



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
6 September 2016**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(4)**

Frederick Thompson
(Vice-Chair)
Joshua Chapman
John Crowder
Dilip Patel

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents'(2)**

Darren Wise (Chairman)
Brian Eagling

UKIP

(1)

John Glanville

Independent Residents'

(1)

David Durant

Labour

(1)

Denis O'Flynn

**For information about the meeting please contact:
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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 INTERESTS

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

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

4 MINUTES (Pages 1 - 2)

To approve as a correct record the minutes of the meeting of the Committee held on 2 August 2016, and to authorise the Chairman to sign them.

5 PROPOSALS TO PROHIBIT RIGHT TURN FROM BIRKBECK ROAD INTO A124 RUSH GREEN ROAD, ROMFORD (Pages 3 - 20)

6 BUS STOP ACCESSIBILITY - BEVAN WAY (Pages 21 - 32)

7 BUS STOP ACCESSIBILITY - DAGENHAM ROAD (Pages 33 - 44)

- 8 **BUS STOP ACCESSIBILITY - DAGNAM PARK DRIVE** (Pages 45 - 54)
- 9 **BUS STOP ACCESSIBILITY - HUBBARDS CHASE** (Pages 55 - 70)
- 10 **BUS STOP ACCESSIBILITY - OCKENDON ROAD** (Pages 71 - 80)
- 11 **BUS STOP ACCESSIBILITY - PARKSTONE AVENUE** (Pages 81 - 94)
- 12 **BUS STOP ACCESSIBILITY - UPMINSTER ROAD SOUTH** (Pages 95 - 108)
- 13 **TPC866 CHIPPENHAM ROAD - REQUEST TO REMOVE THE FOOTWAY PARKING BAY & REPLACE IT WITH 'AT ANY TIME' RESTRICTIONS** (Pages 109 - 114)
- 14 **TPC888 CHANDLERS WAY - REQUEST TO JOIN UP THE 'AT ANY TIME' WAITING RESTRICTIONS** (Pages 115 - 120)
- 15 **TPC852 AYLOFFS WALK - 'AT ANY TIME' WAITING RESTRICTIONS** (Pages 121 - 126)
- 16 **TPC825 BALGORES LANE, PROPOSED PAZ & DISPLAY PARKING BAYS AND 'AT ANY TIME' WAITING RESTRICTIONS** (Pages 127 - 132)
- 17 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 133 - 140)

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

18 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
2 August 2016 (7.30 - 7.55 pm)**

Present:

COUNCILLORS

Conservative Group Frederick Thompson (Vice-Chair), Joshua Chapman, Dilip Patel and Ray Best

Residents' Group Barry Mugglestone and John Mylod

UKIP Phil Martin

East Havering Residents' Group Darren Wise (Chairman) and Brian Eagling

Apologies were received for the absence of Councillors John Crowder, David Durant and John Glanville.

+Substitute members: Councillor Ray Best (for John Crowder) and Councillor Phil Martin (for John Glanville).

Unless otherwise indicated all decisions were taken with no votes against.

There were four members of the public present for the meeting.

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

24 MINUTES

The minutes of the meeting of the Committee held on 5 July 2016 were agreed as a correct record and signed by the Chairman.

25 TPC851 - RECREATION AVENUE

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the proposed extension to the residents parking bay outside No.9 Recreation Avenue be implemented as advertised.

Members noted that the estimated cost for the proposals in Recreation Avenue was £900 and would be met from the 2016/17 Minor Parking Schemes budget.

26 **TPC807 158-162 MAWNEY ROAD**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that properties No's 158, 160 and 162 Mawney Road, be included within residents parking zone sector 2B.

Members noted that the estimated cost for the proposals in Mawney Road was £500 and would be met from the 2016/17 Minor Parking Schemes budget.

27 **TPC792 MARGARET ROAD**

Following consideration of the level of responses to the consultation from residents of Margaret Close and recognition that there was no objection to the proposed scheme by ward councillors, the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the proposals to implement a residents parking scheme in Catherine Road, Hamilton Road, Margaret Road and Margaret Close operational between 8am and 6.30pm Monday to Friday and the related 'At Any Time' waiting restrictions proceed to formal consultation and public advertisement.

Members noted that a further report detailing the consultation responses would be brought back to the Highways Advisory Committee for consideration.

Members noted that a letter detailing the outcome of the consultation would be distributed to residents thanking them for taking part in the consultation.

Members noted that the estimated cost for the e detailed consultation in the area was £15000 and would be met from the Capital Parking Strategy Investment Allocation 2016/17.

Chairman



HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:

Proposals to prohibit right turn from Birkbeck Road into A124 Rush Green Road, Romford – Outcome of the public consultation.

CMT Lead:

Steve Moore

Report Author and contact details:

Musood Karim
Engineer
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 works is £2,500 which would be met from the Council's 2016/17 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 to prohibit right turn traffic from Birkbeck Road into A124 Rush Green Road, Romford. The proposals follow complaints from the local residents that the residential streets are being used by drivers to bypass the traffic queues developing during peak periods at the junction of Dagenham Road and Rush Green Road. It further seeks a recommendation that the proposals be implemented.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations, recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following traffic movements are permitted:
 - a) **Birkbeck Road / Rush Green Road junction, Romford**

Prohibit all vehicles proceeding southbound in Birkbeck Road from turning right on reaching its junction with A124 Rush Green Road. The location of the closure is shown on drawing no. QL040 / 76 and,
 - b) **Permit cyclists to enter and exit Rush Green Road/Birkbeck Road junction**

Prohibit all vehicles, except pedal cycles, from proceeding in that length of Birkbeck Road, which extends between the western kerb-line of West Road and the north-western kerb-line of A124 Rush Green Road in a direction other than from generally north to south. The proposals are shown on drawing. no. QL040/76 and
 - c) **Modification of kerb build-out at junction**

Modify the existing kerb build-out on the western side of the junction of A124 Rush Green Road with Birkbeck Road to allow cycle access into Birkbeck Road by providing appropriate dropped kerbs and traffic signs so that the build-out becomes a shared-use cycle track.
2. That it be noted the cost of carrying out the works which is mainly associated with advertisement of the traffic orders and staff time is £2,500. This would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

REPORT DETAIL

1.0 Background

- 1.1 Birkbeck Road is predominantly a residential road. It connects Dagenham Road in the east and A124 Rush Green Road on the west side. Vehicular traffic is prohibited from entering into Birkbeck Road from A124 Rush Green Road. The measure was presumably introduced several years ago to stop the rat running traffic in Birkbeck Road.
- 1.2 Birkbeck Road, permits two-way traffic whereas there is one-way traffic (southbound) between West Road and Rush Green Road. The one way system was introduced to reinforce the No Entry into Birkbeck Road from Rush Green Road.
- 1.3 There are other roads in the close vicinity of the site where the traffic has been prohibited entry to prevent it from by-passing the signals of Rush Green Road/Dagenham Road. These roads are Norwood Avenue, Fourth Avenue and Lincoln Avenue / Gorse Way junction.
- 1.4 The existing junction at Rush Green Road/Dagenham Road is signalised and it conveys considerable amount of traffic during peak periods. During peak periods, the traffic in Dagenham Road by-passes the signals and uses the side roads namely Wolseley Road, Grosvenor Road, Birkbeck Road etc to gain access into Rush Green Road when travelling westbound towards Ilford or London.
- 1.5 Drivers tend to over speed in the side roads to make up their lost time incurred from the traffic queues developing in Dagenham Road. In the past, the local residents were consulted on proposals for speed restraint measures, however, the proposals were not implemented as the residents were not in the favour.
- 1.6 In view of the current problems, it is proposed to prohibit right turn from Birkbeck Road into Rush Green Road. The proposed right turn exit will not have a serious affect on the traffic movements. The proposals are shown on drawing no QL040/76.
- 1.7 At present, traffic is prohibited from entering into Birkbeck Road from Rush Green Road and this is supported by a traffic order. It is proposed to permit entry for cyclists only to avoid using the traffic signals.
- 1.8 It is estimated that the cost of carrying out the works which is mainly associated with advertisement of the traffic orders, traffic signs and staff time is £2,500. This would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

2. **Outcome of Public Consultation**

Consultation letters were sent to emergency services and other statutory consultees on 15th July 2016. In addition, approximately 350 letters were hand delivered to the occupiers in the immediate area. The closing date for receipt of representations was 5th August 2016. By the close of consultation, 26 responses were received and these have been analysed and included in appendix 1 of this report.

3. **Staff Comments**

Only 26 responses have been received of which 46% agree with the proposals, 38 % have objected and 15 % have mixed views ie neither agree or object the proposals.

Some residents had queried about the enforcement application for the measures to be affective. The respondents were informed that the prohibition is under the moving traffic offences. In the past, such offences were dealt with by the Metropolitan Police, however, based on their priorities and resources, the enforcement has now been passed to local authorities to deal with such matters. The Council will, therefore, provide enforcement by mobile patrol as their resources would permit. If the problem continues then consideration will be given to installing a static camera. The location of the camera will depend on the land constraints.

The proposed measures will deter unwanted traffic from by-passing the traffic signals at the junction of Rush Green Road/Dagenham Road and using the residential streets between Dagenham Road (north) and Rush Green Road.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety the implementation of the above scheme.

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 Environment 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 Environment Revenue budget

Legal implications and risks:

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

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

Human Resources implications and risks:

None.

Equalities Implications and risks:

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

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

BACKGROUND PAPERS

Project file: QL040 / 76 – Birkbeck Road, Romford

Appendix 1

Results of the public consultation

Appendix 2

Plan showing details
Of the road closure

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Appendix 1

Results of the public consultation

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Birkbeck Road, Romford - Prohibition of No Right Turn

Results of the Public Consultation

No.	Address	Response			Comments
		Agree	Disagree	Mixed Views	
1	Birkbeck Road 12 Birkbeck Road	1			Fully supports the proposals. As a resident he is aware about the drivers using their road to avoid the traffic lights at Rush Green Rd. The respondent also supports the proposals for cyclists as they can be very vulnerable at the junction.
2	36 Birkbeck Road	1			The proposals will inconvenience some residents. Drivers will ignore the prohibition signs so some robust enforcement measures are needed.
3	59 Birkbeck Road	1			Fully supports the proposals.
4	78 Birkbeck Road		1		Strongly disagrees with the proposals on the following grounds: i) The proposal does not stop drivers from ignoring the No Entry signs. ii) As drivers currently ignore the 'No Entry' signs will there be any traffic enforcement. iii) Permitting cyclists through the junction and cycling in Birkbeck Road (one way between West Road and Rush Green Road) will be dangerous.
5	Dagenham Road 18 Dagenham Road		1		Objects to the proposals. A similar scheme was tried in Cedar Road which has created more problems. Shorter routes are better as it helps to disperse congested traffic faster.
6	Grosvenor Road 41 Grosvenor Road	1			Resident had provided comments by telephone.
7	63 Grosvenor Road			1	The respondent has not objected but has stated that for the scheme to be effective, it must have an entry point for cyclists at the junction and left turn for motorists. The scheme should be similar to Fourth Avenue in Dagenham.
8	65 Grosvenor Road		1		The respondent does not support the proposals as the current arrangement is easier to get in and out of the area.
9	Lilliput Road 12 Lilliput Road		1		Strongly objects to the proposals. It will inconvenience the residents. The problem is associated with speeding traffic. Introduce 20mph speed limit, install speed camera or speed humps would be more beneficial. Increase green time for traffic in Dagenham Road (north) to reduce the queuing traffic which is the route.

No.	Address	Response			Comments
		Agree	Disagree	Mixed views	
10	18 Lilliput Road	1			In favour of the scheme.
11	24 Lilliput Road	1			In favour of the scheme.
	West Road				
12	12 West Road	1			In full support of the proposals
13	15 West Road	1			The respondent is well pleased with the proposals and hopes that the measures are approved.
14	16 West Road	1			Strongly agrees with the proposals. Motorists have been using West Road as 'a short cut' to Birkbeck Road to turn right into Rush Green Road.
	Wolseley Road				
15	12 Wolesley Road	1			In favour of the scheme.
16	56 Wolesely Road	1			Thoroughly supports the proposals. The existing road has been used as a rat run for the past 20 year.
	No addresses				
17	Respondent 1		1		The proposals will create further problems as driver will still continue to use Grosvenor Road to avoid the traffic signals . Speed restraint measures are needed more than the current proposals.
18	Respondent 2			1	Maxed views given.
19	Respondent 3			1	Nothing has been mentioned about the traffic enforcement. There should be one rule for cars and cyclists as road users. The proposals will still not stop drivers to travel westbound towards Dagenham e.g. by turning left into Rush Green Road and making a U-turn. Provide traffic calming measures.
20	Respondent 4		1		Traffic enforcement to prevent vehicles illegally entering into Birkbeck Road from Rush Green Road is more important than the current proposals.
21	Respondent 5		1		Objects the proposals as right turn exit is important to travel west bound towards Ilford, London and beyond.
22	Respondent 6	1			Strongly in favour of the proposals. Drivers use Wolseley Road, West Road and Birkbeck Road as a cut through to gain access to Rush Green Road.

No.	Address	Response			Comments
		Agree	Disagree	Mixed Views	
23	Respondent 7		1		Strongly opposes the proposals. Has lived for considerable time in West Road and disagrees with the reasons stated about the rat running traffic. The Council should be more concerned about traffic entering illegally from Rush Green Road into Birkbeck Road which is one way road and it is dangerous for pedestrians.
24	Respondent 8		1		Objects to the proposals. Increase the capacity of Rush Green Road/Dagenham Road junction by widening the carriage-way of Dagenham Road (north) to create two traffic lanes.
25	Respondent 9			1	The respondent has not objected the proposals and agrees that there is considerable amount of traffic using West Road as a 'cut through' to Birkbeck Road. This results due to the traffic queue in Dagenham Road during peak periods extends up to Crow Lane. If the prohibition is implemented, drivers will find it difficult to enter into the traffic queue in Dagenham Road.
26	Respondent 10		1		Rat running traffic is not so much of a problem. Improve the capacity of Rush Green Road/Dagenham Road junction particularly in Dagenham Road (north) as there is scope for widening.
Total		12	10	4	
Percentage (%)		46	38	15	

Summary of Responses

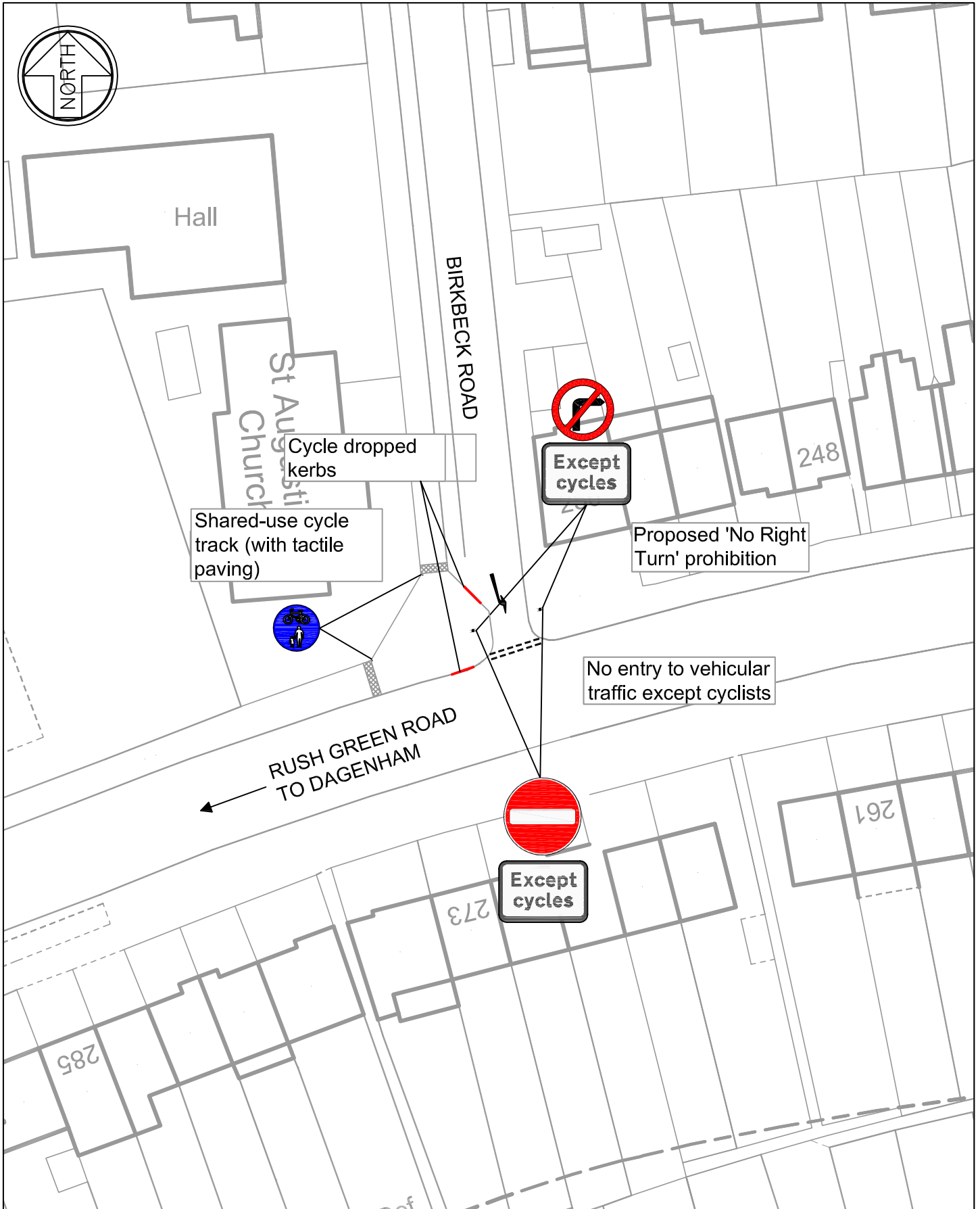
Description	Analysed data
Respondents in favour of prohibition (%)	46
Respondents against the prohibition (%)	38
Respondents with mixed views (%)	15
<u>Other Information</u>	
Total no of letters delivered	350
No of responses received	26
Percentage of responses received (%)	7.4

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Appendix 2

Plan showing details
Of the road closure

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		PURPOSE		COMMENT	
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JOB TITLE		DRAWN BY	CHECKED BY	APPROVED BY	
Birkbeck Road junction with Rush Green Road		TQ	MK	MP	
DRAWING TITLE		ACAD REF:	DRAWING No	REV	
Proposed Restrictions			QL040_76_001	A	A CYCLE BYPASS ADDED
SCALE (AT A4 SIZE)	DATE	<input type="checkbox"/> DRAFT	Sheet Size: A4 (210x297)	REVISION	AMENDMENT
1:500	13/07/16	<input type="checkbox"/> ISSUE		A	
					AUG16
					DATE

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HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:	BUS STOP ACCESSIBILITY Bevan Way Outcome of public consultation
CMT Lead:	Steve Moore
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 £8,000 for implementation (all sites) will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

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

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

SUMMARY

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

The scheme is within **Hacton** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Bevan Way set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B3&B4-A
2. That it be noted that the estimated cost of £8,000 for implementation (all sites) will be met by Transport for London through the 2016/17 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 696 bus stops in Havering. 668 are on borough roads, 20 are on the Transport for London Road Network and 8 are in private areas (e.g. Queen's Hospital). Data as of August 2016.
- 1.8 Of these stops, 82% 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 Environment 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 Bevan Way as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B3 BS36324 Alma Avenue	Outside property No12	Bus stop flag to be relocated 43.50m south 21metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Area left for property number 22 & 24 to obtain a vehicle crossover if required
QP006-OF-B4 BS36323 Alma Avenue	Opposite property No 26 & 28	Bus stop flag to be relocated 53.80m north 21metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area 5No trees to be removed for new footway Uncontrolled crossing point at the boundary of 6 & 8

- 1.13 Staff consulted ward councillors on the proposals in advance of the public consultation and all three councillors supported proceeding with consultation.
- 1.14 12 letters were hand-delivered to those potentially affected by the scheme on 5th July 2016, with a closing date of 25th July 2016 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, 2 responses were received as set out in Appendix I to this report.

2.2 A resident objected to the proposals (stating this was made on behalf of the residents of 4 to 14 Bevan Way). The Havering Coordinator of Friends of the Earth objected to the proposals. Comments were as follows;

- Loss of trees protecting residents from noise and visual disturbance;
- The trees provide a pleasant outlook;
- The trees provide much needed wildlife refuge;
- The existing bus stop location could be adapted;
- The trees are an important part of the natural environment;
- More trees should be planted rather than being cut down given the poor air quality of the borough and the urgent need to reduce CO₂.

3.0 Staff Comments

3.1 The existing southbound stop is not served by a footway and the stop is not accessible to all. In considering an accessible layout, Staff have looked to ensure that people crossing from the eastern side of Hacton Lane are catered for and this could have included the stop remaining in its current position with additional dropped kerbs to assist people crossing from the east to west side of Bevan Way (to the existing footway) and then crossing back west to east at the bus stop.

3.2 Alternatively a footway could be provided on the eastern side of Bevan Way from the crossing point of Hacton Lane, but this would require the removal of trees as with the current proposal and require people to walk in front of a parking area (with no current control on how people park).

3.3 The matter has been discussed with ward councillors who prefer the current proposal. It is recognised that the layout would require the loss of trees and that this is a matter of concern for residents. As with any highway scheme which requires the removal of street trees, a compensatory planting scheme would be agreed with the Highway Tree Team and funded by the project.

3.4 The northbound stop would require relocation to ensure the pair of stops are not directly opposite one another.

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 £8,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2017, 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 Environment 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 Environment 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

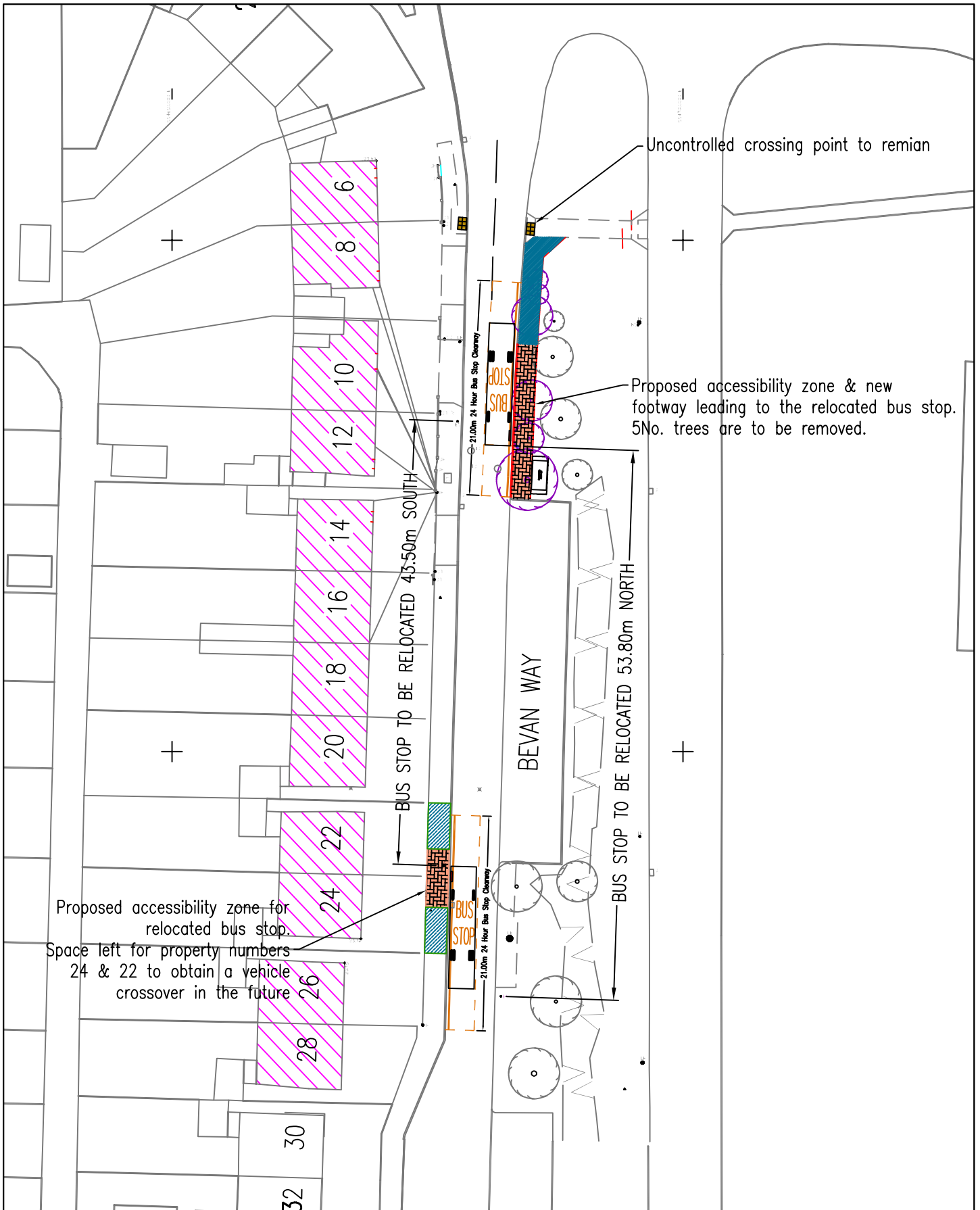
Project file: QP006, Bus Stop Accessibility 2016/17

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference	Response and Staff Comments (where required)
Residents 10 Bevan Way	QP006-OF-B3&B4-A	<p>We are writing on behalf of ourselves and our neighbours (Nos 4, 6, 8, 10, 12, &14 Bevan Way) to register our opposition to the removal of well- established and mature trees and shrubs, which comprise the copse situated opposite Nos 8, 10 and 12 Bevan Way outlined in your above proposals. We consider this copse to be a much needed amenity on a number of levels.</p> <ul style="list-style-type: none">• It protects us from the noise and visual disturbance of the Hacton Lane main road• It provides a pleasant outlook for residents in the local vicinity• It provides a much needed wild life refuge <p>For these reasons we consider the removal of the copse to be a drastic measure in the implementation of a new bus stop, when the existing bus stop opposite No 26 Bevan Way could be altered to serve the required functions you outline in your plans without significant damage to the environment. We trust, therefore, that a more appropriate resolution can be found.</p>
Mr Pirie Coordinator Havering Friends of the Earth	QP006-OF-B3&B4-A	<p>I am the co-ordinator of Havering Friends of the Earth, and I am writing on behalf of the group to support the objections raised by <i>[the resident of No.10]</i> and other residents of Bevan Way. I have been shown me the location of the proposed 'access improvements' and the consultation documents.</p> <p>It seems to me that no case has been made for the expense that would be involved in moving two bus stops approximately 50 metres each, and cutting down a group of trees in order to provide a footpath. At present, wheelchair users can be picked up by buses at the existing stops, when the driver lowers the ramp. Such a move would make no difference that I can see in terms of pedestrian access to the stops (one</p>

		<p>would be moved nearer for some people, while the other would be moved further away for the same people!)</p> <p>The trees - a group of field maples and a well-established alder, provide berries, and are home to many insects, thus providing food and shelter for birds. The alder is a beautiful tree that has been in place for around 50 years I understand. Trees are an important part of the natural environment, in their ability to absorb CO2 and pollutants, and in producing oxygen. We should be planting more trees, not cutting them down, given the poor air quality in the borough - not to mention the urgent need to reduce CO2 in the atmosphere.</p> <p>The trees, and the shrubs beneath them, provide a natural screen and a barrier for local residents against the noise and pollution from Hacton Way, as [<i>the resident</i>] has pointed out.</p> <p>I very much hope that this scheme will be rejected, and some simpler, more environmentally friendly, and less costly solution be found to whatever is regarded as the shortcoming of the present layout (a shortcoming I do not see myself).</p>
--	--	---



Proposed accessibility zone for relocated bus stop.
Space left for property numbers 24 & 22 to obtain a vehicle crossover in the future

Uncontrolled crossing point to remian

Proposed accessibility zone & new footway leading to the relocated bus stop. 5No. trees are to be removed.

		PURPOSE		PROPOSAL		
		<p>©COPYRIGHT This drawing belongs to The London Borough of Havering. 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 Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>				PROPERTIES CONSULTED
JOB TITLE BUS STOP ACCESSIBILITY 2016/17 BEVAN WAY		DRAWN BY RP	CHECKED BY RP	APPROVED BY MLP		
DRAWING TITLE BS 36324 & BS 36323 ALMA AVENUE		ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QP006-OF-B3 & B4	REV A	REVISION	AMENDMENT
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HIGHWAYS ADVISORY COMMITTEE

6 September 2016

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

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

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

SUMMARY

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

The scheme is within **South Hornchurch** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Dagenham Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B7&8-A
 - QP006-OF-B9&10-A

2. That it be noted that the estimated cost of £15,000 for implementation (all sites) will be met by Transport for London through the 2016/17 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 696 bus stops in Havering. 668 are on borough roads, 20 are on the Transport for London Road Network and 8 are in private areas (e.g. Queen's Hospital). Data as of August 2016.
 - 1.8 Of these stops, 82% 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 Environment 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 Dagenham Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B7&8-A BS20517 Thorogood Way	Opposite property No122	Bus stop to remain in the same location 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B7&8-A BS18318 Thorogood Way	Outside property No 116 to 120	Bus stop to remain in the same location 15metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B9&10-A BS18316 York Road	Opposite Water works	Bus stop to remain in the same location 21metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B9&10-A BS18317 York Road	Outside Water works	Bus stop to remain in the same location 21metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 6 letters were hand-delivered to those potentially affected by the scheme on 18th July 2016, with a closing date of 8th August 2016 for comments.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 4 responses were received as set out in Appendix I to this report.
- 2.2 Cllr Burton had no objection to the proposals and Cllr Martin was content with the proposals.
- 2.3 London Travel Watch and London Buses Infrastructure were both content with the proposals.

3.0 Staff Comments

- 3.1 Staff recommend that the proposals be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £15,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2017, 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 Environment 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 Environment 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: QP006, Bus Stop Accessibility 2016/17

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

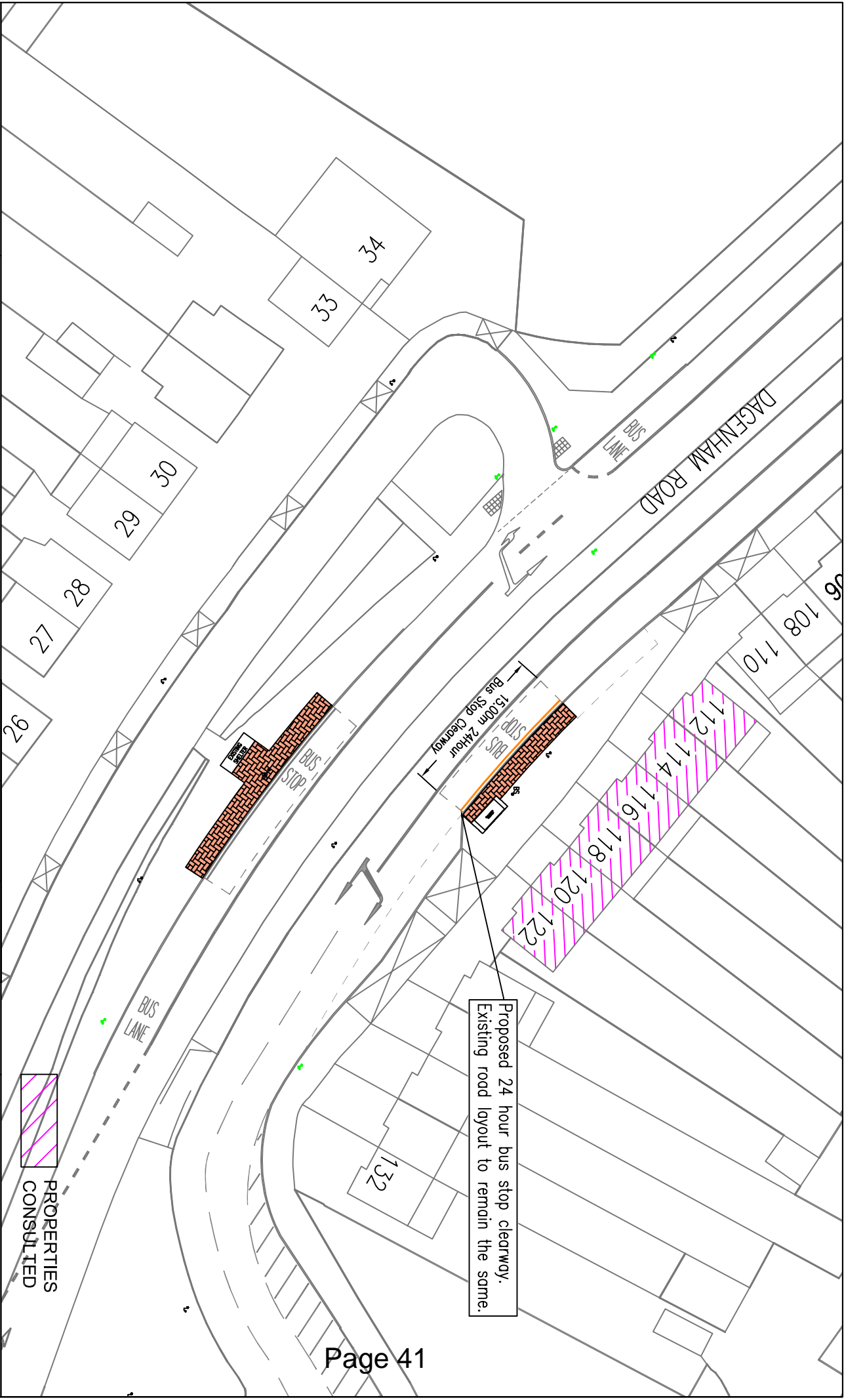


Respondent	Drawing Reference	Response and Staff Comments (where required)
Cllr Burton	All sites	Having pursued the diagrams and noted the intended constructions, I would make known to yourself my lack of any objection.
Cllr Martin	All sites	This seems fine to me.
Vincent Stops London Travel Watch	All sites	London Travel Watch is the statutory body representing transport users in London. We and the passengers we represent welcome and support these proposals.
Matthew Moore London Buses Infrastructure	All sites	These look good to me.

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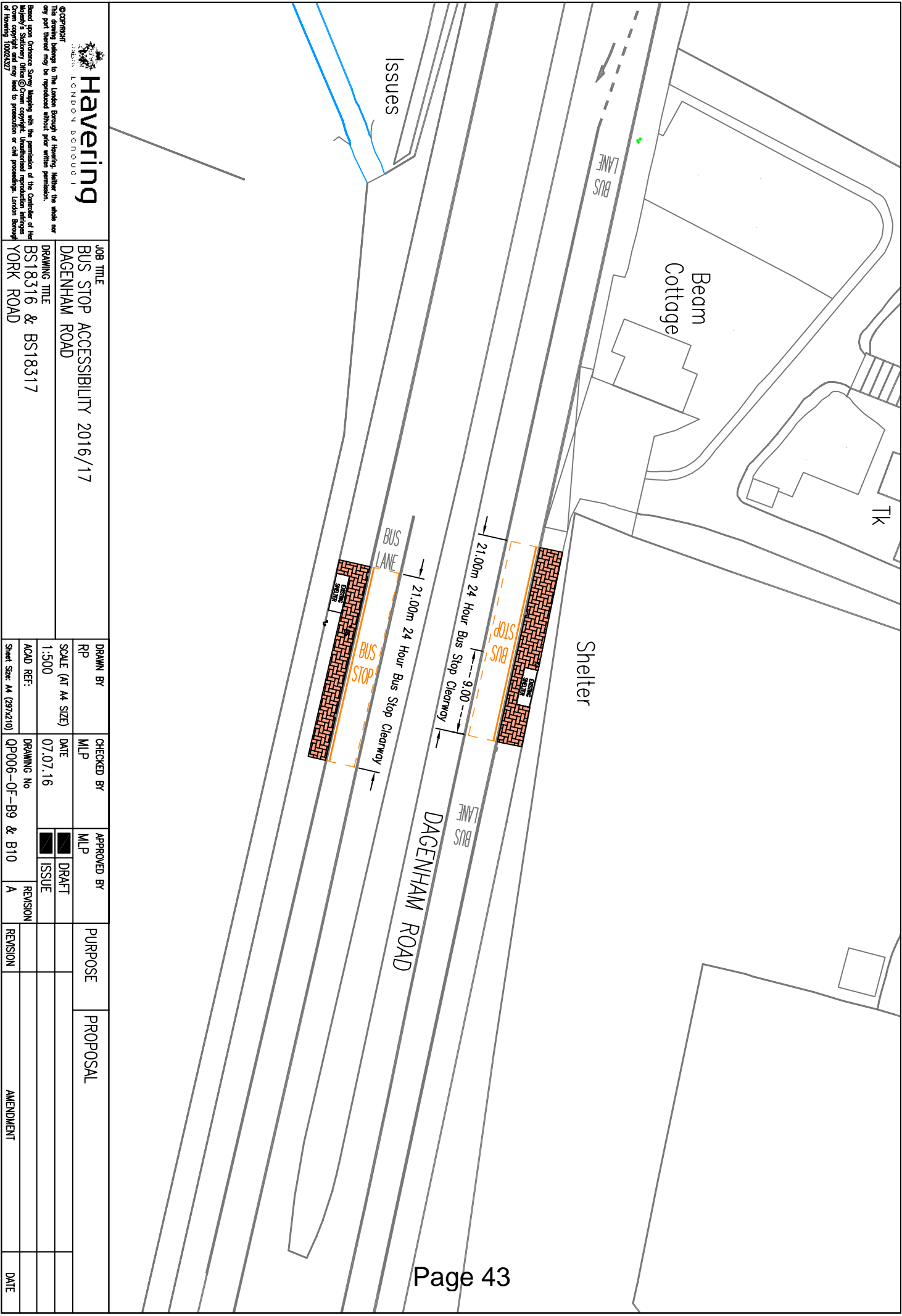
JOB TITLE
BUS STOP ACCESSIBILITY 2016/17
DAGENHAM ROAD

DRAWING TITLE
BS20517 & BS18318
THOROGOOD WAY



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JOB TITLE
 BUS STOP ACCESSIBILITY 2016/17
DAGENHAM ROAD

DRAWING TITLE
 BS18316 & BS18317
 YORK ROAD

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ACAD REF: Sheet Size: A4 (297x210)	DRAWING No QP006-OF-B9 & B10	REVISION A		
			AMENDMENT	DATE

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HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:	BUS STOP ACCESSIBILITY Dagnam Park Drive Outcome of public consultation
CMT Lead:	Steve Moore
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 £7,000 for implementation (all sites) will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

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

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

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops on Dagnam Park Drive and seeks a recommendation that the proposals be implemented.

The scheme is within **Gooshays** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Dagnam Park Drive set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B16&17-A
2. That it be noted that the estimated cost of £7,000 for implementation (all sites) will be met by Transport for London through the 2016/17 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 696 bus stops in Havering. 668 are on borough roads, 20 are on the Transport for London Road Network and 8 are in private areas (e.g. Queen's Hospital). Data as of August 2016.
- 1.8 Of these stops, 82% 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 Environment 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.

Highways Advisory Committee, 6th September 2016

- 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 Dagnam Park Drive as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B16&17-A BS35412 Sedgfield Crescent	Opposite property No180-182	Bus stop to remain in the same location 23metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B16&17-A BS35413 Sedgfield Crescent	Opposite property No 229	Bus stop to remain in the same location 21metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 15 letters were hand-delivered to those potentially affected by the scheme on 18th July 2016, with a closing date of 8th August 2016 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 Travel Watch and London Buses Infrastructure were both content with the proposals.
- 2.3 The Metropolitan Police raised a concern about the stop opposite No.229 Dagnam Park Drive (Drawing QP006-OF-B16&17-A) in terms of whether it is a relocated site and its proximity to the junction with Sedgfield Crescent and the potential for drivers overtaking stationary buses becoming conflicted with those turning right into Sedgfield Crescent.

3.0 Staff Comments

- 3.1 Staff confirmed to the police that the stop adjacent to Sedgefield Crescent is an established stop and the layout (being on the “exit” side of the junction) is in accordance with London-wide design guidance issued by Transport for London. Staff are of the view that a driver wishing to overtake a bus would have fully left Sedgefield Crescent before making the decision.
- 3.2 Staff recommend that the proposals be implemented as advertised.

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 £7,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2017, 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 Environment 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 Environment 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

Highways Advisory Committee, 6th September 2016

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.

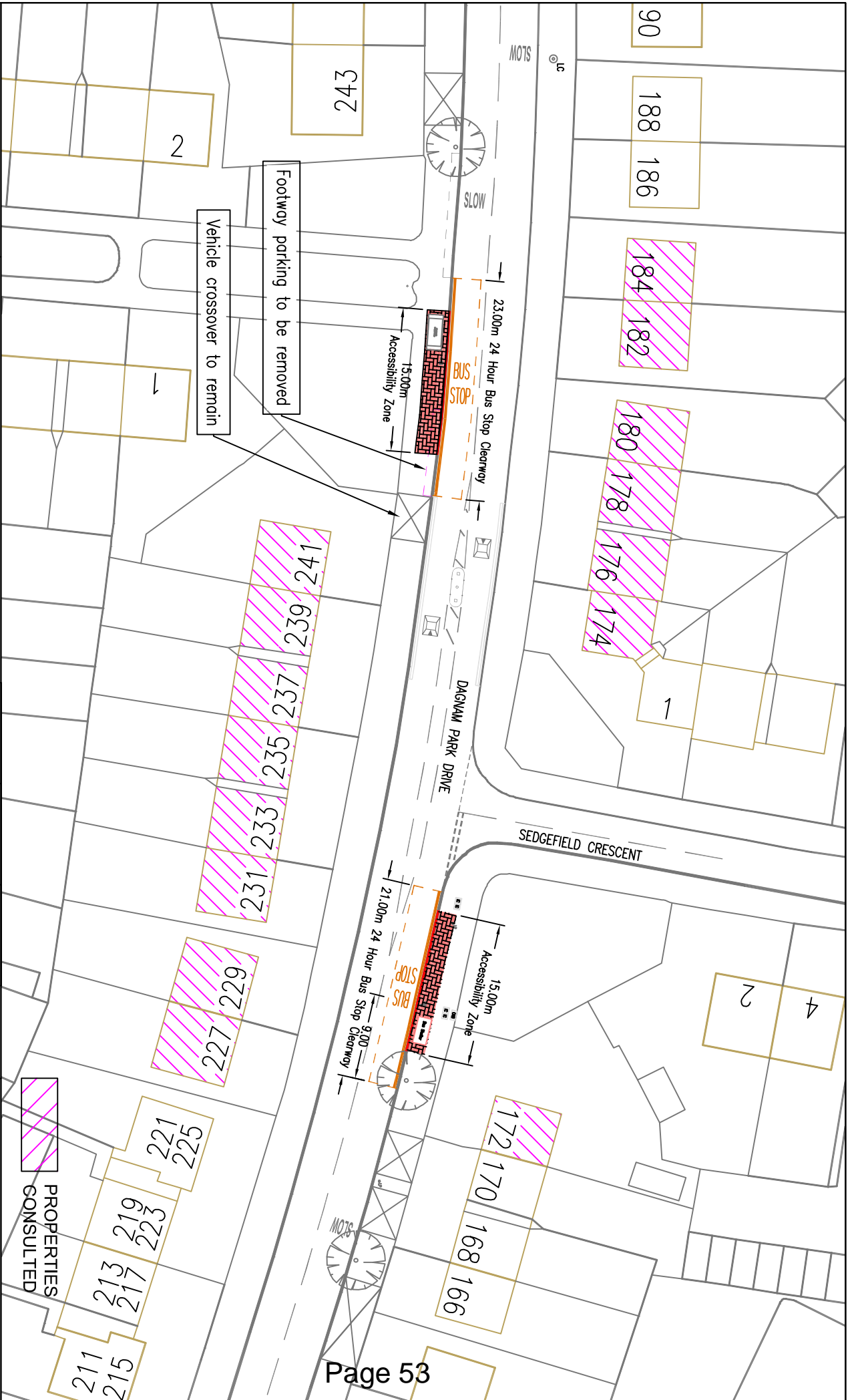
BACKGROUND PAPERS

Project file: QP006, Bus Stop Accessibility 2016/17

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London Travel Watch is the statutory body representing transport users in London. We and the passengers we represent welcome and support these proposals.
Matthew Moore London Buses Infrastructure	All sites	These look good to me.
PC Deeming Roads & Transport Policing Command Metropolitan Police	QP006-OF-B16&17-A BS35413 Sedgefield Crescent Opposite property No 229	Has this Bustop being relocated? Not sure I like the fact it is close to the junction. Vehicles exiting from Sedgefield Crescent could be forced to overtake and come into conflict with vehicles turning right into S/ Close.



Havering LONDON BOROUGH		JOB TITLE BUS STOP ACCESSIBILITY 2016/17	
DRAWN BY RP		CHECKED BY MLP	
SCALE (A1 A4 SIZE) 1:500		DATE 01.07.16	
ACAD REF:		DRAWING NO QP006-OF-B16 & B17	
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PURPOSE PROPOSAL		REVISION	
<input checked="" type="checkbox"/> PROPERTIES CONSULTED		AMENDMENT	
REVISION		DATE	

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HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:	BUS STOP ACCESSIBILITY Hubbards Chase Outcome of public consultation
CMT Lead:	Steve Moore
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 £7,000 for implementation (all sites) will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

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

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

SUMMARY

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

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, Regulatory Services and Community Safety that the bus stop accessibility improvements on Hubbards Chase set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B26-A
 - QP006-OF-B27-A
2. That it be noted that the estimated cost of £7,000 for implementation (all sites) will be met by Transport for London through the 2016/17 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 696 bus stops in Havering. 668 are on borough roads, 20 are on the Transport for London Road Network and 8 are in private areas (e.g. Queen's Hospital). Data as of August 2016.
 - 1.8 Of these stops, 82% 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 Environment 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 Hubbards Chase as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B26 BS36545 Hubbards Chase	Outside property number 3	Bus stop flag to be relocated 2 metres north. 27metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B27 BS25236 Hubbards Close	Outside property numbers 55 & 57	Bus stop to remain in the same location 27metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 11 letters were hand-delivered to those potentially affected by the scheme on 5th July 2016, with a closing date of 25th July 2016 for comments.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 4 responses were received as set out in Appendix I to this report.
- 2.2 In relation to the proposals outside No.3 Hubbards Chase (Drawing QP006-OF-B26), 2 residents objected, making the following comments;

- Impact on resident who has multiple cars to park and currently parks where the proposed clearway is;
- Impact on ability to park close to house for family members;
- Proposals will push parking further down the road;
- Loss of parking for visitors.

2.3 With the proposals outside Nos.55/57 Hubbards Chase (Drawing QP006-OF-B27), 2 residents objected, making the following comments;

- The proposed clearway would be a hazard for those entering or exiting the property;
- The proposed clearway would prevent stopping and loading;
- The proposed clearway would create a problem for future selling of the residents' house;
- Proposed bus stop would create an accident risk being opposite Hubbards Close which is used at a rat-run from the A127;
- Bus stop would have buses standing and blocking driveways;
- Moving flag north would reduce visibility for resident leaving driveway;
- Bus stop will create a single lane road.

3.0 Staff Comments

3.1 Notwithstanding the relocation of the bus stop flag outside Nos.55/57 Hubbards Chase by 2 metres, the two stops in the street are established within the street. Relocating the stops would inevitably create similar concerns from other groups of residents.

3.2 Staff note the comment about residents wishing to park, but as highway authority, the Council has to have regard for all users of the network. In some cases, this must mean that areas of highway are reserved for certain uses, such as providing bus stops.

3.3 Delivery access is often cited as a concern and while loading would be prevented within the Clearway, it is reasonable to expect those making deliveries to stop outside the restricted area and to carry goods or use a trolley. This is no different to a delivery being made where there is a pedestrian crossing or other impediment to loading such as within a signalised junction.

3.4 The Committee will need to consider the various issues raised and make a recommendation on how it sees the use of this area of highway being balanced.

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 £7,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2017, 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 Environment 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 Environment 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: QP006, Bus Stop Accessibility 2016/17

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

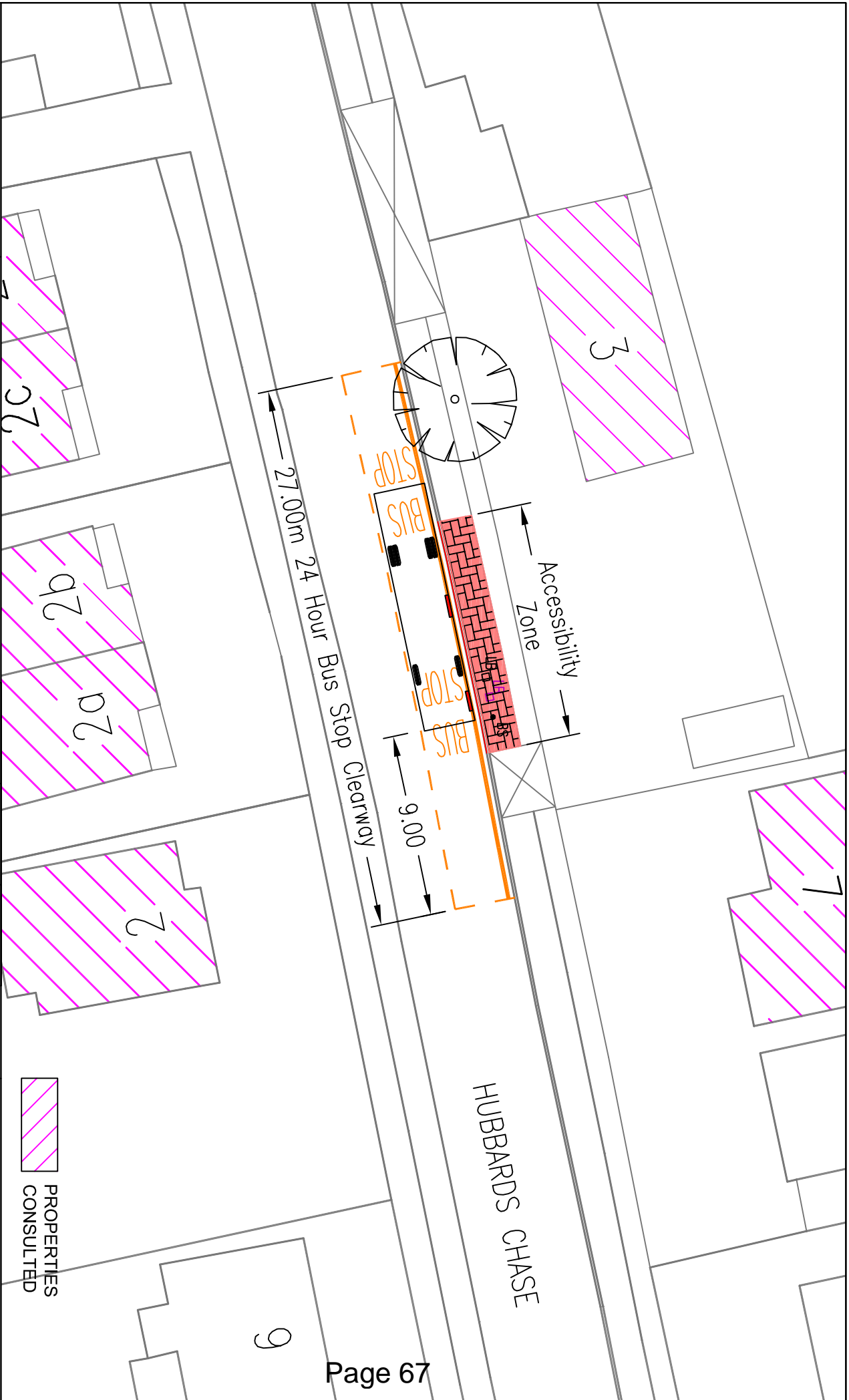


Respondent	Drawing Reference	Response and Staff Comments (where required)
Resident 2B Hubbards Chase	QP006-OF-B26	<p>As we are a three car family we use the parking space on the road opposite the proposed clearway, we have regular visitors including my disabled mum who is driven by a family member due to her ill health, they need to be able to park close to my property, losing the parking areas would impact not only on the houses affected, but also the houses further down Hubbards Chase as parking would be pushed down to their properties, who also really on the parking spaces for family members to park close by. So then where do we park?</p> <p>The 193 bus service is only a small service and yes it does sometimes hold up other vehicles but it is never for very long and you generally only get 1-2 cars held up at any one time for approx 30-40 seconds.</p> <p>To make the kerb higher for accessibility is fair and needed.</p> <p>The residents further down Hubbards Chase should have had the opportunity to express their concerns as it will impact greatly in their lives as well as ours. The idling of the buses dead opposite our property can be an extreme annoyance especially in the mornings because of the loud engine noise, so we're also concerned that this would increase.</p> <p>The road is already a problem with cars racing. And what's really needed are some road humps.</p>
Resident 3 Hubbards Chase	QP006-OF-B26	<p>The proposed plan, as above, will have an adverse affect on my living in that visitors will no longer be allowed to use the parking bay outside my property. I accept I do have a driveway near to the front door but this is often occupied.</p> <p>I spoke to a lady at the Council last week and she assured me that visitors, who call</p>

		regularly to see me because of ailing health are permitted to park across the driveway providing the wheels are with the actual width – bonnet and boot may overhang. Could I have this information confirmed in writing either to the above address or email so that helpers may be reassured.
Resident 55 Hubbards Chase	QP006-OF-B26	<p>I am emailing to express our concern for the 27metre 24hour bus stop clearway to be placed outside our house, 55 Hubbards Chase. This will cover the whole frontage of our house and, consequently, will create a massive hazard for us (as well as others to enter and exit). Furthermore, this will also be a problem as stopping/loading is not even possible (as we are aware restrictions apply 24/7). This long clearway would favour bus drivers to park outside our house legitimately (they do stay for short periods occasionally). Perhaps the clearway could be shorten to stop unnecessary hazards/headaches?</p> <p>It is also a worrying fact that the long clearway markings will be a problem when we sell our house in the foreseeable future, as this would put off potential buyers.</p>
Resident 57 Hubbards Chase	QP006-OF-B26	<p>I wish to make the following comments on the proposed access improvements to the bus stop outside of 55 & 57 Hubbards Chase - drawing ref QP006-OF-B27 (BS25236).</p> <p>1- I have concerns over the 27 metres bus stop to be situated directly opposite Hubbards Close. Those not familiar with the junction may see it on a map as a small close joining a residential road, but as local residents know it can be extremely busy at this junction with traffic using Hubbards Close as a rat run in the mornings to avoid tailbacks on the westbound A127. To have such a large bus stop directly opposite the turning and reducing Hubbards Chase to effectively single alternate lane traffic provides an increased risk of accidents. The volume of traffic on Hubbards Close is already elevated in the mornings due to the local schools generating traffic (Nelmes and Campions schools). What you will potentially have is three directions of traffic (Hubbards Close eastbound, Hubbards Chase both northbound and southbound) trying to safety use / join one half of a residential road.</p>

		<p>2- The proposal includes the bus stop stretching directly across the driveways of 55, 57 and 57a Hubbards Chase. This will provide potential difficulties in allowing the residents of these properties accessing their own driveways as buses not only stop at the bus stop in question for passengers, but also frequently sit there as an unofficial bus stand to prevent a backlog of buses sitting at the next bus stop / stand on Essex Gardens. Buses standing at the stop will be potentially blocking the driveways of 55/57/57a, meaning the residents will have to also sit in Hubbards Chase whilst trying to signal to the bus driver that they need to move their bus to allow access to the driveway. This will cause even more blocking of the road and more potential accidents.</p> <p>3- By moving the bus stop flag 2 metres north, this will encourage buses to stop 2m further north and so therefore 2m closer to the driveways of 57 & 57a Hubbards Chase. This is creates an increase risk of an accident due to further reduced visibility of oncoming traffic in Hubbards Chase by the now 2m closer buses as the residents try to manoeuvre on / off their own driveways.</p> <p>4- Bus stop clearways do not allow parking or deliveries at any time. This appears unwarranted as buses do not run on this route 24 hrs a day. It will also provide potential problems with future deliveries to the residents of 55 / 57 / 57a Hubbards Chase, as well as the residents in numbers 62 / 64 / 66 opposite.</p> <p>In summary it appears we will end up with a 27 metre bus stop reducing a residential road to a single lane, right at the point where Hubbards Close (along with its rat run traffic) joins Hubbards Chase. In addition the residents of 55 / 57 / 57a Hubbards Chase will also be competing for the now limited road space to access / exit their own driveways. This appears to be an unnecessary increase in risk of accidents on this stretch of road.</p>
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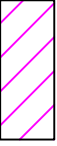
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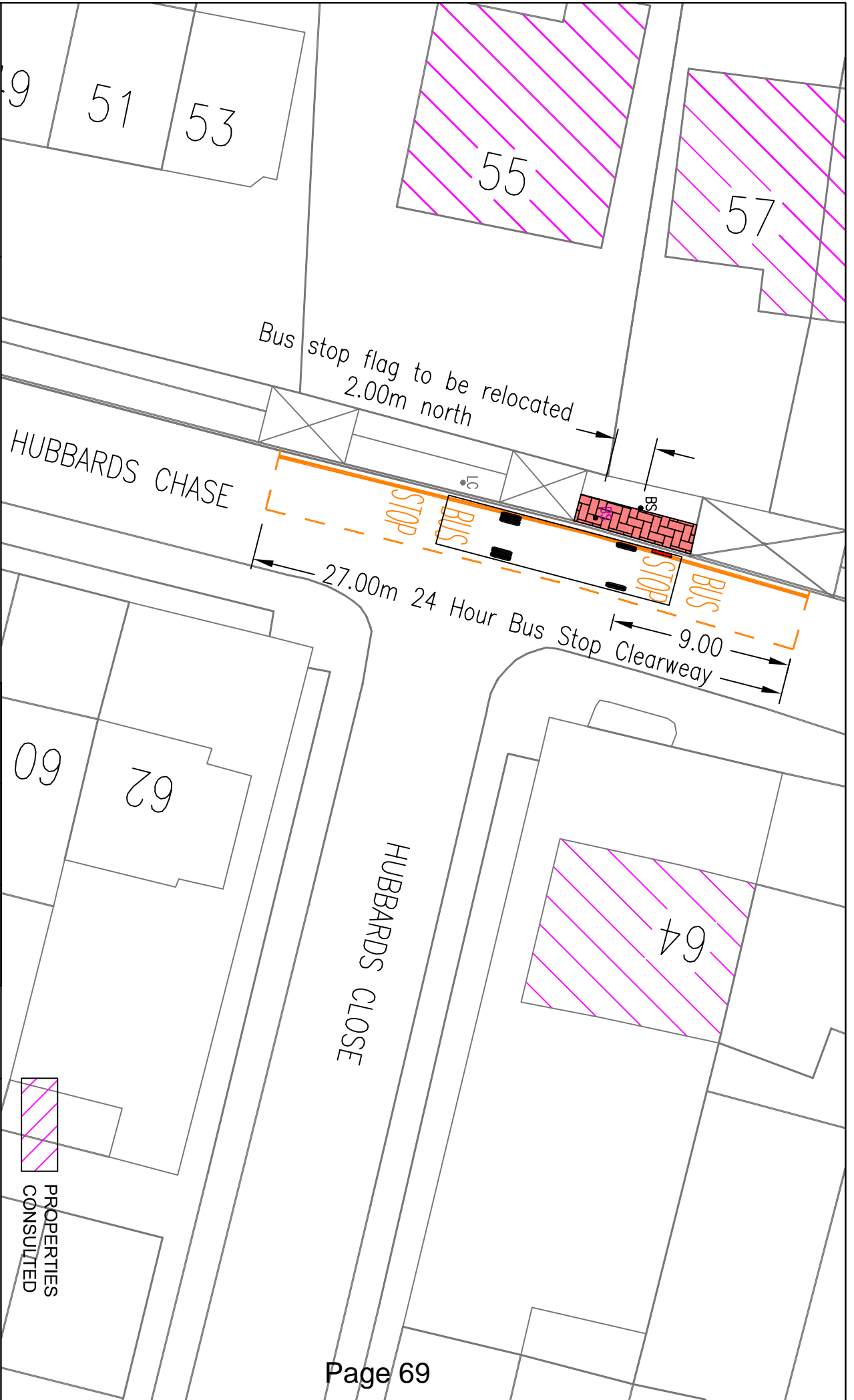
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JOB TITLE	BUS STOP ACCESSIBILITY 2016/17
HUBBARDS CHASE	
DRAWING TITLE	HUBBARDS CHASE
BS 36545	
HUBBARDS CHASE	

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 **PROPERTIES CONSULTED**

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JOB TITLE BUS STOP ACCESSIBILITY 2016/17 HUBBARDS CHASE		DRAWING TITLE BS 36547 HUBBARDS CLOSE	
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HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:	BUS STOP ACCESSIBILITY Ockendon Road Outcome of public consultation
CMT Lead:	Steve Moore
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 £7,000 for implementation (all sites) will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

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

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

SUMMARY

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

The scheme is within **Upminster** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Ockendon Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B30&B31-A
2. That it be noted that the estimated cost of £7,000 for implementation (all sites) will be met by Transport for London through the 2016/17 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 696 bus stops in Havering. 668 are on borough roads, 20 are on the Transport for London Road Network and 8 are in private areas (e.g. Queen's Hospital). Data as of August 2016.
- 1.8 Of these stops, 82% 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 Environment work with TfL London Buses and the Police (where required) on a programme of mainly route-based Bus Stop Accessibility improvements, although individual sites are investigated from time to time where there are particular passenger access problems.
- 1.11 The route approach allows for comprehensive review of existing bus stop positions for accessibility, convenience, safety etc. and sometimes requires

stops to be moved away from points of conflict such as where parking or proliferation of vehicle crossings prevent stops being accessible in their existing positions.

- 1.12 Proposals for accessibility improvements have been developed for various bus stops along Ockendon Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B30 BP4252 Home Farm Cottage	Home Farm Cottage	Bus stop to remain in the same location 27metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B31 BP3184 Home Farm Cottage	Home Farm Cottage	Bus stop to remain in the same location 27metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Bollards to be removed

- 1.13 1 letter was sent to those potentially affected by the scheme on 5th July 2016, with a closing date of 25th July 2016 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, no responses were received.

3.0 Staff Comments

- 3.1 Staff recommend the works be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £8,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2017, 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 Environment 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 Environment 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.

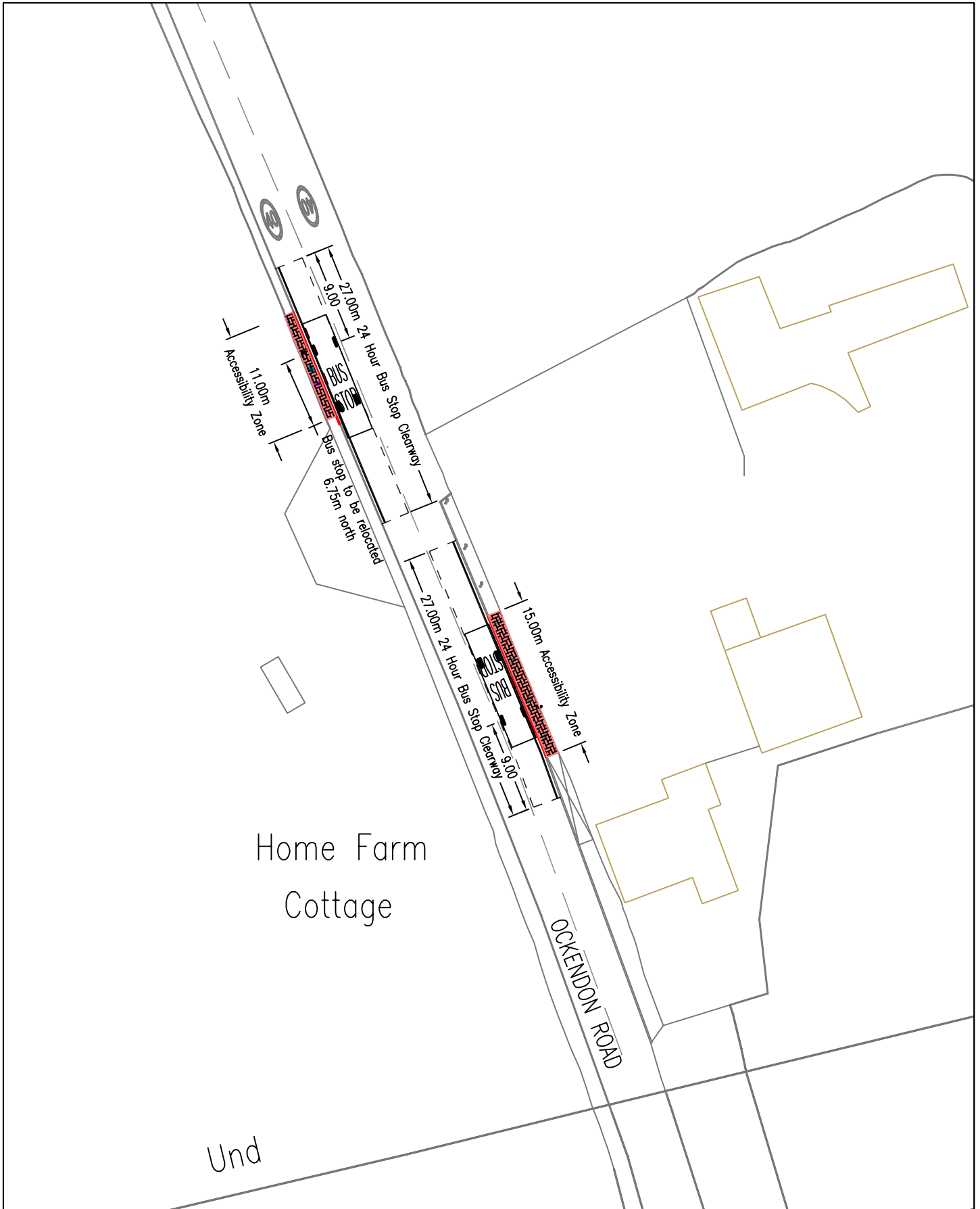
The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance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

BACKGROUND PAPERS

Project file: QP006, Bus Stop Accessibility 2016/17

**APPENDIX I
SCHEME DRAWINGS**

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		PURPOSE PROPOSAL			
JOB TITLE BUS STOP ACCESSIBILITY 2016/17 OCKENDON ROAD		©COPYRIGHT This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
DRAWING TITLE BP4252 & BP3184 HOME FARM COTTAGE		DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP	
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HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:	BUS STOP ACCESSIBILITY Parkstone Avenue Outcome of public consultation
CMT Lead:	Steve Moore
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 £18,000 for implementation (all sites) will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

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

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

SUMMARY

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

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, Regulatory Services and Community Safety that the bus stop accessibility improvements on Parkstone Avenue set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QP006-OF-B32&B33-A
 - QP006-OF-B34&B35-A
 - QP006-OF-B36-A
2. That it be noted that the estimated cost of £18,000 for implementation (all sites) will be met by Transport for London through the 2016/17 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 696 bus stops in Havering. 668 are on borough roads, 20 are on the Transport for London Road Network and 8 are in private areas (e.g. Queen's Hospital). Data as of August 2016.
 - 1.8 Of these stops, 82% 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 Environment 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 Parkstone Avenue as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B32&B33-A LE260 Butts Green Road	Outside Thorpe Lodge	Bus stop to remain in the same location 27metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B32&B33-A LE261 Butts Green Road	Outside Ridgemont Place	Bus stop to remain in the same location 27metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B34&B35-A LE258 Nelmes Road	Outside the new development	Bus stop to remain in the same location 27metre part time bus stop clearway 8:00am to 9:00am & 3:00pm to 4:00pm 140mm kerb and associated footway works provided at bus boarding area

QP006-OF-B34&B35-A LE259 Nelmes Road	Flank wall of 9 Nelmes Road	Bus stop to remain in the same location 27metre part time bus stop clearway 8:00am to 9:00am & 3:00pm to 4:00pm 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B36-A LE255 Wingletye Lane	Outside property 103	Bus stop to remain in the same location 27metre part time bus stop clearway 8:00am to 9:00am & 3:00pm to 4:00pm 140mm kerb and associated footway works provided at bus boarding area

- 1.13 48 letters were hand-delivered to those potentially affected by the scheme on 5th July 2016, with a closing date of 25th July 2016 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.
- 1.15 It should be noted that the proposed Bus Stop Clearways are part-time to match the times of the operation of the bus routes which operate as school services. The exception is the pair of stops at the western end of the street which would operate “at any time” in order to be compatible with the existing “at any time” waiting restrictions. Part time Bus Stop Clearways here would otherwise create “gaps” for parking when not in operation.

2.0 Outcome of Public Consultation

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

2.2 A resident raised concern that the proposal shown on Drawing QP006-OF-B34&B35-A would interfere with the implementation of a planning consent for a new vehicle access.

3.0 Staff Comments

3.1 With regard to the concern raised by the resident, Staff confirm that the stop arrangement has been designed to fully enable the implementation of the vehicle access covered by the relevant planning consent and such has been confirmed to the resident.

3.2 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £18,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2017, 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 Environment 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 Environment 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

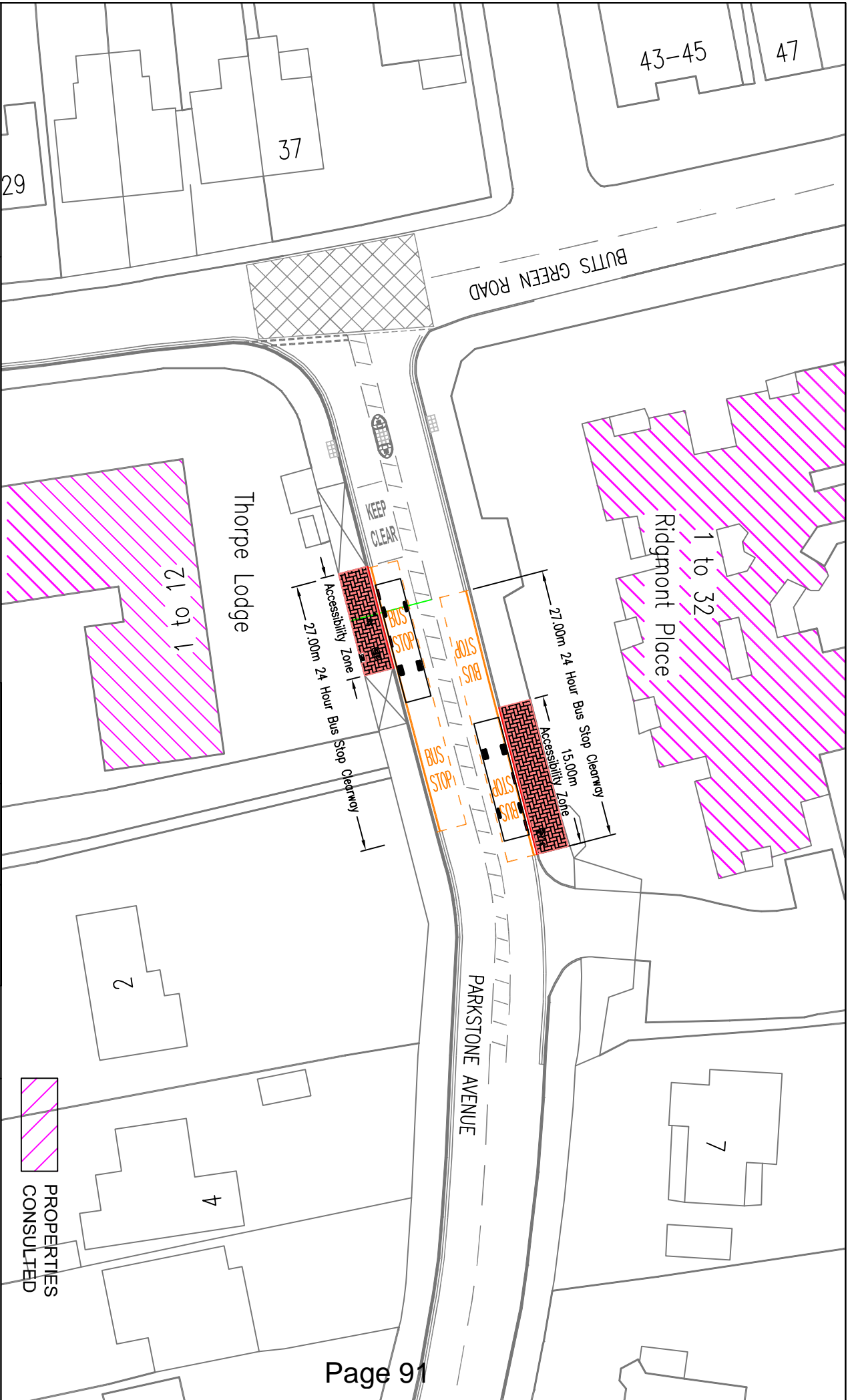
Project file: QP006, Bus Stop Accessibility 2016/17

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



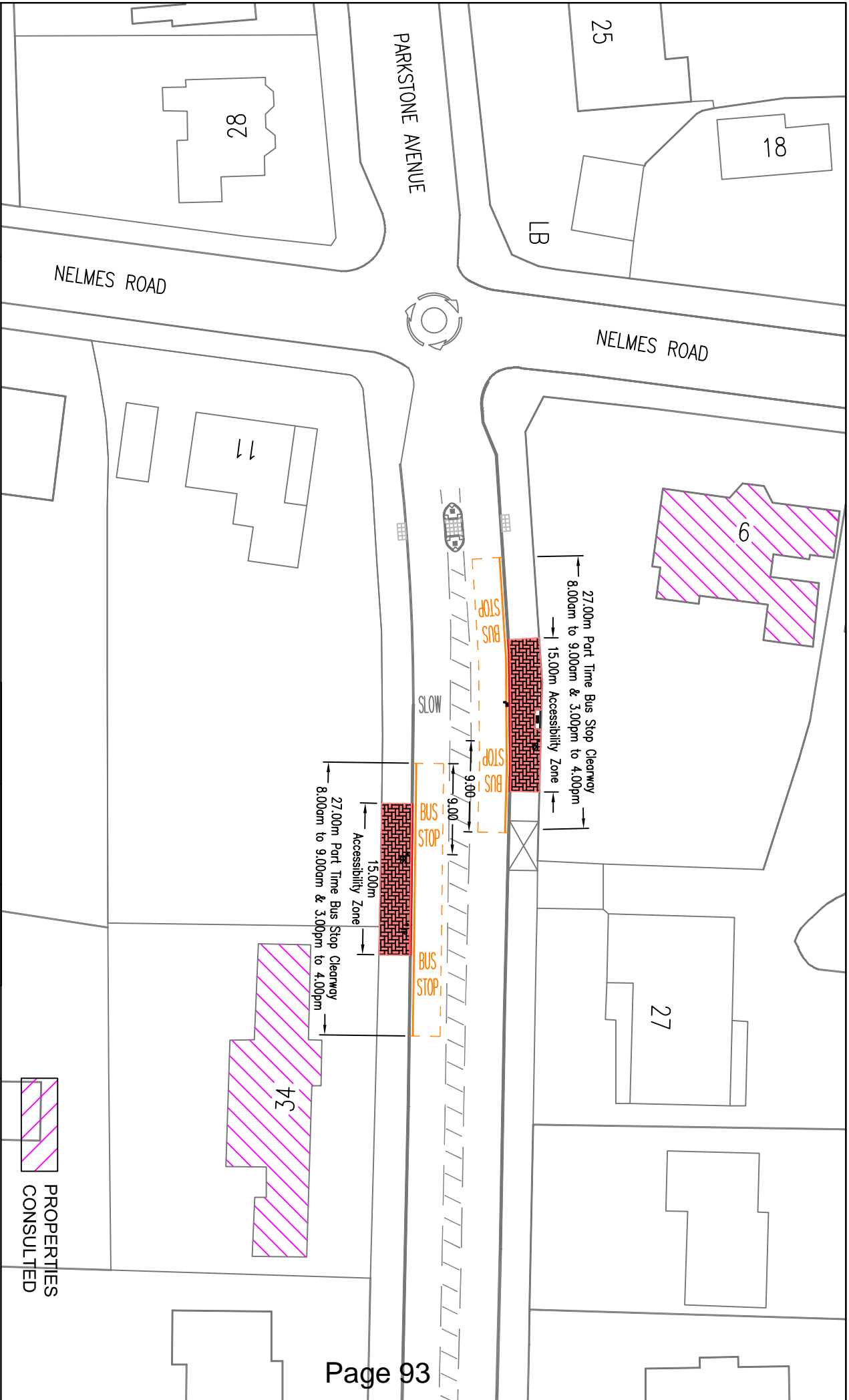
Respondent	Drawing Reference	Response and Staff Comments (where required)
Resident 34 Parkstone Avenue	QP006-OF-B34&B35-A	<p>I have assessed the plans but need to make you aware that we have planning permission, just over 2years old, to have a new brickwall with gates and 2 entrance/exits at either end of the wall .One of those openings of the gates with driveway over pavement is situated in the position of the proposed bus stop. So please can you re-assess our proposed plans and see what affect that would have .</p> <p>Please can you confirm receipt of this email and that our concern is being addressed .</p>

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DRAWN BY RP	CHECKED BY RP	APPROVED BY MLP	PURPOSE
SCALE (AT A4 SIZE) 1:250	DATE 16.06.16	DRAFT <input checked="" type="checkbox"/>	PROPOSAL
ACAD REF:	DRAWING No QP006-0F-B32 & B33	ISSUE <input type="checkbox"/>	REVISION
Sheet Size: A4 (297x210)		REVISION A	AMENDMENT
			DATE

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Havering LONDON BOROUGH		JOB TITLE BUS STOP ACCESSIBILITY 2016/17 PARKSTONE AVENUE	
DRAWING TITLE LE258 & LE259 NELMES ROAD		DRAWN BY RP	
SCALE (AT A4 SIZE) 1:250		CHECKED BY RP	
ACAD REF: Sheet Size: A4 (297x210)		DATE 16.06.16	
DRAWING No QP006-OF-B34 & B35		APPROVED BY MLP	
REVISION A		DRAFT <input checked="" type="checkbox"/>	
REVISION		ISSUE <input checked="" type="checkbox"/>	
PURPOSE PROPOSAL		PROPOSAL	
REVISION		AMENDMENT	
REVISION		DATE	

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HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:

**BUS STOP ACCESSIBILITY
Upminster Road South
Outcome of public consultation**

CMT Lead:

Steve Moore

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 £6,000 for
implementation (all sites) will be met
by Transport for London through the
2016/17 Local Implementation Plan
allocation for Bus Stop Accessibility.**

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

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

SUMMARY

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

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Upminster Road South set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B47&48-A
2. That it be noted that the estimated cost of £6,000 for implementation (all sites) will be met by Transport for London through the 2016/17 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 696 bus stops in Havering. 668 are on borough roads, 20 are on the Transport for London Road Network and 8 are in private areas (e.g. Queen's Hospital). Data as of August 2016.
- 1.8 Of these stops, 82% 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 Environment work with TfL London Buses and the Police (where required) on a programme of mainly route-based Bus Stop Accessibility

improvements, although individual sites are investigated from time to time where there are particular passenger access problems.

- 1.11 The route approach allows for comprehensive review of existing bus stop positions for accessibility, convenience, safety etc. and sometimes requires stops to be moved away from points of conflict such as where parking or proliferation of vehicle crossings prevent stops being accessible in their existing positions.
- 1.12 Proposals for accessibility improvements have been developed for various bus stops along Upminster Road South as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B47&48-A BS 9755 New Road	Opposite 234 Upminster Road South	Bus stop to be relocated 32.50m west in order to move it back from the junction with the A1306 New Road. 31metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QP006-OF-B47&48-A BS 8517 New Road	Outside 230-232 Upminster Road South	Bus stop to remain in the same location 31metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 6 letters were hand-delivered to those potentially affected by the scheme on 18th July 2016, with a closing date of 8th August 2016 for comments.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 4 responses were received as set out in Appendix I to this report.
- 2.2 London Travel Watch and London Buses Infrastructure were both content with the proposals.
- 2.3 Two residents objected to the relocation of the eastbound stop as it would be too close to the junction of Upminster Road South and Grangewood Road, there would be two bus stops together, the existing location doesn't

have any loading bays or parked vehicles, it will make driveway access more difficult and because of a lack of local parking, the stop should be built into a layby.

3.0 Staff Comments

- 3.1 The existing eastbound stop is within 20 metres of the stop line of the junction of Upminster Road South with the A1306 New Road and therefore in reviewing the layout, Staff are of the view that this is too close.
- 3.2 In addition, in the event of an eastbound and a westbound bus stopping at the same time with the current layout, the vehicles would be adjacent to each other.
- 3.3 The proposed layout would move the eastbound stop away from the junction with New Road and give space between buses stopped in each direction. A driver wishing to turn right into Grangewood Avenue has space to be able to see oncoming traffic and a driver turning right out of Grangewood Road would be able to see if a bus was at the eastbound stop.
- 3.4 A layby is not feasible as there is insufficient space between the electrical substation and the stop line within which to provide a fully accessible layby. In addition, there are substantial power and telecommunication cables in the area which would have to be diverted at high cost in order to construct a layby.
- 3.5 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored. In the case of the eastbound stop, it is on the opposite side of the road to residential dwellings.
- 3.6 The Committee will need to consider the various issues raised and make a recommendation based on balance.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £6,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2017, 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 Environment 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 Environment 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: QP006, Bus Stop Accessibility 2016/17

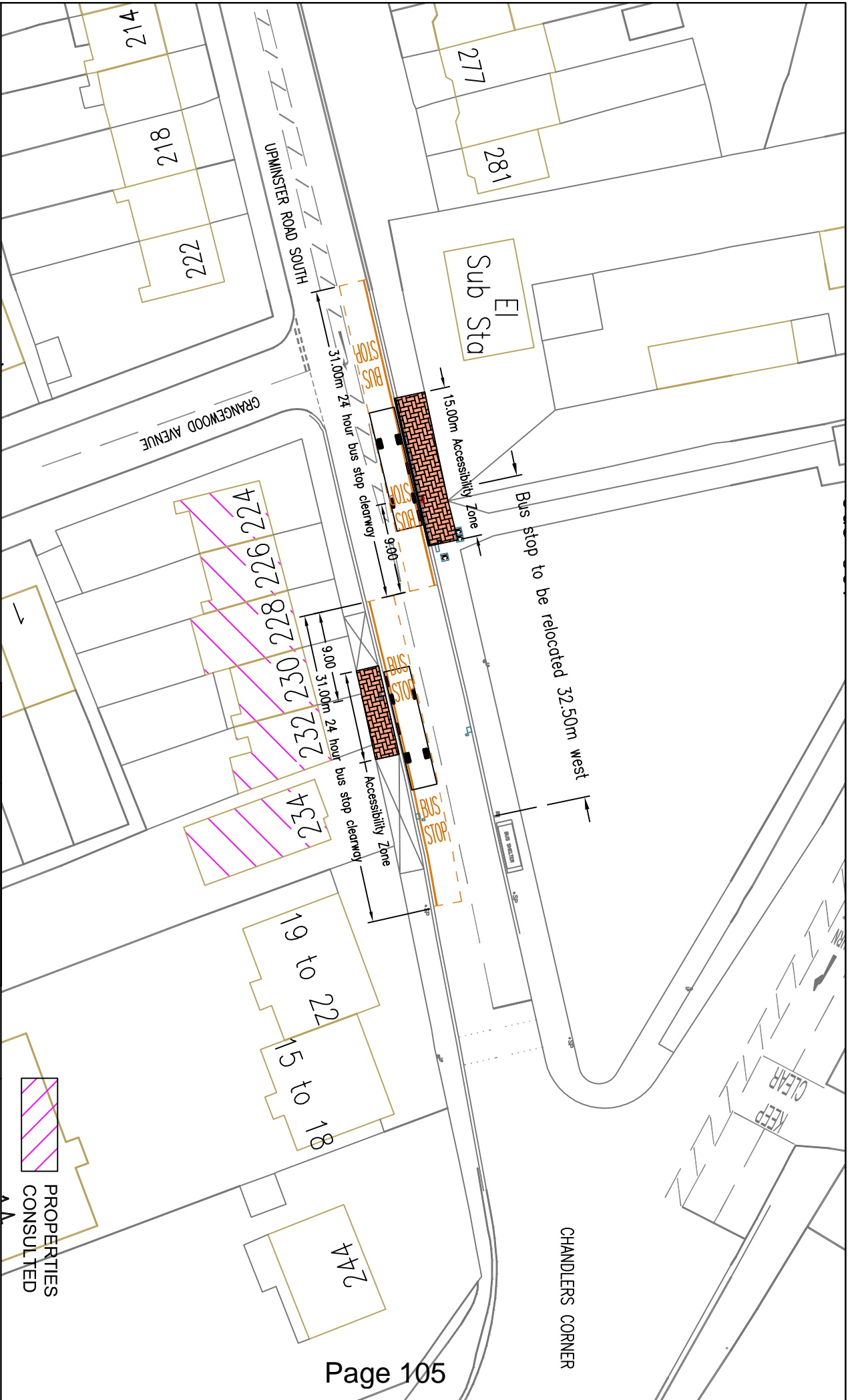
**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London Travel Watch is the statutory body representing transport users in London. We and the passengers we represent welcome and support these proposals.
Matthew Moore London Buses Infrastructure	All sites	These look good to me.
Resident 224 Upminster Road South	QP006-OF-B47&48-A Opposite 234 Upminster Road South	I would like to say no to your proposal reasons too close to junction of grange wood avenue that junction is quite busy with Park cars there and now two bus stops just imagine two buses there at the same time could be quite a few accidents I have lived here for 30 years and seen many I do feel it will make it worse with the bus stops coming forward
Resident 230 Upminster Road South	QP006-OF-B47&48-A Opposite 234 Upminster Road South	<p>In response I would like to highlight a few points that I would like the committee to consider when ,making a decision:-</p> <p>a. I do not see why the bus stop has to be moved so the kerb can be made into a high kerb for accessibility. this can be successfully done in the position the bus stop stands currently.</p> <p>b. There are no loading bays or parked vehicles in the way of where the current bus stop stands.</p> <p>c. It is going to make it difficult for myself and all of the residence on the other side of the road to pull into their drivesways safely if the bus stopped is moved 32.50m West.</p> <p>d. There is a sever lack of parking and often the residence cannot park around the area, I would suggest that if the bus stop was to be moved, it would be moved back</p>

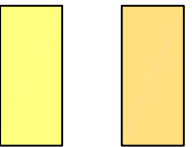
		into a layby that would be set back into the green along with some additional parking.
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Havering <small>LONDON BOROUGH</small>		JOB TITLE BUS STOP ACCESSIBILITY 2016/17 UPMINSTER ROAD SOUTH	
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DRAWN BY RP	CHECKED BY RP	APPROVED BY MLP	PURPOSE PROPOSAL
SCALE (A1 A4 SIZE) 1:500	DATE 01.07.16	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE	REVISION
ACAD REF: Sheet Size: A4 (297x210)	DRAWING No QP006-0F-B47 & B48	REVISION A	AMENDMENT
			DATE

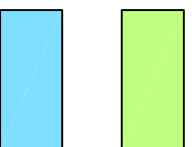
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ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

STANDING ZONE

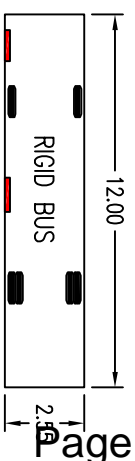
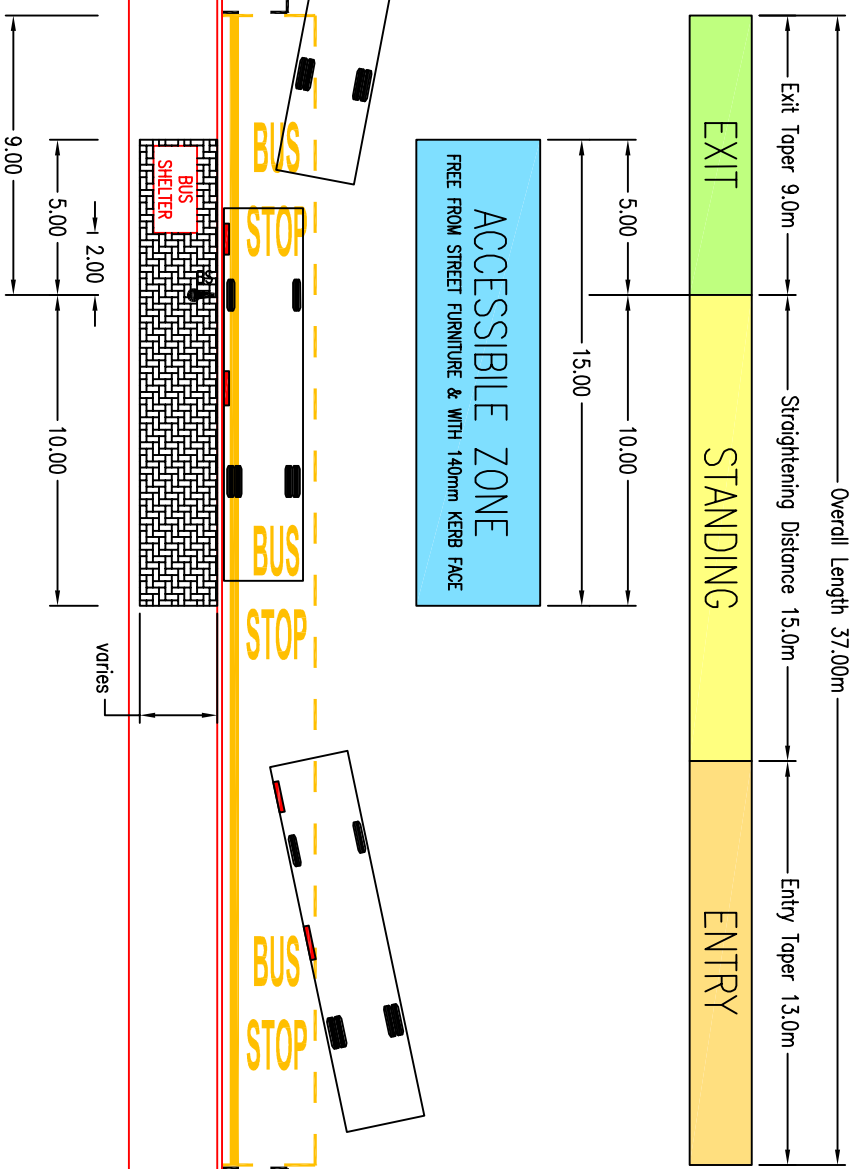
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



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

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HIGHWAYS ADVISORY COMMITTEE
6 September 2016

Subject Heading:	TPC866 Chippenham Road, Request to remove the footway parking bay and replace it with At any time waiting restrictions. The property has recently changed hands - comments to advertised proposals
CMT Lead:	Steve Moore
Report Author and contact details:	John-Paul Micallef Engineering Technician John-paul.micallef@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £1000 for implementation will be met by 2016/17 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

Gooshays Ward:
This report outlines the responses received to the formal consultation to remove the footway parking bay and replace it with 'At any time' waiting restrictions. The property has recently changed hands.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a. The proposed removal of the free parking bay outside No.108 Chippenham Road and reinstatement of at any time waiting restrictions , as shown on the plan at Appendix A, to be implemented as advertised.
2. Members note that the estimated cost for the proposals in Chippenham Road as set out in this report is £1000, will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 During the regeneration works in the Hilldene and Chippenham Road area, large areas of the kerb line were dropped to enable residents to gain vehicular access to their front gardens.

At the time of the regeneration works the resident of No. 108 Chippenham Road requested the installation of a free parking bay as an alternative to a dropped kerb.

The property was subsequently sold and the new owners have requested the removal of the existing free parking bay and reinstatement of at any time waiting restrictions to enable the installation of a dropped kerb.

The proposed restrictions are consistent with restrictions currently implemented in the remainder of Chippenham Road.

- 1.2 The item was approved by the Highways Advisory Committee at their meeting in March 2016.
- 1.3 The proposals were subsequently designed and publicly advertised on 24th June 2016. A copy of the plan outlining the proposals is appended to this report at Appendix A. All those perceived to be affected by the proposals were advised of them by site notices with the attached plan. Eighteen statutory bodies were also consulted.

2.0 Responses received

2.1 At the close of public consultation on Friday 15th July 2016, no responses were received to the consultation.

3.0 Staff Comment

3.1 As no responses were received, it is recommended that the proposals to be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000.

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 in regards to actual implementation and scheme detail. Therefore, final costs may be subject to change.

This is a standard project for Environment 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 Environment 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:

It is anticipated that the enforcement activities required for these proposals 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 perceived to be affected by the proposals have been consulted informally and formally 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 so that 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

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HIGHWAYS ADVISORY COMMITTEE
6 September 2016

Subject Heading:	TPC888 Chandlers Way, Request to join up the 'At any time' waiting restrictions to the rear of the Missoula and Weatherspoons buildings to prevent vehicles blocking fire exits- comments to advertised proposals
CMT Lead:	Steve Moore
Report Author and contact details:	John-Paul Micallef Engineering Technician John-paul.micallef@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £1800 for implementation will be met by 2016/17 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

Romford Town Ward:
This report outlines the responses received to the formal consultation to join up the 'At any time' waiting restrictions to the rear of the Missoula and Weatherspoons buildings to prevent vehicles blocking fire exit.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that:
 - a. The proposed extension of 'at any time' waiting restrictions in Chandlers Way, as shown on the plan at Appendix A, be implemented as advertised.
2. Members note that the estimated cost for the proposals in Chandlers Way as set out in this report is £1000, will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following persistent reports from local businesses of obstructive parking in Chandlers Way, to the rear of the Missoula and Weatherspoons buildings, a scheme has been designed to extend 'At Any Time' waiting restrictions in the road allowing: fire exits to be kept free and clear of obstruction and provide businesses with a loading / unloading provision (loading /unload is permitted on a double yellow lines for up to 20 minutes).
- 1.2 The item was approved by the Highways Advisory Committee for public consultation at their meeting in April 2016.
- 1.3 The proposals were subsequently designed and publicly advertised on 24th June 2016. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by site notices with the attached plan. Eighteen statutory bodies were also consulted.

2.0 Responses received

- 2.1 At the close of public consultation on Friday 22nd July 2016, no responses were received to the consultation.

3.0 Staff Comment

- 3.1 Ward Councillors have confirmed their support for the scheme. As no responses were received to the public consultation, it is recommended that the proposals be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1600.

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 in regards to actual implementation and scheme detail. Therefore, final costs may be subject to change.

This is a standard project for Environment 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 Environment 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:

It is anticipated that the enforcement activities required for these proposals 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 perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

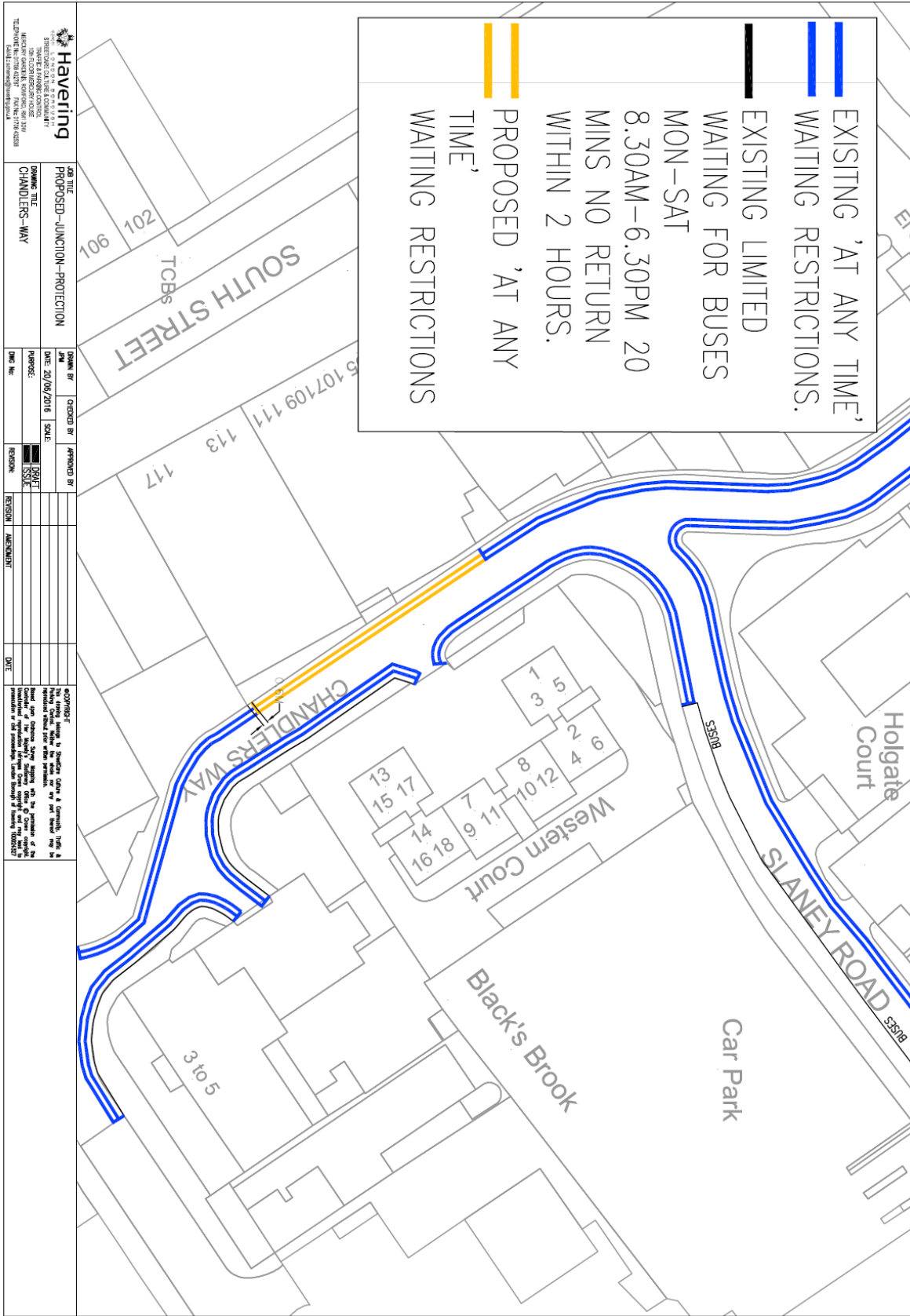
The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts

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 so that 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



<p>Haverling <small>100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000</small></p>	
<p>PROPOSED-JUNCTION-PROTECTION</p>	<p>CHANDERS-WAY</p>
<p>DATE: 20/06/2018</p>	<p>SCALE:</p>
<p>APPROVED BY:</p>	<p>REVISION:</p>
<p>DATE:</p>	<p>DATE:</p>

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HIGHWAYS ADVISORY COMMITTEE

Tuesday 6 September 2016

Subject Heading:	TPC852 Ayloffs Walk, 'At Any Time' Waiting Restrictions- comments to advertised proposals
CMT Lead:	Steve Moore
Report Author and contact details:	Dean R Martin Technical Support Assistant Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £1500 for implementation will be met from 2016/17 for Minor Traffic and Parking Schemes budget.

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 formal consultation to introduce 'At Any Time' waiting restrictions in Ayloffs Walk which are designed to improving road safety, traffic flow and prevent obstructive parking.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment, Regulatory Services and Community Safety** that:
 - a. The proposed 'At Any Time' waiting restrictions, as shown on the plan appended to this report at **Appendix A**, be implemented;
 - b. The effect of any implement proposals be monitored.
2. Members note that the estimated cost for the proposals in Ayloffs Walk as set out in this report is £1500, will be met from the 2016/17 Minor Traffic and Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following persistent reports from local residents and council officers of general access issues caused by vehicles being parked on both sides of the road, the parking in Ayloffs Walk has been reviewed with the intention to improve traffic flow, prevent obstructive parking and prevent the current issues.
- 1.2 The item was approved by the Highways Advisory Committee at their meeting in December 2015.
- 1.3 The proposals were subsequently designed and publicly advertised on 22nd April 2016. A copy of the plan outlining the proposals is appended to this report at **Appendix A**. All those residents affected by the proposals were advised of the proposals by letter and plan and site notices with the attached plan were also fixed to street furniture in the area. Eighteen statutory bodies were also consulted.

2.0 Responses received

- 2.1 At the close of statutory consultation on Friday 13th May 2016, three responses were received, two of which were in favour of the scheme and one being in favour of part of the scheme. The responses have been outlined along with staff comments in the table appended to this report at **Appendix B**.

2.1 Ward Councillors were sent consultation documents and plans for their approval. All Ward Councillors are in favour of the scheme.

3.0 Staff Comment

3.1 The proposals are designed to prevent motorists parking in an obstructive manner to enable Council services, especially refuse vehicles, and emergency services unrestricted access. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1500.

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 in regards to actual implementation and scheme detail. Therefore, final costs may be subject to change.

This is a standard project for Environment 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 Environment 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:

It is anticipated that the enforcement activities required for these proposals 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.

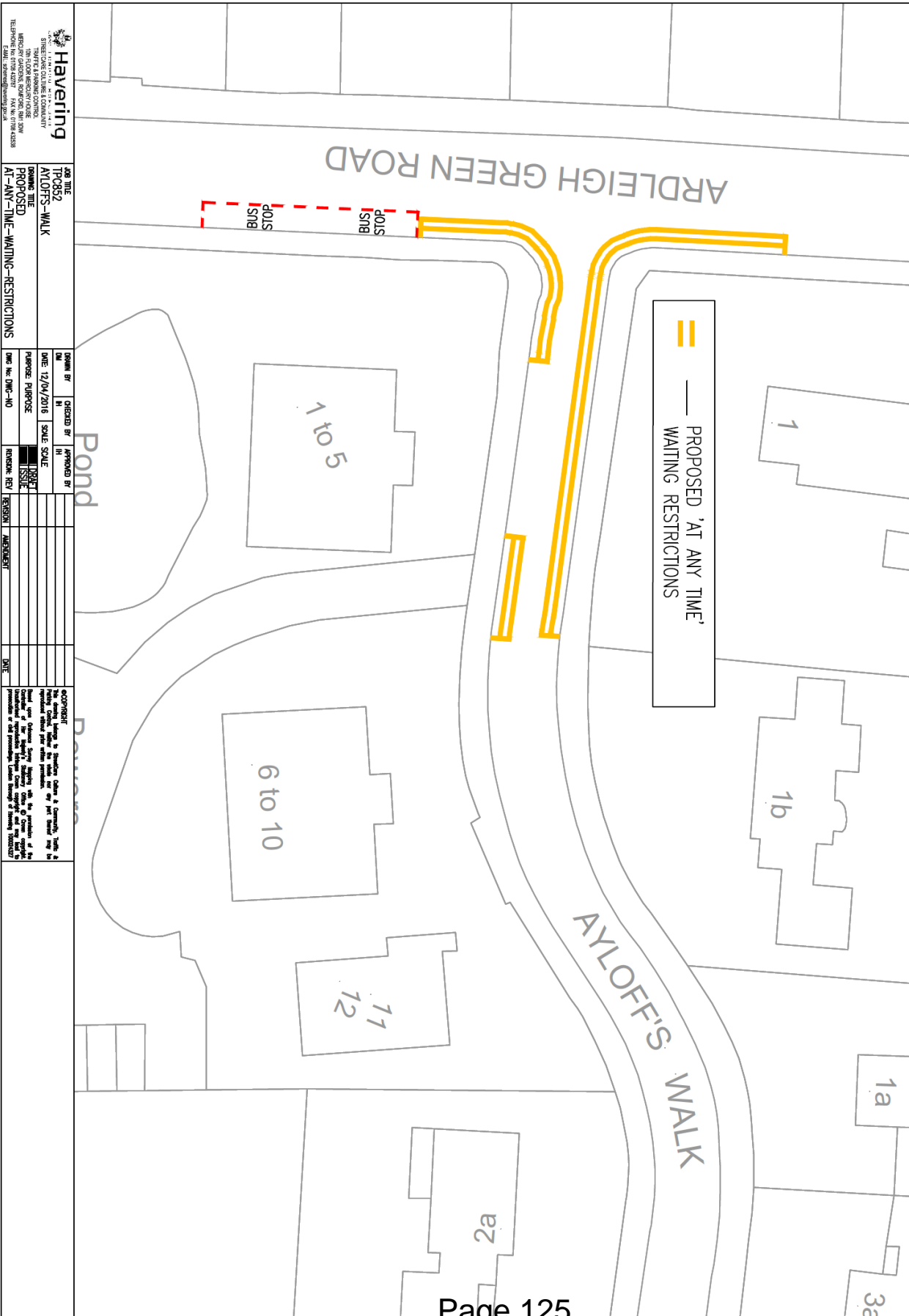
The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at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



<p>Haverling <small>CONSULTING ENGINEERS</small> TRAFFIC & PARKING CONTROL 100, LONDON ROAD, SOUTHAMPTON, SO9 4LW TELEPHONE: 01703 42577 FAX: 01703 42533 EMAIL: sales@haverling.co.uk</p>	
JOB TITLE	TP0852 AYLOFFS-WALK
ISSUED	PROPOSED
AT-ANY-TIME-WAITING-RESTRICTIONS	
ISSUED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE
SCALE	SCALE
PROJECT	PROJECT
REVISION	REVISION
DATE	DATE
<p><small>NOTES:</small> 1. This drawing is a technical drawing and is not to be used for any other purpose without the written consent of the author. 2. The author is not responsible for any errors or omissions in this drawing. 3. The author is not responsible for any damage or loss of property resulting from the use of this drawing. 4. The author is not responsible for any liability arising from the use of this drawing. 5. The author is not responsible for any copyright infringement arising from the use of this drawing.</p>	

Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Ayloffs Walk	The resident is in favour of the proposals	
2	Resident	Ayloffs Walk	The resident is in favour of the proposals	
3	Resident	Ardleigh Green Road	The resident is in favour of part of the scheme and says that they would not be happy with 'At Any Time' waiting restrictions but state that they would be happy to see a single yellow line	If a Single Yellow Line were to be implemented then this would only alleviate the problem during the times that the Single Yellow Line operated. This was also proposed to maintain access for emergency vehicles at all times.

HIGHWAYS ADVISORY COMMITTEE

Tuesday 6 September 2016

Subject Heading:

TPC825 Balgores Lane, Proposed Pay & Display Parking Bays and 'At Any Time' waiting restrictions – comments to advertised proposals

CMT Lead:

Steve Moore

Report Author and contact details:

Dean R Martin
Technical Support Assistant
Schemes@havering.gov.uk

Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of £4000, of which £3500 can be funded from the Capital Parking Strategic Investment Allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

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 Pay & Display parking bays and 'At Any Time' waiting restrictions in Balgores Lane 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, Regulatory Services and Community Safety that:
 - (a) the proposals to introduce Pay and Display parking bays on the south-western side of Balgores Lane, operational Monday to Saturday 8.30am to 6.30pm, as shown on the plan (ref: Balgores Lane TPC825) in **Appendix A**, be implemented as advertised; and
 - (b) the proposed 'At Any Time' waiting restrictions as shown on the plan (ref: Balgores Lane TPC825) in **Appendix A**, be implemented as advertised.
 - (c) 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 £4000, of which £3500 can be funded from the capital allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in February 2016, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Balgores Lane.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (Ref: Balgores Lane TPC825) outlining the proposals is appended to this report at **Appendix A**.
- 1.3 The proposals were put forward to help with parking provisions for local businesses and the Library on Balgores Lane, while preventing long-term non-residential parking and ensuring a turnover of parking spaces. The associated 'At any time' waiting restrictions are designed to improve road safety and sight lines. It is now generally considered that the provision of Pay & Display parking bays is user friendly and easily accessible to the public.
- 1.4 On 13th May 2016 residents and businesses that were affected by the proposals, were consulted 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 public consultation on the 3rd June 2016, 4 responses were received to the proposals.

2.0 Results of public consultation

2.1 From the 12 letters sent out to the area, 4 responses were received, a 33.3% return. The four responses received were all against the scheme. The responses have been outlined along with staff comments in the table in **Appendix B**.

2.2 Ward Councillors were sent consultation documents advising them of the proposals. All Ward Councillors are in favour of the scheme.

3.0 Staff Comments

3.1 All of the comments received to the proposals were from the residents of Mulberry Close, who were concerned that there proposals would displace further parking in to their road. However, it is expected that the Pay and Display parking facility will turn over parking more quickly, which should help with any displacement into the road. Further to this, the proposed double yellow lines will significantly improve safety and sight lines around the access to the Free Library car park and around the junction of Mulberry Close. For these reasons it is recommended that 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 £4000, of which £3500 can be funded from the capital allocation and the remaining £500 will be met from the 2016/17 Minor Traffic and Parking Schemes budget.

The costs shown are an estimate of the 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 may be subject to change.

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 Environment overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions, 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:

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.

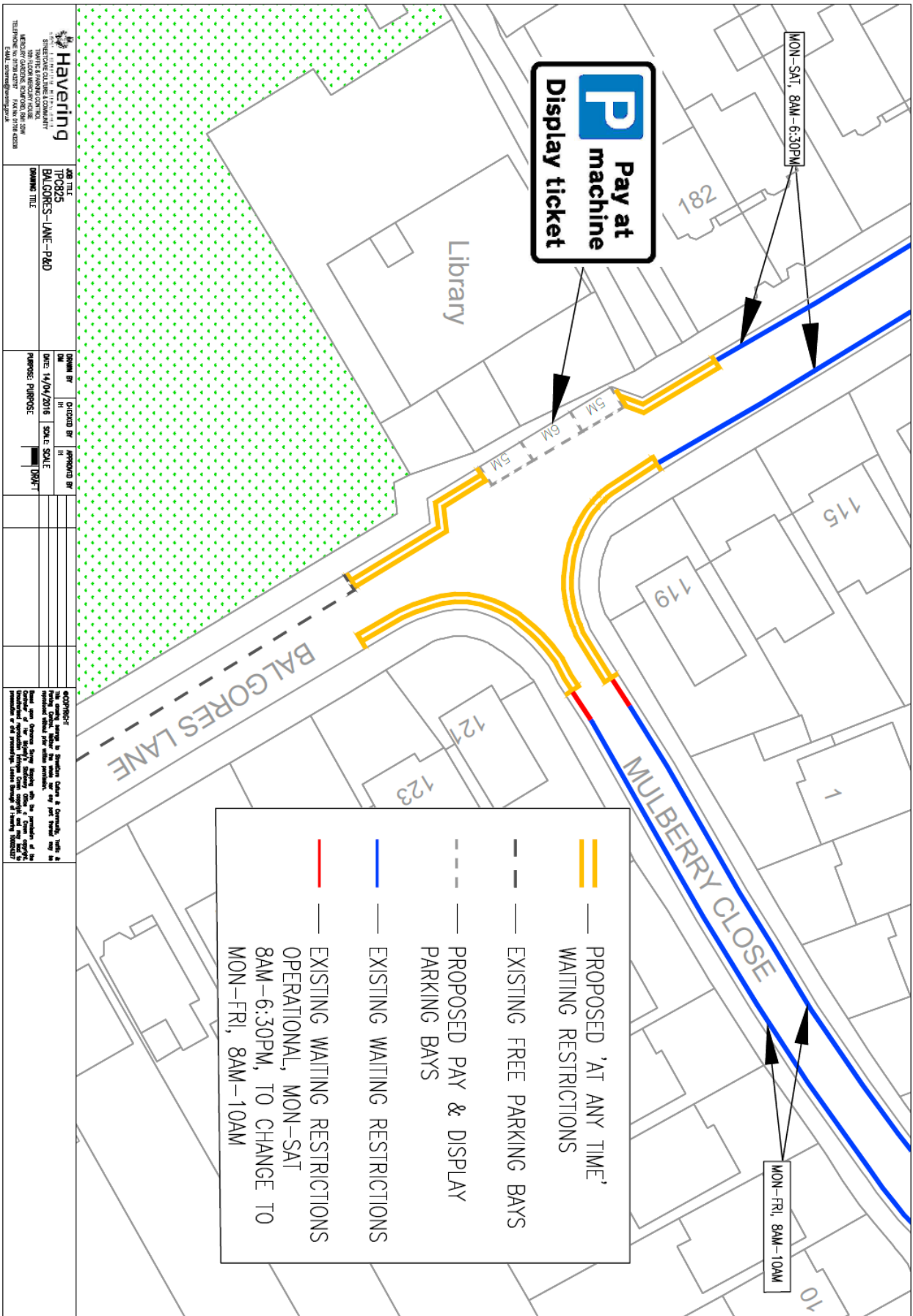
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable 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 Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

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

There will be 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

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Mulberry Close	The resident is against the proposals as she is worried that if the Pay & Display is implemented, then cars will be displaced into Mulberry Close.	The Pay & Display has been proposed to reduce long term parking and improve turnover for visitors to the library/shops. Pay & Displays facilities in the Gidea Park area have always been successful in this regard. It is also expected that this facility may also help to improve the parking situation in Mulberry Close.
2	Resident	Mulberry Close	The resident also states that she is against the scheme as she is worried that if the Pay & Display is implemented, then cars will be displaced into Mulberry Close.	The Pay & Display has been proposed to reduce long term parking and improve turnover for visitors to the library/shops. Pay & Displays facilities in the Gidea Park area have always been successful in this regard. It is also expected that this facility may also help to improve the parking situation in Mulberry Close.
3	Resident	Mulberry Close	The resident also states that she is against the scheme as she is worried that if the Pay & Display is implemented, then cars will be displaced into Mulberry Close.	The Pay & Display has been proposed to reduce long term parking and improve turnover for visitors to the library/shops. Pay & Displays facilities in the Gidea Park area have always been successful in this regard. It is also expected that this facility may also help to improve the parking situation in Mulberry Close.
4	Resident	Mulberry Close	The resident also states that she is against the scheme as she is worried that if the Pay & Display is implemented, then cars will be displaced into Mulberry Close. The resident also states that if the scheme would only be acceptable if the Double Yellow Lines are extended up to the first dropped kerb in Mulberry Close.	The Pay & Display has been proposed to reduce long term parking and improve turnover for visitors to the library/shops. Pay & Displays facilities in the Gidea Park area have always been successful in this regard. It is also expected that this facility may also help to improve the parking situation in Mulberry Close.

HIGHWAYS ADVISORY COMMITTEE

6 September 2016

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
September 2016**

CMT Lead:

Steve Moore

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

SUMMARY

This report presents applications for new highway schemes 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, Regulatory Services and Community Safety 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, on the Council's highways programme or otherwise delegated 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 Environment 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, Regulatory Services and Community Safety 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 for Environment, Regulatory Services and Community Safety 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, Regulatory Services and Community Safety.

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, Regulatory Services and Community Safety.

BACKGROUND PAPERS

None.

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals without funding available							
A1 Page 1 of 7	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. (previously rejected, December 2015)	None	c£25k	New Medical Centre and petitioners
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)							
B1	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). Request has been put forward for consideration for the 2017/18 TfL LIP	None.	c£80k	Resident

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Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£18k	Cllr Wilkes
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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	TBC	Resident

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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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£30k+	Cllr P Crowder
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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£8k	Cllr Hawthorn

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Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B6 Page 140	Bird Lane, adjacent to A127 Southend Arterial Road	Cranham	Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested	Feasible, but not funded. Scheme would require physical works to prevent left turns. [was agreed to hold on reserve list at June 2015 HAC). Request has been put forward for consideration for the 2017/18 TfL LIP	None	£25k	Cllr Barrett
B7	St Mary's Lane	Upminster	Reduce speed limit from National to 40mph for non classified section from the junction with Warley Street to borough boundary	40mph would be an appropriate speed limit for a rural lane of this nature. Request has been put forward for consideration for the 2017/18 TfL LIP	None	c£8k	Resident via Cllr Ower
B8	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. Request has been put forward for consideration for the 2017/18 TfL LIP	None.	c£25k	Cllr Van den Hende