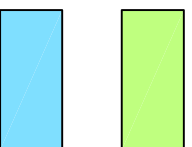
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**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

**STANDING ZONE**

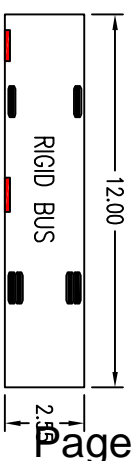
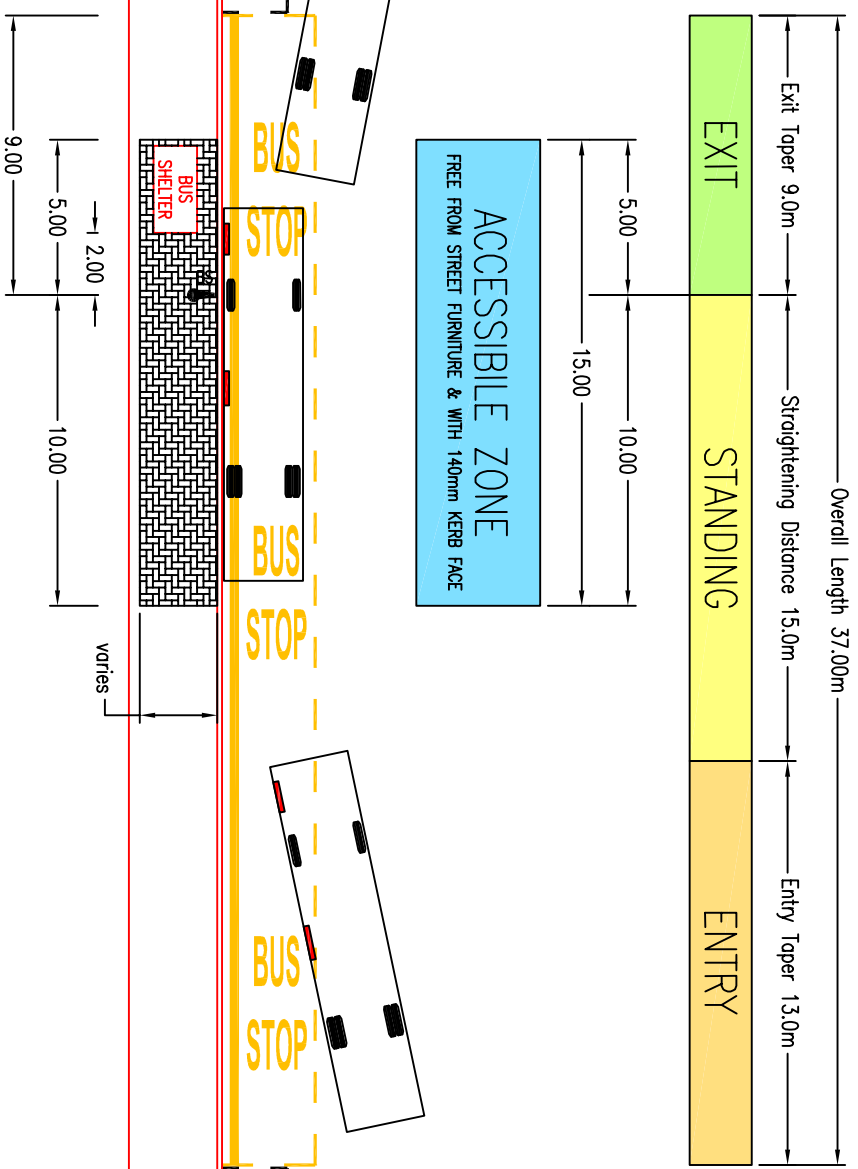
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE  
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

**ACCESSIBLE ZONE**

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



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

<p><b>Havering</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROWEBRD, RM11 3DW          TELEPHONE No: 01708 434343 FAX No: 01708 433721          E-MAIL: streetcare@havering.gov.uk</p>		<p><b>JOB TITLE</b>          HAVERING STREET DESIGN GUIDE          PART 6 – STANDARD DETAILS</p>		<p><b>DRAWN BY</b>          RP</p>		<p><b>CHECKED BY</b>          MLP</p>		<p><b>APPROVED BY</b>          MLP</p>		<p><b>PURPOSE</b></p>		<p><b>INFORMATION</b></p>	
<p><b>DRAWING TITLE</b>          BUS STOP ACCESSIBILITY DETAIL          LAYOUT 1</p>		<p><b>SCALE (AT A4 SIZE)</b>          N.T.S.</p>		<p><b>DATE</b>          MAY 10</p>		<p><b>DRAFT</b>          ISSUE</p>		<p><b>REVISION</b></p>		<p><b>DRAWING UPDATE</b></p>		<p><b>DATE</b>          FEB 04</p>	
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**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2015/16

**DRAWING TITLE**  
 BS35397 - AVELON ROAD

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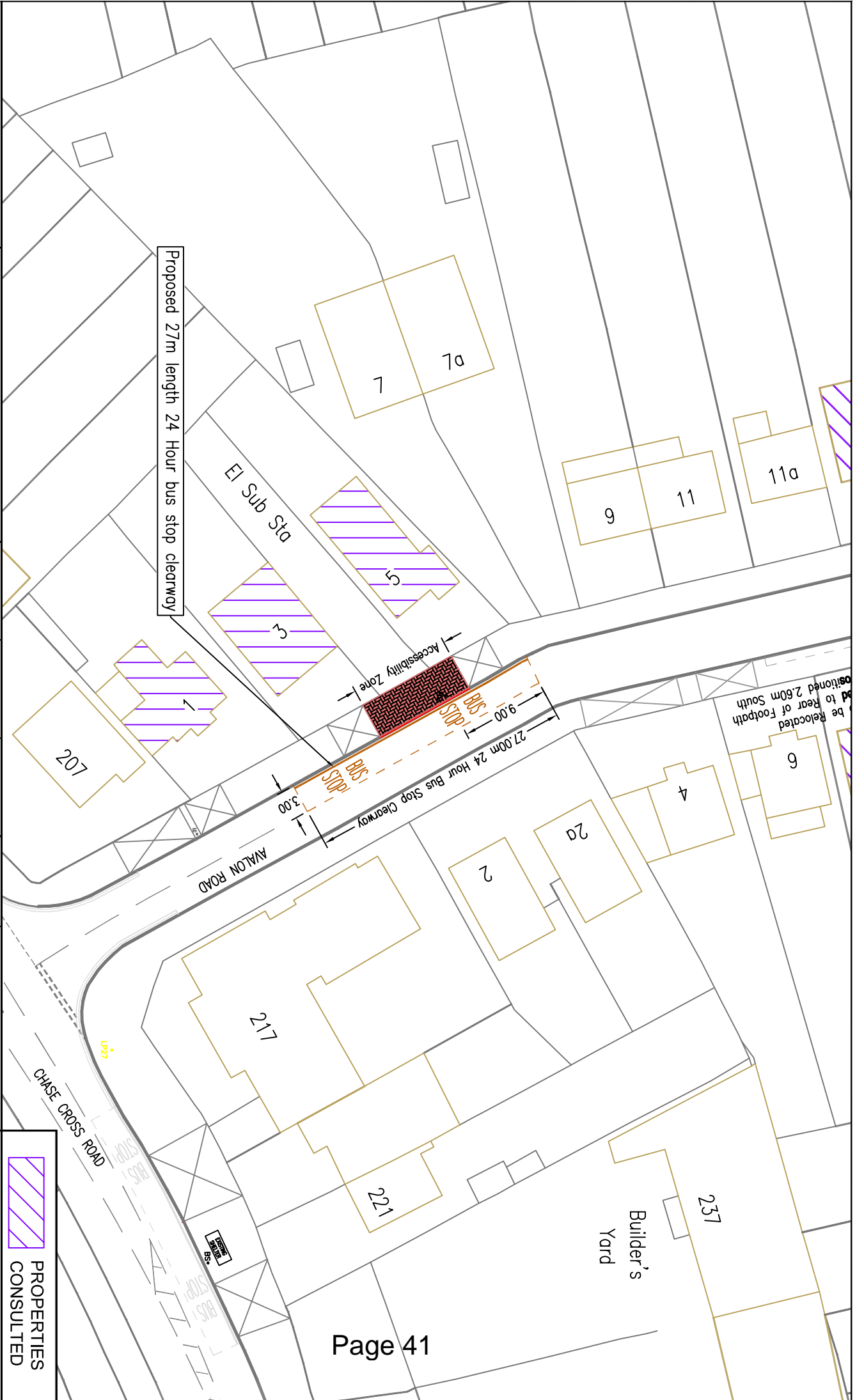
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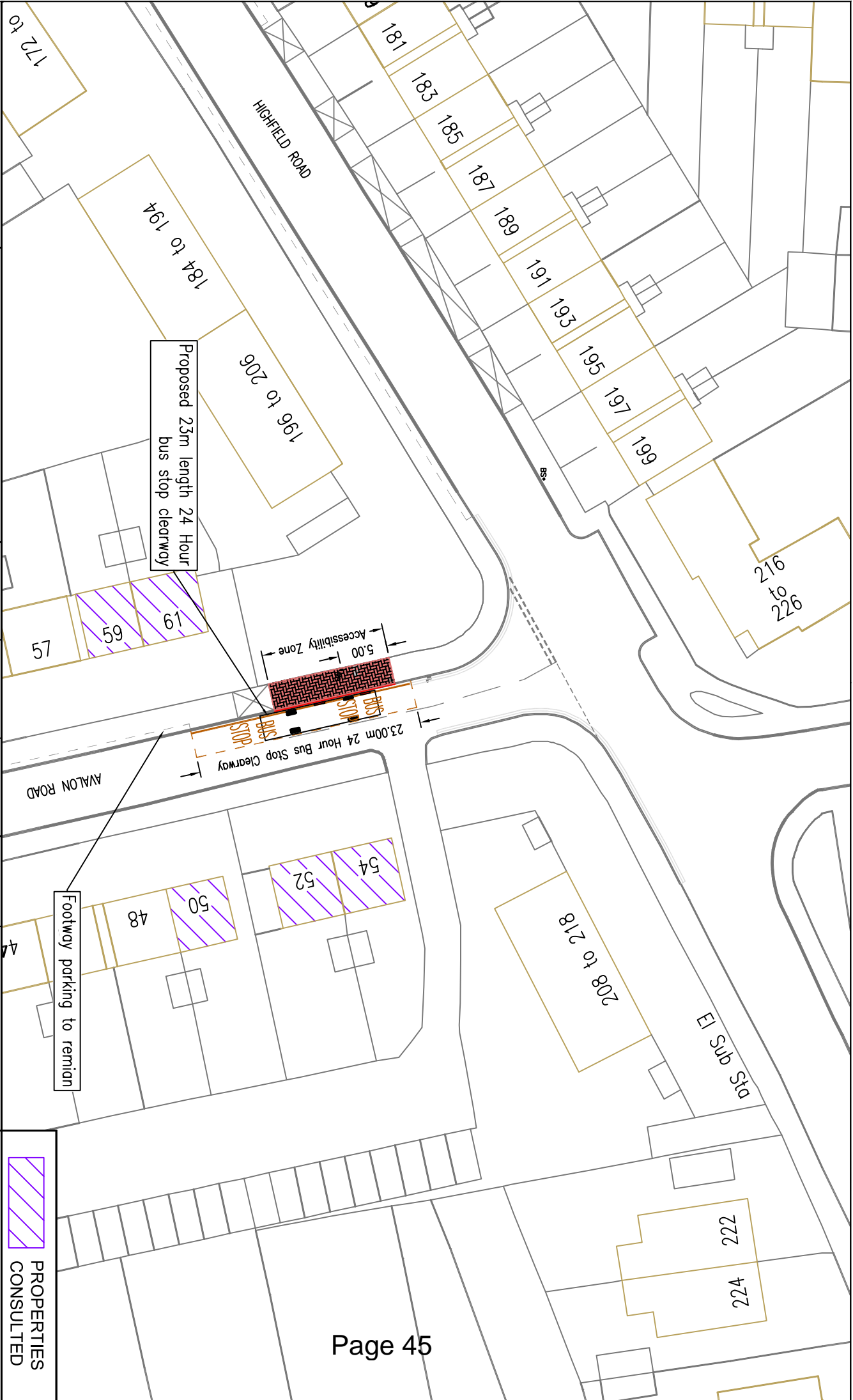


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Proposed 23m length 24 Hour bus stop clearway

5.00  
Accessibility Zone

23.00m 24 Hour Bus Stop Clearway

Footway parking to remain

JOB TITLE  
BUS STOP ACCESSIBILITY 2015/16

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RP

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MLP

PURPOSE  
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**Having**  
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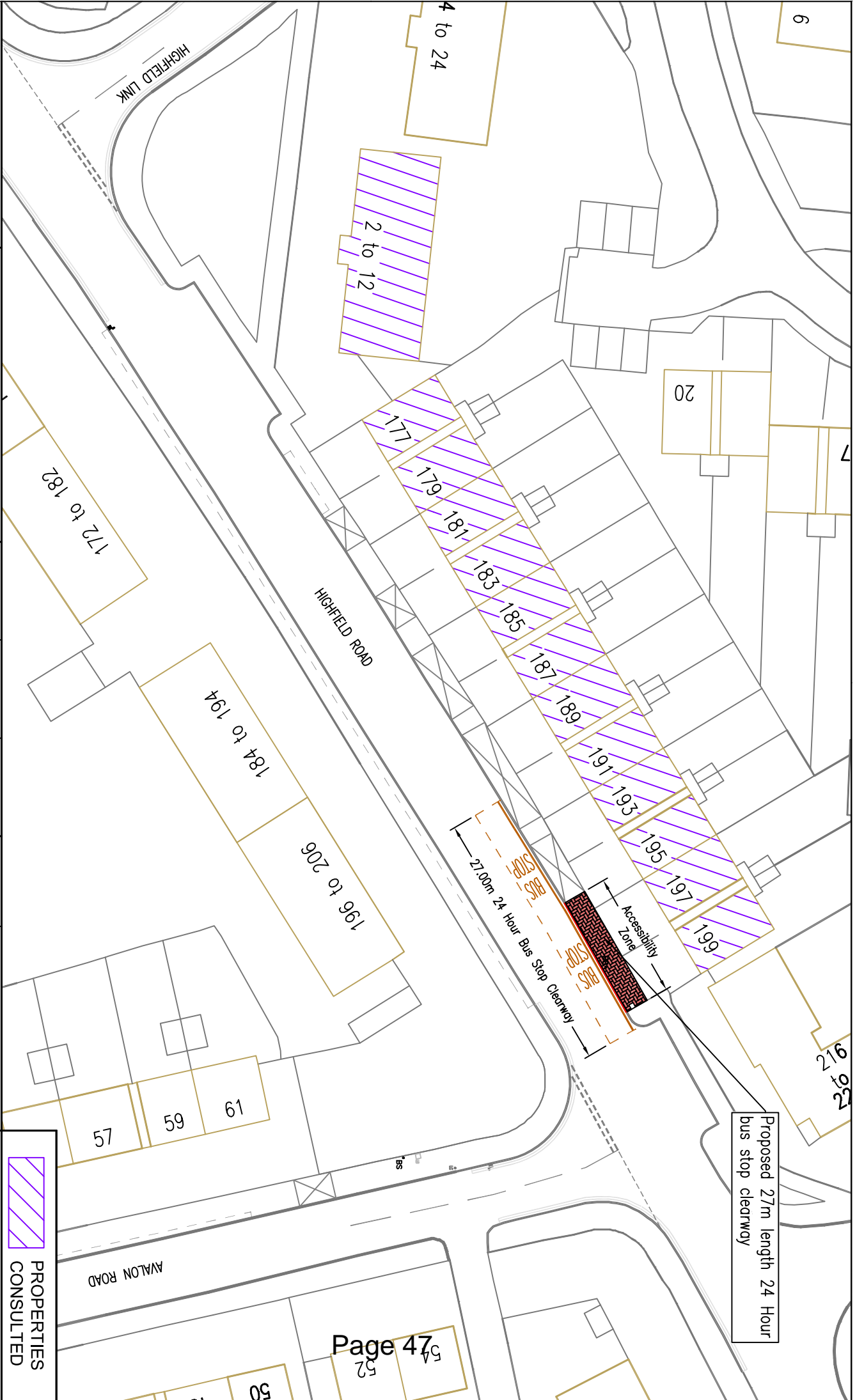
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 BUS STOP ACCESSIBILITY 2015/16

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 BS 35399 - HIGHFIELD ROAD  
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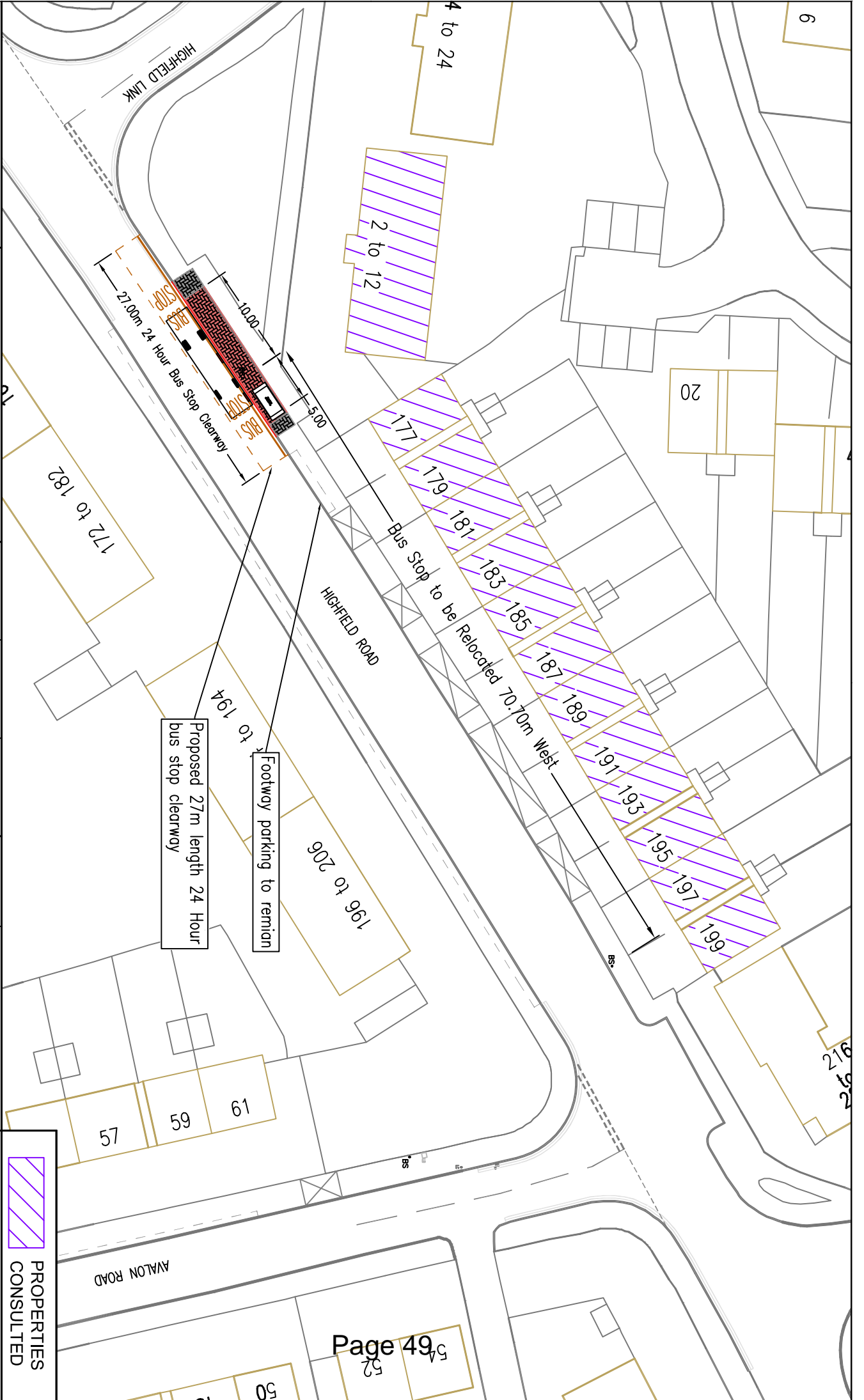
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 BS 35399 - HIGHFIELD ROAD  
 OPTION 2

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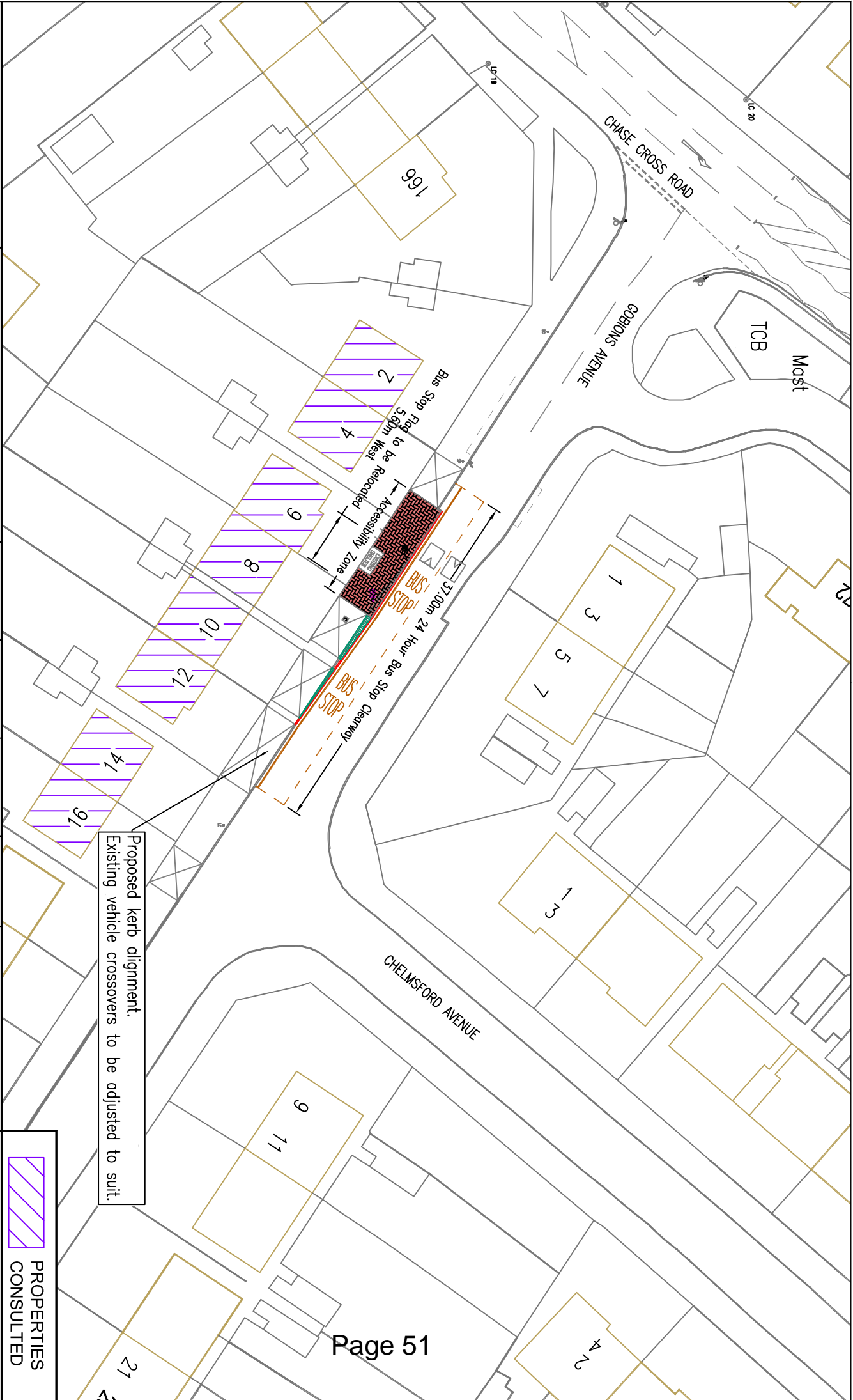
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**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2015/16

**DRAWING TITLE**  
 BS35935 - GOBIONS AVENUE

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<b>ACAD REF:</b>	<b>DRAWING No</b> Q0001-0F-A255	<b>REVISION</b> A

<b>PURPOSE</b>	<b>PROPOSAL</b>
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# HIGHWAYS ADVISORY COMMITTEE

8 December 2015

<b>Subject Heading:</b>	<b>BUS STOP ACCESSIBILITY</b> Mungo Park Road Outcome of consultation
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
<b>Financial summary:</b>	The estimated cost of £2,000 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 on Mungo Park Road, adjacent to 40A Wood Lane, approximately 5 metres north, 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 on Mungo Park Road, adjacent to 40A Wood Lane, be moved approximately 5 metres north, together with bus stop accessibility improvements as set out in this report and shown on the following drawing (contained within Appendix I) be implemented;
  - QO001-OF-A183-B
2. That it be noted that the estimated cost of £2,000 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 Mungo Park Road were considered by the Highways Advisory Committee at its meeting of 11<sup>th</sup> August 2015. The Committee resolved that a proposal adjacent to 40A Wood Lane (northbound stop) be reconsulted on a position approximately 5 metres north of its current point in order to reduce the impact on parking. The original proposal is shown on Drawing QO001-OF-A183&A184/2-A and the revised proposed on Drawing QO001-OF-A183-B.
- 1.13 9 letters were hand-delivered to those potentially affected by the scheme on 23<sup>rd</sup> September 2015, with a closing date of 16<sup>th</sup> October 2015 for comments.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 1 response was received from a resident as set out in Appendix I to this report.
- 2.2 The resident objected to the proposals, making the following comments;
- Parking should be prevented in the location more generally with double yellow lines or similar being provided,
  - Residents either have off street parking or could provide it,
  - The Council could generate revenue from residents paying for vehicle crossings,
  - It is not the Council's duty to provide parking,
  - The scheme will not deal with congestion in the area,
  - The bus route should be made "hail and ride".

## **3.0 Staff Comments**

- 3.1 The matter of localised congestion and the need for parking controls or otherwise is not within the scope of bus stop accessibility and would be a

matter taken forward by the Traffic & Parking Control team if considered necessary by the Committee.

- 3.2 The Council does not generate revenue from the provision of vehicle crossings.
- 3.3 It is correct that the Council does not have a duty to provide parking, merely to manage and regulate the use of the public highway. In this case, such regulation is proposed to make the bus stop accessible.
- 3.4 The scheme is not intended to deal with any congestion problems.
- 3.5 Hail and Ride does not provide for accessible bus services as stopping positions do not necessarily have compatible footways and parked vehicles can mean that buses cannot pull into the kerb.
- 3.6 Staff recommend the scheme be implemented.

## IMPLICATIONS AND RISKS

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

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

The estimated cost of £2,000 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: QO001, Bus Stop Accessibility

**APPENDIX I  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**



Respondent	Response and Staff Comments (where required)
Resident Address not given	<p>I Would like to object to the proposals below and make public the comments that I have for the future proposed access improvements- Mungo Park Road QO001-OFA183</p> <p>My comments are as follows .</p> <p>Remove all parking from Mungo Park Road junction at Wood Lane down to 195 &amp; 266 Mungo Park Road via the introduction of double yellow lines or other means.</p> <p>All Properties 280 to 266 all have vehicle access to to the rear via Penrith Crescent.</p> <p>All of the above properties have hard standings in the front gardens which would enable off street parking with the exception of no 278,272,270</p> <p>All properties 205 to 195 have footpath crossovers and off street parking to the front of their properties .</p> <p>By the introduction of parking restrictions this would therefore negate the need of moving of the bus stop and relocation of the lamp column therefore creating massive savings of monies.</p> <p>As earlier pointed out all properties have off street parking.</p> <p>Properties without footpath cross overs could pay Havering to put them in therefore for my comments made would not only save money but actually produce revenue for the council.</p> <p>It is not the duty of the local authority to provide parking spaces especially for residents that have three or more vehicles per household ,these people cannot expect to park outside their properties!</p> <p>Your proposals as stated in drawing BS29331 Do not reduce congestion to the affected</p>



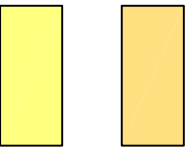
area nor do they make it any safer. However the comments above Do reduce congestion and they Do make it safer. They have no cost implications to the borough and they Do produce a revenue.

Yet another alternative would be to Remove bus stops altogether on the routes by using a hail and stop system like other routes in the borough that experienced similar problems.

Please look at my comments/suggestions seriously as I feel that this an important matter that does affect my family and I directly.

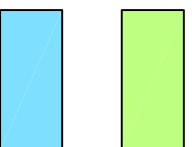
I will also send a copy of the above to the local MP as I feel this is a complete waste of public funds.

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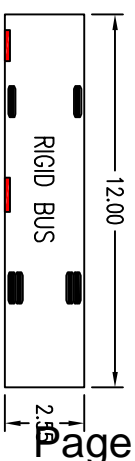
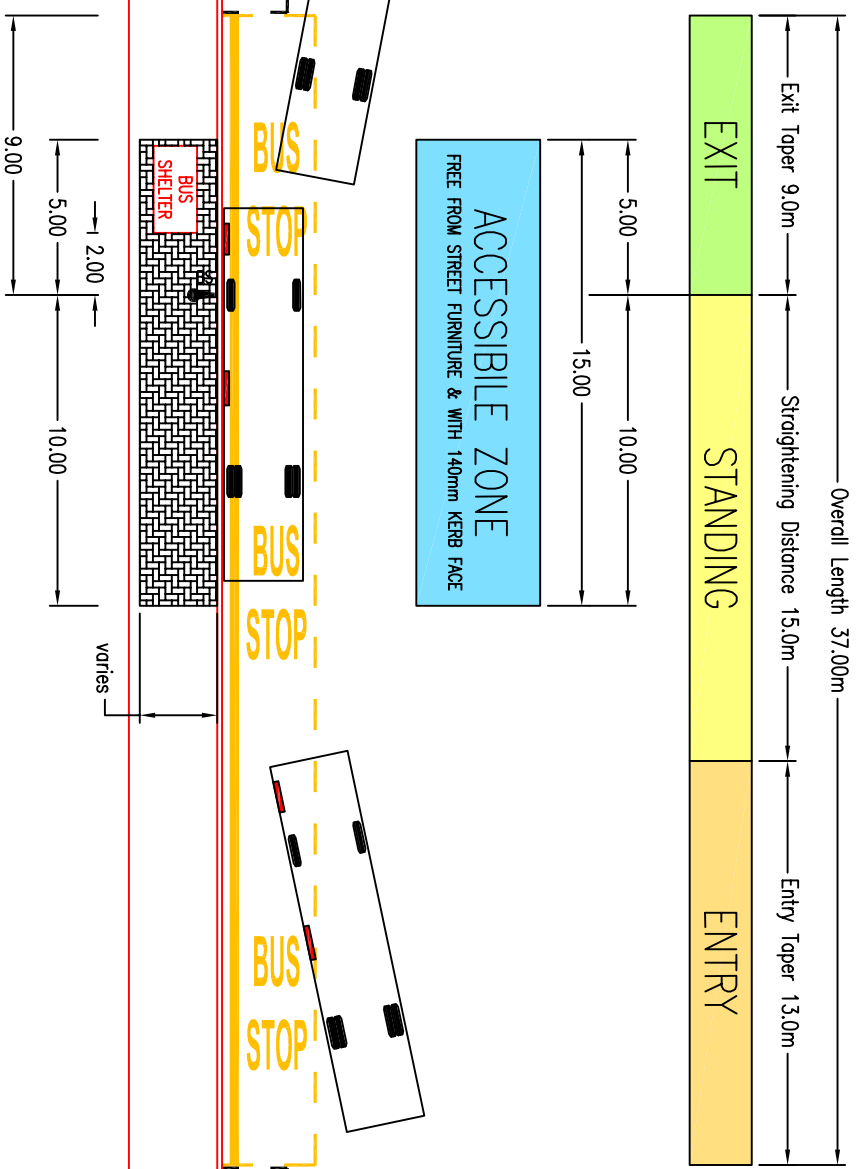
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

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



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

<p><b>Havering</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROWEBRD, RM11 3DW          TELEPHONE No: 01708 434343 FAX No: 01708 433721          E-MAIL: streetcare@havering.gov.uk</p>		<p><b>JOB TITLE</b>          HAVERING STREET DESIGN GUIDE          PART 6 – STANDARD DETAILS</p>		<p><b>DRAWN BY</b>          RP</p>		<p><b>CHECKED BY</b>          MLP</p>		<p><b>APPROVED BY</b>          MLP</p>		<p><b>PURPOSE</b></p>		<p><b>INFORMATION</b></p>	
<p><b>DRAWING TITLE</b>          BUS STOP ACCESSIBILITY DETAIL          LAYOUT 1</p>		<p><b>SCALE (AT A4 SIZE)</b>          N.T.S.</p>		<p><b>DATE</b>          MAY 10</p>		<p><b>DRAFT</b>          ISSUE</p>		<p><b>REVISION</b></p>		<p><b>DRAWING UPDATE</b></p>		<p><b>DATE</b>          FEB 04</p>	
<p><b>ACAD REF:</b> Part 6 - Standard Details</p>		<p><b>DRAWING No</b>          QB109/00/01</p>		<p><b>REVISION</b>          B</p>		<p><b>REVISION</b>          A</p>		<p><b>AMENDMENT</b></p>		<p><b>AMENDMENT</b></p>		<p><b>AMENDMENT</b></p>	
<p>Sheet Size: A4 (297x210)</p>		<p>©COPYRIGHT          This drawing belongs to Streetcare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>									

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WOOD LANE



**Havering**  
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10th FLOOR MERCURY HOUSE  
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**JOB TITLE**  
BUS STOP ACCESSIBILITY 2015/16  
MUNGO PARK ROAD

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

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

**DATE**  
10.06.15

**DRAFT**  
**ISSUE**

**PURPOSE**  
PROPOSAL

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London Borough of Havering 100024327

**DRAWN BY**  
RP

**CHECKED BY**  
MLP

**APPROVED BY**  
MEP

**ACAD REF:**  
DRAWING No  
Q0001-OF-A183 & A184/2

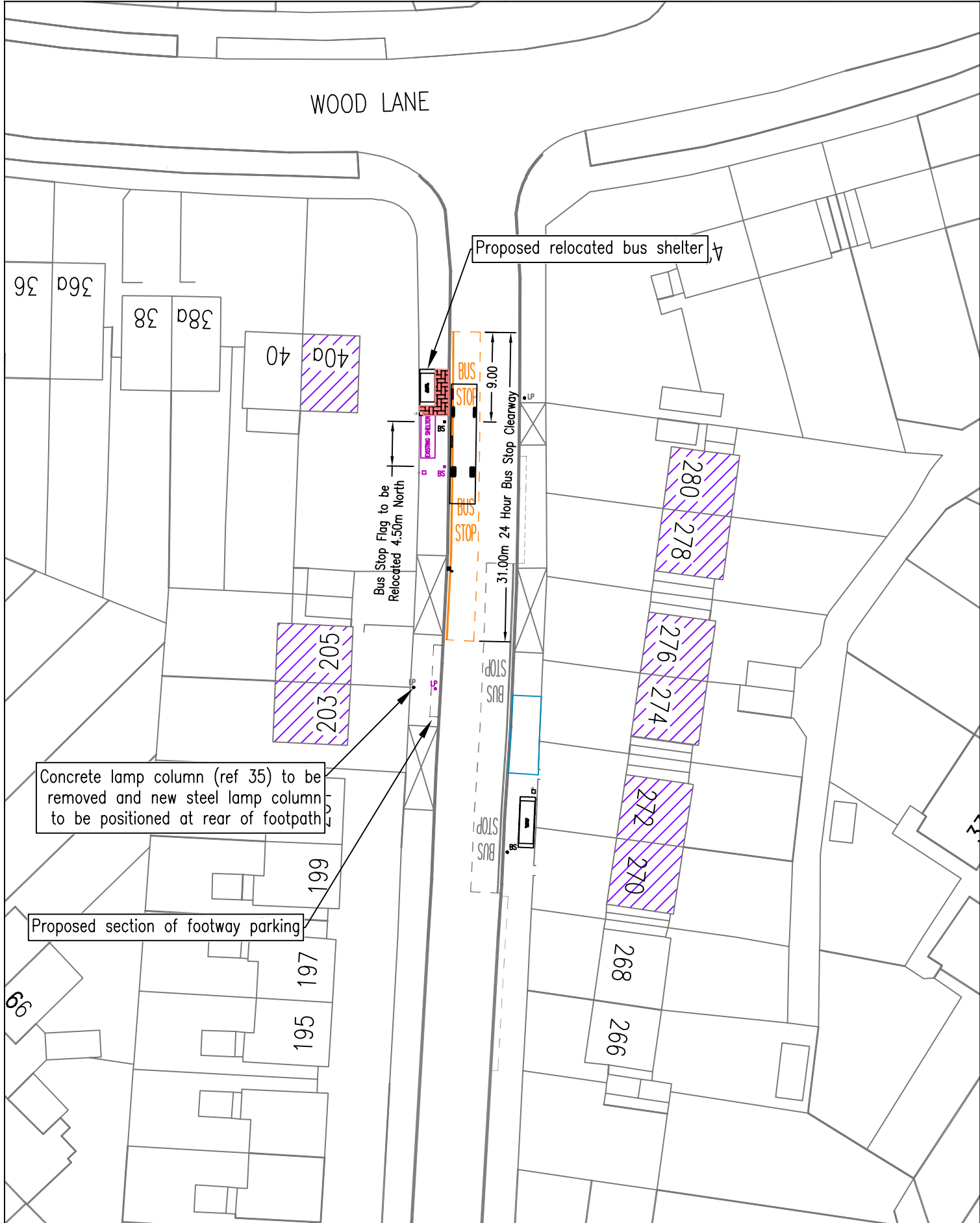
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WOOD LANE



<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY 2015/16 MUNGO PARK ROAD</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>APPROVED BY MLP</p>		<p>Page 67</p>		<p>B INITIAL ISSUE 10.06.15</p>	
<p>DRAWING TITLE BS29331 WOOD LANE</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>REVISION B</p>		<p>A INITIAL ISSUE 10.06.15</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 10.06.15</p>		<p>ACAD REF: Sheet Size: A (210x297)</p>		<p>DRAWING No Q0001-0F-A183</p>		<p>REVISION AMENDMENT</p>	
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# HIGHWAYS ADVISORY COMMITTEE

8 December 2015

<b>Subject Heading:</b>	<b>BUS STOP ACCESSIBILITY</b> Wingletye Lane (New Stop Options) Outcome of public consultation
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
<b>Financial summary:</b>	The estimated cost of £6,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

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

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

## SUMMARY

This report sets out the responses to a consultation for the provision of a new, fully accessible, northbound bus stop on Wingletye Lane in three possible locations and seeks a recommendation that one proposal be implemented from two of the consulted options.

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

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that one new, fully accessible, northbound bus stop be provided on Wingletye Lane from the choice of two locations, as set out in this report and shown on the following drawings (contained within Appendix I) be implemented;
  - (a) Option 1 – Outside 215 to 221, Drawing QF001-OF-A257.1
  - (b) Option 2 – Outside 203 to 207, Drawing QF001-OF-A257.2
2. That it be noted that the estimated cost of £6,000 for implementation of one option 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 Wingletye Lane was presented to HAC on 16<sup>th</sup> September 2014. A proposal for a new accessible bus stop outside 215 to 221 Wingletye Lane (northbound). In response to residents' objections, the proposal was deferred and the Head of Streetcare requested to consider alternatives with all being brought back to a future meeting.
- 1.13 Staff have revisited the proposals and have considered three options as follows and which were taken forward to public consultation.
- Option 1 – Outside 215 to 221, Drawing QF001-OF-A257.1 (original proposal)
  - Option 2 – Outside 203 to 207, Drawing QF001-OF-A257.2
  - Option 3 – Outside 227 to 231, Drawing QF001-OF-A257.3
- 1.14 17 letters were hand-delivered to those potentially affected by the scheme on 23<sup>rd</sup> September 2015, with a closing date of 16<sup>th</sup> October 2015 for comments.
- 1.15 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 13 responses were received as set out in Appendix I to this report.
- 2.2 London TravelWatch supported the proposals, but did not specify which option was supported.
- 2.3 London Buses supported a new stop, but considered Option 3 as the least favourable because of proximity to next stop and lack of stop in the other direction. Option 2 was considered to be good being near the stop in the opposite direction and being close to a crossing. Option 1 was also considered good because it is close to the stop on the opposite direction, is

evenly spaced between stops and has a wide footway to facilitate accessibility.

- 2.4 3 residents of Braemar Gardens indicated support for Option 1 in terms of serving older people, children and providing a “return” stop paired with the existing southbound stop. 1 resident also placed preferences as Option 1, then Option 2 and another Option 1, Option 2 and then Option 3.
- 2.5 3 residents fronting Option 1 objected to the proposal. They were concerned that the proposal would cause traffic congestion, it being on a bend, it being opposite the southbound bus stop, it would prevent access/ cause danger to driveways at all times, create potential for crashes involving ridden horses, impact on users of Lillputs who have issues with change because of learning disabilities and loss of verge. 2 of these residents indicated support for Option 3.
- 2.6 1 resident fronting Option 1 considered Option 3 as most appropriate as the stop would be round the bend and of benefit to users of Lilliputs.
- 2.7 1 resident fronting Option 2 considered it best as most people using the bus came from Wych Elm Road, Parkstone Avenue and Braemar Gardens.
- 2.8 2 residents fronting Option 2 objected to the proposal. They were concerned with the proposal being too close to the zebra crossing, behaviour of school children attending Emerson Park School, highway safety impacts, impact on visual amenity, proximity of other bus stops and traffic congestion. 1 of these residents suggested that they were applying for a wider vehicle crossing.
- 2.9 1 resident fronting Option 3 objected to the proposal. They were concerned about lack of previous consultation, narrow footway width, potential for pedestrian congestion, increase of risk in using vehicle crossing, risks from vehicles overtaking buses, stationary bus would make right turn out of driveway difficult, would be dangerous to reverse from property because of pedestrians, bus users throwing litter over garden fence, increase in noise and pollution, complaints about the state of repair of local footways.

### **3.0 Staff Comments**

- 3.1 The current gap between northbound stops is approximately 580 metres. Transport for London generally considers that 400m is an appropriate gap, but with closer spacings in town centres and residential areas. The original request came from a local resident. London Buses supports an additional stop as proposed in either Option 1 or Option 2.
- 3.2 In terms of spacings, Option 1 has a gap of 323 metres and 257 metres between the preceding and following stops and Option 2 has a gap of 250 metres and 330 metres; so there is little to choose between the options in terms of spacing. Option 3 has a gap of 385 metres and 195 metres and is therefore much less well-spaced.

- 3.3 The residents of Braemar Gardens who responded support Option 1 as a preference, with some indication of Option 2 as a second preference.
- 3.4 Residents at all three locations proposed have objected for a variety of reasons given above and which Staff note. It will be for the Committee to decide the balance of the concerns raised and the needs of bus users. In all three locations, Staff do not agree that highway safety issues are created to the extent that there are material issues for the Committee to be concerned with. The whole section of Wingletye Lane being considered is on a gentle curve, rather than a bend with clear forward visibility through the curve.
- 3.5 The resident who has suggested that they wish for a wider vehicle crossing has made an application, but it is on hold until a decision on this scheme is made. The matter about the impact on users of Lilliputs who may have learning difficulties is noted, but Staff do not consider that this is a fundamental issue given the Council's wider equality duties in providing an accessible network. Should such issues be reported, then Staff would undertake to obtain support for anyone affected.
- 3.6 Option 2 is closely associated with a zebra crossing which would allow easier crossing of Wingletye Lane by bus passengers and it would be potentially serve a greater number of residents and the school. Staff suggest that Option 3 is far less favourable and recommend that the Committee should consider either Option 1 or Option 2.

## IMPLICATIONS AND RISKS

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

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

The estimated cost of £6,000 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: QO001, Bus Stop Accessibility

**APPENDIX I  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**





Respondent	Response and Staff Comments (where required)
Vincent Stops London TravelWatch	London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views. We support these works to improve the accessibility of buses.
Matthew Moore London Buses Infrastructure	<p>Out of all the options the least favourable is 3, it is too close to the next stop and there is no stop opposite.</p> <p>Option 2 is good as it is close to the opposite stop and is close to the crossing facility.</p> <p>Option 1 is also good as it is close to the opposite stop, is evenly spaced between stops and has a wide footpath to facilitate accessibility.</p>
Resident 24 Braemar Gardens	<p>I am a resident of Braemar Gardens (24) and have a keen interest in the proposal for an additional accessible bus stop in the locale.</p> <p>I am a frequent user of the 193 bus 6 days a week and to have a matching stop on the journey home would be greatly beneficial as would cut down on the long walk from stops either side of the proposal. Also I have 2 children that I would feel more confident about using the bus more as it will be safer for them (let alone for when they start using them on their own, which is a few years off yet!).</p> <p>With regards to the proposals tabled I would favour number 1 then 2, followed by 3. All of them offer a safer way to the stop opposite Braemar Gardens which can only be a good thing as parking at the locations where proposals 1 &amp; 2 causes blind spots when crossing as it is normally vans there. The associated clearway would also make this better for all residents crossing the road there (there are elderly ones in my road who I know use the bus).</p>

<p>Resident 28 Braemar Gardens</p>	<p>We are senior citizens who live at 28 Braemar Gardens, Hornchurch, RM11 3BP, who use the 193 bus most days. Braemar Gardens is a small cul-de-sac comprising 14 bungalows, which are mainly occupied by senior citizens most of whom use the 193 bus for journeys to Hornchurch Station, shopping in Hornchurch and Romford and appointments at Queens. Outward journeys to Hornchurch and Romford are fine as we have a bus stop opposite Braemar Gardens. However, homeward journeys (towards County Park) are difficult as there is no corresponding bus stop. This makes life difficult for us and other bus users living near Braemar Gardens when travelling back with shopping or making trips back from hospital appointments when we have some incapacitation. The reason being, our nearest homeward bound bus stop is sited at the corner of Herbert Road leaving us with a long uphill walk home.</p> <p>There is also a safety aspect to take into consideration regarding the students attending Emerson Park Secondary School. They alight at Herbert Road and because there is no zebra crossing nearby, they tend to cross busy Wingletye Lane in a random fashion to reach Wych Elm Road on their way to school. This is very dangerous for them and worrying for car drivers. If the bus stop is sited at the locations proposed as Option 1 or 2 they would be able to cross the road safely using the zebra crossing close to Parkstone Road and Wych Elm Road.</p> <p>In our opinion, the best location is Option 1 followed by Option 2 as a second choice. We sincerely hope you take our comments into consideration as this would make the lives of young people, local disabled people and senior citizens safer and more convenient.</p>
<p>Resident Braemar Gardens (number not given)</p>	<p>I live in Braemar Gardens and frequently use my Freedom pass to go to Hornchurch Station or to shop in Romford. My return home is often difficult after the inevitable walking round shops it is a struggle for me to walk from the Herbert Road stop to my house. I am pleased to hear that you are proposing to put a new stop at the end of Braemar Gardens.</p> <p>The addition of assistance crossing the road would be much appreciated not only by me but by children too going to and from the 4 local schools.</p>

<p>Resident 203 Wingletye Lane</p>	<p>I have lived at the above addresses for over 30 years and have observed that most people using the 193 bus come from the following roads leading off Wingletye Lane: Wych Elm Road, Parkstone Avenue and Braemar Gardens.</p> <p>Therefore I feel that option 2 would be best as it is roughly the same distance from all of the above roads.</p>
<p>Resident 205 Wingletye Lane</p>	<p>I can confirm that i am in complete disagreement of these works being carried out side my property.</p> <p>1: Firstly this would be far to close to zebra crossing and zig zag lines already, causing absolute carnage in traffic busy times.</p> <p>2: The children from the schools, have been causing a damage to the opposite bus stop which is based near a empty field. The banging and crashing has been absolute nightmare. The rubbish and paper work being left in the road, and on my drive is totally not acceptable, and would continue to get worst. I would only assume that the would throw bottles from one side to the other. Emerson park school is aware of this, as they have attended 3 times in this dispute.</p> <p>3: I have elderly and disabled inlaws that live with me and my house is always in use, due this i am also in the process of applying for extended driveway access for disabled use.: pharmacy ambulances etc</p> <p>4: There is a bus stop with 100 yards of my house and another one with in 200 yards to the left. Why would there be a reason to have another one so close??</p> <p>There is a traffic danger to consider as well. There is regular accidents so close to the park stone round about. If the was more obstructings this would add to danger</p> <p>There is also the view to consider of the houses surrounding your proposals. I bought this house due the location, and the appearance. The bus stop would leave a sore view, not to mention could affect the value of my home and surrounding houses.</p>

	<p>The bus stop 100 yards to the right of me is a area that does not affect any of the above Please consider my views.</p> <p>I am totally against this and will fight this proposal to the end.</p>
Resident 209 Wingletye Lane	<p>After having received your letter including the proposed plans for a new bus stop outside 203-207 (Option 2), I would like to strongly object to the possibility of these plans going ahead. I cannot understand why a bus stop is required here, due to the fact that there are already bus stops approximately a two minutes walk in either direction.</p> <p>During rush hour times, we already experience heavy traffic along Wingletye Lane, not to mention the busy parking that comes with the school run at Emerson Park. If you were to proceed with Option 2, being so close within the proximity of the opposing bus stop AND the mini-roundabout at the Parkstone Avenue junction, we fear that this will only add to the congestion, and arise possibility of accidents. There has always been multiple road traffic accidents at this junction.</p> <p>In addition, unfortunately there have also been incidents and complaints made to the school regarding pupils behaviour at the opposite bus stop. One specific incident involved students rolling glass bottles under cars as they drove by, and this resulted in a teacher himself asking to observe the pupils from a window in my household. I do not understand why a bus stop is required in such close proximity to the others, when all surrounding bus stops are in walking distance to the school. After receiving the letter with your proposed plans, we and many other residents that this will affect have expressed not only a displeasure towards them, but also great concern with the future nuisance that they could bring.</p> <p>I hope you can reconsider your plans to place the bus stop in Option 2 (or whether a new bus stop is required at any of the locations really) after hearing the dismay of the residents as we are extremely anxious of how it may affect us.</p>
Resident 213 Wingletye Lane	<p>I park my car in Braemer Gardens and when I am leaving for work every morning I seem to catch the “bus traffic”. There is an existing bus stop opposite 211 Wingletye and when the bus stops there it causes a lot of</p>

	<p>traffic in both directions not only that some drivers are very impatient and try to overtake the parked bus - most mornings I witness a near miss where there seems to be a narrow bend in the road and you cannot see too far ahead. To propose putting a bus a bus stop virtually opposite seems to be a ridiculous idea, as you can have traffic going both ways.</p> <p>Also as for the residents along this stretch of bus stop how are we able to pull onto our drives with the traffic that is stopped behind the buses, we have paid good money for our homes and we are entitled to pull on and off our drives at any given time. We often have horses being rode along Wingletye Lane we could not even begin to think of the carnage that would be caused if a horse and its rider was involved in an accident due to the location of an extra bus stop that the residents have done without in the past. What would happen in the instance that a Bus was to break down outside our homes?</p> <p>Was it also taken into consideration that there is Lilliputs centre directly across the road which as you know is for people with learning disabilities including Autism, Aspergers and Epilepsy - working in Education for the past 15 years any changes can cause problems to people with learning disabilities. Surely the safety of these residents is more important then an able bodied person walking a little between bus stops? I'm sure if you asked the people who would use this bus stop would agree?</p> <p>If this proposal is successful would this mean that you are going to widen the pathways and do away with our grass verges - surely this is not environmentally friendly?</p> <p>To sum up our views we believe that you should consider the impact of public safety in the immediate area.</p>
<p>Resident 217 Wingletye Lane</p>	<p>We strongly object to a bus stop being located outside 215-221 Wingletye Lane on the grounds of safety. This is the narrowest part of Wingletye Lane and has two bends. It is a very busy road, and getting busier all the time. It would be even more dangerous for us to access our drive.</p> <p>Surely it would be much safer for passengers and pedestrians if the bus stop was located just past the bend where the road is much wider and there is more open space. It would also be more convenient for the disabled who reside at Lilliput's.</p> <p>We therefore consider New option 3 to be the best proposal.</p>

Resident Wingletye Lane (Number not given)	<p>In reply to your letter dated 23rd September 2015 regarding proposed new bus stop in Wingletye Lane we would like to make the following comments. When consulted in 2014 about the proposal in Option1 (QO001-OF-A257.1) we objected on the grounds of safety. The proposed site being on a bend with restricted view of the road ahead and of the narrowness of the road and of the nearness of the bus stop on the opposite side of the road.</p> <p>Our objections to proposal 1 remain the same. Option 2(QO001-OF-A257.2) is in a similar position, also being on a bend with a restricted view of the road ahead. In addition this option is adjacent to a zebra crossing.</p> <p>Our preference for the positioning an additional bus stop is Option 3(QO001-OF-A257.3). In our opinion this would be a safer position offering better visibility as the road immediately ahead of the proposed bus stop is not on a bend.</p>
Resident 219 Wingletye Lane	<p>My wife and I would favour new option 3 as we feel the position of the bus stop is safer being placed around the bend.</p> <p>It would benefit the staff and children from the disabled home down the lane being nearer to them.</p>
Resident 231 Wingletye Lane	<p>In favor of Option 1 and secondly Option 2</p> <p>QO001-OF-A257.1 Re-Consult option 1 Outside 215 to 221 27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Proposed uncontrolled crossing at the party wall of 213 &amp; 215 leading to southbound bus stop</p>

**QO001-OF-A257.2 New option 2**

Outside 203 to 207

27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.  
Proposed uncontrolled crossing at the party wall of 213 & 215 leading to southbound bus stop  
Proposed uncontrolled crossing at the party wall of 213 & 215 leading to southbound bus stop

**QO001-OF-A257.3 New option 3**

Outside 227 to 231

27 metre bus stop clearway.

140mm kerb and associated footway works provided at bus boarding area.

Proposed uncontrolled crossing at the party wall of 213 &amp; 215 leading to southbound bus stop

**STRONG OBJECTION TO Proposed option 3**

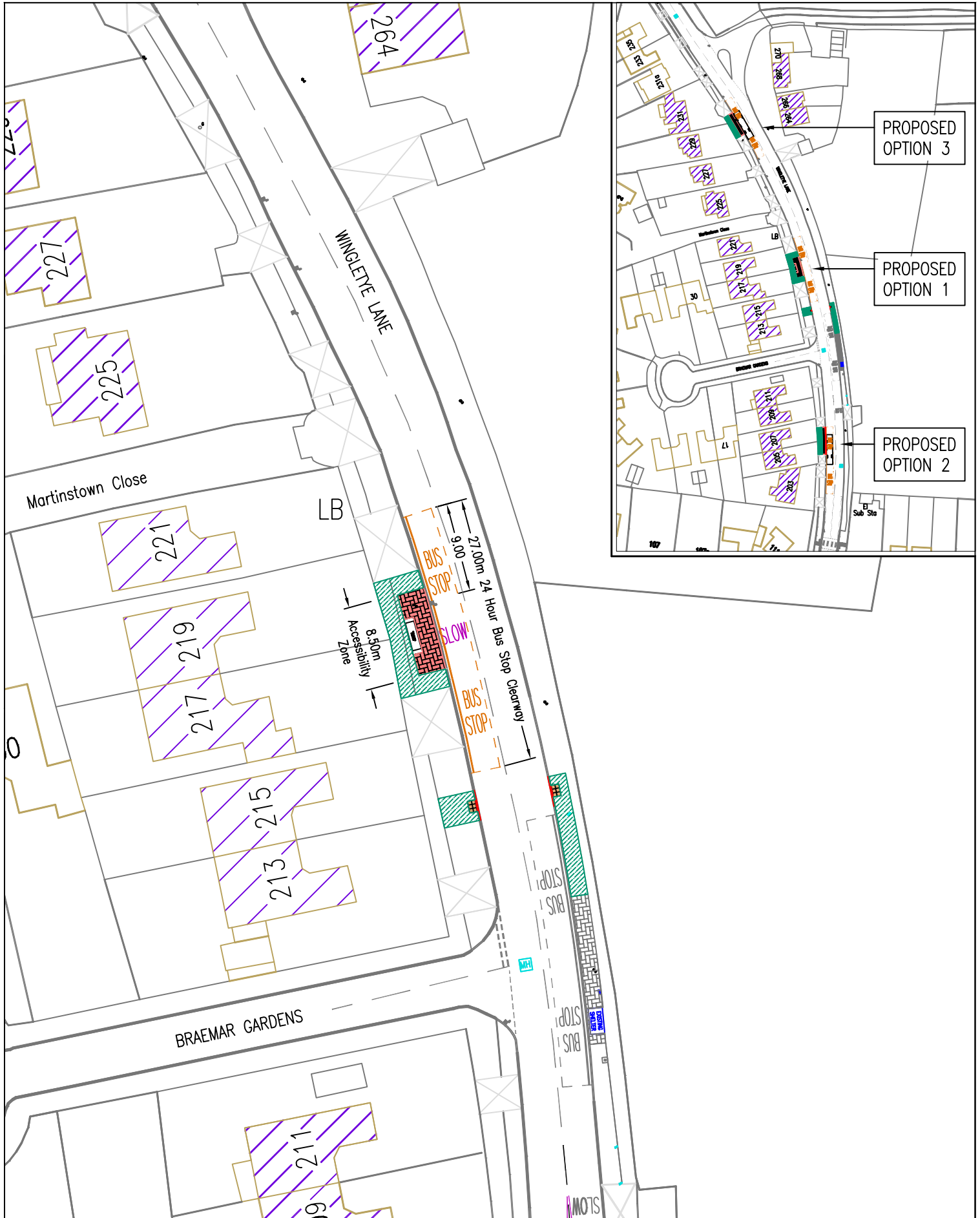
1. Why has no consultation been made by the council previously or any notice of the meeting in September 2014 made as this is the first I am hearing of this. ' You may recall the Council consulted on the bus stop accessibility improvements along Wingletye Lane in July 2014.'
2. Of all three Options the very narrow pavement width in front of property 231 does not allow for bus stop and pedestrian walkway in Option 3. This section of pavement is 50% that of the other options.
3. This side of the road is used by joggers, school children, dog walkers and pedestrians as there is no pavement on the other side of the road (where there is also 2 side turnings) so putting a bus stop outside no 231 where it is already congested especially during school start finish times will cause restrictions even more to other pavement users.
4. Dangerous for my family and I to exit no 231 as there is already a crossroad effect with vehicles coming out on directly opposite from 2 slip roads – so 4 locations of oncoming traffic need to be currently considered. Adding other elements to this already busy/high risk location will increase risks of accidents.

5. Should the bus come to stop whilst attempting to turn right from no 231 and already in the road, this will result in overtaking vehicles causing an accident to vehicles from 3 directions as well as vehicles exiting from no 231.
6. Should the bus come to stop when attempting to turn right from no 231 will cause damage to my long vehicle hitting the kerb and damaging my wheels and there is not enough room to allow for my safe exit from my property.- alternatively reversing into my property to avoid damage and with pedestrians in a narrow gap behind me will be dangerous.
7. Of all the options available Option 3 is outside the only property that is fenced at its perimeter. By adding a Bus stop at this location it would encourage bus users to litter items over the fence into my property. There is also no room to cater for Litter bins and per (1.).
8. Are the council willing to regularly clean up litter from my front garden as I have already experienced this is an issue having lived in a property with a bus stop outside it.
9. I have complained to the council about the deteriorated state of the pavements and driveways outside my property and no action has been taken to date quoting lack of funding but the rest of Wingletye lane has been repaired/ modernized and this middle section of the road has been left to deteriorate.
10. Pavements and driveways outside no 231 are worn past their surface areas and 6-8 inch drops have formed in the pavement and are now dangerous. Adding another dimension of higher bus stop pavements will definitely lead to injuries to any pedestrian who will end up suing the council resulting in higher council tax bills.
11. The unmaintained and dangerous state of the pavements already caused my car to drag along its surface and additional gradient effects will cause damage to the vehicles using my property.
12. Given the narrow footpaths outside no 231 view of on coming traffic from the right will be restricted should people congregate outside the proposed bus stop therefore making pulling out of my driveway



	<p>dangerous to all road users.</p> <p>13. Students accessing Emerson park school will have to cross an addition road (Martins close) making it more dangerous to use Option 3</p> <p>14. Options 2 or 1 are better suited to Emerson park school being nearer the school, giving wider access to lots of students crowding the pavement at the same time, more safely as less congested,</p> <p>15. Because of the congested area around Option 3 Cars hooting and drivers getting impatient is always a concern.</p> <p>16. The build up on traffic around option 3 compared to Option 1 or 2 will increase noise and air pollution as more vehicles will come to a standstill in this area .</p> <p>Please give consideration to my Objection to Option 3 and favor to Option 1 or 2 and contact me should you require further assistance on this matter.</p>
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**JOB TITLE**  
 BUS STOP ACCESSIBILITY 2015/16  
 WINGLETYE LANE

**DRAWING TITLE**  
 NEW STOP  
 OPTION 1

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

**DATE**  
 09.09.15

**DRAFT**  
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**ISSUE**  
 [ ]

**PURPOSE**  
 PROPOSAL

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 RP

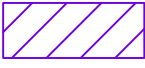
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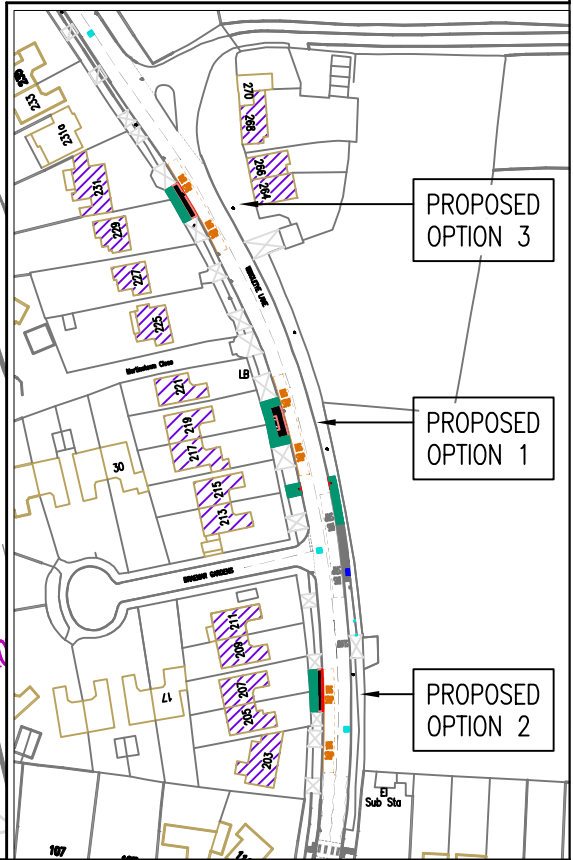
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 QN008-OF-A257.1

**REVISION**  
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 <b>PROPERTIES CONSULTED</b>	
<b>REVISION</b>	<b>AMENDMENT</b>
<b>REVISION</b>	<b>DATE</b>

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

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

**DRAWING TITLE**  
 NEW STOP  
 OPTION 3

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**DATE**  
 09.09.15

**DRAFT**  
**ISSUE**

**PURPOSE**  
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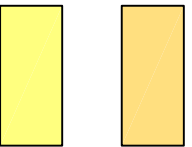
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**Page 89**

**PROPERTIES CONSULTED**

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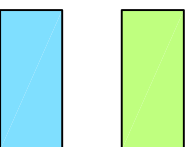
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**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

**STANDING ZONE**

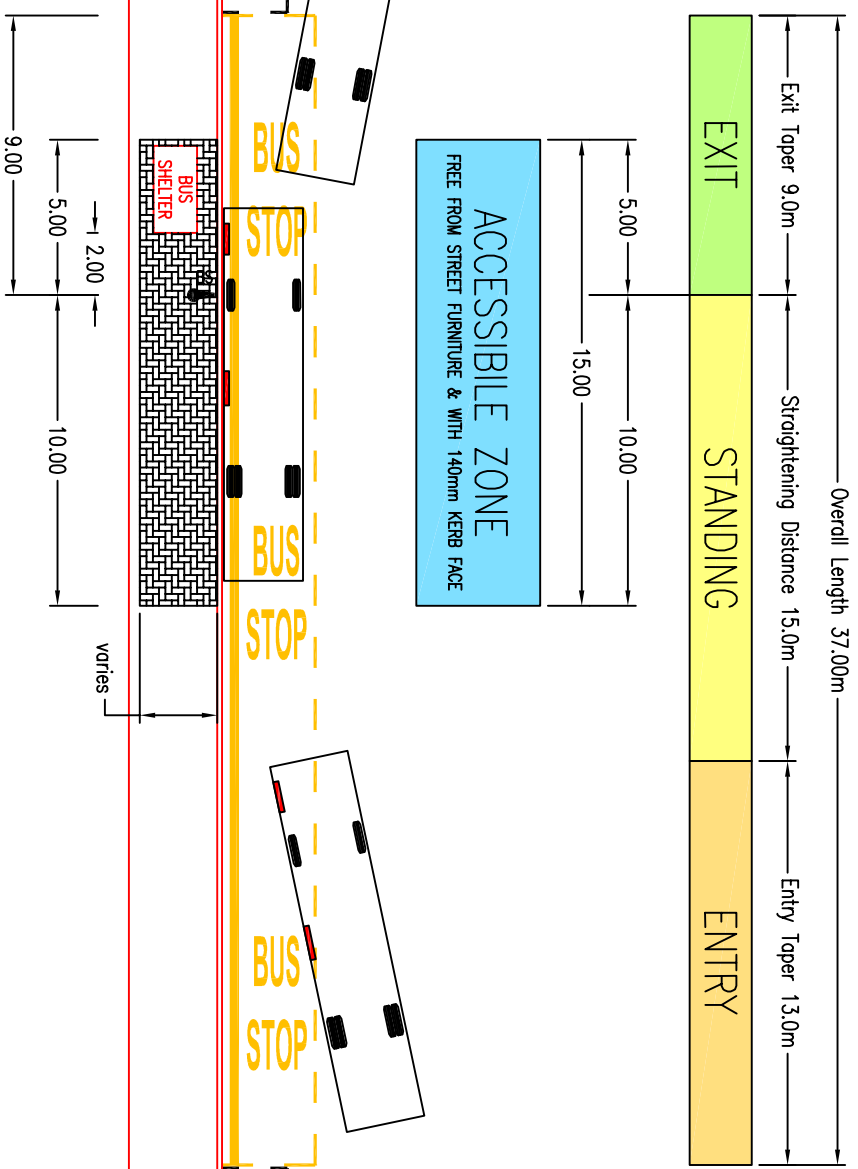
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE  
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

**ACCESSIBLE ZONE**

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



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

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

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# HIGHWAYS ADVISORY COMMITTEE

8 December 2015

<b>Subject Heading:</b>	<b>BUS STOP ACCESSIBILITY Straight Road (Reconsultation) Outcome of public consultation</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk</b>
<b>Policy context:</b>	<b>Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)</b>
<b>Financial summary:</b>	<b>The estimated cost of £10,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.</b>

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

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

## SUMMARY

This report sets out the responses to a re-consultation for the provision of fully accessible bus stops on Straight Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Heaton** ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Straight Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
  - QN008-OF-A225-A227-A
2. That it be noted that the estimated cost of £10,000 for implementation of one option 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 Straight Road was presented to HAC on 14<sup>th</sup> January 2014. Proposals to relocate the northbound stop from its current position (which cannot be made accessible because of vehicle crossings) to outside 247/249 to 219/221 (dental practice) and the southbound stop from outside 219/221 to 184/188 (so it wasn't opposite the relocated northbound stop) were rejected and the Head of Streetcare requested to review possible alternatives, notwithstanding the general lack of kerb space for alternatives. The original proposal is shown on Drawing QM016-OF-40&41-A.
- 1.13 The Committee noted concerns raised by the dental surgery about impact on vehicle access to the site, impact on deliveries and disabled patients, and the loss of footway parking outside the site. The Committee also noted concerns raised by a ward councillor on behalf of residents concerned about noise from passengers (especially being near McDonald's), proximity to traffic islands and loss of footway parking.
- 1.14 Staff have revisited the section of Straight Road for the northbound stop. The section of street has numerous vehicle crossings which are arranged so that there are no suitable sites close to the existing stop which could be made accessible. The current arrangement is 325 metres after the preceding stop and 215 metres before the following stop.
- 1.15 The first opportunity to the north is approximately 65 metres away outside Hilldene Infant School. This location would be 390 metres after the preceding stop and 150 metres before the following stop and so creating very uneven spacings.
- 1.16 The original proposal outside 219/221 (dental practice) is 75 metres away and is the first opportunity with enough kerb side to provide an accessible stop. This would provide a spacing of 255 metres to the preceding stop and 285 metres to the following stop and therefore more spacing than is available currently. Photographs of the existing and proposed locations are contained in Appendix I.
- 1.17 Further south, there are numerous vehicle crossings, a pedestrian refuge and a traffic island (carrying a speed camera), which means little opportunity to place a bus stop. Where there is some kerb space, the location becomes too close to the preceding stop.

- 1.18 northbound stop accessible is to relocate it as originally proposed. In terms of the current southbound stop, such a relocation would place the stops opposite each other. The original proposal sought to locate this stop further to the south, but some members of the Committee were still concerned that it was too close to the northbound proposal and as such, Staff have adjusted this to be slightly further south than previously proposed. The current proposal is shown on Drawing QO001-OF-40&41A.
- 1.19 33 letters were hand-delivered to those potentially affected by the scheme on 23<sup>rd</sup> September 2015, with a closing date of 16<sup>th</sup> October 2015 for comments.
- 1.20 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.
- 1.21 Staff therefore conclude, that the only reasonable option to make the

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 6 responses were received as set out in Appendix I to this report.
- 2.2 London TravelWatch and London Buses supported the proposals.
- 2.3 Two residents objected to the proposals, raising the following concerns;
- Interaction of bus passengers with drivers accessing dentist,
  - Impact on pedestrians, including children,
  - Bus stop will cause a blind spot for pedestrians and drivers,
  - Buses will affect driveway access,
  - Noise and rubbish from passengers,
  - Passengers using private alleyway as toilet,
  - Straight Road being a busy road.
- 2.4 The Essence Dental Clinic objected to the proposals, raising the following concerns,
- The proposal would block the forecourt which is used by patients, especially elderly and disabled people and would put the practice into difficulties with the CQC if access is not maintained,
  - Practice is busy with high turnover of patients including children and the elderly and so stopping buses would be a safety concern,
  - Impact on patient privacy from passengers looking in from upper deck,
  - Concern about noise impact on nervous patients,
  - Impact on deliveries, especially for heavy items and equipment, on the forecourt,
  - If the bus stop requires relocation it should be outside a residential property.

2.5 One resident supported the proposal, making the following comments,

- Proposed location is non-residential and so be of minimal inconvenience to those living nearby,
- Residents at current location have driveways which are blocked by buses,
- General public drop litter,
- Current stop is in the vicinity of Hilldene Primary School and area is congested at school travel time with current situation of adults/ children waiting at existing stop mixing with traffic of children being dropped off,
- Proposal would have less pedestrian traffic proceeding along Straight Road which would be safer.

### **3.0 Staff Comments**

3.1 The current northbound stop cannot be made accessible in its current position and this means that there is a gap of 540 metres between the preceding and following stops. This is considered to be a significant distance for people who may have mobility impairments.

3.2 The residents objecting to the scheme raise issues of noise, disturbance and litter which Staff note; the resident writing in support of the proposal cite these problems in the current location. In terms of safety, Staff do not agree that the proposal is unsafe and it is certainly similar to the layouts of the preceding and following stops which are outside a doctor's surgery and block of flats (with a multi-vehicle access) respectively.

3.3 The dental practice cites issues with vehicle access. The site currently has a vehicle crossing serving the left hand side of the premises (looking from the footway). Staff have checked the Council's planning application records and the current arrangement was granted under P0080.09.

3.4 The provision of a widened vehicle crossing did not form part of the application and indeed, the footway parking remains in place on the right hand side of the premises so that access would have to be taken by manoeuvring within the forecourt area. In terms of making provision for disabled drivers, the practice would be at liberty to reserve spaces directly accessed from the vehicle crossing for them.

3.5 The footway parking outside the practice would be lost with the proposal. The bay is currently useable by two cars if parked appropriately and are open to anyone to use. There are other footway parking bays locally and extensive areas within the Myrtle Road area which are not restricted where patients arriving by car could park.

3.6 Staff recommend that the works proceed as proposed, but the Committee will need to consider the issues of accessibility, distance between current



accessible stops and the issues raised by residents and the dental practice in making its recommendation.

## 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 £10,000 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: QO001, Bus Stop Accessibility

**APPENDIX I  
SITE PHOTOGRAPHS  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**



Existing Bus Stop Location (Google Streetview)



Proposed Bus Stop Location (Current Photograph)



Respondent	Response and Staff Comments (where required)
Vincent Stops London TravelWatch	London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views. We support these works to improve the accessibility of buses.
Matthew Moore London Buses Infrastructure	I fully support this plan which greatly improves the accessibility at the northbound stop.
Resident 217 Straight Road	<p>I would like to lodge my objections to the proposed plan to put a bus stop and shelter outside the dentist in straight Road 219-221.</p> <p>I live at 217 and from a health &amp; safety point of view feel this will be extremely unsuitable to all concerned. The cars are on and off the dentist driveway all day from 9am to 6pm Monday to Friday. Pedestrians standing in and around the bus stop, will be subject to moving traffic and with driveway either side this must be an extra hazard.</p> <p>From your drawing the bus stop will cause many blind spots to both pedestrians and drivers which is an accident waiting to happen. At school times you have children going to school cars trying to get into the dentist, it will be very difficult for us to get in and out of our driveway also if two buses pull up together they will be over our drive. The amount of extra traffic already in this road is really bad constant till late evening.</p> <p>As this service is 24 hours the noise from people at the bus stop is bad enough at the one over the road and you wish to put one nearly outside our property, not to mention the rubbish they leave on the pavements.</p>
Essence Dental Clinic 219-221	<p>We wish to notify the council of our objection to the above proposal for the following reason:-</p> <p>1) The bus stand blocks the forecourt which is intended as a patient car park. This causes a huge inconvenience to our patients who require the provision of a car parking facility within their NHS practice. This is of particular importance to our elderly and disabled patients who require convenient, safe and easy</p>

	<p>access to the practice.</p> <p>2) We treat a large number of elderly and disabled patients. These patients require unrestricted and suitable access to the practice which is also a requirement of the CQC. Blocking our car park with a bus stand prohibits us from providing patients with the facilities they legally require and demand.</p> <p>3) We are a very busy practice with a high turnover of patients in a day. This includes the elderly and school children. Buses stopping at such close proximity to the practice, which is in constant use by patients, is a major safety concern. Our forecourt is also in constant use.</p> <p>4) The privacy of our patients will be infringed by placing a bus stand immediately outside the practice. The front of the practice houses a reception/ waiting area and a fourth surgery. Patients require treatment in a private and tranquil environment. Waiting bus users will naturally look in from the stand and from the upper deck of buses.</p> <p>6) There is also a deep concern about the level of noise that will be generated. This will only distress nervous patients furthermore deterring them from seeking the help that they need. A bus stand will simply cause unreasonable and unnecessary disturbance to patients.</p> <p>5) As a dental surgery we expect frequent deliveries of a large amount of stock; dental materials and large pieces of dental equipment. Vans used for delivery require direct access to the practice in order to load and unload such large and heavy pieces of dental equipment. This operation can only be carried out safely in the practice forecourt.</p> <p>We would strongly advise the council to revise their plans. Taking away the use of our forecourt will impair the functioning of our practice which is intended to serve the local community. We would suggest that if the relocation of the bus stand is indeed a necessity then it should be relocated outside a residential property where it may be considered a convenience.</p> <p>We hope that the council revises its proposals given the unsuitability of the current location.</p>
Resident	You are proposing to put a bus stop outside Dentist 221 and I'm not in favour. My Right away will be in line

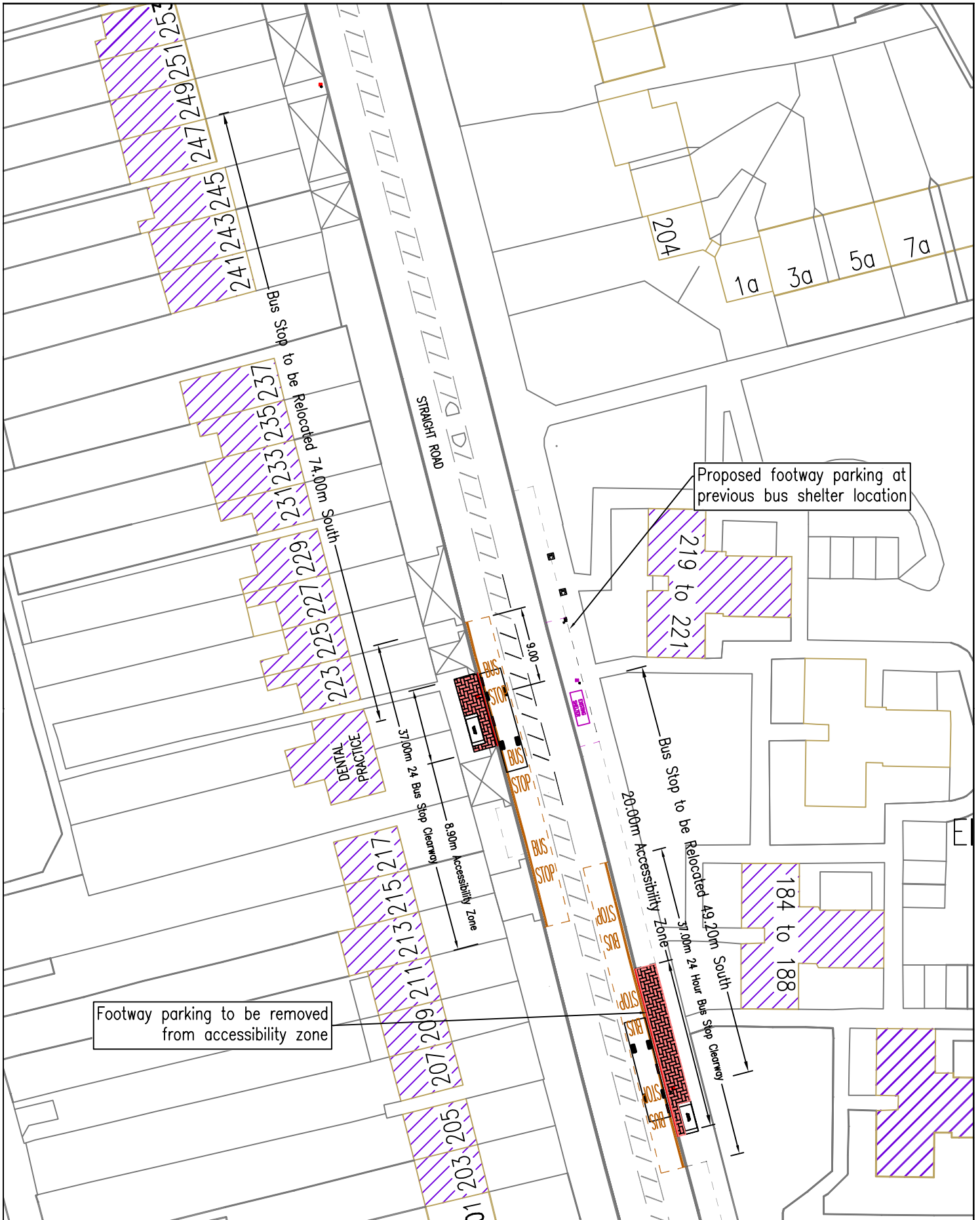
225 Straight Road	<p>with Bus shelter so they can get into alley and it will end up a toilet, it will mean there is only one way in and same way out waiting for a Crunch the most horrible I think is all the children who come over Road morning, evening to School, Since the last proposals one little Boy has been hurt, I don't want children killed for a stop, I have lived in my house 50 yrs an 24 yrs as Single person, and the Bus stop has always been where it is, why move it.</p>
Resident 245 Straight Road	<p>Firstly, your invitation stated that comments should reach you by Monday 16 October 2015. The date is inaccurate so I am presuming that you meant Monday 19 October 2015 when you should receive this submission.</p> <p>My comments refer to your drawing reference QO001-OF-40&amp;41A, i.e. the relocation of the bus stop to outside 213 to 225 Straight Road from the current location outside 247/249 Straight Road.</p> <p>I am resident at 245 Straight Road, and I am the house owner and my family have lived at this address since January 1973, some 42 years. Being situated so very close to the current location of the bus stop I would welcome the change of location to that designated.</p> <p>The new location is non-residential and therefore there will be minimal inconvenience for those living close to the bus stop compared to the inconveniences we have had for over 40 years. Those living at the addresses at or close to the current location all have driveways and, unfortunately, bus drivers are not always considerate when we are leaving or arriving at our addresses, often blocking our access when for some consideration they could stop a few meters further on or before.</p> <p>Also, the general public are not always considerate about dropping litter, often from fast food outlets, even though a litter bin is provided at the bus stop. I am the only local resident at this location who has always acted to clear such litter, sometimes including broken glass, to make our environment cleaner and safer. I have a high degree of community awareness to respect our environment.</p> <p>Another factor is that the current location of the bus stop is in the immediate vicinity of Hilldene Primary School, where I am a school governor, and therefore the twice daily "school run" often causes much congestion with adults and children waiting at the bus stop directly in the flow of other adults and children coming either to or away from the school. Also to mention those adults either dropping off or collecting their</p>

children by car who park all along this same stretch of road. It is a dangerous situation when adults and sometimes several siblings with them are playing/waiting at the bus stop next to such a busy main road.

With many adults and children crossing Straight Road at the crossing point (road bollards and "keep left" sign) to Myrtle Road which is just past the bus stop, there will be at least 50% less pavement traffic proceeding further down Straight Road to where the new location for the bus stop is sighted. A far safer situation for all concerned.

I trust you accept these comments in the good faith in which I provide them. I overwhelmingly approve the suggestion of the bus stop being relocated as stated in your plans.





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

**PURPOSE** PROPOSAL  
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**JOB TITLE**  
BUS STOP ACCESSIBILITY PROGRAM  
2015/16

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**DRAWING TITLE**  
STRAIGHT ROAD  
MYRTLE RD (20067 & 20068)

**DRAWN BY** RP  
**CHECKED BY** MLP  
**APPROVED BY** **Page 109**

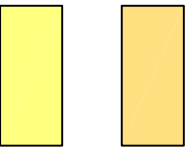
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**DATE** 21.07.15  
**DRAFT**  
**ISSUE**

**ACAD REF:**  
**DRAWING No** Q0001-0F-40&41  
**REVISION** A

 **PROPERTIES CONSULTED**

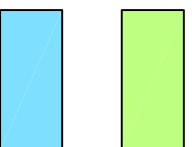
REVISION	AMENDMENT	DATE

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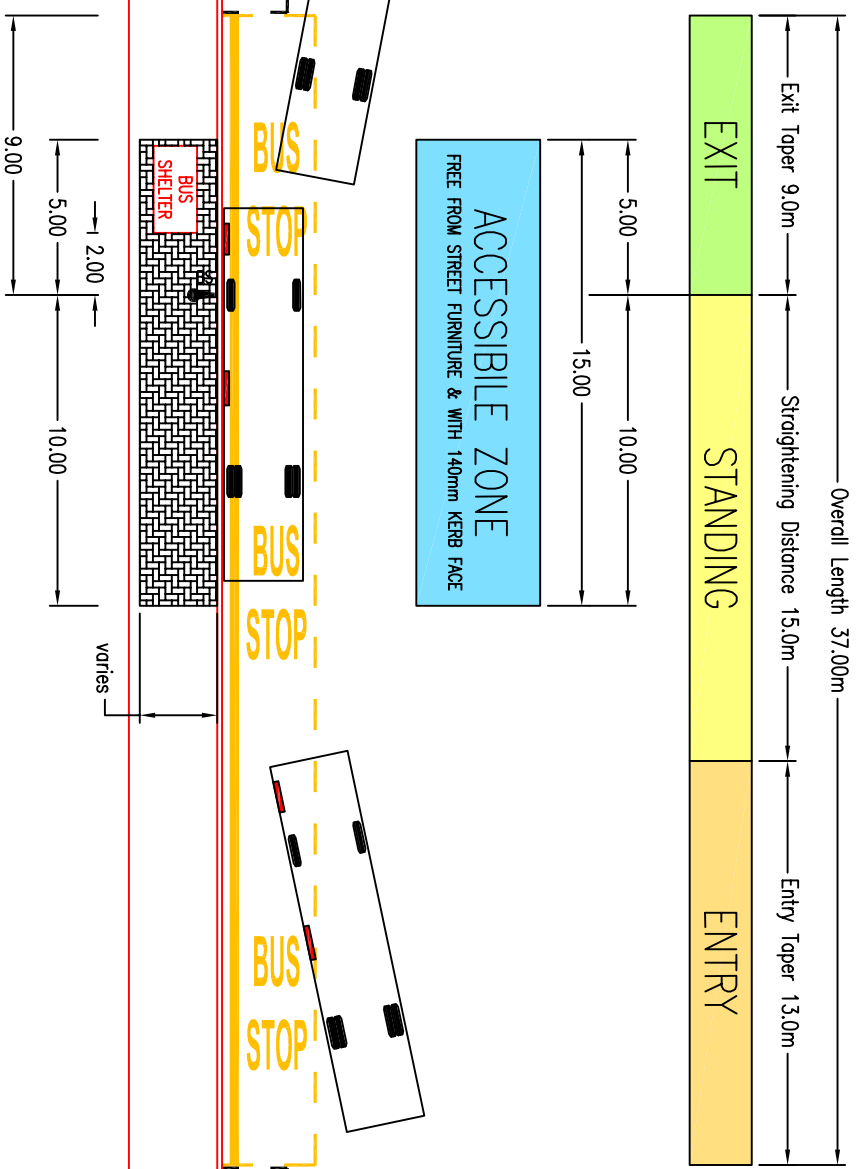
**ENTRY ZONE**  
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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



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

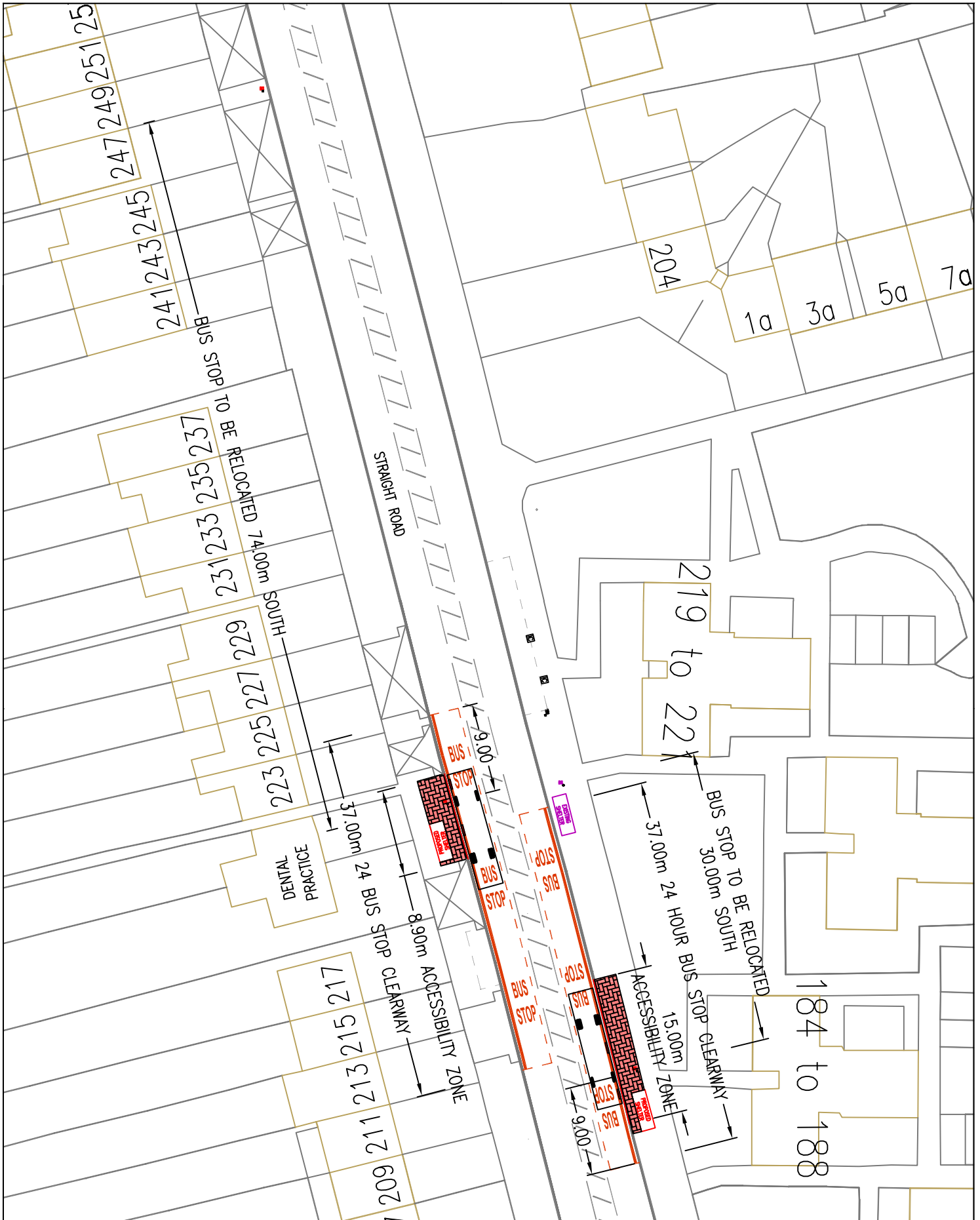
**ACCESSIBLE ZONE**  
 KERB FACE TO BE 130-150MM.  
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.  
 CROSSOVER SHOULD NOT BE PERMITTED.



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

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

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<b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		<b>PURPOSE</b> PROPOSAL			
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY PROGRAM 2013/14		<b>©COPYRIGHT</b> This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
<b>DRAWING TITLE</b> STRAIGHT ROAD MYRTLE RD (20067 & 20068)		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> Page 113	
<b>SCALE (AT A4 SIZE)</b> 1:500		<b>DATE</b> 19.08.13		<b>DRAFT</b>		<b>REVISION</b>	
		<b>ISSUE</b>		<b>ACAD REF:</b>		<b>DRAWING No</b> QM016-OF-40&41	
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						<b>DATE</b>	

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# HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
Collier Row Lane  
Outcome of 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 £10,000 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 currently near 255 Collier Row Lane to a position approximately 106 metres north, together with making the bus stop fully accessible in the proposed location with the relocation of a pedestrian refuge, and seeks a recommendation that the proposal be implemented.

The scheme is within **Mawney** 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 near 255 Collier Row Lane be relocated to a position approximately 106 metres north, together with making the bus stop fully accessible in the proposed location and with the relocation of a pedestrian refuge, as set out in this report and shown on the following drawing (contained within Appendix I) be implemented;
  - QO001-OF-A10-A
2. That it be noted that the estimated cost of £10,000 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 Collier Row Lane were considered by the Highways Advisory Committee at its meeting of 9<sup>th</sup> June 2015. The Committee resolved that a proposal near 255 Collier Row Lane (northbound stop) be deferred following representations from residents and that the matter reviewed. The original proposal is shown on Drawing QN008-OF-A09/A10-A. Staff have reviewed the matter and have developed an alternative layout which relocates the stop approximately 106 metres north and relocates a pedestrian refuge to accommodate the proposal.
- 1.13 16 letters were hand-delivered to those potentially affected by the scheme on 23<sup>rd</sup> September 2015, with a closing date of 16<sup>th</sup> October 2015 for comments.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 3 responses were received as set out in Appendix I to this report.
- 2.2 London TravelWatch supported the proposals. London Buses supported the proposals in terms of the bus stop being on the exit side of the pedestrian crossing and being a better spacing for stops along the route.
- 2.3 A resident objected citing stationary buses being on a bend and the impact on already poor sightlines at Lowshoe Lane and Playfield Avenue.

## **3.0 Staff Comments**

- 3.1 Collier Row Lane is approximately 8.7m at the proposed stop position which is sufficient for a bus to stop and for two-way traffic to be maintained. The site is on a gentle bend, 20 metres south of the junction with Lowshoe Lane and 60 metres north of Playfield Avenue. Staff do not agree that the

proposal creates an unacceptable risk to highway safety. As London Buses considers the stop to be in a better location in terms of stop spacing along the street, Staff recommend that the scheme be implemented as proposed.

## 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 £10,000 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.

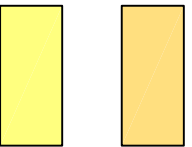
## **BACKGROUND PAPERS**

Project file: QO001, Bus Stop Accessibility

**APPENDIX I  
CONSULTATION RESPONSES  
SCHEME DRAWINGS**



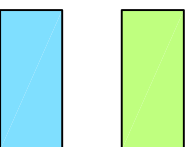
Respondent	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views. We support these works to improve the accessibility of buses.
Matthew Moore London Buses Infrastructure	The suggested site is a much better location in terms of accessibility and it brings the stop away from the approach side of the crossing. It also evens out the distances between stops. For these reasons it has my support.
Resident Address not given	<p>This should be reconsidered or abandoned simply because this will place a stationary bus on a blind bend in Collier Row Lane where, in addition, the sight line for traffic emerging from Lowshoe Lane and Playfield Avenue is already poor. Currently there is a regular row of parked vehicles along the specified stretch of road, some at least the property of the Mazda dealership in Collier Row lane.</p> <p>I accept motorists have a duty to take care when driving but this seems to me to be a move which will make the junction and this stretch of road more dangerous when the current bus stop site could be used if modified.</p>



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

**STANDING ZONE**

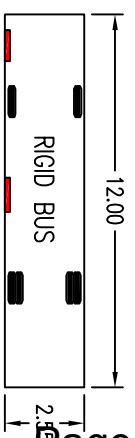
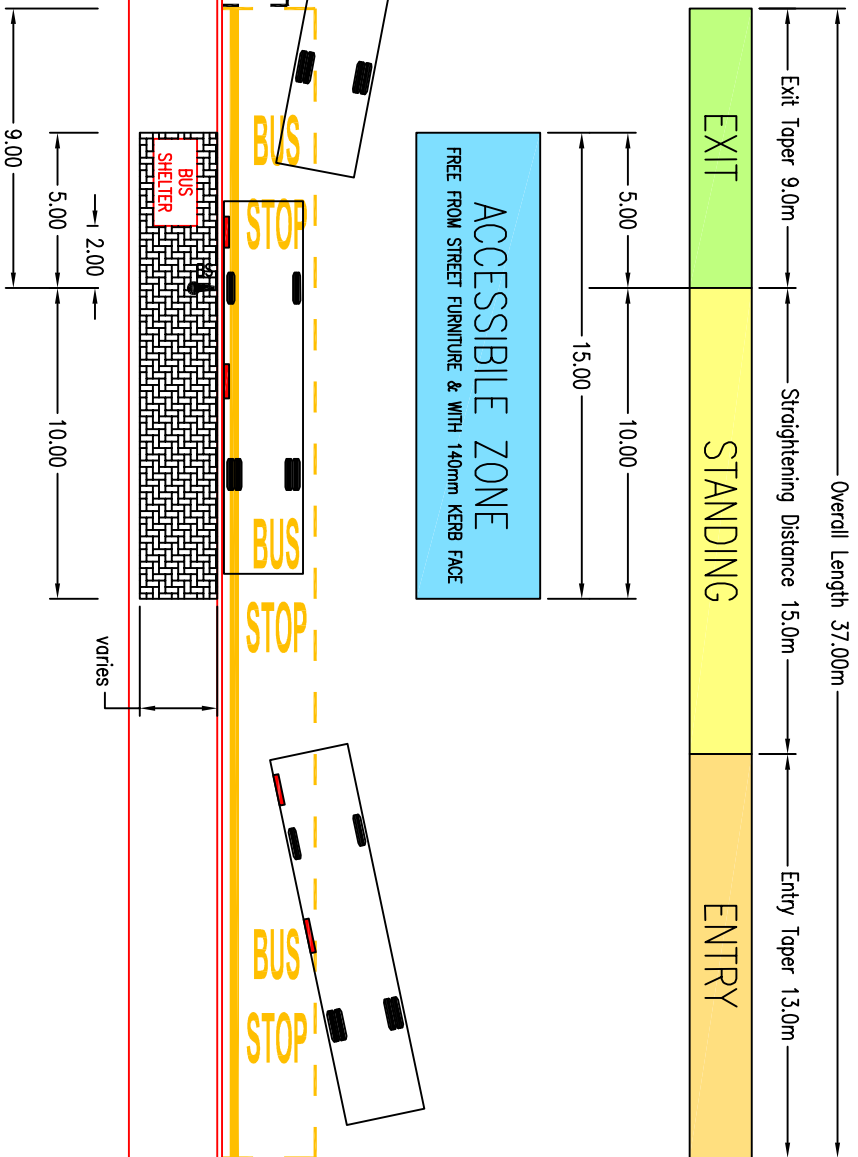
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.  
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE  
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

**ACCESSIBLE ZONE**

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

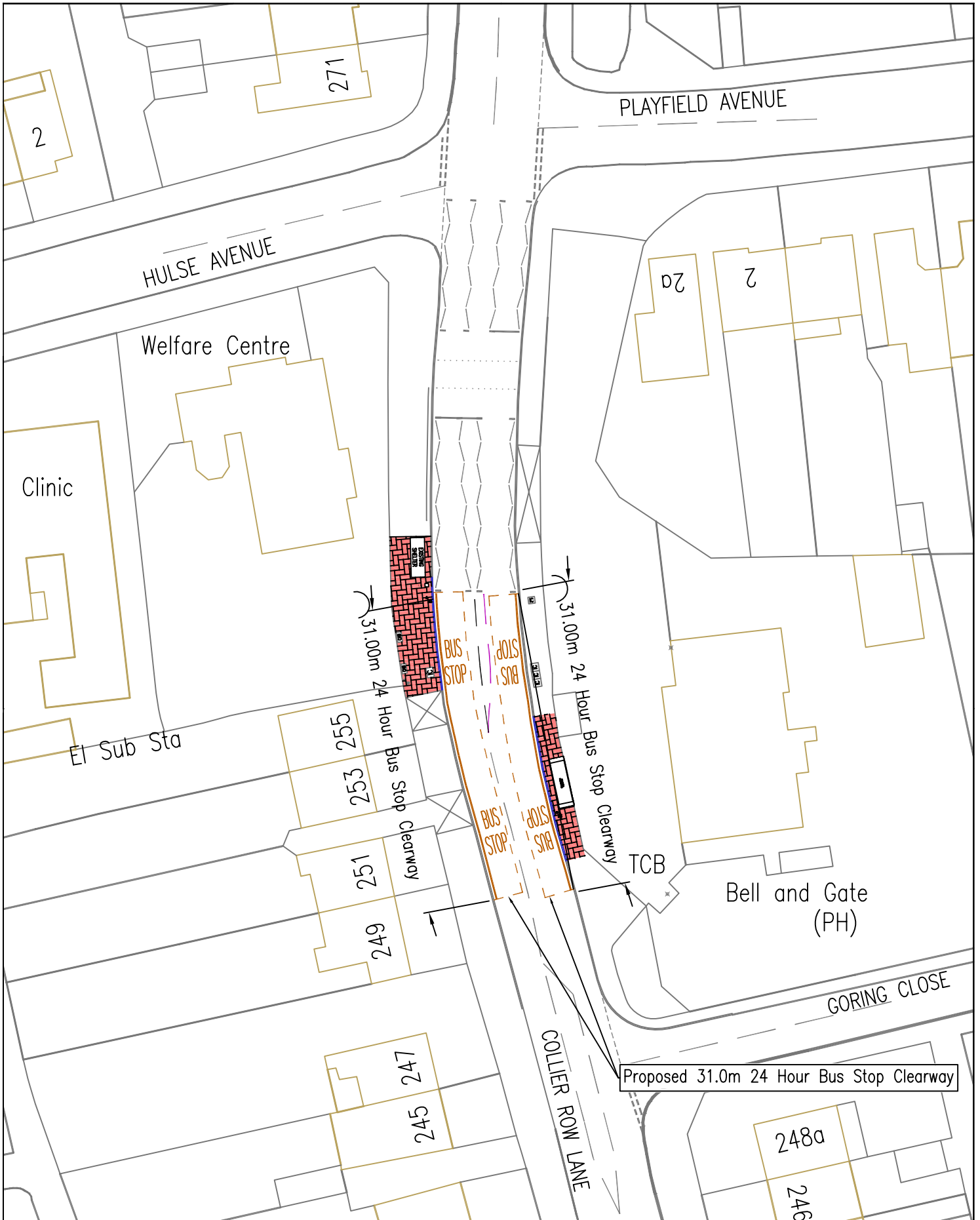


- NOTES:
- LAYOUTS DETERMINED FROM STEERING GEOMETRY OF BUSES TO ALLOW THEM TO PULL INTO THE KERB WITHIN 200mm, WITHOUT FRONT AND REAR OF BUS OVERHANGING FOOTWAY WHICH COULD POSE A SAFETY ISSUE.
  - THIS IS THE IDEAL LAYOUT AND MAY VARY WITH THE USE OF FOOTWAY BUILD-OUTS (BUS BORDERS) OR OTHER SITUATIONS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

<p><b>Havering</b>          LONDON BOROUGH          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROWEBRD, RM11 3DW          TELEPHONE No: 01708 434343 FAX No: 01708 433721          E-MAIL: streetcare@havering.gov.uk</p>		<p>JOB TITLE  <b>HAVERING STREET DESIGN GUIDE          PART 6 – STANDARD DETAILS</b></p>		<p>DRAWN BY  <b>RP</b></p>		<p>CHECKED BY  <b>MLP</b></p>		<p>APPROVED BY  <b>MLP</b></p>		<p>PURPOSE  <b>INFORMATION</b></p>	
<p>DRAWING TITLE  <b>BUS STOP ACCESSIBILITY DETAIL          LAYOUT 1</b></p>		<p>SCALE (AT A4 SIZE)  <b>N.T.S.</b></p>		<p>DATE  <b>MAY 10</b></p>		<p>ISSUE  <input checked="" type="checkbox"/> DRAFT  <input type="checkbox"/> ISSUE</p>		<p>REVISION  <b>A</b></p>		<p>DRAWING UPDATE  <b>FEB 04</b></p>	
<p>ACAD REF: <b>Part 6 - Standard Details</b></p>		<p>DRAWING No  <b>QB109/00/01</b></p>		<p>REVISION  <b>B</b></p>		<p>AMENDMENT</p>		<p>DATE  <b>FEB 04</b></p>		<p>©COPYRIGHT          This drawing belongs to Streetcare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.          Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>	

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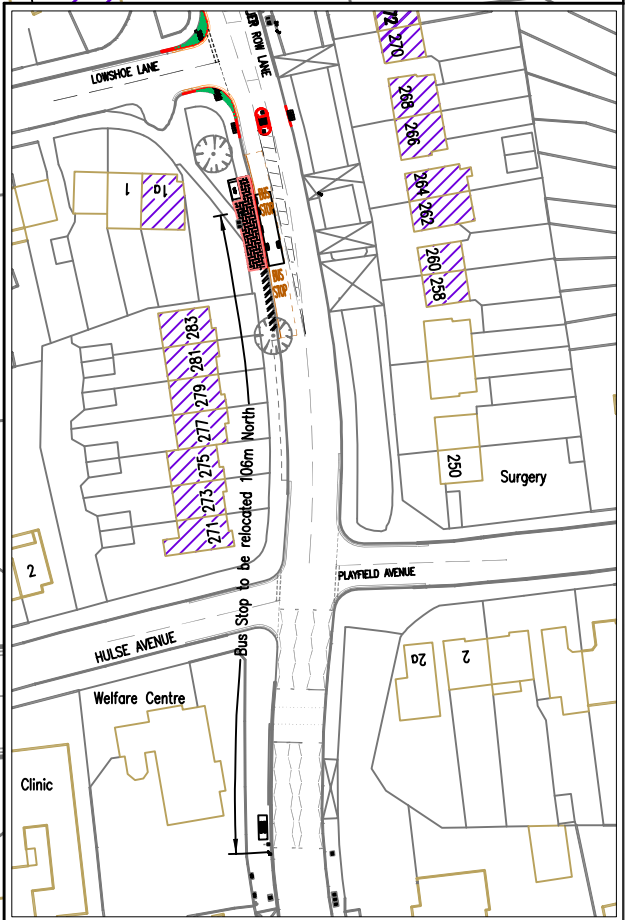


<b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		<b>PURPOSE</b> PROPOSAL		<b>©COPYRIGHT</b> This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2014/15 COLLIER ROW LANE		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		<b>APPROVED BY</b> Page 125			
<b>DRAWING TITLE</b> BS18358 & BS18359 HULSE AVENUE		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP			
<b>SCALE (AT A4 SIZE)</b> 1:500		<b>DATE</b> 26.01.15		<b>DRAFT</b>		<b>ISSUE</b>	
<b>ACAD REF:</b>		<b>DRAWING No</b> QN008-OF-A09/A10		<b>REVISION</b> A		<b>REVISION</b>	
<b>Sheet Size: A4 (210x297)</b>		<b>AMENDMENT</b>		<b>DATE</b>			

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Section of footway parking to be removed



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

10th FLOOR MERCURY HOUSE  
MERCURY GARDENS  
ROMFORD, RM1 3DW  
TELEPHONE No: 01708 434343  
FAX No: 01708 433721  
E-MAIL: streetcare@havering.gov.uk

**JOB TITLE**  
BUS STOP ACCESSIBILITY 2015/16  
COLLIER ROW LANE

**DRAWING TITLE**  
BS18358  
HULSE AVENUE

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

**DATE**  
14.09.15

**DRAFT**  
**ISSUE**

**PURPOSE**  
PROPOSAL

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**DRAWN BY**  
RP

**CHECKED BY**  
MLP

**APPROVED BY**  
Page 127

**ACAD REF:**  
Sheet Size: A4 (210x297)

**DRAWING No**  
Q0001-0F-A10

**REVISION**  
A

**PROPERTIES CONSULTED**

REVISION	AMENDMENT	DATE

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# HIGHWAYS ADVISORY COMMITTEE

## 8 December 2015

**Subject Heading:**

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

**CMT Lead:**

**Andrew Blake-Herbert**

**Report Author and contact details:**

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

**Policy context:**

**Traffic & Parking Control**

**Financial summary:**

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

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

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

**SUMMARY**

This report outlines the responses received to the advertised proposals to introduce ‘At any time’ waiting restrictions around the junctions and apexes of bends around the Scott’s School site and to change the hours of the existing

School Keep Clear marking to operate from 8am to 5 pm Monday to Friday inclusive and recommends a further course of action.

The scheme is within Hacton Ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and representations made recommends to the Cabinet Member for Environment that the following proposals as shown on drawing reference TPC460/3 (contained within Appendix A) be implemented as advertised:
  - a) the operational (term time) hours of the existing School Keep Clear marking in Bonnington Road be changed from 8:15 to 9:15am and 3:00 to 4:15pm Monday to Friday inclusive, to 8:00am to 5:00pm Monday to Friday inclusive;
  - b) the implementation of 'At any time' waiting restrictions in Swanbourne Drive, Veny Crescent and Bonnington Road.
  - c) a review of the parking restrictions be undertaken in roads around the other school entrance in Maybank Avenue area;
  - d) the effects of any agreed proposals be monitored.
2. That Members note that the estimated cost of this scheme as set out in this report is £1000, which can be funded from the 2015/16 Minor Parking Schemes budget

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting held on the 8<sup>th</sup> July 2014, this Committee agreed to review the parking restriction around Scott's Primary school while updating the School Keep Clear markings.
- 1.2 The proposals were subsequently designed and publicly advertised on the 13<sup>th</sup> of February 2015, when 97 consultation letters were delivered to residents in the area, including Scott's Primary School and the Hacton Ward Councillors, with a closing date of Friday 6<sup>th</sup> March 2015. A copy of the plan outlining the proposals is appended to this report as **Appendix A**.
- 1.3 This report was an agenda item in August 2015 meeting, but was withdrawn due to legal reasons. This report has been amended accordingly.

1.4 The results of the formal consultation are set out in the table appended to this report as **Appendix B**.

## **2.0 Outcome of Public Consultation**

2.1 On the 13<sup>th</sup> of February 2015, Scott's Primary School and residents that were perceived to be affected by the proposals were advised of them by letter and plan reference TPC460, which details the proposals. Eighteen statutory bodies were also consulted and site notices were placed in the area.

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

2.3 Within the formal consultation 97 letters were sent to residents of the Bonnington Road, Scotney Walk, Veny Crescent and Swanborne Drive area and 14 responses were received, a 13.5% return.

2.4 At the close of the public consultation on 6<sup>th</sup> March 2015, 14 responses were received to the proposals. From these responses 7 were in favour of the proposal, including the Head Teacher of Scott's School, 4 responses were in favour of part of the proposals, but were mainly concerned about displacement and the reduction of parking for residents and the remaining 3 responses were not in favour of the proposals. A summary of the responses can be found in the table appended to this report as **Appendix B**.

## **3.0 Staff Comments**

3.1 The proposed restrictions within this report are designed to improve road safety in the areas where accidents are most likely to take place.

3.2 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses on the residents, and recommends to the Committee that all of the proposals be implemented as advertised.

3.3 Further to the above, Officers also recommend to the Committee that in view of the Head Teachers comments, that a review of the parking restrictions be undertaken in roads around the other school entrance in Maybank Avenue.

## **IMPLICATIONS AND RISKS**

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

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

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

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

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

**Legal implications and risks:**

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

**Human Resources implications and risks:**

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

**Equalities implications and risks:**

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

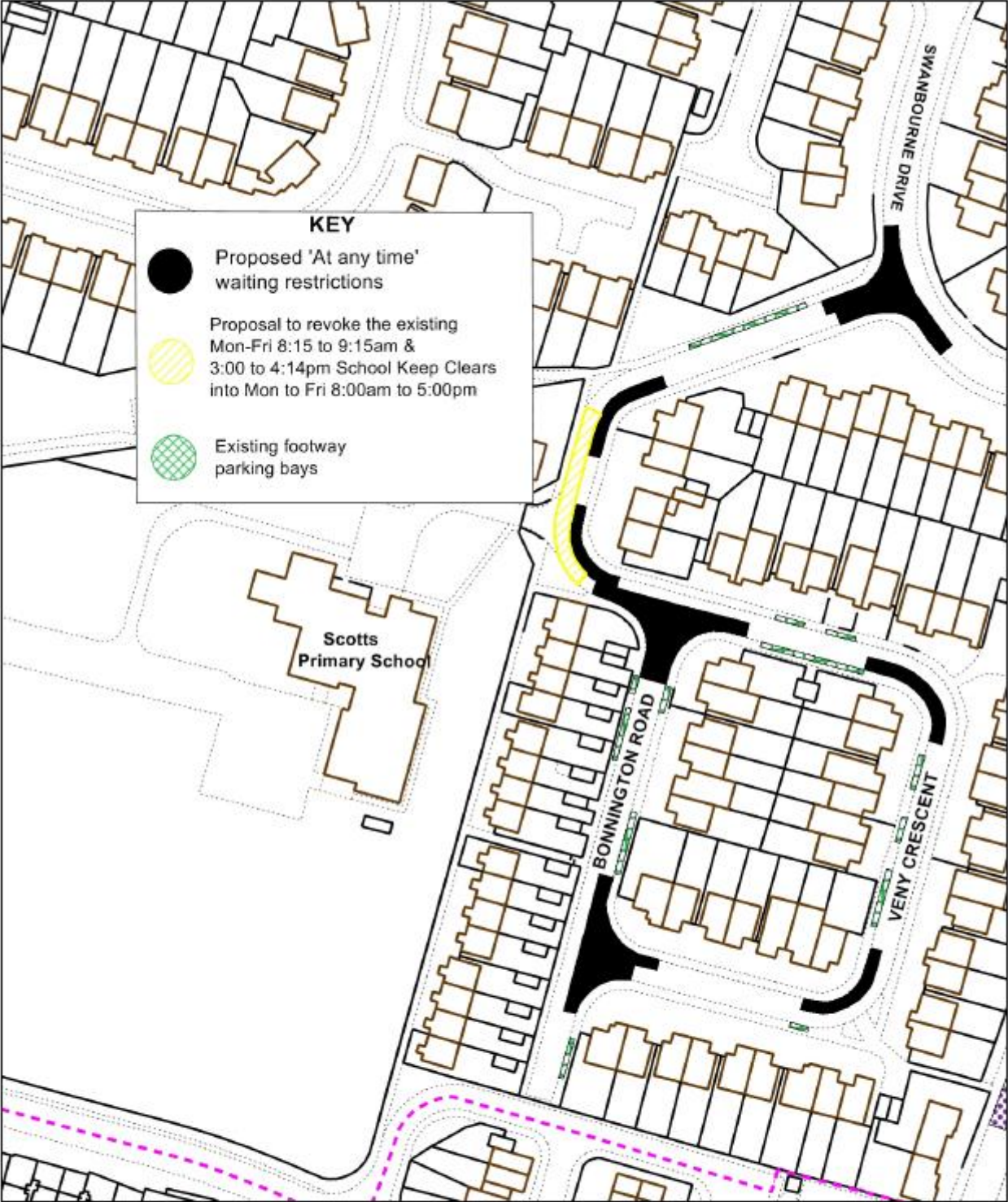
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites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

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

**BACKGROUND PAPER**

**Appendix A**  
**Appendix B**





**KEY**


- Proposed 'At any time' waiting restrictions
- Proposal to revoke the existing Mon-Fri 8:15 to 9:15am & 3:00 to 4:14pm School Keep Clears into Mon to Fri 8:00am to 5:00pm
- Existing footway parking bays

Scotts Primary School - TPC460/3 N  
↑



Scale: 1:800
Date: 02 February 2015




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Town Hall, Main Road  
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## Appendix B

### Responses received to the formal consultation.

	Respondent	Summary of Comments	Staff Comments
1	A resident of Scotney Walk	The resident is in favour of part of the scheme. The current proposal will make an already limited parking extremely difficult for residents and visitors of Scotney Walk and the surrounding area.	The restriction have only been proposed in areas where parking is more likely to cause a problem to sight lines or traffic flow and therefore may compromises road safety
2	A resident of Veny Crescent	The resident is in favour of the proposals and says that's it's a shame but some people have no common sense.	No comments
3	A resident of Bonnington Road	The resident is not in favour of the proposals due to the impact the restrictions will have on their ability to park outside or near their home.	The restriction have only been proposed in areas where parking is more likely to cause a problem to sight lines or traffic flow and therefore may compromises road safety
4	The Head Teacher of Scott's Primary School	As a school they are fully in favour of the proposals to convert the existing School Keep Clear markings in Bonnington Road to 8am to 5pm and the waiting restrictions. The Head Teacher continues to say that the current parking in	The Head Teachers comments have been noted regarding problems at the entrance

		<p>Bonnington Road caused problems for staff and visitors to the school because of the bend in the road; the visibility of oncoming traffic is poor. Additionally she mentions the parking along the road poses a real danger to pupils who walk between the parked cars to cross the road, and also suggests the parking at the rear of the school is reviewed – Maybank Avenue as many parents use this entrance.</p>	<p>in Maybank Avenue and a review of this area will be undertaken.</p>
5	A resident of Suttons Lane	<p>The resident is against the proposals, due there already being limited parking for residents/visitors and tradesman.</p>	<p>The restriction have only been proposed in areas where parking is more likely to cause a problem to sight lines or traffic flow and therefore may compromises road safety</p>
6	A resident of Veny Crescent	<p>The resident is in favour of the proposals.</p>	<p>None</p>
7	A resident	<p>This resident is not in favour of the proposals and would prefer the operational times be during term time only.</p>	<p>As term times very form school to school and area to area, it is now considered that the words Term Time area to ambiguous to use and this is why the Monday to Friday time has been proposed and is being used as a standard throughout</p>

			the borough
8	A resident	The resident is in favour of the proposals and feels the restrictions will make the area safer.	None
9	A resident of Swanbourne Drive.	The resident is in favour of part of the scheme but is concerned the proposals will simply push the problem elsewhere on the estate. They suggest the restrictions be extended further along Swanbourne Drive towards Suttons Lane.	There is always a possibility that with the introduction of any new restrictions parking may be displaced into other areas. The effects of any agreed proposals will be monitored to see how parking patterns change and if it is felt necessary, further proposals will be put the this Committee for its consideration.
10	A resident	The resident is in favour of the proposals and says it will make the area safer.	It is expected that the proposals should make the area safer for all road users.
11	A resident	The resident is in favour of part of the scheme but has concern about where parents are going to park. They suggest that 'No stopping' should be all the way along the side opposite the school gate.	The effect of any greed restrictions will be monitored and if it is considered necessary, further proposals will be presented

			to this Committee for its consideration.
12	A resident	The resident is in favour of the scheme.	None
13	A resident of Veny Crescent	The resident is in favour of part of the scheme. They feel the proposals are too excessive and should not have to affect all residents.	The restriction have only been proposed in areas where parking is more likely to cause a problem to sight lines or traffic flow and therefore may compromises road safety
14	A resident of Veny Crescent	The resident is in favour of the scheme	None

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# HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

**Camborne Avenue – TPC702**  
Proposed waiting restrictions –  
comments to advertised proposals

**CMT Lead:**

**Andrew Blake-Herbert**

**Report Author and contact details:**

**Jack Jerrom**  
**Engineering Technician**  
**01708 432178**  
**Jack.jerrom@onesource.co.uk**

**Policy context:**

**Traffic & Parking Control**

**Financial summary:**

**The estimated cost of £800 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.**

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

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

**SUMMARY**

This report outlines the responses received to the advertised proposals to introduce waiting restrictions in Camborne Avenue, between its junctions with Gooshays Drive and Camborne Way.

## RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that:
  - a) the proposals to introduce waiting restrictions in Camborne Avenue operational between 10:30am and 11:30am Monday to Saturday inclusive, as shown on the drawing in Appendix A, be implemented as advertised;
  - b) the effect of the scheme is monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £800 and can be funded from the 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 Following reports of long term non-residential and obstructive parking along the southern side of Camborne Avenue, between its junctions with Gooshays Drive and Camborne Way, the Committee at its meeting in May 2015, agreed in principle , to recommend the implementation of restrictions in that part of Camborne Avenue between its junctions with Gooshays Drive and Camborne Way.
- 1.2 The proposals were subsequently designed and publicly advertised on 17<sup>th</sup> July 2015. This report outlines the responses received arising from the public consultation and recommends a further course of action. A copy of the plan outlining the proposals is appended to this report as **Appendix A**

### 2.0 Outcome of Public consultation

- 2.1 On 17<sup>th</sup> July 2015, residents in the area, perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 2.2 At the close of public consultation on the 7<sup>th</sup> August 2015, 1 response was received outlining their support for the proposals.



### **3.0 Staff Comments**

- 3.1 The proposals are designed to prevent long term non-residential parking and improve sight lines at the junction. Officers recommend that the proposals should be implemented as advertised.

## **IMPLICATIONS AND RISKS**

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

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

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £800. These costs can be funded from the 2015/16 Minor Parking Schemes budget.

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

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

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

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

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

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

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

The proposals are to introduce waiting restrictions in Cambourne Avenue and at its junction with Gooshays Drive.

The Council undertook a consultation with residents in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received 1 response to the consultation, that was in support of the proposals.

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

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

## **BACKGROUND PAPERS**



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## HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

**Butts Green Road, Proposed Pay & Display Parking Bays – comments to advertised proposals**

**CMT Lead:**

**Andrew Blake-Herbert**

**Report Author and contact details:**

**Dean R Martin**  
**Technical Support Assistant**  
[Schemes@havering.gov.uk](mailto:Schemes@havering.gov.uk)

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

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

**SUMMARY**

This report outlines the responses received to the consultation and the subsequent advertised proposals to introduce Pay & Display parking bays in Butts Green Road and Walden Road, and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for Environment** that:
  - (a) the proposals to introduce 'At any time' waiting restrictions in Walden Road and Butts Green Road, as shown on the drawing in Appendix A, be implemented as advertised;
  - (b) the proposals to introduce pay and display parking in Walden Road and Butts Green Road, as shown on the drawing in Appendix A, be implemented as advertised;
  - (c) That the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £8500, of which £7000 can be funded from the capital allocation and the remaining £1500 will be met from the 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and outcome to Public Consultation

- 1.1 At its meeting in January 2015, this committee agreed in principle to introduce Pay & Display parking bays in Walden Road and Butts Green.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (ref: Butts Green Road P&D) outlining the proposals is appended to this report as **Appendix A**.
- 1.3 The proposals were put forward to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces. It is now generally considered that the provision of Pay & Display parking bays is user friendly and accessible to the public.
- 1.4 On 30<sup>th</sup> October 2015 residents who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

1.5 By the close of the consultation on the 20<sup>th</sup> November, 5 responses were received to the advertised proposals. The responses received to the proposals along with staff comments are outlined in the table appended to this report as **Appendix B**.

## **2.0 Staff Comments**

2.1 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses to residents, and recommends to the Committee that all of the proposals be implemented as advertised.

## **IMPLICATIONS AND RISKS**

### **Financial implications:**

The estimated cost of implementing the proposals as described above and shown on the attached plan is £8500, of which £7000 can be funded from the capital allocation and the remaining £1500 will be met from the 2015/16 Minor Parking Schemes budget.

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

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

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

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

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

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

**Equalities implications and risks:**

All proposals included in the report (pay & display and waiting restrictions) have been publicly advertised and subject to public consultation.

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposal to install two pay and display bays outside the businesses along Butts Green Road and extend the no waiting 'At Any Time' in Walden Road have been publicly advertised and are subject to formal consultation.

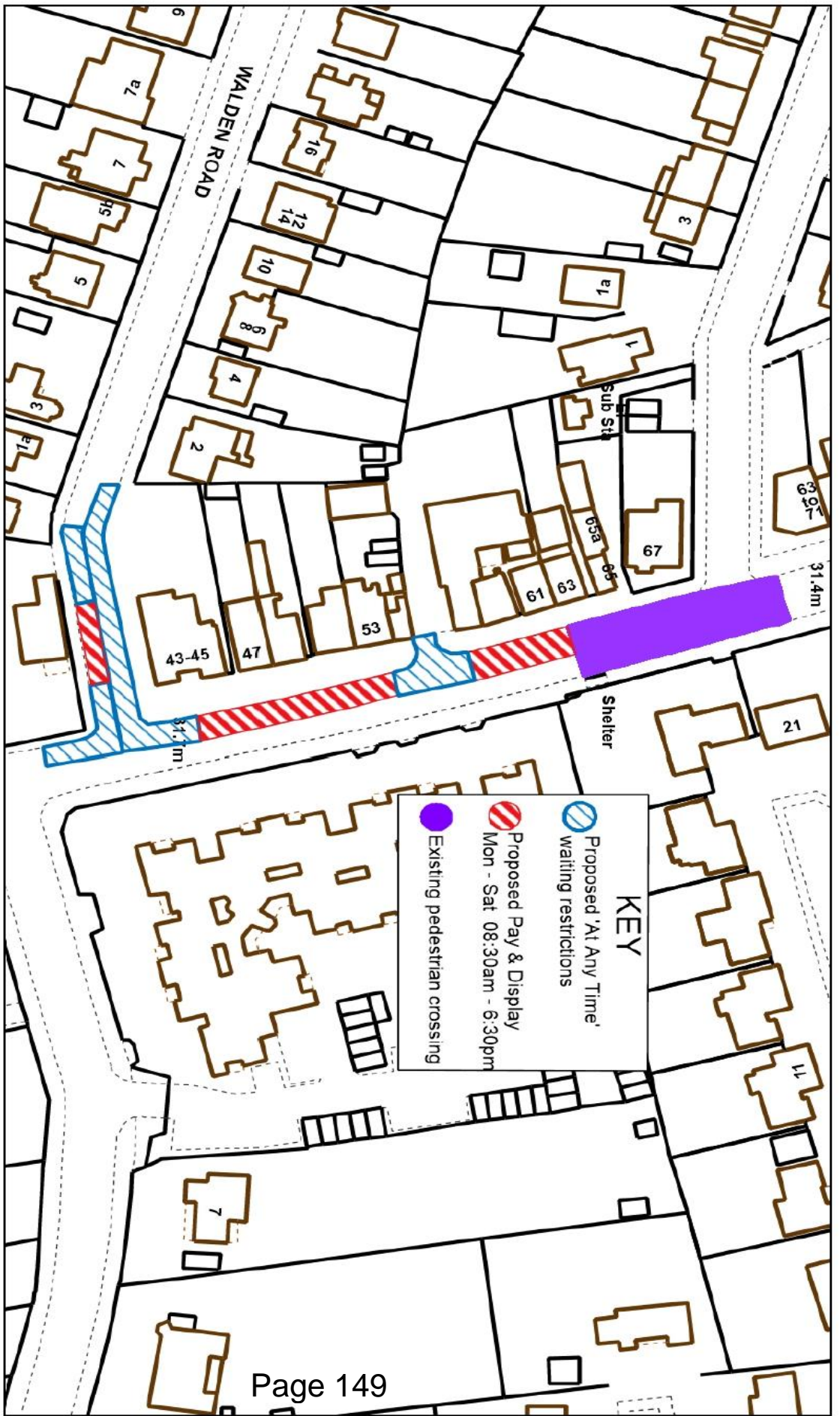
Consultation responses have been carefully considered to inform the final proposals.

Officers carried out an analysis of the on and off-street parking provision for residents including the amount of available kerb space, which showed that there is sufficient space available for the residents who live above the businesses in Butts Green Road to park in the adjacent roads.. The proposed Pay and Display parking provisions will operate Mon – Sat 08:30am to 6.30pm, therefore overnight parking will be available to these residents.

A way-leave is to be agreed with the owner of the business at no. 59 Butts Green Road to install a pay and display machine outside of his property, which will result in some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit business rather than be a detriment.

**BACKGROUND PAPERS**





## Appendix B

	<b>Respondent</b>	<b>Road</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
1	Casablanca Florist	Butts Green Road	The shop owner says she is completely in favour of the scheme, as she states that people using Emerson Park Station also leave their cars outside her shop all day and that this prevents her customers from parking.	None
2	Resident	Walden Road	The resident is against the proposals as she says that parking is at a premium as it is and introducing Pay & Display bays would make the parking harder.	The provision of Pay and Display parking bays is generally found to turn over parking more quickly and these provisions are generally located fronting or adjacent to shopping parades
3	Resident	Butts Green Road	The resident is against the proposals as she states that the proposals would make it even harder to park and costly for residents.	Residents can park in the unrestricted areas of the adjoining roads.
4	Brooks Fishmongers	Butts Green Road	The owner of the shop is in favour of the scheme.	None
5	Resident	Wykeham Avenue	The resident is in favour of part of the scheme says that there is a lot of parking on the pavement along Butts Green Road outside the shoe shop with no dropped kerb. This will increase with parking charges. Parking is not enforced in the area now. If payments bought about more enforcement of illegal parking that would be good. He goes on to say that more cars will park in Wykeham Avenue and that they are unable to get into or out of our drive daily from people parking across the 1 drive entrance already, with the Tesco and Imperials customers.	If the proposals are implemented then the Pay & Display bays will be monitored in terms of enforcement.

**HIGHWAYS ADVISORY COMMITTEE**

8 December 2015

<b>Subject Heading:</b>	TPC481, Mill Park Avenue & Mavis Grove, Proposed Residents Parking and Pay and Display scheme – comments to advertised proposals
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Iain Hardy Technical Officer <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	Traffic & Parking Control

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

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

**SUMMARY**

This report outlines the responses received to the public consultation of proposals to introduce a residents parking scheme in Mill Park Avenue and Pay & Display parking bays in Mavis Grove and associated waiting restrictions in both roads, and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment;
  - (a) that the proposals as shown on the drawing (Ref: TPC481, Mill Park Avenue & Mavis Grove) contained in Appendix A be implemented as advertised;
  - (b) the extension of the residents parking scheme to include those residents of No's 5 to 19, 6 & 8 Mavis Grove; all residents of Mill Park Avenue and No. 25 Ravenscourt Grove;
  - (c) the extension of the residents parking scheme in Mill Park Avenue along the side wall of No. 25 Ravenscourt Grove;
  - (d) that the effects of any implemented proposals be monitored.
2. That it be noted that the estimated cost of this scheme as set out in this report is £7000, which can be funded from the capital allocation and the remaining £2000 will be met from the 2015/16 Minor Parking Schemes Budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in September 2014, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays, residents parking and waiting restrictions in Mill Park Avenue and Mavis Grove, the proposals are shown on the drawing appended to this report as **Appendix A**.
- 1.2 The proposal was put forward to help with parking provisions for local businesses, as it is now generally considered that the provision of Pay & Display parking bays is more user friendly and accessible to the public. The introduction of residents parking will deter long term parking and provide more parking for residents living in the area.
- 1.3 On 11<sup>th</sup> September 2015, 174 residents and businesses who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.4 By the close of the public consultation on the 2<sup>nd</sup> October 2015, 25 responses were received, of which, 14 were for and 11 against the proposals. Some of these responses were received just after the

consultation had ended, but they have included in the table appended to this report as **Appendix B**.

## **2.0 Results of public consultation**

2.1 From the 174 letters sent out to the area, 25 responses were received, a 14.4% return. Out of these responses 15 were from residents of Mill Park Avenue, with 10 responses being in favour of the proposals and 5 being against, 3 responses were from residents of Mavis Grove, 2 in favour of the proposals and 1 against, 1 response from residents of Florence Close, who was against the proposals, 4 responses were received from a company in Station Lane, all objecting to the proposals and 2 respondents did not give an address, but outlined their support for the proposals. All of the responses are summarised and along with staff comments are appended to this report as Appendix B.

## **3.0 Staff Comments**

3.1 From the responses received, it would seem clear that there are parking problems in both these roads, which need to be addressed. The proposed Pay and Display parking provisions in Mavis Grove will provide further much needed parking spaces for the restaurants and businesses in Station Lane and will help to reduce shorter term parking in Mill Park Avenue. The proposed residents parking provision will limit the longer term parking in Mill Park Avenue and will give residents and their visitors somewhere to park within the restricted period. However, being so close to the town centre, these roads may need to be restricted for a longer duration. The restricted period could be increased in the future, further to the relevant approvals and the statutory consultation and decision making process.

# **IMPLICATIONS AND RISKS**

## **Financial implications and risks:**

The estimated cost of implementing the proposals as described above and shown on the attached plan is £9000, of which, £7000 can be funded from the capital allocation and £2000 can be funded from the 2015/16 Minor Parking Schemes budget.

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

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

would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

**Related costs to the Permit Parking areas:**

<b>Resident &amp; Business permits charges</b>	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £106.58 each
Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

**Legal implications and risks:**

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

**Human Resources implications and risks:**

The collection of cash from pay and display machines and enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

**Equalities implications and risks:**

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

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

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

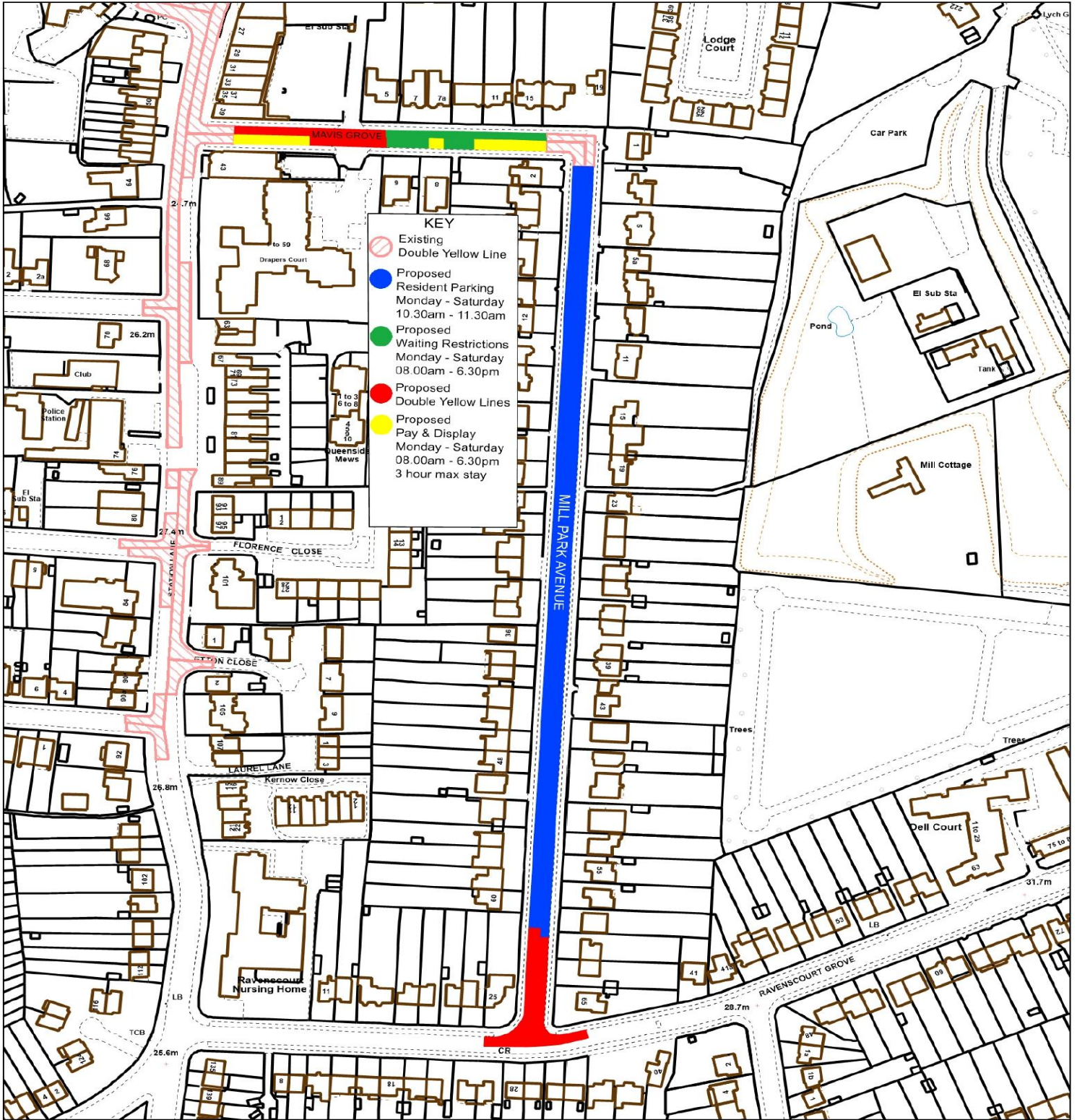
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

## **BACKGROUND PAPERS**

**Appendix A.**

**Appendix B**





Mill Park Avenue/ Mavis Grove N

Scale: 1:1500  
Date: 03 September 2015
0 50 100 150 metres

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Ordnance Survey 100024327



## Appendix B

	<b>Respondent</b>	<b>Road</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
1	Employee of Holgate Corporate Risks	Station Lane	The employee of Holgate Corporate Risks says that he works in Ripon house and commutes from Kent each day so has no other means other than to drive. He goes on to say if he has nowhere to park he will have to leave his job.	This response is from an employee of a Hornchurch business, who parks long term in one of the two roads or uses their vehicle in connection with their business.  Season tickets are available £50per month and £150 per 3 months in some Hornchurch car parks
2	Employee of Holgate Corporate Risks	Station Lane	An employee says she is against the proposals.	This response is from an employee of a Hornchurch business, who parks long term in one of the two roads or uses their vehicle in connection with their business
3	Employee of Holgate Corporate Risks	Station Lane	An employee says she is against the proposals.	This response is from an employee of a Hornchurch business, who parks long term in one of the two roads or uses their vehicle in connection with their business
4	Resident	Mill Park Avenue	The resident outlines that they are not in favour of the scheme and that providing Pay and Display in Mavis Grove will only push more cars onto Mill Park Avenue. It is suggested that the proposed 10-30-11-30 restricted parking on Mill Park Avenue will not stop such cars, and will only serve to increase cars on Mill Park Avenue.	Providing Pay and Display in in Mavis Grove will give a short term parking provision for the town centre, which should reduce some parking in Mill Park Avenue and with the residents parking provision in Mill Park Avenue, both restrictions should go a long way to turn over short term parking and reduce all day commuter parking.
5	Resident	Mill Park Avenue	The resident says that he believes the council is pushing forward a cost neutral scheme for this area (resident bays and pay and display) when all is needed is a continuation of the single yellow line along Mill Park Avenue with the one hour restriction. This would stop all commuter parking and High Street	One of the recommendations is for the committee to agree that the residents parking provision in Mill Park Avenue, be extended along the side wall of No. 25 Ravenscourt Grove to

			<p>employee parking which is the main source of irritation with residents.</p> <p>He also strongly protests about changing the single yellow lines at the Ravenscourt Grove end of Mill Park Avenue to double yellows because the current system works well and any visitors to homes at this end of the street would be shunted up the road causing annoyance to neighbours and a long walk, which our elderly, disabled and parents with young children visitors would find a struggle.</p>	<p>take into account the response from this resident</p>
6	Resident	Mavis Grove	The resident is against the proposals.	None.
7	Resident	Mill Park Avenue	The resident is against the proposals as she believes that this will not alleviate the parking issue in Mill Park Avenue.	These proposals will have a positive effect on limiting the long term parking that is taking place in these roads
8	Resident	Mill Park Avenue	The resident is against the proposals as she believes that this will not alleviate the parking issue in Mill Park Avenue.	These proposals will have a positive effect on limiting the long term parking that is taking place in these roads
9	Employee of Holgate Corporate Risks	Station Lane	The employee is against the proposals.	This response is from an employee of a Hornchurch business, who parks long term in one of the two roads or uses their vehicle in connection with their business
10	Resident	Florence Close	The resident is writing to object to the proposal for a Controlled Parking Zone in Mill Park Avenue following your recent notice in the Post newspaper.	Florence Close is a small close situated off of Station Lane, with limited parking provision
11	Resident	Mill Park Avenue	The residents say that they are not in favour of the scheme because they both believe it would be better to have time restrictions down this road, plus if possible speed bumps	<p>It is considered that the proposals will have a positive effect on the long term parking in both roads.</p> <p>In respect of the traffic calming request for the roads, this Committee has not approved such a scheme and there have been no personal injury accidents recorded in either road in the period</p>

				between 2005 and 2014
12	Resident	Mill Park Avenue	The resident is in favour of the proposals	None.
13	Resident	Mill Park Avenue	The resident is in favour of the proposals	None.
14	Resident	Mavis Grove	The resident is in favour of the scheme	None.
15	Resident	Mill Park Avenue	The residents state that they are confused regarding business permits? Are these going to be allowed in Mill Park Avenue? If this is the case it is ridiculous as of course businesses will use them and it will NOT eliminate the parking issues that we have. They are happy to trial resident parking in the restricted times of 10.30 and 11.30 but am concerned that workers will just move their cars from paying areas at this time and would have preferred an all-day restriction but this is better than nothing.	Only the residents of 5 to 9 and 6 & 8 Mavis Grove, all residents Mill Park Avenue and No. 25 Ravenscourt Grove will be able to have permits for the residents parking scheme.  If the restricted period is found to not work then further proposals can be considered to extend the restricted period
16	Resident	Mill Park Avenue	The resident is in favour of the scheme.	None.
17	Resident	Mill Park Avenue	The resident outlines that they are very much in favour of the proposals.	None.
18	Resident	Mavis Grove	The resident outlines they fully back what has been proposed, well done to the council	None.
19	Resident	Mill Park Avenue	The resident outlines they are in favour of the proposals.	None.
20	Resident	Mill Park Avenue	The resident outlines that they were hugely in favour of the scheme and agree these restrictions would be perfect.	None.
21	Resident	Mill Park Avenue	They are in favour of the scheme, but they did say that they would prefer an all-day Monday to Saturday parking restriction, without Pay & Display, to include a residential permit scheme at no cost to residents.	If the restricted period is found to not work then further proposals can be considered to extend the restricted period.  All residents parking schemes in the borough are chargeable, with permit prices being the same throughout the borough
22	Resident	Mill Park Avenue	The resident is in favour of the proposals.	None.
23	Resident	Mill Park Avenue	They are in favour of the proposed scheme, however they feel that the proposed times for parking restriction is not long enough and should be on a morning and afternoon basis. They suggest the following. Morning 9.30am	If the restricted period is found to not work then further proposals can be considered to extend the restricted period.

			to 11.30am Afternoon. 1.30pm to 3.30pm.	
24	Not specified	No address given	They are in favour of the proposals.	None.
25	Not specified	No address given	They agree with the proposed restrictions and are in favour.	None.

# HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
December 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 which are not funded and do not appear on the Council's highways programme. The Committee is requested to decide whether the requests should be rejected or set aside with the aim of securing funding in the future.

## RECOMMENDATIONS

1. That the Committee considers the requests set out in Section A and decide either;
  - (a) That the request should be rejected; or
  - (b) That the request should be set aside in Section B with the aim of securing funding in the future
2. That it be noted that any schemes taken forward in the future 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.
3. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule. In the case of Section A - 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 which are not funded or on the Council's highways programme so that a decision will be made on whether the scheme should be set aside for possible future funding or rejected.
- 1.2 The bulk of the highways schemes 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 taken forward to consultation.
- 1.4 In cases such as this, the decision to proceed with the public consultation is delegated to the Head of StreetCare and this will be as a published Staff Decision which will appear on Calendar Brief and be subject to call-in. The outcome of these consultations will be reported to the Committee which will make recommendations to the Cabinet Member for Environment in the usual way.
- 1.5 In order to manage the workload created by unfunded matters, a schedule has been prepared to deal with applications for new schemes and is split as follows;
  - (i) Section A - 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 B for future discussion should funding become available in the future.
  - (ii) Section B - 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 and date placed on the schedule.
- 1.7 In the event that funding is made available for a scheme held in Section B, Staff will update the Committee through the schedule at the next available meeting and then the item will be removed thereafter.

## IMPLICATIONS AND RISKS

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

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

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

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

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

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

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

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

None.

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

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

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



**BACKGROUND PAPERS**

None.

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
<b>SECTION A - Highway scheme proposals without funding available</b>							
A1	Noak Hill Road	Gooshays	Review of the pinch point between Kynance Close and Taunton Road as new Broxhill Roundabout has made it harder for southwest-bound drivers to pass.	Extent of review or potential options for different arrangements not known. Feature originally placed at request of local councillors to reduce southwest-bound traffic speeds.	None	TBC	Cllr Hyde
A2	New Medical Centre, 264 Brentwood Road	Emerson Park & Squirrels Heath	Replace pedestrian refuge with zebra crossing; c1000 signature petition from New Medical Centre. Resubmission after rejection on 14th April 2015.	Feasible, but not funded. Traffic volume and speed likely to require humped zebra crossing.	None	£25k	New Medical Centre and petitioners
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>							

**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
B1 Page 168	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
B2	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.	None	£18k	Cllr Wilkes

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B3	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
B4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.	None	£30k+	Cllr P Crowder

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B5	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
B6	Percy Road & Linley Crescent	Mawney	Closure of one end of Percy Road to prevent rat-running by innappropriate non- residential traffic, including HGVs. 51 signature petition.	Feasible but not funded.	None	£15k	Residents via Cllr Patel

## HIGHWAYS ADVISORY COMMITTEE

**8 December 2015**

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

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

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

**SUMMARY**

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

## RECOMMENDATIONS

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

## REPORT DETAIL

### **1.0 Background**

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



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

## IMPLICATIONS AND RISKS

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

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

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

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

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

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

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

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

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

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

None.

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

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

## BACKGROUND PAPERS

None.

**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**

TPC801	Glenwood Avenue, Rainham	Request to extend the approved dyl restriction from the junction on the doctors surgery side up to the southern boundary of no 1 Glenwood Avenue with the removal of the existing footway parking bay at this location	No	REV	Waste Officers & Residents	Rainham & Wennington
TPC802	Squirrels Heath Lane Gidea Park	Request to extend existing 8am to 10am Monday to Friday parking restrictions in Squirrels Heath Lane, on both sides, to the junctions of Ashlyn Grove and Kingsley Gardens and to address the safety concerns of the School Crossing Patrol Officer and other road users in this location.	No	REV	Residents, Councillor Wallace and Officers	Squirrels Heath
TPC803	Recreation Avenue, Harold Wood	Request to extend the residents bay outside number 9 Recreation Avenue to create an additional residents parking space	No	REV	Resident	Harold Wood

TPC804	Ayloffs Walk and Ardleigh Green Road	Request for double yellow lines on the junction of Ayloffs Walk with Ardleigh Green Road, extending along the in the northern side of Ayloffs Walk to the common boundary on Nos. 1 and 1b, to improve road safety and sight lines which will assist in reducing disruption to council and emergency services, especially the refuse lorry accessing The Bowers.	No	REV	Councillor	Emerson Park
TPC805	Osborne Road, Hornchurch	Request to extend existing double yellow line to the vehicle crossover o/s number 221 Osborne Road, opposite Lyndhurst Drive to help vehicles line up for width restriction.	No	REV	Resident	Hylands

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