



HIGHWAYS ADVISORY COMMITTEE

10 February 2015

REPORT

Subject Heading:

**UPMINSTER ROAD SOUTH
HIGHWAY ENHANCEMENTS
Outcome of public consultation**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report sets out the responses to a consultation for various highway enhancement works in Upminster Road South and seeks a recommendation that the proposals be implemented.

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

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the highway enhancements for Upminster Road South set out in this report and shown on the following drawings are implemented;
 - QM012-OF1000A
2. That it be noted that the estimated cost of £100,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Local Transport Schemes (£77,500), Bus Stop Accessibility (£20,000) and Freight Loading Facilities (£2,500).

REPORT DETAIL

1.0 Background

- 1.1 In the 2013/14 financial year, £100,000 was provided through the Transport for London Local Implementation Plan for highway enhancement works outside the two shopping parades at the eastern end of Upminster Road South, between Pinewood Avenue and Sunningdale Avenue.
- 1.2 Staff engaged with local businesses and ward councillors on an informal basis to ascertain what the local issues may be for the operation of the street. Issues raised included a lack of parking turnover, nowhere to load, and the position of the westbound bus stop in a location with a narrow footway.
- 1.3 Initial proposals were developed, but staffing constraints did not permit the scheme to move to formal consultation during 2013/14. The funding was reallocated to other projects within the overall TfL funding programme.
- 1.4 In order to proceed with the scheme, TfL has agreed to funding being rearranged within the 2014/15 programme, the bulk of which is provided through the “Local Transport Schemes” element, supported by “Bus Stop Accessibility” and “Freight Loading Facilities”.
- 1.5 Further informal consultation has taken place with ward councillors and a series of firm proposals have been developed as follows and shown on Drawing QM012-OF-100A:

- Resurfacing of the footways,
- Provision of a fully accessible eastbound bus stop outside 217-223,
- Relocation of westbound bus stop from outside 168 to outside 188-194, accessibility works and relocation of a zebra crossing to the east to accommodate the bus stop,
- Provision of free, short term parking bays outside 193, Crown Parade and 237-239 (in a small layby). Operational Monday to Friday, 8am to 6.30pm, 3 hours parking, no return within 1 hour,
- Loading bay outside 215. Operational Monday to Friday, 8am to 6.30pm, 20 minutes loading, no return within 1 hour,
- New “at any time” waiting restrictions (double yellow lines) at the junctions with Martin Drive, Brights Avenue and Sunningdale Avenue; extended west at Cloister Close to meet first footway parking bay,
- New “at any time” waiting restrictions at commercial vehicle accesses to 1-5 and 8 Crown Parade,
- Removal of all old guardrail and redundant street furniture,
- New street trees,
- New and increased bicycle parking

1.7 The objectives of the proposals are;

- Streetscene improvements with resurfaced footways, removal of redundant street furniture and planting of new street trees,
- Rationalisation of parking and provision of controls to promote a turnover of parking spaces, plus improved parking for bicycles,
- Provision of fully accessible bus stops to serve the shopping parades,
- Provision of loading facilities,
- Improvement of local vehicle flows.

1.6 Approximately 125 letters were hand-delivered to those potentially affected by the scheme on 10th December 2014, with a closing date of 5th January 2015 for comments. The proposed traffic management orders and zebra crossing notice were also advertised.

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

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 3 responses were received as set out in Appendix I to this report. One response was from London Buses, one from the London Cycling Campaign and one from a resident.

- 2.2 London Buses raised a concern that the eastbound stop's bus shelter would affect views at Waverley Road. For the westbound stop, they noted that although the eastbound stop is relocated 100m, it would be made fully accessible although a shelter could not be funded by them.
- 2.3 The London Cycling Campaign requested cycle parking outside the shops and supported the scheme.
- 2.4 The resident expressed concerns that the scheme reduces parking, did not agree with the westbound bus stop relocation, questioned spending money on the scheme (including the relocation of the zebra crossing), was critical of the proposal to plant trees because of previous vandalism and suggested that business owners were not content.

3.0 Staff Comments

- 3.1 Should the scheme proceed, Staff would check the final position of the eastbound stop's bus shelter to ensure that the view from Waverley Road is not obstructed at the detailed design stage. The scheme is unlikely to fund a shelter at the westbound stop during 2014/15, but staff would request funding from TfL in 2015/16 for this to be provided.
- 3.2 Additional and improved bicycle parking will be provided as part of the scheme should it be agreed for implementation.
- 3.3 In providing for time-limited parking, accessible bus stops, loading facilities and vehicle flow improvements, staff have sought to rationalise parking provision in the street. In some locations, parking capacity is reduced and in some locations capacity is improved.
- 3.4 The relocation of the westbound bus stop requires the relocation of the zebra crossing and cannot be done separately or in isolation.
- 3.5 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored.
- 3.6 The Committee will need to consider the various issues raised and make a recommendation based where the balance is considered to be.
- 3.7 Staff recommend that the scheme be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £100,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Local Transport Schemes (£77,500), Bus Stop Accessibility (£20,000) and Freight Loading Facilities (£2,500). The funding will need to be spent by 31st March 2015, to ensure full access to the grant.

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

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

Legal implications and risks:

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place.

Parking controls and the installation/ adjustment of zebra crossings required advertisement and consultation before a decision on implementation can be taken.

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.

Good quality footways and reduced street clutter can help all to negotiate and navigate the public realm and is especially helpful for disabled people.

Blue badge-holders are permitted to park in a time-restricted parking bay for an unlimited length of time and without charge.

Loading bays do not allow parking by blue-badge holders.

BACKGROUND PAPERS

Project file: QM012, Upminster Road South Package

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWING**



Havering

LONDON BOROUGH

Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Matthew Moore London Buses Infrastructure		<p>Bsp 18449 eastbound The shelter has an advertising panel, it is located outside 221. The drawing shows it being on 223. There may be some sight line issues for vehicles exiting Waverley Road if the shelter was to move as per the drawing.</p> <p>Bsp 18450 westbound Though this would increase the distance between this and the next stop by about 100 metres I think the improvements to accessibility are worth it. As this stop doesn't currently have a shelter, unless there is money available through third party funding we won't be providing a shelter at this location.</p>
Havering Cyclists London Cycling Campaign		<p>Perhaps, not directly related to the road changes/improvements, as part of the changes then consideration for cycle parking outside the shops could be considered. Other than that you have my support.</p>
Resident 194A Upminster Road South		<p>I am writing to inform you of my dismay and anger at the letter received dated 10th December regarding the loss of parking spaces which will affect this area as already they are at a premium and can at times involve driving round and round until a spot becomes vacant.</p> <p>We are also informed that the zebra crossing which not that long ago was updated with new lamp posts and none slip paving slabs is now been relocated from outside 192/194 to 198/200 <u>why</u> in this time of cutbacks and penny pinching as a prompt council tax payer it makes no sense at all.</p> <p>Im also very stressed and worried about the bus stop that is being moved outside my property 194A which will mean that everytime a bus stops to pick up passengers</p>

		<p>they will be able to look into my front room then there is the noise and vibration plus the fumes which will affect my everyday life.</p> <p>Lastly you mention the planting of trees – well if you check your records at roughly the same time as the update of the lamp post and slabs a tree was planted which lasted about a day before it was snapped in half so please save the tax payers money and not go forward with these totally unnecessary changes which are also upsetting many of the shop owners.</p> <p>Hoping my concerns as a property owner and tax payer are taken into consideration especially regarding the bus stop.</p>
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