



# Havering

L O N D O N   B O R O U G H

## HIGHWAYS ADVISORY COMMITTEE AGENDA

<b>7.30 pm</b>	<b>Tuesday 7 February 2017</b>	<b>Council Chamber - Town Hall</b>
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Members 11: Quorum 4

### COUNCILLORS:

#### **Conservative (4)**

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

#### **Residents' (2)**

Barry Mugglestone  
John Mylod

#### **East Havering Residents'(2)**

Darren Wise (Chairman)  
Brian Eagling

#### **UKIP**

**(1)**

John Glanville

#### **Independent Residents'**

**(1)**

David Durant

#### **Labour**

**(1)**

Denis O'Flynn

**For information about the meeting please contact:  
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## **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 10 January 2017, and to authorise the Chairman to sign them.

### **5 THE DRILL ROUNDABOUT - OUTCOME OF PUBLIC CONSULTATION (Pages 9 - 36)**

### **6 BUS STOP ACCESSIBILITY - BEVAN WAY (Pages 37 - 52)**

### **7 BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME (STRAIGHT ROAD) - PROPOSED SAFETY IMPROVEMENTS (Pages 53 - 62)**

- 8     **ROMFORD TOWN CENTRE ACCIDENT REDUCTION PROGRAMME - PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS** (Pages 63 - 104)
- 9     **BUS STOP ACCESSIBILITY - VARIOUS LOCATIONS (OUTCOME OF PUBLIC CONSULTATION)** (Pages 105 - 158)
- 10    **GUBBINS LANE PEDESTRIAN ACCESSIBILITY IMPROVEMENTS - OUTCOME OF PUBLIC CONSULTATION** (Pages 159 - 182)
- 11    **TPC618 - LAKE RISE, WOODLAND RISE AND ROSEMARY AVENUE** (Pages 183 - 190)
- 12    **LISTER AVENUE PARKING REVIEW - RESULT OF INFORMAL CONSULTATION** (Pages 191 - 208)
- 13    **TPC814 CAMBORNE AVENUE AREA - RESULT OF INFORMAL CONSULTATION STAGE 2** (Pages 209 - 220)
- 14    **TPC813 WEDNESBURY ROAD - RESULT OF INFORMAL CONSULTATION STAGE 2** (Pages 221 - 232)
- 15    **APPLETON WAY PARKING REVIEW - TPC621** (Pages 233 - 240)
- 16    **LOWSHOE LANE - CONTROLLED PARKING ZONE TPC744** (Pages 241 - 246)
- 17    **DEYNCOURT GARDENS AND WALDERGRAVE GARDENS COMMENTS TO ADVERTISED PROPOSALS** (Pages 247 - 254)
- 18    **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 255 - 260)

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

**19     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**



**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
10 January 2017 (7.30 - 8.00 pm)**

**Present:**

**COUNCILLORS**

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

**Residents' Group** Barry Mugglestone and John Mylod

**East Havering  
Residents' Group  
UKIP** John Glanville

**Independent Residents  
Group** David Durant

**Labour Group** Denis O'Flynn

An apology was received for the absence of Councillor John Crowder.  
+Substitute member: Councillor Ray Best (for John Crowder).

There were about 10 members of the public present for the meeting.

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

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

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**69 MINUTES**

The minutes of the meeting of the Committee held on 6 December 2016 were agreed as a correct record and signed by the Chairman.

**70 TPC 792 MARGARET ROAD AREA**

The report before the Committee detailed proposals to introduce 'At Any Time' waiting restrictions on junctions and apexes of the bends in the area and the proposal to implement a Controlled Parking Zone operational Monday to Friday 8am to 6:30pm in the Margaret Road, Catherine Road and Hamilton Road.

The report informed the Committee that the responses to the recent stage 2 consultation highlighted that residents of the area had concern with long term non-residential parking in the area. This was due to its close proximity to Gidea Park Station and the ease of access to the Station via the alleyway at the end of Balmoral Road. Some of the long term parking may also be attributed to the local shops and businesses.

The report also noted that it had been observed that there was some school related parking taking place in these roads.

The general consensus was that there was a need for parking controls and residents were given the option of waiting restrictions or Residents Permit parking, with the majority of respondents electing for a Residents parking scheme, operational Monday to Friday 8am - 6.30pm.

After the analysis of the results (Appendix E), there was a clear overall support for a scheme to be implemented in the following roads Catherine Road, Hamilton Road & Margaret Road. However it was felt that to omit Margaret Close from the scheme could cause significant parking displacement in this road so it was recommended that Margaret Close be included within the proposed controlled parking area.

The result of the consultation and a recommendation was presented to Ward Councillors and no objection was received.

In accordance with the public speaking arrangements the Committee was addressed by a resident who was in favour of the proposed scheme.

The resident stated that she had lived in the area for over 30 years, that the properties in the area had very small front gardens not sufficient for off street parking. The resident stated that the quality of life of local residents had been adversely impacted following the parking restrictions implemented in the Gidea Park area. The resident stated that commuters start to arrive in the area as early as 6am and do not depart until after 6pm. The resident noted that some local businesses and the conversion of a local property into a flatted development had also contributed to the parking problems.

With its agreement Councillor Melvin Wallace addressed the Committee. Councillor Wallace stated that the area had long standing parking issues and that he agreed with the position of the speaker and was in support of the proposed scheme.

During a brief debate, a Member of the Committee stated that as Ward Councillors supported the proposal the Committee should recommend that the scheme be implemented.

Another Member commented that all day restrictions may not be required. The member advocated the implementation of more limited restrictions as a means of deterring commuter parking which could be kept under review.

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

- (a) the 'At Any Time' waiting restrictions on the junctions and apexes of bends in the Margaret Road area (identified on the plan in Appendix D of the report) be implemented as advertised; and
- (b) that the Controlled Parking Zone operational Monday to Friday 8am to 6:30pm in the Margaret Road area (identified on the plan in Appendix D of the report) be implemented as advertised

Members noted that the estimated cost for the proposal in the Margaret, Lawrence and Clive Road area was £15,000, and would be met from the Capital Parking Strategy Investment Allocation 2016/17

The voting was 10 votes in favour to one abstention.

71 **BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following proposals as shown on the relevant drawings be implemented.

- (a) A1306 New Road by Wentworth Way – Pedestrian refuge  
(Drawing No. QP004/1)
- (b) Straight Road outside property No. 321 – Pedestrian refuge  
(Drawing No. QP004/4/1)

Following the public consultation results, the following proposals including the pedestrian refuge and speed table along Brentwood Road by Great Gardens Road and pedestrian refuge along Rush Green Road south of Clayton Road would be rejected.

- (a) Rush Green Road west of Clayton Road – Pedestrian refuge  
(Drawing No. QP004/2)
- (b) Brentwood Road / Great Gardens Road Junction – Speed table  
(Drawing No. QP004/3)

Members noted that the estimated costs was £20,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

**72 SCH17 - CAMBRIDGE AVENUE & WARWICK GARDENS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to introduce a residents parking scheme, operational Monday to Saturday 8:00am to 6:30pm inclusive, in Cambridge Avenue and Warwick Gardens be designed and publicly advertised;

Members noted that the estimated cost for the scheme was £4000, which would be met from the 2016/17 or 2017/18 Minor Parking Schemes Budget.

**73 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing the new highway scheme requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee had considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decision was noted against the request and appended to the minutes.

**74 URGENT BUSINESS**

A Member raised a concern that as the Lister Avenue consultation had finished (the results of which would be reported at the next meeting, it was suggested that a review be carried out on the Ewan Road Estate and Bryant Avenue as these road would be the logical area that the any displaced parking would migrate to.

The Committee unanimously agreed for officers to undertake a review in the Ewan Road Estate and Bryant Avenue.

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**Chairman**

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

Item Ref	Location	Ward	Description	Decision
<b>SECTION A - Highway scheme proposals without funding available</b>				
A1	Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	<b>AGREED To move to Section B</b>
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
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). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.</b>

## London Borough of Havering

### Engineering Services, Highways - Streetcare

#### Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>
Page 8 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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>
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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>

# London Borough of Havering

## Engineering Services, Highways - Streetcare

### Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
Page 3 B5	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3-years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking. <b>Request confirmed for 2017/18 TfL LIP submission.</b>
	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). <b>Request confirmed for 2017/18 TfL LIP submission.</b>
	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. <b>Request confirmed for 2017/18 TfL LIP submission (part of wider rural speed limit review).</b>

## London Borough of Havering

### Engineering Services, Highways - Streetcare

#### Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
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. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.</b>
Page 8 B9	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.
B10	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.
B11	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.



# HIGHWAYS ADVISORY COMMITTEE

7 February 2017

**Subject Heading:**

**THE DRILL ROUNDABOUT  
Walking & Environmental  
Improvements  
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 £100,000 for  
implementation will be met by  
Transport for London through the  
2016/17 Local Implementation Plan  
allocation for Local Transport.**

**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 new zebra crossings on various arms of The Drill roundabout, together with footway widening, decluttering and landscaping works and seeks a recommendation if the scheme should be implemented or not.

The Drill Roundabout is within the **Squirrels Heath** and **Emerson Park** wards. The consultation area included these as well as the **Romford Town** and **Hylands** 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 proposals shown on Drawing QP017/OI/101-A be either;
  - (a) Implemented with the following changes;
    - The pedestrian refuge in Manor Avenue be retained and upgraded to modern standards,
    - The vehicle crossing to the Methodist Church in Manor Avenue be retained,
    - The pedestrian guardrail between Slewins Lane and Brentwood Road be retained, but upgraded,
    - The pedestrian guardrail between Brentwood Road and Heath Park Road be retained, but upgraded without footway widening; or
  - (b) Rejected, but the existing pedestrian refuges be upgraded to modern standards with kerbed islands and pedestrian dropped kerbs with associated tactile paving; and guardrail upgraded to “see through” type.
2. That it be noted that the estimated cost of £100,000 (for the substantive scheme) will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Local Transport.

## REPORT DETAIL

### 1.0 Background

- 1.1 As part of the 2016/17 Transport for London Local Implementation Plan, funding was allocated under the Local Transport theme to implement measures at The Drill Roundabout to improve accessibility for non-car modes. This followed a review and data collection in 2015/16.
- 1.2 The Drill Roundabout is a large, kerbed roundabout forming the junction of Heath Park Road, two sections of Brentwood Road, Slewins Lane, Manor Avenue and Balgores Lane. The surrounding area is a mix of commercial/ retail development on Heath Park Road and Brentwood Road (south) and residential development elsewhere.
- 1.3 Squirrels Heath primary school is round 200 metres to the south-west of the junction with access from Brentwood Road (south) and Gidea Park Station/ local centre is around 400 metres to the north.
- 1.4 Balgores Lane, Brentwood Road (both arms) and Slewins Lane all carry bus routes.
- 1.5 Staff have reviewed the operation of the roundabout and concluded that although there is congestion from time to time (especially at the peaks), the roundabout operates reasonably well in capacity terms given the available capacity of the local road network. However, Staff considers the junction to perform poorly for people walking as they have to try and find gaps in the traffic (other than the Heath Park Road arm). This is especially difficult for those with reduced mobility or vision.
- 1.6 The Heath Park Road arm of the roundabout has the only controlled pedestrian crossing (a zebra) associated with the junction and elsewhere, there are pedestrian refuges/ traffic islands which are old, provide insufficient waiting space (especially for mobility scooters and people with pushchairs) and are difficult to maintain. There are other areas where the footways are narrow and there is a substantial amount of guardrail (much of it old and not of the “see through” type) and other street clutter.
- 1.7 The junction sees nearly 26,000 vehicle movements through it in 12 hours on a weekday (7am to 7pm) and around 23,500 on a Saturday. On a weekday (7am to 7pm), there are some 5,125 pedestrian crossing movements over the 6 arms and nearly 3,800 on a Saturday.
- 1.8 The injury collision history of the junction is considered to be good, given its complexity. Within 50 metres of the junction, there has been an average of one injury collision a year for the last 10 years.

- 1.9 Various drawings are in Appendix I which give the background traffic and pedestrian flow data and locations of collisions.
- 1.10 Drawing QP017-OI-101A shows a set of proposals for the junction which are summarised as follows;
- New zebra crossings on the two Brentwood Road arms and the Balgores Lane and Slewins Lane arms,
  - Existing zebra crossing on Heath Park Road moved 5 metres west to provide a longer stopping area for drivers leaving the roundabout,
  - Footway widening between Brentwood Road (south) and Heath Park Road,
  - Heath Park Road and Balgores Lane; and Balgores Lane and Brentwood Road (north),
  - Wider planted verges between Brentwood Road (north) and Manor Avenue; and Manor Avenue and Slewins Lane,
  - An overrun area between Slewins Lane and Brentwood Road,
  - Removal of all pedestrian guardrail,
  - Removal of all traffic islands/ pedestrian refuges,
  - Removal of vehicle access to Methodist church from Manor Avenue and extension of parking bay (subject to the agreement of the church).
- 1.11 The zebra crossings are proposed to improve pedestrian access around the junction. A zebra crossing is not proposed for Manor Road because traffic volumes are relatively low and crossing opportunities readily found.
- 1.12 The widened footways/ verge areas are to give people on foot more space (and feeling of space). These areas are taken from the carriageway where site observation and vehicle tracking modelling have shown there is excessive space; this will also encourage drivers to slow down as they pass through the junction (especially on the north-south movements) and will further assist people in crossing the road.
- 1.13 The removal of the traffic islands/ pedestrian refuges and pedestrian guardrail will help improve the look of the street and reduce some maintenance difficulties.
- 1.14 5,360 letters were sent on 12<sup>th</sup> December 2016 to an area of a radius 840 metres around the junction, equating to a 10 minute walk. The closing date for

comments was 6<sup>th</sup> January 2017. Consultation information was provided on the Council's website and highlighted through the email newsletter service.

- 1.15 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information. Members were also sent a briefing note and plan of the proposals on 29<sup>th</sup> November 2016.
- 1.16 Zebra crossing proposal notices were published on 9<sup>th</sup> December 2016.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 71 responses were received as summarised in Appendix I to this report. 19 respondents were in favour of the proposals, 34 respondents were against the proposals and 13 expressed mixed/ non-committal/ other views.
- 2.2 Responses were received from Cycling UK, the London Cycling Campaign, London Travel Watch, the Metropolitan Police and the Gidea Park Methodist Church.
- 2.3 Appendix I also sets out the streets from where comments were received and the frequency with which similar comments were made, but the main themes are set out below.
- 2.4 Those supporting the proposals expressed general support and particular support for the zebra crossings. There were also comments relating to business parking and loading in the immediate area. Some comments were made in relation to retaining the pedestrian refuge on Manor Avenue and there were comments in favour of removing the guardrail for the safety of cyclists/ motorcyclists and against removing the guardrail for pedestrian safety.
- 2.5 Those not supporting the scheme were concerned about it causing more motor traffic congestion in the area and that they considered the current layout to work. Many people made comments relating to business parking and loading in the immediate area. There were also comments relating to people driving over footways, concerns the scheme would create "rat runs" and the refuges should be kept.
- 2.6 Some responses sought clarifications, did not support or object to the scheme, requested other schemes or supported the scheme but were also concerned about congestion and business-related parking/ loading.
- 2.7 Cycling UK had no comments in particular. The London Cycling Campaign provided a detailed response which also supported the local branch (Havering Cyclists). The general theme was of support, but that the proposals did not go far enough for people cycling in terms of the need for footways and zebra crossings to be shared, tighter junction radii and traffic calming on the

approaches to the junction. In the longer term LCC wished to see a broader approach to speed and traffic reduction (especially those making short journeys by car) or protected infrastructure where this was not possible.

- 2.8 Gidea Park Methodist Church broadly supported the scheme, but was concerned that the “keep clear” marking on the Brentwood Road (north) arm would be lost. The church considered this important for the safety of those accessing the site. The church also confirmed that it wished to retain its Manor Avenue vehicle crossing to allow future parking management within the site to be explored.
- 2.9 London Travel Watch supported the proposals. The Metropolitan Police Roads & Transport Policing Command had concerns with the over-run area between Slewins Lane and Brentwood Road in terms of pedestrian separation from traffic. They were also concerned with the potential for the new zebra crossings leading to shunt-collisions and that on the crossing approaches, 8 zig-zags are preferred.

### **3.0 Staff Comments**

- 3.1 Despite a large area being consulted around an important local junction, the response rate is considered to be very poor. In terms of the comments made, there was enthusiasm for making the area more accessible for pedestrians amongst those supporting the proposals and concerns about motor traffic congestion and rat running for those not supporting the proposals.
- 3.2 Many of those responding for and against the proposals raised concerns about business parking and loading activity in the commercial areas.
- 3.3 In relation to comments made by LCC, Staff do not consider the footways in the area to be wide enough for shared-use and therefore could not recommend it for this set of proposals. The broader comments made by LCC would require a radical review on how the streets of the much wider area operate which are far beyond the scope and funding available for this scheme.
- 3.4 In relation to the Methodist Church, the “keep clear” could not be retained within the controlled area (zig-zags) of the zebra crossing on Brentwood Road, but the zig-zags could be shortened. The existing vehicle crossing in Manor Avenue can be retained.
- 3.5 In response to the comments made by the police, the introduction of zebra crossings could lead to shunt-collisions, but the crossings are inset as far as local conditions allow (subject to vehicle crossings and parking bays etc) and the length of the zig-zags have been set to reflect the constraints as allowed for in the relevant regulations. The “PV2” of looking at traffic flow vs pedestrian flow has not been promoted for use since 1995 when current crossing design guidance was published by the Government.

- 3.6 The Committee will need to consider the aims of the project to improve accessibility for all pedestrians against the various comments received. The Recommendations are reflective of the opposing views and in the event of the substantive scheme being rejected, there exists the opportunity to improve the existing facilities as much as they can be, but recognising that they do not cater for all pedestrians and cannot be improved to do so.
- 3.7 The Committee also has the opportunity to consider the various elements on their own merits, although Staff would need to offer specific guidance during the Committee debate.

## 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 £100,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Local Transport. 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:**

Zebra crossings require public advertisement and consultation before a decision can be taken on 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.

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

**BACKGROUND PAPERS**

Project file: QP017, The Drill Study 2016/17



**APPENDIX I  
CONSULTATION RESPONSE SUMMARY  
SCHEME DRAWINGS**

## Summary of responses from public in support of scheme

Ardleigh Green Road	1
Brooklands Gardens	1
Fairholme Avenue	1
Haynes Road	1
Heath Park Road	1
Osborne Road	1
Pinecroft	1
Slewins Lane	1
The Railstore	1
Westmoreland Avenue	3
No address given	7
<b>Total</b>	<b>19</b>

Comment	No. respondents making similar comments
General support for the scheme indicated	13
Supports the provision of zebra crossings	4
Raises matters relating to business-related parking and loading being a local issue	4
Guardrail should be kept to protect pedestrians	3
Refuge in Manor Avenue should remain	2
Guardrail removal will be safer for cyclists and motorcyclists	2
Heath Park Road zebra crossing should not be moved	2
Slewins Lane into Brentwood Road turn for buses is tight	2
Could look at making roundabout smaller	1
Refuges should be retained (in the zebra crossings)	1
All zebra crossings should be set further into side roads	1
Raises matters not related to scheme	1
Slewins Lane crossing would be especially useful	1
Would Brentwood Road (south) crossing be better with traffic signals?	1
Agrees with scheme, but would prefer pelican crossings	1
Should also provide a crossing in Manor Avenue	1

## Summary of responses from public against scheme

Balgores Lane	2
Brentwood Road	5
Catherine Road	1
Cavenham Gardens	1
Haynes Road	1
Hazelmere Gardens	1
Heath Park Road	1
Osborne Road	1
Northumberland Avenue	2
Slewins Lane	1
Stanley Avenue	1
Warrington Gardens	1
Westmoreland Avenue	2
No address given	14
<b>Total</b>	<b>34</b>

Comment	No. respondents making similar comments
Scheme will cause more motor traffic congestion	15
Current layout works and should be kept	10
Raises matters relating to business-related parking and loading being a local issue	10
Raises matters not related to scheme	10
Existing refuges should be kept	6
Should deal with people driving over footways to park	5
Guardrail should be left to protect pedestrians	5
Roundabout is congested at peak times caused by pedestrians using Heath Park Road zebra crossing.	3
Scheme will create rat runs in other streets	3
Refuges should be kept as they help people cross in the traffic	3
Zebra crossings would urbanise area	2
Should provide pelican crossings further into side roads	2
Existing refuges should be enlarged	1
Additional zebra crossings not needed	1
Refuge in Manor Avenue should be kept	1
There aren't many pedestrians to need zebra crossings	1
Pedestrians taking priority on zebra crossings will cause collisions	1
Parking should be improved for the shops	1
Local area needs more parking restrictions	1
Might be acceptable if crossings further down side roads	1
Zebra crossings might be useful set further back from junction	1

## Summary of responses from public giving mixed or other views

Cavenham Gardens	2
Cobil Close	1
Great Gardens Road	1
Manor Avenue	1
Osborne Road	1
Slewins Lane	1
No address given	6
<b>Total</b>	<b>13</b>

<b>Comment</b>	<b>No. respondents making similar comments</b>
Enquiry seeking clarifications	2
Supports idea of scheme but also concerned about congestion	2
Doesn't express support or objection, but comments on parking issues	2
Manor Road rather than Manor Avenue stated on consultation letter	1
Vegetation should be changed to improve visibility	1
Should be bollards and barriers on The Drill pub corner to stop vehicle incursion	1
Needs to be more parking restrictions approaching junction	1
Supports scheme but concerned it will lead to rat running in other streets	1
No comment on scheme as presented but comments about local parking issues	1
No comment on scheme as presented but comments on need for traffic calming	1
Raises matters relating to business-related parking and loading being a local issue	1
The two busiest roads should have pelican crossings	1

## **Responses from standard consultees**

### ***PC Deeming, Metropolitan Police Roads & Transport Policing Command***

Having had the opportunity to look at the basic idea it has raised some concerns. I could not find the plans on the website. Please could you send them to me. Can you also send me the collision history.

The bus overrun area on Brentwood Road. This is on approach to a crossing facility where pedestrians are approaching or waiting to cross with the obvious implications this could have for anyone waiting. Is there a kerb graded separation here to the footway?

This roundabout is very busy as noted in the 26,000 vehicle movements & 5,125 pedestrian crossing movements. The interruption of the high volume of circulating traffic makes me wonder if the Zebra could start a pattern of rear end shunt collisions, a vehicle being shunted forward into a pedestrian is another thought. The difficulty here is if you move the crossing further along the road does it remove the desire line, have any counts or PV2 calculations been made here?

The ideal approach zig zags number should be eight rather than the minimum four/two/six that are shown.

Vehicle crossing movements where pedestrians are invited to cross has risks, especially Tesco which I imagine is busy.

The loading bay outside Tesco. LGV loading could block the view of pedestrians waiting to cross however it does appear to be a little distance further back.

### ***Vincent Stops, London Travel Watch***

London Travel Watch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.

### ***David Garfield, Cycling UK***

A cursory inspection suggests that there are no negative implications for Cycle-users. Consequently, I have no further comments to submit. Please keep me informed of the progress of the application.

### ***Simon Munk, London Cycling Campaign***

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. The response is in support of the response from Havering Cyclists, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

The proposals are designed to improve access and safety for those walking around the roundabout. LCC supports the proposals but they do not go far enough to

encourage walking or cycling. Specific points listed in the section below must be addressed in the near term.

In the medium term a comprehensive area-based approach should be adopted to reducing motor traffic speeds to 20mph and motor traffic volumes to below 2,000 PCUs daily on quieter streets in the area, as well as potentially adding physically-protected space for cycling on those roads that will remain above 2,000 PCUs etc. Particular emphasis should be placed on developing safe, comfortable routes to key destinations such as Gidea Park, Romford, Upminster and Hornchurch Stations and the commercial area around The Drill. This will encourage larger numbers and a wider range of people to cycle and walk. Such a scheme would likely include “modal filter cells” and may also include segregated cycle tracks.

Specific points about the scheme:

- The proposed and relocated crossings on each arm excluding Manor Avenue are welcome, however they must be “tiger” rather than zebra crossings to also support safe navigation of the roundabout by people cycling.
- The additional footway space and increased planted areas are welcome. The footways linking the crossings, including at Manor Avenue, again should be signed and designated shared cycle/pedestrian use to support use of the tiger crossings by those cycling, and reduce conflict between the crossings.
- The radii of each road adjoining the roundabout should be tightened to reduce speed of motor traffic entering and exiting it.
- Each of the arms of the roundabout is relatively straight for distances of up to 1km, which is sufficient to encourage excess speed by some drivers. In addition to radii reduction, speed must be controlled at and beyond the roundabout. Placing the crossings on each arm of the roundabout on raised tables is recommended. Further traffic calming including sinusoidal humps should be considered along the length of each arm also. This is particularly important for the north south routes where, as noted in the consultation documentation, speed is a potential issue.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with

links to nearby amenities, residential centres, transport hubs considered from the outset.

- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with an aim for a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.

### ***Gidea Park Methodist Church***

We recognise and are aware of the difficulties and dangers for pedestrians moving around the roundabout as several members here have had minor accidents, mostly falls while rushing to the centre refuge. Also that it isolates the facilities provided for the area to 3 sections and improvements would be welcomed by all.

We note your information on traffic accidents and would like to add that we have had a car through our fence in a police chase and that members and users of our premises have had several minor collisions exiting and entering our car park before the keep clear square was added to the road outside our premises about two years ago at our request. Accidents were mostly as people exited the roundabout and had to stop and wait for a gap in the traffic to turn right into the car park and so were hit up the rear or people exiting the car park through there line of traffic and turning right again getting struck.

The keep clear box has considerably lowered the risk to users and members and we have had no accidents since but we are concerned looking at the plan enclosed with your letter, as to whether this would be removed due to the proximity of the crossing or whether it would remain and allow cars to be between the keep clear box and the crossing? We do not want to increase the danger entering or exiting the car park.

We note the reference to ourselves in your letter for the removal of our Manor Rd access crossover but are confused as to how this affects the overall scheme. We were asked if it could be removed in 2014 but objected.

Our concern is that due to the increased parking management and restrictions in the area we are having to deal with more and more people (illegally) parking on our premises by school users, shop staff and shoppers and commuters. As stated before, we do not have a staff presence at all times but are called out when our users find they cannot park.

We are proposing to install a lockable barrier instead of our rickety gate shortly but again stopping to open a barrier in the gateway has its own hazards.

We do not wish to lose our ability to gain access from Manor Avenue because if conditions become such, as traffic increases, that entering the car park has a very high risk then we would have to consider using a safer access via Manor Avenue.

We do have access/gates onto Manor Avenue as this was the old church entrance until 1958 but it has no crossover. We would be open to discussion on you repositioning the crossover outside our gate if that enabled the project to go forward and would still give us the ability to alter our entrance should it be necessary.



ALL PEDESTRIAN  
GUARDRAILING  
TO BE REMOVED

Proposed zebra crossing

Proposed kerb alignment creating  
additional footway space

Zebra crossing to be  
relocated 5.0m west

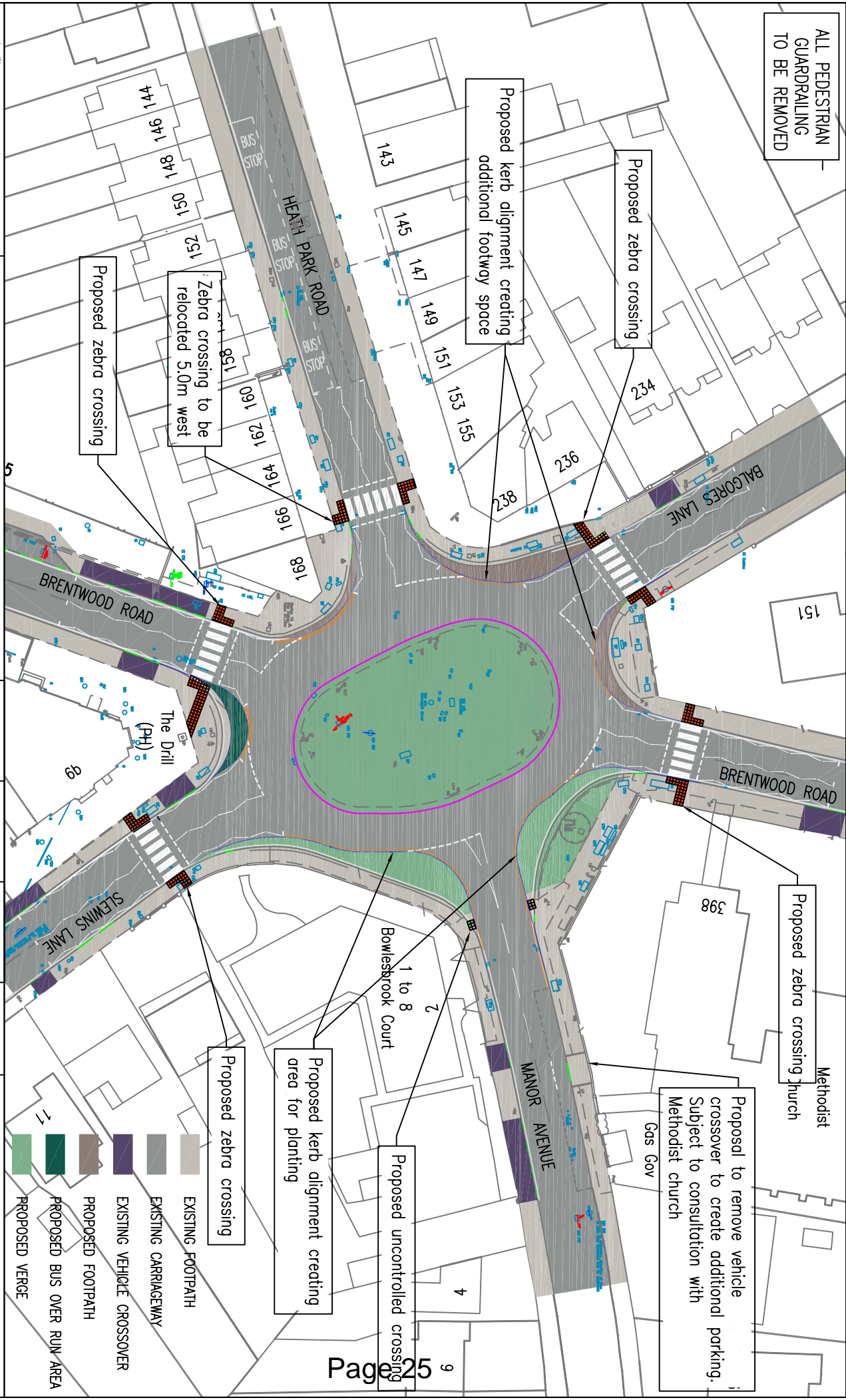
Proposed zebra crossing


Proposed zebra crossing church

Proposal to remove vehicle  
crossover to create additional parking.  
Subject to consultation with  
Methodist church

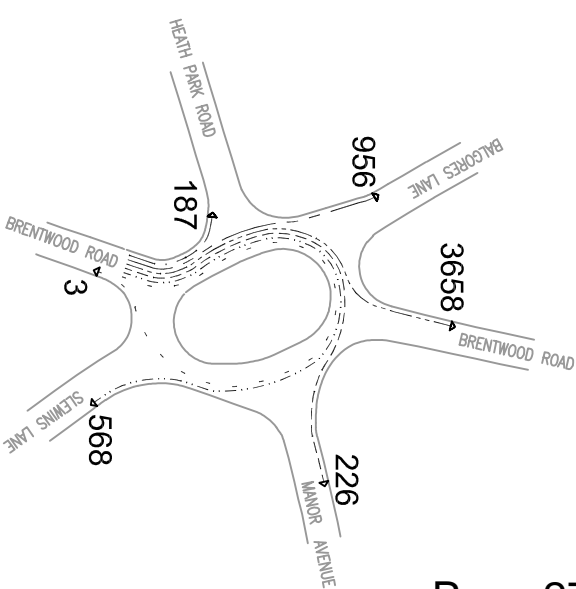
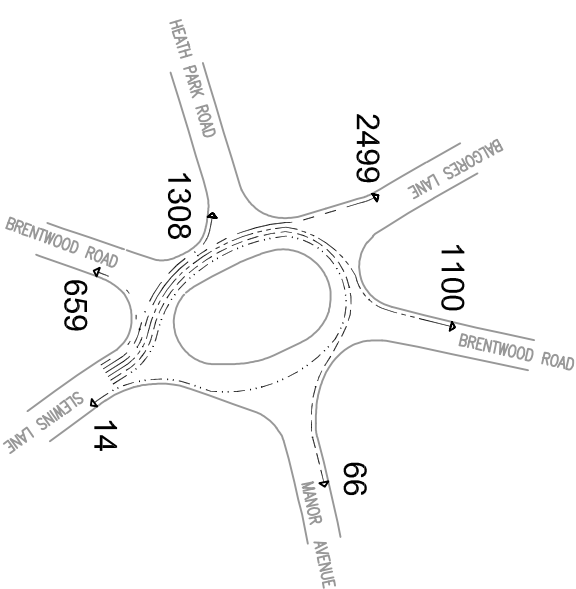
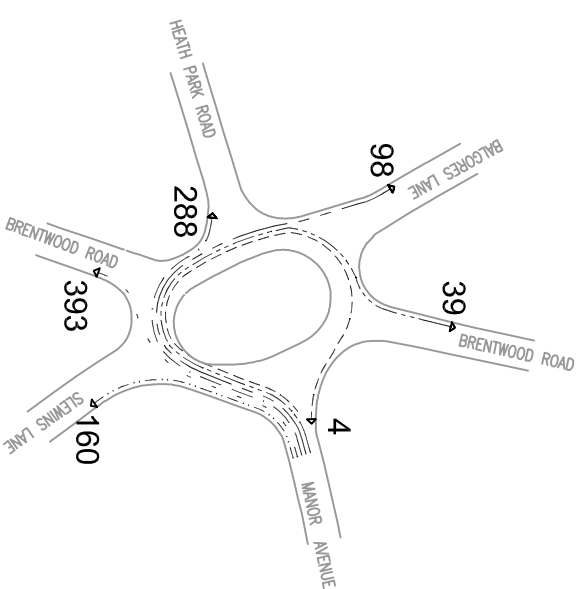
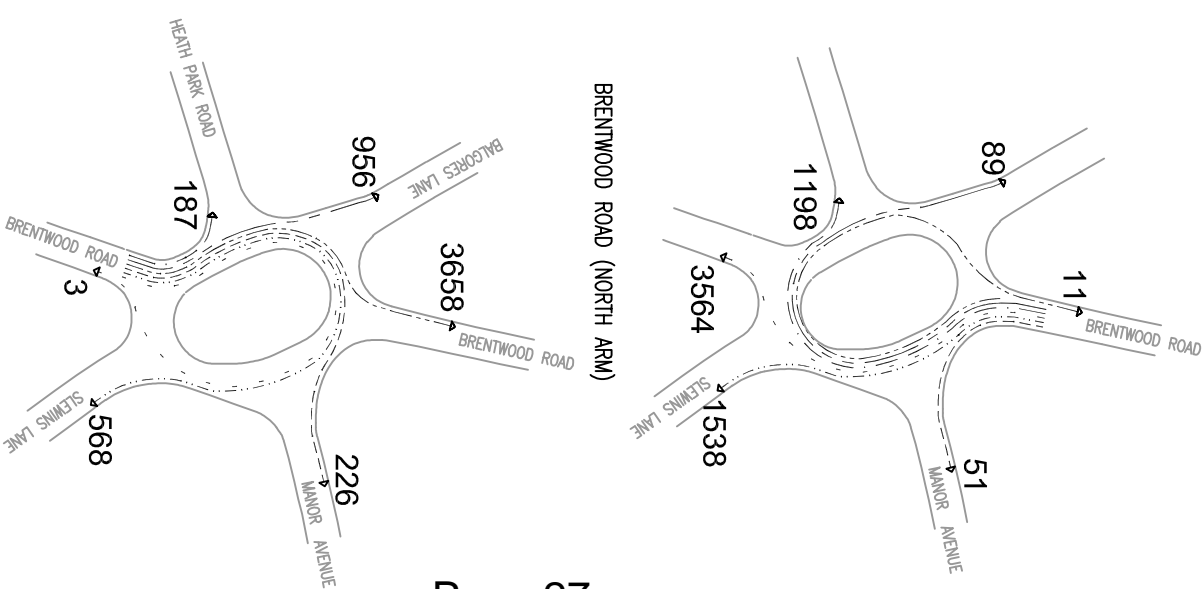
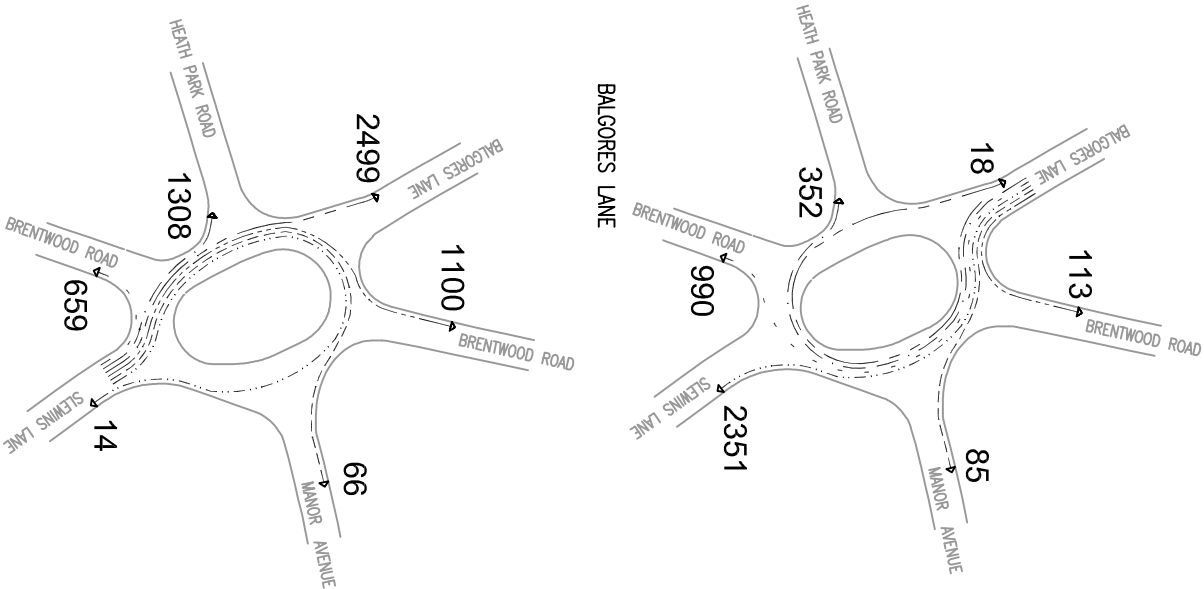
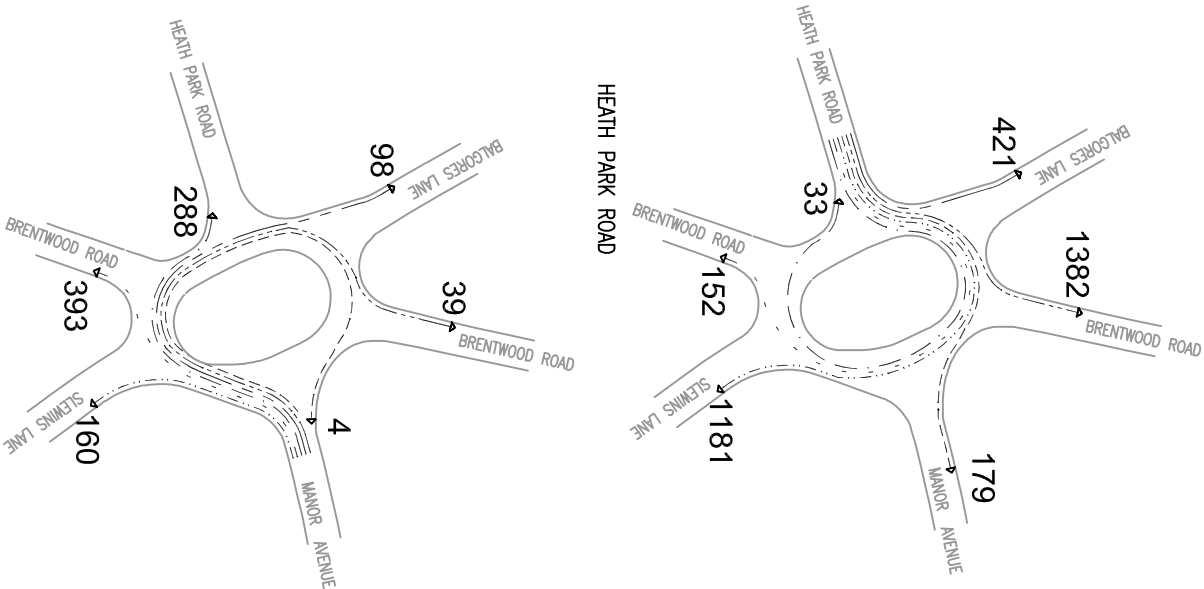
Proposed kerb alignment creating  
area for planting

Proposed zebra crossing



 <b>Havering</b> LONDON BOROUGH		JOB TITLE THE DRILL ROUNDABOUT	
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MANOR ROAD

SLEWINS LANE

BRENTWOOD ROAD (SOUTH ARM)

HEATH PARK ROAD

BALGORES LANE

BRENTWOOD ROAD (NORTH ARM)



**Havering**  
LONDON BOROUGH

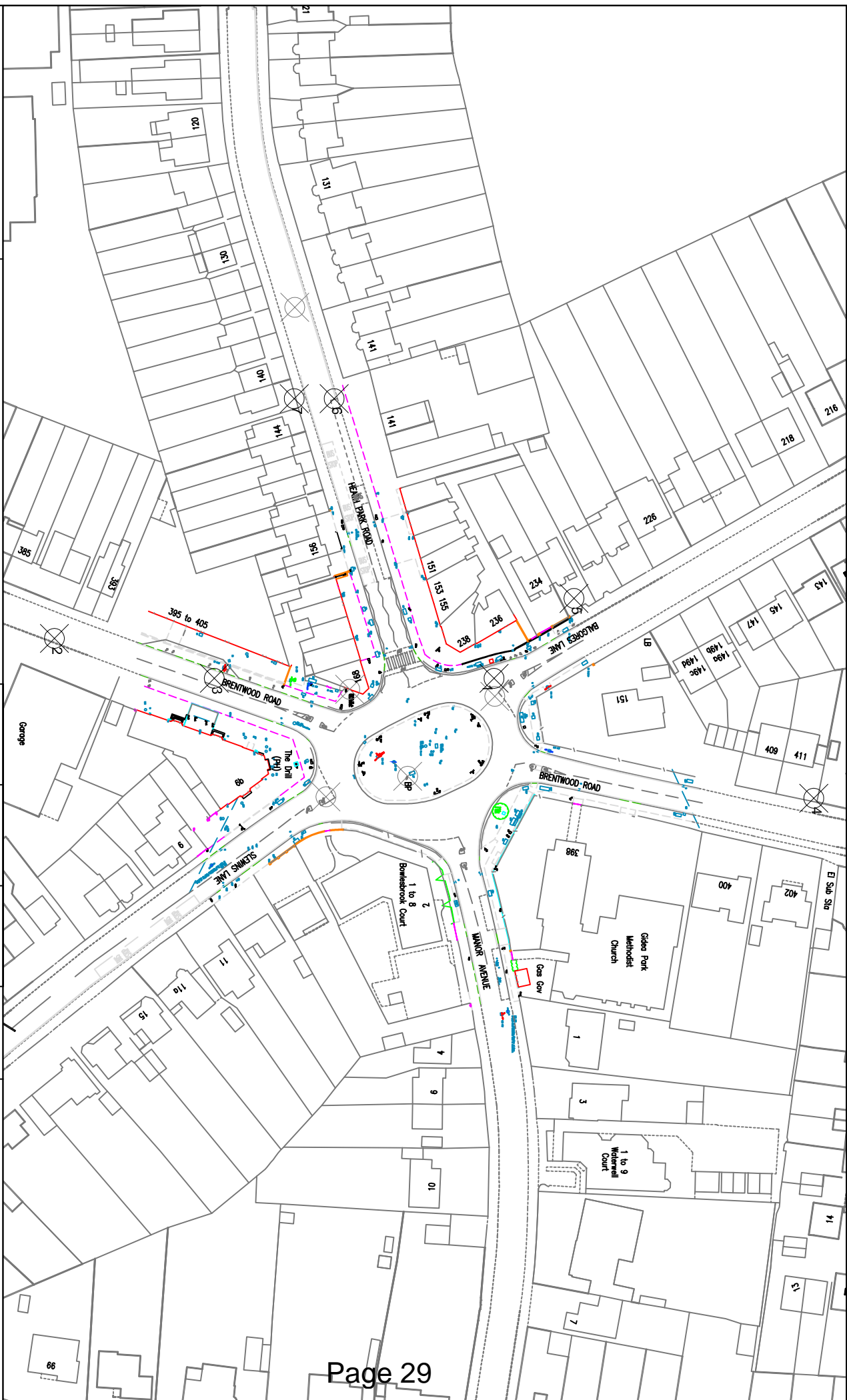
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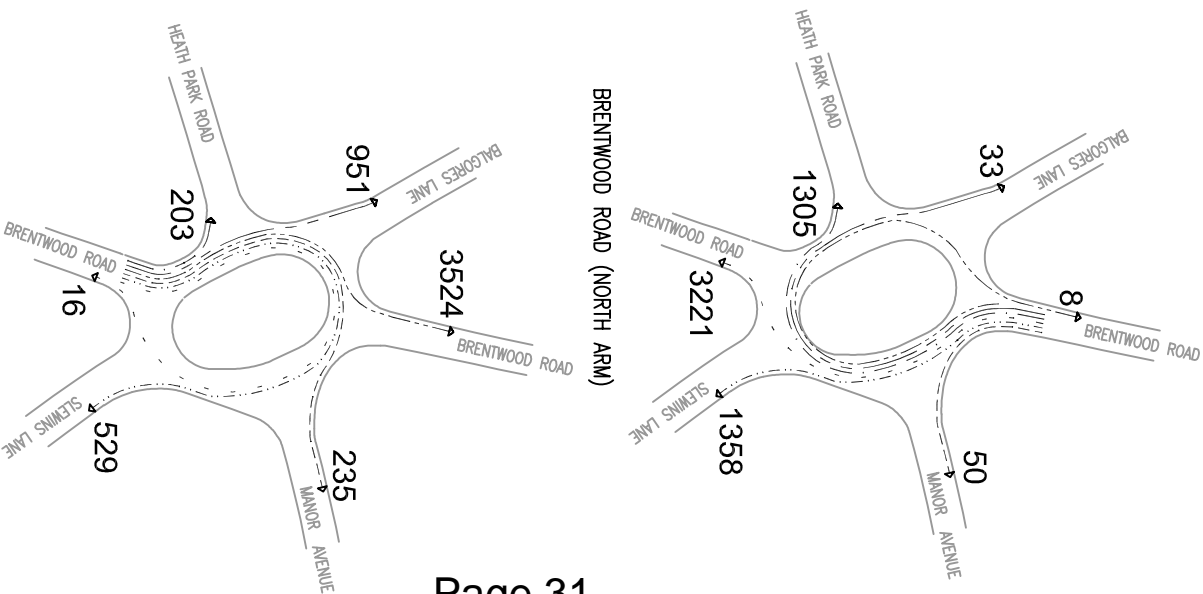
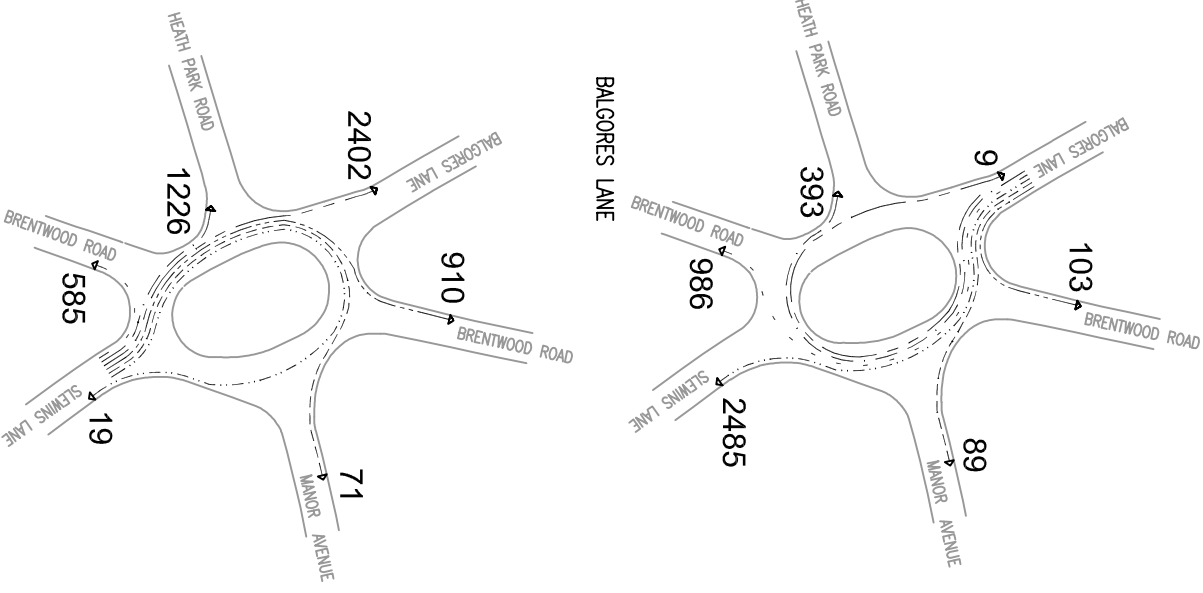
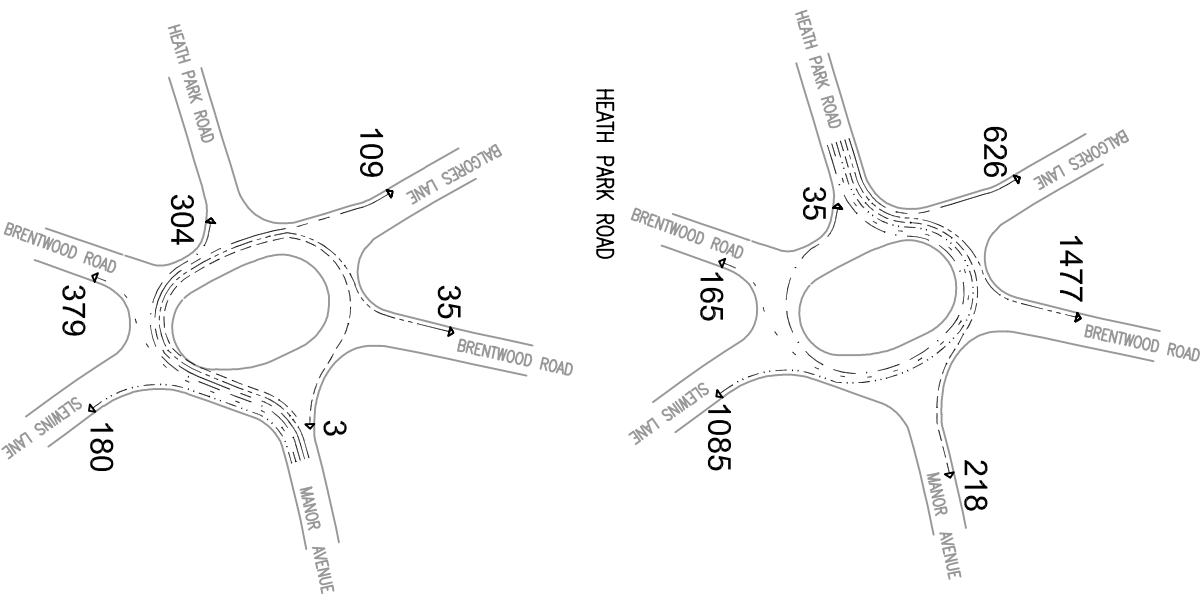
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**WEDNESDAY 23 SEPTEMBER**

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MANOR ROAD

SLEMWENS LANE

BRENTWOOD ROAD (SOUTH ARM)

HEATH PARK ROAD

BALCORES LANE

BRENTWOOD ROAD (NORTH ARM)



JOB TITLE  
THE DRILL ROUNDABOUT

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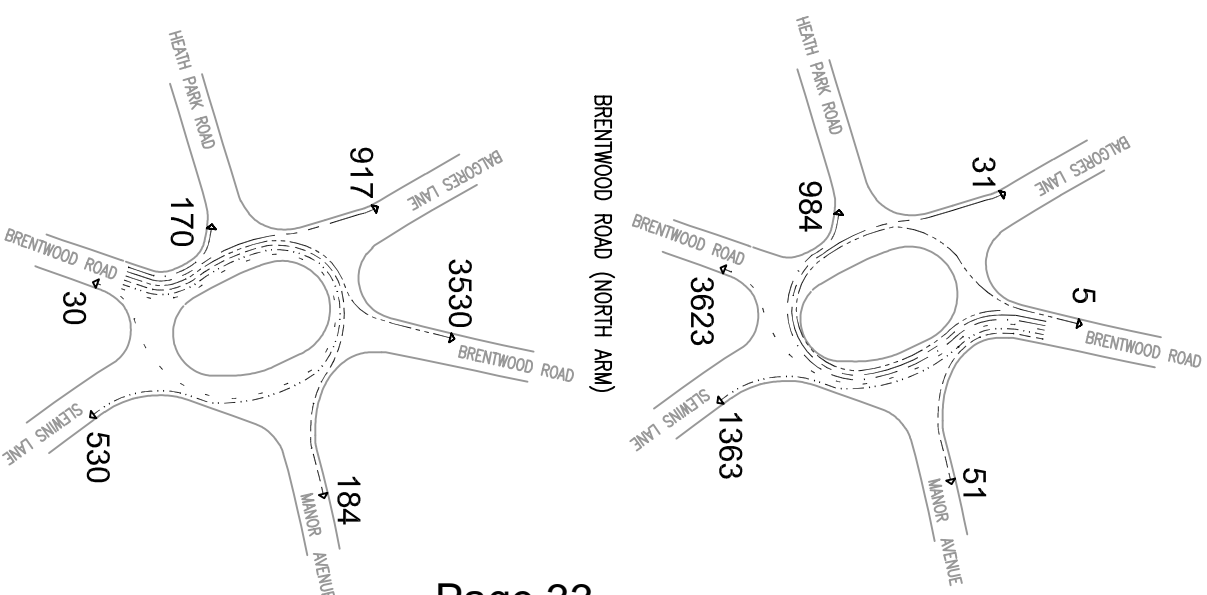
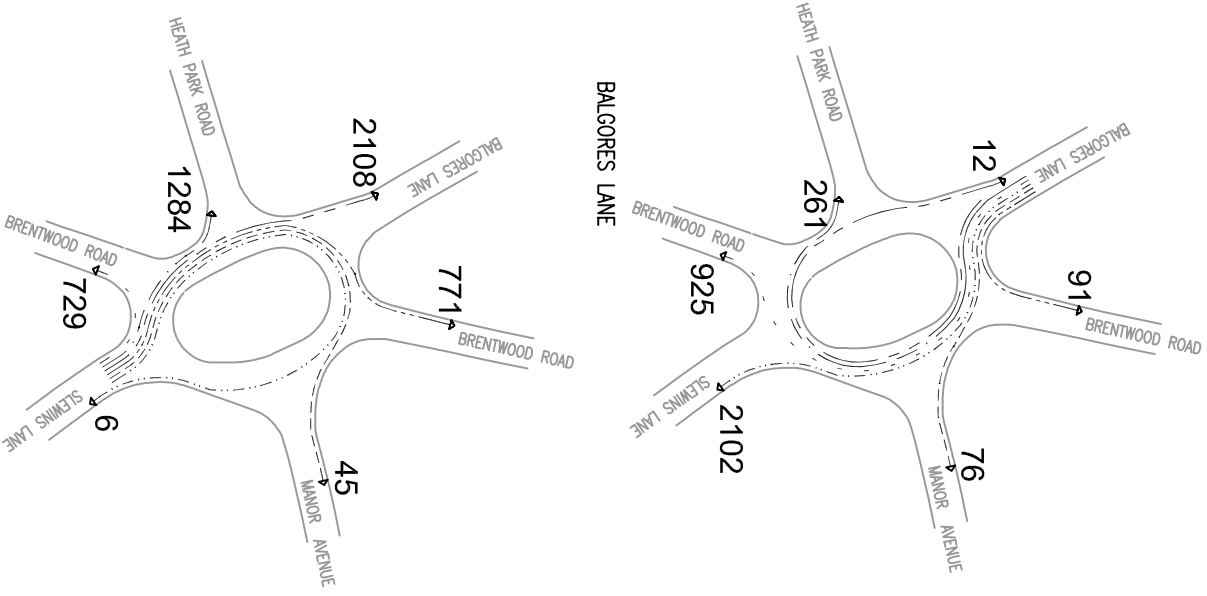
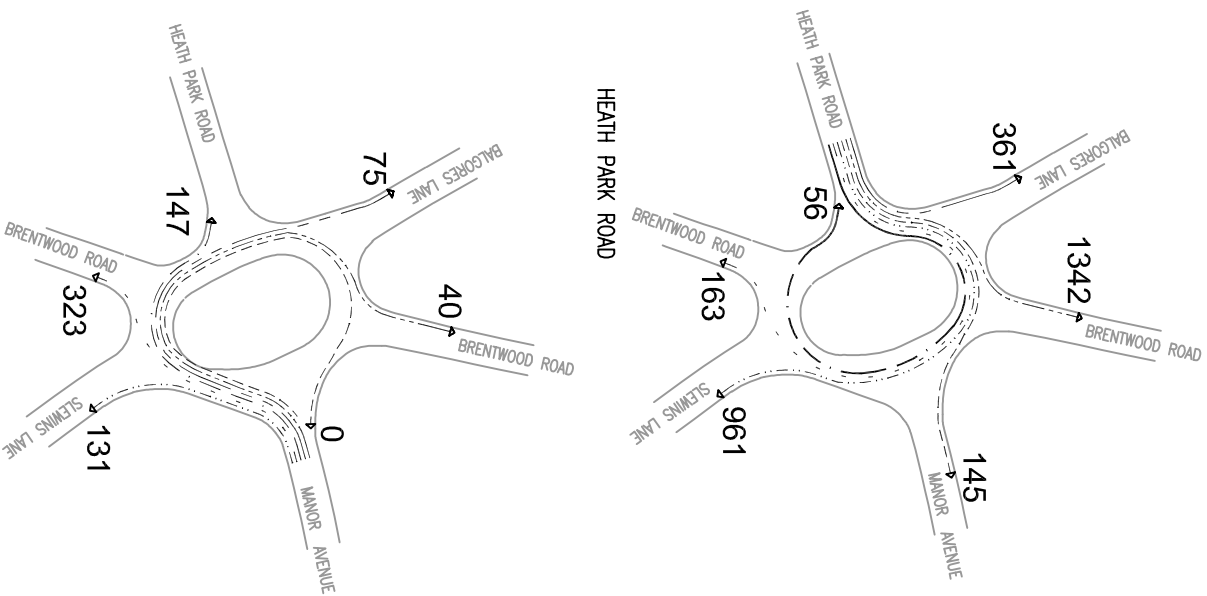
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BRENTWOOD ROAD (SOUTH ARM)

MANOR ROAD



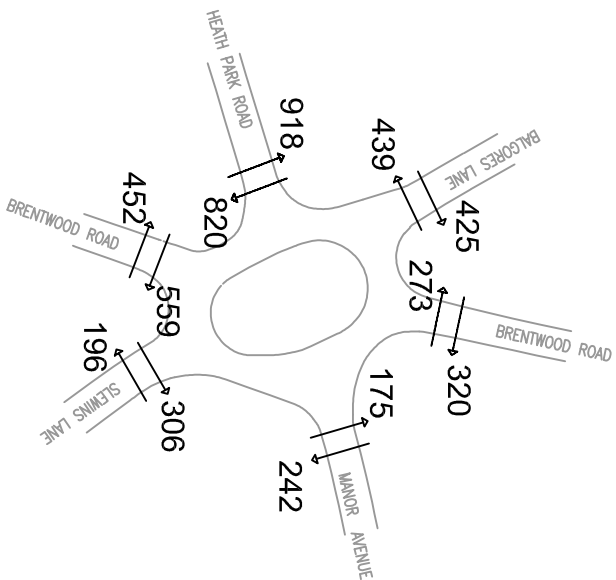
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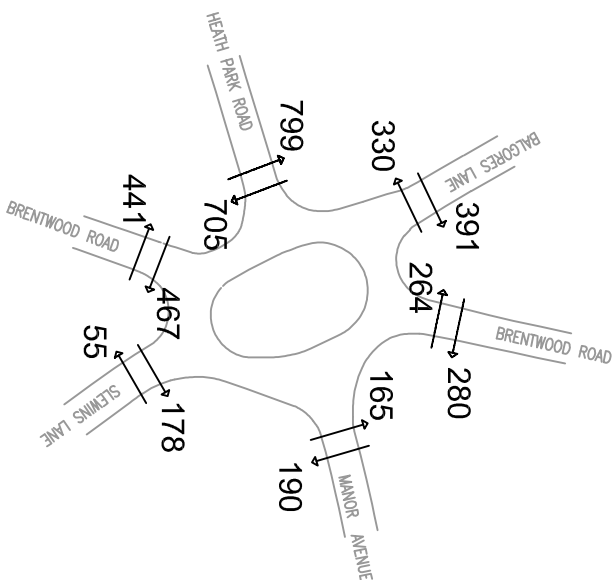
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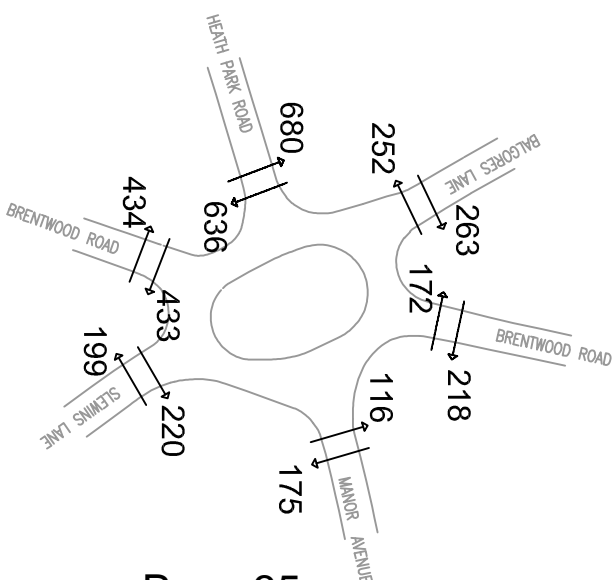
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
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THURSDAY 24 SEPTEMBER 2015



SATURDAY 26 SEPTEMBER 2015

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# HIGHWAYS ADVISORY COMMITTEE

7 February 2017

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
Bevan Way (Second revision)**

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

## SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops on 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 3
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 January 2017.
- 1.8 Of these stops, 89% 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 6<sup>th</sup> 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 Revised proposals to improve the stops in their current location along with a new footway link along Hacton Lane to 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 were consulted on and presented to the Committee on 6<sup>th</sup> December 2016 and are shown on Drawing QP006-OF-B3&B4-A Opt 2.
- 1.14 Because of an objection made by the resident of No.12 in relation to the scheme preventing them obtaining a vehicle crossing, the Committee deferred the decision.
- 1.15 Staff met with ward councillors on site on 11<sup>th</sup> January 2017 to look at the bus stops again. The conclusion of the discussion was that it would possible to provide a vehicle crossing for No.12, but it would be narrower than would normally be recommended to ensure that 2-door buses could be served.
- 1.16 The layout requires the vehicle crossing to be connected to that of No.10 in order to make the layout work. Staff updated the drawing and circulated to ward councillors and the resident. The current layout is shown on Drawing QP006-OF-B3&B4-A Opt 3.
- 1.17 The resident has confirmed that this revised layout with a vehicle crossing is acceptable to them and has withdrawn their objection.

## **2.0 Staff Comments**

- 3.1 The resident of No.12 was the sole objector to the previous consultation and the revised layout has led to this being withdrawn. Staff therefore recommend that this revised layout 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 £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

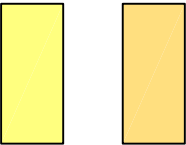
using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

## **BACKGROUND PAPERS**

Project file: QP006, Bus Stop Accessibility 2016/17

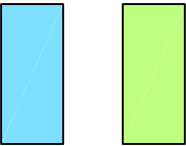
**APPENDIX I**  
**SCHEME DRAWINGS**

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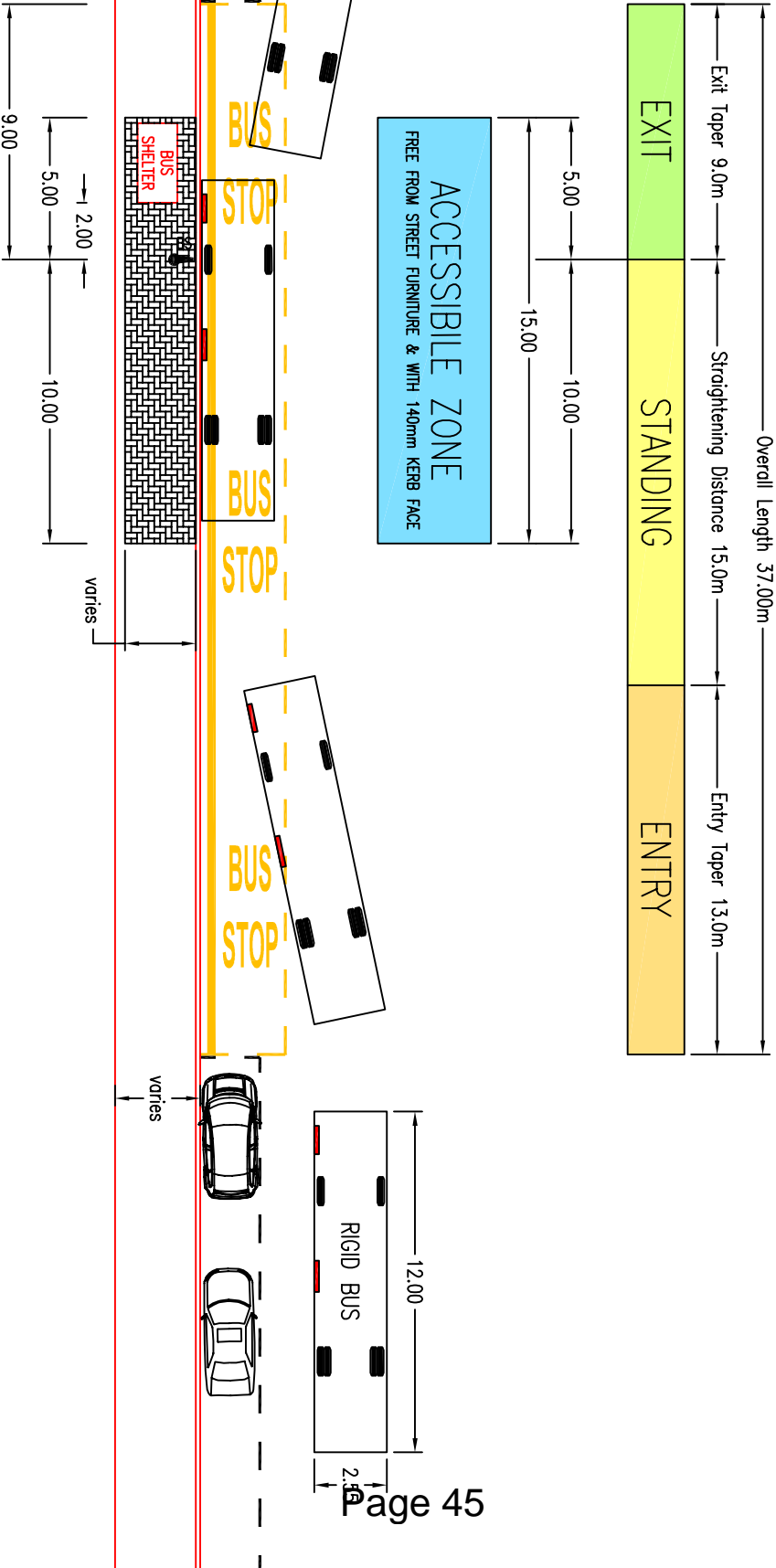
**ENTRY ZONE**  
ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.  
VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.  
KEEP FURNITURE SUITABLY SET BACK FROM KERB.

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




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

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



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

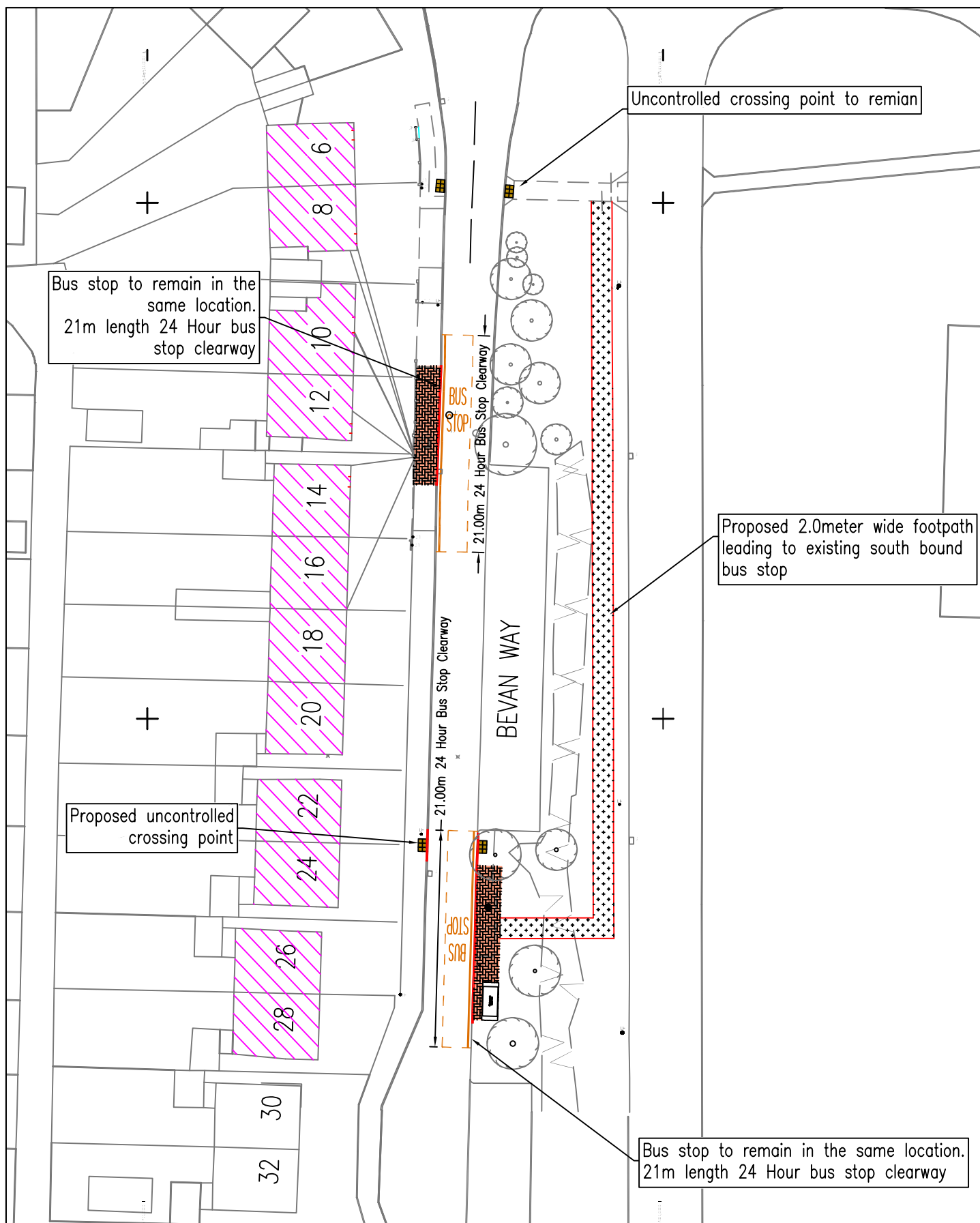
<div><b>Haverling</b></div> <div>ROMFORD LONDON BOROUGH</div> <div>STREETCARE CULTURE &amp; COMMUNITY</div> <div>TRAFFIC &amp; ENGINEERING</div> <div>10th FLOOR MERCURY HOUSE</div> <div>MERCURY GARDENS, ROMFORD, RM1 3DW</div> <div>TELEPHONE No. 01708 434343    FAX No. 01708 433721</div> <div>E-MAIL: streetcare@haverling.gov.uk</div>										JOB TITLE		HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS							
DRAWING TITLE		DRAWN BY		CHECKED BY		APPROVED BY		PURPOSE		INFORMATION									
BUS STOP ACCESSIBILITY DETAIL LAYOUT 1		RP		MLP		MLP													
		SCALE (AT A4 SIZE)		DATE		DRAFT													
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ACAD REF: <small>2019 (Universal Street Design Guide)</small>		DRAWING No		REVISION		REVISION		AMENDMENT		DATE									
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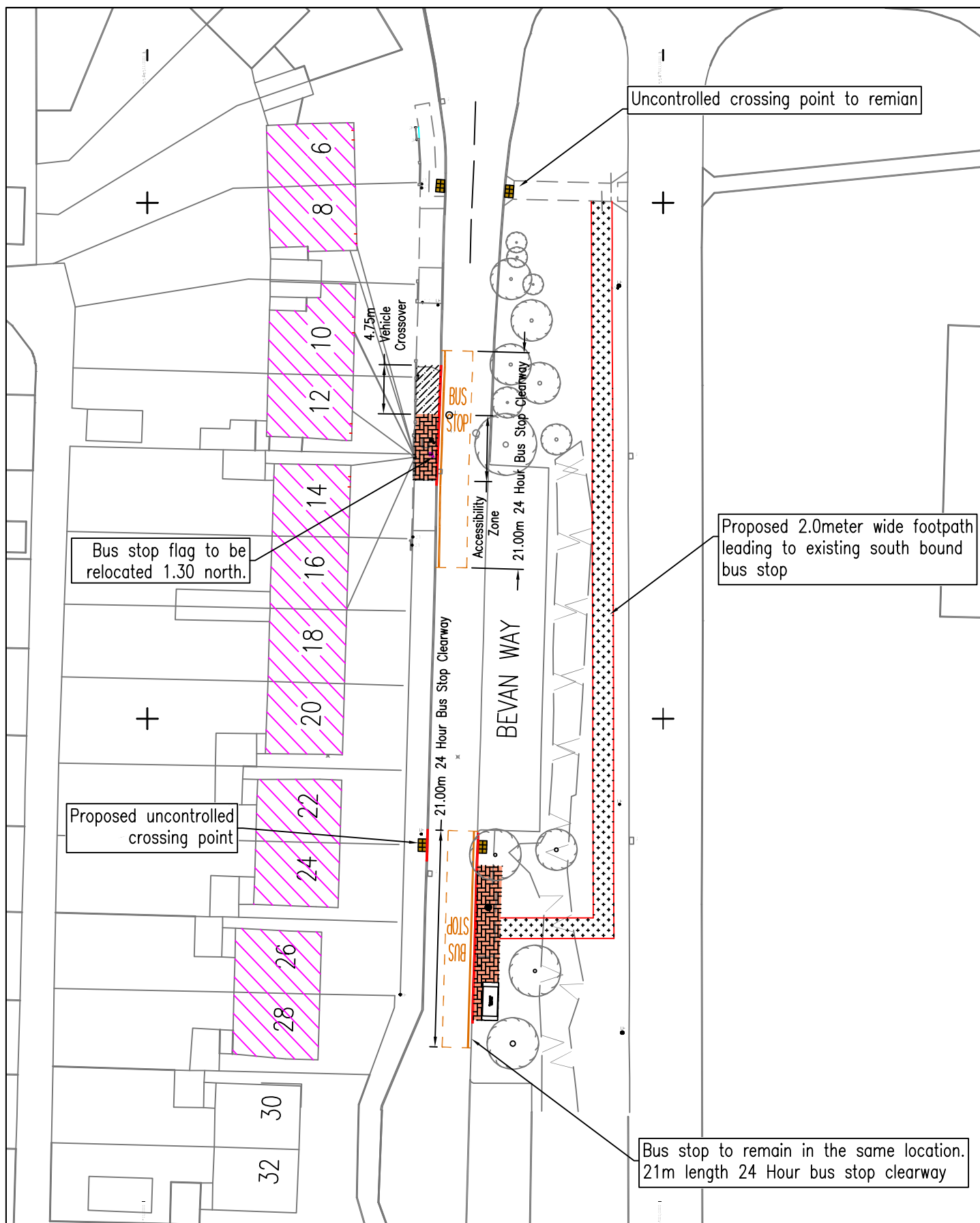
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<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2016/17 BEVAN WAY		<b>DRAWN BY</b> RP	<b>CHECKED BY</b> RP	<b>APPROVED BY</b> MLP	
<b>DRAWING TITLE</b> BS 36324 & BS 36323 ALMA AVENUE (Option 2)		<b>ACAD REF:</b>	<b>DRAWING No</b>	<b>REV</b>	
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 14.09.16	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE	Sheet Size: A4 (210x297)	QP006-OF-B3 & B4/Opt 1	A
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		PURPOSE		PROPOSAL	
<b>JOB TITLE</b> BUS STOP ACCESSIBILITY 2016/17 BEVAN WAY		©COPYRIGHT This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327	
<b>DRAWING TITLE</b> BS 36324 & BS 36323 ALMA AVENUE (Option 3)		DRAWN BY RP	CHECKED BY RP	APPROVED BY MLP	
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# HIGHWAYS ADVISORY COMMITTEE

7 February 2017

**Subject Heading:**

**BOROUGHWIDE ACCIDENT  
REDUCTION PROGRAMME (STRAIGHT  
ROAD) – PROPOSED 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 £16,000 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

Straight Road – 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 pedestrian refuge and relocating and upgrading pedestrian refuge are proposed to 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 above proposals be approved.

The scheme is within **Heaton** 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 following proposals as shown on the relevant drawings be implemented.
  - (a) Straight Road outside property Nos. 231/233  
– Relocation and Upgrading pedestrian refuge  
(Drawing No. QP004-4/2)
  - (b) Straight Road outside property Nos. 151/153 – Pedestrian refuge with footway parking bay removal (part)  
(Drawing No. QP004-4/3)
2. That, it be noted that the estimated costs of £16,000, 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 Local Implementation Plan settlement. Straight Road 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 Straight Road Accident Reduction Programme will help to meet these targets.

### **Accidents**

- 1.3 In the five-year period to August 2015, there have been a total of eight personal injury accidents in the vicinity of study area. Of these eight PIAs, two were serious and three involved pedestrians.

### **Proposals**

- 1.4 The following safety improvements are proposed to minimise accidents in the vicinity.

**Straight Road outside property Nos: 231/233** – Relocation and upgrading existing pedestrian refuge (Drawing No. QP004-4/2)

**Straight Road outside property Nos: 151/153** – Pedestrian refuge with footway parking removal (part) (Drawing No. QP004-4/3)

## **2.0 Outcome of public consultation**

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 70 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. No written responses were received.

## **3.0 Staff comments and conclusions**

- 3.1 The accident analysis indicated that eight personal injury accidents (PIAs) occurred in the study area. Of these eight PIAs, two were serious and three involved pedestrians.
- 3.2 The proposed pedestrian refuge and relocation and upgrading pedestrian refuge would minimise accidents at these two locations. It is therefore recommended that the proposed safety improvements for Straight Road 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 £16,000 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.

<b>BACKGROUND PAPERS</b>
--------------------------

1. **Public consultation Letter.**
2. **Drawing Nos. QP004-4/2 and QP004-4/3.**



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

**The Resident or Occupier**  
Straight Road (part),

**Please call Mr Siva**

**t 01708 433142**

**e [highways@haverling.gov.uk](mailto:highways@haverling.gov.uk)**

**text relay 18001 01708 434343**

03<sup>th</sup> January 2017

Dear Sir or Madam;

**[www.haverling.gov.uk](http://www.haverling.gov.uk)**

**SCHEME 1**

**QP004-4/2: STRAIGHT ROAD OUTSIDE PROPERTY NOS: 231/233 – PROPOSED RELOCATION AND UPGRADE OF EXISTING PEDESTRIAN REFUGE**

It is proposed to relocate and upgrade the existing pedestrian refuge as shown on the attached plan to improve pedestrian and vehicle access and minimise accidents in the vicinity.

**SCHEME 2**

**QP004-4/3: STRAIGHT ROAD OUTSIDE PROPERTY NOS: 151/153 – PROPOSED PEDESTRIAN REFUGE WITH FOOTWAY PARKING BAY REMOVAL (PART)**

Pedestrian refuge is proposed to improve pedestrian access and minimise accidents in the vicinity. Part of footway parking bays need to be removed

There have been a total of eight personal injury accidents in the vicinity of the above locations over a five year period. Of this total, two were serious and three involved pedestrians.

Before a decision is made on implementing these proposals, you have the opportunity to comment, which should be in writing to;

The Principal Engineer,  
Environment,  
Engineering Services,  
Town Hall,  
Main Road,  
Romford RM1 3BB.

or by email to [highways@haverling.gov.uk](mailto:highways@haverling.gov.uk)

Plans showing the proposals are enclosed and also available to view on the Councils web site, a link of which is shown below;

<https://www.haverling.gov.uk/Consultations>

Comments should reach us by **23<sup>th</sup> of January 2017**.

If you have any questions, please do not hesitate in contacting our project engineer, Mr Siva Velup on 01708 433142.

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

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 07<sup>th</sup> of February 2017 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.

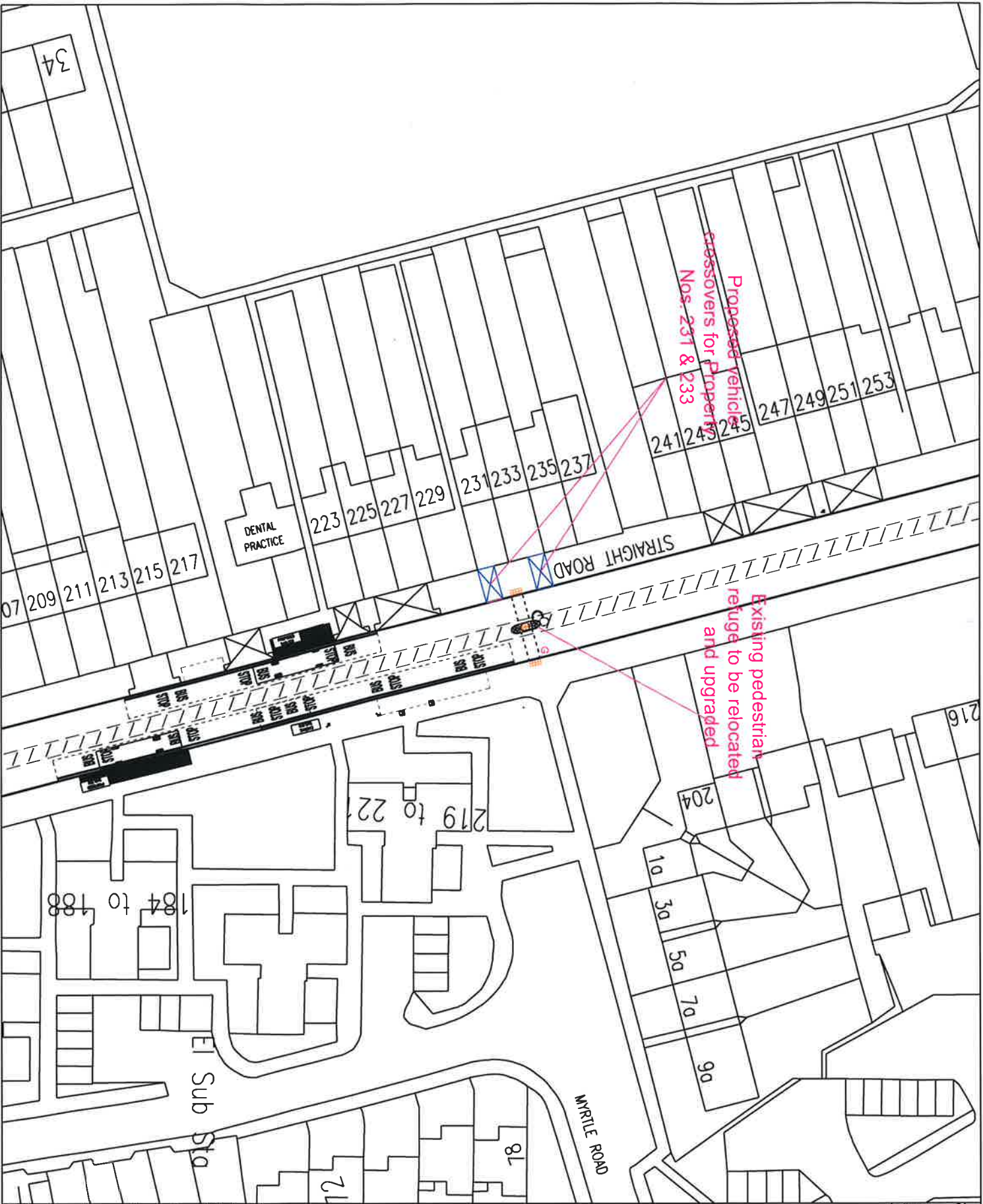
Each person will have up to a maximum of 3 minutes to speak. You must pre-register to speak on a 'first come first served basis' so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee please contact Taiwo Adeoye on 01708 433079 no earlier than 31<sup>st</sup> January 2017 and 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.

Yours faithfully,



**Mark Philpotts** CEng MICE FCIHT FIHE PIEMA  
Principal Engineer  
Engineering Services

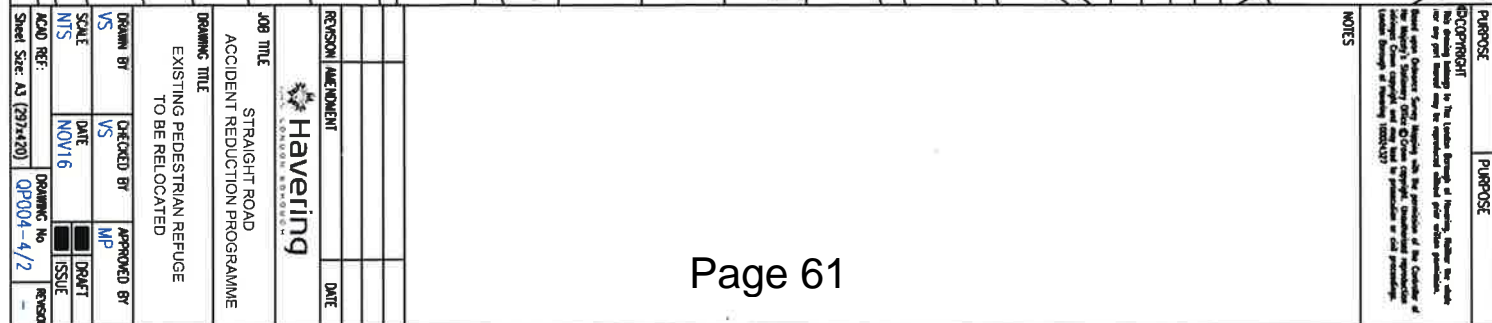


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London Borough of Havering (10000123)		London Borough of Havering (10000123)	
NOTES			
JOB TITLE STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME			
DRAWING TITLE EXISTING PEDESTRIAN REFUGE TO BE RELOCATED			
REVISION		DATE	
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<b>Notes</b> The drawing is for the purpose of the proposed pedestrian refuge and the removal of parking bays.		<b>Notes</b> The drawing is for the purpose of the proposed pedestrian refuge and the removal of parking bays.						
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Revision	Amendment	Date						
<b>Job Title</b> STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME								
<b>Drawing Title</b> PROPOSED PEDESTRIAN REFUGE								
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<b>Sheet No.</b> AS (23/1/20)	<b>Drawing No.</b> OP004-4/3	<b>Revision</b> -						







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<b>PURPOSE</b> The drawings are the property of the client and are not to be used for any other purpose without the written permission of the client.	
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# HIGHWAYS ADVISORY COMMITTEE

7 February 2017

**Subject Heading:**

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

**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. Further public consultation has been carried out and this report details the finding of the feasibility study, both public consultations 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.

## 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.

- 1.3 In December 2016, this scheme reported to HAC and the Committee voted to defer the decision to allow discussion with ward councillors and for the item to come back to a future HAC for the decision. Following the HAC's decision, staffs arranged the meeting and discuss the issues with local ward members and deputy leader of the Council. It was agreed to carry out further public consultation as described below.
- (a) Second public consultation letter, explaining that there had been a low response rate to the previous consultation and invited further comments, sent to all occupiers within Romford Ring Road;
  - (b) Information relating to the scheme was sent to subscribers of Havering Councils travel and Romford Town E-Mail newsletters.
  - (c) Survey Monkey online survey
  - (d) Information on the Council web site.

### Survey Results

- 1.4 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 <sup>th</sup> 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 85<sup>th</sup> percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along the Ring Road exceeds the 30mph speed limit. Staffs consider these speeds to be undesirable and a contributory factor to accidents.

## Accidents

- 1.5 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
<b>Total</b>	<b>1</b>	<b>3</b>	<b>44</b>	<b>48</b>

### 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
<b>Total</b>	<b>2</b>	<b>8</b>	<b>127</b>	<b>137</b>

## Proposals

1.6 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)
  - 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

## **2.0 Outcome of public consultation**

### **First consultation exercise**

- 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.

### **Second consultation exercise**

- 2.2 Second public consultation letter were posted to local residents / occupiers within Ring Road. Survey Monkey online surveys were also carried out. Seven written responses from residents/occupiers were received and the comments are summarised in the Appendix. Of these seven responses,
- |                    |         |
|--------------------|---------|
| (a) In favour      | 5 (72%) |
| (b) Not in favour  | 1 (14%) |
| (c) No preference. | 1 (14%) |
- 2.3 The following questions were asked on the Survey Monkey online surveys. Twenty two responses were received.

#### **Question 1**

Do you support for a 20mph zone for all streets within the Ring Road including some traffic calming measures?

Yes	– 12 (55%)
No	– 10 (45%)
Don't know	– 0 ( 0%)

#### **Question 2**

Are you

- |  |             |
|--|-------------|
| (1) A resident within the Ring Road?                                   | (12) (55%)  |
| (2) A business trading within the Ring Road?                           | ( 4 ) (20%) |
| (3) A resident living elsewhere in the London Borough of Havering?     | ( 5 ) (23%) |
| (4) A business based elsewhere in the London Borough of Havering?      | ( 0 ) ( 0%) |
| (5) Someone who lives or works outside the London Borough of Havering? | (1 ) ( 5%)  |

#### **Question 3**

Please enter your address including postcode – All 22 answered

#### **Question 4**

Any other comments on the scheme we are proposing  
14 answered, 8 skipped

A brief summary of comments are below.

- Scheme makes sense
- Prefer speed tables, not speed humps
- Yellow box markings at the South Street/Oldchurch Road traffic signals
- Ring Road is slow enough, no traffic calming on the Ring Road
- Delays at the Oldchurch Road/Waterloo Road Roundabout
- Waste of money
- Drivers are not aware that Ring Road is 30mph, put more speed limit signs
- No conclusive evidence that speed limit from 30mph to 20mph would make any difference

2.4 A brief summary of both consultations are below.

	Support	Against	No preference
(a) First consultation	7	1	0
(b) Second consultation (written responses)	5	1	1
(c) Survey monkey survey	12	10	0
<b>Total</b>	<b>24 (65%)</b>	<b>12(32%)</b>	<b>1 (3%)</b>

### 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.

<b>BACKGROUND PAPERS</b>
--------------------------

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



**APPENDIX  
SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
<b>FIRST PUBLIC CONSULTATION RESPONSES</b>		
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,	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.

	particularly, London Ambulance Response 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.
<b>SECOND PUBLIC CONSULTATION RESPONSES</b>		
QP005/9 (The resident, 16 King Edward Road)	The proposed 20mph is a good idea.	-
QP005/10 (The resident, Havering)	I agree that a speed limit of 20mph be applied within the ring road.	-
QP005/11 (The resident, 27 Eldon Court, Slaney Road)	My total support of the project to reduce speed limit to 20mph and bring safety improvement in Romford town centre.	-
QP005/12 (The business, Gunners Speight)	I am more than happy for speed restrictions to be introduced in the proposed are in an attempt to reduce accidents and speeding/traffic offences	-
QP005/13 (The resident, 27 Regarth Avenue)	I have no problems with this idea	-
QP005/14 (the resident, 44 Kingsmead Avenue)	Take this opportunity to wholly contest the proposed changes to the Ring Road and the roads within.	Staff considered that the proposed safety improvement would minimise accidents in the area.
QP005/15 (The Business , TS Manager)	The staff here gets the bus to Romford or walk and as such any changes would not affect us.	-



Our Ref : QP005  
Your Ref :

## Environment

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

**Please Call : Mr Siva**  
**Telephone : 01708 433142**

**f 01708 434343**

**e velup.siva@haverling.gov.uk**

**text relay 18001 01708 434343**

**www.haverling.gov.uk**

**Date : 21<sup>st</sup> October 2016**

### 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)

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 comments 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](mailto:velup.siva@havering.gov.uk)

Page 76  
Comments should reach us by **Friday 11<sup>th</sup> November 2016.**

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











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<b>TITLE</b> ROMFORD RING ROAD AREA ACCIDENT REDUCTION PROGRAMME		<b>DRAWING TITLE</b> PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS	
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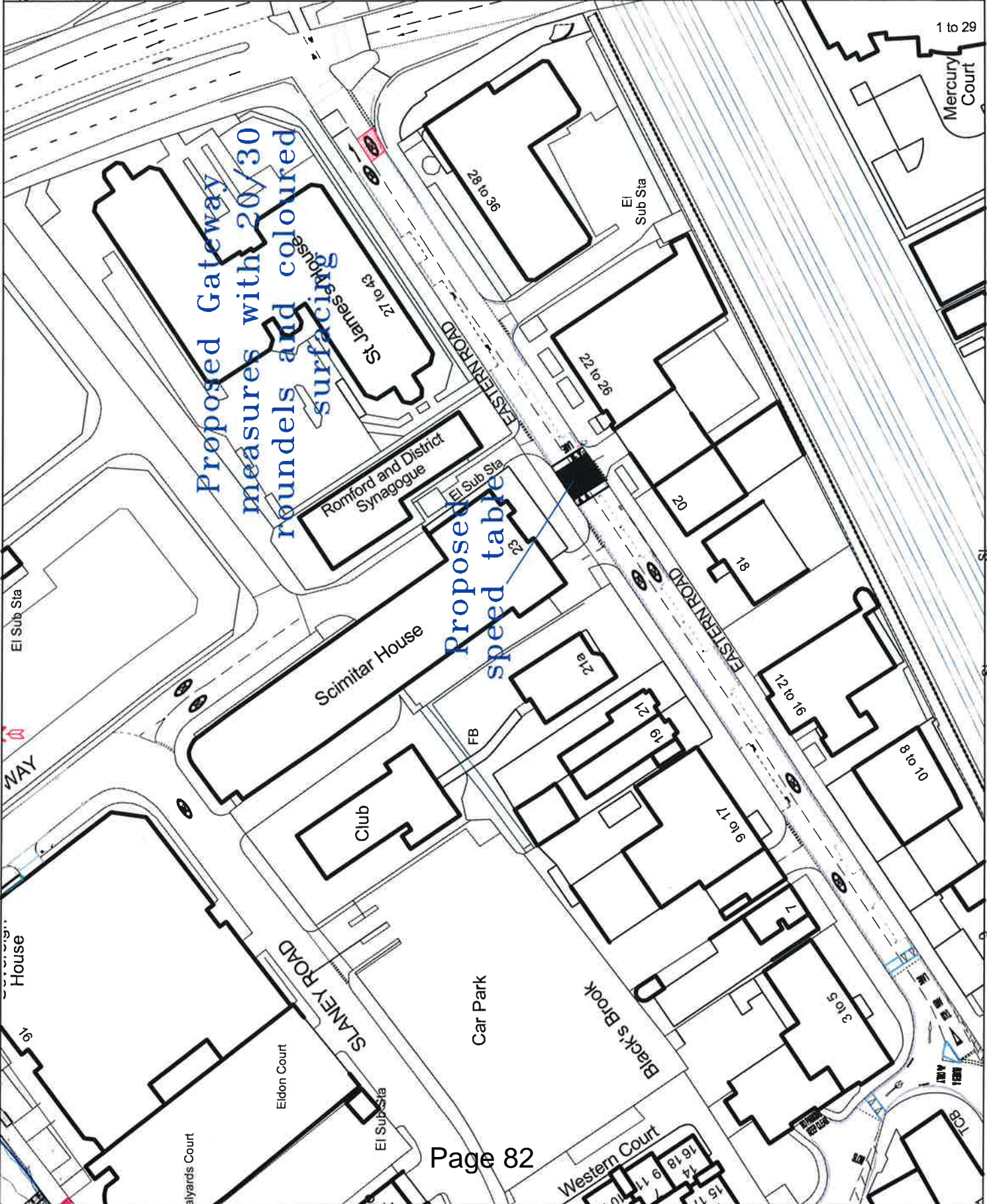








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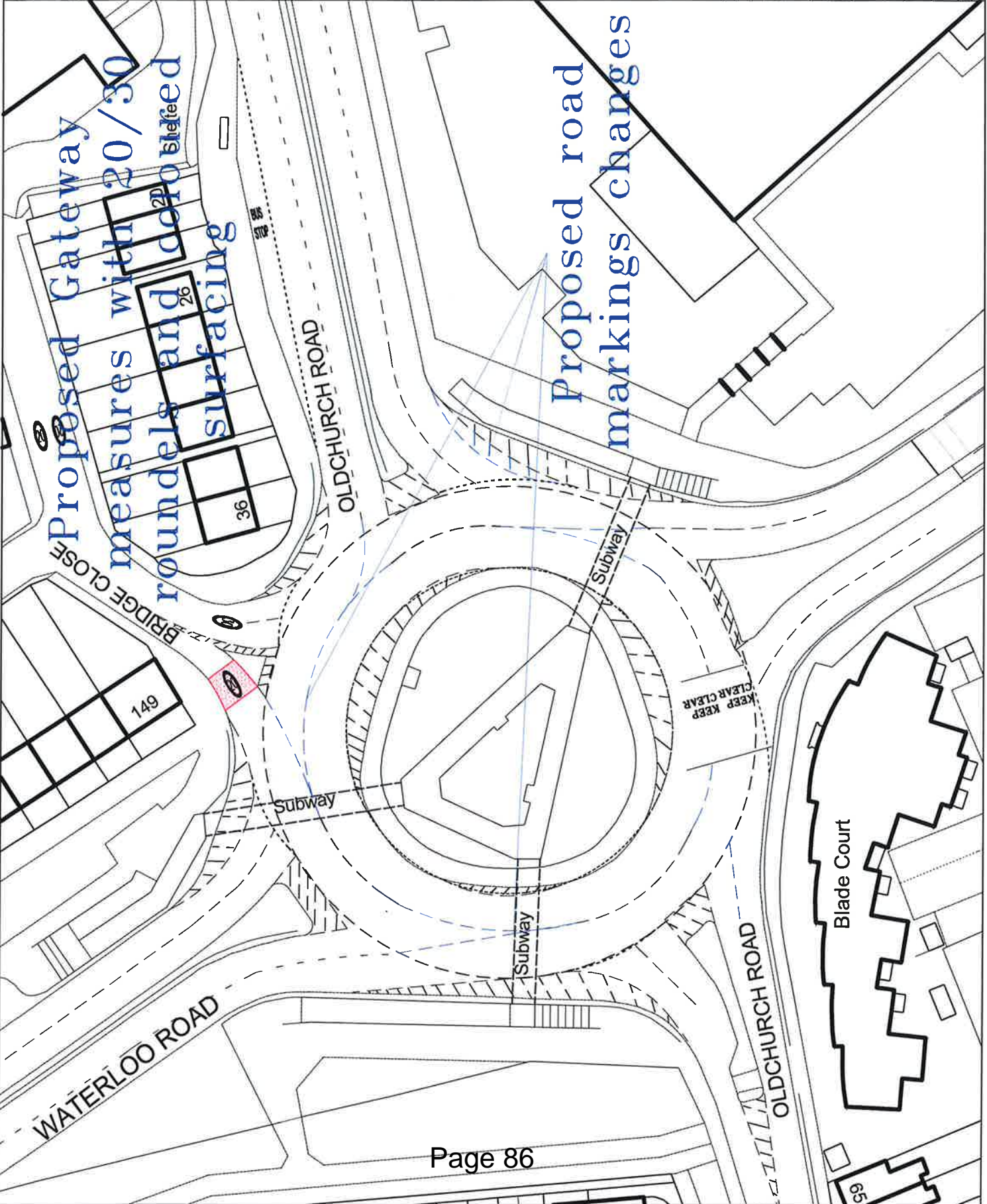






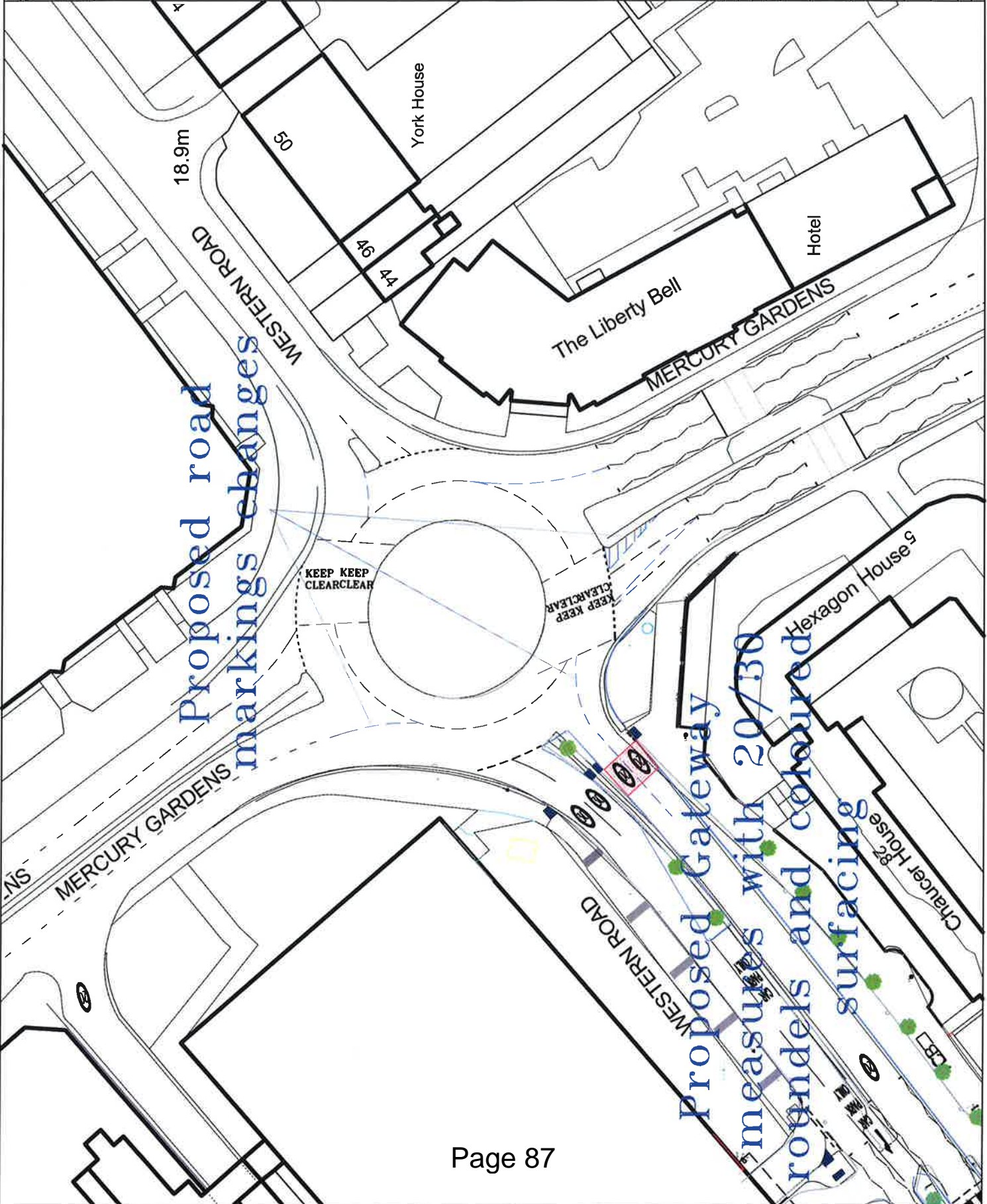


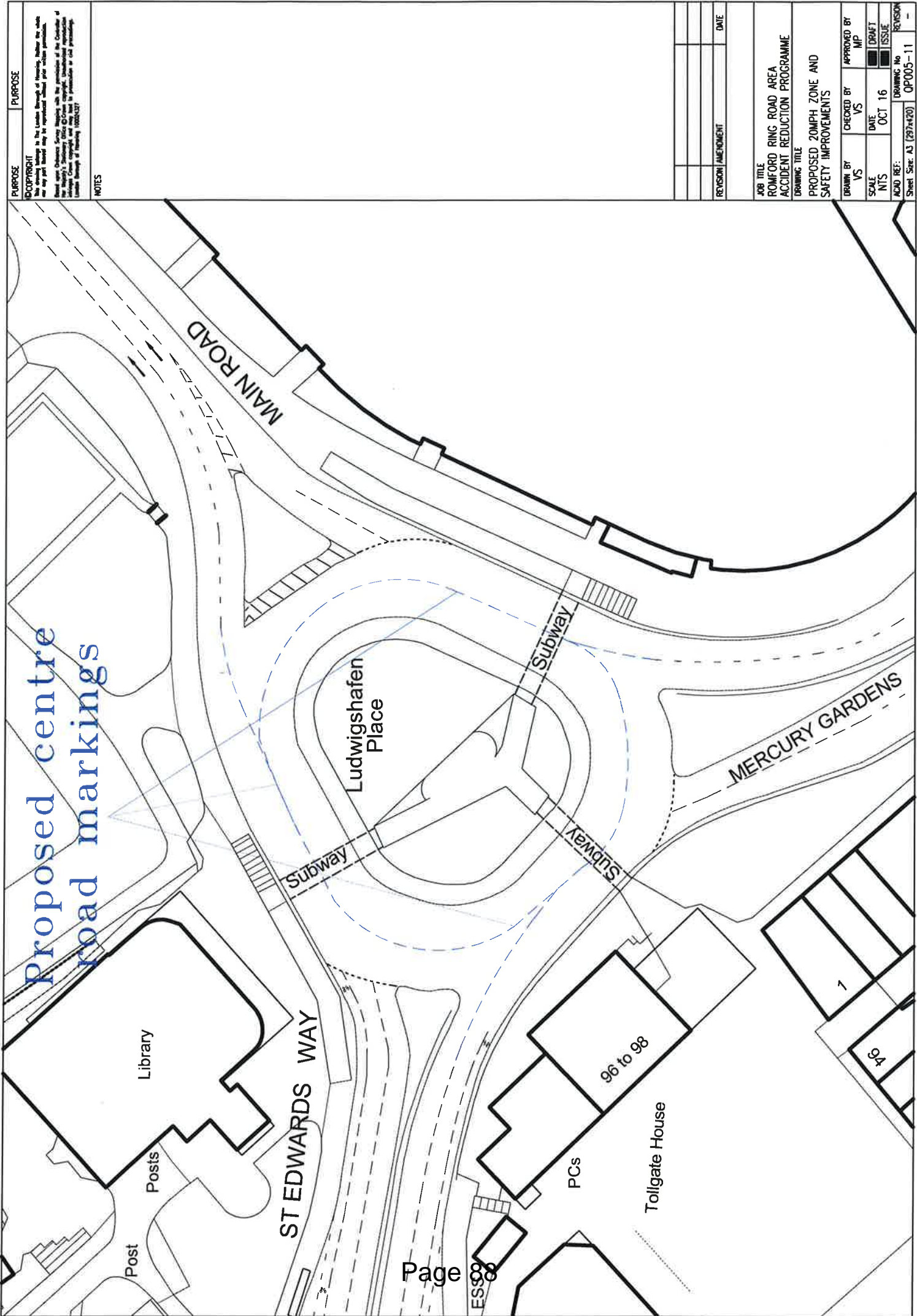
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ROMFORD RING ROAD AREA

ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE

PROPOSED 20MPH ZONE AND

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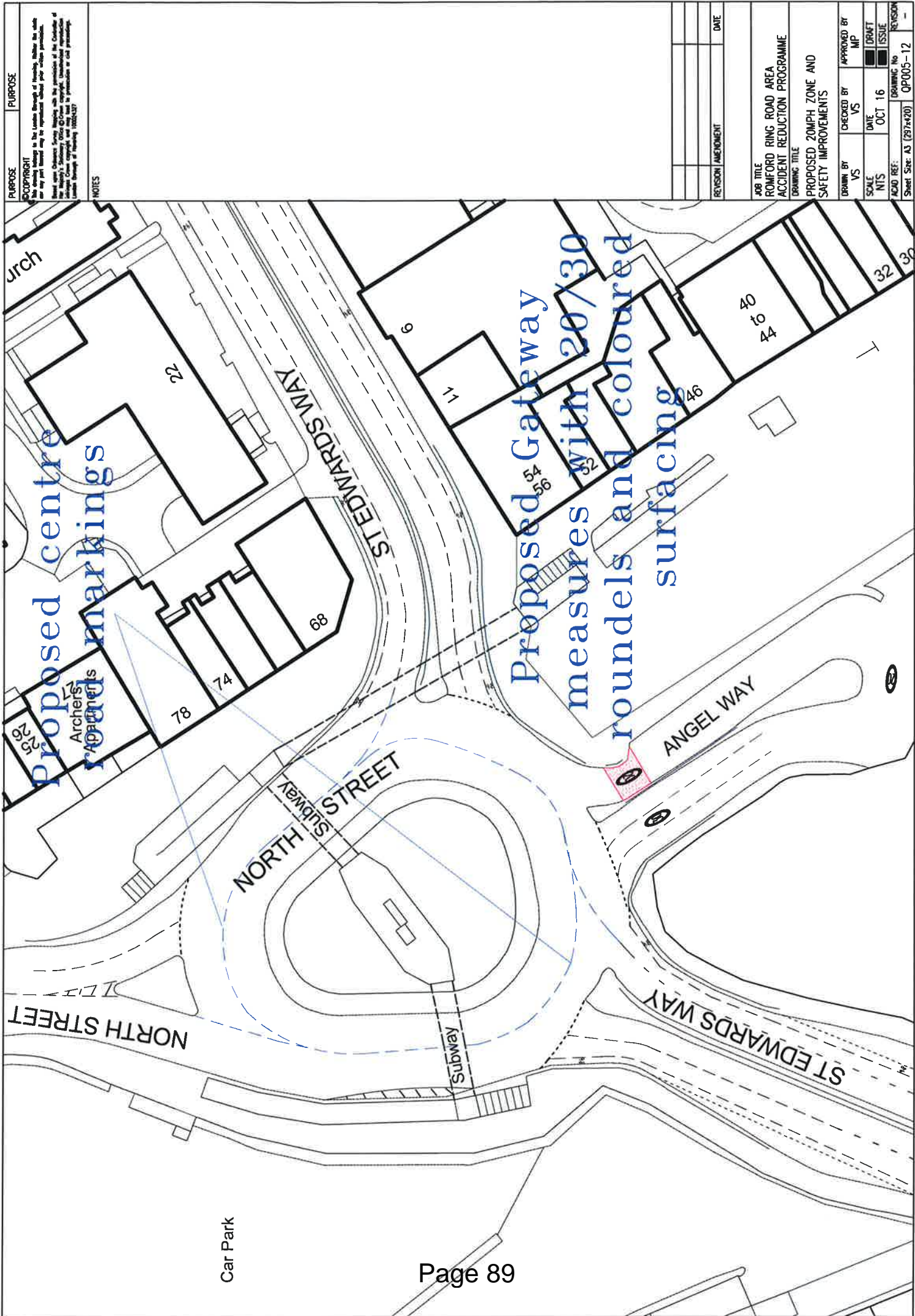
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Environment  
Engineering Services  
London Borough of Havering  
Town Hall  
Main Road  
Romford RM1 3BB

### **The Resident or Occupier**

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)

**Please call** Mr Siva

**t** 01708 433142

**e** [highways@haverling.gov.uk](mailto:highways@haverling.gov.uk)

**text relay** 18001 01708 434343

29<sup>th</sup> December 2016

**[www.haverling.gov.uk](http://www.haverling.gov.uk)**

Dear Sir or Madam;

### **ROMFORD TOWN CENTRE ACCIDENT REDUCTION PROGRAMME PROPOSED 20MPH ZONE AND SAFETY IMPROVMENTS**

We wrote to you on 21<sup>st</sup> October setting out a series of safety proposals for Romford town centre comprising of a 20mph zone for all streets within the Romford Ring Road (including some traffic calming measures) and some changes to road markings on various roundabouts on the Ring Road itself.

We sent out over 2,500 letters to people in the area, but only received 8 responses with 4 of these being from residents. This was reported to the Council's Highways Advisory Committee on 6<sup>th</sup> December where the decision on the scheme was deferred in order for further discussions to take place with ward councillors.

As a result of these discussions, it has been decided to provide a further period of consultation and any other comments received shall be reported to the Highways Advisory Committee on 7<sup>th</sup> February 2017.

We would therefore like to extend the opportunity for you to provide any comments you may have to the postal address above, via our email address [highways@haverling.gov.uk](mailto:highways@haverling.gov.uk) or through an online form which we have provided at [www.haverling.gov.uk/consultations](http://www.haverling.gov.uk/consultations).

The report which was presented to the Highways Advisory Committee is available on our website;

<http://democracy.havering.gov.uk/ieListDocuments.aspx?CId=150&MId=3459&Ver=4>

(or search for Highways Advisory Committee from our website home page)

The original consultation information can also be found on our website;

<https://www.havering.gov.uk/consultations>

The closing date for this consultation is **Friday 20<sup>th</sup> January 2017** and we hope you are able to find time to comment.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'M Philpotts', with a stylized flourish at the end.

**Mark Philpotts** CEng MICE FCIHT FIHE PIEMA  
Principal Engineer  
Engineering Services





























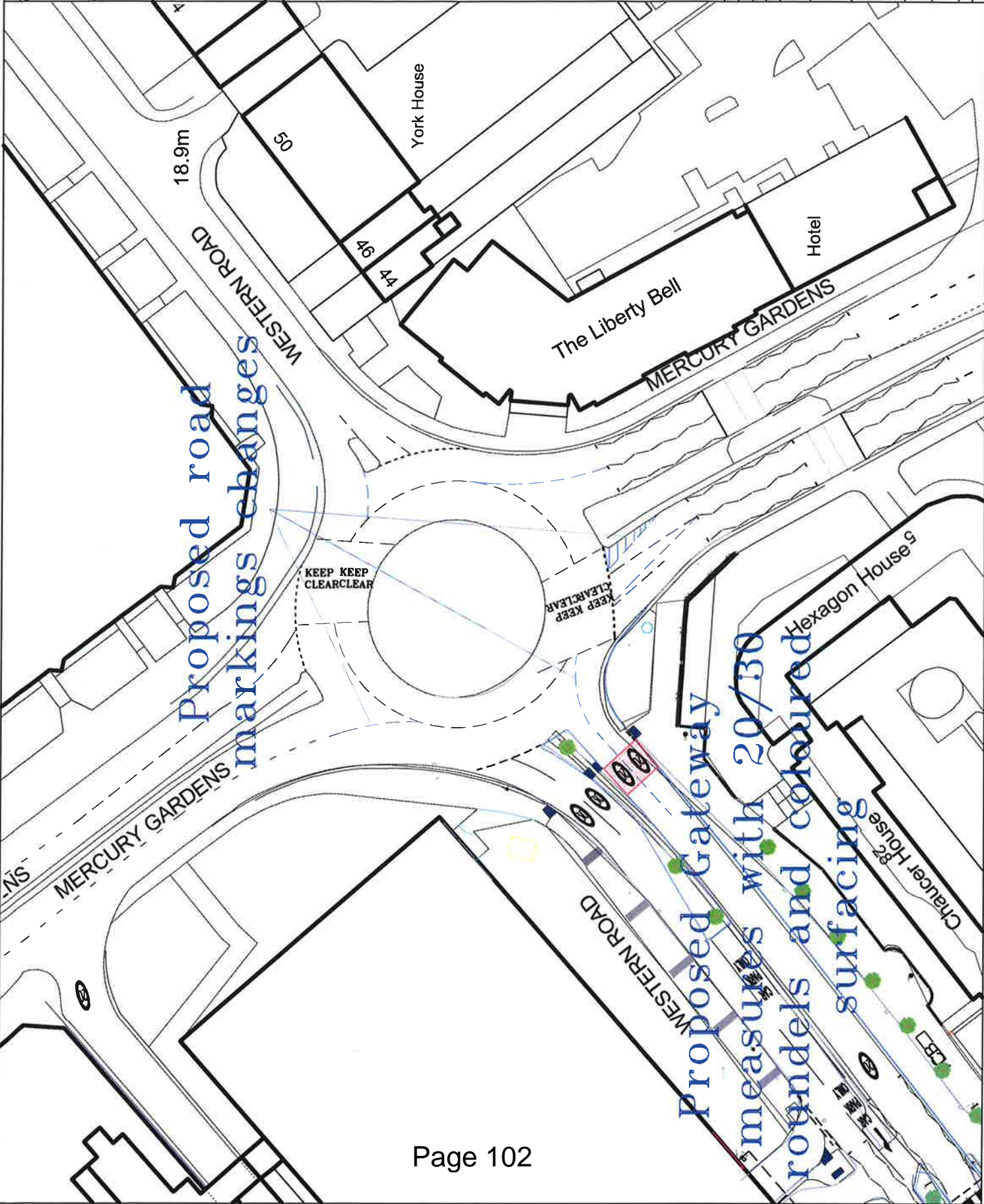


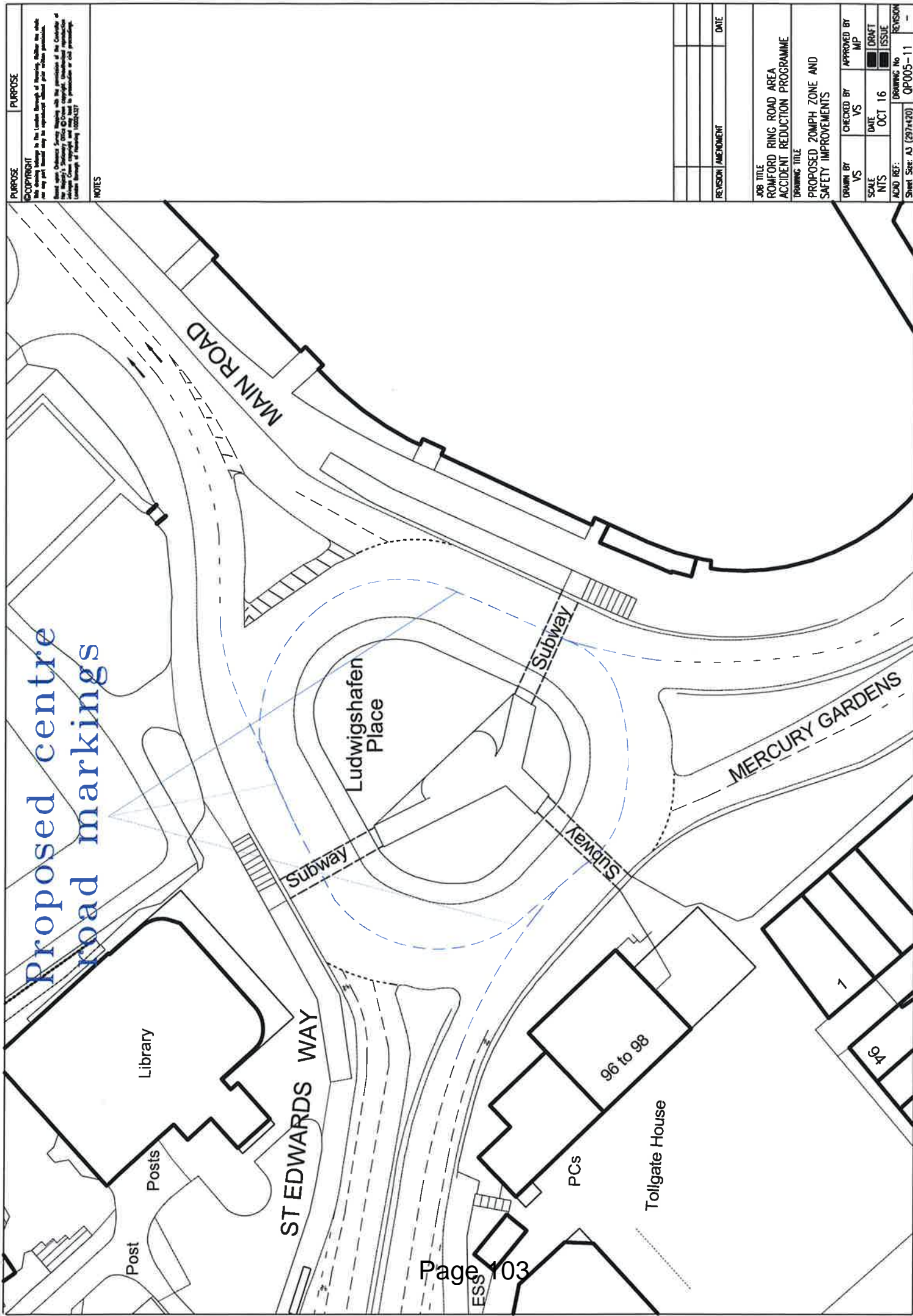












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ACCIDENT REDUCTION PROGRAMME

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PROPOSED 20MPH ZONE AND  
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# HIGHWAYS ADVISORY COMMITTEE

7 February 2017

**Subject Heading:**

**BUS STOP ACCESSIBILITY**  
Various Locations  
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 £37,000 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	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

## SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops in various locations and seeks recommendations that some of the proposals be implemented and some

The schemes are variously within **Brooklands, Elm Park, Gooshays, Harold Wood, Havering Park** and **Heaton** 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 various bus stop accessibility improvements set out in this report and shown on the following drawings (contained within Appendix I) are implemented.

- |                               |  |
|-------------------------------|--|
| (a) Avelon Road               | QP006-OF-B1-A  |
| (b) Church Road (Harold Wood) | QP006-OF-B6-B  |
| (c) Dagenham Road (Romford)   | QP006-OF-B11-A<br>QP006-OF-B12-A   |
| (d) Elm Park Avenue           | QP006-OF-B82-B   |
| (e) Hainault Road             | QP006-OF-B76-A   |
| (f) Petersfield Avenue        | QP006-OF-B77-A (8-9am & 3-4pm Mon-Fri)<br>QP006-OF-B78-B (standard 24 hours) |
| (g) Straight Road             | QP006-OF-B81-A   |

2. That it be noted that the estimated cost of £37,000 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 January 2017.
- 1.8 Of these stops, 89% 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 locations within the borough as follows;

***Avelon Road***

Bus stop relocated 83 metres south east. Footway works and 25 metre bus stop clearway along the flank of 217 Chase Crossing Road as shown on Drawing QP006-OF-B1-A.

This proposal follows the rejection by HAC on 8<sup>th</sup> December 2015 of making the existing location accessible opposite 15/17 Avalon Road. (Shown on Drawing QO001-OF-A252-A).

***Church Road (Harold Wood)***

Existing bus stop. Footway works and 23 metre bus stop clearway outside 97 to 103 Church Road. (Shown on Drawing QP006-OF-B6-A).

***Dagenham Road (Romford)***

Existing bus stop. Footway works and 33 metre bus stop clearway outside 109 to 119 Dagenham Road. (Shown on Drawing QP006-OF-B11-A).

Existing bus stop. 31 metre bus stop clearway outside 88 to 96 Dagenham Road. (Shown on Drawing QP006-OF-B12-A).

***Elm Park Avenue (Broadway Parade)***

Existing bus shelter relocated 3 metres west, tree removed.  
21 metre bus stop clearway outside 6 to 9 Broadway Parade.  
A new zebra crossing outside 10 Broadway Parade/ Sainsbury's.  
A loading bay outside 4a to 6 Broadway Parade.  
Three pay-and-display parking bays outside 1 to 4 Broadway Parade.  
(Shown on Drawing QP006-OF-B82-B).

This proposal follows the rejection by HAC on 13<sup>th</sup> January 2015 of a scheme which was limited to a bus stop clearway only. (Shown on Drawing QN008-OF-A115/A116-A, westbound stop).

***Hainault Road***

37m bus stand clearway. Existing bus cage marked, but no record of a clearway ever being established. (Shown on Drawing QP006-OF-B76-A).

***Petersfield Avenue***

Existing bus stop. Footway works and 25 metre bus stop clearway, opposite Petersfield Close. Shown on Drawing QP006-OF-B77-A).

Existing bus stop. Full (2 metre) footway build out and 13 metre bus stop clearway. (Shown on Drawing QP006-OF-B78).

***Straight Road***

Bus stop relocated 89 metres south east from outside 247/249 Straight Road to outside 217 Straight Road. Footway works (including removal of a footway parking bay) and 37 metre bus stop clearway. (Shown on Drawing QP006-OF-B81-A).

A proposal to relocate this stop outside 219/221 Straight Road (dental surgery) was recommended by HAC on 8<sup>th</sup> December 2015, but the surgery applied for and had constructed a vehicle crossing before the bus stop works were programmed.

- 1.13 89 Letters were hand-delivered to those potentially affected by the schemes on 5<sup>th</sup> December 2016, with a closing date of 6<sup>th</sup> January 2017 for comments as follows;

- Avalon Road – 14 letters
- Church Road – 6 letters
- Dagenham Road – 12 letters
- Elm Park Avenue – 15 letters
- Hainault Road – 10 letters
- Petersfield Avenue – 9 letters

- Straight Road – 23 letters

- 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 parking and loading bays on Elm Park Avenue, plus the notice for the zebra crossing on Elm Park Avenue were published on 9<sup>th</sup> December 2016.
- 1.16 During the consultation period, an error was noted on the drawing for the Church Road proposal. Although the proposed layout was physically correct, there was an error with house numbers. An updated drawing (QP006-OF-B6-B) was delivered to residents and additional time for comments provided (with a closing date of 18<sup>th</sup> January 2017).

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 31 responses were received as set out in Appendix I to this report and are summarised for each site as follows.

### ***Avelon Road***

- 2.2 5 responses were received. London Travel Watch and London Buses supported the proposals. The Metropolitan Police did not support the proposal as they considered it too close to the junction with Chase Cross Road.
- 2.3 1 resident objected to the stop being relocated because of the impact on the junction with Chase Cross Road and that more footway parking should be provided. 1 resident supported the proposal as it would keep the area clear for traffic to pass.

### ***Church Road***

- 2.4 6 responses were received. London Travel Watch and London Buses supported the proposals. The Metropolitan Police sought (and was given) clarification that it was an existing stop as they were concerned about visibility at the adjacent junction.
- 2.5 1 resident sought (and was given) assurance that the scheme would not make changes to their vehicle crossing. 1 resident submitted 2 responses; the first questioning the accuracy of the plans (before the revised plan was delivered) plus the name of the stop (which was confirmed to be correct); and the second complaining that even with the clearway, parents dropping

off/ picking up at Harold Court School would still park there and there should be more enforcement.

***Dagenham Road (Romford)***

- 2.6 3 responses were received. London Travel Watch and London Buses supported the proposals. The business at 96 Dagenham Road objected to the proposal shown on Drawing QP006-OF-B12A stating that it will prevent people parking outside their shop and impact on access to the adjacent car park.

***Elm Park Avenue (Broadway Parade)***

- 2.7 2 responses were received. London Buses supported the proposal. The Metropolitan Police did not support the proposal because of the arrangement of the zebra crossing and the bus stops in terms of pedestrian safety and the potential for buses to queue onto the adjacent roundabout.
- 2.8 Staff consulted with ward councillors in advance of the formal consultation and as a result, adjustments were made to the proposed parking and loading bays. Cllr Mugglestone indicated that there appeared to be general support for the proposals from local shops, other than the florist. No businesses responded to the formal consultation.

***Hainault Road***

- 2.9 3 responses were received. London Travel Watch and London Buses supported the proposals. One resident expressed no objection, but asked if the clearway could not be in force at night to provide parking space for residents.

***Petersfield Avenue***

- 2.10 4 responses were received. London Travel Watch and London Buses supported the proposals. Cllr Webb objected to the footway buildout (Drawing QP006-OF-B77-A) as he considered the existing one at the next stop to interfere with 2-way traffic flow and that TfL statistics show the largest commuter group to be motorists who are ignored. One resident asked if the stop was needed, but in the case it was, could the design be adjusted to allow them a vehicle crossing.

***Straight Road***

- 2.11 8 responses were received. London Travel Watch and London Buses supported the proposals. The Metropolitan Police expressed concern that in the event the bus cage is full, it could cause a blockage of the road with drivers overtaking an adjacent refuge.
- 2.12 4 residents objected to the proposal (2 responses from one address). Concerns were expressed regarding noise and litter from bus passengers, impact on vehicle access, invasion of privacy, cumulative impacts of bus dental surgery, impact on drop-offs to a child minder and impact on road safety. One of the respondents suggested there was space by 235/237 Straight Road for the bus stop.
- 2.13 One resident supported the proposal as it would take the bus stop away from the main access points to Hilldene Primary School and so help reduce some of the pavement and traffic congestion in the area.

**3.0 Staff Comments**

***Avelon Road***

- 3.1 The Committee was not content with the existing location and the current proposal was consulted on at its request. The front of a stationary bus would be 21 metres from the junction with Chase Cross Road which is protected by “at any time” waiting restrictions and is therefore considered acceptable in terms of traffic flow. The proposed clearway would overlap that of the northbound stop, but as buses would only stop for a very short period of time, congestion is unlikely.

***Church Road***

- 3.2 The stop is long established and Staff do not consider there to be significant safety issues with its location. Parking enforcement near schools is problematic where demand outstrips resources, but civil enforcement activities do take place at Harold Court School.

***Dagenham Road (Romford)***

- 3.3 The stop shown on Drawing QP006-OF-B12A currently suffers from obstructive parking despite there being a current waiting restriction in operation 8am to 6.30pm and a loading restriction in operation 8am to 9.30am and 4.30pm to 6.30pm, all Monday to Saturday. This restriction applies to all of the arms of the main Dagenham Road/ Rush Green Road junction.



***Elm Park Avenue (Broadway Parade)***

- 3.4 Staff note the comments made by the police, but would observe that as highway authority, there remains flexibility in the regulations for the controlled area (zig zags) of zebra crossings to be varied in number and length, subject to a minimum of two markings.
- 3.5 Staff have looked to provide a crossing which has been the subject of numerous local requests, to provide an accessible bus stop which is confirmed as needed by TfL and to accommodate business parking and loading. The crossing cannot be placed any closer to the roundabout as the layout of Sainsbury's private forecourt precludes it and the proposals represent a reasonable compromise. The crossing position already features dropped kerbs and so there is currently a clear pedestrian desire line.

***Hainault Road***

- 3.6 Staff have discussed the potential for a part time clearway with TfL, but it has been confirmed that continuous access to the stand is required.

***Petersfield Avenue***

- 3.7 The Committee should note that in relation to the westbound stop (Drawing QP006-OF-B77A), it serves a school route and so Staff recommend that the clearway times be reduced accordingly (8am to 9am and 3pm to 4pm, Monday to Friday).
- 3.8 With regard to the eastbound stop (Drawing QP006-OF-B78A), the use of the footway buildout is designed to maximise the availability of on-street parking as this section of Petersfield Avenue is heavily parked. A similar layout was provided further east outside Nos.121/127 Petersfield Avenue for the same reasons over 10 years ago. As far as Staff are aware, this has operated satisfactorily.
- 3.9 In order to make the stop accessible otherwise, a much longer clearway would be required which would remove on-street parking space. In terms of the request from No.61 for the ability to have a vehicle crossing, the length of the buildout can be reduced to accommodate this as shown on Drawing QP006-OF-B78B.

***Straight Road***

- 3.10 Because of the access being provided for the dental surgery at 219/221 Straight Road, Staff have again reviewed options. The suggestion from from a resident for the stop to be near 235/237 Straight Road is not practical as it

would require the removal of a pedestrian refuge providing access to Briar Estate. Staff are of the view that the police are referring to the existing stop on the other side of the road in terms of impact on a pedestrian refuge. With regard to the other issues, Straight Road is a busy street in common with many parts of the borough and so members will need to decide where the priority should lie.

### ***Summary***

- 3.11 In each case, Staff recommend that the proposals should be implemented as consulted. The Committee will need to consider the comments made in relation to each proposal and decide what weight they should be given against the need to provide accessible bus stops.

## **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 £37,000 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**

**AVELON ROAD (REVISED)**

<b>Respondent</b>	<b>Response and Staff Comments (where required)</b>
Vincent Stops London Travel Watch	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
PC Deeming Roads & Transport Policing Command Metropolitan Police	This would not be supported by the Metropolitan Police. The location of the Bus Stop is close to a junction, a car park to the flats and drive way entrances.  The concern would be the reduced visibility a bus stopping would cause. This could introduce a collision risk from vehicle movements at the junction, vehicles overtaking a bus on approach including buses pulling in & out.
Resident 5 Avelon Road	I am opposed to the proposed re-siting of the Bus Stop in Avalon Road. I feel this would increase difficulty for traffic wanting to turn out of & into Avalon Road, especially if both Stops are occupied at the same time. I think more attention should be applied to putting more off road parking down Avalon Road. i.e. more marked parking bays .This, I feel, would facilitate a smoother passage of traffic down this road.
Resident 8 Avelon Road	The position of the relocated bus stop would create a clear thoroughfare for all vehicles that use the road. At present, vehicles parked in the proposed relocation area reduce the road space considerably, causing severe congestion in both directions.



**CHURCH ROAD (HAROLD WOOD)**

Respondent	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
PC Deeming Roads & Transport Policing Command Metropolitan Police	Is this an existing stop? I ask due to the fact the bus may block peds from view at the crossing, also the junction.
Resident 97 Church Road	<p>At present I have a drop curb and drive way onto my property which is in constant use. The use of my drive as such, has been approved by planning permission before I purchased the property, and has a double drop curb in front of my house allowing me to safely drive from the main road onto my property.</p> <p>I would therefore ask before making any objections to the proposed work to be carried out, that no changes will be made to the position and size of the the drop curb, and therefore I will still be able to access my driveway.</p> <p>I have two vehicles and at any one time at least one of them will be using the driveway therefore any obstruction to this will not be acceptable. Please can you confirm by return that no changes to the drop curb will be made and that during the works the access to my property will not be effected in any way.</p>
Resident 103 Church Road	<p><b>1<sup>st</sup> response</b></p> <p>I have been looking over the proposed plans for the above works and am a little concerned by them for the</p>

following reasons.

1. Firstly the drawing title is called BS 29109 David Drive? Why is that? David Drive is located further along Church Road and nowhere near the proposed plans.
2. The first house of the terraced block is number 97A this is not even on the plan.
3. There is no mention of house number 101 which I can only assume must be 103.
4. There is a house number 105 shown on the plans but that is in the location of 103 there is no 105.

These plans must be null and void then as they are not accurate.

***2<sup>nd</sup> response;***

Parking in Church Road is always an issue especially when the School is open as parents have no cares and park anywhere, I have had many arguments with them for blocking my drive access and also for parking in resident bays opposite without permits.

The bus 24 access will have little effect as it will be ignored and parked on, without anyone enforcing it with fines.

Would it not be possible to have a warden patrol at these times as it will only be a matter of time before a child is hurt.

**DAGENHAM ROAD (ROMFORD)**

Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	All sites	I am happy with all of the BSA scheme proposals sent out yesterday
Evans 2 96 Dagenham Road	QP006-OF-B12A	With this e-mail I have comments on this proposal of improvement of Bus stop. This bus stop is proposed on my door step witch affecting my business. We already struggling to run our retail business . 50% of our business is park & shop. with this bus stop we will not survive to run this business and BUS STOP will interfere the access to Cooperative car park witch located in between 96 & 98 Dagenham Road. Coperative has 12 huge lorries delivery turning to car park.

**ELM PARK AVENUE (BROADWAY PARADE)**

Respondent	Response and Staff Comments (where required)
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
PC Deeming Roads & Transport Policing Command Metropolitan Police	<p>The design of the scheme would not be supported by the Metropolitan Police for the following safety grounds. Although the need for a safe place to cross may be required the objections are not to the crossing but to the location of the bus stops in relation to it &amp; the risk they introduce.</p> <p>Care needs to be taken at Zebra crossings as a bus stopped at any location close to a Zebra crossing can block other drivers' view of pedestrians on the crossing. It is therefore not advisable to locate bus stops in the immediate vicinity of Zebra crossings. Although the zig zag marking is reduced to 2, the bus cage marking is still within the limits of the controlled area.</p> <p>The Bus Stops on either side of the road nose to nose create a closing gap. Vehicle's overtaking, buses pulling out are a risk, add into that mix pedestrians there is potential for a collision. A stationary bus may also create stacking across the crossing into the roundabout.</p> <p>On that basis the scheme cannot be supported in its current design.</p>
Cllr Mugglestone (pre-consultation prior to formal plans being advertised)	<p>We have spoken to the majority of the shops in this area, and believe we have support for this scheme, apart from one who owns the florist shop. The only suggested change to the scheme, could we look at moving the P &amp; D bays to outside numbers 1 to 3, and relocate the loading bay to outside numbers 5 to 6.</p> <p><b>Staff Note:</b> Request change made for formal consultation.</p>

**HAINAULT ROAD**

<b>Respondent</b>	<b>Response and Staff Comments (where required)</b>
Vincent Stops London Travel Watch	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
Resident No address given	<p>I have no objection to the area being used as a bus stand, as it is currently during the day, in fact it is quite useful as two of my children attend one of the schools that the buses serve.</p> <p>However, as this is a small residential road, I feel making it a 24 hour bus stand would impact negatively on the residents. Added to that the fact that parking here is limited already, perhaps as a suggestion it could be a bus stand between the hours of 7am and 8/9 pm, enabling residents to park there overnight if they need to, then if their cars are still there after 7am you could issue parking fines.</p> <p>Quite often people park there overnight (myself included on occasion, when someone kindly blocks the access to my drive), but I have seen numerous vehicles left there all morning causing no end of problems for the poor bus drivers who are just trying to do their job, yesterday being a prime example of a car still being there at 8.30 when I left to go out.</p>



**PETERSFIELD AVENUE**

Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	All sites	I am happy with all of the BSA scheme proposals sent out yesterday
Cllr Webb	QP006-OF-B77-A	Whilst I have no objection to the stop opposite Petersfield Close I do have strong objections to the one outside no 59 which involves a built-out kerb. There is a similar stop further down which forces the bus over the white line and stops traffic flow in both directions. TfL own stats show that the single largest commuter group is the motorist , which is the one group ignored each and every time.
Resident 61 Petersfield Avenue	QP006-OF-B77-A	I live at number 61 and already struggle to park due to neighbours having multiple cars, because of this I had planned to make my front garden into a drive and request a ramp from yourselves. The new bus stop works will result in partial blocking on to my property.  Would you therefore consider :-  - is the bus stop actually needed? It is towards the end of the bus route and is rarely used. It has been used less since the bus stop just round the corner in Leamington was put in several years ago which mean the bus stop outside number 61 is now the 2nd of 3 bus stops (from Leamington towards the end of the route) in what must be 200 metres.

		<ul style="list-style-type: none"><li>- if the bus stop is necessary, could the island out into the road be shortened or moved slightly to allow access to my front ?</li><li>- could an on ramp be incorporated into the new works to allow me access ?</li><li>- could you confirm that whatever the outcome, this will not impact me requesting the ramp for access onto what will be my drive.</li></ul> <p>Please also be reminded that there is a proposal for the council property behind 57 - 61 Petersfield to become a specialised school which will result in additional traffic seeking parking.</p> <p>I would be grateful if somebody could confirm receipt of the email and that the points will be considered.</p>
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**STRAIGHT ROAD**

Respondent	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
PC Deeming Roads & Transport Policing Command Metropolitan Police	I notice there is a central refuge quite close to the bus cage. Concern when the bus cage is full that this could cause a blockage of the road therefore impatient drivers may overtake on the refuge.
Resident 217 Straight Road	<p>I live at 217 straight, we have received a letter of your proposal for a bus stop outside of our house. As your proposal is vague as to what type of bus stop or shelter you propose to put outside our house I wonder if you can furnish me with that information please.</p> <p>As you are probably aware the space between 215 and us 217 is only 5 metres in length which is far to short for an alighting zone , where as a 10 metre stretch of kerb exists between 235 - 237 which would be a much more suitable position, with a lot less risk to passengers and public and traffic. To the left of us is now very busy dental practice who apposed this in 2014 for which reasons have not changed and only become greater, so to place this outside of our property, being only next door is a greater risk to public, pedestrians and traffic than before.</p>
Resident 217 Straight Road 2 <sup>nd</sup> reply	<p>I write with reference to your proposal to relocate the bus stop to a new location outside our house. We have very strong reservations with this proposal which are listed below.</p> <p>1) Considerable noise and rubbish directly outside our house, twenty four seven, this is already an issue with</p>

	<p>the bus stop opposite and will be heightened being directly outside.</p> <p>2) Invasion of privacy with public on buses being able to see directly into our property on both upper and lower level, upper being straight into our bedroom as we sit much further forward than the property where the bus stop is situated at present.</p> <p>3) We have a dropped kerb outside our house which provides access to our drive. We envisage difficulties in gaining access to the drive if a bus is standing at the stop and could lead to a dangerous situation occurring with people boarding and alighting the bus, as there simply is not the kerb length for safe boarding and alighting zones.</p> <p>4) There is a dental practice directly adjacent to our house and the area becomes very congested with people trying to park and drop off/pick up patients. We see this as a potentially serious hazard for visitors to the practice, pedestrians, bus users and ourselves. Serious congestion will be caused with the inherent danger for people trying to gain access to the dental surgery whilst buses are attempting to access the bus stop.</p> <p>5) We also envisage huge danger as the bus stop placing outside our house and the opposite bus stop being moved further back towards the traffic islands (as per your drawing) means the buses will stop nose to nose instead of tail to tail, so any overtaking traffic will not see any oncoming traffic, pedestrians or the busy access for the dental surgery from either direction. please see attached.</p>
Resident No address given	<p>I would just like to say that we are really not happy about this, first of all I am a childminder registered under Ofsted, we have just paid out for a drop kerb to be put in so the parents have easy access to our drive way while picking up their children. I would like to know what is going to happen about this as to me it could be dangerous with buses stopping outside our house and I am concerned about the children's safety, I do hold public liability insurance but if this goes ahead something happens to either my children or minded children I will hold the council fully responsible!</p>
Resident 225 Straight Road	<p>I am writing to oppose the bus stop being put outside 217 Straight Road. This is such a dangerous road if there are two buses side by side. Some clever nut will try to overtake plus so many children use the traffic</p>

	<p>island to cross the road to school and when they come home.</p> <p>Since the last proposal a little boy was knocked down. Yesterday my friend called to take me to shop there wasn't any buses about, but it took us a good 15 mins to get on to the road as people were parking, trying to for the dentist it was a bit of a pain, you have got to see this to really see what goes on down Straight Road and if we phoned every time someone parked on our run ins you would be sick to death of us. I'm just worried about the children so please think about this.</p>
Resident 245 Straight Road	<p>This proposal is not dis-similar to the proposal made last year when I commented accordingly. All of the reasoning included in my comments to you last year is still relevant to this new proposal. My e-mail, dated 18 October 2015, is shown below which clearly states my views.</p> <p>As a resident at 245 Straight Road for over forty years and a school governor at Hilldene Primary School I welcome this proposed change of location for the bus stop currently situated outside 247/249 Straight Road. As a safety factor alone, the relocation of the bus stop further away from one of the main entry/exit points to Hilldene Primary School helps to prevent some of the pavement and traffic congestion that occurs close to the school at the time of the school runs each day.</p> <p>I certainly give approval to this proposed change as shown in your plans.</p>



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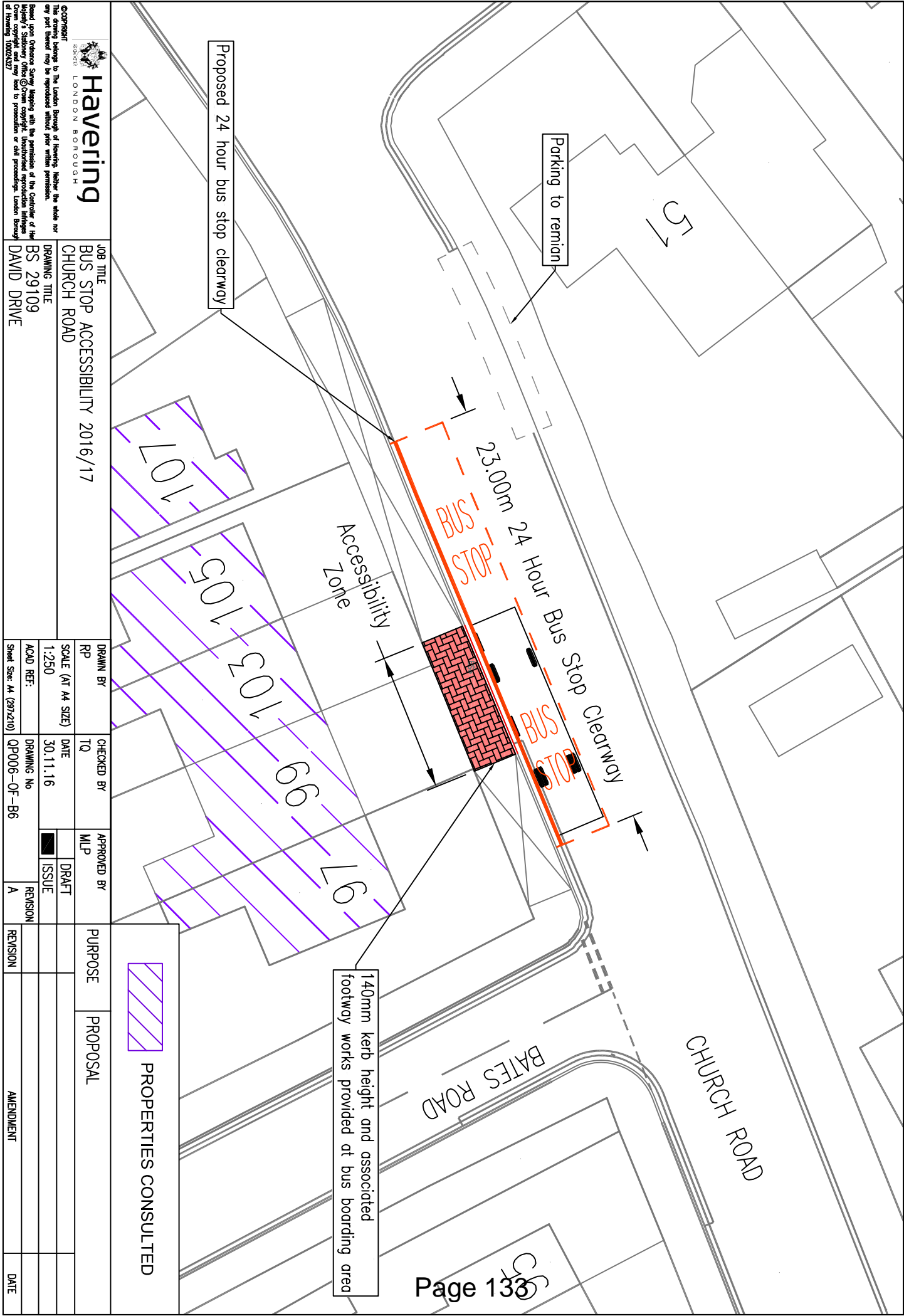
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		PURPOSE		PROPOSAL	
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<b>DRAWING TITLE</b> BP1204 AVALON ROAD		DRAWN BY RP	CHECKED BY TQ	APPROVED BY MLP	
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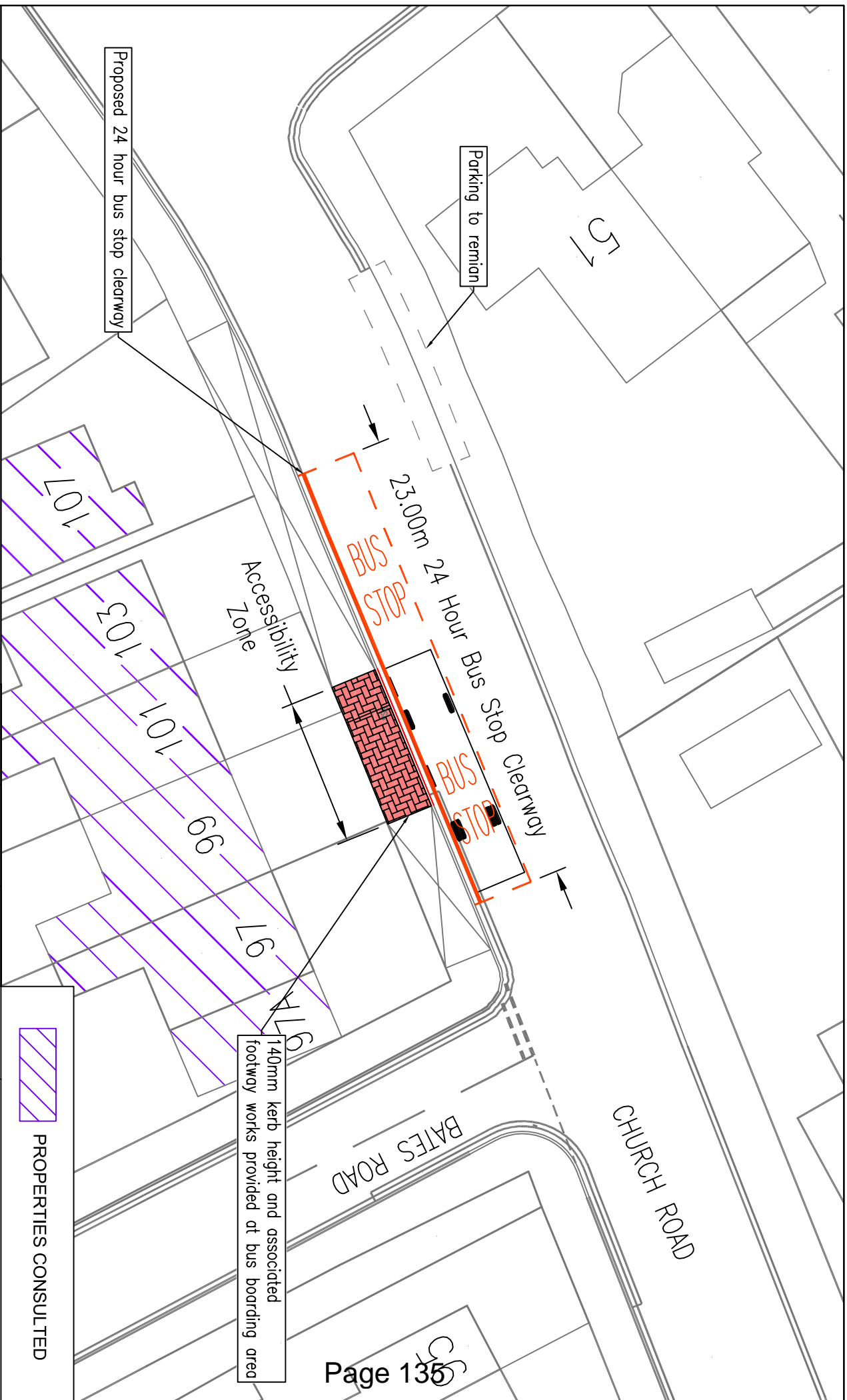
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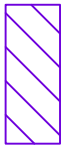
**Havering**  
LONDON BOROUGH COUNCIL

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BUS STOP ACCESSIBILITY 2016/17  
**CHURCH ROAD**

**DRAWING TITLE**  
BS 29109  
DAVID DRIVE

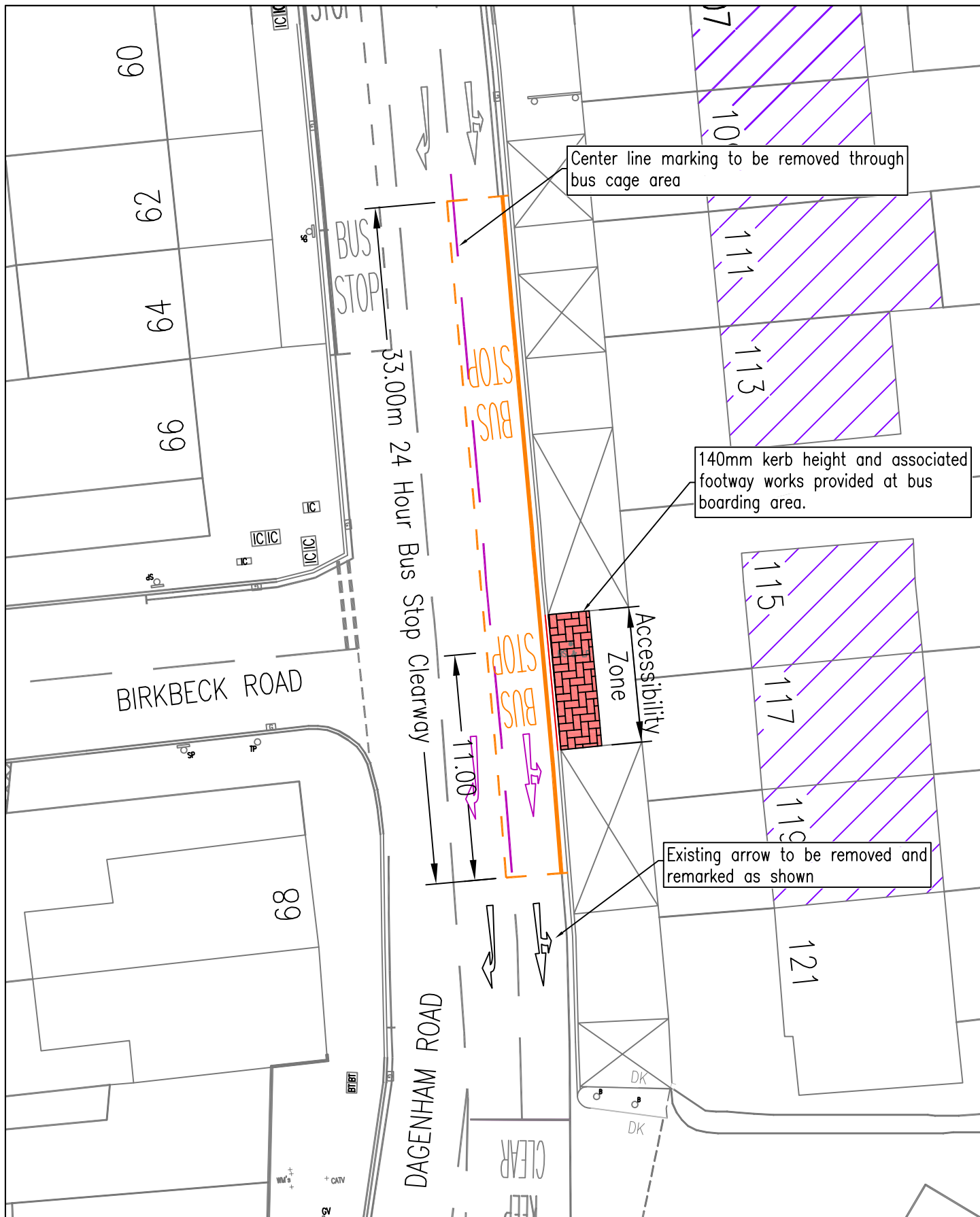
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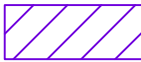


 <div><b>Havering</b> LONDON BOROUGH STREETCARE – CULTURE &amp; COMMUNITY</div>		<div>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</div>		<div>PURPOSE</div> <div>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</div> <div>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</div>		<div>PROPOSAL</div>		<div></div> <div>PROPERTIES CONSULTED</div>	
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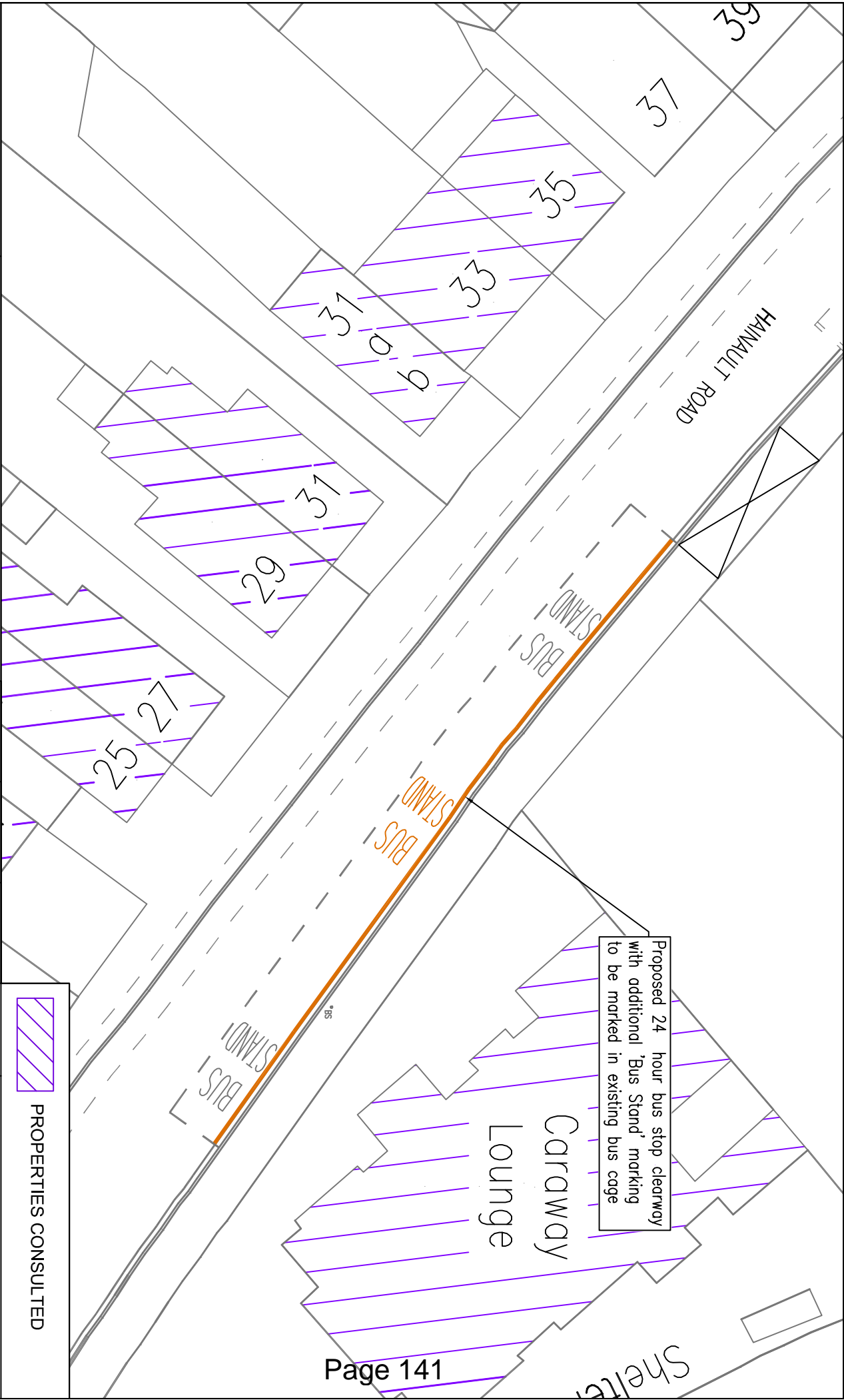


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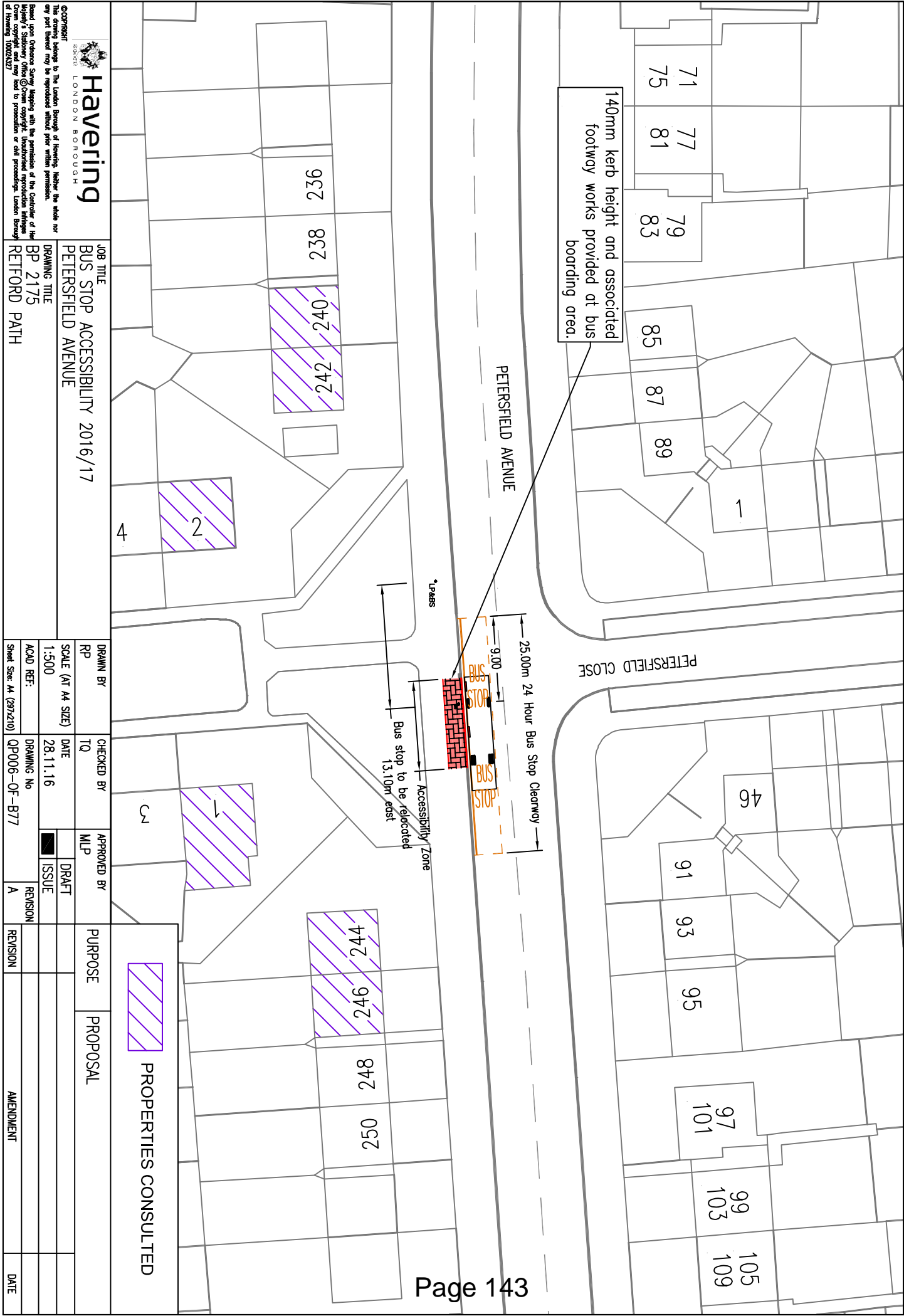



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BS 27736		ACAD REF:		DRAWING No		REVISION					
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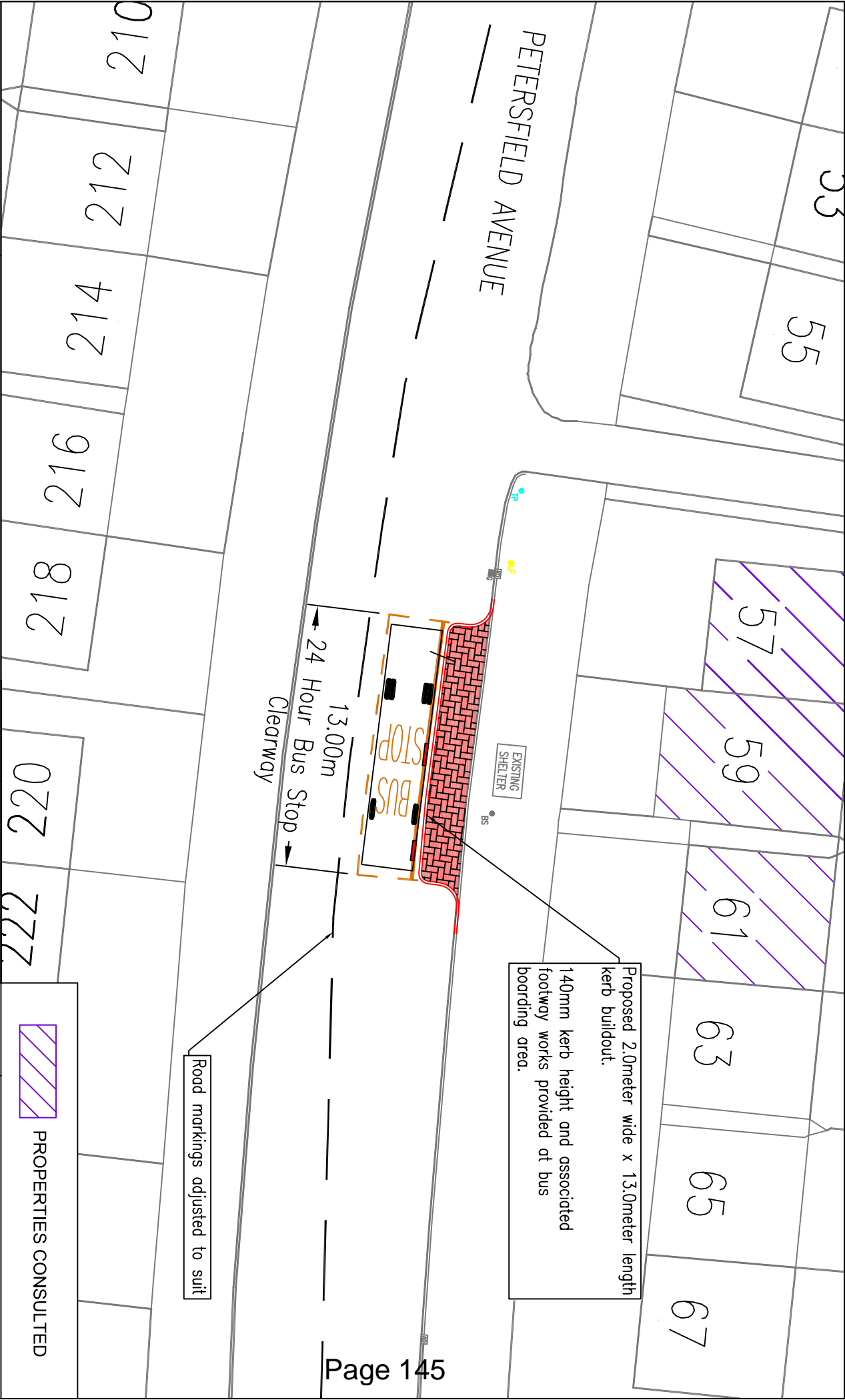





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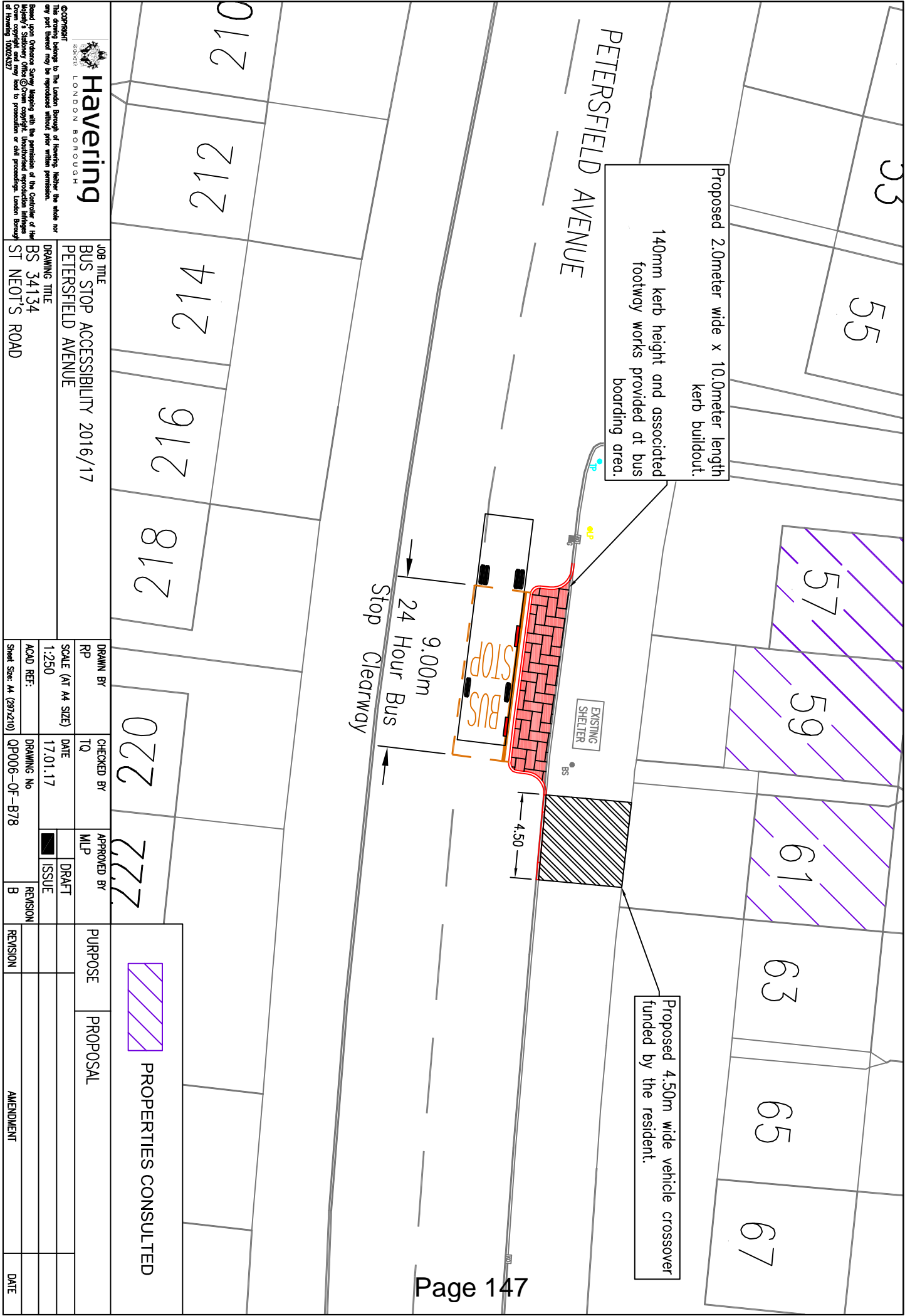
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SCALE (AT A4 SIZE) 1:250		DATE 28.11.16	
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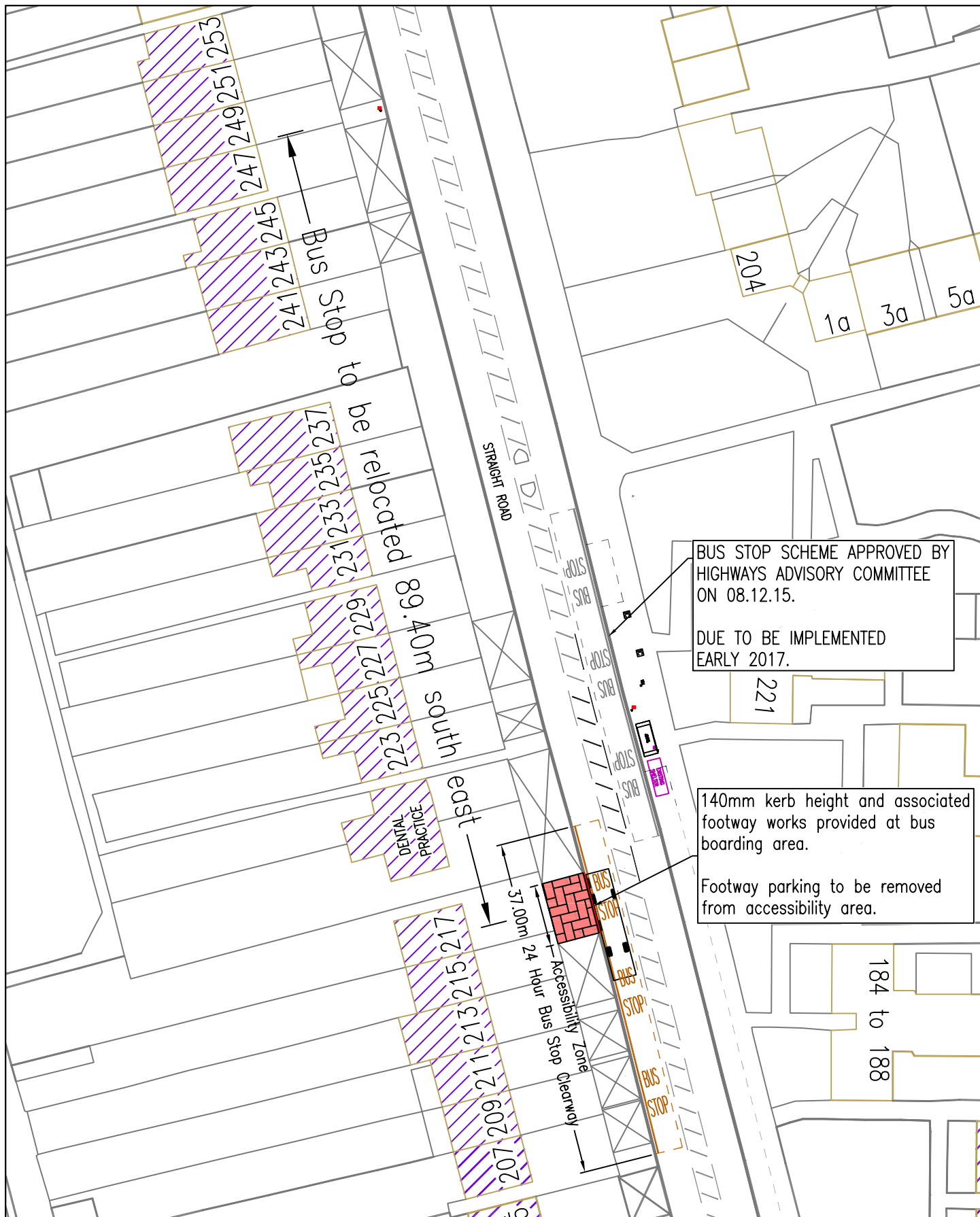


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BS 34134 ST NEOT'S ROAD		ACAD REF: Sheet Size: A4 (297x210)		DRAWING No QP006-OF-B78		B		REVISION		DATE	

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**JOB TITLE**  
BUS STOP ACCESSIBILITY 2016/17

DRAWING TITLE
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BS 18429  
WOBBURN AVENUE

**DRAWN BY**  
**RP**

SCALE (AT A4 SIZE)  
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Sheet Size: A4 (297x210)

CHECKED BY  
TQ

DATE 28.11.16

DRAWING No  
QP006-0F-B82

APPROVED BY	
MLP	

	DRAFT
	ISSUE

	REVISION B
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PURPOSE	PROPOSAL
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REVISION	

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AMENDMENT	DATE

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Proposed 3Mo pay & display parking bays.  
Operational from 8:00am to 6:30pm  
Monday to Saturday with 3 hours  
maximum stay and no return  
to the bays for 2 hours.

Proposed loading bay.  
Operational from 8.30am to 6.30pm  
Monday to Saturday with 20 minutes  
maximum stay and no return  
to the bay for 2 hours.

Garage

Proposed 2.40m wide zebra crossing

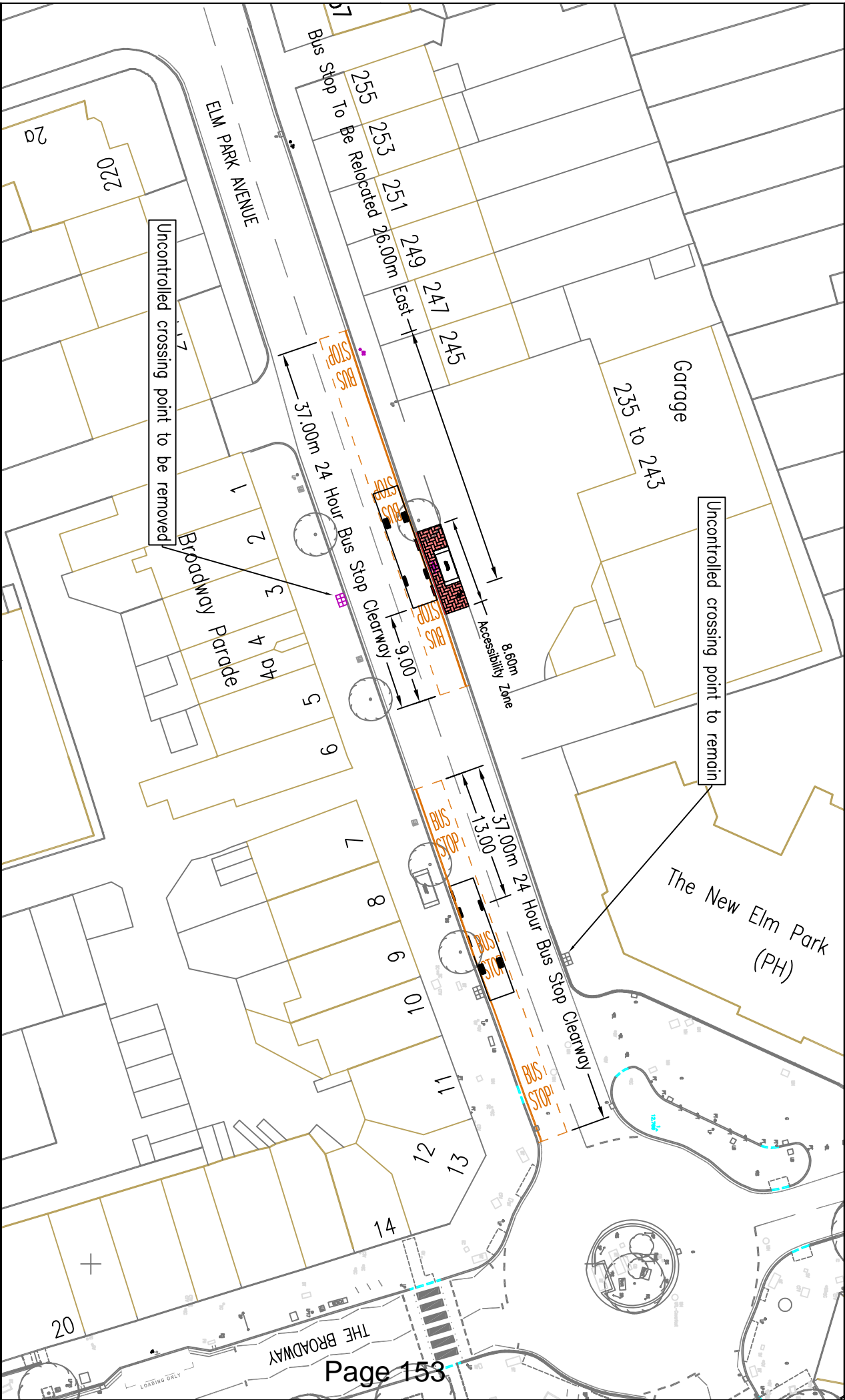
Sainsburys


Bus shelter to be relocated 3  
west and tree to be removed

Page 151

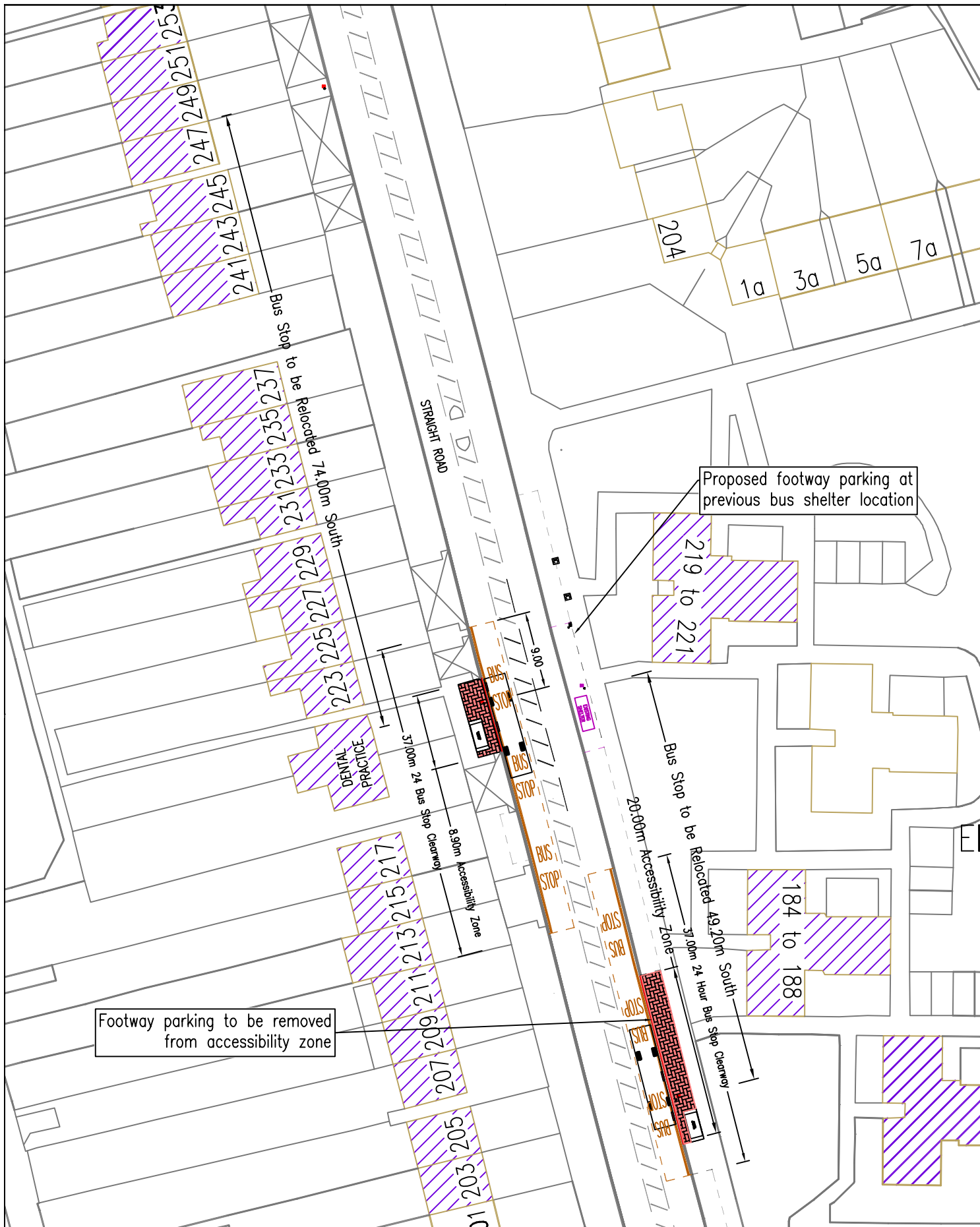
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<div><div><div><div><div>100% OPEN</div><div>LONDON BOROUGH</div><div><b>Havering</b></div></div><div>STREETCARE CULTURE &amp; COMMUNITY</div><div>TRAFFIC &amp; ENGINEERING</div><div>10th FLOOR MERCURY HOUSE</div><div>MERCURY GARDENS, ROMFORD, RM1 3DW</div><div>TELEPHONE No: 01708 434343    FAX No: 01708 433721</div><div>E-MAIL: streetcare@haverling.gov.uk</div></div></div></div>										JOB TITLE		DRAWN BY		CHECKED BY		APPROVED BY		PURPOSE		PROPOSAL		<div>©COPYRIGHT This drawing belongs to Streetcare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.  Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office c Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</div>	
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BS 18429 & BS 18430		ACAD REF:		DRAWING No		REVISION																	
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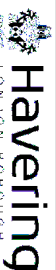
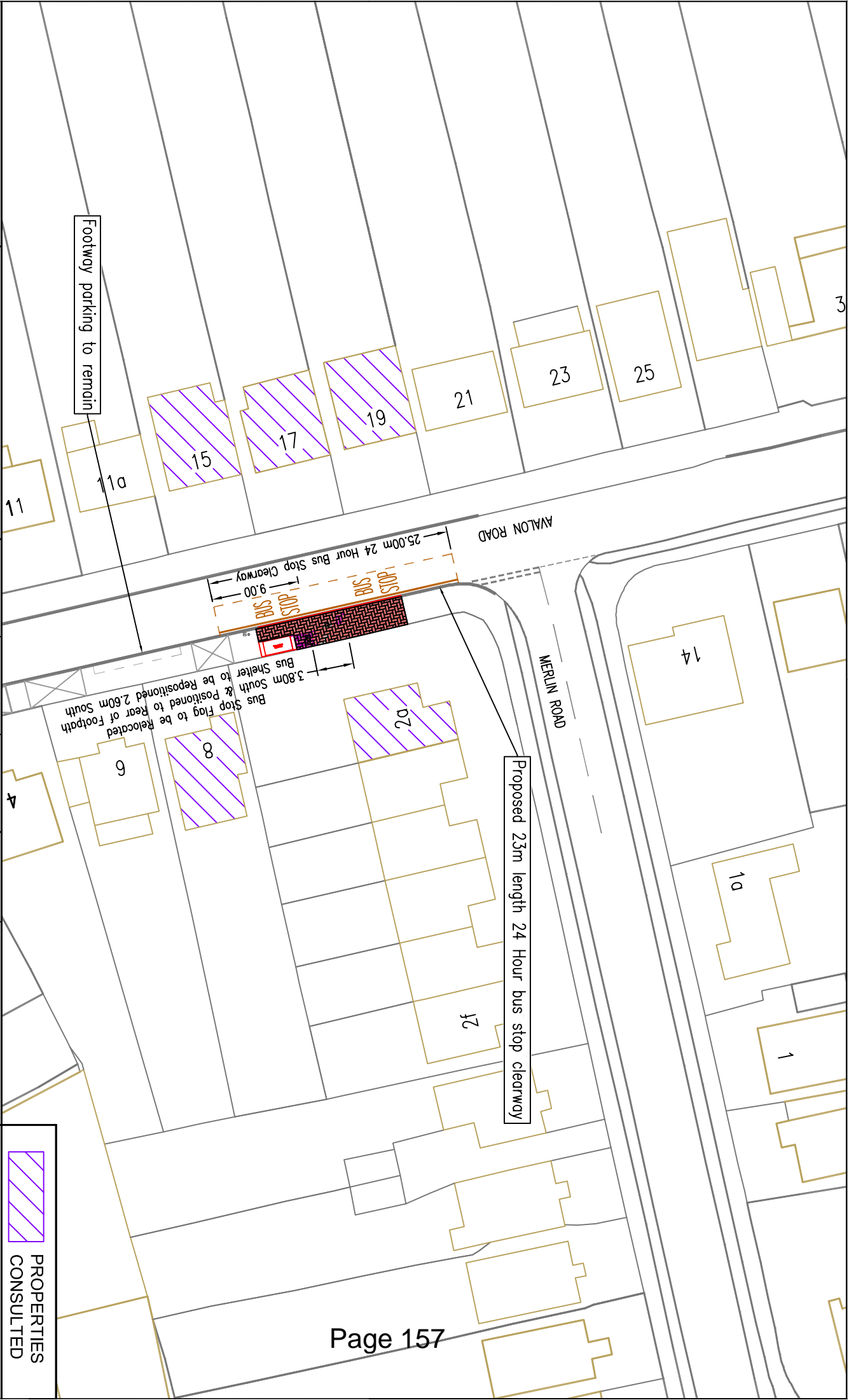
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<b>JOB TITLE</b> BUS STOP ACCESSIBILITY PROGRAM 2015/16		<b>DRAWING TITLE</b> STRAIGHT ROAD MYRTLE RD (20067 & 20068)		<b>©COPYRIGHT</b> This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.  Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327	
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<b>DRAWING No</b> Q0001-0F-40&41		<b>APPROVED BY</b> Page 155		<b>REVISION</b>	
<b>REVISION</b>		<b>AMENDMENT</b>		<b>DATE</b>	

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

JOB TITLE
BUS STOP ACCESSIBILITY 2015/16
DRAWING TITLE
BP1204 - AVELON ROAD

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1:500	21.09.14	ISSUE		
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	REVISION	AMENDMENT		
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# **HIGHWAYS ADVISORY COMMITTEE**

**7 February 2017**

**Subject Heading:**

**GUBBINS LANE PEDESTRIAN  
ACCESSIBILITY IMPROVEMENTS  
Outcome of public consultation**

**CMT Lead:**

**Steve Moore**

**Report Author and contact details:**

**Nicola Childs  
Engineer  
01708 433103  
nicola.childs@havering.gov.uk**

**Policy context:**

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

**Financial summary:**

**The estimated cost of £52,500 for  
implementation (all sites) will be met  
by Transport for London through the  
2016/17 Local Implementation Plan  
allocation for Pedestrian Realm  
Improvements.**

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

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

## SUMMARY

This report sets out the responses to a consultation for pedestrian improvements at the majority of junctions on Gubbins Lane and seeks a recommendation that the proposals be implemented.

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

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the pedestrian improvements set out in this report and shown on the following drawings, contained in Appendix II, are implemented;
  - QP014/01.A
  - QP014/02.A
  - (QP014/03.A omitted from this report for further consultation)*
  - QP014/04.A
  - QP014/05.A
  - QP014/06.A
  - QP014/07.A
  - QP014/08.A
2. That it be noted that the estimated cost of £52,500 for implementation will be met by Transport for London through the Local Implementation Plan allocation for Pedestrian Realm Improvements.

## REPORT DETAIL

### 1.0 Background

- 1.1 Funding has been awarded to the Council to make pedestrian improvements along Gubbins Lane from Transport for London. The project aims to add benefit to the Crossrail project currently being delivered at Harold Wood station and to promote safer walking to and from the station.
- 1.2 Gubbins lane runs north/south from the A12, over the London Liverpool Street railway line to its junction with Squirrels Heath Road. There is a controlled

crossing on the east side of the A12 junction with Gubbins Lane, serving pedestrians travelling from the Harold Hill area towards the station. Currently there is no facility on the west side of the A12 junction.

- 1.3 All junctions along Gubbins Lane have been considered for improvements with the exception of:
  - The Ridgeway, which requires further consultation with the residents of the street. The drawing was included in the consultation to invite comments on an initial proposal
  - Clements Avenue, the entrance to the new Kings Park estate which is not yet adopted highway. Any junction alterations will have to wait for the adoption of the new road.
  - Station Road, the zebra crossing in which is being improved this financial year as part of the Cross Rail project at Harold Wood Station.
- 1.4 Many side road junctions around the borough are considered to be far larger than necessary, meaning it takes pedestrians longer to cross the side road and drivers can make the turn in and out faster than may be safe to do so. It is proposed to reduce the junction radii of the side roads to four metres where they are greater than this.
- 1.5 For the accesses to the BT Telephone Exchange site, the Ingrebourne Centre car park and the entrance to 13-17 Gubbins Lane, it is planned to remove the radius kerbs and instead continue the footway across the entrance, as has been done at Harold Wood Neighbourhood Centre and St Pater's Church. As pedestrians will remain on the footway across these lesser used accesses, the pedestrian has priority over the vehicle.
- 1.6 At the side road junctions, it is also proposed to provide flat top humps to bring the carriageway to the same level as the footway, similar to Arundel Road. This is not necessarily as a traffic calming feature as traffic negotiating a junction should be doing so at the appropriate speed for that junction, but to make travel for pedestrians more accessible and comfortable.
- 1.7 One hundred and forty residents affected by the scheme proposals were consulted with letters being hand delivered on 21<sup>st</sup> December 2016, with responses due by 20<sup>th</sup> January.
- 1.8 The Speed Control Tables notices were posted at each junction and in the Romford Recorder on 30th December 2016 with the objection period ending 20<sup>th</sup> January 2017.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, twelve responses were received as set out in Appendix I.
- 2.2 Five residents in the Ridgeway replied, commenting on the initial proposal. Any alteration at this junction will take place next financial year.
- 2.3 One resident replied regarding Oak Road, commenting that the steep incline in Oak Road makes it unsuitable for a hump and pointing out that a worn manhole cover close to the junction is slippery.
- 2.4 Councillor Durant questioned whether drainage at the humps had been considered. He also asked whether humps at the junctions will hinder or assist drivers turning in between gaps in the traffic.
- 2.5 A cyclist objected to the whole scheme as none of the improvements benefit the cycling community. He asked for the footways to be made as shared footways to allow cyclists to use them when Gubbins Lane is congested with traffic.
- 2.6 Councillor Eagling enquired as to why the Clements Avenue junction leading to the Kings Park estate was not included in the proposal.

## **3.0 Staff Comments**

- 3.1 The hump ramp in Oak Road will be longer in length to make the transition smoother on the incline. The worn manhole cover will be replaced when the level is raised at the table.
- 3.2 Whenever a vertical change in the carriageway is made, drainage is considered as a matter of course.
- 3.3 The humps will mean drivers have to negotiate the junctions slower and they are expected to drive according to the conditions of the road. To take undue risks when making turns is hazardous to all road users.
- 3.4 Staff do not consider the footways along Gubbins Lane to be of sufficient width to safely accommodate both walking and cycling. The provision of protected cycling infrastructure would require a radical change to how the streets in the area are managed.
- 3.5 The Clements Avenue junction leads to the Kings Park estate and is not yet adopted so any work here will have to wait until formal adoption.



## 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 £52,500 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Pedestrian Realm Improvements. 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:**

Road humps require public advertisement before a decision may be taken on their installation.

### **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.

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially

helpful to disabled people, children (lone and accompanied), young families and older people.

## **BACKGROUND PAPERS**

Project file: QP014, Gubbins Lane Pedestrian Improvements

**APPENDIX I  
CONSULTATION RESULTS  
SCHEME DRAWINGS**

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NOTES



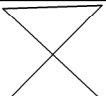
Extent of footway surfacing



Extent of widened footway



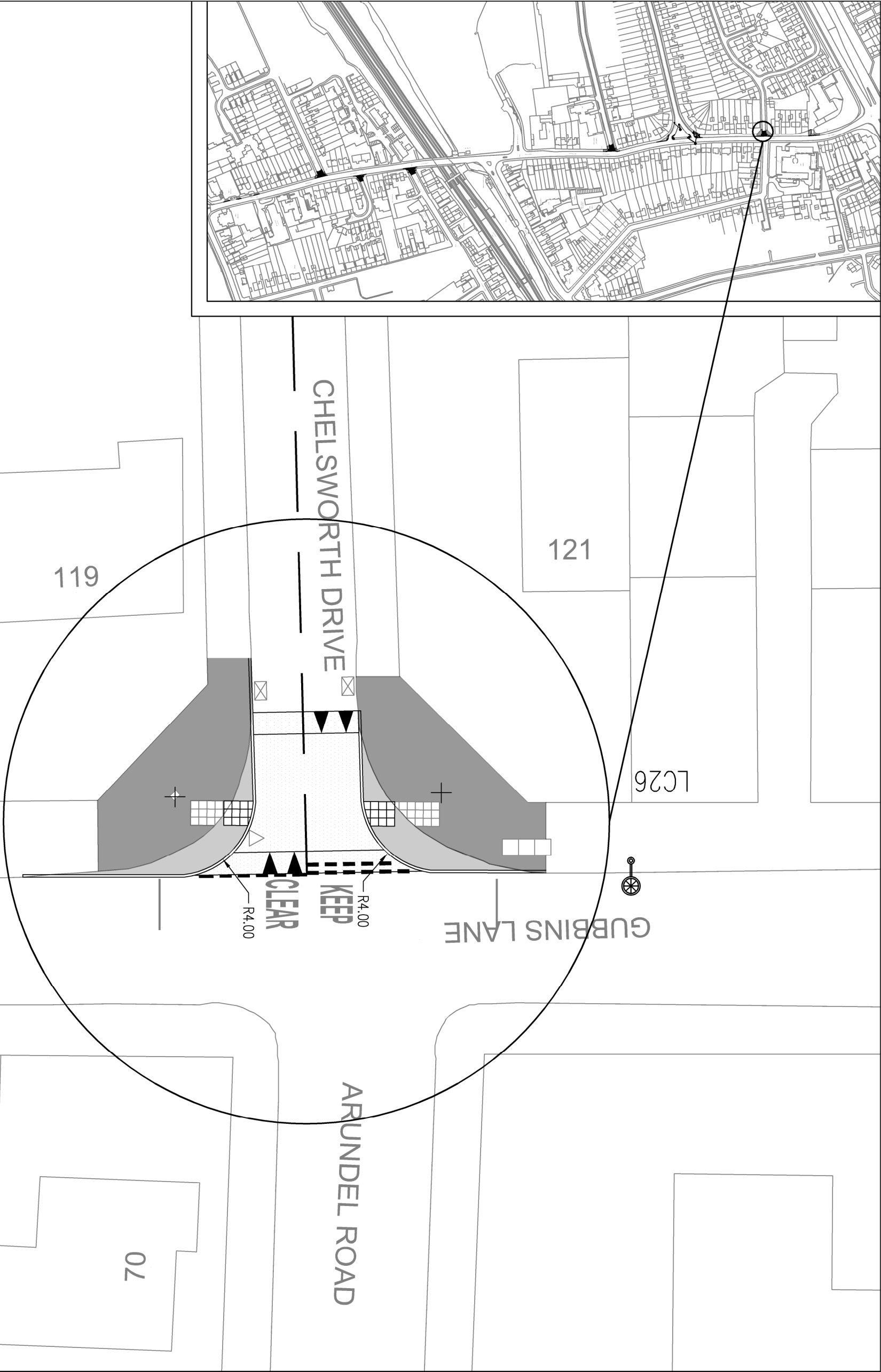
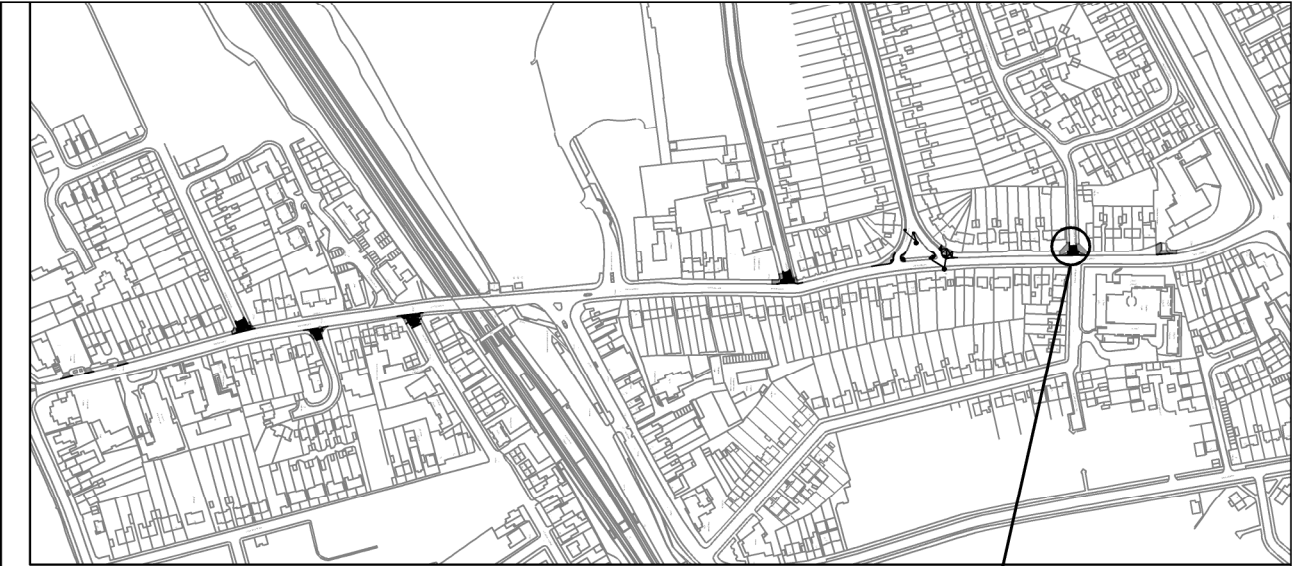
Flat top hump where proposed



Vehicle crossover



Tactile paving



JOB TITLE		Gubbins Lane	
Drawing Title		Pedestrian Improvements at Junctions	
Drawing Title		Chelsworth Drive and Arundel Road	
DRAWN BY		CHECKED BY	APPROVED BY
NC		INITIAL	MP
SCALE		DATE	DRAFT
1:200		Dec 16	ISSUE
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NOTES



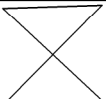
Extent of footway surfacing



Extent of widened footway



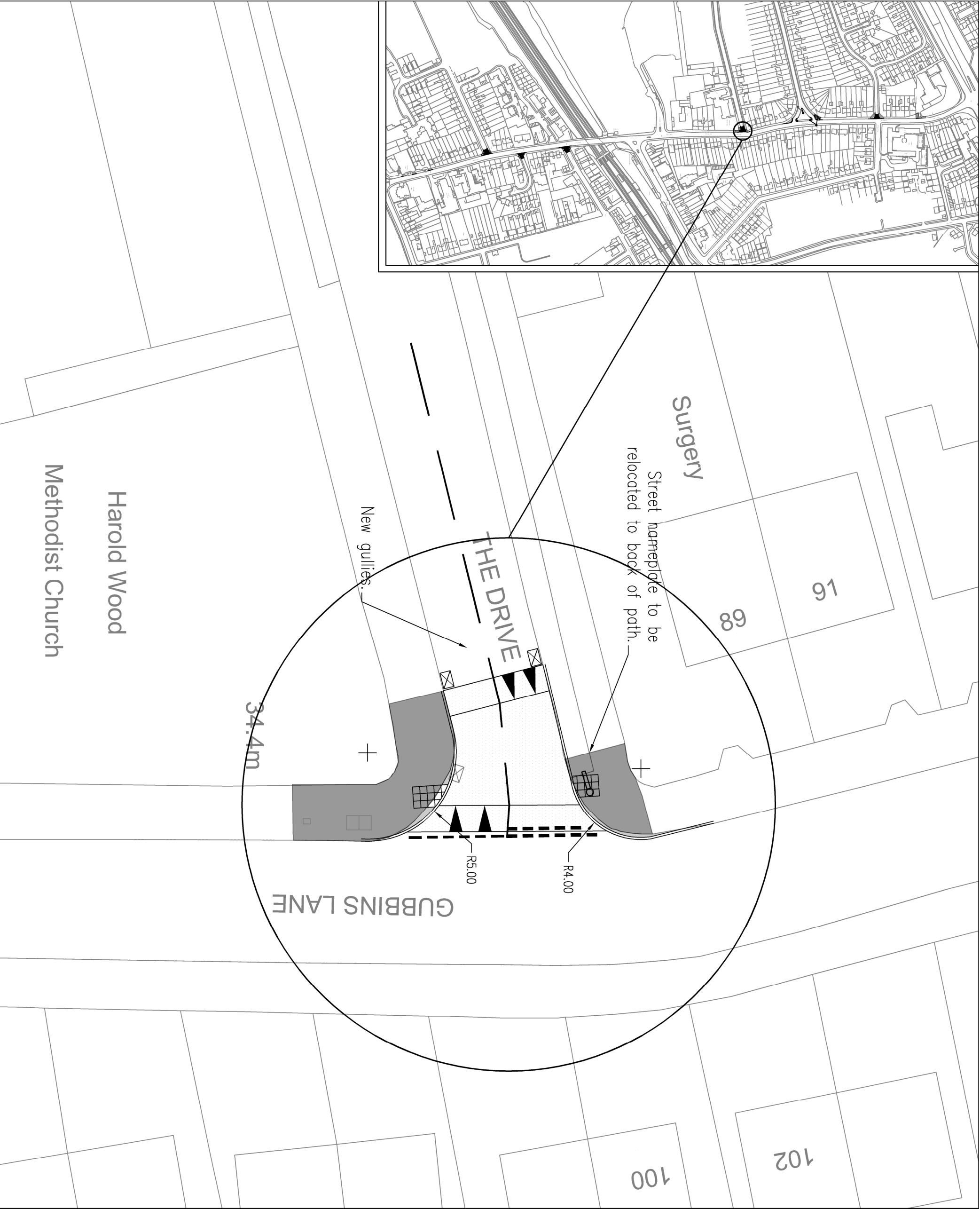
Flat top hump where proposed




Vehicle crossover

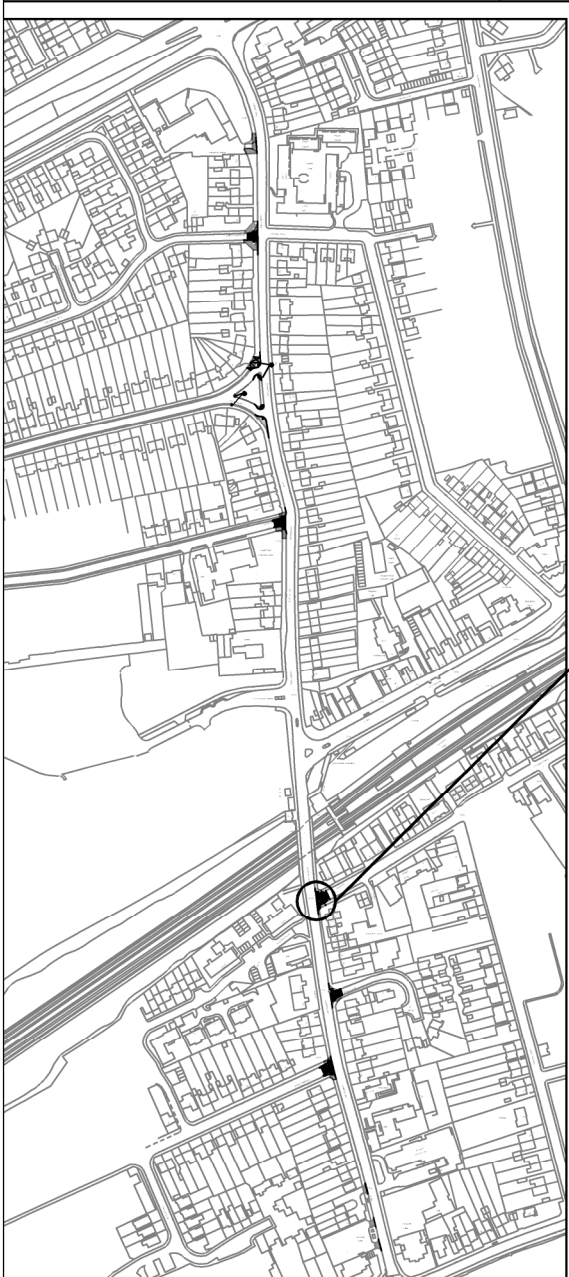


Tactile paving



A		Public consultation		22.12.16	
REVISION / AMENDMENT				DATE	
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JOB TITLE Gubbins Lane Pedestrian Improvements at Junctions The Drive					
DRAWING TITLE					
DRAWN BY NC		CHECKED BY INITIAL		APPROVED BY MP	
SCALE 1:200		DATE Dec 16		DRAFT ISSUE	
ACAD REF:-		DRAWING No		REVISION	
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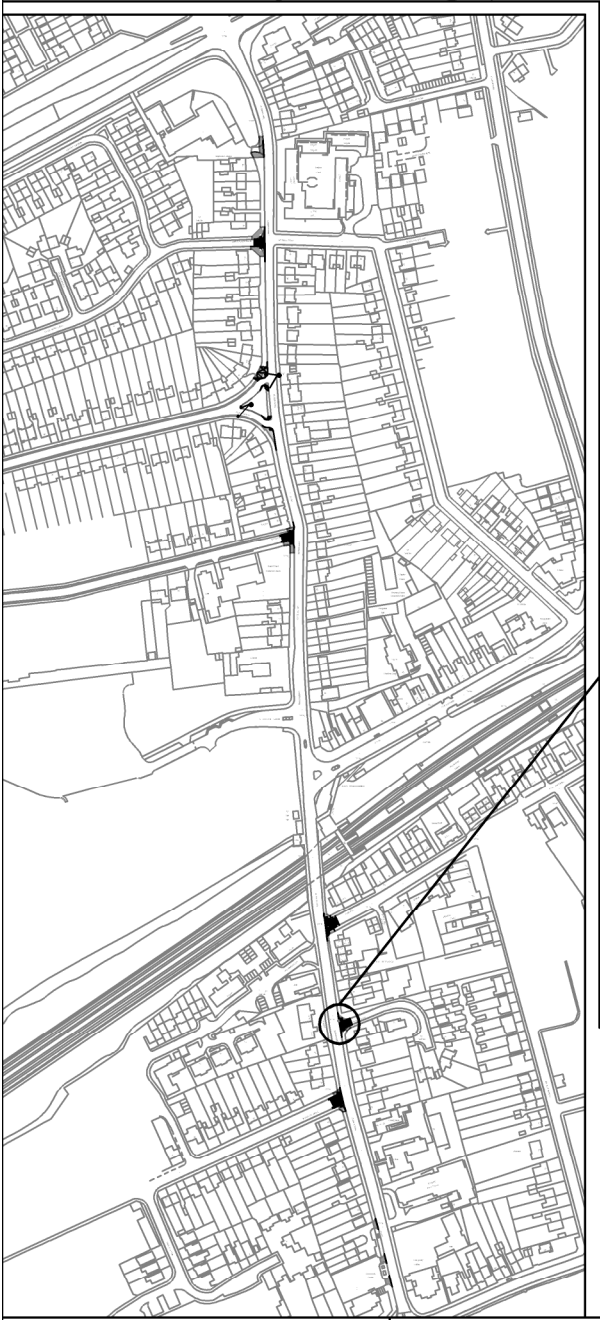


- Extent of footway surfacing
- Extent of widened footway
- Flat top hump where proposed
- Vehicle crossover
- Tactile paving





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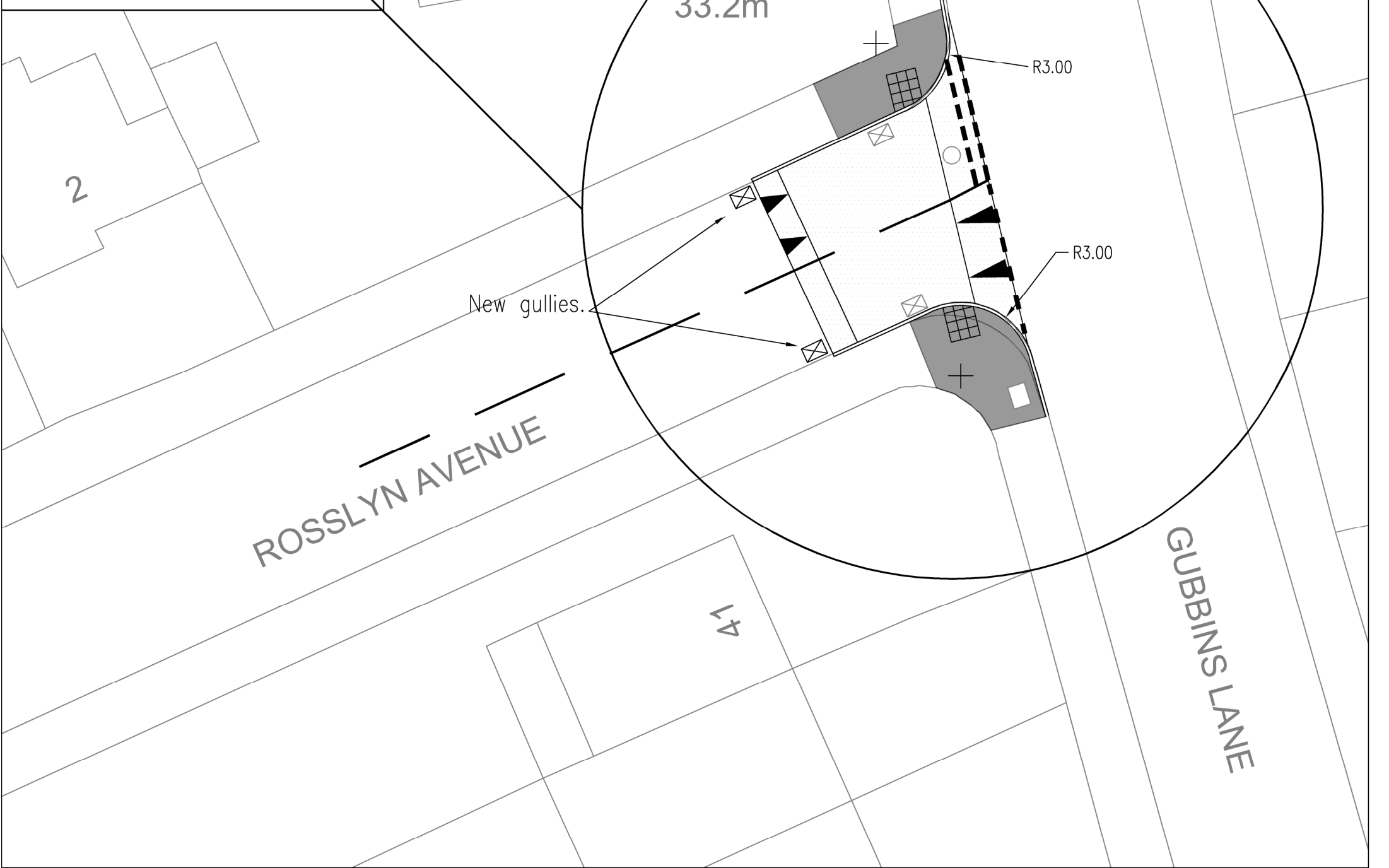
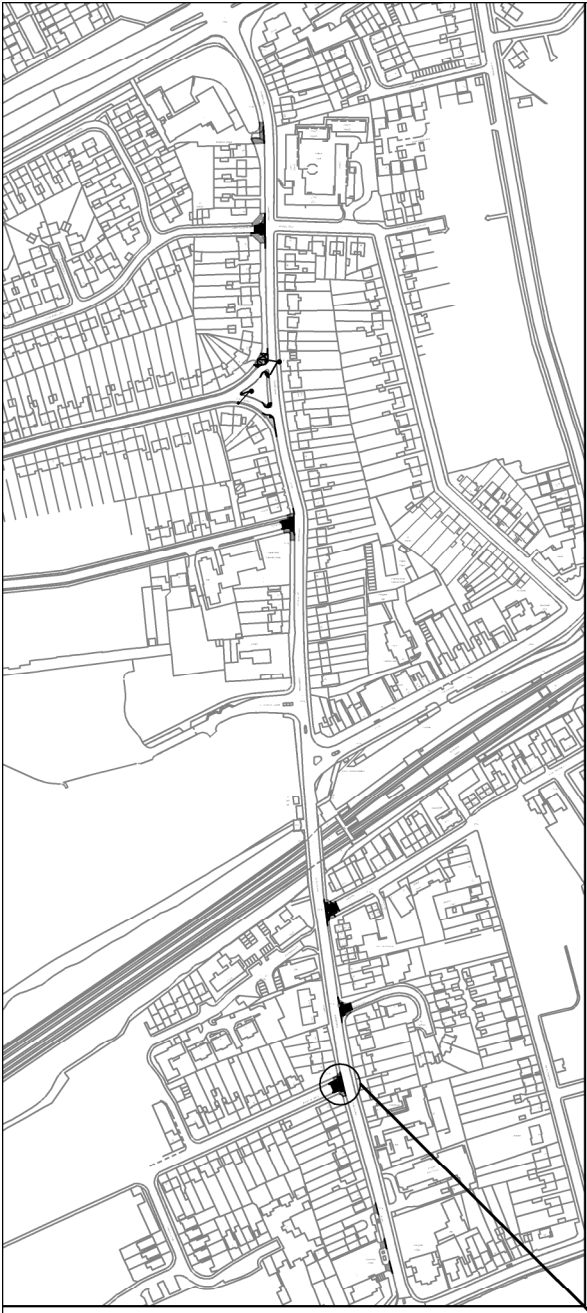







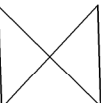
- Extent of footway surfacing
- Extent of widened footway
- Flat top hump where proposed
- Vehicle crossover
- Tactile paving






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		DRAWN BY NC	CHECKED BY INITIAL	APPROVED BY MP		
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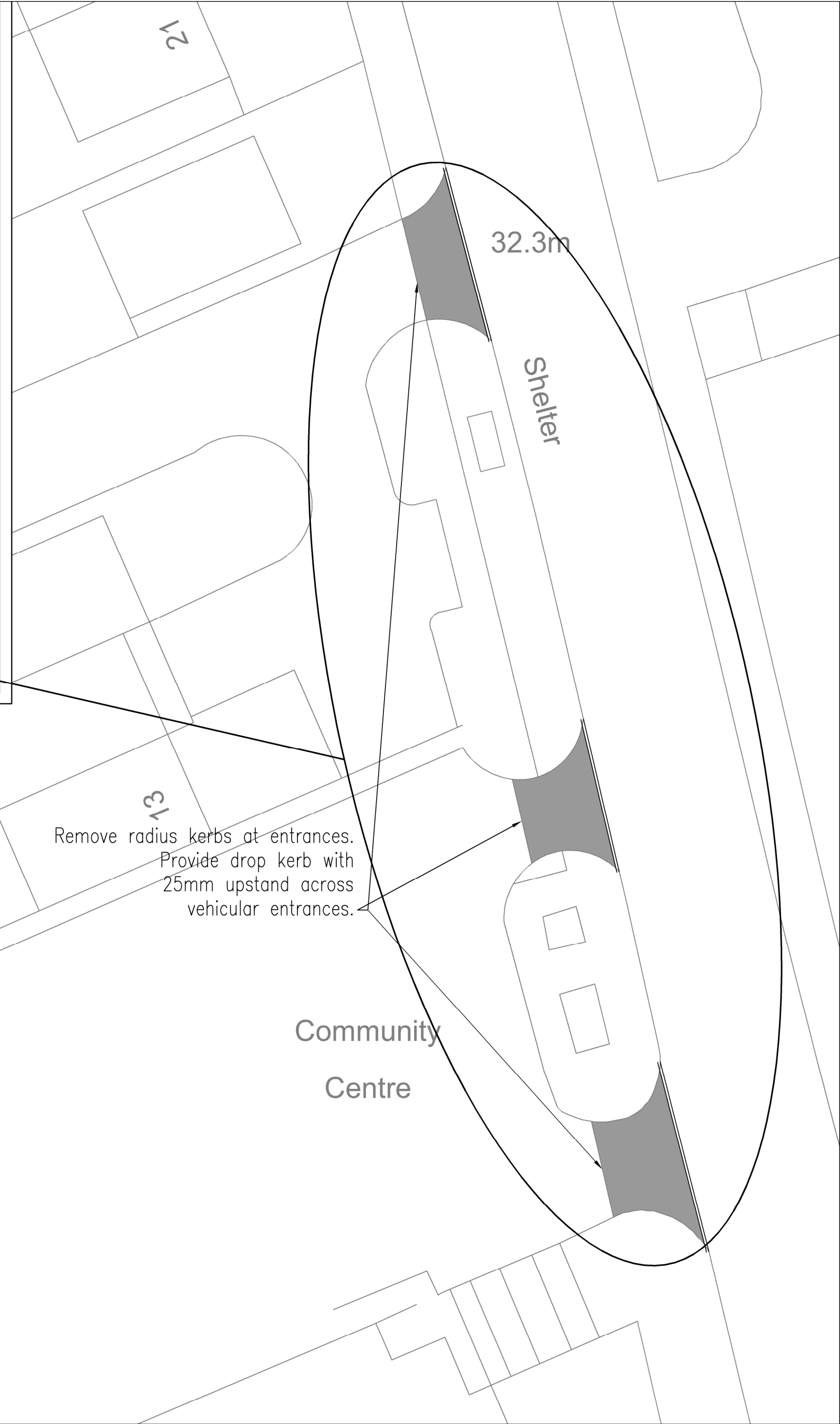
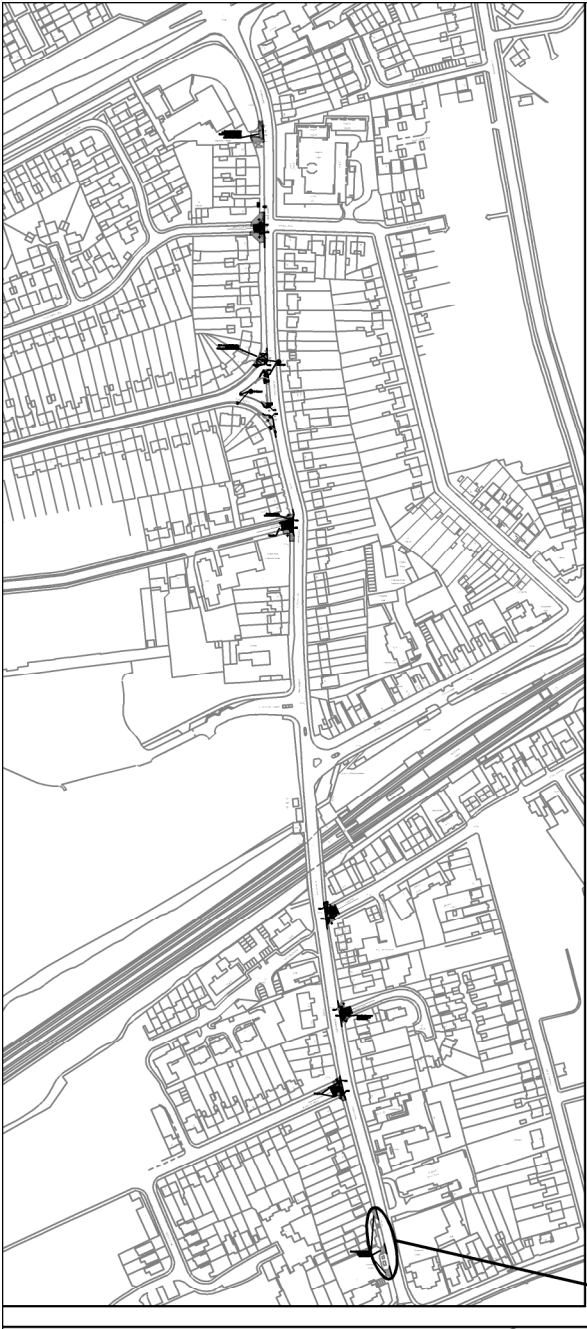
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 Extent of footway surfacing		 Flat top hump where proposed	 Tactile paving			
 Extent of widened footway	 Vehicle crossover					

 <b>Havering</b> LONDON BOROUGH	JOB TITLE Gubbins Lane Pedestrian Improvements at Junctions	PURPOSE		OI				
		DRAWN BY	CHECKED BY	APPROVED BY				
		NC	INITIAL	MP				
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Extent of footway surfacing

Extent of widened footway

Flat top hump where proposed

Vehicle crossover

Tactile paving

**Havering**  
LONDON BOROUGH

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London Borough of Havering 100024327

**JOB TITLE**  
Gubbins Lane  
Pedestrian Improvements at Junctions

**DRAWING TITLE**  
Entrance & Exit to Community Centre  
And 13 – 17 Gubbins Lane

<b>PURPOSE</b>		OI	
<b>DRAWN BY</b> NC	<b>CHECKED BY</b> INITIAL	<b>APPROVED BY</b> MP	
<b>SCALE</b> 1:200		<b>DATE</b> Dec 16	<b>REVISION</b> A
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<b>DRAFT</b>	<b>ISSUE</b>	<b>Public consultation</b>	<b>22.12.16</b>
		<b>AMENDMENT</b>	<b>DATE</b>



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Response details			Views		Comments
	Date	Junction	Object	Agree	
		01 BT			
	20.01.17	BT		x	BT have no objections to the proposal
		02 Chelsworth			
		03 Ridgeway			
	29.12.16	resident		x	It will help pedestrians. Will prevent confusion for motorists who can converge in Ridgeway having entered both junctions. Change Keep Clear to box junction.
	29.12.16	resident	X		Changes will increase traffic in Gubbins Lane and inconvenience cars entering and leaving The Ridgeway. Better spend money on improving the state of the roads.
	29.12.16	resident	X		Leave the Ridgeway alone. Money should be spent on reducing rat run traffic through Harold Wood.
	20.01.17	resident	x		Objects to changing the Ridgeway junction - it works well. Not much footfall on that side of Gubbins. Flat top humps may be useful.
	20.01.17	resident	x		Objects as alteration to The Ridgeway will affect her driveway. Thinks humps are sufficient.
		04 Drive			
		05 Oak			
	30.12.16	resident	X		Oak is on a steep incline. A hump here would make turning out more dangerous. Mh cover is also worn at junction.
		06 Saxon			
		07 Rosslyn			
		08 Car Park			
		General			
	30.12.16	Cllr		?	Has drainage been considered at the humps? Will humps at junction hinder or assist drivers making turns at speed in gaps in traffic?
	31.12.16	Cyclist	X		Can't support proposal as there is no mention of cycle improvements. Particularly important as increasing number of cyclists use the Crossrail station. Consider creating shared footways.
	05.01.17			?	Wants info on Clements Ave - needs improving.
	05.01.17	resident		x	70 residents of Beehive Court approve of scheme. Wants a zebra crossing at the ped refuge outside Beehive Court and signs warning of elderly crossing Gubbins Lane & Arundel Road.
	12.01.17	Gubbins resident		x	Approves of the proposals but thinks the condition of the footways from Arundel to the station negate any benefit.
140	Letters hand delivered to residents plus regular consultees				
12	Responses received by close of survey				

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**HIGHWAYS ADVISORY COMMITTEE**  
**7 February 2017**

<b>Subject Heading:</b>	<b>TPC618 Lake Rise, Woodland Road and Rosemary Avenue – comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Dean R Martin Technical Support Assistant Schemes@havering.gov.uk</b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of £3000 for implementation will be met by Capital Parking Strategy Investment Allocation 2016/2017</b>

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

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

**SUMMARY**

**Ward**  
Romford Town

This report outlines the responses received to the formal consultation undertaken in Lake Rise, Woodlands Road and Rosemary Avenue, to include these roads in the residents parking scheme for the area and recommends a further course of action.

## RECOMMENDATIONS

That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment Regulatory Services and Community Safety** that:

- a) The existing free parking bays in Lake Rise, Rosemary Avenue and Woodlands Road (identified on the plans in appendices A,B and C) be converted, as advertised to residents parking bays for the ROR residents parking scheme, operational Monday-Friday 10am-11am.
- b) That the existing single yellow line restrictions operational Monday-Saturday 8:30am-6:30pm in Lake Rise, Rosemary Avenue and Woodlands Road (identified on the plans in appendices A,B and C) be retained and the proposals to implement a new operational time for the restrictions of Monday-Friday 10am-11am be abandoned.
- c) That the single yellow line restrictions, shown red on the plan in Appendix B, be removed to accommodate the extension of existing parking bays.
- d) That all the residents of Lake Rise, Rosemary Avenue, Woodlands Road, Brockton Close and property numbers 12 & 14 and 42 & 44 Pettits Lane be included on the list of properties that can have permits for the ROR residents parking scheme.

Members note that the estimated cost as set out in this report is £3000, and will be met from the Capital Parking Strategy Investment Allocation 2016/17

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in February 2015, this Committee agreed in principle to the proposals to extend the Controlled Parking Zone into Lake Rise, Woodlands road and Rosemary Avenue.
- 1.2 The proposals were subsequently designed and publicly advertised. The Plans outlining the proposals in the aforementioned roads are contained in appendices **A**, **B** and **C**.
- 1.3 The proposals were designed to improve parking for local residents and prevent long-term non-residential parking along these roads.

- 1.4 On 18<sup>th</sup> November 2016 residents and businesses that were affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the locations in the areas of the proposed changes.
- 1.5 By the close of the public consultation on the 9<sup>th</sup> December 2016, 39 responses were received to the proposals.

## **2.0 Responses received**

The formal Consultation started on the 18<sup>th</sup> November 2016 and concluded on the 9<sup>th</sup> December 2016. There were 39 responses received to the proposals with 2 in favour of the scheme, 6 in favour of parts of the scheme and 31 against against the scheme. A petition was also received against the proposals signed by 32 residents. All of the responses are summarised and appended in the table attached to this report as Appendix D.

## **3.0 Staff Comment**

- 3.1 It is clear from the responses to the consultation that the majority of residents aren't happy with the proposed change in time of restriction from Mon-Sat 8:30am-6:30pm to Mon-Fri 10am-11am. However, the majority of residents appear to be happy for the bays to be changed to residents parking bays and all of the residents to be included in the ROR residents parking scheme.
- 3.2 Given the responses received, it is recommended that the bays are converted to residents parking bays, and to keep the Single Yellow Line restriction operational Mon-Sat 8:30am-6:30pm.
- 3.3 Ward Councillors have been made aware of the responses received and are aware of the recommendations that we are going to put forward. Ward Councillors are in support of the proposals.

## **IMPLICATIONS AND RISKS**

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

This report is asking HAC to recommend to the Lead Member to implement the proposed changes as outlined in the recommendations to this report.

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £3000. These costs will be met from the Capital Parking Strategy Investment Allocation 2016/17.

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 may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.



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

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

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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

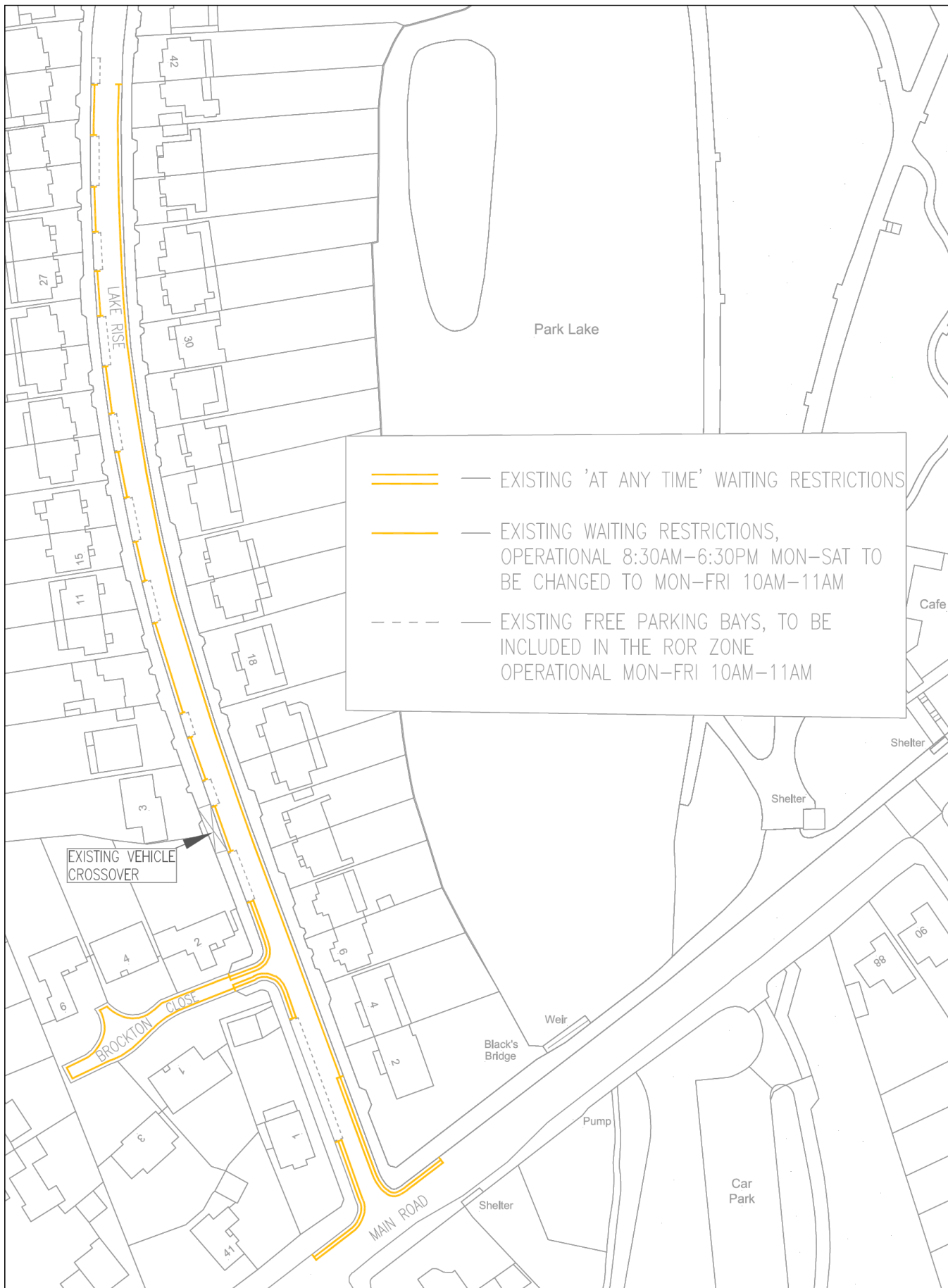
It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

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

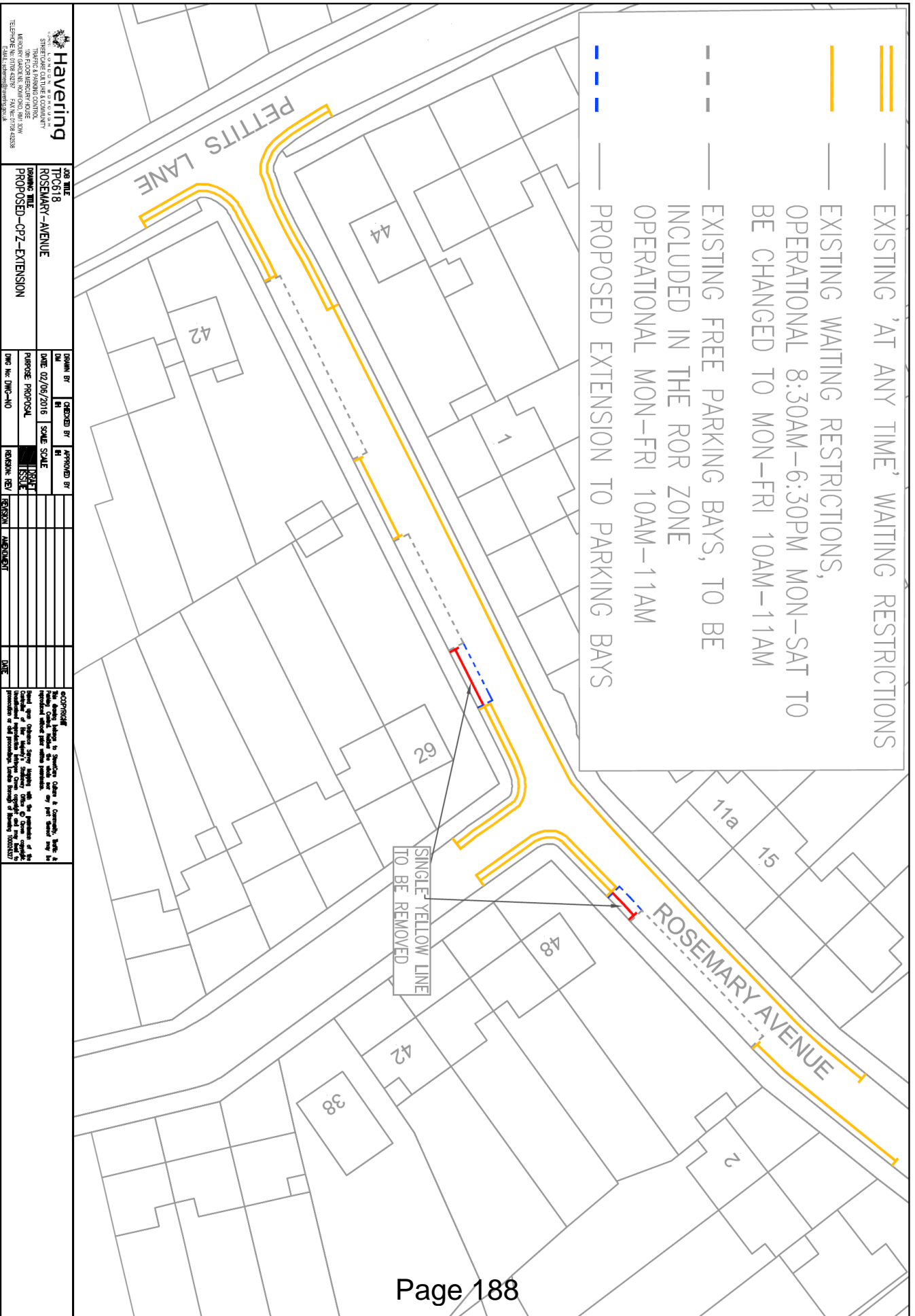
The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

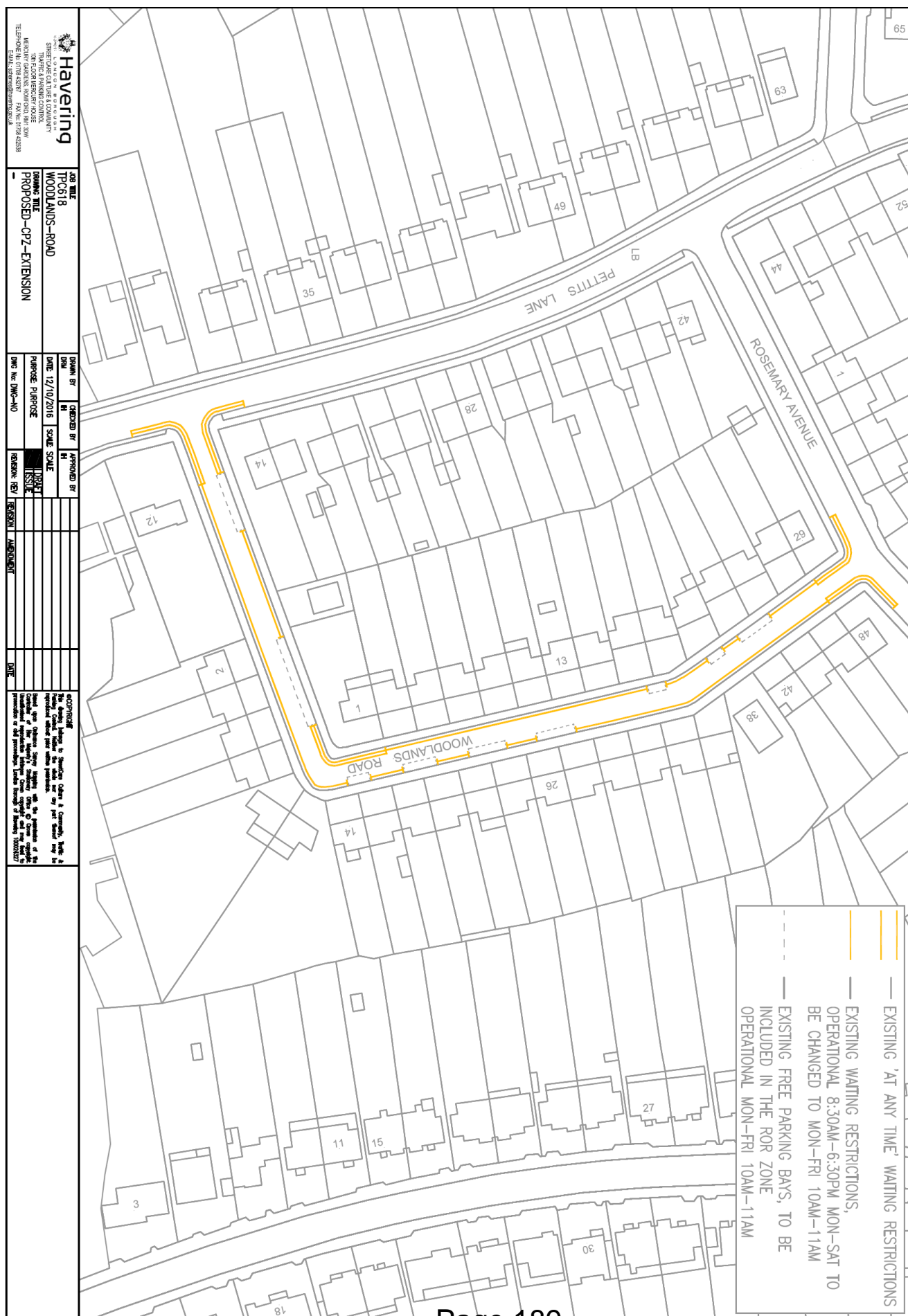
Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

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



## Appendix B





## **Appendix D**

	<b><u>Respondent</u></b>	<b><u>Number of residents</u></b>	<b><u>Summary of Comments</u></b>	<b><u>Staff Comments</u></b>
	Residents of Lake Rise, Woodlands Road and Rosemary Avenue	26	26 residents responded to the consultation objecting to the proposals, however would be happy for the existing free parking bays to be converted to residents parking bays and to keep the existing Mon-Sat 8:30am-6:30pm Single Yellow Line.	Due to responses received to the proposals, officers recommend that the existing Monday-Saturday 8:30am-6:30pm Single Yellow Line restriction and to convert the existing free parking bays to residents parking bays as advertised.
	Residents of Lake Rise, Woodlands Road and Rosemary Avenue	11	11 residents replied to the consultation stating they were against the proposals and against any change to the existing parking restrictions. The residents also stated they were happy with the existing parking restrictions and that it works well as it is.	The current free bays are occupied by commuters and workers in Romford. Making the free bays into residents bays will allow this facility to be used by residents and their visitors when displaying the correct permit.
	Residents of Lake Rise, Woodlands Road and Rosemary Avenue	2	2 residents replied to the consultation stating they were in favour of the proposals.	
	Petition from residents of Lake Rise, Woodlands Road and Rosemary Avenue	32	32 residents also signed a petition against the proposals, but were happy for the existing Monday-Saturday 8:30am-6:30pm Single Yellow Line restriction.	Due to responses received to the proposals, officers recommend that the existing Monday-Saturday 8:30am-6:30pm Single Yellow Line restriction and to convert the existing free parking bays to residents parking bays as advertised.

## HIGHWAYS ADVISORY COMMITTEE

7 February 2017

<b>Subject Heading:</b>	<b>Lister Avenue area parking review – results of informal consultation</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Iain Hardy</b> <b>Technical Officer</b> <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial Summary</b>	<b>The estimated cost is £8000</b>

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

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

### SUMMARY

#### Harold Wood Ward

This report outlines the responses received to the informal consultation undertaken with the residents of the Lister Avenue area, and recommends a further course of action.



## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety;
  - (a) that the proposals to introduce a residents parking scheme in the Lister Avenue area, operational Monday to Friday 10am to 2pm inclusive, (shown on the plan in Appendix A) be designed and publicly advertised.
2. That it be noted that the estimated cost of this scheme as set out in this report is £8000, which can be met from the 2016/17 Medium Term Financial Strategy budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in November 2016, this Committee agreed in principle to review the parking restrictions in The Lister Avenue area, due to increasing complaints about the level of parking in the roads, due to the South Bank University, the construction works on the bridge on the A127 and Tesco in Whitelands Way implementing a 3 hour maximum stay in their car park.
- 1.2 An informal questionnaire was sent out to the residents of the Lister Avenue area and a plan of the review area is appended to this report at Appendix A. Copies of the letter and questionnaire sent to residents are appended as Appendix B and C respectively.
- 1.3 On 28<sup>th</sup> October 2015, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 18th November 2016. The responses to the questionnaire are outlined in the table appended to this report at Appendix D and the related comments are outlined in the table appended to this report at Appendix E. Some of these responses were received just after the consultation had ended, but they have included.

### 2.0 Results of public consultation

- 2.1 From the 251 letters sent out to the area, 68 responses were received, a 27 % return. Out of the 68 responses 59 answered YES to question 1, that they felt there was a problem in the road, 55 answered YES to question 2, that they were in favour of restrictions. In respect of the options of which days of the week should be restricted, 49 responses favoured Monday to Friday, while 9 responses favoured Monday to Saturday. In respect of the options of which hours of the day that were favoured, 30 responses favoured 10am to 2pm, while 26 responses favoured 8am to 6.30pm. In respect of what form of restriction was favoured, 34 responses favoured the Residents Parking Scheme option, while 22 responses favoured yellow line waiting restrictions. Given these results, it would seem the most supported option would be a Residents Parking Scheme, operational from Monday to Friday 10am to 2pm.

### 3.0 Staff Comments

- 3.1 From the responses received, it would seem clear that the majority of responses outlined that there was a parking problem in the area and that some form of action needed to be taken. The most popular option would be a Residents Parking Scheme, operational Monday to Friday 10am to 2pm inclusive.
- 3.2 The proposed residents parking provision will limit the longer term parking in Lister Avenue and will give residents and their visitors somewhere to park within the restricted period. However, being so close to the Harold Wood railway station and the Bryant Avenue industrial area, there is always a chance that after the restricted period and on the unrestricted days that the roads could still experience some longer term non-residential parking.

## IMPLICATIONS AND RISKS

### Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member the implementation of a residents parking scheme in the Lister Avenue area.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £8000, can be funded from the 2016/17 Medium Term Financial Strategy budget.

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

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

### Related costs to the Permit Parking areas:

Resident & Business permits charges	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £106.58 each

Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)
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### **Legal implications and risks:**

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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

The enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake enforcement.

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

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people,

children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

The recommendation is for proposals to be designed and formally advertised to introduce a Residents Parking Scheme in the Lister Avenue Area, operational from Monday to Friday 10am to 2pm inclusive.

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

## **BACKGROUND PAPERS**

**Appendix A.**



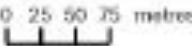

**Appendix B**

**Appendix C**

**Appendix D**

**Appendix E**



	
	<p>Scale: 1:2500  Date: 05 October 2016</p> 
	<p>© Crown copyright and database rights 2016  Ordnance Survey 100024327</p>





**Street Management  
Schemes**

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

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Date: 28<sup>th</sup> October 2016

The Resident/Occupier

Dear Sir/ Madam

**Lister Avenue Area Parking Review**

I am writing to advise you that the Council are proposing a review of the parking situation in the Lister Avenue area.

Currently, there are some junctions in the Lister Avenue area that are covered by double yellow lines, but the majority of the roads in the area are unrestricted.

The aim of this review will be to look at parking and access issues in the Lister Avenue area, while giving the opportunity to residents of having a residents parking scheme being put in to operation.

I have attached a questionnaire that you are requested to complete and return to us by **Friday 18<sup>th</sup> November 2016**.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Council Highways Advisory Committee, who will decide if a further course of action is required and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

*Iain Hardy*

**Iain Hardy  
Technical Officer  
Schemes**





## PARKING REVIEW QUESTIONNAIRE

### Lister Avenue area

#### Traffic & Parking Control Schemes

Town Hall  
Main Road  
Romford  
RM1 3BB

**Name:**

Please call: Traffic & Parking Control

**Address:**

Telephone: 01708 432787

Email: [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk)

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 18<sup>th</sup> November 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council ☐ Yes

If your answer is YES to the above question above, please proceed to the questions below: ☐ No

2. Are you in favour of your road having parking restriction placed upon it to limit long term non-residential parking? ☐ Yes

☐ No

3. If Yes - over what days of the week would you like any restrictions to operate? ☐ Mon- Fri

☐ Mon - Sat

4. If yes - over what hours of the day would you like any restrictions to operate? These hours are in keeping with the existing restrictions in the area.

☐ 10:00am to 2:00pm

☐ 8:00am to 6:30pm

5. If yes - what type of restriction would you prefer?

☐ Yellow Lines

☐ Residents Parking

#### For your information:

**Yellow lines** would prevent residents from parking on the lines in the same way as they would non-residents.

**Residents Parking scheme** will permit residents and their visitor to park in the allocated areas, with a valid permit for the area.

Please turn over

**Comments Section** (please limit to 100 words)

**DECLARATION**

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post, that you complete your full name and address along with this declaration and return the form to the postal or email address found at the top.

**Signature:**..... **Date:**.....



## Lister 'In-Principle' Parking Consultation

Road Name	Address	% Returns	Returns	1. In your view, is there currently a parking problem in your road to justify action being taken by the Council		2. In favour of your road having parking restriction placed upon it to limit long term		Days		Times		Restriction	
				Yes	No	Yes	No	Mon / Fri	Mon/ Sat	10am – 2pm	8-6:30	YL	Residential parking
			total										
BARTHOLOMEW DRIVE	38	26%	10	7	2	7	0	5	2	5	2	2	5
CHADWICK DRIVE	14	0%	0	0	0	0	1	0	0	0	0	0	0
FLEMING GARDENS	9	44%	4	4	1	3	1	3	0	1	1	1	2
MARVIS WAY	20	55%	11	10	1	9	1	9	1	5	5	6	4
MASON DRIVE	16	13%	2	2	0	2	0	2	0	2	0	2	0
NIGHTINGALE CRESCENT	32	25%	8	8	0	8	0	7	1	5	3	0	8
Nightingale Crescent Barnard	13	0%	0	0	0	0	0	0	0	0	0	0	0
NIGHTINGALE Florence HOUSE	7	29%	2	2	0	2	0	1	1	0	2	0	2
NIGHTINGALE Fleming HOUSE	7	29%	2	1	1	1	1	1	1	0	1	1	0
NIGHTINGALE Jenner	19	5%	1	1	0	1	0	1	0	0	1	0	1
NIGHTINGALE KILDARE	7	0%	0	0	0	0	0	0	0	0	0	0	0
ORMOND CLOSE	18	0%	0	0	0	0	0	0	0	0	0	0	0
WARD GARDENS	14	14%	2	2	0	2	0	2	0	0	2	1	1
WHITMORE AVENUE	37	22%	8	8	0	7	0	7	1	5	3	4	3
INCOMPLETE		7%	18	14	4	13	4	11	2	7	6	5	8
<b>Total</b>	<b>251</b>	<b>27%</b>	<b>68</b>	<b>59</b>	<b>9</b>	<b>55</b>	<b>8</b>	<b>49</b>	<b>9</b>	<b>30</b>	<b>26</b>	<b>22</b>	<b>34</b>
			27%	24%	4%	22%	3%	20%	4%	12%	10%	9%	14%

Q1%		Q2 %		Days		Times		Restriction	
Yes	No	Yes	No	Mon/Fri	Mon/ Sat	10 to 2pm	8- 6:30	YL	Residential parking
70%	20%	70%	0%	50%	20%	50%	20%	20%	50%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
100%	25%	75%	25%	75%	0%	25%	25%	25%	50%
91%	9%	82%	9%	82%	100%	45%	45%	55%	36%
100%	0%	100%	0%	100%	0%	100%	0%	100%	0%
100%	0%	100%	0%	88%	13%	63%	38%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	100%	0%	50%	50%	0%	100%	0%	100%
50%	50%	50%	50%	50%	50%	0%	50%	50%	0%
100%	0%	100%	0%	100%	0%	0%	100%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	100%	0%	100%	0%	0%	100%	50%	50%
100%	0%	100%	0%	88%	13%	63%	38%	50%	38%
78%	22%	72%	22%	61%	11%	39%	33%	28%	44%

## Appendix E

No	Resident Address	Summary of Residents Comments
1	Resident of BARTHOLOMEW DRIVE	This should also include Bartholomew Drive as many times it has been very dangerous because people have been parking and it's very difficult because the road is very narrow as you turn right into Batholomew you always have to drive on the wrong side of the road because non - residential people have parked there. This area is lovely on Saturday because we have plenty of parking on our driveways or other residential parking.
2	Resident of BARTHOLOMEW DRIVE	There are lots of private parking areas around the Lister Avenue area, which unauthorised cars will park in if the roads are restricted. An example is at the end of Barthomolew Drive (residents 44 - 54). There would be no deterrent for people parking in these private resident parking areas.
3	Resident of BARTHOLOMEW DRIVE	The problem started this year. Now cars are parked along Lister Avenue and in front of properties 2 -12 Bartholomew Drive. Recently cars have been parked on both sides of Lister Avenue which causes congestion. Cars are parked between 8am to 6pm. They stay there between those times. Majority from local businesses / for Harold Wood Station. Weekends usually ok.
4	Resident of BARTHOLOMEW DRIVE	It's people parking at the college and the polyclinic that's causing the problem not our residents. As the people that go to the college would have to pay!! So they park free in our outside our house and given abuse about parking. I would agree with a resident parking only scheme.
5	Resident of BARTHOLOMEW DRIVE	Wonderful! In my opinion the current parking situation is way cut of control it's an accident waiting to happen!
6	Resident of CHADWICK DRIVE	This should also include Bartholomew Drive as many times it has been very dangerous because people have been parking and it's very difficult because the road is very narrow as you turn right into Batholomew you always have to drive on the wrong side of the road because non - residential people have parked there. This area is lovely on Saturday because we have plenty of parking on our driveways or other residential

		parking.
7	Resident of CHADWICK DRIVE	Problems turning at the end at junction of St. Neots.
8	Resident of CHADWICK DRIVE	No to parking restrictions, St Neots Road gets problems.
9	Resident of FLEMING GARDENS	Parking restrictions needs to be implemented as soon as soon as possible. So maybe get an 8am to 6pm restriction would actually be the answer.
10	Resident of FLEMING GARDENS	Fleming Gardens itself has not seen an increase in cars parking in it (due to the limited space available for street parking). However turning out of and into Fleming Gardens is becoming increasingly trickier and more dangerous due to the huge increase in cars parking on neighbouring roads - Bartholomew Drive and Lister Avenue. The problem is much worse on a Monday to Friday I feel has got more of an issue in the past year.
11	Resident of FLEMING GARDENS	I trust the restrictions would include Fleming Gardens and Bartholomew Drive. Would it also be possible to extend the 20mph speed limit to include the whole of Lister Avenue due to excessive speeding by vehicles?
12	Resident of FLEMING GARDENS	More recently the traffic and parking situation has become increasingly unbearable due to hospital staff using our residential roads as a car park. I am aware that staff at the hospital are using this area as they wear badges wound their necks as ID. They park dangerously and I have difficulty turning into my road.



13	Resident of JARVIS WAY	It has now become quite dangerous getting out of our road, Jarvis Way onto Lister Avenue, as cars are parked both sides of Lister and also everywhere in Jarvis Way, restricting our views of oncoming cars. I am often unable to easily reverse off my drive as there are cars parked directly behind.
14	Resident of JARVIS WAY	The non-residential parking in this area is a very severe. Causing a great nuisance to all residential car users and pedestrians. Also the above parkers restrict the slow traffic in the area eg park on both sides of the roads and restrict the view of morning traffic.
15	Resident of JARVIS WAY	The parking situation is getting ridiculous as people have started to park in front of our drives in Jarvis Way therefore we would be grateful if the council take action as soon as possible. The poor rubbish men in their truck cannot enter easily into Jarvis Way and have no choice but drive over the pavement.
16	Resident of JARVIS WAY	Think split parking restrictions would be preferable as follows: 1. Lister Avenue as the main "access" road from Whitelands Way has "yellow lines restriction" (which should also deter /prevent McDonads customers parking there and discarding their rubbish ) and 2. The residential roads off Lister Avenue (Eg Jarvis Bartholomew, Whitmore, etc) have the "residents parking restriction).
17	Resident of JARVIS WAY	During the past few weeks Jarvis Way has been used for all day parking purposes by non - residents on certain days of the week resulting in blocked driveways for residents.
18	Resident of JARVIS WAY	Some days people are parking on both sides of Lister marking only lane which causes problems which could result in a accident, also if there was a fire engine could have a problem. I think the walk in clinic causes a lot of parking, perhaps they have training or meetings?
19	Resident of JARVIS WAY	Parking on corners in Jarvis Way particularly bad.

20	Resident of JARVIS WAY	Lister Avenue is now a car park for people at the poly tech they park both sides of Lister Avenue making it dangerous, also dust bin lorries find it hard to get through to Jarvis Way as they park in this street as well.
21	Resident of JARVIS WAY	Parking in Jarvis Way is limited anyhow and not in need of building a parking zone. Yellow lines may be necessary to prevent cars from outside the area. Especially Jarvis Way link to Lister Avenue. Many houses in this small road car park on their driveway.
22	Resident of JARVIS WAY	Parking in Jarvis Way is limited anyhow and not in need of building a parking zone. Yellow lines may be necessary to prevent cars from outside the area. Especially Jarvis Way link to Lister Avenue. Many houses in this small road car park on their driveway.
23	Resident of MASON DRIVE	One house in Jarvis has three cars and vans so I suppose they will not be happy about this. Most of the problem is students from Harold Wood college at the poly clinic. Parking where they can and walking through to college.
24	Resident of MASON DRIVE	To install speed humps in Lister Avenue: Since the opening of the "Kings Park Estate" the volume of cars using Lister Avenue (to get to and from the estate) has increased considerably and a high number of the motorists are driving very fast down that short section of road which is Lister Avenue. I would say that they drive down there in excess of 30mph - nearer to 40mph in most instances. I hope you will look into this matter and you will give it your due consideration. Thank you.
25	Resident of NIGHTINGALE CRESCENT	I am happy for residents parking providing it does not cost me any extra money. I wouldn't be able to afford it. This parking problem started when the new housing became available to live in. The drivers appear to be students. The problem is usually between 9am - 3pm Mon - Fri. I was told once residents moved into the new houses, the students were told they could no longer park there.
26	Resident of NIGHTINGALE CRESCENT	It's Harold Wood hospital college people parking outside my house and road in Nightingale Crescent. It's very bad I have seen several arguments and near crashes where people park on the corners of my road. 01708 346 943.

27	Resident of NIGHTINGALE CRESCENT	Since the walk through has opened - linked our estate to Harold Wood station – non-resident people are using our road as a car park - especially the staff / students of the NHS University that backs onto our estate - as they have no parking provision at all. Our road is constantly jammed with non-resident cars - making it inaccessible and it is now getting dangerous with people parking erratically / blocking people in / over corners / drives there will be an accident soon if nothing is done.
28	Resident of NIGHTINGALE CRESCENT	We do not need these resident permits in Nightingale Crescent as well as Lister Avenue. Many thanks. S.J Hall.
29	Resident of NIGHTINGALE CRESCENT	I live in Nightingale and our parking should be involved in the plan not just Lister Avenue, as it will encourage people to park in our street and parking in a nightmare.
30	Resident of NIGHTINGALE CRESCENT	Parking in Nightingale Crescent has been a problem ever since the new flats were built. They have parking spaces round the back of their building but won't park there. We have people coming to visit and cannot park outside. There is an initial van that belongs to people in this other flat that seems to keep parking on the grass verge and also blocking own view coming out of the car park not only is this a problem we now have people parking to attend a clinic or university next to this Polyclinic.
31	Resident of NIGHTINGALE CRESCENT Florence	Please be aware that Nightingale Crescent is being used as free parking for people using Harold Wood Station Mon to Fri. Dangerously parking on corners - up on pavements and in private parking spaces allocated to the flats here. We would like to be considered for residents parking to please! One day last week we had an emergency vehicle that couldn't actually access the development due to visitors parking on both sides of Lister Avenue and into Nightingale Crescent. Something must be done urgently!
32	Resident of NIGHTINGALE CRESCENT Fleming House	My concern is at the start of the 20mph limit, this is a blind bend, now that residents of Kings Park use this road, more traffic is causing problems when parked cars force a single road for traffic, more awareness of the 20mph restriction is needed as there are many children playing in the area. My enclosed photo shows double yellow lines in and out at the blind bend also more severe humps are needed. Hope this helps?
33	Resident of NIGHTINGALE CRESCENT Jenner House	Parking in our area is very bad. We are here and cannot get parked due to people parking in every road around the Lister Avenue area. The cars that park in our area are from South Bank College. Something seriously needs to be done so as residents can park in our area.

34	Resident of Ward Gardens	There is now a high volume of traffic parked in Lister Avenue, with cars parked bumper to bumper on both sides of the road on weekdays. This causes difficulty to residents in nearby roads e.g. driving in or out of these roads.
35	Resident of Ward Gardens	Lister Avenue itself should be have yellow lines. This would stop a number of issues
36	Resident of Whitmore Avenue	Single yellow lines to make corner of Whitmore Avenue safer i.e. from Donlde to vehicle crossover - only short length to stop cars using it outside No 2 on many days (two now often since double yellow lines. Short length outside No2 Whitmore Avenue is a concern (long vehicle days) for those leaving. Lister Avenue full now two cook gardens used by builders on two dwellings (Mason Drive - now nearly complete so more space will be available in Lister Avenue).
37	Resident of Whitmore Avenue	We would welcome the introduction of some form of parking restrictions. However, the problem is entirely down to the students parking to attend the South Bank University. According to one student I spoke to, they will be moving in December. I am just concerned that we will have restrictions imposed and the problem will no longer exist.
38	Resident of Whitmore Avenue	There has been excessive parking in our area from the nursing college (Kings Park) which has spilled over into Whitmore Avenue, Mason Drive and Ward Gardens. Views are restricted when driving out of our turning. Large vehicles are finding it difficult to manoeuvre. An accident waiting to happen.
39	Resident of Whitmore Avenue	Lister Avenue is being used at the moment during the week days by people attending the University near the polyclinic mainly and also people using the station. It is very dangerous when pulling out of Whitmore Avenue. If there were to be an emergency, a fire engine would really struggle to get down Lister Avenue! This needs to be put into place ASAP!
40	Resident of Whitmore Avenue	We live in Whitmore Avenue and there is a big problem with cars in Lister Avenue which restricts our view when turning into right. If parking permits were put in place would there be a change it's in? Would yellow lines be put across my dropped kerb?

41	Resident of Whitmore Avenue	Whitmore Avenue has become a car park for commuters utilising Harold Wood Station. When pulling out of Whitmore onto Lister you cannot see traffic coming from any direction due to the double side parking. It has become a very dangerous area for children to cross the road.
42	Resident of Whitmore Avenue	Congestion is caused by students who attend the University in the hospital grounds. Parking should be provided on site and the problem would go away. Turning out of Whitmore Avenue onto Lister Avenue is dangerous and it would be hard for a fire engine to get through.
43	Resident of Whitmore Avenue	Parking is particularly bad in Lister Avenue. When leaving Whitmore Avenue, you cannot see any on-coming traffic and it is dangerous.

## HIGHWAYS ADVISORY COMMITTEE

7 February 2017

<b>Subject Heading:</b>	TPC814 Camborne Avenue area informal consultation stage 2
<b>CMT Lead:</b>	Steve Moore
<b>Report Author and contact details:</b>	Matt Jeary Engineering Technician <a href="mailto:Matthew.jeary@Havering.gov.uk">Matthew.jeary@Havering.gov.uk</a>
<b>Policy context:</b>	Traffic & Parking Control
<b>Financial summary:</b>	The estimated cost of £10000 for implementation will be met by Capital Parking Strategy Investment Allocation 2016/2017

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

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

### SUMMARY

This report outlines the responses received to the second informal parking consultation undertaken in the Camborne Avenue area, and recommends a further course of action.

### Ward

Harold Wood



## RECOMMENDATIONS

- 1 That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that the proposals to implement a residents parking scheme, operational between 10.30am and 11.30 Mon-Fri with any related 'At Any Time' waiting restrictions on corners (as shown on the plan in Appendix D), proceed to statutory consultation and public advertisement.
2. Members note that the estimated cost of the proposal for the detailed consultation in the Camborne Avenue area is £10000, and will be met from the Capital Parking Strategy Investment Allocation 2016/17.

## REPORT DETAIL

### 1.0 Background

- 1.1 Following reports from local residents regarding adverse parking on junctions which led to the introduction of 'At Any Time' waiting restrictions on junctions earlier in 2015, this Committee agreed that an informal consultation should be undertaken to deal with the perceived 'Non-Commuter' parking related issues and gauge the views from the residents on the current parking situation in their road.
- 1.2 The 'Camborne Avenue Informal Consultation', complete with Questionnaire, was distributed to 203 residents on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016. All those addresses affected by problems in the area were consulted.
- 1.3 Concurrently, the 'Wednesbury Road Informal Consultation', complete with Questionnaire, was distributed to 181 residents on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016.
- 1.4 The results were distributed to the local members for their consideration on the 16<sup>th</sup> February 2016.
- 1.5 The results of the stage 1 informal consultation were presented to HAC on the 26<sup>th</sup> April 2016.

## **2.0 Responses received**

The stage 2 consultation (which comprised of a letter, questionnaire and plan, Appendices B, C & D respectively) started on the 1<sup>st</sup> November 2016 and concluded on Friday 25<sup>th</sup> November 2016. From the 118 properties consulted, 23 correctly completed responses were received (a 19.5% response rate). The Council also received 5 incorrectly / partially completed responses. Of the 23 responses received 14 responses (60% of respondents) confirmed that there was a parking problem and were in favour of the implementation of a residents parking scheme. These figures are appended in Appendix A.

## **3.0 Staff Comment**

- 3.1 It is clear from the responses to the recent stage 2 consultation that there is longer term non-residential parking taking place in the area. It has been noted that there is some non-residential parking, due to the close proximity of Harold Wood Station. Commuters are parking in the affected area which is within an estimated walking time of 10-15 minutes to Harold Wood Station, via Gubbins Lane, or by using the 256 or 294 bus routes.
- 3.2 Numerous residents have requested that the Council makes provision for the conversion of 'green spaces' into 'hard standing' to assist in provision for additional resident parking. Some of the locations that were requested were to extend roads, which could potentially be a vast capital expenditure, but may be requested for investigation in another report to be submitted to the Committee. Where possible, any green spaces adjacent to roads, that will increase parking capacity (rather reduce kerbside capacity), will be considered for integration into any detailed design, subject to approval for the design and the cost from the Committee, and will only be converted as part of any CPZ introduction.
- 3.3 It was noted that in some of the roads of the Camborne Avenue area there is insufficient road width and pavement width to allow for the introduction of footway parking and retention of access for Emergency and Refuse Vehicles. Should the designs for either area be progressed, it is recommended to submit a 'Permit parking past this point' design to allow residents to regulate their own parking without impeding access for larger vehicles.
- 3.5 The Ward Councillors were presented with the results of the Consultation and a recommendation to progress to Residents Parking Scheme on 23<sup>rd</sup> January 2017, two ward councillors were in full support after analysing the results.

## **IMPLICATIONS AND RISKS**

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

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

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £10000. These costs will be met from the Capital Parking Strategy Investment Allocation 2016/17.

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 may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

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

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

Controlled Parking Zones (CPZs) require consultation, with the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

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

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

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

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

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

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

## Appendix A

### Results of the recent stage 2 Consultation

Camborne Avenue area 'In-Principle' Parking Consultation																				
Road Name	Address	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?			Q2. In favour of parking		Q3. Over what week would you like the restrictions to operate?		Q4. Over what hours of the day would you like any restrictions to operate?		Q1 %		Q2		Q3		Q4	
				total	Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm
			CAMBORNE AVENUE	34	9%	3	2	1	2	1	0	2	0	2	67%	33%	67%	33%	0%	67%
CAMBORNE WAY	12	17%	2	2	0	2	0	2	0	2	0	100%	0%	100%	0%	100%	0%	100%	0%	
BOOSHAYS DRIVE	24	25%	6	3	3	3	3	3	1	3	1	50%	50%	50%	50%	50%	17%	50%	17%	
MELKSHAM CLOSE	14	14%	2	1	1	1	1	0	0	0	0	50%	50%	50%	50%	0%	0%	0%	0%	
MELKSHAM DRIVE	17	29%	5	2	3	2	3	3	0	1	2	40%	60%	40%	60%	60%	0%	20%	40%	
MELKSHAM GARDENS	6	50%	3	2	1	2	1	2	0	2	0	67%	33%	100%	33%	67%	0%	67%	0%	
MELKSHAM GREEN	11	18%	2	2	0	2	0	1	0	1	0	100%	0%	100%	0%	50%	0%	50%	0%	
Total	118	19%	23	14	9	14	9	11	3	9	13	61%	39%	61%	39%	48%	13%	39%	57%	
INCOMPLETE	5	4%	5	1	4	1	4	1	0	1	0	20%	80%	20%	80%					

Results of the recent stage 2 Consultation



**Street Management  
Schemes**

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

**IMPORTANT PARKING INFORMATION**

Please call: Street Management  
Telephone: (01708) 431056/433464

Email: [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk)

Dear Sir/ Madam

Date: 01<sup>st</sup> November 2016

**Results of the parking Consultation in the Camborne Avenue Area**

In January/February 2016, Camborne Avenue and its surrounding roads, were agreed by the Highways Advisory Committee (HAC) to be reviewed, with a view to consult residents if they would like to be included in a 'resident permit' scheme or Controlled Parking Zone (CPZ).

The Consultation began on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016. Once the results were analysed, of the 106 properties consulted (representing 19%), and of the 19% that responded, 95% of those respondents supported to be further consulted on the possible introduction of parking controls. These results were presented to HAC, with the only request from the HAC committee to include two different times of the day of operation for the residents to choose from.

We would like to give you the chance to consider these options and carefully choose which parking restrictions you would like to see introduced, to alleviate your parking issues.

You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 25<sup>th</sup> November 2016**.

Attached you will find the questionnaire and a detailed design plan showing the proposed layout, and you can find out further details about permit costs here: -

<https://www.haverling.gov.uk/Pages/ServiceChild/FAQs-Parking-Permits.aspx>

If the proposed scheme goes ahead and you require to park your vehicle on the carriageway during the residents zone hours of operation, you will need to obtain a residents parking permit. Please find costs of parking permits below.

Resident & Business permits charges	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £200 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

The draft proposals are shown on the plans attached and copies with supporting schedules may be viewed between 9:30am and 4:30pm Monday to Friday by prior appointment, at the Public Advice & Service Centre, 20-26 The Liberty Romford. To arrange an appointment please contact the Schemes Team on 01708 431056 or 01708 433464.

If you wish to comment on the proposals please do so in writing, by email to [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk) or by post to the above address.

All comments should be received by 25/11/2016 and we would appreciate it if you could reply to the consultation.

In all cases, please limit any comments you wish to make to 100 words.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Highways Advisory Committee and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully



**Matt Jeary**  
**Parking Design Engineer**  
**Schemes**

Clean • Safe • Proud

**apply▼pay▼report▼**  
**[www.havering.gov.uk](http://www.havering.gov.uk)**



## Appendix C



### PARKING REVIEW QUESTIONNAIRE

Camborne Area Detailed Consultation

#### Traffic & Parking Control Schemes

Town Hall  
Main Road  
Romford  
RM1 3BB

**Name:**

**Please call: Traffic & Parking Control**

**Address:**

**Telephone: (01708) 431056/433464**

Email: [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk)

All responses received to the questionnaire will provide the council with the appropriate information to determine whether we will take a parking scheme forward to the design and a formal consultation stage.

Only one questionnaire per address is to be returned signed and dated by **Friday 25<sup>th</sup> November 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council
- ☐ Yes  
☐ No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having 'resident parking only' placed upon it, to limit long term non-residential parking?
- ☐ Yes  
☐ No
3. Over what days of the week would you like any restrictions to operate?
- ☐ Mon- Fri  
☐ Mon - Sat
4. Over what hours of the day would you like any restrictions to operate?
- ☐ 10:30am to 11.30am  
☐ 10.30am to 11.30am & 3.00pm to 4.00pm

**Comments Section** (limit to 100 words)

**DECLARATION**

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action. We therefore request upon receipt of this questionnaire by post that you sign this declaration and complete your full name and address and return it to the postal or email address found at the top of this questionnaire.

**Signature:**.....

**Date:**.....

Recent Plan



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## HIGHWAYS ADVISORY COMMITTEE

7 February 2017

<b>Subject Heading:</b>	TPC813 Wednesbury Road area informal consultation stage 2
<b>CMT Lead:</b>	Steve Moore
<b>Report Author and contact details:</b>	Matt Jeary Engineering Technician <a href="mailto:Matthew.jeary@Havering.gov.uk">Matthew.jeary@Havering.gov.uk</a>
<b>Policy context:</b>	Traffic & Parking Control
<b>Financial summary:</b>	The estimated cost of £10000 for implementation will be met by Capital Parking Strategy Investment Allocation 2016/2017

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

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

### SUMMARY

This report outlines the responses received to the second informal parking consultation undertaken in the Wednesbury Road area, and recommends a further course of action.

### Ward

Harold Wood



## RECOMMENDATIONS

- 1 That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that the proposals to implement a residents parking scheme, operational between 10.30am and 11.30 Mon-Fri, with any related 'At Any Time' waiting restrictions on corners (as shown on the plan in Appendix D), proceed to statutory consultation and public advertisement.
2. Members note that the estimated cost of the proposal for the detailed consultation in the Wednesbury Road area is £10000, and will be met from the Capital Parking Strategy Investment Allocation 2016/17

## REPORT DETAIL

### 1.0 Background

- 1.1 Following reports from local residents regarding adverse parking on junctions which led to the introduction of 'At Any Time' waiting restrictions on junctions earlier in 2015, this Committee agreed that an informal consultation should be undertaken to deal with the perceived 'Non-Commuter' parking related issues and gauge the views from the residents on the current parking situation in their road.
- 1.2 The 'Wednesbury Road Informal Consultation', complete with Questionnaire, was distributed to 181 residents on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016.
- 1.3 Concurrently, the 'Cambourne Avenue Informal Consultation', complete with Questionnaire, was distributed to 203 residents on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016. All those addresses affected by problems in the area were consulted.
- 1.4 The results were distributed to the local members for their consideration on the 16<sup>th</sup> February 2016.
- 1.5 The results of the stage 1 informal consultation were presented to HAC on the 26<sup>th</sup> April 2016.

### 2.0 Responses received

The stage 2 consultation (which comprised of a letter, questionnaire and plan, Appendices B, C & D respectively) started on the 1<sup>st</sup> November 2016 and concluded on Friday 25<sup>th</sup> November 2016. From the 169 properties

consulted, 62 correctly completed responses were received (a 37% response rate). The Council also received 17 incorrectly / partially completed responses. Of the 62 responses received 43 responses (69% of respondents) confirmed that there was a parking problem and were in favour of the implementation of a residents parking scheme. These figures are appended in Appendix A.

### **3.0 Staff Comment**

- 3.1 It is clear from the responses to the recent stage 2 consultation that there is longer term non-residential parking taking place in the area. It has been noted that there is some non-residential parking, due to the close proximity of Harold Wood Station, commuters are parking in the affected area which is within an estimated walking time of 10-15 minutes, to Harold Wood Station, via Gubbins Lane, or by using the 256 or 294 bus routes.
- 3.2 Numerous residents have requested that the Council makes provision for the conversion of 'green spaces' into 'hard standing' to assist in provision for additional resident parking. Some of the locations that were requested were to extend roads, which could potentially be a vast capital expenditure, but may be requested for investigation in another report to be submitted to the Committee. Where possible, any green spaces adjacent to roads, that will increase parking capacity (rather reduce kerbside capacity), will be considered for integration into any detailed design, subject to approval for the design and the cost from the Committee, and will only be converted as part of any CPZ introduction.
- 3.3 It was noted that in some of the roads of the Wednesbury Road area there is insufficient road width and pavement width to allow for the introduction of footway parking and retention of access for Emergency and Refuse Vehicles. Should the designs for either area be progressed, it is recommended to submit a 'Permit parking past this point' design to allow residents to regulate their own parking without impeding access for larger vehicles.
- 3.5 The Ward Councillors were presented with the results of the Consultation and a recommendation to progress to Residents Parking Scheme on 23<sup>rd</sup> January 2017, two ward councillors were in full support after analysing the results.

## **IMPLICATIONS AND RISKS**

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

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

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is

£10000. These costs will be met from the Capital Parking Strategy Investment Allocation 2016/17.

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 may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

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

**Legal implications and risks:**

Controlled Parking Zones (CPZs) require consultation, with the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

**Human Resources implications and risks:**

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

**Equalities implications and risks:**

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

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

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

## BACKGROUND PAPERS

## Appendix A

### Results of the recent stage 2 Consultation

Wednesbury 'In-Principle' Parking Consultation																				
Road Name	Address	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?		Q2. Are you In favour of parking controls being implemented in your road?		Q3. Over what week would you like the restrictions to operate?		Q4. Over what hours of the day would you like any restrictions to operate?		Q1 %		Q2		Q3		Q4		
				total	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm
			PARNSLEY ROAD	15	67%	10	8	2	5	2	8	0	7	2	80%	20%	50%	20%	80%	20%
PARLESDEN WALK	15	33%	5	5	0	4	1	3	2	2	3	100%	0%	80%	20%	60%	20%	40%	60%	
ST IVES CLOSE	34	6%	2	0	2	0	0	0	0	0	0	0%	100%	0%	0%	0%	0%	0%	0%	
NEOTS ROAD	36	22%	8	5	3	5	1	4	1	2	3	63%	38%	100%	13%	50%	13%	25%	38%	
WEDNESBURY GARDENS	24	83%	20	18	2	16	1	14	4	9	9	90%	10%	80%	5%	70%	5%	45%	45%	
WEDNESBURY GREEN	16	56%	9	8	1	8	1	2	6	3	5	89%	11%	89%	11%	22%	11%	33%	56%	
WEDNESBURY ROAD	29	28%	8	6	2	5	3	4	1	4	1	75%	25%	63%	38%	50%	38%	50%	13%	
Total	169	37%	62	50	12	43	9	35	14	27	23	81%	19%	69%	15%	56%	23%	44%	37%	
INCOMPLETE	17	10%	17	14	1	9	2	10	4	5	8	2%	7%							

Recent Consultation letter & Plan



**Street Management  
Schemes**

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

**IMPORTANT PARKING INFORMATION**

Please call: Street Management  
Telephone: (01708) 431056/433464

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Date: 01<sup>st</sup> November 2016

Dear Sir/ Madam

**Results of the parking Consultation in the Wednesbury Road Area**

In January/February 2016, Wednesbury Road and its surrounding roads, were agreed by the Highways Advisory Committee (HAC) to be reviewed, with a view to consult residents if they would like to be included in a 'resident permit' scheme or Controlled Parking Zone (CPZ).

The Consultation began on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016. Of the 181 properties consulted, 33% responded, and overall of the 33% that responded 75% of those respondents supported to be further consulted on the possible introduction of a Controlled Parking Zone (CPZ) or waiting restrictions. The results were presented to HAC, with their only request to include two different times of the day of operation for the residents to choose from.

We would like to give you the chance to consider these options and carefully choose which parking restrictions you would like to see introduced, to alleviate your parking issues.

You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 25<sup>th</sup> November 2016**.

Attached you will find the questionnaire and a detailed design plan showing the proposed layout, and you can find further details about permit costs here: -

<https://www.havering.gov.uk/Pages/ServiceChild/FAQs-Parking-Permits.aspx>

If the proposed scheme goes ahead and you require to park your vehicle on the carriageway during the controlled hours of operation, you will need to obtain a residents parking permit. Please find the costs of parking permits below.

Resident & Business permits charges	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £200 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

The draft proposals are shown on the plans attached and copies with supporting schedules may be viewed between 9:30am and 4:30pm Monday to Friday by prior appointment, at the Public Advice & Service Centre, 20-26 The Liberty Romford. To arrange an appointment please contact the Schemes Team on 01708 431056 or 01708 433464.

If you wish to comment on the proposals please do so in writing, by email to [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk) or by post to the above address.

All comments should be received by 25/11/2016 and we would appreciate it if you could reply to the consultation.

In all cases, please limit any comments you wish to make to 100 words.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Highways Advisory Committee and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully



**Matt Jeary**  
**Parking Design Engineer**  
**Schemes**





Recent Questionnaire



## **PARKING REVIEW QUESTIONNAIRE**

Wednesbury Road Areas Detailed Consultation

### **Traffic & Parking Control Schemes**

Town Hall  
Main Road  
Romford  
RM1 3BB

**Name:**

**Please call: Traffic & Parking Control**  
**Telephone: (01708) 431056/433464**

**Address:**

Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

All responses received to the questionnaire will provide the Council with the appropriate information to determine whether we will take a parking scheme forward to the design and a formal consultation stage.

Only one questionnaire per address is to be returned signed and dated by **Friday 25<sup>th</sup> November 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council
- ☐ Yes  
☐ No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having 'resident parking only' placed upon it, to limit long term non-residential parking?
- ☐ Yes  
☐ No
3. Over what days of the week would you like any restrictions to operate?
- ☐ Mon- Fri  
☐ Mon - Sat
4. Over what hours of the day would you like any restrictions to operate?
- ☐ 10:30am to 11.30am  
☐ 10.30am to 11.30am  
& 3.00pm to 4.00pm

**Comments Section** (limit to 100 words)

**DECLARATION**

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action. We therefore request upon receipt of this questionnaire by post that you sign this declaration and complete your full name and address and return it to the postal or email address found at the top of this questionnaire.

**Signature:**.....

**Date:**.....

Recent Plan



## HIGHWAYS ADVISORY COMMITTEE

7 February 2017

<b>Subject Heading:</b>	<b>Appleton Way Area Review TPC621 – Formal consultation objection report</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Stefan Cuff CPZ Engineer <a href="mailto:schemes@havering.gov.uk">schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of implementation is £6000 and will be met by the 2016/17 Capital Budget for Minor Traffic and Parking.</b>

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

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

### SUMMARY

This report outlines the comments received to the statutory consultation for the proposed Appleton Way Area Controlled Parking Zone and recommends a further course of action.

### Ward

Saint Andrews Ward

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that;
  - a) The proposed residents parking scheme for the Appleton Way Area, operational Monday to Saturday 8am to 6.30pm, with associated waiting restrictions and Pay and Display parking facilities, as shown on the plan appended to this report at Appendix A, be implemented as advertised.
  - b) That the effects of any implemented proposals be monitored.
2. That it be noted that the estimated cost of this scheme is £6000 which will be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

## REPORT DETAIL

### 1.0 Background

- 1.1 As a result of complaints from residents of the Appleton Way area about increased levels of long term non-residential parking, in February 2015, this Committee agreed to consult the residents of the area to see if they had any parking problems. This was done by way of a simple questionnaire to gauge the level of any problems and to see what restrictions would be most favourable to the residents should they want them.
- 1.2 The results of the questionnaire were reported back to this Committee at its meeting on 26<sup>th</sup> April 2016, when it was agreed that the scheme proceed to an informal stage 2 consultation in the area.
- 1.3 The informal stage 2 consultation was undertaken between 10<sup>th</sup> June 2016 and 4<sup>th</sup> July 2016 and the results were reported to this Committee on 8<sup>th</sup> November 2016.
- 1.4 At its meeting on 8<sup>th</sup> November 2016, this Committee agreed to undertake the statutory consultation of a designed residents parking scheme for the Appleton Way Area.



- 1.5 On 9<sup>th</sup> December 2016, 270 residents and businesses who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.6 By the close of the public consultation on the 6<sup>th</sup> January 2017, 5 responses were received, of which all were against the proposals. One of these responses was received just after the consultation had ended, but it has been included in the table appended to this report at **Appendix B**.

## **2.0 Results of statutory consultation**

- 2.1 Five objections to the proposals were received, all of which are summarised in Appendix B, along with officer comments.

## **3.0 Staff comments**

- 3.1 It is clear from the responses to the consultations that were undertaken that there is longer term non-residential parking taking place in the area, this is due to its close proximity to the local shops and businesses of Hornchurch Town Centre and Hornchurch Railway Station.
- 3.2 The proposed residents parking provision will limit the longer term parking and will give residents and their visitors somewhere to park within the restricted period. The proposed Pay and Display parking provision will turn over parking during the day and will be a further benefit to the Town Centre.

# **IMPLICATIONS AND RISKS**

## **Financial implications and risks:**

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs is £6,000. These costs will be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

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

This is a typical 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 Street management overall Minor Parking Schemes revenue budget.

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

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

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

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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

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

### **Equalities implications and risks**

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

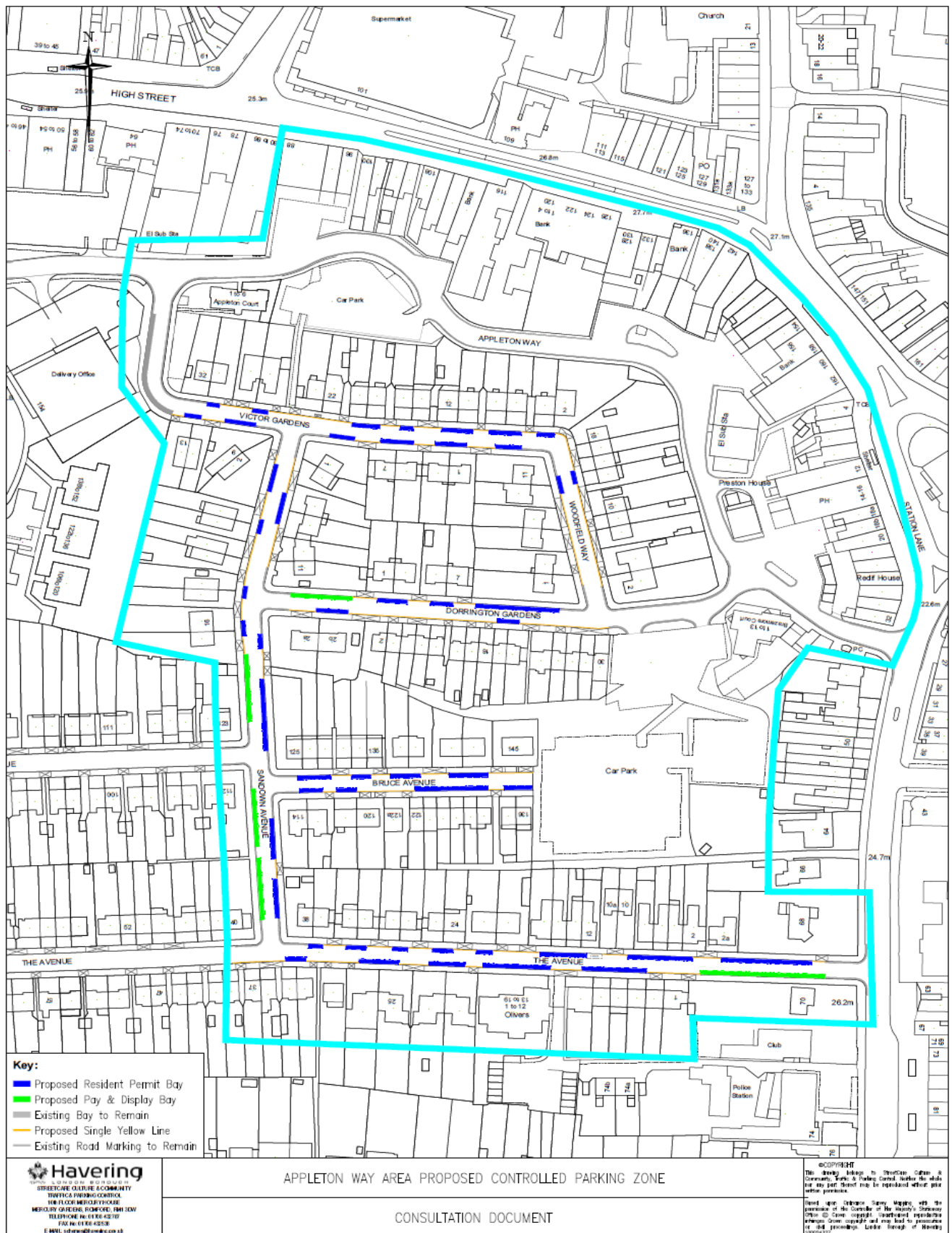
There will be some physical and visual impact from the required signing and lining works.

## **BACKGROUND PAPERS**

**Appendix A** - Proposed CPZ area

**Appendix B** - Objections to Proposals

## Appendix A



## Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	The Avenue	<p>The resident feels that the problem with congestion would be solve by introducing a one-way systems in The Avenue &amp; Stanley Road.</p> <p>The resident expresses fears that there will be a rise in crime in the area.</p> <p>The resident also feels that the vast majority of the residents in the area disagree with the introduction of a CPZ.</p>	<p>It is clear from the responses to the previous consultations that there is longer term non-residential parking taking placing in the area, this is due to the close proximity to the local shops and businesses along High St and Station Lane</p> <p>There is no evidence to believe that crime will rise due to the introduction of the proposed CPZ, in fact it is felt that if anything, such a scheme would reduce crime.</p> <p>The introduction of a one-way system may help with traffic flow but would increase speed and would I not reduce the volume of commuter parking.</p> <p>The results from previous consultations show, that there is a following for a residents parking scheme in the area.</p>
2	Resident	Woodfield Way	<p>The resident is against introducing any parking restrictions on any of the proposed roads, and feels that the problem in Woodfield Way is people parking badly.</p> <p>The resident considers the price of residents permits to be astronomical and wants a guarantee that the prices won't increase.</p>	<p>Implementing a CPZ will help to ensure people parking more considerately.</p> <p>The prices of Havering permits are considered to be reasonable in comparison to neighbouring boroughs</p> <p>Unfortunately, it cannot be guarantee that permit</p>

				prices will never increase in the future.
3	Resident	Sandown Avenue	<p>The resident would like to know what the procedures are to ensure the council and individuals are held to account that the correct processes have been adhered to for the benefit of the residents, and not personal gain.</p> <p>The resident explains that they Drive a company car, which is exchanged regularly.</p>	<p>If an authority makes a surplus on its on-street parking charges and on-street and off-street enforcement activities, it must use the surplus in accordance with the legislative restrictions in Section 55 (as amended) of the Road Traffic Regulation Act 1984. The authority's auditor may decline to certify the accounts of a local authority that has used on-street parking income (and all enforcement income) in a way that is not in accordance with the provisions of section 55 of the RTRA.</p> <p>The cost for the change of vehicle is £22.50, which is an admin charge.</p>
4	Resident	High Street	The Resident would like the current Pay & Display bays at the rear of the businesses on High Street to be converted into resident permit bays.	The Pay and Display bays was provided to reduce the strain caused from the town centre commuters, and has gone a long way to turn over short term parking and reduce all day commuter parking.
5	Resident	Dorrington Gardens	The resident believes that the proposed 8am – 6:30pm is more than required and would rather 8am – 10:30am.	Previous consultations show that the majority of residents would like all day restrictions.

## HIGHWAYS ADVISORY COMMITTEE

7 February 2017

<b>Subject Heading:</b>	<b>Lowshoe Lane Controlled Parking Zone TPC744 – Formal consultation objection report</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Stefan Cuff CPZ Engineer <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of implementation is £3000 and will be met by the 2016/17 Capital Budget for Minor Traffic and Parking.</b>

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

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

### SUMMARY

This report outlines the objections received to the statutory consultation of the proposed permit parking area in the Lowshoe Lane Area and recommends a further course of action.

### Ward

Mawneys Ward



## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that;
  - a) The proposed permit parking area and waiting restrictions shown on the plan in Appendix A be implemented as advertised.
  - b) That the effects of any implemented proposals be monitored
2. That it be noted that the estimated cost of this scheme is £3000 which will be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

## REPORT DETAIL

### 1.0 Background

- 1.1 In August 2015 this Committee agreed in principle to the proposals to introduce a controlled parking zone or waiting restrictions in Lowshoe Lane and the surrounding roads, following a petition from local residents and requests from Councillors regarding inconsiderate or obstructive parking in the area.
- 1.2 An informal consultation was undertaken in February 2016 and the results were reported to this Committee at its meeting in April 2016.
- 1.3 It was agreed at this meeting that a parking scheme should be designed and be consulted. The informal stage 2 consultation was undertaken between in July 2016 and the results were reported to this Committee on 8<sup>th</sup> November 2016.
- 1.4 This Committee on 8<sup>th</sup> November 2016 approved the undertaking of statutory consultation on the proposed Lowshoe Lane controlled parking zone.
- 1.5 The proposals were advertised in a public notice on the 9<sup>th</sup> December 2016 and as part of this advertisement the residents and businesses who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

## **2.0 Results of public consultation**

- 2.1 One objection to the proposal was received.
- 2.2 The objection is summarised in Appendix B, along with officer comments.

## **3.0 Staff Comments**

- 3.1 It is clear from the responses to the consultations that were undertaken that there are parking problems in the area. A major part is being caused by vehicles from the car dealership on Collier Row Lane reducing the amount of available parking spaces for residents in the area.
- 3.2 The proposed residents parking provision will limit the longer term parking and will give residents and their visitors somewhere to park within the restricted period.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks**

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs is £3,000. These costs will be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

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

This is a typical 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 Street management overall Minor Parking Schemes revenue budget.

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

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

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

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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

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

### **Equalities implications and risks**

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

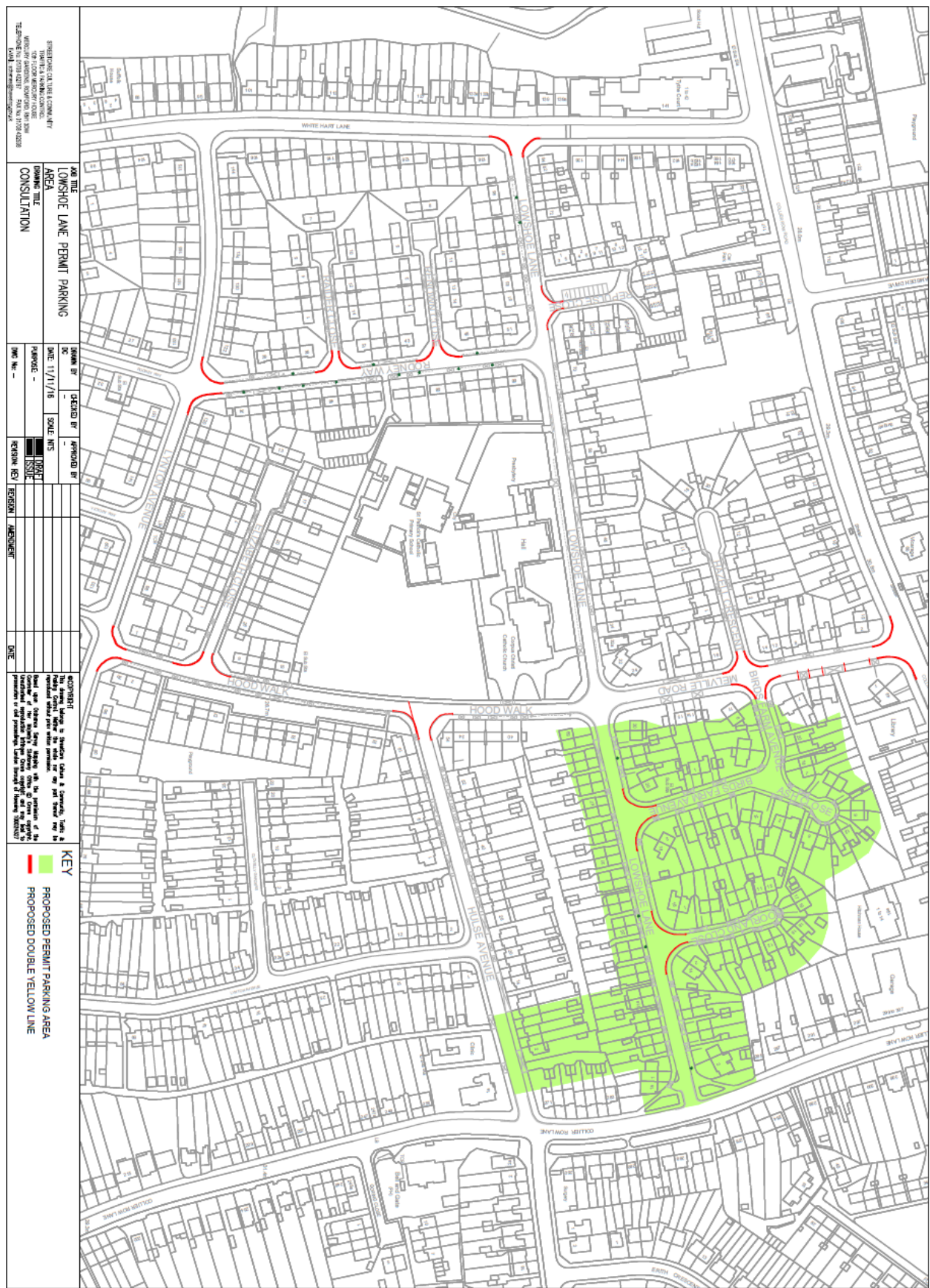
There will be some physical and visual impact from the required signing and lining works.

## **BACKGROUND PAPERS**

**Appendix A** - Proposed CPZ area

**Appendix B** - Objections to Proposals

Proposed CPZ area



Objections to Proposals

	<b>Respondent</b>	<b>Road</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
1	Resident	Hood Walk	The residents outlines that they would like double yellow lines on Hood Walk outside the entrance to the church. The resident expresses that they have difficulty parking on their drive.	As the resident hasn't objected to the installation of the proposed parking restrictions, this objection should not affect the implementation of the proposal. The council will look at implementing waiting restrictions in Hood Walk in a future scheme.

## HIGHWAYS ADVISORY COMMITTEE

<b>Subject Heading:</b>	<b>Deyncourt Gardens and Waldergrave Gardens comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Omar Tingling Project Engineer Schemes@havering.gov.uk</b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of £3,500 for implementation will be met by Capital Parking Strategy Investment Allocation 2016/2017</b>

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

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

### SUMMARY

**Ward**  
Cranham

This report outlines the responses received to the formal consultation undertaken in Deyncourt Gardens and Waldergrave Gardens to introduce pay and display parking for the area and recommends a further course of action.

## **RECOMMENDATIONS**

1. That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment Regulatory Services and Community Safety** that:
  - a) The existing free parking bays in Deyncourt Gardens and Waldergrave Gardens as shown on the plan in Appendix A be converted to pay and display bays operational Monday to Saturday 8am to 6.30pm (first 30 minutes free).
2. Members note that the estimated cost as set out in this report is £3,500, and will be met from the Capital Parking Strategy Investment Allocation 2016/17

## **REPORT DETAIL**

### **1.0 Background**

- 1.1 At its meeting in August 2015, this Committee agreed in principle to the proposals to propose pay and display parking facilities in Deyncourt Gardens and Waldergrave Gardens.

### **2.0 Responses received**

The formal Consultation started on the 9 December 2016 and concluded on the 6<sup>th</sup> January 2017. At the close of the consultation the Council received 5 representations with 3 in favour of the scheme and 2 against the scheme. The representations are are tabled in Appendix B.

### **3.0 Staff Comment**

- 3.1 From the responses to the consultation it appears that the majority of residents are happy with the proposed change to the designation of the bays. The properties that were consulted are mainly sheltered accommodation. The main concern was where visitors to this facility would park. It is felt that the pay display provision will allow for visitors to the sheltered accommodation along with an added facility for short term visitors to Upminster town centre.



**Financial implications and risks:**

This report is asking HAC to recommend to the Lead Member to implement the proposed changes as outlined in the recommendations to this report.

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £3,500. These costs will be met from the Capital Parking Strategy Investment Allocation 2016/17.

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 may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

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

**Legal implications and risks:**

The Council's power to make an order for charging for parking on highways is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

**Human Resources implications and risks:**

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

**Equalities implications and risks:**

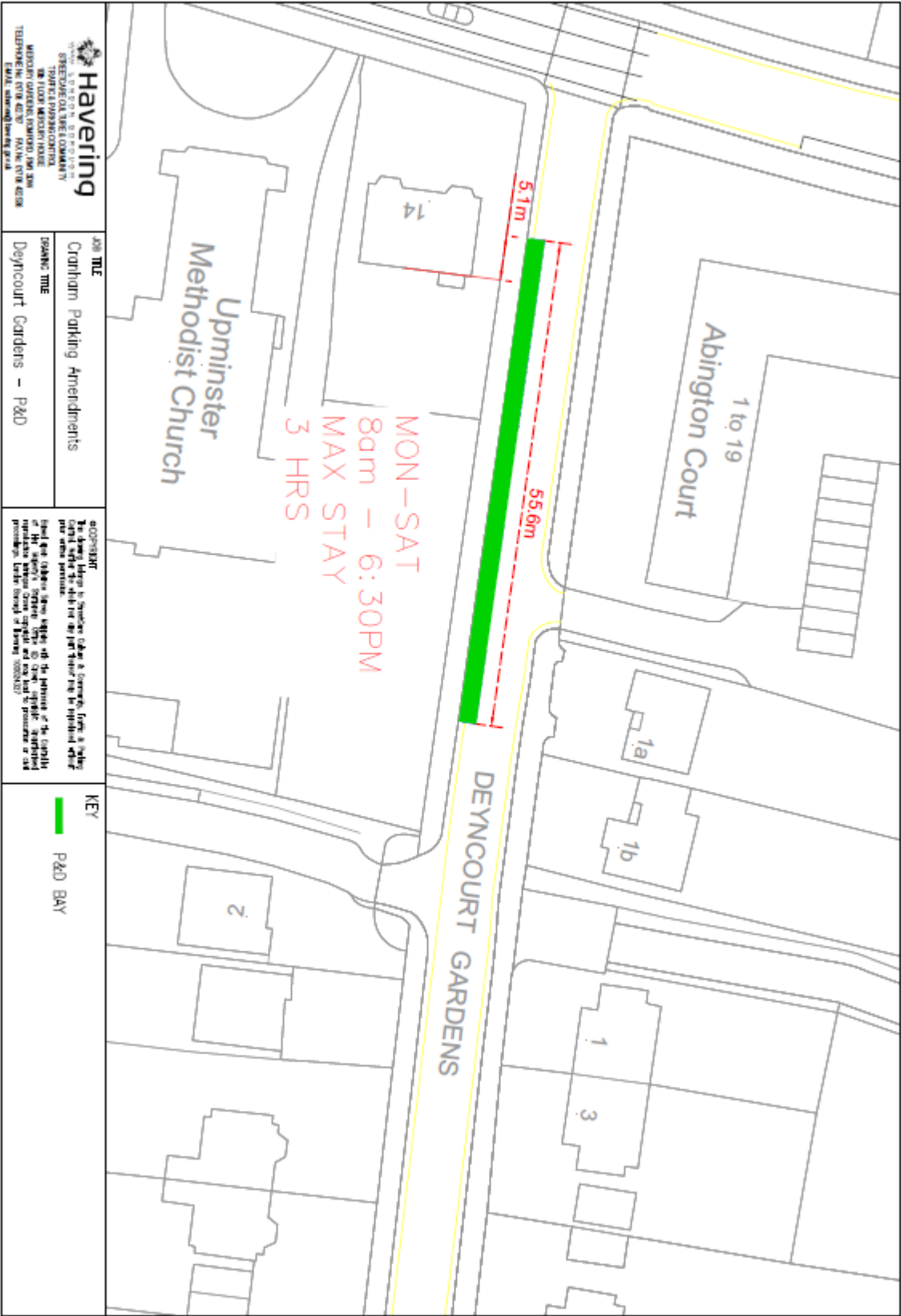
The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

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

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

<b>BACKGROUND PAPERS</b>
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**Appendix A**





**Appendix B**

Time period of restrictions should be increased	Support proposal	None
Time period of restrictions should be increased	Support proposal	None
Restriction will create more congestion	Against proposal	There will be a constant turnover of vehicles at this location, long term parking will stop.
Restriction will create more congestion	Against proposal	There will be a constant turnover of vehicles at this location, long term parking will stop.
Noise from visitors	Support proposal	None

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# HIGHWAYS ADVISORY COMMITTEE

7 February 2017

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
February 2017**

**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.

<b>BACKGROUND PAPERS</b>
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None.

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

Highways Advisory Committee  
7th February 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
<b>SECTION A - Highway scheme proposals without funding available</b>								
None to report this month								
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>								
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). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>	None.	c£80k	Resident	31/07/2014
B2	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. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>	None.	c£25k	Cllr Van den Hende	29/03/2016

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

**Highways Advisory Committee**  
**7th February 2017**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B3	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	Resident ENQ-0407431	06/09/2016
B4	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	Cllr Ower	08/11/2016
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.	None	£50k	Cllr Wilkes	06/09/2016
B6	Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Speed cameras a remote possibility as they	None	£6k	Resident with 103 signature petition via Harold Wood ward councillors	07/12/2016