



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
6 December 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:
Taiwo Adeoye 01708 433079
taiwo.adeoye@onesource.co.uk**

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

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

Reporting means:-

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

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

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

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF 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 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 8 November 2016, and to authorise the Chairman to sign them.

5 BUS STOP ACCESSIBILITY - HALL LANE (OUTCOME OF PUBLIC CONSULTATION) (Pages 9 - 20)

6 BUS STOP ACCESSIBILITY - UPPER RAINHAM ROAD (OUTCOME OF PUBLIC CONSULTATION) (Pages 21 - 36)

- 7 **BUS STOP ACCESSIBILITY - FIRBANK ROAD (OUTCOME OF PUBLIC CONSULTATION)** (Pages 37 - 48)
- 8 **BUS STOP ACCESSIBILITY - BEVAN WAY (OUTCOME OF PUBLIC CONSULTATION)** (Pages 49 - 62)
- 9 **BUS STOP ACCESSIBILITY - ST MARY'S LANE (OUTCOME OF PUBLIC CONSULTATION)** (Pages 63 - 82)
- 10 **BUS STOP ACCESSIBILITY - UPPER BRENTWOOD ROAD (OUTCOME OF PUBLIC CONSULTATION)** (Pages 83 - 112)
- 11 **HORNCHURCH ROAD/GROSVENOR DRIVE JUNCTION ACCIDENT REDUCTION PROGRAMME - OUTCOME OF PUBLIC CONSULTATION** (Pages 113 - 124)
- 12 **EXPERIMENTAL CLOSURE TO THROUGH MOTOR TRAFFIC - CEDAR ROAD (OUTCOME OF PUBLIC CONSULTATION)** (Pages 125 - 146)
- 13 **ROMFORD TOWN CENTRE ACCIDENT REDUCTION PROGRAMME PROPOSED 20 MPH ZONE & SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)** (Pages 147 - 186)
- 14 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 187 - 196)
- 15 **URGENT BUSINESS**

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

Andrew Beesley
Head of Democratic Services

Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
8 November 2016 (7.30 - 8.45 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), Joshua Chapman, Dilip Patel and +Robby Misir
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Darren Wise (Chairman) and Brian Eagling
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

Apologies were received for the absence of Councillor John Crowder.

+Substitute Member: Councillor Robby Misir (for John Crowder).

Councillors Ron Ower, Linda Hawthorn and Ray Best were present for parts of the meeting.

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

There were 30 members of the public and 1 member of the press present for the meeting.

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

50 MINUTES

The minutes of the meeting of the Committee held on 4 October 2016 were agreed as a correct record and signed by the Chairman.

51 UPMINSTER PARKING REVIEW - RESULTS OF INFORMAL CONSULTATION

The report before the Committee detailed responses to an informal consultation undertaken in the Upminster Ward area for the Upminster Controlled Parking Zone and its periphery.

The report outlined that a consultation of Upminster Ward was undertaken in December 2016 and the Committee at its meeting in March 2016 agreed to a further consultation in Upminster Ward on parking restrictions within the area indicated in Appendix 1 of the report.

The consultation was split in to two, the area north of St Mary's Lane was consulted on a full Controlled Parking Zone. The rest of the area of consultation south of St Mary's Lane to Park Drive Road and Gaynes Park Road was consulted on Permit Parking areas as outlined in Appendix 2 of the report.

Residents of Little Gaynes Lane to Parkland Avenue and from Park Drive to Ockendon Rd had been sent information that their road would be assessed for junction protection if needed.

All of the responses to the consultation were outlined in the table appended to the report in Appendix 3 of the report.

The report informed Members that the principles of the proposal were to design a resident parking scheme in the Upminster Ward, with operational restrictions Monday to Saturday 8.30am to 6.30 pm, which would limit non-resident parking and increase the parking provision for residents, businesses and their visitors.

The report also indicated that the design of 'At any time' waiting restrictions on all junctions, bends and multi-vehicle accesses was to facilitate unhindered access and improve safety for all road users.

The report mentioned that the proposed consultation areas had been designed in conjunction with the Ward Councillors.

In accordance with the public speaking arrangements the Committee was addressed by a business owner of premises in Gaynes Park Road. The speaker sought clarification on the proposed parking arrangement for the customers of the shops in Gaynes Park Road who had been using the parking bays near the shopping parade. The speaker raised concerns over the proposed parking restrictions and their impact on trade to the local businesses. In response the Committee was informed that officers would be approaching the local businesses individually to collate their view on the parking bays opposite the parade.

With its agreement Councillor Ron Ower addressed the Committee.

Councillor Ower commented that Ward Councillors had been monitoring the progress of the scheme over the past 18 months and were in support of the recommendations.

Councillor Ower also requested that the northern sides of both turning circles in Stewart Avenue be restricted with double yellow lines and that a Public Space Protection Orders area around Branfil School, in Cedar Avenue, be given a higher priority.

During a brief debate a Member of the Committee concluded that as Ward Councillors supported the proposals they should be progressed.

A Member commented that CPZ's over a wide area seldom receive public support and suggested that the proposals should be scaled back to cover a smaller consultation area..

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that:

- The area outlined in appendix 1 of the report be formally consulted for the creation of a controlled parking zone;
- Oak Avenue and Maple Avenue, Avenue, Acacia Drive, Sycamore Avenue and South View Drive be formally consulted on waiting restrictions with the operational hours of 8.00am to 9.30am Monday to Friday.
- Stewarts Drive to be consulted on double yellow lines on the south side and that junction protection be consulted in Coniston Avenue, Parkland Drive and Tadlow Close.

Members noted that the estimated cost for the proposals was £20,000 which would be met from the Capital Parking Strategy Investment allocation.

52 **TPC745 - GIDEA PARK REVIEW - PROPOSED CHANGE OF TIME OF PARKING RESTRICTIONS**

The report before the Committee detailed responses to the advertised proposals to introduce a change of times of operation in part of the RO1 parking zone, along with junction protection to alleviate congestion issues.

The report detailed that following previous requests from concerned residents and a submission of a petition by 37 petitioners via Ward Councillors, it was agreed to undertake a review of the RO1 zone, with particular attention to the congestion and safety surrounding Carlton Road and its junctions with Glenwood Drive, Lodge Avenue and Stanley Road, and also reducing the perceived non-resident parking within the area.

In officers' view, due to the proximity of Gidea Park Station and Romford Station there was a high risk of perceived non-resident parking. It was noted that if implemented, the area would be monitored and reviewed after six

months to see if there are any detrimental effects to traffic flow or residential parking within the area.

In accordance with the public speaking arrangements the Committee was addressed by two residents who were both in support of the proposal.

The first resident stated that she had lived in the area for about 20 years and that local residents were in despair as a result of commuter parking. The resident stated that current restrictions were not effective and raised concerns over obstructive parking, damage to vehicles and anti-social behaviour.. The resident suggested that the restrictions should be operational all day Monday to Saturday.

A second resident addressed the Committee and stated that the current restrictions were not effective, as there was all day parking in the area and commuters left rubbish on the street. The resident was of the opinion that the restriction times need to be extended and that junctions should be protected to limit inconsiderate parking.

During a brief debate a Member was of the view that enforcement of the current restrictions would be a more effective way to resolve the issues outlined by local residents.

A number of Members spoke in support of the proposal.

Officers updated Members on an amendment to the recommendation which would now be as follows:

- the Gidea Park Review area labelled Part 3 on the plan in Appendix A of the report be formally consulted on for a change to the operational times of parking restrictions to 8:30am to 6:30pm Monday to Saturday;
- the Gidea Park Review area labelled Part 2 on the plan in Appendix A be informally consulted to establish any parking issues in the area;
- that following the results of the informal consultations of the Gidea Park Review area shown labelled Part 1 in the report titled Appendix A , proposals be progressed for the:
 - i. introduction of junction protection at the junctions of Glenwood Drive and Carlton Road, Lodge Avenue and Carlton Road, and Stanley Road and Carlton Road, to increase safety and reduce congestion on Carlton Road;
 - ii. changes to the times of operation in Glenwood Drive (partial), Lodge Avenue (partial) and Carlton Road (partial), to match the existing times of operation in the

western part of the RO1 zone (The plan of affected area is appended in **Appendix D**).

- The schemes' section should notify the residents of the outcome of the consultation.
- This scheme was progressed to a Statutory Consultation.
- The effects of any agreed proposals be monitored once implemented for a period of six months.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that:

- the Gidea Park Review area labelled Part 3 on the plan in Appendix A of the report be formally consulted on for a change to the operational times of parking restrictions to 8:30am to 6:30pm Monday to Saturday;
- the Gidea Park Review area labelled Part 2 on the plan in Appendix A be informally consulted to establish any parking issues in the area;
- that following the results of the informal consultations of the Gidea Park Review area shown labelled Part 1 in the report titled Appendix A , proposals be progressed for the:
 - iii. introduction of junction protection at the junctions of Glenwood Drive and Carlton Road, Lodge Avenue and Carlton Road, and Stanley Road and Carlton Road, to increase safety and reduce congestion on Carlton Road;
 - iv. changes to the times of operation in Glenwood Drive (partial), Lodge Avenue (partial) and Carlton Road (partial), to match the existing times of operation in the western part of the RO1 zone (The plan of affected area is appended in **Appendix D**).
- The schemes' section should notify the residents of the outcome of the consultation.
- This scheme was progressed to a Statutory Consultation.
- The effects of any agreed proposals be monitored once implemented for a period of six months.

Members noted that the estimated cost of the scheme was £5,000 and would be funded from the Capital Parking Strategy Investment Allocation 2016/2017.

53 **JULIETTE MEWS - COMMENTS TO ADVERTISED PROPOSALS**

Following clarification to a Member that the proposal related to a small close with 20 houses which was already surrounded by a control parking zone the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed extension to the RO3 controlled parking zone into Juliette Mews be implemented as advertised.

Members noted that the estimated cost for the proposals in Juliette Mews RM1 was £3000 and would be met from the 2016/17 Minor Parking Schemes budget.

54 **TPC744 - LOWSHOE LANE CONTROLLED PARKING - FORMAL CONSULTATION**

With its agreement Councillor Ray Best addressed the Committee and outlined that he understood from discussion with local residents that not all residents were in favour of the proposed restrictions. The view was that there was only a parking problem at the Collier Row Lane end of Lowshoe Lane. It was noted that there was an issue with traffic using Lowshoe Lane as a cut through.

During a brief debate a Member stated that there were only a small number of residents that wanted the restrictions as proposed.

A Member stated that there were problems caused by the Mazda Car Dealership which affected residents of the north-eastern corner of the review area and the first 8 properties in Hulse Avenue who were all in favour of the restrictions.

It was proposed to design and consult on a detailed scheme for Melville Road, Birds Farm Avenue, Ash Close, Lowshoe Lane(between Hood Walk and Collier Row Lane) Moorland Close and an area in Hulse Avenue to cover property Nos. 2 to 16.

The Committee **RESOLVED** to recommend to the Cabinet Member for Cabinet Member for Environment, Regulatory Services and Community Safety that:

- an area to include Melville Road, Birds Farm Avenue, Ash Close, Lowshoe Lane (between Hood Walk and Collier Row Lane) Moorland Close and an area in Hulse Avenue to cover property Nos.

2 to 16 be formally consulted for the introduction of a residents parking scheme and the introduction of pay and display parking in suitable locations.

- That following the formal consultation a further report detailing the representations received would be reported back to the Committee to agree a further course of action.
- Members noted that the estimated cost of the scheme was £7000 which would be funded from the 2016/17 Capital budget for Minor Traffic and Parking

55 TPC621 - APPLETON WAY AREA REVIEW - FORMAL CONSULTATION

Following a comment from a Member that the levels of use of the Dorrington Gardens car park were low and a request that a review of the use of the car park should be undertaken; and following a request by another Member that the access arrangements into the car park were tight and should be reviewed officers confirmed that the matters would be raised with senior management outside the committee.

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the area identified on the drawing entitled Appleton Way Area Proposed CPZ be formally consulted for introduction of a residents' parking scheme and the introduction of pay and display parking in suitable locations.

Following the formal consultation a further report detailing the representations received would be reported back to the Committee to agree a further course of action.

Members noted that the estimated cost of the scheme was £6000 which would be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

56 TPC868 - PARK LANE/CAVENDISH AVENUE - AT ANY TIME WAITING RESTRICTIONS

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed 'At Any Time' waiting restrictions in Park Lane / Cavendish Avenue be implemented as advertised.

Members noted that the estimated cost of the scheme as set out in the report was £1500, which would be met from the 2016/17 Minor Parking Schemes Budget.

57 **URGENT BUSINESS**

The Committee noted that the Chairman had received a request for further traffic calming measures in the Hildene School area. It was noted that the letter had been passed to officers who would respond accordingly.

A Member raised concerns that the yellow lines in the Hawthorne Avenue area had been removed. Officers confirmed that they would look into the matter and report back to the Member.

Chairman

HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:	BUS STOP ACCESSIBILITY Hall Lane 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 £16,000 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, a new pedestrian refuge and a speed limit reduction on Hall Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Cranham** 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 Hall Lane set out in this report and shown on the following drawing (contained within Appendix I) are implemented, including the provision of a new pedestrian refuge and reduction of the speed limit from 40mph to 30mph;
 - QP006-OF-B19&B20-A
2. That it be noted that the estimated cost of £16,000 for implementation (all sites) will be met by Transport for London through the 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 Hall Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B19-B20-A BS3545 Wylie Veterinary Centre	Opposite 196	30mph speed limit to be extended 102m north Bus stop to be relocated 15.7m north Carriageway to be widened to incorporate new pedestrian refuge island. 140mm kerb and associated footway works provided at bus boarding area 21m 24 hour bus stop clearway
QP006-OF-B19-B20-A BS3545 Wylie Veterinary Centre	Outside 196	Bus stop to be relocated 16.10m south 140mm kerb and associated footway works provided at bus boarding area 21m 24 hour bus stop clearway

- 1.13 1 letter was hand-delivered to those potentially affected by the scheme on 3rd October 2016, with a closing date of 24th October 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 The draft traffic management order for the speed limit change was advertised between 23rd September 2016 and 14th October 2016.

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 London Travel Watch supported the proposals.
- 2.3 Cllr Ford sought clarification that the northbound stop would have a hard standing and the refuge would be accessible to all, which was confirmed to be the case.

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 £16,000 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.

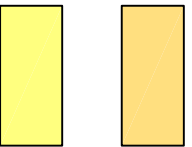
BACKGROUND PAPERS

Project file: QP006, Bus Stop Accessibility 2016/17

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

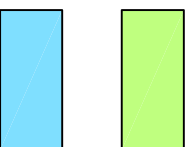


Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London TravelWatch is the statutory body representing transport user in London. Thank you for consulting with us. We are happy to support this proposal which will enable everyone easier access to bus services
Cllr Ford	Northbound stop	Staff comment: email exchange seeking clarification that the northbound stop would have a hard standing and the refuge would be accessible to all, which was confirmed to be the case.



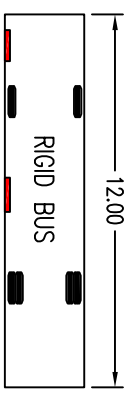
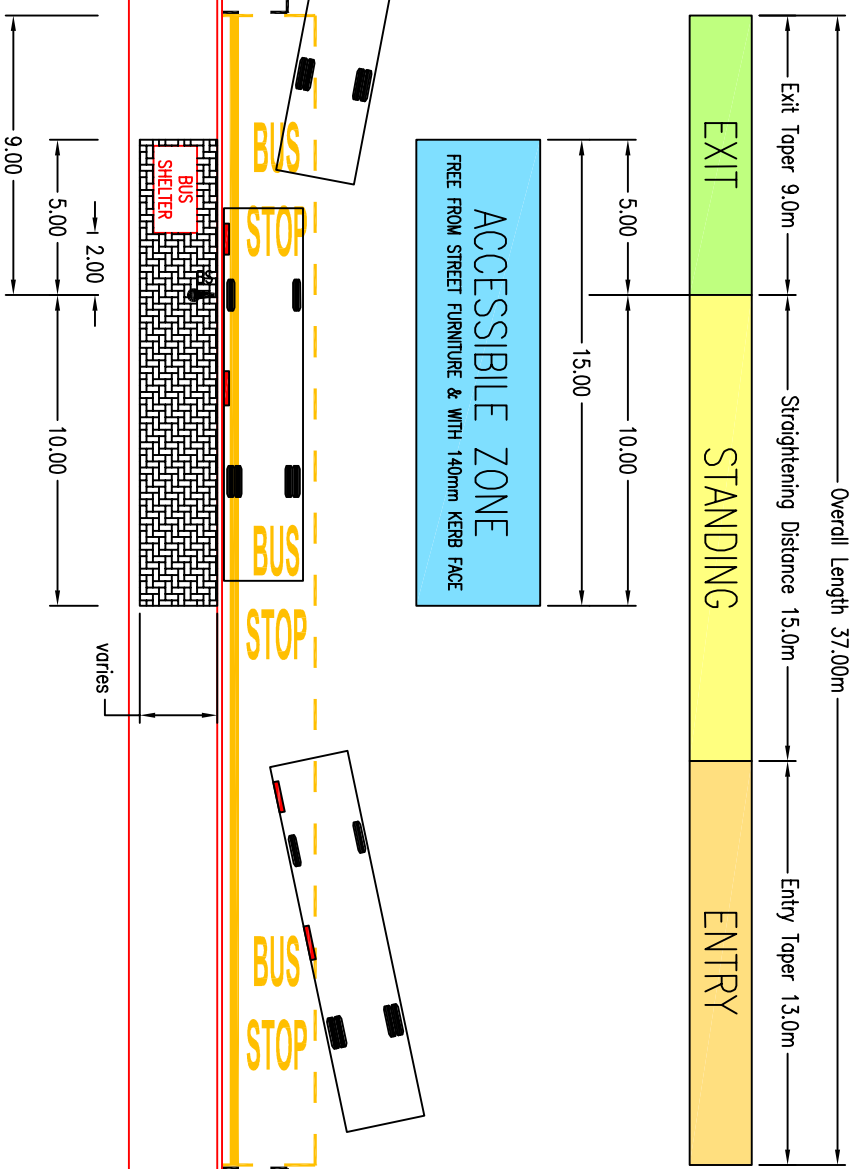
ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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.

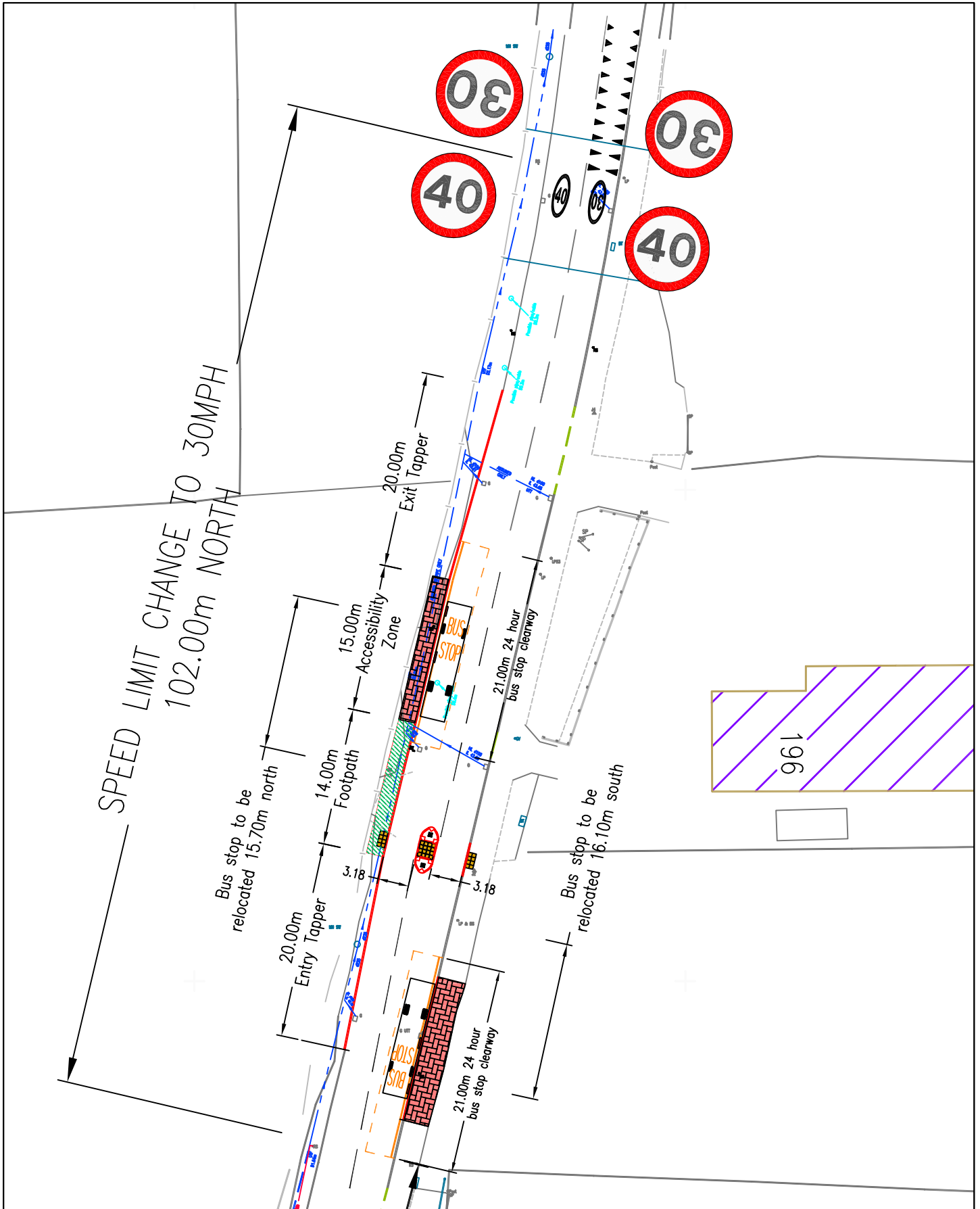
ACCESSIBLE ZONE
 KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- 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>DATE</p>	
<p>Sheet Size: A4 (297x210)</p>		<p>©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>									

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		PURPOSE		PROPOSAL			
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JOB TITLE BUS STOP ACCESSIBILITY 2016/17 HALL LANE		DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP			
DRAWING TITLE BS3544 & BS3545 WYLIE VETERINARY CENTRE		ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QP006-OF-B19 & B20	REV A		REVISION AMENDMENT	DATE
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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:	BUS STOP ACCESSIBILITY Upper Rainham 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 £28,000 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 Upper Rainham Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Hylands** and **Elm Park** wards.

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 Upper Rainham Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QP006-OF-B53-A OPTION 1
 - QP006-OF-B54-A
 - QP006-OF-B55-A
 - QP006-OF-B56-A
 - QP006-OF-B57-A
 - QP006-OF-B58&59-A
 - QP006-OF-B60&61-A
2. That it be noted that the estimated cost of £28,000 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 Upper Rainham Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B53 Option 1 BS18372 Hayburn Way	Outside 25 & 27	Bus shelter to be turned around, located to the rear of footway and moved 1.30m north to improve accessibility. Bus stop flag to be relocated 4.90metres south 140mm kerb and associated footway works provided at bus boarding area 25metre 24 hour bus stop clearway
QP006-OF-B53 Option 2 BS18372 Hayburn Way	Outside 29/31	Bus stop to be relocated 21.90m south to the party wall of 29 & 31. 140mm kerb and associated footway works provided at bus boarding area 33metre 24 hour bus stop clearway
QP006-OF-B54 BS18375 Gordon Avenue	Party wall of 70 & 72	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus

		<p>boarding area</p> <p>21metre 24 hour bus stop clearway</p>
<p>QP006-OF-B55</p> <p>BS18374</p> <p>Gordon Avenue</p>	<p>Outside 105 & 107</p>	<p>Bus stop flag to remain in the same location</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p>31metre 24 hour bus stop clearway</p>
<p>QP006-OF-B56</p> <p>BS18374</p> <p>Chestnut Avenue</p>	<p>Opposite 151 & 153</p>	<p>Lay by to be built out by approximately 1.50metres.</p> <p>New kerb radius leading into Bancroft Chase</p> <p>Bus shelter to be relocated 5.80metres north and positioned at the front of footpath</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p>37metre 24 hour bus stop clearway</p>
<p>QP006-OF-B57</p> <p>BS18376</p> <p>Chestnut Avenue</p>	<p>Outside 173 & 175</p>	<p>Bus stop to remain in the same location</p> <p>Proposed build out 1.0meter in depth</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p>19metre 24 hour bus stop clearway</p> <p>Centre line marking adjusted to suit new scheme</p>
<p>QP006-OF-B58</p>	<p>Opposite 241 &</p>	<p>Bus stop flag to remain in the</p>

BS18379 Laburnum Avenue	243	same location 140mm kerb and associated footway works provided at bus boarding area 31metre 24 hour bus stop clearway
QP006-OF-B58 BS18378 Laburnum Avenue		Bus stop to remain in the same location Proposed build out 1.0meter in depth 140mm kerb and associated footway works provided at bus boarding area 19metre 24 hour bus stop clearway Centre line marking adjusted to suit new scheme
QP006-OF-B59 R0106 Harrow Lodge Park	Opposite medical centre	Bus stop to remain in the same location 37metre 24 hour bus stop clearway
QP006-OF-B60 BS29460 Harrow Lodge Park	Outside medical centre	Bus stop to remain in the same location 37metre 24 hour bus stop clearway

- 1.13 18 letters were hand-delivered to those potentially affected by the scheme on 3rd October 2016, with a closing date of 24th October 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, 6 responses were received as set out in Appendix I to this report.
- 2.2 London Travel Watch supported the proposals.
- 2.3 With regard to the proposed options near Hayburn Way, London Buses indicated support for the bus to remain in its current position (Option 1) as shown on Drawing QP006-OF-B53 Opt 1 A. London Buses also indicated particular support for the proposals for the southbound stops outside Nos. 175 and 261 as shown on Drawings QP006-OF-B57-A and QP006-OF-B58&B59-A.
- 2.4 3 residents responded to the proposals near Hayburn Way. 2 residents indicated support for the proposal leaving the stop in its current position (Option 1 - Drawing QP006-OF-B53 Opt 1 A) and 1 resident supported relocating the stop to the south (Option 2 - Drawing QP006-OF-B53 Opt 2 A).
- 2.5 Those supporting the stop remaining in its current position unhappy that the alternative would move the stop position outside their premises, it would be the cheaper option and it has been in the current position for many years. The resident supporting the relocation felt it would be better away from their premises and would be better away from the junction with Hayburn Way.
- 2.6 1 resident objected to the proposals outside Nos.257/261 (Drawing QP006-OF-B58&B59-A). They were concerned with the shelter touching their wall and didn't want parking spaces opposite their premises as residents had off street parking.

3.0 Staff Comments

- 3.1 With regard to the two options adjacent to Heyburn Way, Staff recommend that because of resident feedback and the views expressed by London Buses, that the stop remain in its current location as set out on QP006-OF-B53-A Option 1.
- 3.2 For the proposals at Nos.257/261, Staff confirm that the proposals did not include relocating the shelter or provision of parking on the opposite side of the road. Staff have looked at various options in the past and the current layout seeks to provide an accessible stop and maintain as much uncontrolled parking on the residential site road as possible. Staff recommend this and the other sites be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £28,000 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

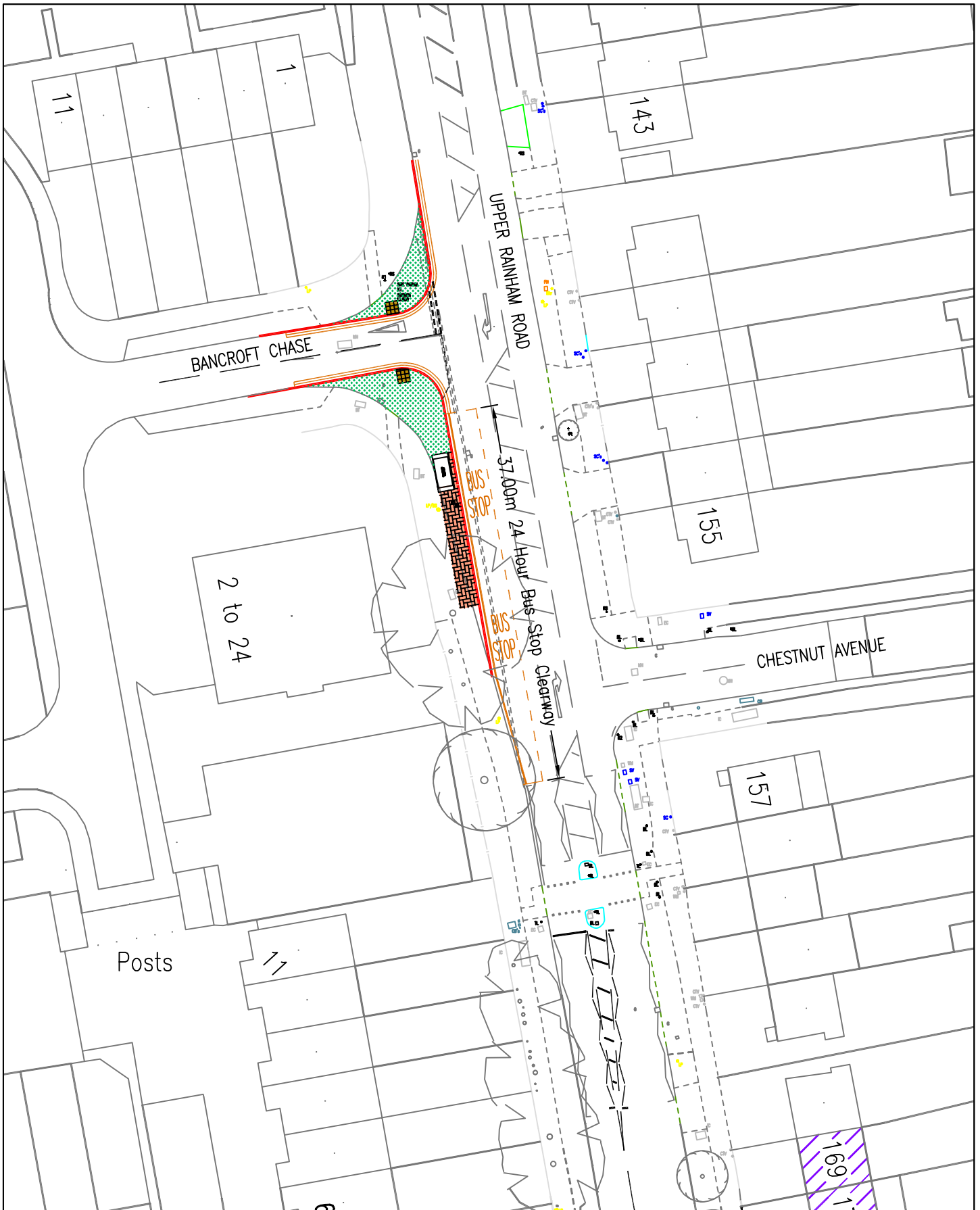
**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London TravelWatch is the statutory body representing transport user in London. Thank you for consulting with us. We are happy to support this proposal which will enable everyone easier access to bus services
Matt Moore Transport for London London Buses Infrastructure	QP006-OF-B53 OP1 QP006-OF-B53 OP2 QP006-OF-B57 QP006-OF-B58&59	<p>Hayburn Way option 1 shows the shelter having been moved to the back of path. The stop is already accessible in terms of stop/shelter layout and I will not be moving the shelter in order to reduce costs.</p> <p>I am particularly happy with the plans for the stops os 175 and 261. Due to parking, these stops are currently totally inaccessible at most times of the day. It is very difficult and frankly quite dangerous for passengers to board and alight at these stops due to the parking issue. These plans provide a good solution to this ongoing problem.</p>
Resident 27 Upper Rainham Road	QP006-OF-B53 OP1 QP006-OF-B53 OP2	<p>My husband and I and I know many of our neighbours down Hayburn Way feel the bus stop where it is causes danger for cars stopping behind a bus and those coming around the bend too fast, which often happens. We feel it is too close to the turning of Hayburn Way, making it more difficult and dangerous for those vehicles coming out from an already tricky turning. We have always felt it would be safer for all of the bus stop was further down the road, but as I had contacted the council requesting a bin, as no where for people to put rubbish so we get it in our garden, to be told you would look into it but long process and expensive I didn't think suggesting it be moved would be considered.</p> <p>I know no one want a bus stop outside their house, but I/we feel it would be safer for all to move it.</p> <p>We therefore feel option 2 is the best for us and for safety.</p>

Resident 29 Upper Rainham Road	QP006-OF-B53 OP1 QP006-OF-B53 OP2	All I can understand that there are 2 suggested options regarding Hayburn Way bus stop. Option 1 is to keep the bus stop more or less where it is and the second option is to relocate it right in front of my property. To be honest I am not happy at all with the second option and would like to register my concerns.
Resident 31 Upper Rainham Road	QP006-OF-B53 OP1 QP006-OF-B53 OP2	<p>With reference to the above proposal, as local residents and regular bus users, we recognise the benefits of improved accessibility at bus stops. We understand the reason for the suggested works is to increase the length of the access zone. On this basis we wish to register our objection to moving bus stop 53 as detailed in Option 2 of your proposals.</p> <p>Option 1 The plans clearly show that the improved accessibility can be fully achieved by turning the bus shelter around at it's present location. This immediately adds 5 metres to the access platform length. We are informed that the cost of Option 1 might be approximately £4000 - £5000.</p> <p>Option 2 This achieves the same accessibility objectives as Option 1 but does not provide a Shelter. We are informed that the cost of Option 2 may be in the region of £20000. We consider Option 1 to be the best choice for the following reasons:</p> <ul style="list-style-type: none"> • 1. It achieves the required improvement in accessibility for bus users. • 2. It retains the shelter for the benefit of bus users. • 3. Enabling work would be less disruptive to local residents, bus and road users. • 4. The cost advantages are huge. Option 1 may cost a quarter of Option 2 and therefore represents best value for taxpayers. <p>We would also like to add that the existing bus stop has been sited in it's current location for at least 30 years and local residents have purchased their properties with</p>

		<p>this in mind. We feel that we would suffer a negative impact from having the bus stop outside our house. Our concerns are regarding potential noise, litter and privacy issues. We would not have purchased a property with a bus stop outside for these reasons. It would also have a negative impact on the value and saleability of our property.</p> <p>We have tried to be fair and objective when considering these proposals and trust you will find our objections to Option 2 worthy of your support.</p>
Resident 259 Upper Rainham Road	QP006-OF-B58&59	<p>I am writing with regards to the alteration of Bus Shelter and Marking in our road, first we already have a high kerb and next if the shelter is moved back it will be nearly touching my wall. I get enough mess were it is with without being near plus no one will be able to walk by and as for all that marking in the road, 8 or 9 houses we've only got one bus and that runs when it thinks it will as regards to opposite, we don't want any parking bays over there, everybodys got their own run in, that will encourage strangers to park there, plus the trees, bushes, mound of earth was put there to stop the noise from the Skate Board Park, and they are all established, why should they be but down. This council cant stand to see any greenery, they either build on it or destroy it. I bet none of the big wigs would have these problems outside their houses or roads we are not happy.</p>

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		PURPOSE		PROPOSAL		
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JOB TITLE BUS STOP ACCESSIBILITY 2016/17 UPPER RAINHAM ROAD		DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP		
DRAWING TITLE BS18377 CHESTNUT AVENUE		ACAD REF:	DRAWING No QP006-OF-B56	REV A	REVISION	AMENDMENT
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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:	BUS STOP ACCESSIBILITY Firbank 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 £750 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 a partially accessible bus stop on Firbank Road and seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Firbank Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B75-A
2. That it be noted that the estimated cost of £750 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 Firbank Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B75	Outside property No 9 & 11	Bus stop flag to remain in the same location 37metre 24 hour bus stop clearway Will make single door accessible as there is no alternative position in the street.

- 1.13 6 letters were hand-delivered to those potentially affected by the scheme on 3rd October 2016, with a closing date of 24th October 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, 2 responses were received as set out in Appendix I to this report.
- 2.2 London Travel Watch supported the proposals.
- 2.3 A resident objected to the proposals as they would restrict access to their driveway, mean parking elsewhere causing stress, resident is disabled and has never had a problem accessing the bus, would prevent parking outside house causing stress to disabled householder, bus stop would lead to driveways being lost for other residents, no additional parking is proposed, driveway being blocked would in against rights under the Equality Act, changing the bus stop position doesn't make sense but it would affect property values and the disabled householder would be prepared to challenge the Council in court. The resident also refers to concerns about overspill parking from a recently permitted development of the Pinewood pub, the clearway leading to speeding and therefore it would be harder to cross with their child.

3.0 Staff Comments

- 3.1 The bus stop is not proposed to be relocated and there are no proposals to remove any vehicle crossings to residents' off street parking. The proposals are to provide a clearway so that buses may pull into the kerb unhindered. In the event that a bus is stationary and a resident wishes to access/ egress their off street parking, then they would have to wait as is currently the case. This section of Firbank Road has had footway parking provided on the opposite side of the road (4-wheels up with dropped kerbs for easy access), including a blue badge bay opposite the bus stop.
- 3.2 The Committee will need to decide what weight the comments should have, but Staff recommend that the proposal be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £750 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

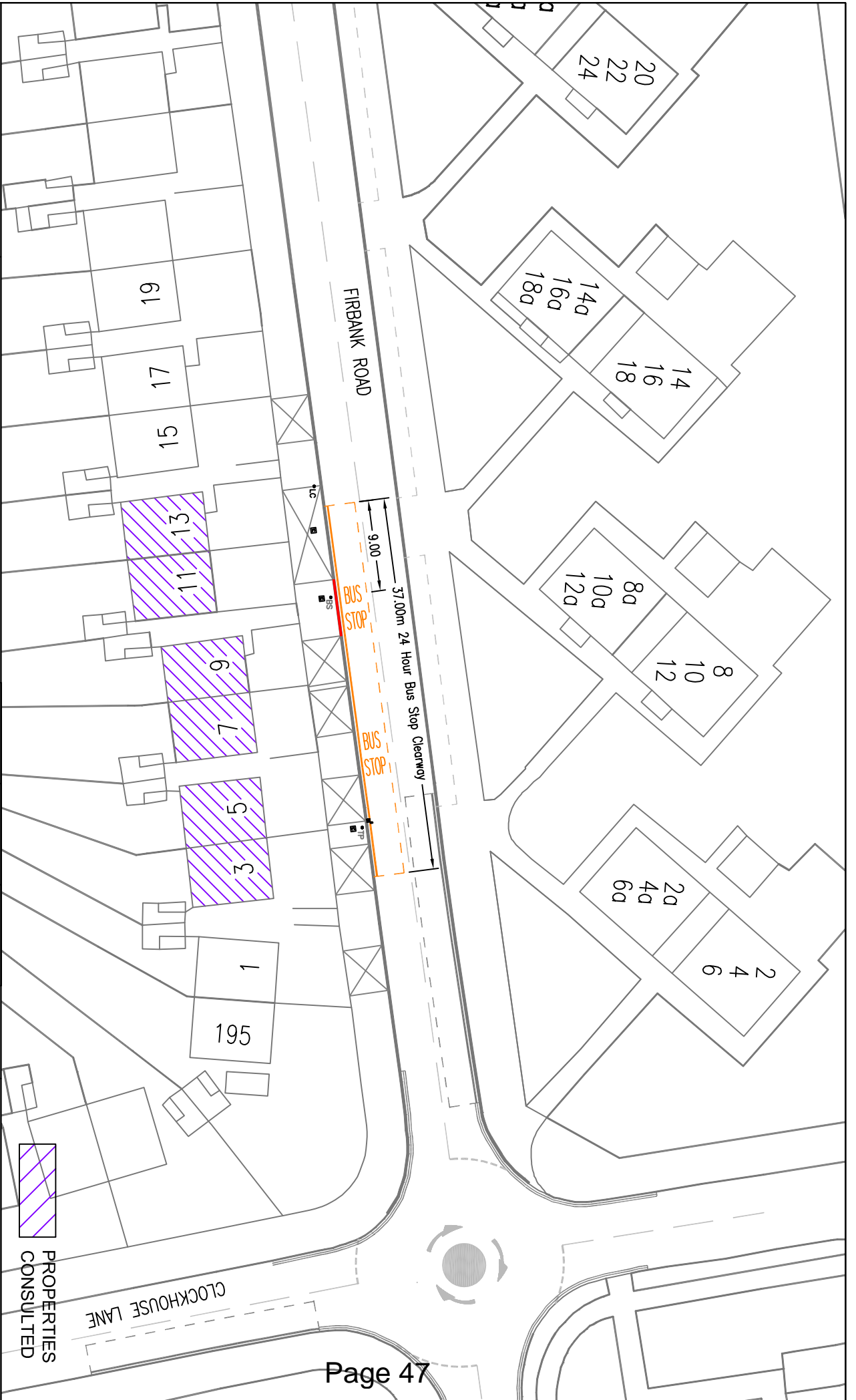
**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	QP006-OF-B75-A	London TravelWatch is the statutory body representing transport user in London. Thank you for consulting with us. We are happy to support this proposal which will enable everyone easier access to bus services.
Resident 9 Firbank Road	QP006-OF-B75-A	<p>A registered disabled person lives at Number 9 Firbank Road.</p> <p>[name removed] would have his access restricted 100 % should this proposed plan be put through.</p> <p>We would lose access to our driveway and this would mean finding parking further down the road, thus causing additional stress to someone suffering from PTSD.</p> <p>“The work generally includes the provision of a section of high kerb and associated adjustments so that all passengers can board and alight buses in as near a step-free and safe way possible” – this is currently in place in the bus stop’s current position and all adjustments to that area have been made accessible within the last 2 years, in accordance with all Legislation.</p> <p>If you move the bus waiting area from its current position you will need to make further adjustments which would incur additional costs which are not necessary.</p> <p>You mention that this is especially helpful to people using wheelchairs, people with buggies, people with assistance dogs and people with reduced mobility – [name removed] has restricted mobility as he wears a leg brace and he has a registered assistance dog. Neither one of these aspects have ever restricted him getting on the bus outside his house.</p>

		<p>[name removed] preferred method of travel is using my car, as his PTSD does not always allow him to travel on public transport surrounded by people. Your proposed plans would cause him additional stress, as he would not be able to park outside the house.</p> <p>Having a bus stop clearway in place as noted on your plans is not a bad thing as it would stop vehicles blocking our entrance to our driveway, however what it would do is to provide a clear route to motorbikes and cars who are already using Firbank Road as a speedway track and inadvertently create a more dangerous environment for the residents, children and local Primary School as the cars currently parking on the road, would therefore be unable to park and the clearway would be a green light for more high speed driving.</p> <p>If the bus stop / waiting area is moved to outside our house, this would mean we would lose access to our driveway, as would number 3, 5,7,11 & 13. In total that would account for between 10 – 12 cars that could not park outside their houses and would require somewhere else to park.</p> <p>In your current plan there is no additional parking plans.</p> <p>As far as we are concerned by having one or two buses waiting right outside our house, blocking our driveway, it would infringe on our rights as homeowners to access our own property. It would also infringe on [name removed] rights as a disabled person under the Equality Act 2010, to have free access to his property without having additional stress placed on him. I believe the relevant part of the Act can be found as stated in c 15, Chapter 2, Adjustments for disabled persons, Section 20</p> <p>The points you have mentioned as reasons for the change in location of the bus stop, do not make sense and will do nothing to improve disabled access to the buses.</p>
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		<p>It would however diminish the value of our properties as parking would no longer be possible and therefore we would be looking at compensation for the loss of this facility and no doubt [name removed] would like to challenge the reasoning behind this change, in court.</p> <p>With the approval of planning permission for the Pinewood Pub site, this will further increase the pressures of parking, especially during construction and then subsequently when the 32 flats are occupied. In the initial challenge to the plans objections were made “The Council considers that the proposal would result in unacceptable overspill onto adjoining roads due to the limited availability of on-street parking within the immediate vicinity which would be detrimental to highway safety and residential amenity. I note that the Highways Authority has also objected to the proposal.”</p> <p>“The appellant has undertaken a survey of on-street parking availability which they consider shows that there is sufficient on-street parking available in the neighbouring streets. The survey was undertaken at 0430 hours (what day of the week and during summer holidays?) when on-street parking is likely to be at its maximum. It shows that at peak periods a total of 41 spare spaces were available within 200m of the site. Whilst there are a number of dropped kerbs in the vicinity the parking survey has already taken account of this.” These 41 spare spaces are no doubt located in St Johns Road alongside Havering Park and not Firbank Road and therefore the residents due to be disrupted by this matter will have to walk to another road to park. I am not prepared to walk my 6 year old along a street that has no designated crossing area despite Pinewood Primary School being in close proximity, when you are about to create a clearway ‘speedway’ track.</p>
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JOB TITLE	BUS STOP ACCESSIBILITY 2016/17
DRAWING TITLE	FIRBANK ROAD
BS 34621	HAVERING PARK

DRAWN BY	RP	CHECKED BY	MLP	APPROVED BY	MLP	PURPOSE	PROPOSAL
SCALE (AT A4 SIZE)	1:500	DATE	19.19.16	DRAFT	<input type="checkbox"/>	REVISION	
ACAD REF:		DRAWING No	QP006-OF-B75	ISSUE	<input type="checkbox"/>	REVISION	
Sheet Size: A4 (297x210)		AMENDMENT		DATE			

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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:	BUS STOP ACCESSIBILITY Bevan Way (revised proposals) 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 £22,000 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 a new footway link on Hacton Lane 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 and new footway link on Hacton Lane set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B3&B4-A OPT 2
2. That it be noted that the estimated cost of £22,000 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 to improve a pair of stops on Bevan Way were consulted and presented to the Committee on 6th September 2016 and are shown on Drawing QP006-OF-B3&B4-A. Due to the level of objection from residents, the Committee rejected the proposals and Staff were asked to consult on an alternative which kept the stops in their current positions.
- 1.13 A revised proposal is shown on Drawing QP006-OF-B3&B4-A Opt 2. This includes a new footway link along Hacton Lane which would provide a direct walking connection from the southbound stop on Bevan Way and the existing pedestrian refuge servicing the area to the east of Hacton Lane. This link was requested by ward councillors.
- 1.14 12 letters were hand-delivered to those potentially affected by the scheme on 13th October 2016, with a closing date of 4th November 2016 for comments (the same group of residents affected by the original proposal).

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 objected to the proposals as summarised below;
- People accessing the southbound stop can already access it by crossing Bevan Way from the Hacton Lane crossing, walking south and then crossing back,
 - Resident has been refused a vehicle crossing twice because of the bus stop proposals,
 - Resident wishes for a driveway for the safety of their children,
 - Hacton Lane pathway is not cost effective,
 - High kerbs and red paving would be out of character with the houses,
 - Scheme would devalue property,
 - Hail and ride should operate at this location

3.0 Staff Comments

- 3.1 Maintaining the northbound stop in its current position and making it accessible means that it would not be possible to provide a vehicle crossing for the resident who has objected. A vehicle crossing would mean that the existing location could never be made accessible. The original proposal would allow this resident to have a vehicle crossing and it made allowances for residents either side of the relocated stop to have a vehicle crossing.

- 3.2 Transport for London would not remove the stops and make all of Bevan Way hail-and-ride because it is not possible to ensure that all places where a bus may be hailed are fully accessible. TfL has an aspiration to convert hail-and-ride routes to fixed-stops because of this accessibility issue.
- 3.3 The footway link along Hacton Lane has been requested by ward councillors.
- 3.4 The other matters are for members to weight and make a decision accordingly.

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 £22,000 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

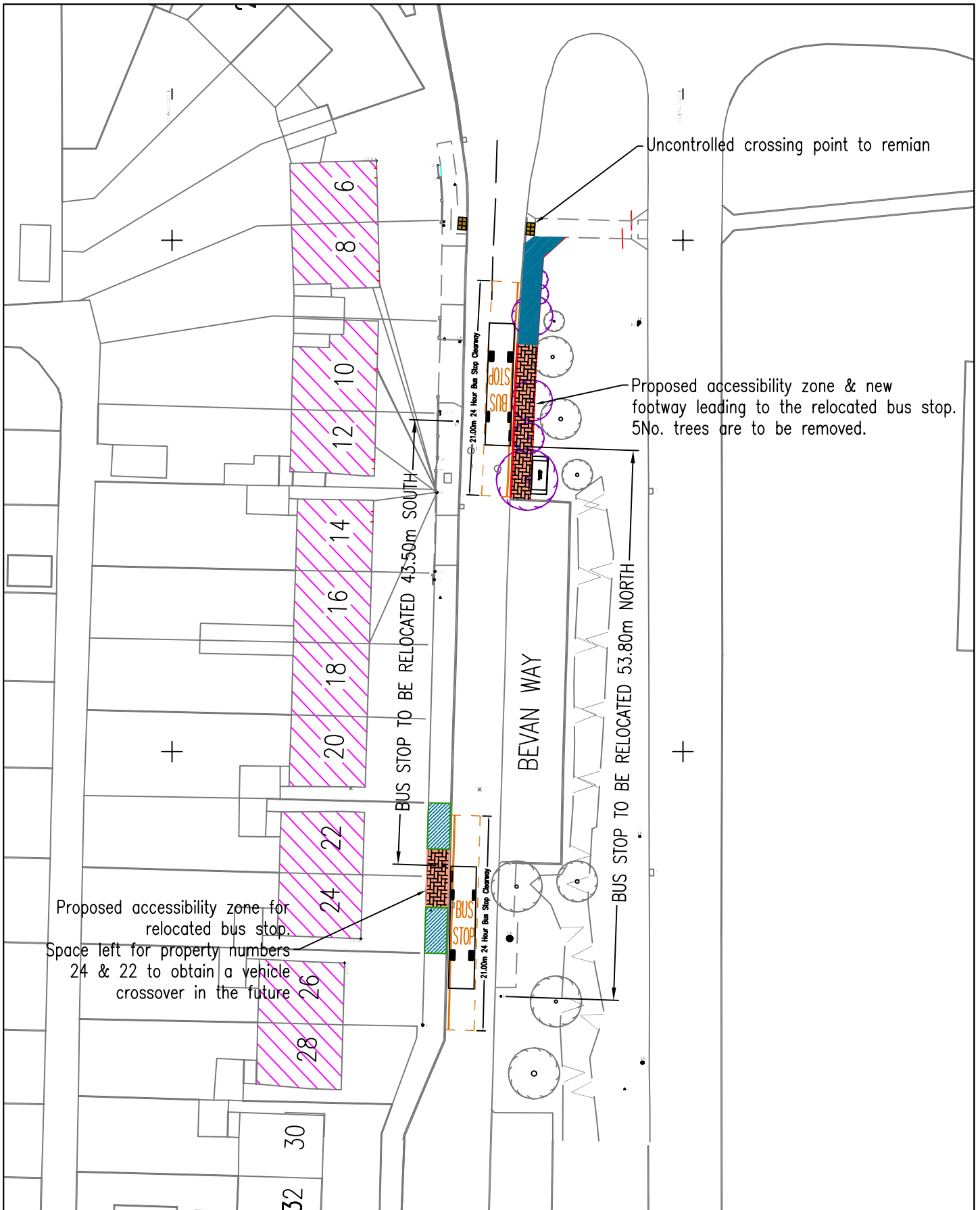
**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference	Response and Staff Comments (where required)
Resident 12 Bevan Way	QP006-OF-B3&B4-A Opt 2	<p>I write to you to express my opposition to the above proposal put forward by Havering Council on 13th October 2016. I state my reasons for objecting this proposal below.</p> <p>The proposal considers a pathway to aid those individuals travelling from the other side of the Hacton Lane (e.g Clement Way) safely as they aim to get to the bus stop opposite 26 and 28 Bevan Way. Currently these individuals have an access point as they can cross onto Bevan Way from Hacton Lane and walk across the pavement before crossing to the bus stop opposite 26 and 28 Bevan Way. If this new pathway access point proposal is for safety purposes it gives me the impression of double standards being set by the Council. I have previously been refused a vehicle crossover on two occasions due to the bus stop proposals on Bevan Way, which as yet have not been approved.</p> <p>My desire for a driveway is based around the fact that I have a 2 year old child and a newborn due in early November and the safety of a driveway is paramount in my opinion. Without the driveway, I am having to cross this busy road every day with my children when a drive should be possible. If a pathway is installed due to improving safety issues relating to the bus stop outside 26-28 Bevan Way how is this situation any different to my current situation I face on a day to day basis? It very much makes me feel that my family and I are not of importance to Havering Council despite remaining law abiding, paying our Council Taxes and having lived in Havering for over 80% of our lives.</p> <p>Mark Philpotts has kindly provided me information regarding the pathway and the suggestion is that this will cost £15,000 of TfL money which in my opinion makes it not very cost effective when an alternative access point already exists.</p>

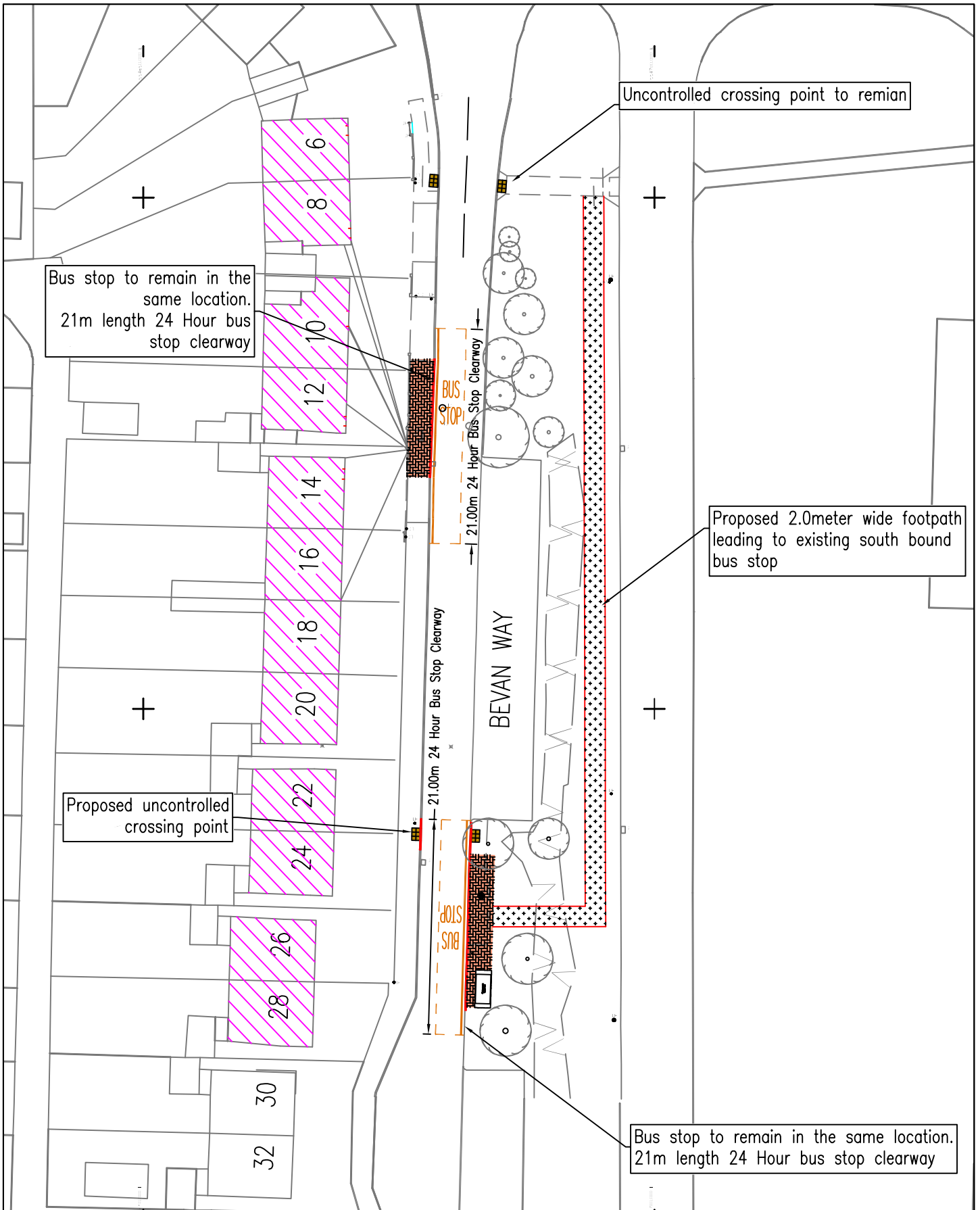
	<p>From discussions with Mark Philpotts I understand that the kerbs would need to be repaved red to distinguish that this was the bus stop boarding area. This will therefore look completely out of sync with the rest of the street. Bevan Way still maintains many of its 1950s style characteristics and such a change seems unnecessary and one which will cost a significant amount of money for little reward. It will also single out my house (number 12 Bevan Way) as being inferior to all other properties around it. We currently live with the bus stop being outside our house. In its current state the stop is discrete and the bus comes once every 10minutes. Under new proposals we will constantly have this eye sore in our line of vision which will not only depress us but also potentially reduce the value of our property. In this case I ask the question, would Havering Council be willing to reimburse me any lost value on my property if this proposal were to go ahead and it is confirmed by an independent agent that the house price has been adversely impacted by this proposal?</p> <p>Furthermore, the 193 bus service does operate a 'Hail and Ride' policy throughout parts of its route. The section between Newmarket Way, Ascot Gardens and Vaughan Avenue adopt this approach nearby. Why can this approach not be considered along Bevan Way? We currently have a number of properties which do not have vehicle crossovers and therefore offer the bus a number of potential stopping points should a passenger with accessibility issues require to get on or off. This would not single out one property as it this proposal currently does with 12 Bevan Way and would still offer the bus a chance to stop on an area of 12metres of kerb.</p> <p>I truly believe that should this proposal be accepted, the long-term safety of my family is constantly at risk due to us having to cross over this busy road with young children who are not at an age where they can appreciate the dangers of fast moving vehicles. The Ward Councillors have proposed this same safety issue warrants the need for a new pathway, at a substantial cost to the public, to support those individuals looking to use the 193 bus around Bevan Way. Therefore, how can it be justified that such a pathway can be granted when my</p>
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		<p>family's safety is being overlooked at its expense.</p> <p>I also do not feel that the benefit outweighs the cost of this project especially as a number of access points for the bus already exist. Finally, as mentioned I believe this will impact the value of my home and makes my wife and I feel as though we are being treated as secondary citizens within Havering as the Council continue to put forward these proposals which will so greatly impact our day to day lives.</p> <p>To quote your own Council vision stated on the website under 'Havering's Vision' you specifically state "we want you to be safe". It also states that "we want you to be proud to live in Havering—where we respect each other, value our traditions and work together to improve our quality of life". I feel by adopting this proposal and subsequently eradicating my chance to keep my family safe you are failing me on your own vision.</p> <p>I would appreciate if you can include this letter within your report as a firm opposition to the proposal.</p>
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		PURPOSE		PROPOSAL		
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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 	
SCALE (AT A4 SIZE) 1:500	DATE 15.06.16	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	Page 59			DATE

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		PURPOSE		PROPOSAL	
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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 (Option 2)		ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QP006-OF-B3 & B4/Opt 1	REV A	
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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:	BUS STOP ACCESSIBILITY St Mary's Lane 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 £23,000 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 St Marys Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Upminster** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on St Marys Lane set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B39&B40-A
 - QP006-OF- B41-A
 - QP006-OF-B42&B43-A
 - QP006-OF- B44-A
2. That it be noted that the estimated cost of £23,000 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 St Marys Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B39&B40-A BP2899 Chester Avenue	Outside 12 Westbury Terrace.	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area 25metre 24 hour bus stop clearway
QP006-OF-B39&B40-A BP2900 Chester Avenue	Outside 11-12 Litchfield Terrace	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area 25metre 24 hour bus stop clearway
QP006-OF-B41 BP2902 Winchester Avenue	Outside 44-45	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area 25metre 24 hour bus stop clearway
QP006-OF-B42&B43-A BP2903 Franks Cottages	Opposite 1 Franks Cottages	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area

		21metre 24 hour bus stop clearway
QP006-OF-B42&B43-A BP2904 Franks Cottages	Existing location outside 5 & 6 Franks Cottages	Bus stop flag to be relocated 48.60metres east 140mm kerb and associated footway works provided at bus boarding area 21metre 24 hour bus stop clearway New uncontrolled crossing outside 6 Franks Cottages
QP006-OF-B44 BP2905 Wynggray Farm	Opposite Wynggray Farm	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area 21metre 24 hour bus stop clearway

1.13 18 letters were hand-delivered to those potentially affected by the scheme on 3rd October 2016, with a closing date of 24th October 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, 2 responses were received as set out in Appendix I to this report.

2.2 London Travel Watch supported the proposals.

2.3 A resident of Frank's Cottages noted that the proposed stop relocation would take it clear of residents' vehicle crossings and commented on the need to ensure drainage is not affected by the proposed location, that the bus service was not frequent and suggested that the stop be moved to the west, commented that the footway on the south side of the road was narrow and that drivers often sped along St Marys Lane. The resident suggested that the 40mph speed limit should be reduced to 30mph and the area made safer as they suffered from diverting traffic when there is an incident on trunk roads and the M25.

3.0 Staff Comments

- 3.1 The proposed stop location is as close to the current one as possible and is the closest option to make the site accessible. To the west of Frank's Cottages, there is no footway. The footway in the immediate vicinity of the stop opposite side of the road to Frank's Cottages would be improved within the highway boundary as it is currently overgrown. The issues of diverting and speeding drivers are beyond the scope of the bus stop accessibility programme as a significant length of St Marys Lane is involved.
- 3.2 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 £23,000 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**

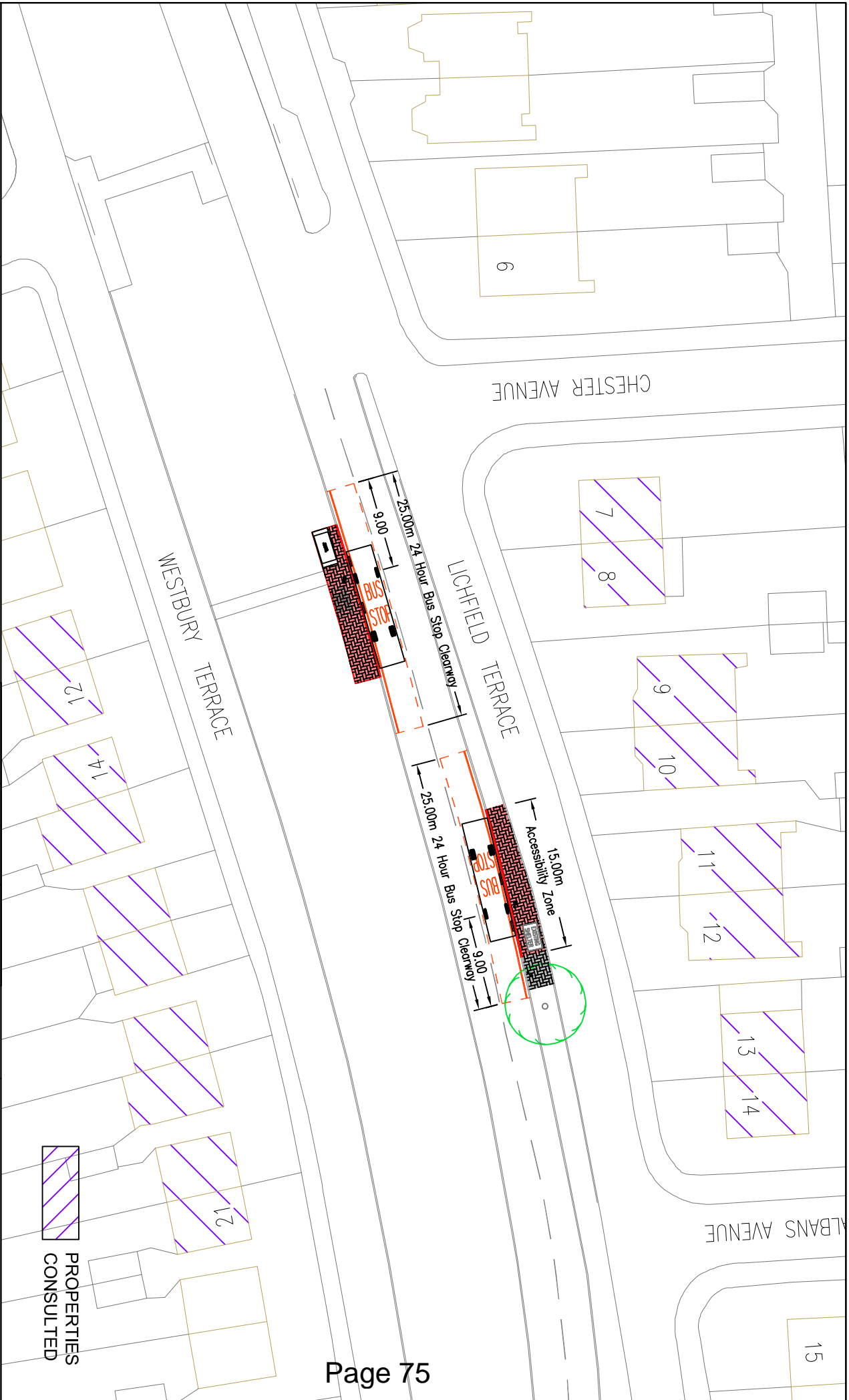


Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London TravelWatch is the statutory body representing transport user in London. Thank you for consulting with us. We are happy to support this proposal which will enable everyone easier access to bus services
Resident 7 Franks Cottages	QP006-OF-B42&B43-A Franks Cottages	<p>We refer to your letter dated 3rd October 2016 together including drawing title BP29023 and BP2904 FRANKS COTTAGES and wish to make the following comments in relation to that proposal.</p> <p>1.The proposed location for the eastbound bus stop places it clear of residents driveways and allows for future unimpeded access to the highway, by all Franks Cottages residents. Please note that the proposed works for the eastbound bus stand are very close to an existing drainage ditch. It is therefore imperative that the ditch remains unobstructed and free flowing. The only piped, surface water road drainage, is positioned along the southern kerb line. The camber to the centre line of the road means that the piped drain only takes half of the surface water from the road. The drainage ditch on the northern kerblines takes the other half. and if in any way obstructed, causes flooding to the front driveways either through direct passage of water from the road, or passing car tyres sending spray-water over the pavement and into the driveways.</p> <p>2.Currently and regrettably, the bus timetable does not align with commuter or school attendance routines. Coupled with the two hourly bus service here at Frank's Cottages there appears, unsurprisingly, more reliance on alternative transport ie. car bicycle and on foot. For more uptake on journeys we wonder if there is any merit in locating the eastbound bus stand further west to be closer to the entrance of Cranham Golf Course and Youngs Farm Shop, or alternatively, provide a better timetable for the bus route to meet the needs of the customer.</p>

		<p>3. The upgrading of the bus stands and provision of a crossing point should not be taken in isolation. We would suggest that the following additional items listed below be given serious consideration:</p> <ul style="list-style-type: none">● The Pavement adjacent to and parallel with the boundary of Cranham Golf Course is difficult to negotiate, poorly surfaced and in parts, less than 600mm wide to the kerblineline. To expect a less abled person to negotiate this whilst en-route to a perfectly upgraded bus stand would be totally wrong. Were that person in a wheelchair or indeed a resident with a child in a pram, it would not be a pleasant experience. Unless the footway is upgraded in width and surfacing, the uncontrolled crossing point could easily lead the less able user to a difficult environment. Added to this● The actual speed of vehicles on the carriageway compounds the difficulties that can be experienced by all pedestrian users and not just those who are less able. You will be aware that a few years ago, the section of St.Mary's Lane between Pike Lane in the east and the new Solar Farm in the west was restricted to a 40mph speed limit. Whilst we have no equipment capable of measuring the speed of vehicles passing Franks Cottages, we are able to gain a reasonable estimate of the travelling speeds in both an easterly and westerly direction. As residents when the road was subject to national speed limits, we can safely say that compliance to 40mph is very limited. We are of course able to observe and assess the speed of passing vehicles through;● the difficulty experienced when attempting to access the highway from our driveway,● gardening and maintaining the front of our property● and in particular, when crossing the road to use the narrow footpath, either (east) to access the bridleway to Thames Chase Forest Centre or walk (west) towards Cranham and Upminster. Having safely accessed the narrow footpath, the fast moving cars vans and lorries passing so closely can be an unnerving experience for any pedestrian.
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		<p>We would ask that serious consideration be given to extending the 30mph zone beyond Pike Lane to a point adjacent to the new Solar Farm or indeed further beyond to the mini roundabout junction with Clay Tye Road.</p> <ul style="list-style-type: none">● The traffic flow in this section of St. Mary's Lane seems to vary considerably through particular times of the day and night and through incidents or major road works that occur on trunk roads such as the A13 the A127 and in particular, the M25. We do, of course, understand that St.Mary's Lane is by definition a through route. Again, we have no measuring equipment for statistics, but as soon as a problem occurs on an adjacent or parallel route, our section of roadway, understandably, becomes very popular. So in addition to the above bullet points regarding vehicle speed past Franks Cottages, we both feel, as Havering residents, we should not be so directly affected by drivers using this as an alternative route and who appear more concerned with meeting deadlines than road safety and the speed limit. Couple this with the intention to provide an uncontrolled crossing point for all abilities, we would again ask that serious consideration be given to extending the 30mph limit as suggested above and make this portion of Havering a safer and calmer place for all concerned. <p>Thank you for the opportunity to comment on your proposal. Please would you acknowledge receipt of our observations.</p>
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JOB TITLE
 BUS STOP ACCESSIBILITY 2016/17
ST MARYS LANE

DRAWING TITLE
 BS 2899 & BS 2900
 CHESTER AVENUE

DRAWN BY RP	CHECKED BY RP	APPROVED BY MLP	PURPOSE	PROPOSAL
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ACAD REF:	DRAWING No	<input type="checkbox"/> ISSUE		
Sheet Size: A4 (297x210)	QP006-0F-B39 & B40	REVISION		
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JOB TITLE
BUS STOP ACCESSIBILITY 2016/17

DRAWN BY
RP

CHECKED BY
RP

APPROVED BY
MLP

PURPOSE

PROPOSAL

AMENDMENT

DRAWING TITLE
ST MARYS LANE

SCALE (AT A4 SIZE)
1:500

DATE
03.08.16

DRAFT

REVISION

REVISION

DATE

DRAWING NO
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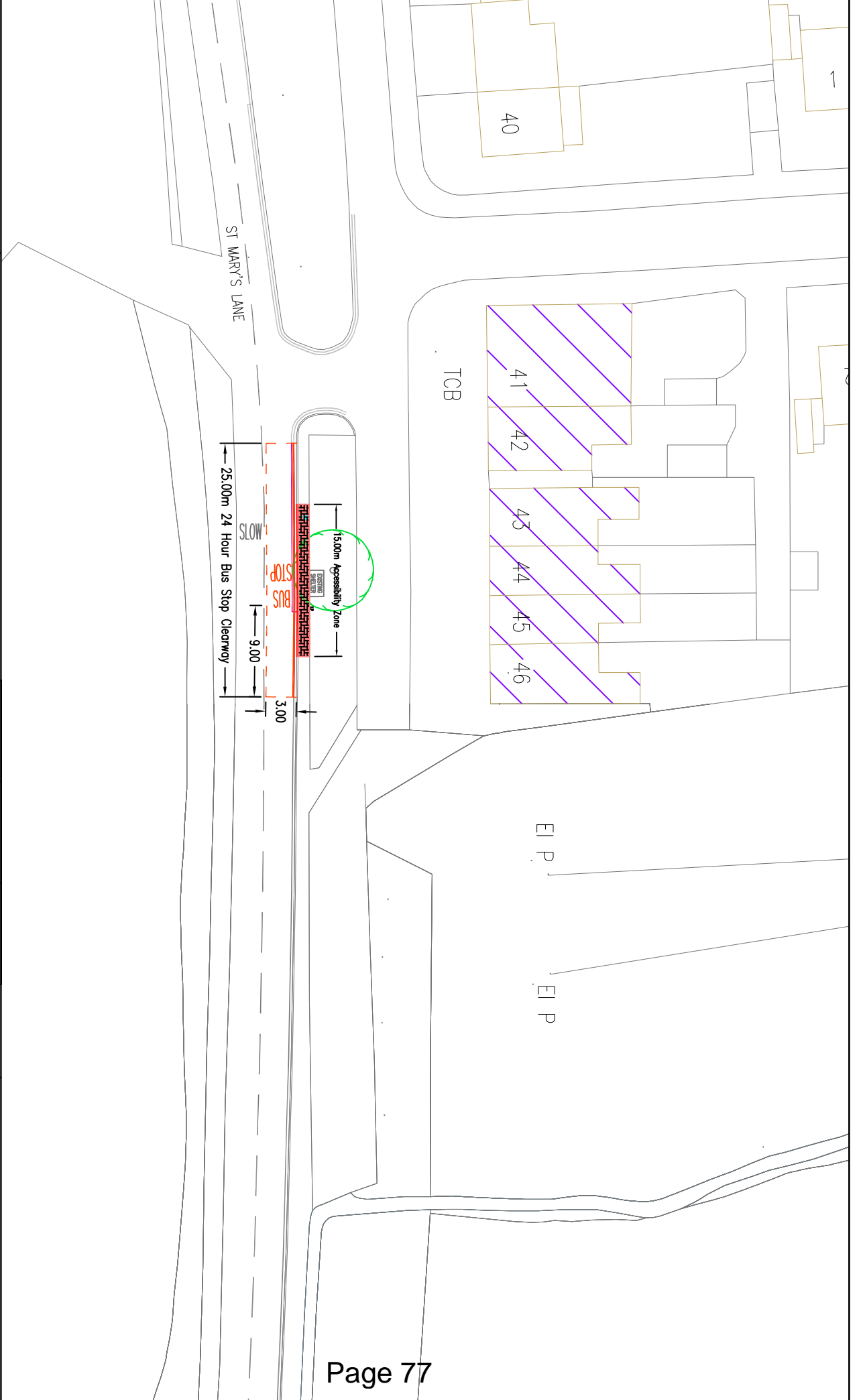
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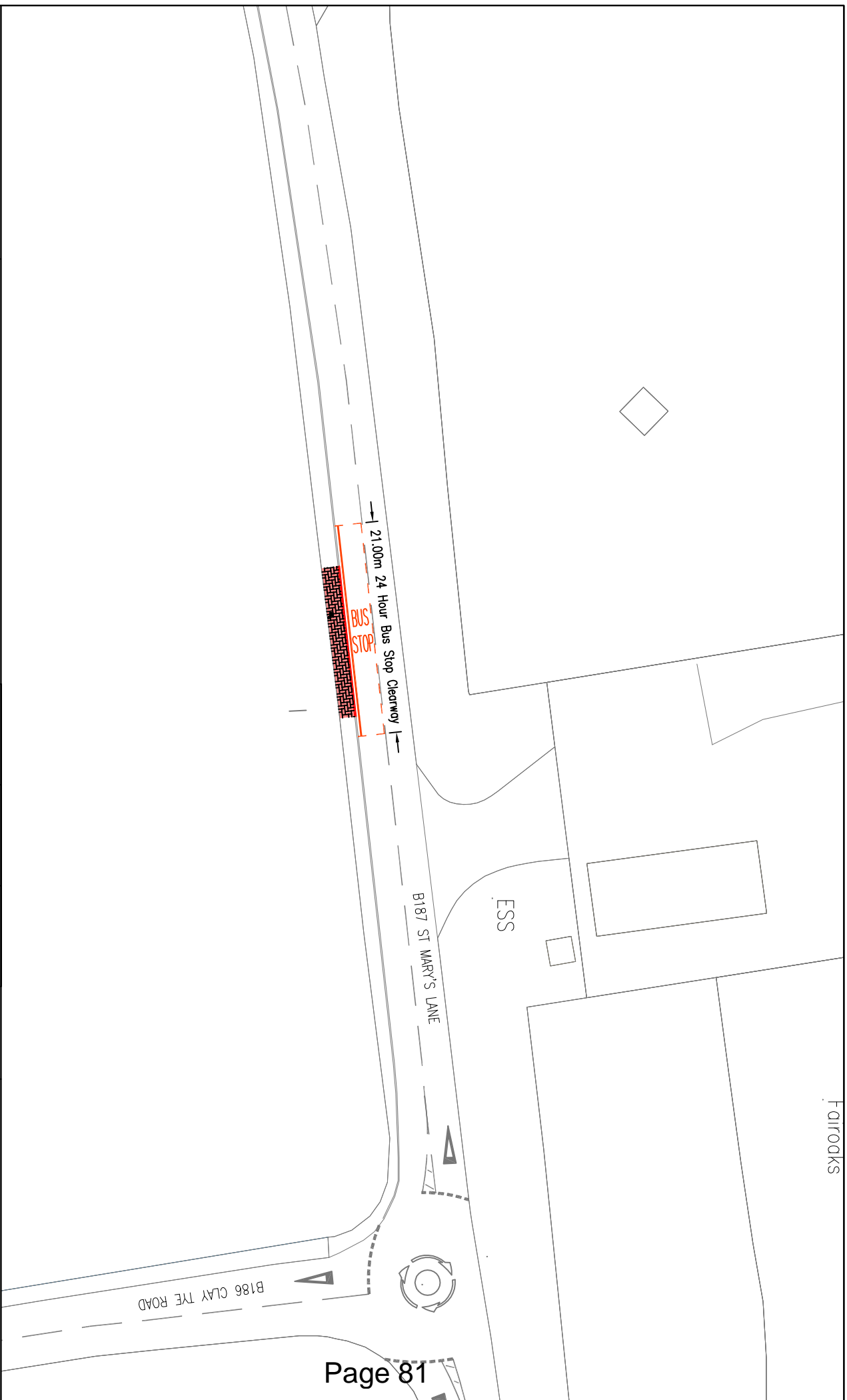
AMENDMENT

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Havering
LONDON BOROUGH OF

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JOB TITLE	BUS STOP ACCESSIBILITY 2016/17
ST MARYS LANE	
DRAWING TITLE	BP2905
WYMCRAV FARM	

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		REVISION					DATE

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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**BUS STOP ACCESSIBILITY
Upper Brentwood 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 £10,000 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 Upper Rainham Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Squirrels Heath** 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 Upper Brentwood Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B48&49-A
 - QP006-OF-B52-A (including upgrade of fire access Durham Avenue)
2. That it be noted that because of the level of objections received from respondents and Royal Liberty School, that the proposals shown on Drawing QP006-OF-B50&B51-A are withdrawn and Staff will consult on a revised layout and bring a further report to the Committee.
3. That it be noted that the estimated cost of £10,000 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 Upper Brentwood Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B48 BS20076 Western Avenue	Outside property No 566 & 588	Bus stop flag to remain in the same location 29metre 24 hour bus stop clearway
QP006-OF-B49 BS20076 Western Avenue	Outside property No 535	Bus stop flag to remain in the same location 29metre 24 hour bus stop clearway
QP006-OF-B50 BS20080 Royal Liberty School	Opposite property 472	Bus stop flag to remain in the same location 35metre 24 hour bus stop clearway
QP006-OF-B51 BS20081 Royal Liberty School	Existing location outside 464 & 466	Bus stop to be relocated 42.30m south west to outside property number 458. Footway to be widened by 1metre (all vehicle crossovers to remain) Existing signalised crossing to remain in the same location 140mm kerb and associated footway works provided at bus boarding area

		21metre 24 hour bus stop clearway
QP006-OF-B52 BS20082 Durham Avenue	Outside 469	Bus shelter to remain in the same location Bus stop flag to be relocated 4.58metres north 140mm kerb and associated footway works provided at bus boarding area 37metre 24 hour bus stop clearway New configuration of fire gate leading to Durham Avenue

1.13 44 letters were hand-delivered to those potentially affected by the scheme on 3rd October 2016, with a closing date of 24th October 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, 9 responses were received as set out in Appendix I to this report.

2.2 London Travel Watch supported the proposals.

2.3 With regard to the proposals in the vicinity of Royal Liberty School (Drawing QP006-OF-B50&B51-A), 8 responses objecting to the proposals were received along with a 31 signature petition against the proposals being lodged through the Council's website. One of the objectors was the school which noted there would be some advantages, but they were outweighed by the disadvantages.

2.4 The objections are summarised as follows;

- Concerns that pupils will not use the crossing to access the relocated stop,
- Noise impact on Dorian House,
- The new bus stop position would impact on the care home for emergencies,
- The arrangement would cause traffic delays,
- Buses would block scout hall access,

- Buses would block care home access,
- Safety of junction with South View Drive would be affected,
- Loss of on-street parking,
- Footway for proposal is not wide enough,
- Proposal would increase noise and pollution,
- Would add to local disruption caused by Crossrail,

3.0 Staff Comments

- 3.1 With regard to the proposals outside Royal Liberty School shown on Drawing QP006-OF-B50&B51-A, the layout was designed to place the southbound bus stop on the exit side of the crossing, rather than maintaining the existing layout which has the stop on the approach. Given the level of objection, Staff withdraw the proposal and will review the layout with further consultation and a separate report will be brought to the Committee.
- 3.2 No adverse comments were received in response to the other proposals and for these, Staff recommend they 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 £10,000 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 TravelWatch is the statutory body representing transport user in London. Thank you for consulting with us. We are happy to support this proposal which will enable everyone easier access to bus services
Royal Liberty School	QP006-OF-B50&B51-A	<p>I am writing to express our opinions with regard to the proposed bus stop accessibility programme out side our school. Whilst I can appreciate that it is important that all bus stops should be made accessible, this shouldn't be to the detriment to the safety of the students in our school.</p> <p>I met with students in the school and we have the following points that we would like raised:-</p> <ul style="list-style-type: none">• Moving the bus stop leads to issues regarding students exiting the pedestrian gate in South Drive. We felt that students would not walk back to the crossing to get to the relocated bus stop (going towards Romford), thus putting our students at risk.• Some students inevitably cross at various points but by moving the bus stop to the new location there are concerns that students will cross in front of the bus, plus have to deal with cars entering/exiting South Drive (from the other school, St Mary's Hare Park).• Students raised concerns about the level of noise etc for Dorian House. Students are aware that this is a residential home and were concerned about the increase in noise for the residents.• On a positive note the students discussed that moving the bus stop could also be seen in a positive way as by moving them further apart would ease congestion as if a bus stops either side, it blocks the whole road - causing traffic to form.

		<p>I have a few questions that I feel are important to acknowledge before any decision is made:-</p> <ul style="list-style-type: none"> • Has anyone from Highways been down to observe how the bus stops and crossing works on a normal school day? I think that this would be beneficial so that Highways can fully appreciate what impact moving the bus stop would have on our school and our students. • Also, has St Mary's Hare Park School been consulted on this proposed move? Their students, and parents, use the bus stops and I think that they should have also been allowed to voice any concerns to the proposed move. <p>I do hope that our views are taken into account when considering this proposed move.</p>
No address given	QP006-OF-B50&B51-A	<p>I am writing to you with comments regarding the proposed bus stop relocation on Upper Brentwood Road. Whilst I can see the benefits behind the scheme with regard to improved usage for a wider range of user groups I have some issues with the planed proposal that I would like to bring to your attention;</p> <ol style="list-style-type: none"> 1. The bus stop is too be relocated outside a care home. The road space in which the new bus stop has been allocated is frequently occupied by emergency service vehicles responding to calls from the care home. The bus stop will most likely not deter emergency vehicles from stopping here which will cause the bus stop to be blocked for some time, causing confusion to bus drivers and for those waiting for the bus. 2. The bus stop is placed directly behind the pedestrian crossing which is frequently used especially in peak times by school children. When the pedestrian crossing is in use, the bus will have to wait on a red light before proceeding to the stop. The bus stopping would then prevent cars from overtaking, particularly due to the narrowed lane width causing potential delays because the traffic waiting

		<p>upstream of the crossing will not have a chance to clear. In busy periods some cases it may take 2-3 cycles of the pedestrian crossing before the traffic returns to normal levels.</p> <p>3. The scheme has only been brought to my attention as I am a scout leader at the Robert Falcon Scott Lodge, by one of our neighbours following a conversation with another leader. As you may know that our access is shared by the care home and the proposed bus stop overlaps our access. When a bus pulls up it is highly likely that the access would become blocked and vehicles wish to using this access will have to wait, holding up traffic in both directions before the entry becomes clear.</p> <p>4. The bus stop is used by a large number of school children after school and I am sure you will agree that a large group of children waiting outside the care home will be intimidating to those inside. Whilst I fully understand reasons behind the bus stop had to be relocated and that its bad practise to have bus stops overlapping I am sure that Havering council can find a solution that prevents buses stopping downstream of the pedestrian crossing eliminating the issues listed above.</p>
Resident 7 South Drive	QP006-OF-B50&B51-A	<p>- I feel that access in & out of Robert Falcon Scott Lodge will be restricted and especially hazardous to the young people who regularly use this hall. This is particularly relevant in the evenings and when it is dark.</p> <p>-Traffic in and out of South Drive will have a more restricted view when exiting. It is already very difficult to see traffic approaching from the south west due to the junction layout. Approaching traffic from the direction of Gallows Corner is fast and high volume during most of the day and is now even higher due to people diverting due to road works on A127. Traffic often queues in and out of South Drive, mainly at school times. There is persistent indiscriminate parking in South Drive at school times - this needs to be more efficiently monitored by Traffic Enforcement.</p>

		<p>- Pupils from The Royal Liberty School exit from the gate at the bottom of South Drive. They will be inclined to run across Upper Brentwood Road at this point if a bus is coming or waiting. I think this is a potential accident black spot and very dangerous.</p> <p>- Hopefully, the few parking spaces outside 456 - 452 will not be lost. These do take some of the pressure off parking in South Drive.</p> <p>- Before these proposals are implemented, It might be helpful if the area was viewed by Street Management during the busy periods 8.00 - 9.00 in the morning and 2.30 - 3.30 in the afternoon to see the affect the school traffic (Royal Liberty & St.Mary's South Drive) has on the area. It is already particularly difficult, these proposals will make it much worse. Why not leave everything as is with some fine tuning ?</p>
No address given	QP006-OF-B50&B51-A	<p>The proposed move of the bus stop on Upper Brentwood road and road widening will cause a complete traffic gridlock nightmare, not to mention the fact that I believe you are placing this into a blind spot where the road bends.</p> <p>In the best case this may cause a car accident in the worst case and right in front of the school I feel a child may get run over. The school children use the side gate of the school which would now take them further away from the crossing with no incentive to use said crossing but instead they may choose to simply cross the road of their own accord. The crossing in its current position serves a couple of purposes in that it helps to slow down the traffic including the busses, which fly along the road.</p>
No address given	QP006-OF-B50&B51-A	<p>I received your letter regarding the proposed move of the bus stop on Upper Brentwood road from outside 464/466 to 458 and would like it noted that I and some other residents strongly oppose to this proposition.</p> <p>You propose to move the stop to an area on the street which already has a very</p>

		<p>narrow pedestrian walkway in view of this I find several flaws in this proposition:-</p> <p>I cannot see how someone in a wheel chair or with a buggy would manage to get through this already single file section of the pavement if you introduce a bus stop, where people may gather and a post may be placed. Additionally you propose to put this outside a home for dementia suffers, who are often collected and returned in ambulances/dial a ride and such vehicles need space and room to move elderly people from and to the premises. The bus stop would hinder this and cause added time on what already may be a time sensitive situation. Additionally doctors or nurses who visit the care home regularly often park in this area and you will again be restricted the medial care of already very sick people. Not to mention their privacy may be envaded as a double decker bus will be level with their upstairs windows, this may cause noise pollution and keep residents awake at night as the home and houses at this end of the street are so close to the road.</p> <p>Furthermore this proposal takes away parking which is only restricted for 2 hours a day at present from residents who do not have front drives to park on and you are making this a 24 hour bus clearway. Again this includes elderly people who need this space so that relatives can care for them and bring delivery and medication.</p> <p>The proposition includes a section that appears to include a side drive as part of the bus clearance zone, this side drive/dropped curb has three properties that access this, this is not a normal one house drive way with the care home and a scout hall also using this area and due to this has a high volume of traffic. The care home have specialist contractors (to dispose of sensitive waste, drain clearance etc.) and I believe that the new proposition would become an accident blackspot with several different type of vehicles having to pull across the front of the bus stop/bus that may be attempting to pull out of the bus stop. Additionally as the scout hall has children there most nights and at weekends, they could run out straight into a bus pulling out of the stop thus again causing a very high risk of a serious accident involving children.</p>
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		<p>You propose to extend the pavement, but on an already busy road, opposite a busy turning with two schools next to it, this would surely only push traffic into the path of a bus.</p> <p>I understand that to have a bus shelter you require a pavement space of 3.3 metres, however even with a pavement extension there will only be 2.3 metres, well below the minimum required and I cannot see how this is legally acceptable. I note from the TFL website that one of the considerations for a bus stop is where there is adequate footpath width, something that this proposed location seriously lacks! In fact this locations fails on many of the TFL guidelines namely “it shouldn’t affect road safety/it shouldn’t be near sites likely to be obstructed (i.e by an ambulance)/there isn’t room for a bus shelter”</p> <p>I do not feel that any consideration for the residents has been made in these plans and must stress that it would surely make much more sense to move the crossing to behind the bus stop or update the current bus stop but leave it in its current location where it has been for years and seemingly caused no issues.</p> <p>Finally if you do continue with your proposal I may have no option but to seek compensation under the land compensation act 1973 for the increased noise, vibration and fumes that the bus stop will cause me and therefore the reduction in my property value.</p>
Resident 564 Upper Brentwood Road	QP006-OF-B50&B51-A	<p>I would refer to our telephone conversation a short while ago in connection with the above Accessibility Programme.</p> <p>My mother [name removed] and I are owners of 564 upper Brentwood Road. On enquiry you confirmed that the vehicle cross-over serving 564 and 566 will not be affected by the proposals and maintained as existing.</p> <p>In addition you confirmed that the current footway parking extending in front of 564 and 562 will also be a maintained and unaffected. It is important that this is correct</p>

		<p>so please confirm that I have understood the intent.</p> <p>You also mentioned that the proposed 29m takes account of the fact that the bus route only covers 1 bus otherwise the clearway would have been longer.</p> <p>Notwithstanding your efforts, it cannot be guaranteed that the bus drivers actually pull in to the kerb for disabled users or people with pushchairs or limited mobility. I would urge that when this goes to Committee, Darren Wise in his capacity as chair writes to the Bus Company requesting that they issue a directive to ALL drivers to make use of the clearways otherwise to be blunt it is a waste of local residents council tax.</p>
No address given	QP006-OF-B50&B51-A	<p>Whilst welcoming the Accessibility programme, I am writing this letter to oppose the move of the bus stop from its existing location 464 & 466 to 458 Upper Brentwood Road. It has been many a year since I've written any letter and it's only with the great patience of a younger relative I am able to do so on this occasion. Hopefully this will help you understand how strongly I feel about this proposal, which even at this early stage has caused me great distress. I am writing anonymously as I do not wish to distress or cause offence to anyone mentioned in this piece. I have listed joint grievances on page two; I would appreciate if you could take the time to read my views.</p> <p>To begin with on a personal level, I want to state I have lived in a neighbouring property (to 458) for many, many years. I fear that these changes will dramatically affect my daily wellbeing. There will clearly be more noise from both the bus itself and passengers, while also I do not welcome the aesthetic nature of the stop. To truly understand my issues you need to understand my property is not set back from the road. In fact in my more agile days I could touch the front wall from my door. A bus could be stopping virtually meters from the windows to my home, which I consider a serious invasion of my privacy. In addition I am concerned that groups could gather close to my home when awaiting transportation. This may even include the use of a low level wall on both my and neighbouring properties as</p>

		<p>a makeshift seating area.</p> <p>Looking at the plans it looks as though available parking facilities will be dramatically reduced due to the widening of the pavement. Whilst I appreciate this is only available at certain hours during the day, the complete removal of spaces will have a dramatic effect on me as a resident. I have no off street parking and regularly rely on relatives or friends to provide medication, basic supplies ect. If their parking resource is taken away this could seriously affect their ability to do this.</p> <p>Furthermore I am concerned that my own home will offer no peace from wide scale construction work. Seemingly every other week I receive letters about extensive construction work to complete the Crossrail project. I believe this is on-going until 2018. I have no desire for the front of my home to have major construction while at the rear all I can hear is hammering and drilling, such is commonplace currently. I appreciate these are temporary concerns but on a more permanent level I could have a higher frequency of trains at the rear and a bus that stops yards from my home. Is that seriously in the best interest of a long standing Havering resident? I want to conclude by saying I want to one day pass the home I have lived in and loved for many years to relatives. I would like this done without worry the pitfalls this proposal brings about.</p> <p>I have listed other points which only by living in the property as long as I have may be of interest: Property 456 Upper Brentwood Road - A serious invasion of privacy. - Noise pollution from extra traffic from bus and passengers.</p> <p>24 Clearway encroaches outside of their property and also an incoming bus could hinder their access to the rear both on arrival and departure. Furthermore this rear access is used by a total of three parties including the care home, scout hall and of course 456. It is a busy space and any potential obstructions from a bus stop, bus, passengers could create a unwelcome danger to a driver looking to enter/exit the sideways.</p>
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		<p>Passengers may not also be completely safe if they are in congregation near a busy exit/entrance route.</p> <p>Property 458 Upper Brentwood Road - Dothan House This is a care home for Dementia Patients.</p> <ul style="list-style-type: none"> - I'm not sure it would be in the best interest of their wellbeing for a bus stop. The extra noise and traffic could cause them to being agitated. In the past I have seen them look out or bang on windows, rattle doors ect. - If I was a passenger I would want to wait for my bus without these possible distractions. - These patients are at a stage of their lives where the regularly require medical attention and both 458 and neighbouring properties regularly have emergency vehicles in close proximity. It's obviously vital they receive the urgent care if required and I fear a bus stop could or hinder the emergency services job. - From a bus's prospective I understand that if an emergency vehicle is occupying this space it will skip the stop. As emergency services regularly fill such area (suggested in your 24 hour clearway) this may be a regular occurrence. With this in mind, it is surely counter intuitive to the whole point of the Accessibility programme if someone in need cannot disembark at their requested stop. I'm also am not sure how impeded general access to their building if this proposal is implemented. While raising the curb outside or near a care home which houses the elderly may not be the smartest of moves particularly as many patients and visitors are on foot but have limited accessibility themselves. <p>Scott Lodge Scout Hall - The venue regularly houses Beavers, Cubs, and Scouts and can be in use as much as five times a week.</p> <ul style="list-style-type: none"> - The lower end of the age scale can become quite excitable and as a worst case scenario I fear they could run into the path of a departing bus. The driver of the bus itself could also have limited visibility of people leaving this side entrance. This becomes even more of an issue as most events take place at night and the darkness could further cloak pedestrians. <p>Even when the bus is stationary a child could be in danger from an overtaking</p>
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		<p>vehicle of said bus. A situation little helped by a reduction in road width.</p> <p>Crossing - As mentioned I have lived at my current residence for many years and cannot recall any such incident with regards to present location of bus stop/crossing. The crossing when on a red signals lets off a high pitch sound that alerts drivers of the need to stop. This act as warning to overtaking vehicles of a stationary bus. The sound is quite loud and can even be heard from inside my own home with all windows and doors closed. I live a 50 meter plus distance from the crossing. Under the current road width I and friends have always considered visibility to be more than sufficient and furthermore there are school signs nearby to warn vehicles to drive with care.</p> <p>Bus Stop Most vitally whilst being no expert I can see its fit for purpose. Where it is currently located needs only minor alterations in comparison to much more drastic proposal. - I occasionally use the stop and welcome the shelter in the winter months. I'm not convinced there is adequate room for a shelter under new proposal. A shelter also provides much need information on notice board ect which wouldn't be present if it was a stop only. I asked a relative to measure distance wall to curb of the new and old proposal. The current space is 2.9 metres approx. compared to 2.3 metres under the new plan. Again I'm no expert but surely the whole point of this programme is to assist those with a disability not give them less room to manoeuvre. Reading on the internet it states that bus stops should be 'tail to tail' on opposite sides of the road. At the moment this is the case. Not so under your proposals.</p> <p>Road Alterations - I assume pavement amendments will mean a slimmer road. What effect will this have on traffic flow on Upper Brentwood and adjacent turnings?</p>
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No address given	QP006-OF-B50&B51-A	<p>I'm sure you are aware by now; there was a petition in place to oppose the move of the bus stop move on Upper Brentwood Road. The petition which is now closed has amassed 31 people who oppose these plans.</p> <p>To put this into perspective over a period of a mere 12 days (between 11 – 23 Oct), a total of 31 residents do not want this proposal to proceed. This becomes even more damning when you consider only 14 properties were consulted of these proposals.</p> <p>http://epetition.havering.public-i.tv/epetition_core/community/petition/3687</p> <p>From a personal perspective this whole episode has soured my opinion of Havering council and I am now equally, perhaps even more baffled by this proposal since it dropped through my letter box on 05 Oct.</p> <p>I have mentioned the many faults for residents in the petition itself, while no matter how many times I consider, I'm not sure how providing less room for a person with accessibility issues to manoeuvre works for them. Surely the current location of the bus stop would simply require only minor tweaks to meet the demands of the said programme.</p> <p>Clearly I am not alone in these views and I would like you to consider the petition as clear evidence that I have full support of both local residents and businesses in the complete opposition of these unpractical plans.</p> <p>As a side note over the weekend, the emergency services were once again called out to the property 458 Upper Brentwood Road (see pics at foot of email). I know if I was the person called out to attend any such event I wouldn't want the interference of any of the below:</p> <ul style="list-style-type: none"> -Bus Sign -Bus Shelter -Any Bus Shelter furniture ie bins ect.
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		<ul style="list-style-type: none"> -Bus itself -Waiting Passengers -Heightened Curb -Potential road works (if indeed pavement widened) <p>Due to the nature of the property (458 is a care home for the elderly) emergency vehicles are common place both outside this and neighbouring properties. It is surely common sense for these people to be able to concentrate on their job at hand, without these unnecessary obstacles placed in their path. In addition if a emergency vehicle is rooted at this location for a prolonged period (23 Oct over two hours) it means Departing or Boarding Bus passengers will not be able to use their desired stop. Obviously in this situation the Bus stop is regarded as defunct as emergency vehicles are given priority.</p> <p>Other comments to come to light recently:</p> <ul style="list-style-type: none"> -Teacher at Royal Liberty School. “Most pupils use the side gate on South Drive to enter and depart the school. If the bus stop is moved to 458 Upper Brentwood Road, it’s unlikely they would track back to use the crossing. This creates a danger if they look to cross the road at the tip of South Drive. At the moment many pupils utilise the crossing to safely get to the current bus stop location.” -Scout Leader – Scott Lodge. “We have children as young as six here most nights and a bus stop outside 458 could create problems. Groups can total up to thirty children and the departure of a Bus at this location could lead to safety issues particularly late at night when they children leave through the side alley in darkness. Most are aware of road safety issues but I’m sure you appreciate excitable children in large groups could be at risk”. -Local resident
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		<p>“I have lived in the area for many, many years and have never known an issue with regards to the current location of the Bus Stop. I also make use of the stop myself and its current location more than suits my needs. These alterations seem unnecessary and I do not welcome the extra traffic and parking problems that such changes are likely to bring about”.</p> <p>[PHOTOS SUPPLIED ON NEXT PAGE]</p>
--	--	--



Petition – via Council’s website, 31 signatures

Reject the proposed move of the bus stop from existing 464/466 location to 458

Background information

Whilst welcoming the Bus Stop Accessibility Programme to make life easier for those resident’s most in need. I oppose the drastic proposal by the council to move the location of the bus stop from existing 464/466 location to 458. In order to shoe horn the bus stop to its potential new location planners have suggested the pavement width needs to be extended by 1 metre from property 480.

In a year our taxes were raised 1.96% I feel the cost to move the stop 42.30 metres south west to a much less suitable location comes at a great cost and effort, with little overall benefit. Such resources could be funnelled into more productive projects such as improving the state of our roads and pavements which actually require this attention.

I have broken down in categories issues with this proposal:

Roads

- Further extensive construction on Upper Brentwood Road could create even more bottle necks of traffic in the short term. Our road is already busy and stuttering under the strain of Gallows works and recent Bicycle lane improvements.

- In the longer term, a slimmer road width does little to improve road safety for drivers and flows of traffic. A narrower road is proven to slow traffic and these plans mean the road width will be 1 meter narrower outside fourteen properties.

- This could also severely restrict access to and from adjacent turnings including South Drive and possibly the front facing Royal liberty school entrance.

Bus Stop

- The Bus Stop has been in its current location for many years and significantly it would require very simple tweaks to ensure it meets the Accessibility requirements. It has shelter facilities; this may not be the case if it’s moved. Most notably however it has ample room for people in need to manoeuvre. At the moment the width of pavement is 2.9 metres. Under new proposals it would be 2.4 metres.

- If moved outside 458 a slimmer pavement obviously would mean less space also for passengers to wait while pedestrians will have less walking space and may even have to cross the road to pass.

Parking

- The proposal includes a 21 metre, 24 hour clearway that stretches from 460 to 456. While parking is only available at restrictive times this could create further parking issues at those and neighbouring properties. South Drive may become busier as a result.

Pavement widening

- Potentially pavement widening many properties is clearly no small job and work will come at a considerable effort and expense. If work goes ahead it would create much destruction when work would start early 2017.

- Also there is a worry that pavement width would be look drastically wide 3.9 metres outside properties 480-464 as current pavement width is sufficient. Remember this comes at expense at the road width which will be a metre shorter in width.

Privacy

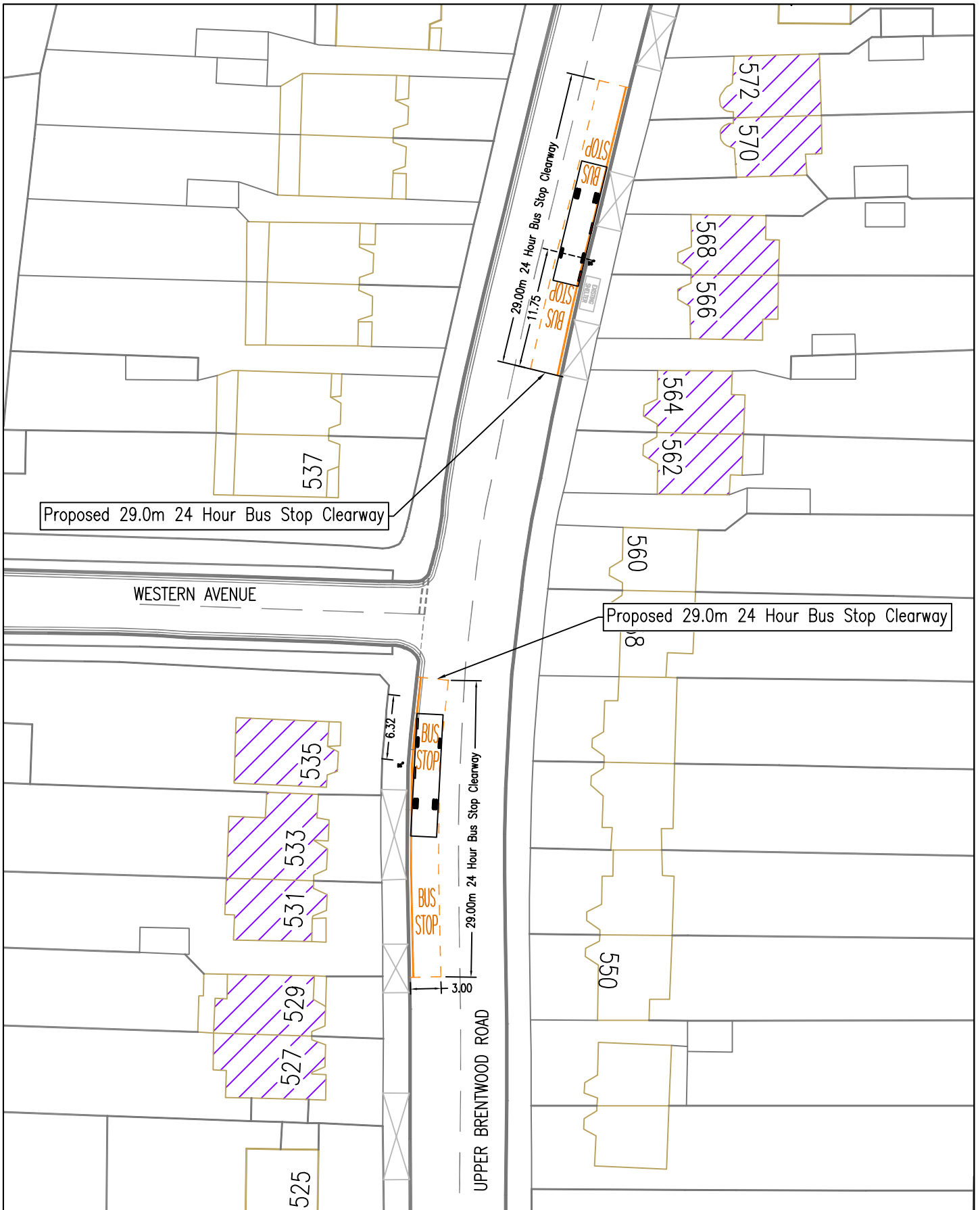
- The location of the new bus stop is directly outside 458. This and adjoining properties have very little set back from the road.

- Clearly this is a serious invasion of their privacy if passengers can potentially pull up literally meters from front facing windows.

link <https://www.havering.gov.uk/Pages/Services/Consultations.aspx>

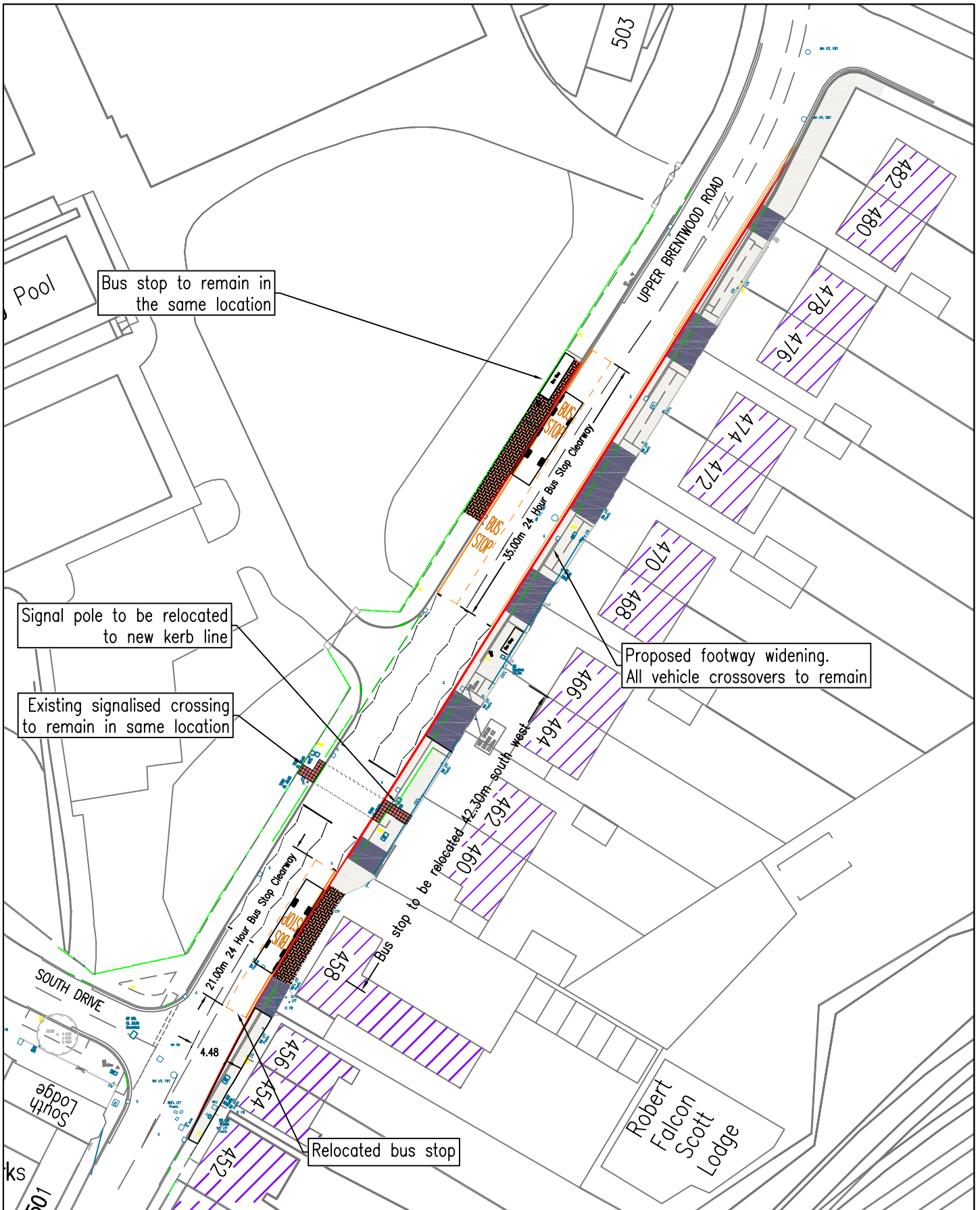
Signature Count

31



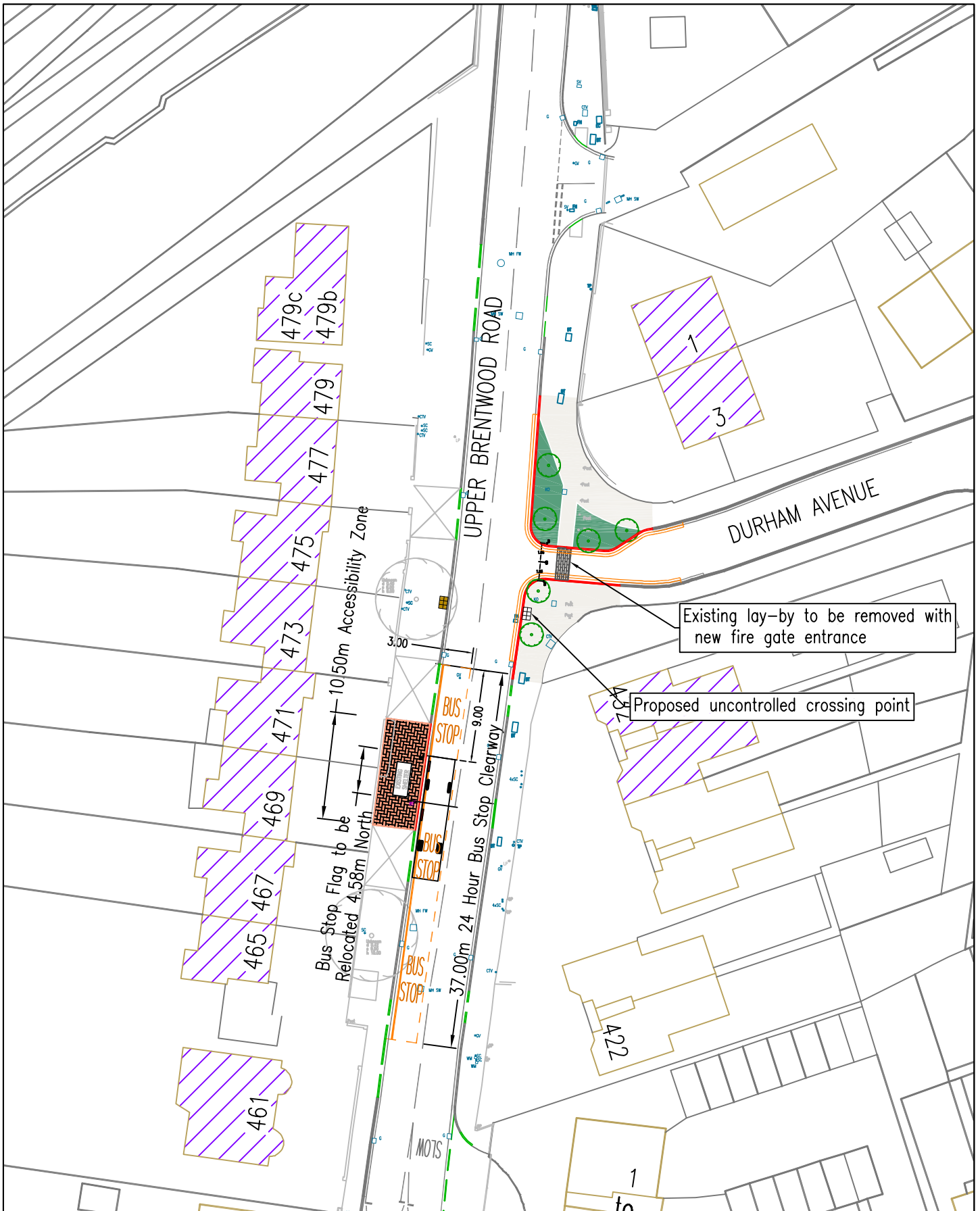
		PURPOSE		PROPOSAL		
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JOB TITLE BUS STOP ACCESSIBILITY 2016/17 UPPER BRENTWOOD ROAD		DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP		
DRAWING TITLE BS20077 & BS20076 WESTERN AVENUE		ACAD REF:	DRAWING No QP006-OF-B48 & B49	REV A	REVISION	AMENDMENT
SCALE (AT A4 SIZE) 1:500	DATE 15.06.16	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	Page 107			DATE

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JOB TITLE BUS STOP ACCESSIBILITY 2016/17 UPPER BRENTWOOD ROAD		DRAWN BY	CHECKED BY	APPROVED BY	
DRAWING TITLE BS20080 & BS20081 ROYAL LIBERTY SCHOOL		RP	MLP	MLP	
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JOB TITLE BUS STOP ACCESSIBILITY 2016/17 UPPER BRENTWOOD ROAD		DRAWN BY	CHECKED BY	APPROVED BY		
DRAWING TITLE BS20082 DURHAM AVENUE		RP	MLP	MLP		
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					REVISION	AMENDMENT
						DATE

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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:	HORNCHURCH ROAD/GROSVENOR DRIVE JUNCTION ACCIDENT REDUCTION PROGRAMME – PROPOSED JUNCTION SPEED TABLE (The Outcome of public consultation)
CMT Lead:	Steve Moore
Report Author and contact details:	Velup Siva Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
Financial summary:	The estimated cost of £15,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

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

Hornchurch Road/Grosvenor Drive Junction – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements and junction speed table is proposed to improve bus access and minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the junction speed table be approved.

The scheme is within **Hylands** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the junction speed table as shown on drawing No. QP001-3/1 be implemented.
2. That, it be noted that the estimated costs of £15,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2015, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2016/17 Havering Borough Spending Plan settlement. Hornchurch Road/Grosvenor Drive Junction Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Hornchurch Road/Grosvenor Drive Junction Accident Reduction Programme will help to meet these targets.
- 1.3 In October 2016, the Highways Advisory Committee approved a scheme along Hornchurch Road between Albany Road and Lyndhurst Drive. As part this scheme, a speed table proposed along Hornchurch Road just east of Grosvenor Drive. Following the public consultation results and London Buses

request, this speed table is replaced with junction speed table in this scheme to improve access for buses at this location.

Survey Results

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1700 vehicles per hour during peak periods along Hornchurch Road by St Leonards Way.

A speed survey was carried out and the results are as follows.

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Hornchurch Road by St Leonards Way	39	37	45	46
Hornchurch Road by Albany Road	38	35	46	46

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Hornchurch Road exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.5 In the five-year period to August 2015, three personal injury accidents (PIAs) were recorded Hornchurch Road/Grosvenor Drive Junction. Of the three PIAs, one involved pedestrian and two occurred during the hours of darkness.

Proposals

- 1.6 The junction speed table is proposed at the Hornchurch Road/Grosvenor Road Junction as shown Plan No. QP001-3/1 to reduce vehicle speeds and minimise accidents. The proposal would also improve access for buses at this location.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 15 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. One written response from Member was received and the Member indicated that it is a significant safety measure.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that three personal injury accidents (PIAs) were recorded Hornchurch Road/Grosvenor Drive Junction. Of the three PIAs, one involved pedestrians and two occurred during the hours of darkness.

- 3.2 The proposed junction speed table would minimise accidents and improve buses access at the Hornchurch Road/Grosvenor Drive Junction. It is therefore recommended that the proposed junction speed table in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

Should the Committee recommend the scheme proceeds the estimated cost of £15,000 for implementation will be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

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

This is a standard project for Street Management 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 Street Management Capital budget.

Legal implications and risks:

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

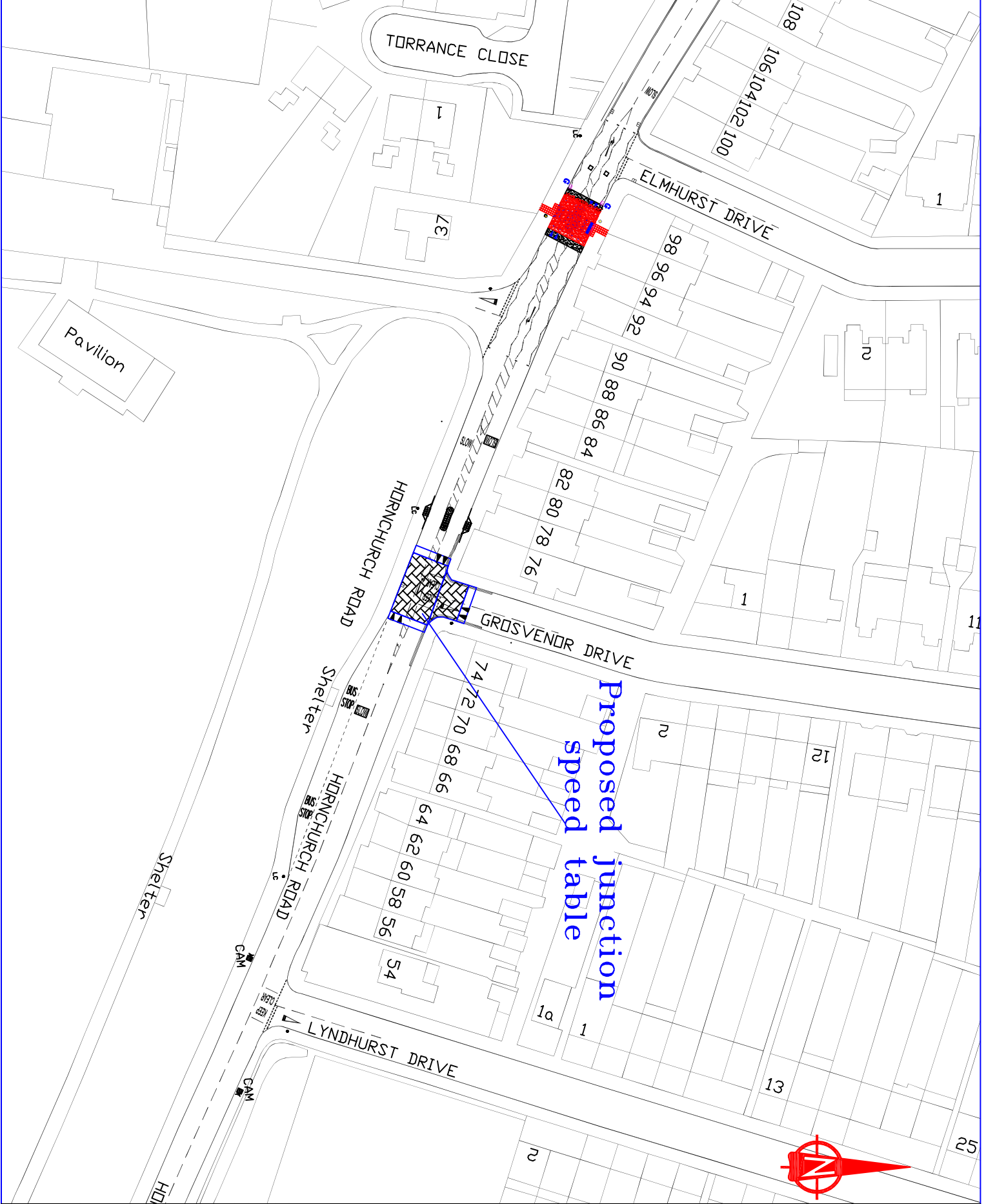
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people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

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

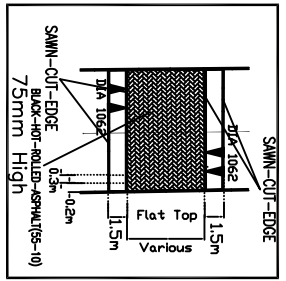
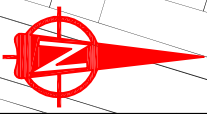
BACKGROUND PAPERS

- 1. Public consultation Letter.**
- 2. Drawing No. QP003-3/1.**

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Proposed junction speed table



TYPICAL SPEED TABLE LAYOUT

PURPOSE | **PURPOSE**

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NOTES

REVISION	DATE	DESCRIPTION
B	SEP 16	Bus stop extension and island relocation
A	SEP 16	AMENDMENT
JOB TITLE		
HORNCHURCH ROAD ACCIDENT REDUCTION PROGRAMME		
DRAWING TITLE		
PROPOSED SAFETY IMPROVEMENTS		
DRAWN BY	CHECKED BY	APPROVED BY
VS	VS	MP
SCALE	DATE	DRAWN
NTS	OCT16	MP
ACAD REF:	DRAWING No	REVISION
Shed Spec AS (297420)	QP0001-3/1	B

Havering
CITY OF HAVERING
STREETCARE CULTURE COMMUNITY
TRAFFIC & ENGINEERING
E-MAIL: streetcare@havering.gov.uk

10th FLOOR WICKHURST HOUSE
WICKHURST GARDENS, ROMFORD
TELEPHONE: 0206 8794343
FAX: 0206 8794321

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Steve Moore
Director of Neighbourhoods

Our Ref : QP001
Your Ref :

Residents/Occupiers
Hornchurch Road (part)

Environment
London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BB
Please Call : Mr Siva
Telephone : 01708 433142

t 01708 434343
e velup.siva@havering.gov.uk
text relay 18001 01708 434343
www.havering.gov.uk
Date : 28th October 2016

Dear Sir/Madam,

REF:HORNCHURCH ROAD / GROSVENOR DRIVE JUNCTION
ACCIDENT REDUCTION PROGRAMME - PROPOSED JUNCTION SPEED TABLE

You may be aware that the Havering Council consulted on the safety improvements along Hornchurch Road between Albany Road and Lyndhurst Drive. I am pleased to advise you that the Highways Advisory Committee approved the scheme and the implementation will take place early next year. As part of the scheme, we need to revise the speed table proposal for Hornchurch Road by Grosvenor Drive. The revised proposal is to provide junction speed table instead of a single speed table as shown on the attached plan.

Large scale plans can be viewed by appointment at the Mercury House, Mercury Gardens, Romford, RM1 3DW during normal office hours on Mondays to Fridays between 09.30am and 4.30pm.

If you wish to comments on the proposals, you may do so,

By writing to: The Principal Engineer, Environment, Town Hall, Main Road, Romford, RM1 3BB.

OR

By email to: velup.siva@havering.gov.uk

Comments should reach us by **Friday 18th November 2016**.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 6th December 2016 at 7:30pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 at least two days prior to the meeting.

The committee will seek to review all of the issues connected with the proposals and make a recommendation to the Cabinet Member for Environment, Regulatory Services and Community Safety, who will make the final decision on the scheme. There are usually a number of schemes to be discussed by the committee and it may be late in the evening before the scheme is considered.

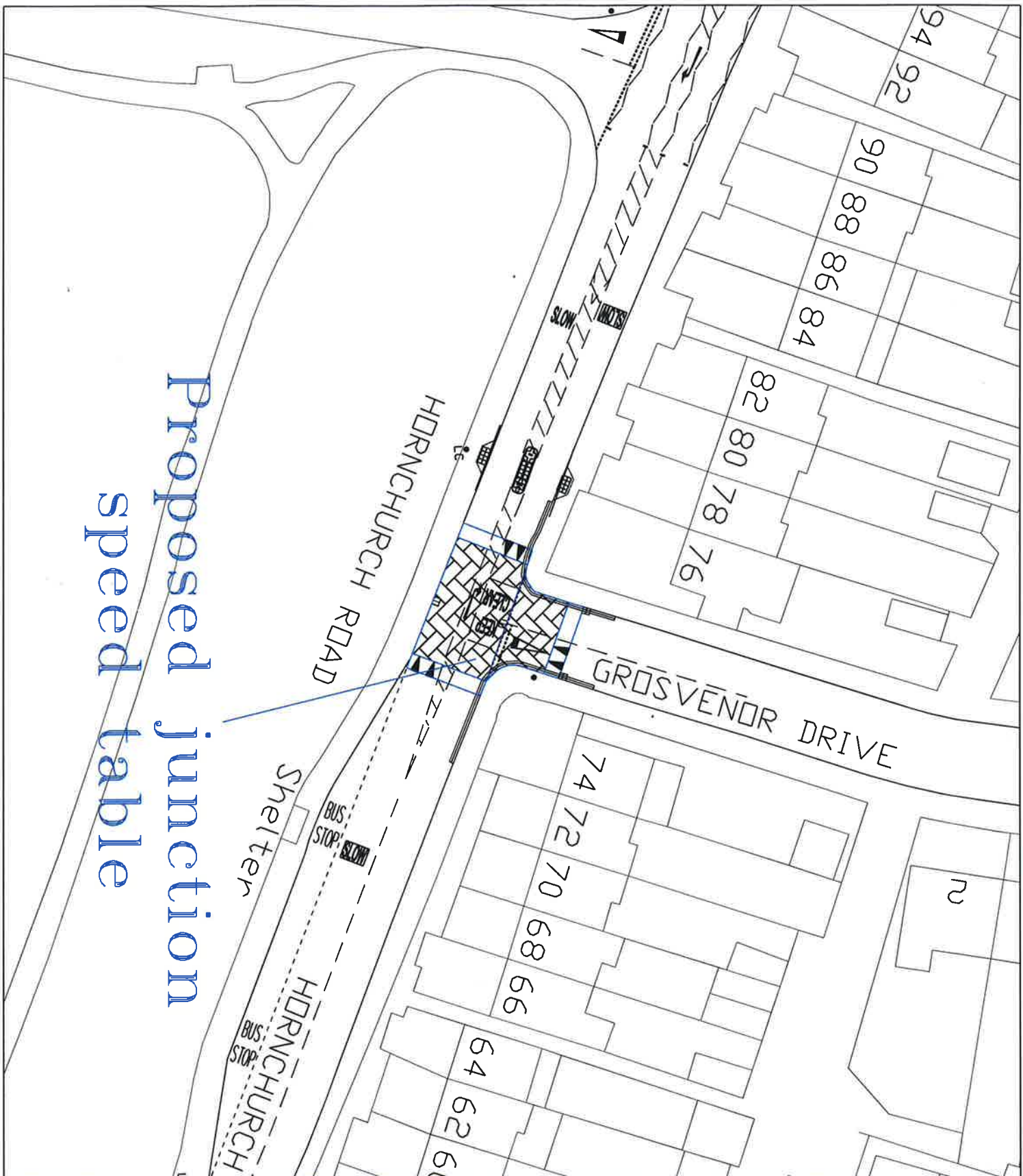
If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

Please note that all comments we receive are open to public inspection.

Yours sincerely,

V Siva.

VELUP SIVA
SENIOR ENGINEER
ENGINEERING SERVICES
ENVIRONMENT



Proposed junction speed table

PURPOSE

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NOTES

JOB TITLE		HORNCHURCH ROAD ACCIDENT REDUCTION PROGRAMME	
DRAWING TITLE		PROPOSED SAFETY IMPROVEMENTS	
REVISION	AMENDMENT	DATE	DATE
C	Single change to junction speed table		OCT 16
B	Bus stop extension and island retention	SEP 16	
SCALE			
VS VS	CHECKED BY VS VS	APPROVED BY MP MP	
NTS	DATE OCT16	DRAFT	ISSUE
ACAD REF:		DRAWING No	REVISION
Sheet No: M (2104297)		QP0001-3/1	C

Havering
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TRAFFIC & ENGINEERING

106 FLOOR MERCURY HOUSE
MERCURY GARDENS, ROMFORD,
RAM 30W
TELEPHONE No: 01708 42943
FAX No: 01708 43321
E-MAIL: streetcare@havering.gov.uk

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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**EXPERIMENTAL CLOSURE TO
THROUGH MOTOR TRAFFIC
CEDAR 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 the
permanent implementation will be met
by the Council's capital allocation for
Minor Highway Improvements.**

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

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

SUMMARY

This report sets out the responses to a consultation for the experimental closure of Cedar Road which was implemented to prevent the use of the street by through motor and seeks a recommendation on whether or not the restriction should be made permanent.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the closure to through motor traffic shown on Drawing QL040/59/01 be either;
 - (a) Removed along with all associated traffic signage; or
 - (b) Made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards.
2. That it be noted that in the event the layout is made permanent, the estimated cost of £7,000 for will be met by the Council's capital allocation for Minor Highway Improvements

REPORT DETAIL

1.0 Background

- 1.1 Cedar Road is a residential street (or local street) to the north-west of Romford town centre and is part of a wider residential area bounded by the A12 Eastern Avenue to the north-west, the A125 North Street to the north-east, the A125 St Edwards Way to the south-east and Mawney Road to the south-west. The speed limit for the street is 30mph and it is within a controlled parking zone. The Chesham Close industrial estate is accessed from Cedar road at the north-eastern end of the street.
- 1.2 The north-east end of Cedar Road merges into a complex junction with North Street and Hainault Road. Traffic is permitted to turn left and right onto North Street, but it is banned from turning right from North Street. Left turns from North Street are permitted.

- 1.3 The A12 Eastern Avenue (a major road) forms part of the pan-London Transport for London Road Network (TLRN) and the A125 North Street/ St Edwards Way (primary streets) form part of the pan-London strategic road network (SRN). Mawney Road (and White Hart Lane beyond) provides a local connection to the western side of Collier Row. Mawney Road is a secondary street.
- 1.4 Other parts of the adjacent residential area have had closures to through motor traffic in place for many years. Como Street is closed at North Street and Medora Road is closed at Chesham Close. Cedar Road remains the only street connecting Mawney Road and North Street in the immediate area for through motor traffic.
- 1.5 Some residents of Cedar Road have raised concerns with the frequency of speeding drivers (especially at the eastern end of the road) and drivers, including commercial and heavy vehicles, choosing to use the street to either avoid congestion on the A12 or to gain access the industrial area of Chesham Close from the Mawney Road end of the street.
- 1.6 At its meeting of 13th October 2015, the Council's Highways Advisory Committee considered a request for Cedar Road to be closed to through motor traffic on an experimental basis in order to deal with speeding drivers and inappropriate use by the drivers of commercial vehicles. The request was made by Cllr Benham following complaints from local residents.
- 1.7 The request was made under Item 10, Highway Scheme Requests (reference B1) and was contained within Section B of the schedule headed "Highway scheme proposals without funding available". The standard officer recommendation for requests made under Part B was that the Head of Streetcare (now Environment) should not take them forward due to lack of available funding.
- 1.8 HAC had sympathy with the request but could not recommend implementation due to the lack of funding. HAC resolved to move the Item to Section C of the schedule headed - "highway scheme proposals on hold for future discussion" for possible future implementation should funding be made available.
- 1.9 Following a review by senior management, funding was made available for the implementation of the scheme on an experimental basis. This would enable the proposal to be tested and for residents and other highway users to provide comments on a 'live' scheme. The experimental process is a matter delegated to the relevant Cabinet Member (Environment as was) and the outcome of the experiment would be reported to HAC in the usual way with the final decision being made by the Cabinet Member.
- 1.10 Staff recommended that the position of the closure should be just southwest of the junction with Chesham Close so that those driving to the industrial area could clearly see the closure. Chesham Close and Cedar Close (to the

southwest of the proposed closure) give the opportunity for those accessing Cedar Road and needing to turn vehicles the opportunity to do so.

- 1.11 In addition, Staff recommended that the restriction did not apply to cycles; and that arrangements were made for the London Fire Brigade to gain access through the closure (via a removable bollard or similar with a fire brigade lock) in the event of emergency. Staff advised that there was the potential for traffic reassignment to take place, but this would be onto the A12, North Street or Mawney Road which are more appropriate for the use than a local street such as Cedar Road
- 1.12 The Council has powers to implement Experimental Traffic Orders so that layouts may be “tested” in a live highway situation before considering whether to make the order permanent. The procedure governing the Experimental process provides for any written objections to the scheme being raised within 6-months of an Order coming into force (or any modifications thereof) and for the Council to make a decision as to whether to make an experimental Order permanent within 18-months of it coming into force.
- 1.13 Before making a permanent Order the matter is referred back to HAC (after the 6-month objection period has lapsed, but within 18 months of the Order coming into force) for consideration. HAC then makes a recommendation in the usual way to be followed by a further Executive Decision.
- 1.14 Drawing QL040/59/01 sets out the physical measures which used temporary materials as far as possible. Should the Council ultimately decide to make the arrangement permanent through the process set out above, more robust materials will be needed and would generally consist of kerbed islands and bollards.
- 1.15 The Cabinet Member authorised Staff to proceed with the experiment through Executive Decision 16/7, which was lodged with Committee Administration on 13th January 2016.
- 1.16 The Experimental Traffic Order was published and notices placed on site on 19th February 2016 and it came into force on 26th February 2016. The physical works took place on 29th February 2016. The closing date for objections to the scheme was 26th August 2016. Photos of the installation are contained in the Appendix.
- 1.17 In terms of public consultation, some 495 letters were sent on 18th February 2016 to residents and businesses in the local area who could potentially be affected by the experiment. This information was also sent to the Council’s list of standard consultees (emergency services, London Buses, special interest groups etc.), ward councillors and HAC members. The experimental Order was also published and site notices placed.
- 1.18 Automatic traffic counts were undertaken on Cedar Road at the beginning of February 2016, before the experiment came into force, and late May 2016

when the experiment was in force, so that changes in traffic flow could be measured. A summary of the data is provided in the Appendix to this report.

- 1.19 During the experiment, feedback was received on the traffic signs advising of the restriction and the fire brigade bollard being removed by unauthorised persons. Additional signage was provided to advise that there was no through route for motor traffic and positive signage was provided to guide commercial drivers to the Chesham Close industrial estate.
- 1.20 Because of objections and the receipt of a petition against the closure, Staff were instructed to write to those within the consultation area to explain that the Council proposed to end the experiment early and therefore any other views were required. This letter was sent on 23rd May 2016.
- 1.21 In response to this, many people responded in support of the scheme and a second petition from residents of Cedar Road was also received. The petition contained a majority in support, but with some against the scheme.
- 1.22 Staff were instructed to write to those in the consultation area advising that the experiment would continue and the revised date for comments would be 28th October 2016 to ensure that a full six-months for comments would be provided. The letter also explained that there had been a change in cabinet responsibilities (now Cabinet Member for Environment, Regulatory Services and Community Safety) and confirmed the date where the matter would be discussed by the Highways Advisory Committee.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 164 responses had been received (staff have counted multiple replies from the same person as a single response).
- 2.2 Havering Cyclists supported the scheme.
- 2.3 The Metropolitan Police Roads & Transport Policing Command raised concerns about the potential for an unobservant driver or motorcycle rider colliding with the fire brigade bollard, but noting the experimental nature of the scheme.
- 2.4 3 respondents made comments in relation to the traffic signs associated with the scheme, but didn't offer a view either way.
- 2.5 64 respondents supported the scheme and 95 respondents objected to the scheme (40% in favour and 60% against).
- 2.6 The petition in objection to the scheme was received in early May 2016 and contained 183 signatures.

2.7 The second petition (from Cedar Road) was received in early June. 64 people signed in support of the scheme, 14 against the scheme, 2 not giving a view and 19 not responding.

2.8 There is a full summary of comments and numbers of respondents making the similar comments in the Appendix. The most common comments from people who are against the closure were;

- Should put in humps/ traffic calming/ 20mph limit instead
- Scheme making journey to work/ school/ other destinations longer
- Mawney Road more congested
- Scheme making it harder to drive into/ out of the estate
- Drivers diverting to Willow Street, Poplar Street and others to pass Mawney Road congestion
- Further/ harder to drive to local shops and amenities
- Width restriction to deal with lorries would be better
- Cedar Road should be used as through route to avoid other congested streets
- Harder for employees, customers and deliveries to access businesses
- Unhappy that Council used experimental powers
- Should put in speed cameras
- A12 is more congested

2.9 The most common comments from people who are in support of the closure were;

- Street is now safer for children
- Cedar Road is now safer
- Cedar Road is now quieter (noise reduction)
- Driver speeds have reduced
- Scheme has dealt with a drug dealing problem in Cedar Road
- Diversion to get round closure is not really an issue for residents
- People against closure want to use street to cut through rather than using main roads
- Resident previously had car or walls damaged
- Commercial vehicles use has reduced
- Street is now cleaner
- Traffic has reduced
- Local residents should walk rather than drive for short trips

3.0 Traffic Survey & Casualty Data

3.1 A traffic survey point was established on Cedar Road to the north-east of the junction with Willow Street.

3.2 The surveys were undertaken by automatic traffic counters which measured speed, traffic volume and vehicle class. The data collected before the restriction was installed was collected between 8th and 12th February 2016. A subsequent survey was undertaken between 20th and 26th May 2016 to measure conditions after the restriction had been installed and with some time allowed for traffic patterns to adapt. The Committee should note that although seasonal variations in traffic flow can take place, this is less likely in urban areas and so Staff are confident that the data provides a reasonable indication of change. Details of the traffic data are contained in the Appendix to this report.

3.3 The headline summary is shown in the table below;

	Before	After	% Change
Flow (vpd)	1920	403	-79
OGV1/ PSV flow	187	48	-74
Peak 2-way flow (AM, vpd)	205	27	-87
Peak 2-way flow (PM, vpd)	192	34	-82
85th % speed (mph)	29	27	-7

3.4 Staff consider that the “before” flows were high, given the class of street and from the “after” data, it is very clear that the street was being used beyond what could reasonably be expected to be generated by residents and their visitors/ deliveries. The scheme has also generated a modest reduction in driver speed.

3.5 Unrelated to the scheme, the Council undertakes annual traffic counts at various locations on the primary and secondary street network across the borough. There is a count point on Mawney Road between Vine Street and Willow Street. There is also a count point on North Street between Seymer Road and Hainault Road. The 2015 counts were in late April and the 2016 counts in late May which means data is available before and during the experiment on Cedar Road. The average weekday data is as below (weekends being very slightly quieter);

Mawney Road	northbound	southbound	total
Before	7700	7174	14874
After	6968	7570	14538
	-9.5%	+5.5%	-2.3%

North Street	northbound	southbound	total
Before	10440	9998	20438
After	10858	11043	21901
	+4%	+10.5%	+7.2%

- 3.6 Between the 2015 and 2016 counts, there has been a slight reduction in total traffic flow on Mawney Road and an increase in total traffic flow on North Street. Northbound traffic on Mawney Road has reduced by 9.5% with southbound traffic increasing by 5.5%. For North Street, southbound traffic has increased by 10.5% and northbound traffic by 4%.
- 3.7 In terms of peak times, a summary is provided in the Appendix. The morning peak hour on Mawney Road differs between directions, but remained consistent between the two years. There was a 3.9% reduction in southbound traffic in the morning and an increase of 1.4% for northbound traffic.
- 3.8 There is a distinct peak in the middle of the day, although this changed between the years. For the evening peak, this was earlier in 2016 than 2015, but reduced by 13.8% for southbound traffic and increased by 18.9% for northbound traffic.
- 3.8 The data for Mawney Road and North Street is not conclusive, but it would be consistent with traffic diverting from Cedar Road. Because of the banned right turn into Hainault Road from North Street, an increase in southbound traffic on Mawney Road and an increase in northbound traffic on North Street would indicate traffic diverting to access Chesham Close. The reduction in northbound traffic on Mawney Road might be an indication of drivers using Willow Street to bypass traffic queues on Mawney Road.
- 3.9 In terms of casualty data, in the 5 years to 2015 (currently available data), there was one collision at the junction of Cedar Road and Mawney Road involving an HGV and a car. An occupant of the car was slightly injured.

4.0 Staff Comments

- 4.1 The experiment has proved unpopular with 60% of those responding. Many considered that a traffic calming scheme of some description would have been preferable. Many also consider that the scheme has made it harder to drive for both local and longer distance journeys. Many people also considered that the experiment has led to people using Willow Street and other streets to bypass Mawney Road which they consider has become more congested. Some people felt that Cedar Road should be available as a cut-through. The issues raised by the police are easily dealt with in the event a permanent scheme is provided.
- 4.2 40% of those responding were in favour of the scheme being made permanent. Many considered that the street was now safer, especially for children. Many considered that the street was quieter, that driver speeds had reduced and that a drug dealing issue had been dealt with. Some people felt that it wasn't an issue to get into/ out of the estate and that people against the closure wanted to cut-through, rather than use the main roads.

- 4.3 The traffic data associated with the experiment demonstrates a significant reduction in traffic for the closed end of Cedar Road, including a similarly significant reduction in commercial vehicles. The data also shows a modest reduction in driver speeds. The traffic flow before the experiment commenced was beyond what Staff consider to be reasonable for a residential street and it is clear that the street was being used as a cut-through.
- 4.4 The data incidentally collected for Mawney Road and North Street suggests that drivers may have diverted to North Street. However, without a dense network of traffic count points, it is not possible to be conclusive and the committee should bear this in mind.
- 4.5 It will be for members to decide what weight should be given to the views put forward, including the petitions. Members will need to make a recommendation based on what they consider should be the function of the street, given its local context and the information set out in this report.
- 4.6 The Committee should note that the funding made available was only sufficient to cover the cost of the experimental scheme and the costs cited in the Recommendations only cover making the current scheme permanent (removal being negligible). The only options available to the Committee are as reflected in the Recommendations.
- 4.7 Any other work would need a separate budget to be identified. Although Staff are able to suggest other possibilities, they are not costed or considered from a detailed feasibility point of view which the Committee should note. A wider project would need to be discussed with senior management because of the resource implications (financial and staffing).
- 4.8 With those objecting to the scheme, many suggested traffic calming (some including a 20mph speed limit). From the data collected, Staff do not consider that there is a serious issue with driver compliance with the existing 30mph speed limit for the street. However, against the backdrop of wider UK and international experience, there is a good case for 20mph speed limits in residential streets in terms of road danger reduction.
- 4.9 To ensure compliance, it is likely that some form of traffic calming would be required and given that the area is heavily parked, road humps would be the obvious treatment. Staff would comment, however, that given the traffic flows (including commercial traffic), road humps would likely lead to complaints about noise and vibration. Speed cameras are not an option
- 4.10 A width restriction could deal with commercial traffic, but allow car-based traffic to continue unimpeded, although remaining flows would still be high for a residential street.
- 4.11 In terms of the original complaint about drivers choosing Cedar Road to avoid the A12, a camera-enforced banned right turn from Hainault Road onto North Street would remove the advantage for those using the street as part of their journey to Romford. A similar treatment at the Mawney Road end of Cedar

Road would remove a similar advantage. However, it is unlikely that those wanting unimpeded motor vehicle access would be in support.

- 4.12 Many people objecting to the scheme were concerned that drivers had switched to using Willow Street to avoid traffic queues on Mawney Road and that Mawney Road itself suffered from congestion. There might be solutions to dealing with drivers using side streets in this way, but they would also require traffic management and enforcement. There may well be wider issues in terms of capacity and congestion, but the limiting factor (depending on direction) will be the A12 and the Romford Ring Road for which there are no simple solutions.
- 4.13 As set out above, the Committee is being asked to make a recommendation to the Cabinet Member on the experimental process alone. Any thoughts on alternatives or other schemes can be noted, but senior management and relevant cabinet members would have to make decisions on resources going forward.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme or its removal.

The estimated cost of £7,000 for the permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements. In the event the restriction is removed, the costs would be considerably less.

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:

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 to impose an Experimental Traffic Order to restrict the width of vehicles passing a particular point in a street.

The Council must follow the provisions set out under Section 22 of the The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and if the Order is to be made permanent, Section 23 of the same.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

BACKGROUND PAPERS

Project file: QL040/59

Cedar Road Experimental Closure
To Through Motor Traffic

**APPENDIX
CONSULTATION RESPONSE SUMMARY
TRAFFIC DATA SUMMARY
SCHEME DRAWINGS
SITE PHOTOGRAPHS**

Responses from standard consultees

Mark Deeming

Metropolitan Police – Roads & Transport Policing Command

Unfortunately the current method of the closure would not be supported by the Police under safety concerns.

This is based on the overall conspicuity of the closure and type of material used, I appreciate this is an experimental order.

The concerns are safety based in the scenario of a motorcyclist or unobserving driver colliding with a solid steel post in the centre of the road. With the absence of any signage effectively we have an obstruction of the road made of concrete and fixed metal with no advance warning, prohibition or direction to traffic.

Ray Whitehouse

Havering Cyclists

You have my support.

Summary of responses from public in support of the scheme

Burnham Road	1
Cedar Road	48
Chesham Close	1
Hainault Road	1
Poplar Street	1
Vine Street	1
Willow Street	7
No Address Given	4
Total	64

Comment	No. respondents making similar comments
Street is now safer for children	24
Cedar Road is now safer	18
Cedar Road is now quieter (noise reduction)	16
Driver speeds have reduced	12
Scheme has dealt with a drug dealing problem in Cedar Road	9
Diversion to get round closure is not really an issue for residents	8
People against closure want to use street to cut through rather than using main roads	6
Resident previously had car or walls damaged	4
Commercial vehicles use has reduced	4
Street is now cleaner	3
Traffic has reduced	3
Local residents should walk rather than drive for short trips	3
Originally against the scheme, now support it	2
Pollution reduced	2
If removed, speed and traffic volume needs to be dealt with	2
Some drivers have diverted to Poplar Street and Willow Street to bypass Mawney Road	2
Scheme has reduced general anti-social behaviour	2
Road safer for pedestrians	1
Cedar Road is no longer other people's cut through	1
Traffic signals at Mawney Road/ A12 need changing	2
General support for the scheme	1
Traffic on Mawney Road has eased	1

Summary of responses from public objecting to the scheme

Beech Street	5
Brooklands Road	1
Burnham Road	1
Cedar Close	4
Cedar Road	14
Chesham Close	3
Drummond Road	1
Hainault Road	1
Havering Drive	1
Havering Road	1
Maple Street	5
Mashiters Walk	1
Mildmay Road	1
North Street	1
Olive Street	1
Parkside Avenue	1
Poplar Street	9
Silver Way	1
Vine Street	6
Willow Street	24
No Address Given	13
Total	95

Comment	No. respondents making similar comments
Should put in humps/ traffic calming/ 20mph limit instead	34
Scheme making journey to work/ school/ other destinations longer	26
Mawney Road more congested	23
Scheme making it harder to drive into/ out of the estate	22
Drivers diverting to Willow Street, Poplar Street and others to pass Mawney Road congestion	19
Further/ harder to drive to local shops and amenities	14
Width restriction to deal with lorries would be better	10
Cedar Road should be used as through route to avoid other congested streets	8
Harder for employees, customers and deliveries to access businesses	5
Unhappy that Council used experimental powers	5
Should put in speed cameras	4
A12 is more congested	4
Increase in fuel costs	3
Increase in pollution	3
Scheme has caused fatal accidents	2
Street has been quieter, but scheme too inconvenient	2
Drivers performing 3-point turns has increased	2

Costs more for taxis	2
Not enough business parking/ permits	2
Residents complaining about problems shouldn't have bought house/ should move elsewhere	2
All roads around have been made more congested	2
Animals have been hit by speeding cars since scheme went in	2
Signage poor	2
Concern about emergency services delays	2
There was not a speeding problem	1
Closed area being used for parking by businesses	1
There was no need to change the road	1
Speeding has increased	1
North Street was easier than Mawney Road to access A12	1
Do not agree that Cedar Road is a cut through	1
Junctions at Mawney Road worse for people walking	1
Closure only benefits some Cedar Road residents	1
Should have weight restriction	1
Driveways being blocked by children being dropped off	1
Objects, no reason provided	1
Mawney and wider area need to be looked at because of congestion	1

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE


















Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM	AM		PM	AM	PM	AM	PM	AM	PM			
Cedar Road	AM	Northbound	117	29	24	Southbound	88	29	24	205	1920	20.7	187	9.7	1.4	0.1
	PM		117				75			192						

Traffic Data, 20th to 28th May (average weekday) AFTER

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM	AM		PM	AM	PM	AM	PM	AM	PM			
Cedar Road	AM	Northbound	10	27	22	Southbound	17	27	22	27	403	15.1	48	11.9	0	0
	PM		21				13			34						

Percentage Change Before to After

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM	AM		PM	AM	PM	AM	PM	AM	PM			
Cedar Road	AM	Northbound	-91.50	-6.9	-8.3	Southbound	-80.70	-6.9	-8.3	-86.80	-79.00	-27.10	-74.30	22.70	N/A	N/A
	PM		-82.10				-82.70			-82.30						

<p>CAR</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  SALOON </div> <div style="text-align: center;">  ESTATE </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 20px;"> <div style="text-align: center;">  PEOPLE CARRIER </div> <div style="text-align: center;">  CAR TOWING CARAVAN / TRAILER </div> </div>
<p>LIGHT GOODS VEHICLE (LGV)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  VAN </div> <div style="text-align: center;">  <3.5 TONNES – single rear tyres </div> <div style="text-align: center;">  PICK-UP </div> </div>
<p>OTHER GOODS VEHICLE (OGV1)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  > 3.5 TONNES – twin rear tyres </div> <div style="text-align: center;">  2-AXLES RIGID </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 20px;"> <div style="text-align: center;">  2-AXLES RIGID </div> <div style="text-align: center;">  3 AXLES-RIGID </div> </div>
<p>OTHER GOODS VEHICLE (OGV2)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  4 OR MORE AXLES RIGID </div> <div style="text-align: center;">  3-AXLES ARTIC </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 20px;"> <div style="text-align: center;">  4 OR MORE AXLES ARTIC </div> <div style="text-align: center;">  OTHER GOODS VEHICLE WITH TRAILER </div> </div>
<p>BUSES & COACHES (PSV)</p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  DOUBLE DECK BUS </div> <div style="text-align: center;">  SINGLE DECK BUS OR COACH </div> </div>

**Mawney Road
Peak Traffic Flows**

2015					
Southbound			Northbound		
AM peak	9am-10am	538	AM peak	7am-8am	485
Interpeak	12pm-1pm	472	Interpeak	3pm-4pm	573
PM peak	6pm-7pm	515	PM peak	6pm-7pm	449

2016					
Southbound			Northbound		
AM peak	9am-10am	517	AM peak	7am-8am	492
Interpeak	1pm-2pm	487	Interpeak	2pm-3pm	566
PM peak	4pm-5pm	444	PM peak	4pm-5pm	534

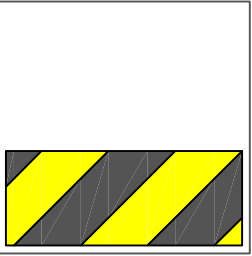
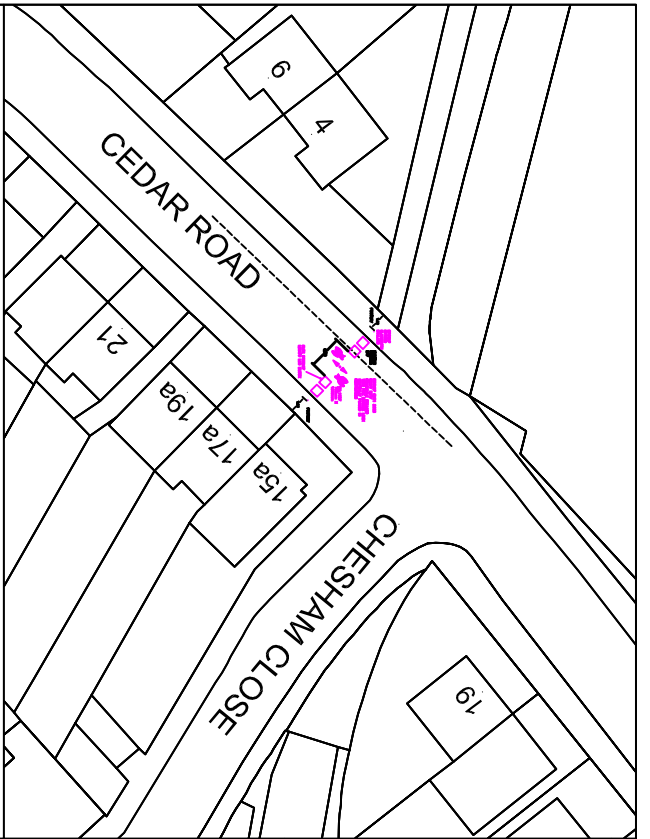
Change					
Southbound			Northbound		
AM peak		-3.9%	AM peak		+1.4%
Interpeak		+3.2%	Interpeak		-1.2%
PM peak		-13.8%	PM peak		+18.9%



View towards North Street



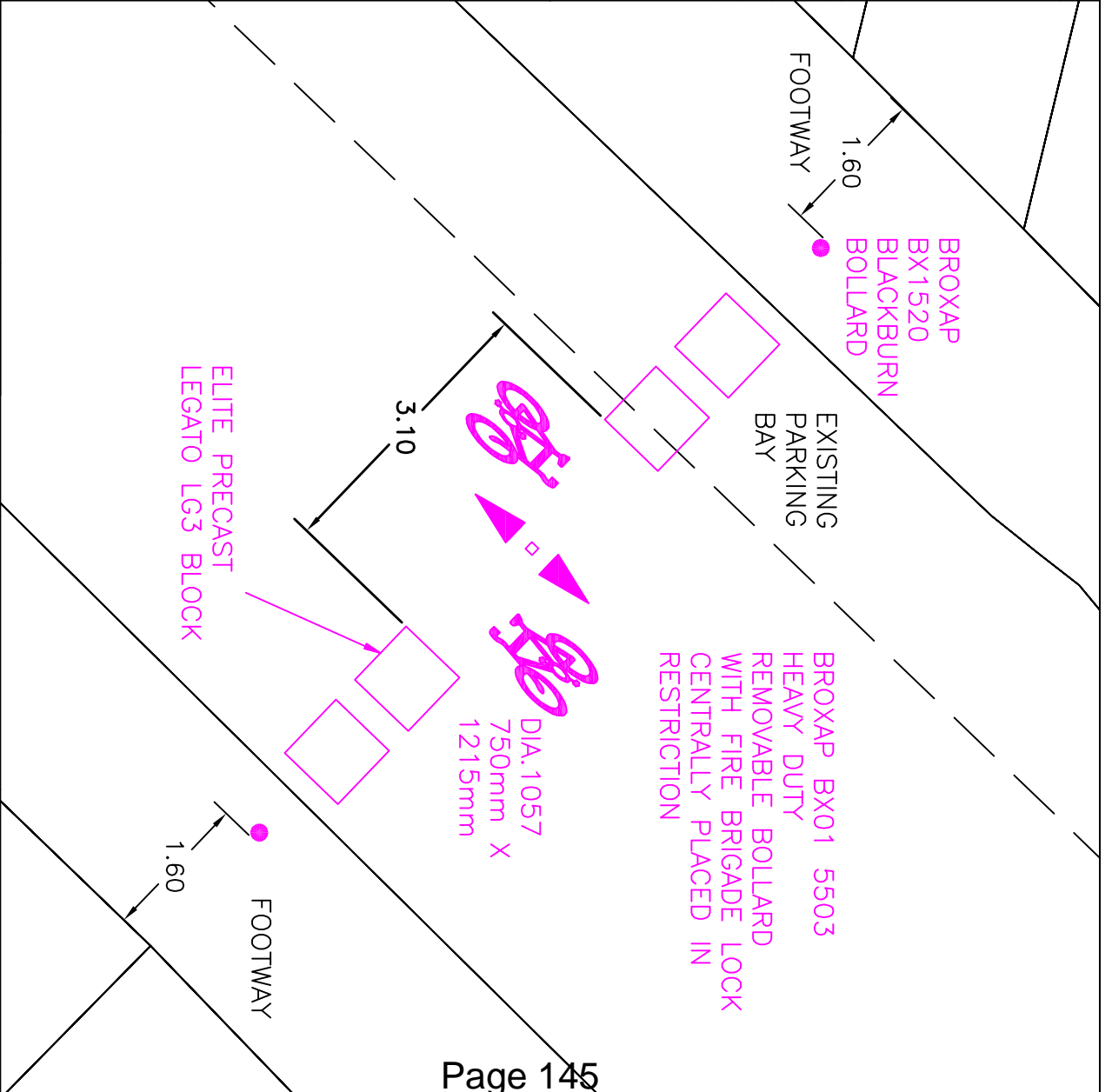
View towards Mawney Road



ELITE PRECAST CONCRETE
LEGATO LG3 BLOCK WITH
DIA.528.1 AFFIXED
YELLOW STRIPES TO BE
150mm WIDE, FLUORESCENT
AND RETROREFLECTIVE
SIGN 750mm HIGH, 300mm
WIDE AFFIXED 25mm FROM
BLOCK EDGE



DIA.1062 VARIANT
300mm WIDE
600mm HIGH
APPROACH TO BOLLARD
OFFSET 150mm



HaVering
LONDON BOROUGH
STREETWARE COMMUNITIES & RESOURCES
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JOB TITLE
CEDAR ROAD, ROMFORD
EXPERIMENTAL ROAD CLOSURE

DRAWING TITLE
GENERAL ARRANGEMENT

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SCALE (AT A4 SIZE) NTS	DATE NOV 2015	DRAFT ISSUE		
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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**ROMFORD TOWN CENTRE ACCIDENT
REDUCTION PROGRAMME –
PROPOSED 20MPH ZONE AND
SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

Steve Moore

Report Author and contact details:

**Velup Siva
Senior Engineer
01708 433142
velup.siva@havering.gov.uk**

Policy context:

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

Financial summary:

**The estimated cost of £95,000 for
implementation will be met by
Transport for London through the
2016/17 Local Implementation Plan
allocation for Accident Reduction
Programme.**

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

Romford Town Centre – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and 20mph zone, humped pelican crossing, speed tables, build out, gateway measures with coloured surfacing and 20/30mph roundels, 20mph roundels road markings, 20/30mph road signs, roundabout centre line road markings are proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Romford Town Centre** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) All the roads inside Ring Road (Plan Nos:QP005-1 and QP005-2)
 - 20mph Zone
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - 20mph roundels road markings
 - (b) South Street between Victoria Road and Ring Road (Plan No:QP005-3)
 - Speed tables (2No.) as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - (c) Victoria Road between South Street and Mercury Gardens (Plan No:QP005-4)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - (d) Eastern Road between South Street and Ring Road (Plan No:QP005-5)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - (e) Western Road between South Street and Mercury Gardens (Plan No:QP005-6)
 - Humped pelican crossing as shown.

- Relocation of bus cage
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (f) Exchange Street between Waterloo Road and Havana Close (Plan No:QP005-7)
- Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (g) High Street between St Edwards Way and Angel Way (Plan No:QP005-8)
- Kerb build-out as shown
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (h) Waterloo Road / Oldchurch Road Roundabout (Plan No:QP005-9)
- Road markings changes as shown
- (i) Mercury Gardens / Western Road Roundabout (Plan No:QP005-10)
- Road marking changes as shown
- (j) Main Road / St Edwards Way Roundabout (Plan No:QP005-11)
- Road marking changes as shown
- (k) North Street / St Edwards Way Roundabout (Plan No:QP005-12)
- Road marking changes as shown
2. That, it be noted that the estimated costs of £95,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.
- 3.

REPORT DETAIL

1.0 Background

- 1.1 In October 2015, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2016/17 Local Implementation Plan Allocation. Romford Town Centre – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number

of casualties for 2005-09. The Romford Town Centre Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 2000 and 700 vehicles per hour during peak periods use the roads along and inside Ring Road respectively.

A speed survey was carried out and the results are as follows.

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound
St Edwards Way by Mawney Road	36	40	42	47
St Edwards Way by Church Lane	38	39	41	42
Mercury Gardens between Main Road and Western Road	37	37	41	41
Thurloe Gardens between Victoria Road and South Street	40	42	44	49
Waterloo Road by Union Road	38	40	45	49
Western Road between South Street and Mercury Gardens	26	24	30	31
Eastern Road between South Street and Mercury Gardens	25	28	30	33

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along the Ring Road exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the five-year period to August 2015, forty eight personal injury accidents (PIAs) were recorded inside the Ring Road. Of the forty eight PIAs inside the Ring Road, one was fatal; three were serious; one was speed related; twenty six involved pedestrians and six occurred during the hours of darkness. During the same period, one hundred thirty seven PIAs were recorded along the Ring Road. Of the one hundred thirty seven PIAs, two were fatal; eight were serious; five were speed related; sixteen involved pedestrians and twenty nine occurred during the hours of darkness. Details of PIAs are as follows:

Inside Ring Road

Location	Fatal	Serious	Slight	Total PIAs
Atlanta Boulevard	0	1 (1-Ped)	0	1
Bridge Close	0	0	1 (1-Dark)	1
Exchange Street	0	0	2 (1-Speed) (1-Dark)	2
High Street	0	1	4 (1-Ped)	5
Market Link	0	0	1 (1-Ped) (1-Dark)	1
South Street	0	1 (1-Ped)	8 (7-Ped)	9
South Street/Victoria Road Junction	0	0	11 (7-Ped) (3-Dark) (1-Speed)	11
The Mews	0	0	1 (1-Ped)	1
Victoria Road	0	0	2 (1-Ped)	2
Western Road	1 (1-Ped)	0	14 (5-Ped)	15
Total	1	3	44	48

Along Ring Road

Location	Fatal	Serious	Slight	Total PIAs
Main Road / St Edwards Way Roundabout	0	1	10 (6-Dark) (1-Speed)	11
Mercury Gardens	0	0	4	4
Mercury Gardens / Western Road Roundabout	0	1	6 (2-Ped) (3-Dark)	7
North Street / St Edwards Way Roundabout	1 (1-Dark) (1-Speed)	0	15 (5-Dark)	16
Oldchurch Road between Waterloo Road and South Street	0	0	1	1
South Street / Thurloe Gardens Traffic Signal Junction	0	0	16 (4-Dark)	16

St Edwards Way between North Street and Main Road	0	1 (1-Ped)	7 (2-Ped)	8
St Edwards Way between London Road and North Street	0	0	8 (2-Ped) (1-Speed)	8
St Edwards Way / Mawney Road Junction	0	1 (1-Ped) (1-Dark)	7 (1-Ped)	8
Thurloe Gardens	0	0	1	1
Victoria Road / Thurloe Gardens Traffic Signal Junction	0	1	10 (3-Ped) (5-Drak)	11
Waterloo Road	0	0	9 (2-Ped) (2-Dark)	9
Waterloo Road / Exchange Street Traffic Signal Junction	1 (1-Ped)	1	3 (2-Dark)	5
Waterloo Road / London Road Roundabout	0	1	8 (1-Dark) (1-Speed)	9
Waterloo Road / Oldchurch Road Roundabout	0	1	22 (1-Ped) (4-Dark) (1-Speed)	23
Total	2	8	127	137

Proposals

The following safety improvements are proposed inside the Ring Road and along the Ring Road to reduce vehicle speeds and minimise accidents.

- (a) All the roads inside Ring Road (Plan Nos:QP005-1 and QP005-2)
 - 20mph Zone
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
 - 20mph roundels road markings
- (b) South Street between Victoria Road and Ring Road (Plan No:QP005-3)
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 - Road markings changes as shown

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 - Road marking changes as shown

- (j) Main Road / St Edwards Way Roundabout (Plan No:QP005-11)
 - Road marking changes as shown

- (k) North Street / St Edwards Way Roundabout (Plan No:QP005-12)
 - Road marking changes as shown

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were posted to local residents / occupiers. Approximately, 2600 letters were posted to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Eight written responses from cycling representatives, Metropolitan Police and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that forty eight personal injury accidents (PIAs) were recorded inside the Ring Road. Of the forty eight PIAs inside the Ring Road, one was fatal; three were serious; one was speed related; twenty six involved pedestrians and six occurred during the hours of darkness. During the same period, one hundred thirty seven PIAs were recorded along the Ring Road. Of the one hundred thirty seven PIAs, two were fatal; eight were serious; five were speed related; sixteen involved pedestrians and twenty nine occurred during the hours of darkness.

3.2 The proposed safety improvements would minimise accidents along and inside the Ring Road. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

Should the Committee recommend the scheme proceeds the estimated cost of £95,000 for implementation will be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

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

This is a standard project for Street Management 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 Street Management Capital budget.

Legal implications and risks:

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

BACKGROUND PAPERS

- 1. Public consultation Letter.**
- 2. Drawing Nos. QP005-1 to QP005-12,**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QO005/1 (London Cycling Campaign)	Yes very much in favour of 20mph in town centres and all residential areas too.	-
QP005/2 (the resident, 38 Rom Crescent)	Any scheme that reduces the speed of vehicles has my full support. The scheme has to include Rom Valley Way and Roneo corner Ring Road.	The funding is only available to carry out safety measures in Romford Town Centre. Roneo corner area could be considered at a later date if funding is available in future.
QP005/3 (Cycling representative)	This is an excellent scheme where there is a high interaction area between pedestrians, cyclists and vehicles. I am strongly in support of this. Indeed, I would be strongly in support of all Havering's Retail/Commercial hubs, e.g. Collier Row, Hornchurch, Rainham, Upminster etc. to be 20mph areas and some already are but could be extended.	-
QP005/4 (the resident, Havering)	I think this proposed 20mph zone makes sense. I don't think it's safe to drive faster than that speed inside the ring road.	-
QP005/5 (the resident, 35 Chester Avenue)	Having reviewed the proposal and using the area regularly, any proposal that reduces the speed of vehicles has my full support. Request to include Rom Valley Way and Roneo Corner Ring Road	Roneo corner area could be considered at a later date if funding is available in future.
QP005/6 (Metropolitan Police)	The reduction of casualties and road safety is always a priority. However careful consideration must be taken into dealing with what the problem is and why it is happening. Pedestrian collisions off peak form the majority however speed related collision are a low end of the scale. Collision stats do not appear to show speed is a causation factor of collisions. An introduction of speed tables where speeds are that high invite a collision risk all be it that the vehicles are exceeding the legal limit. The introduction of raised tables will reduce emergency response times, particularly, London Ambulance Response	Staff considered that the proposals would reduce vehicle speeds and minimise accidents in the area, particularly where the high number of pedestrian accidents occurred. It is considered that the proposals would not cause a significant problem.

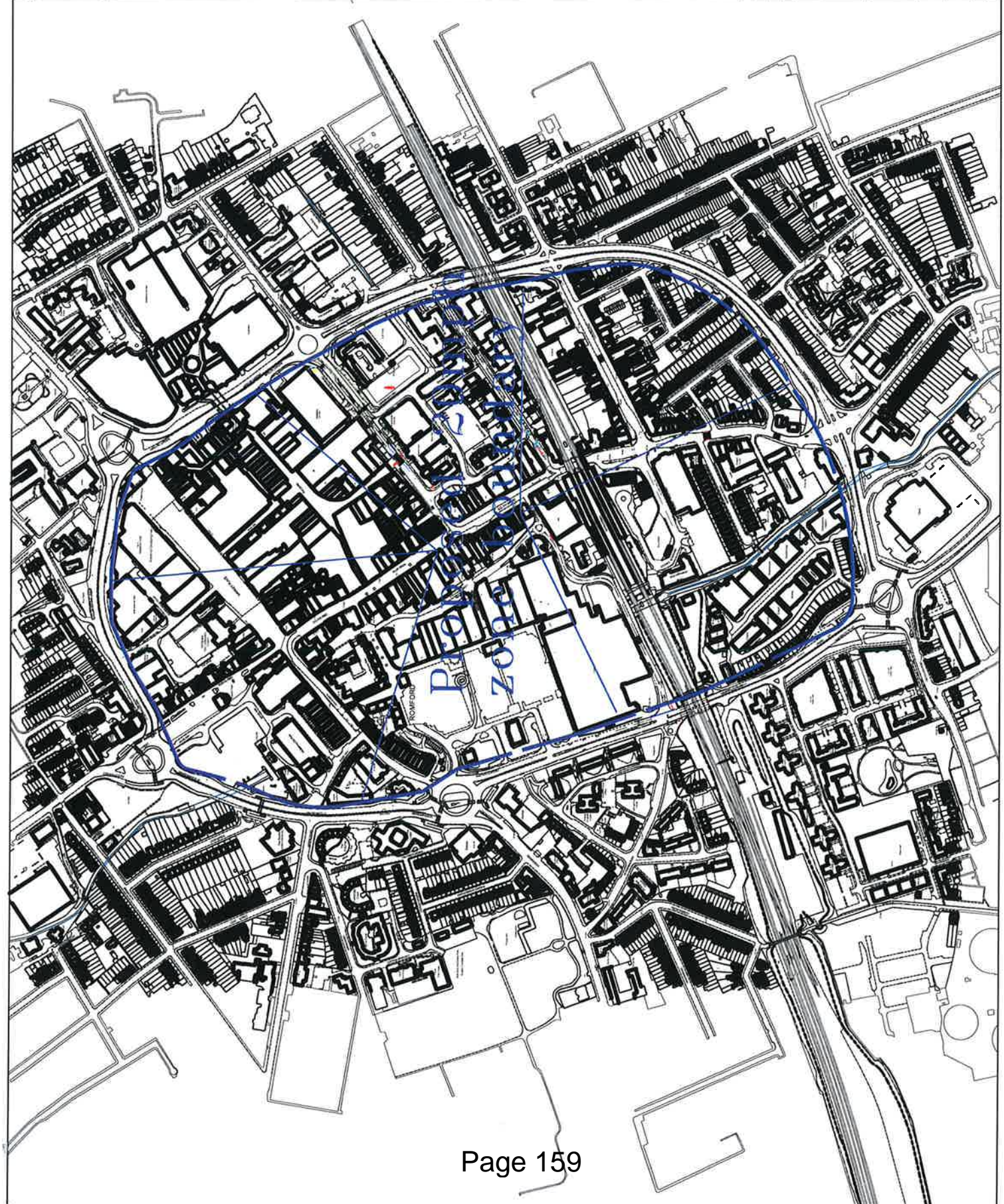
	times and patient comfort.	
QP005/7 (Cycling UK 'Right to Ride' Network)	It is essential to construct all speed tables. Road humps etc with entry and exit ramps in sinusoidal profile.	Sinusoidal speed tables are not necessary at this location. However it could be considered at the detail design stage.
QP005/8 (The resident, Havering)	I am totally against any more speed tables being built in any road in any areas for the following reasons. (a) Speed tables make driving uncomfortable and cause pain in my back (2) Speed tables cause more pollution due to stop to start acceleration of vehicles (3) Speed tables cause excess wear to vehicle components.	Staff considered that the speed table would not cause significant problems if the vehicles travel at the appropriate speeds for the particular roads. The proposals would reduce vehicles speeds and minimise accidents in the area.

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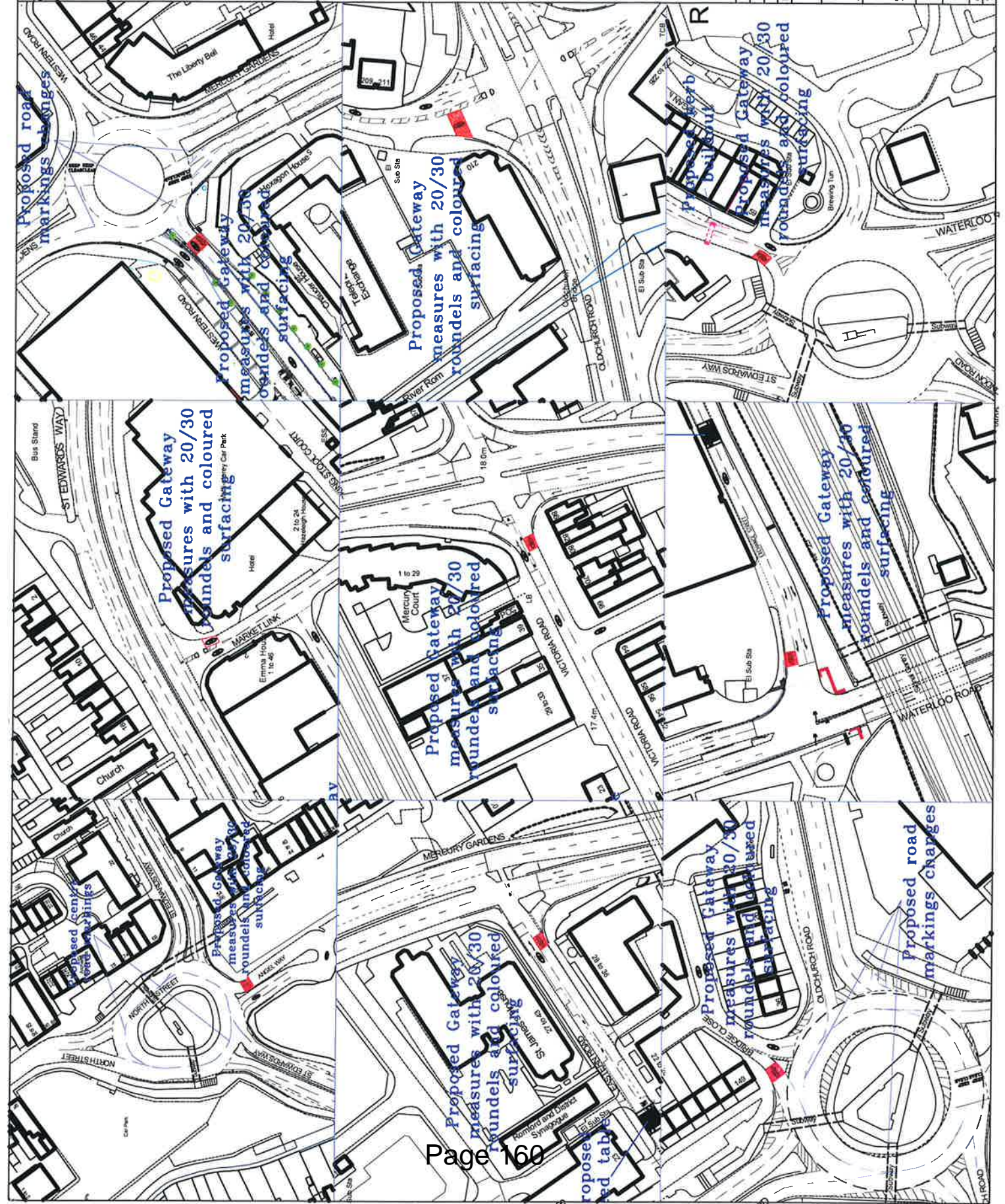
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NOTES

Proposed Gateway measures with 20/30 roundels and coloured surfacing

Proposed speed table



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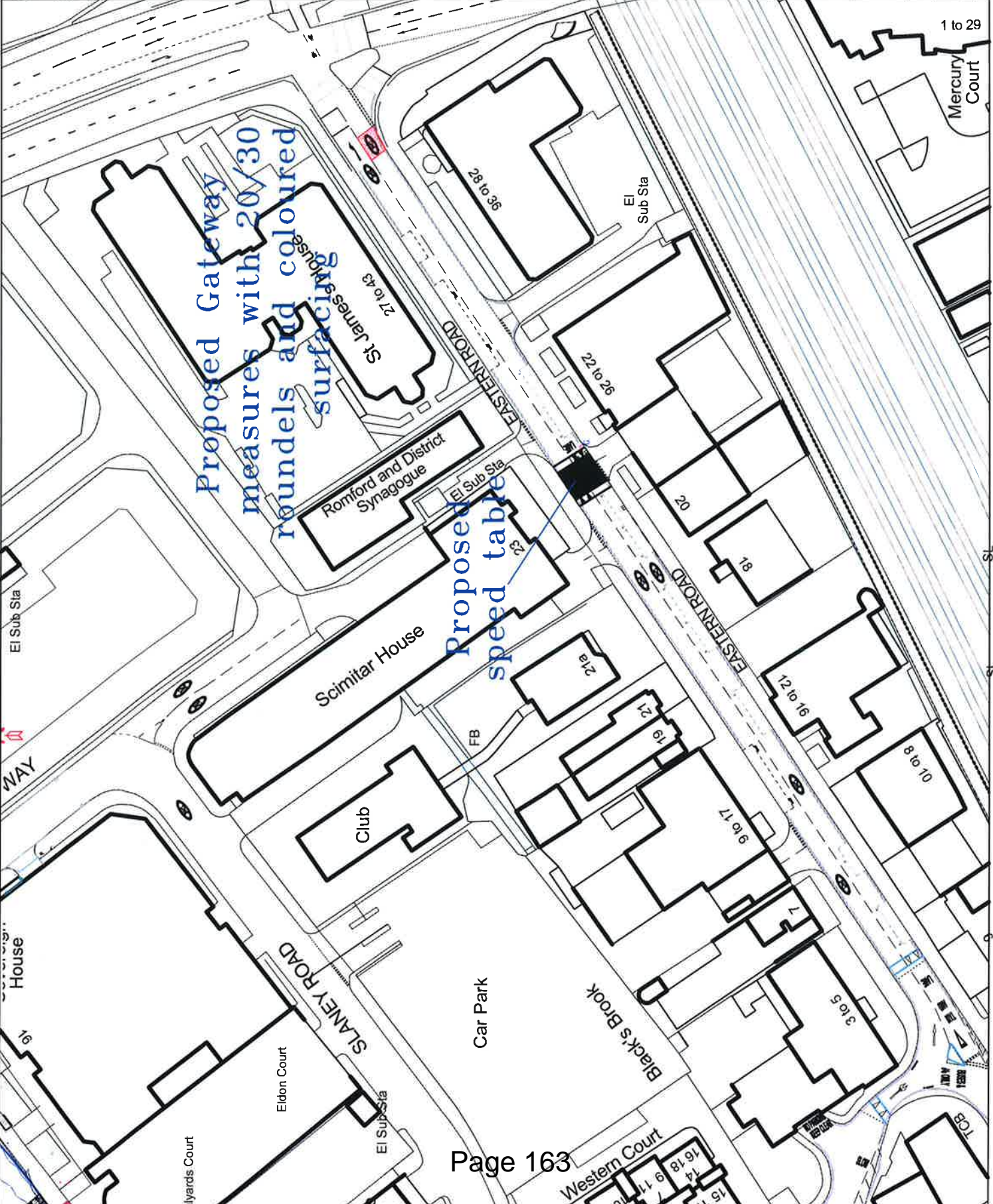
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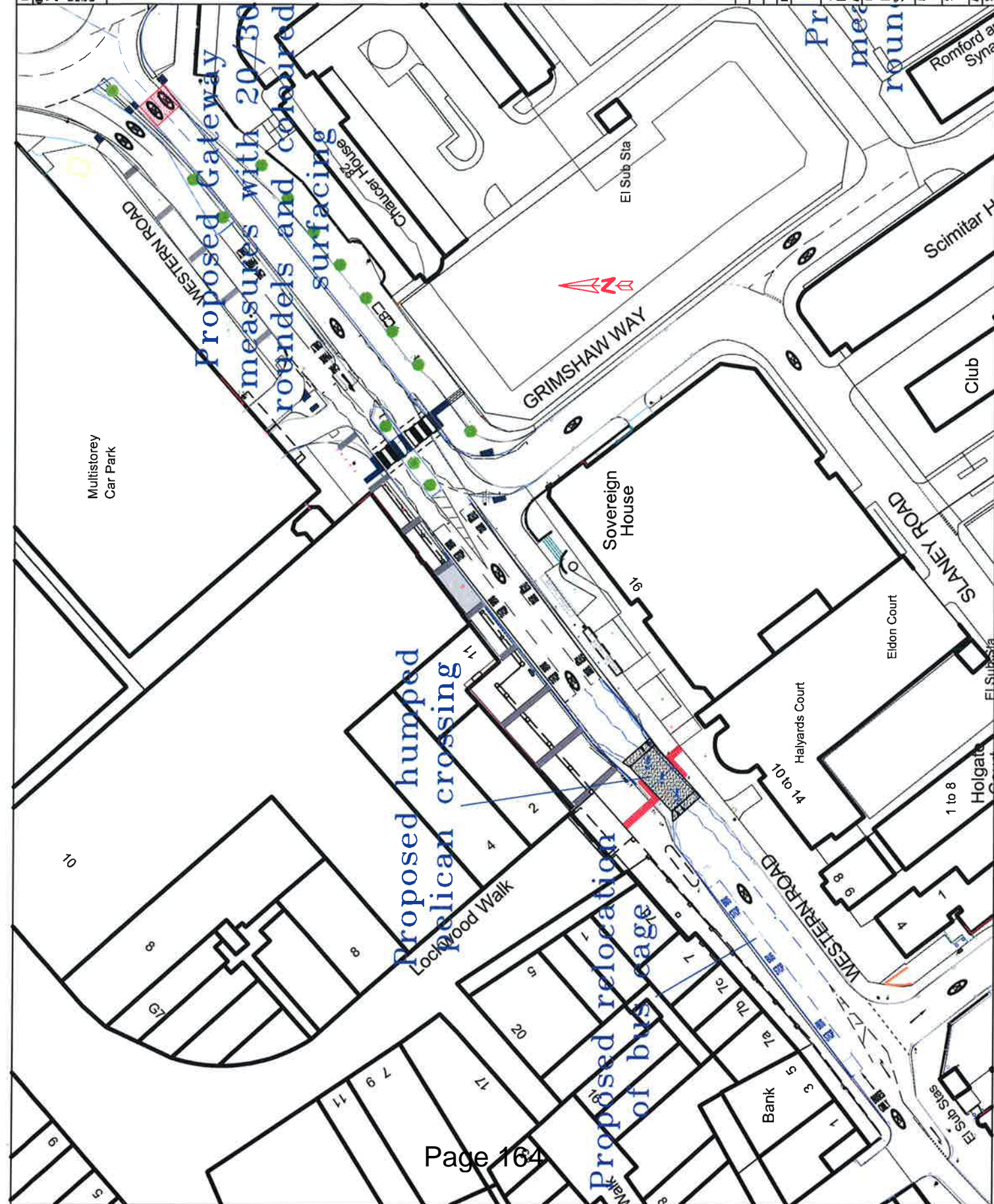
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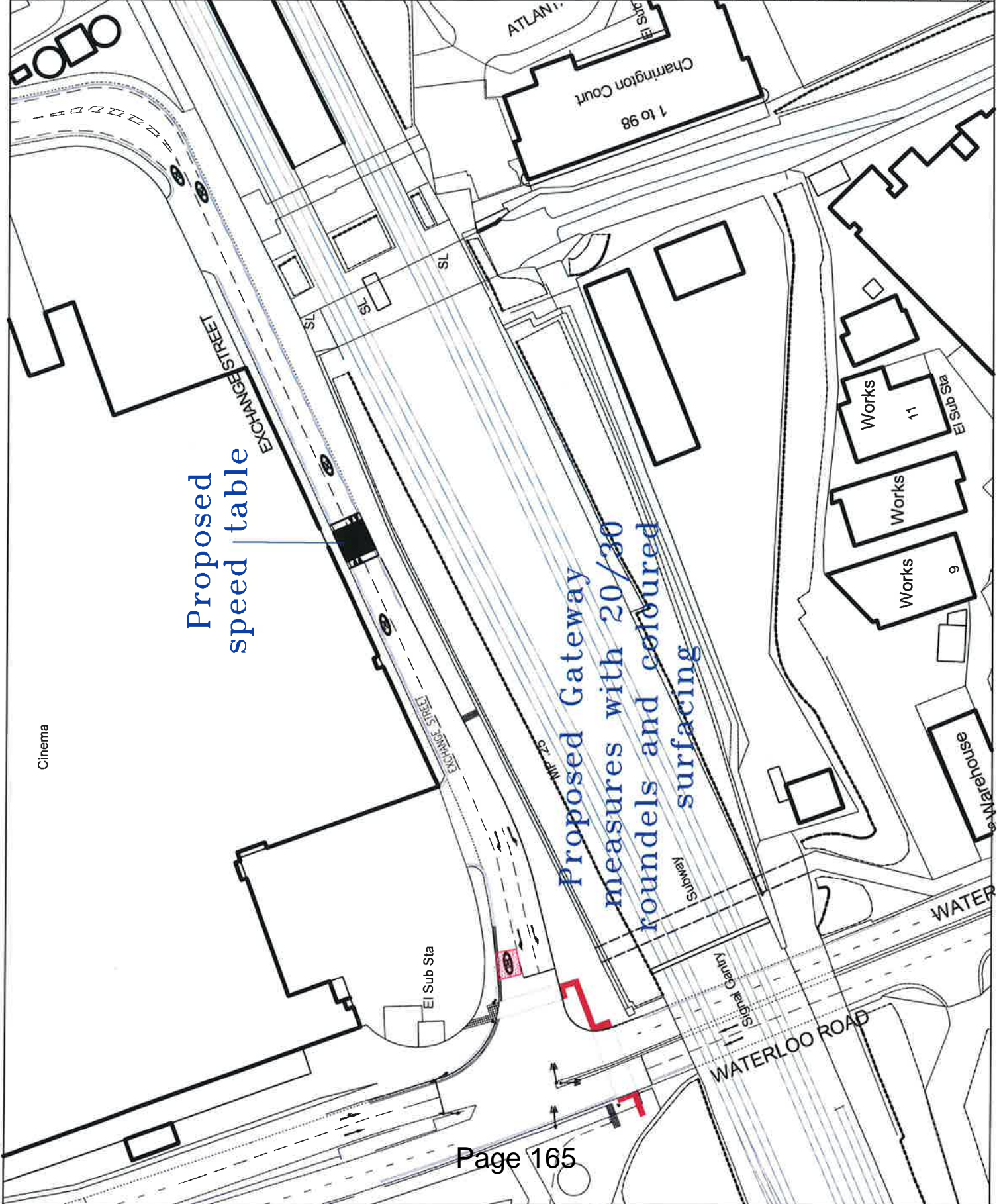


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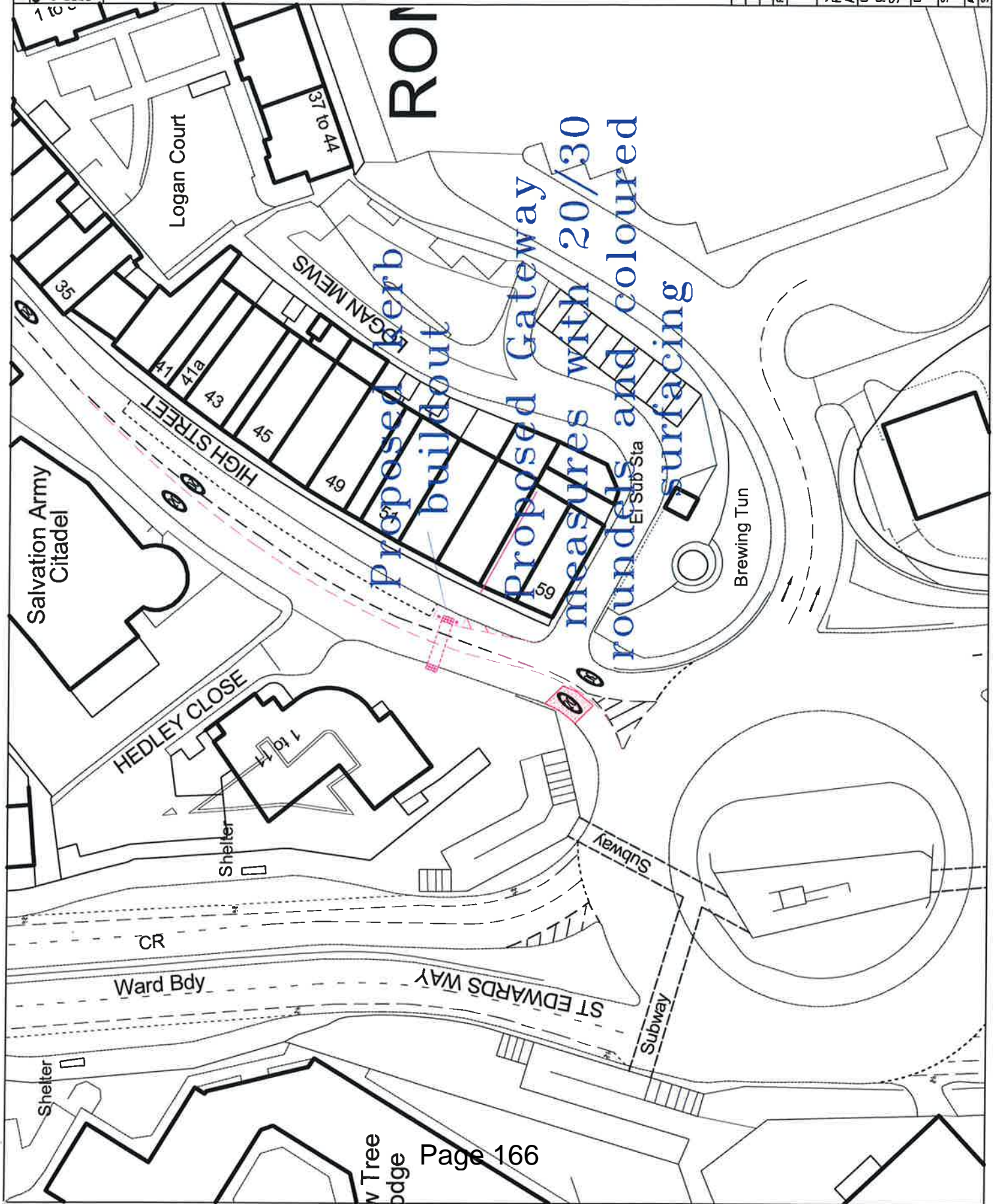
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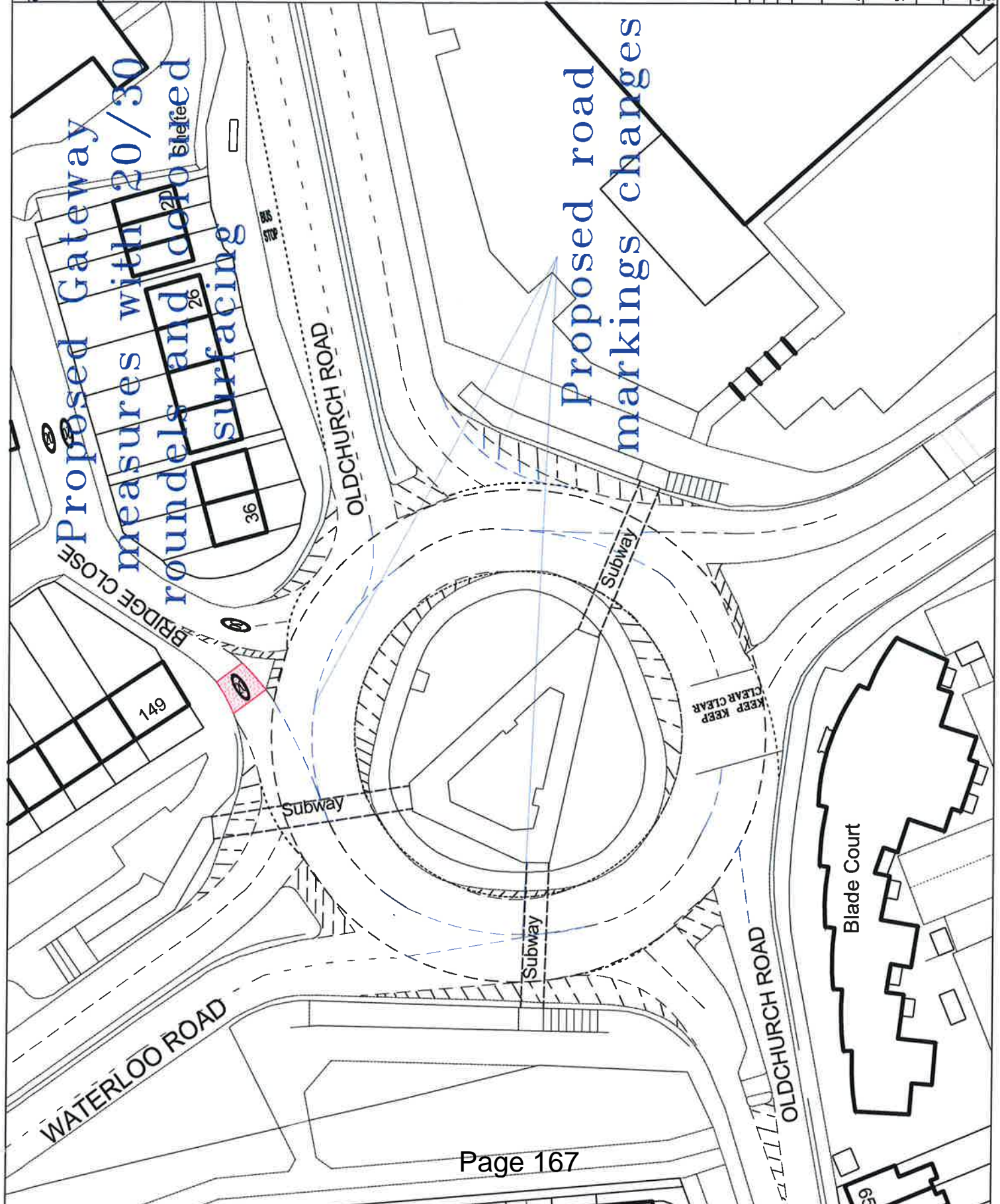


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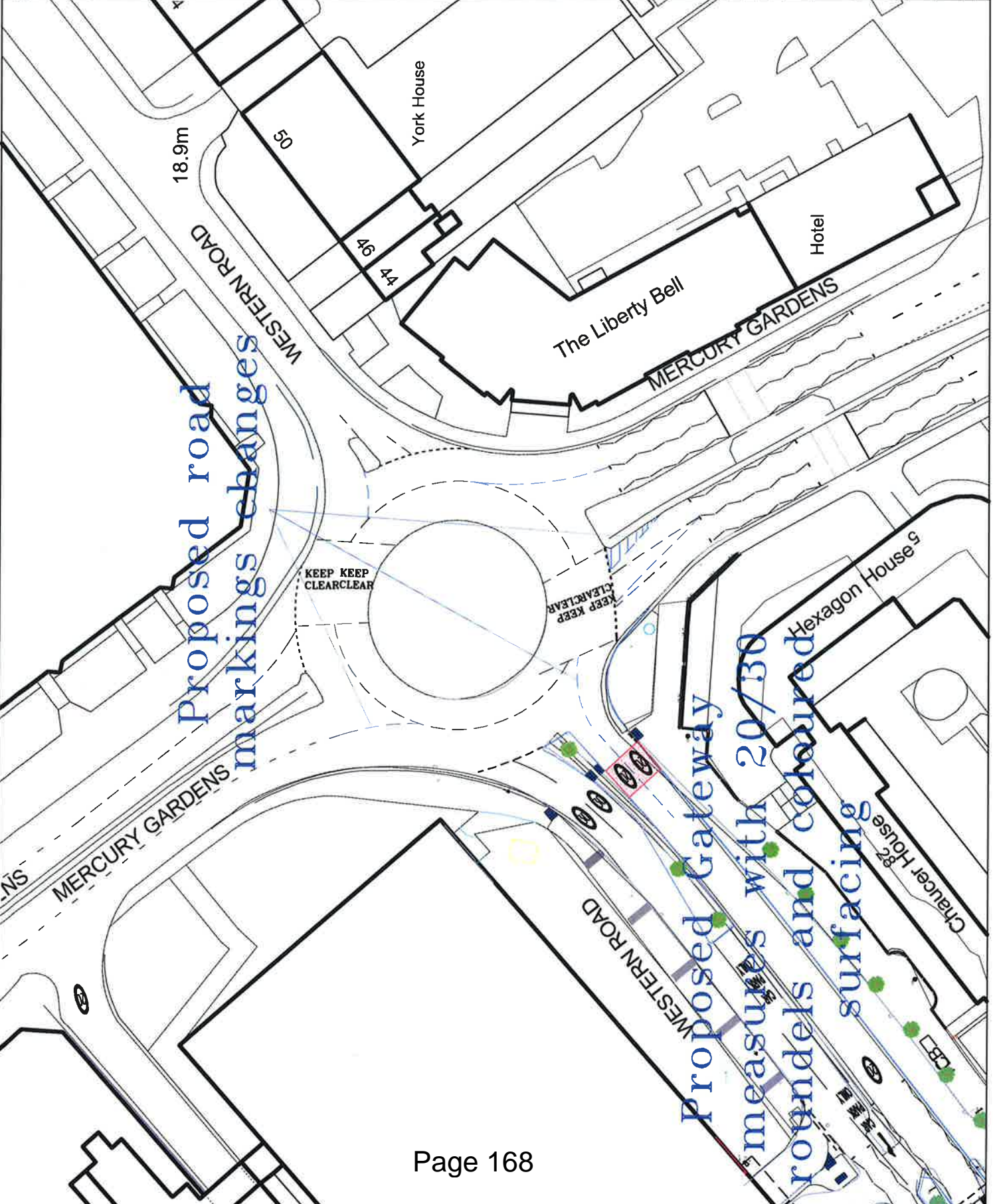


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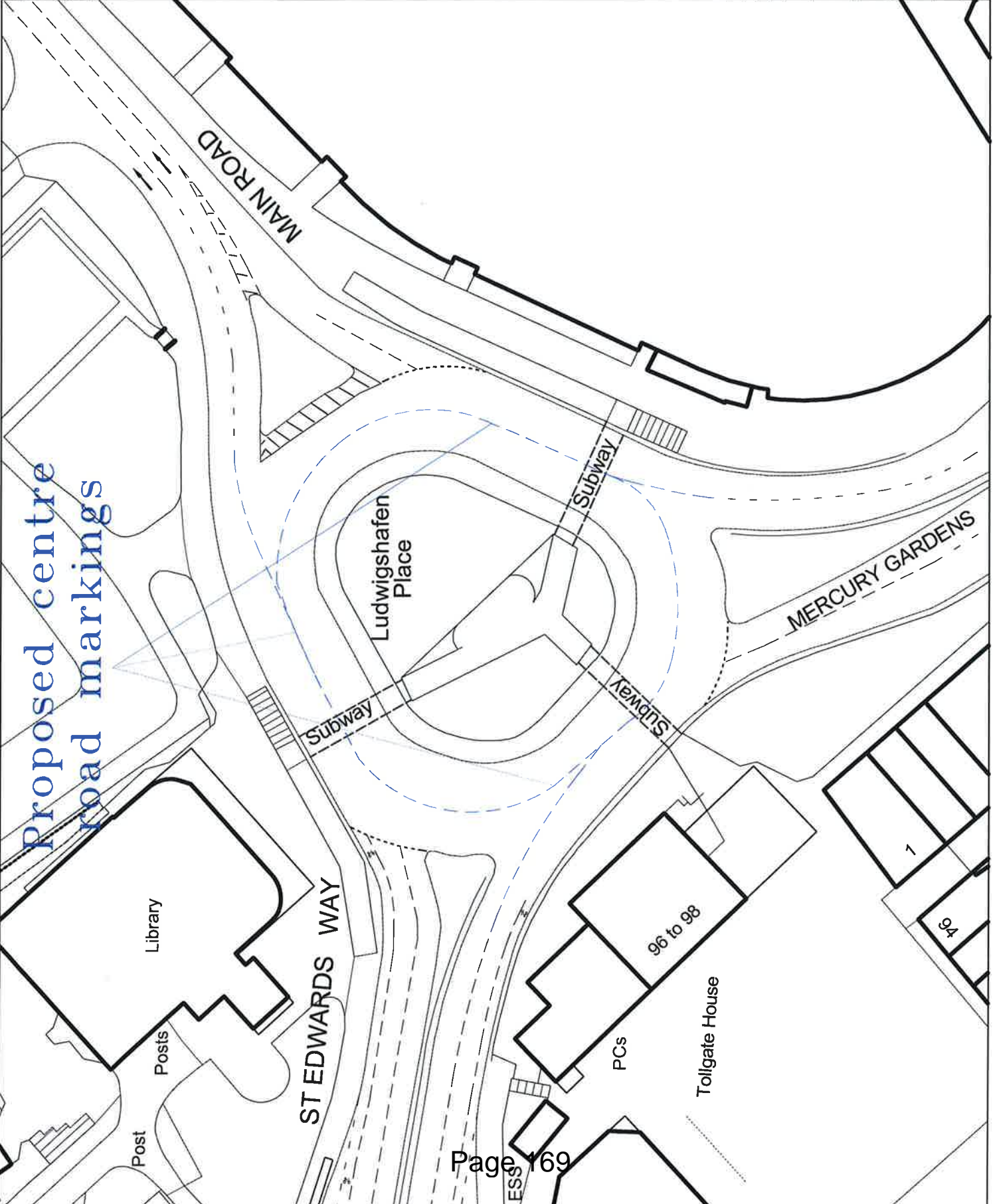
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 OP005-11

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NOTES

REVISION	AMENDMENT	DATE

JOB TITLE
 ROMFORD RING ROAD AREA
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED 20MPH ZONE AND
 SAFETY IMPROVEMENTS

DRAWN BY
 VS

CHECKED BY
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APPROVED BY
 MP

SCALE
 NTS

DATE
 OCT 16

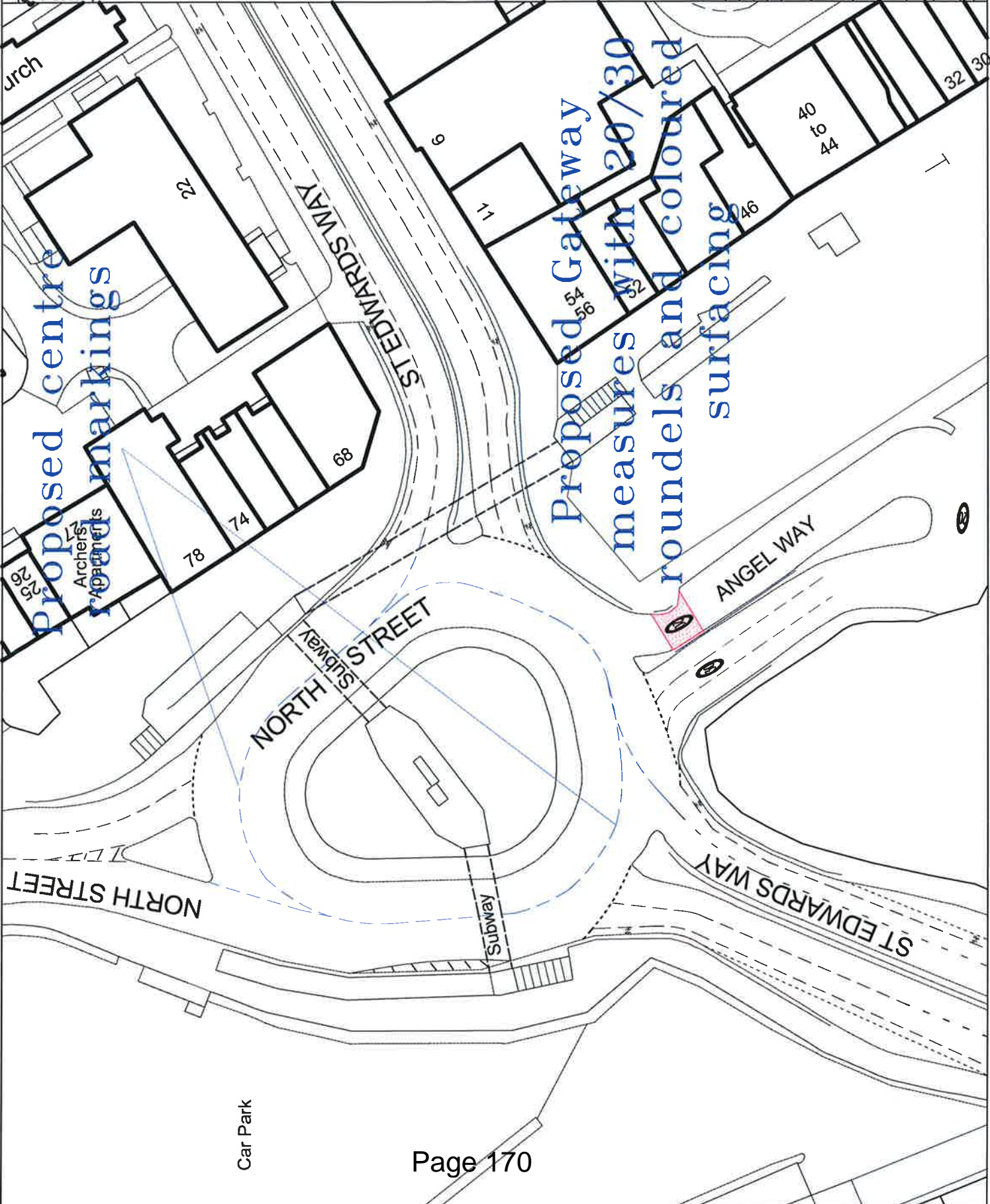
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DRAWING No
 OP005-12

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Car Park

Our Ref : QP005
Your Ref :

Environment
London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BB

Please Call : Mr Siva
Telephone : 01708 433142

Residents/Occupiers

Alexandra Road, Angel Way, Arcade Place,
Atlanta Boulevard, Brewery Walk, Bridge
Close, Chandlers Way, Ducking Stool Court,
Eastern Road, Exchange Street, Gloucester
Road, Grimshaw Way, Havana Close, Hearn
Road, High Street, King Edward Road,
Kingsmead Avenue, Laurie Walk, Lockwood
Walk, Logan Mews, Marden Road, Market
Link, Market Place, North Street (part),
Regarth Avenue, Slaney Road, South Street
(part), Swan Walk, Oldchurch Road, The Battis, The Brewery shopping centre service road,
The Liberty Shopping Centre Service Road, The Mews, Western Road (part)

t 01708 434343
e velup.siva@havering.gov.uk
text relay 18001 01708 434343
www.havering.gov.uk
Date : 21st October 2016

Dear Sir/Madam,

REF: ROMFORD TOWN CENTRE ACCIDENT REDUCTION PROGRAMME
PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS

In October 2015, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Romford Town Centre Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify safety improvements along Ring Road and inside the Ring Road. The study found that up to 2000 and 700 vehicles per hour use along Ring Road and inside Ring Road and speeds up to 49 mph and 33 mph along Ring Road and inside Ring road were recorded. There have been a total of forty eight personal injury accidents inside the Ring Road over a five year period. Of this total, one was fatal; three were serious; twenty six involved pedestrians; two were speed related and six occurred during the hours of darkness. During same period, one hundred and thirty seven PIAs occurred along Ring Road. Of this total; two were fatal; eight were serious; sixteen involved pedestrians; five were speed related and twenty nine involved during the hours of darkness.

The proposed safety improvements are as follows:

- All the roads inside Ring Road (Plan Nos:QP005-1 and QP005-2)
 - 20mph Zone
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing on the exit and entry points
 - 20mph roundels road markings

- South Street between Victoria Road and Thurloe Gardens (Plan No:QP005-3)
 - Speed table outside property Nos: 168/170/183
 - Speed table outside property Nos: 192 to 196 203 and 205
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing along South Street by Thurloe Gardens

- Victoria Road between South Street and Mercury Gardens (Plan No:QP005-4)
 - Speed table outside property Nos: 15, 17, 34 to 38 and 40
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing along Victoria Road by Thurloe Gardens
- Eastern Road between South Street and Ring Road (Plan No:QP005-5)
 - Speed table outside property Nos: 20, 22 to 26 and 23
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing along Eastern Road by Mercury Gardens
- Western Road between South Street and Mercury Gardens (Plan No:QP005-6)
 - Humped pelican crossing at the existing pelican crossing Opposite to Lockwood Walk
 - Relocation of eastbound bus cage outside Property Nos: 1 to 7
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing along Western Road by Mercury Gardens
- Exchange Street between Waterloo Road and Havana Close (Plan No:QP005-7)
 - Speed table between Waterloo Road and the Exchange street bend
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing along Exchange Street by Waterloo Road.
- High Street between St Edwards Way and Angel Way (Plan No:QP005-8)
 - Kerb build-out outside property Nos: 55 and 57
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing along High Street by St Edwards Way
- Waterloo Road / Oldchurch Road Roundabout (Plan No:QP005-9)
 - Road markings changes along the circulating area
- Mercury Gardens / Western Road Roundabout (Plan No:QP005-10)
 - Road marking changes along the circulating area
- Main Road / St Edwards Way Roundabout (Plan No:QP005-11)
 - Road marking changes along the circulating area
- North Street / St Edwards Way Roundabout (Plan No:QP005-12)
 - Road marking changes along the circulating area

Due to large number of plans, it is not possible to send all the plans via the post. However, the proposed measures can be viewed during normal office hours on Mondays to Fridays at the Council's Public Advice and Service Centre (PASC), accessed via the Liberty Shopping Centre, Romford, RM1 3RL or available to view on the Council's website a link of which is shown below: <https://www.havering.gov.uk/Consultations>

If you wish to comment on the proposals, you may do so,

By writing to:

The Principal Engineer, Environment, Street Management, Town Hall, Main Road, Romford, RM1 3BB.

OR By email to: velup.siva@havering.gov.uk

Because of the large number of responses expected it is not be possible to give individual replies. However, the results of the public consultation will be reported to the Highways Advisory Committee.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 6th December 2016 at 7:30pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 at least two days prior to the meeting.

The committee will seek to review all of the issues connected with the proposals and make a recommendation to the Cabinet Member for Environment, Regulatory Services and Community Safety, who will make the final decision on the scheme. There are usually a number of schemes to be discussed by the committee and it may be late in the evening before the scheme is considered.

If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

Please note that all comments we receive are open to public inspection.

Yours sincerely,

Siva

VELUP SIVA
SENIOR ENGINEER
ENGINEERING SERVICES
ENVIRONMENT

PURPOSE
 To provide information to the public regarding the proposed 20mph zone and the proposed 20mph zone and safety improvements.

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REVISION
 AMENDMENT DATE

JOB TITLE
 ROMFORD RING ROAD AREA
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED 20MPH ZONE AND
 SAFETY IMPROVEMENTS

DRAWN BY
 VS

CHECKED BY
 VS

APPROVED BY
 MP

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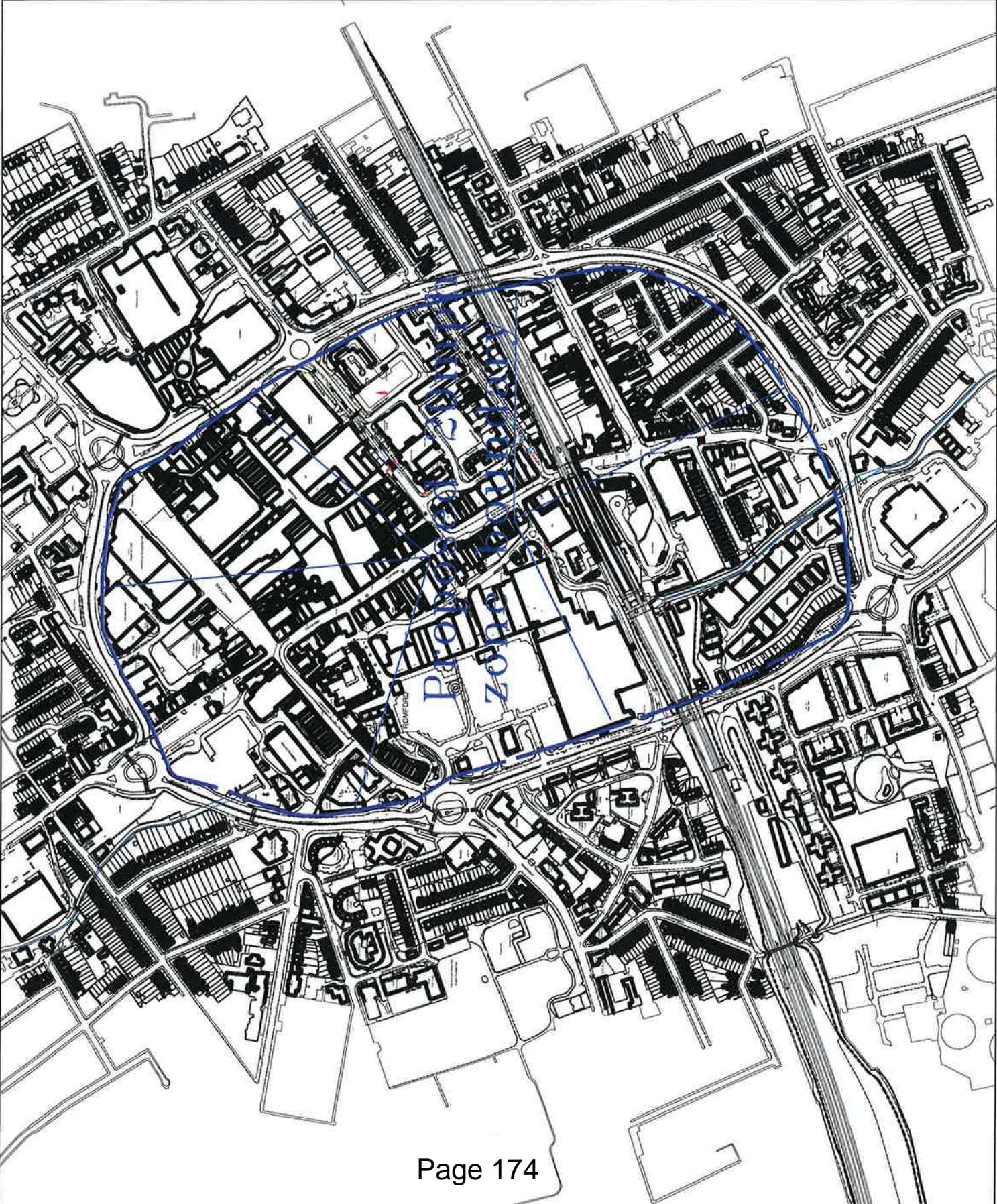
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ACAD REF:
 DRAWING No. 0P-005-1

Sheet Size: A3 (297x420)



PURPOSE
 To show the proposed measures to be implemented in the London Borough of Havering, within the sub-area of the proposed 20mph zone. The drawings should be used for information only and should not be used for any other purpose.
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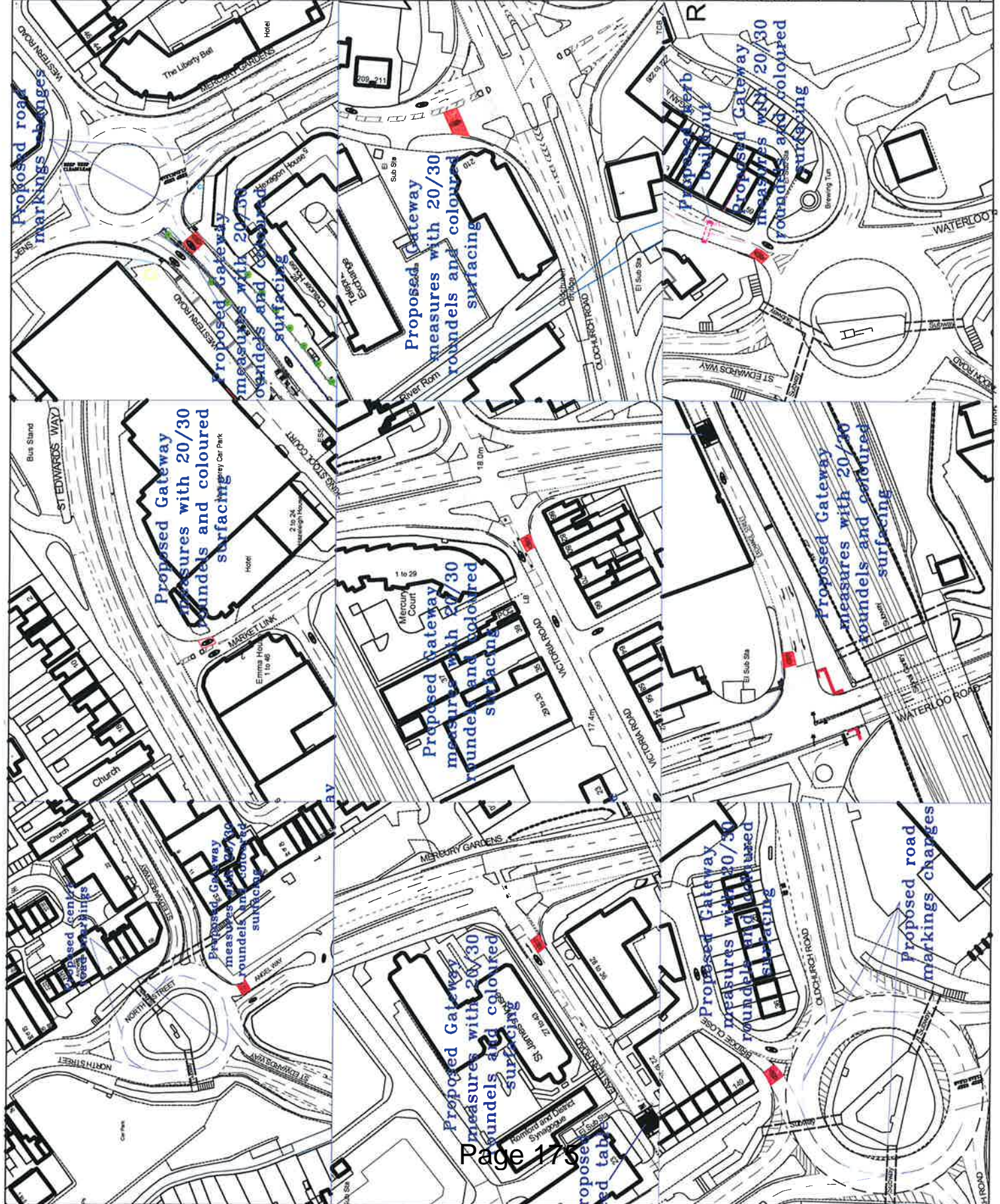
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Havering
 LONDON BOROUGH OF

JOB TITLE
 ROMFORD RING ROAD AREA
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED 20MPH ZONE AND
 SAFETY IMPROVEMENTS

DRAWN BY	VS	CHECKED BY	VS	APPROVED BY	MP
SCALE	NTS	DATE	OCT 16	DRAFT	ISSUE
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Proposed Gateway measures with 20/30 roundels and coloured surfacing

Proposed Gateway measures with 20/30 roundels and coloured surfacing

PURPOSE
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DATE

JOB TITLE
 ROMFORD RING ROAD AREA
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED 20MPH ZONE AND
 SAFETY IMPROVEMENTS

DRAWN BY
 VS

CHECKED BY
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 MP

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DATE
 OCT 16

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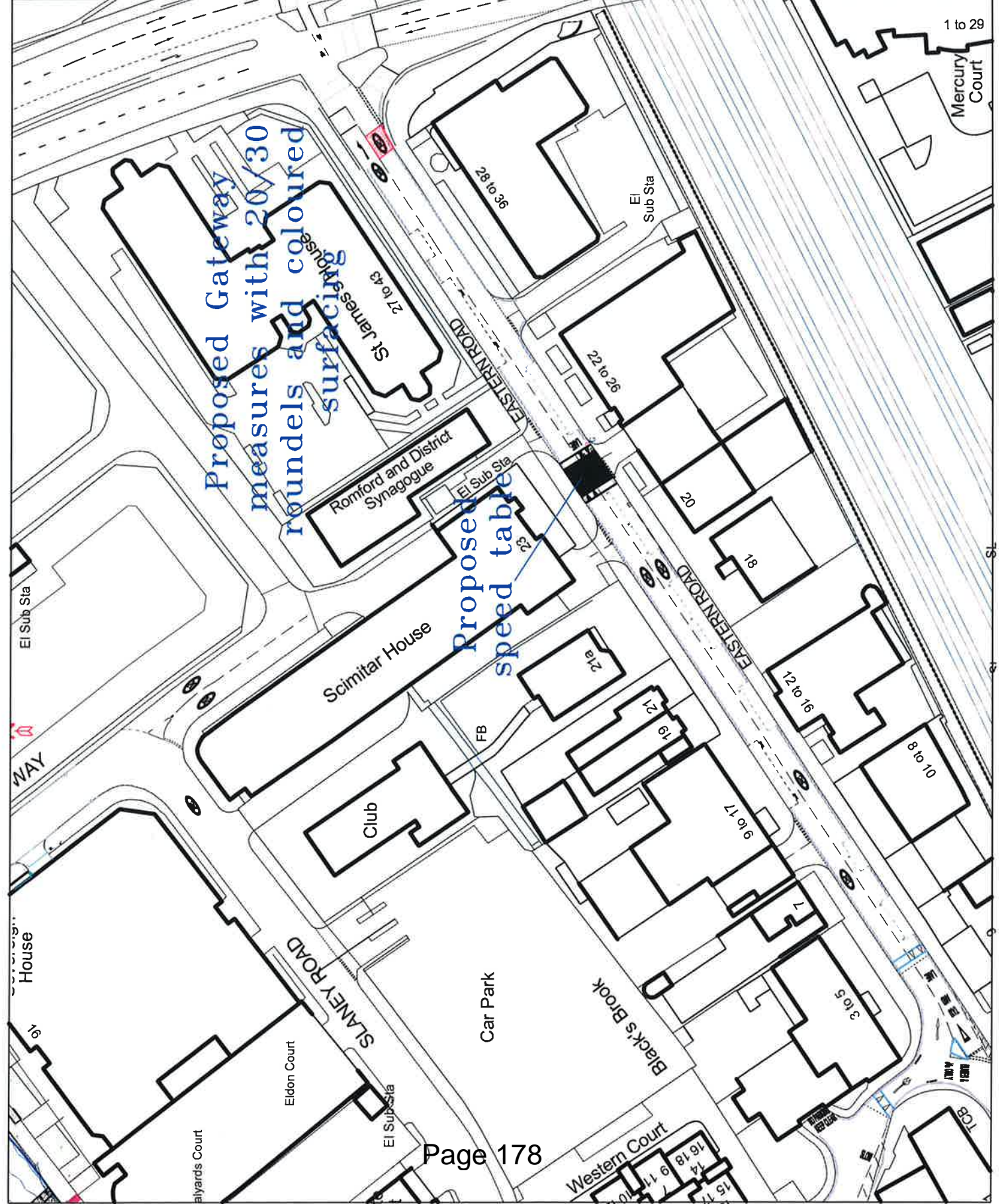
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 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED 20MPH ZONE AND
 SAFETY IMPROVEMENTS

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 ACCIDENT REDUCTION PROGRAMME

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 SAFETY IMPROVEMENTS

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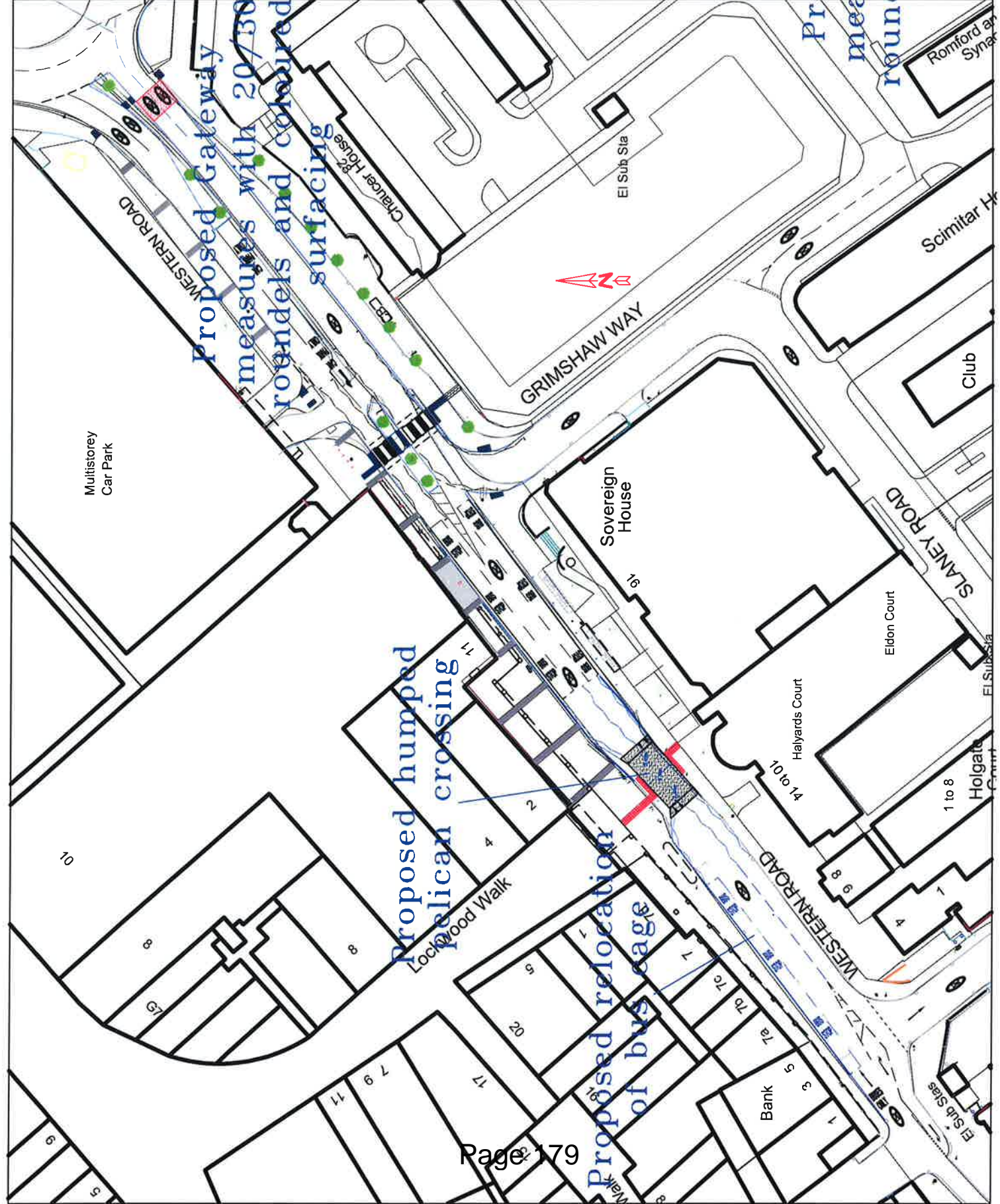
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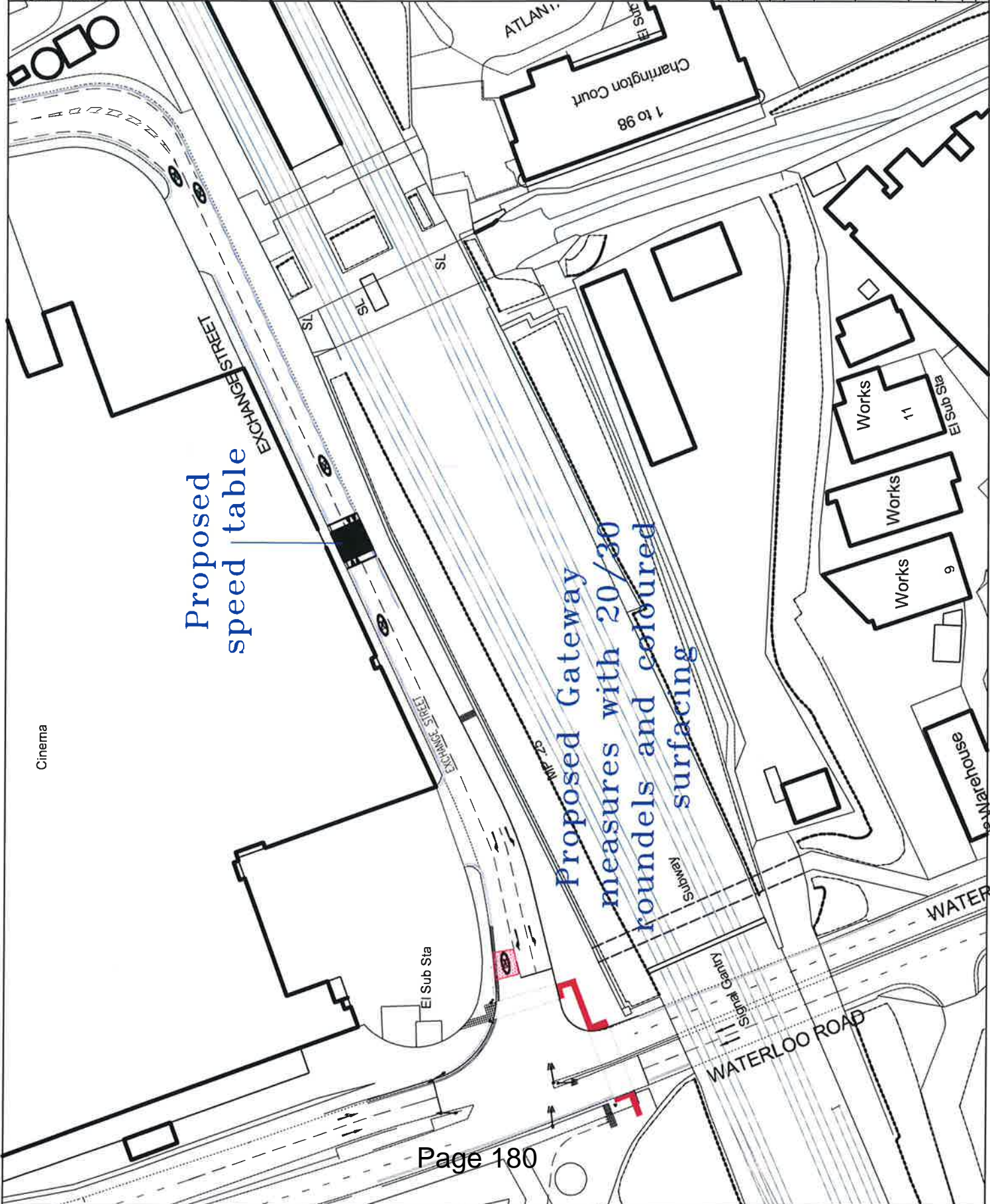
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 ACCIDENT REDUCTION PROGRAMME

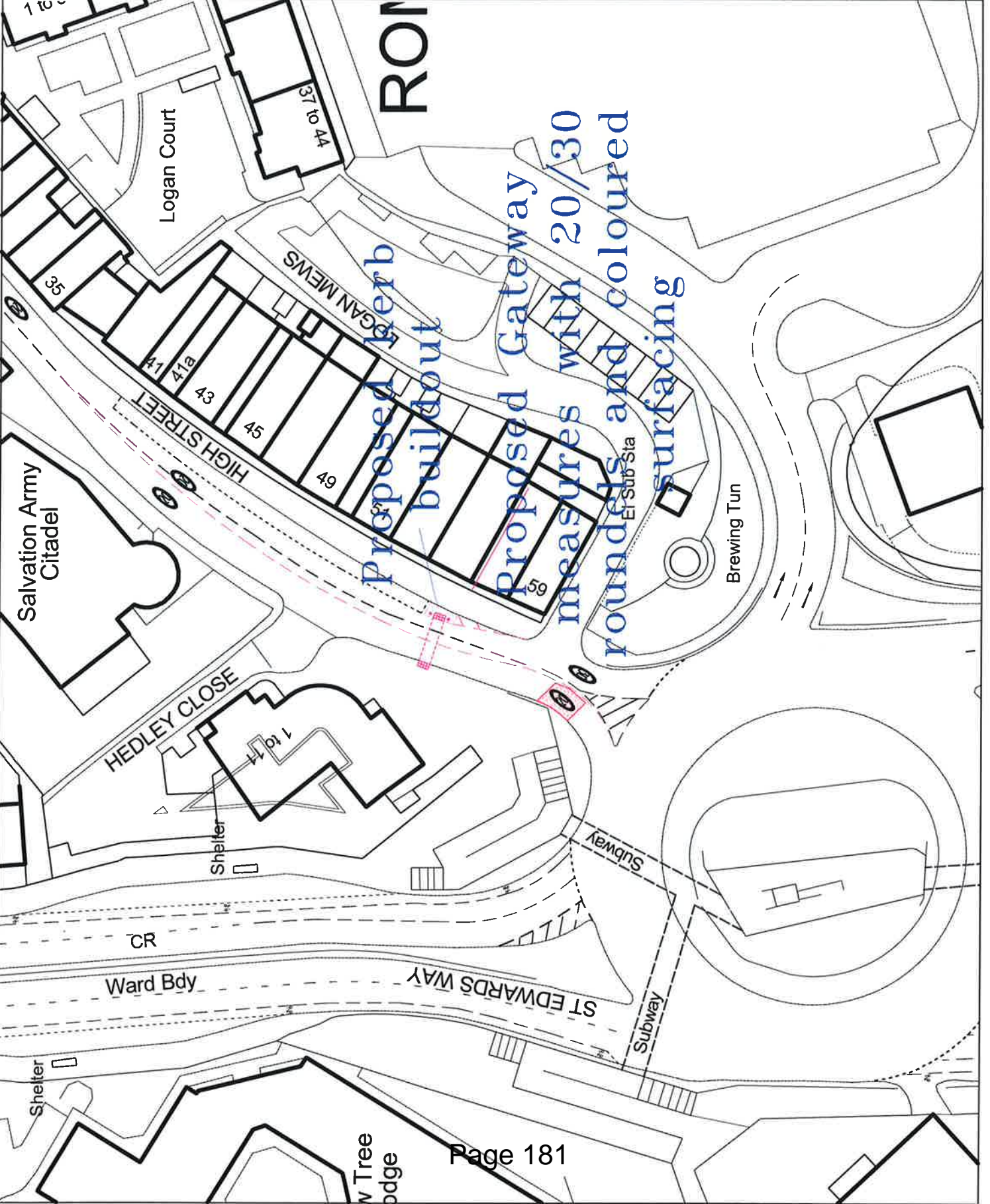
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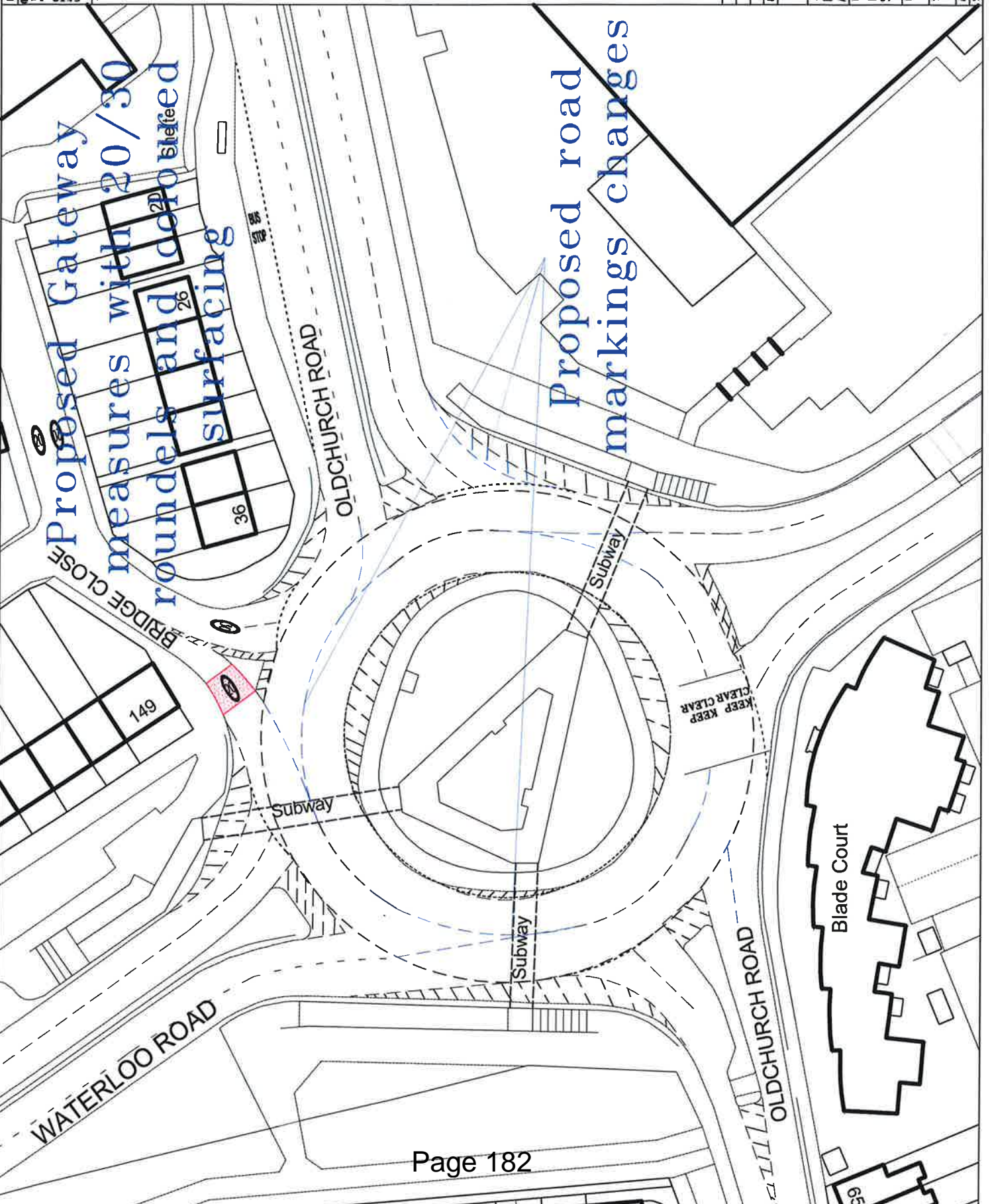
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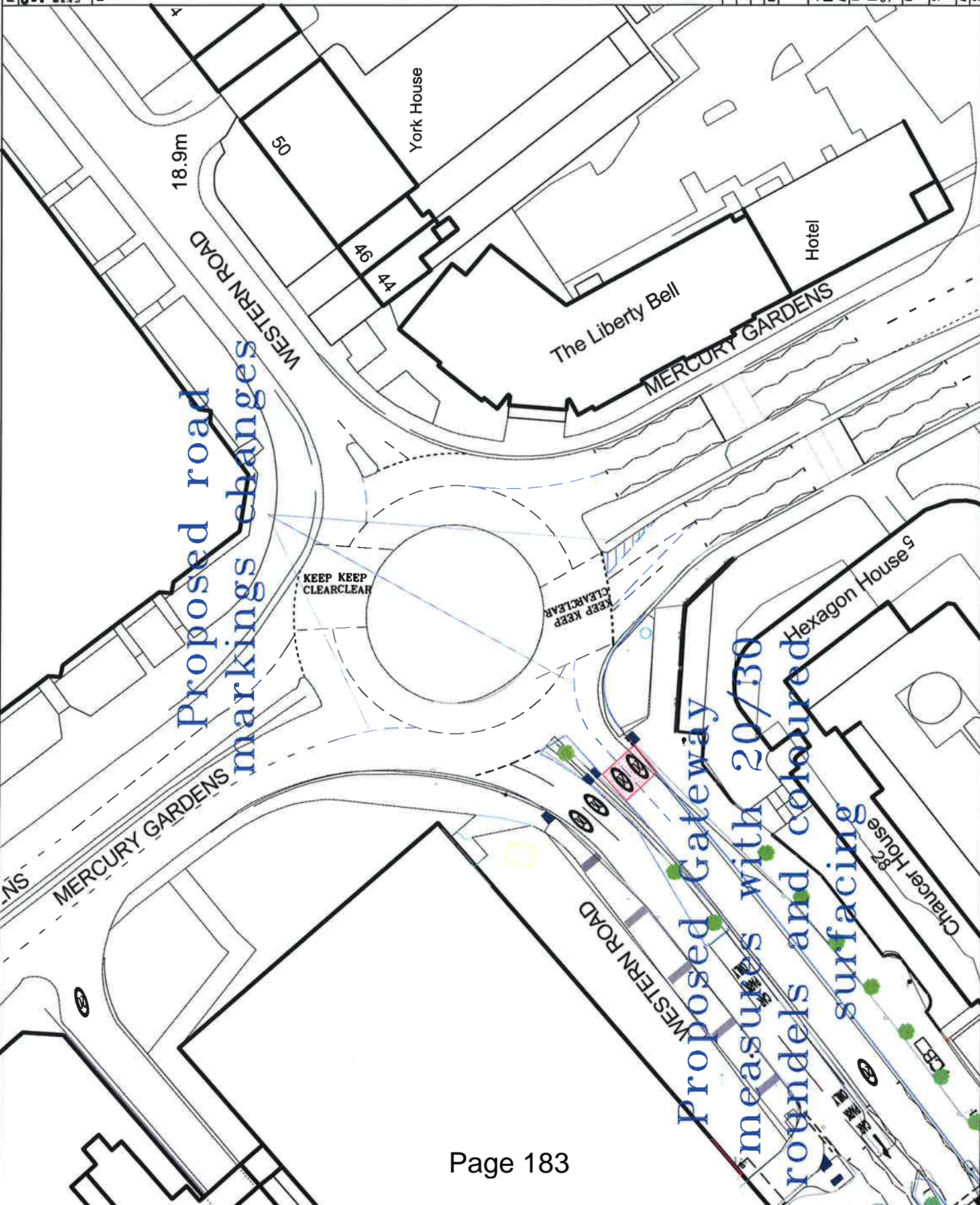
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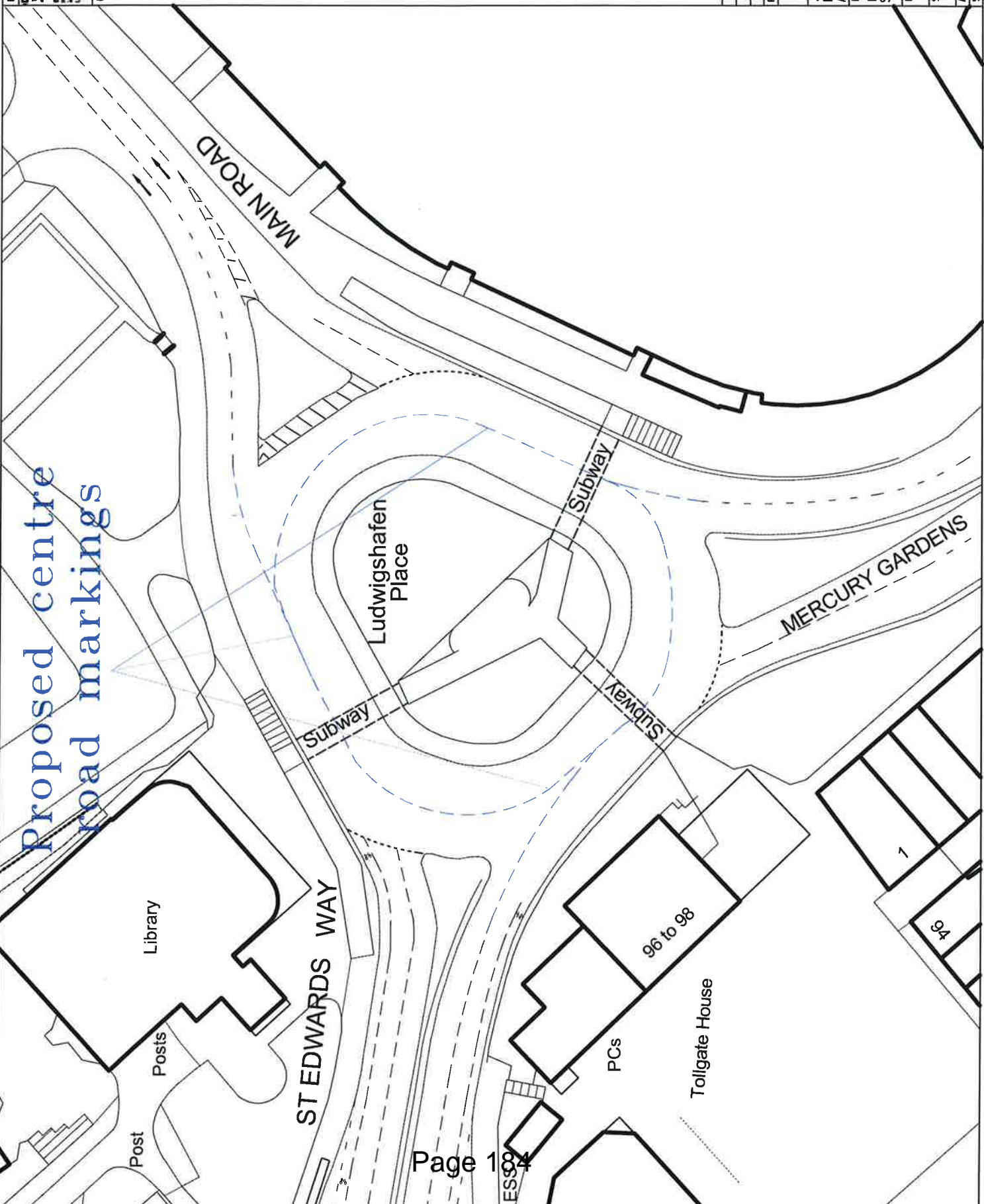
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Proposed centre
 road markings

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 London Borough of Haringey (2023/23)

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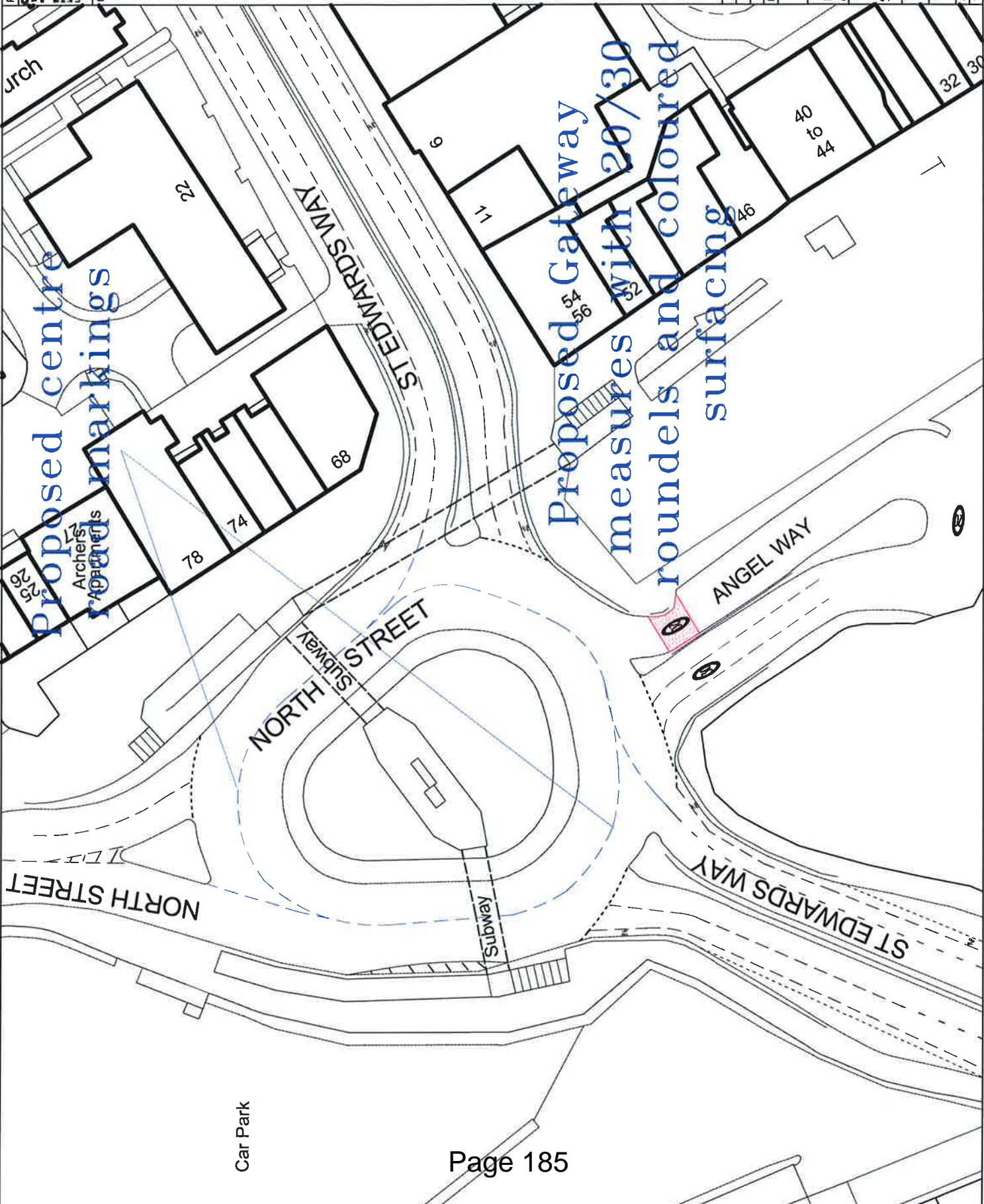
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Car Park

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HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
December 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	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

This report presents applications for new highway schemes which are not funded and do not appear on the Council's highways programme. The Committee is requested to decide whether the requests should be rejected or set aside with the aim of securing funding in the future.

RECOMMENDATIONS

1. That the Committee considers the requests set out in Section A and decide either;
 - (a) That the request should be rejected; or
 - (b) That the request should be set aside in Section B with the aim of securing funding in the future
2. That it be noted that any schemes taken forward in the future to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Environment, 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.

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget
SECTION A - Highway scheme proposals without funding available						
A1	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.	None	£6k
PAGE 1 OF 3 A2	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.	None	£5k
A3	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.	None	£50k
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 held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.	None.	c£80k

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget
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 confirmed for 2017/18 TfL LIP submission.	None	£18k
Page 194 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 confirmed for 2017/18 TfL LIP submission.	None	TBC
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 confirmed for 2017/18 TfL LIP submission.	None	£30k+

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Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget
B5 Page 195	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 confirmed for 2017/18 TfL LIP submission.	None	£8k
B6	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 confirmed for 2017/18 TfL LIP submission.	None	£25k
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 confirmed for 2017/18 TfL LIP submission (part of wider rural speed limit review).	None	c£8k

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Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget
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 held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.	None.	c£25k