



**Havering**  
LONDON BOROUGH

# HIGHWAYS ADVISORY COMMITTEE

10 March 2015

# REPORT

**Subject Heading:**

**Roneo Corner Shopping Parade  
Alterations to Waiting Restrictions in  
Layby**

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## SUMMARY

This document reports on the outcome of a consultation on alterations to the waiting restrictions in the layby.

The scheme is within **Hylands** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the waiting restriction alterations set out in this report and shown on the following drawing in Appendix A are implemented;
  - QL040/36/04.B – Alterations to layby
2. The estimated cost of £400 for implementation can be met from the Council's 2014/15 revenue budget for minor safety improvements.

## REPORT DETAIL

### 1.0 Background

- 1.1 Highways Maintenance in partnership with Regeneration, as part of their improvements of small shopping areas plan to improve the footway serving the shops on Roneo Corner and Roneo Link, Romford.
- 1.2 Engineering Services was asked to consider de-cluttering the footway of unnecessary street furniture. This included looking at the waiting restrictions in the layby on Roneo Corner.
- 1.3 The layby on Roneo Corner (westbound) is 90 metres long. The bus stop serves route numbers: 248, 252, 365 & 648. The shelter is located in the middle of the layby. The stop is covered by a bus stop clearway, from the boundary of 8 and 10 Roneo Corner westwards for 45 metres to the end of the layby,
- 1.4 Parking and loading is available east of the bus stop clearway restricted as follows: No Parking Monday to Saturday 8.00am to 6.30pm, No Loading Monday to Friday 8.00am-9.30 and 4.30pm- 6.30pm.
- 1.5 These times are not particularly useful for the shops or the customers. A car show room displays its cars on in an open-fronted shop front, accessing from the rear but also from the front driving across the footway, without a vehicle crossover.
- 1.6 TfL had complained that shoppers and the car showroom were parking in the layby, preventing buses from aligning up to the shelter in the proper way. This impacts people boarding and alighting the bus and has resulted in buses stopping in the live traffic lane, unable to get to the bus shelter.

- 1.7 Regeneration talked with shop keepers about the possibility of relocating the shelter towards Grenfell Avenue, providing a vehicle crossover for the car show room covered by a double yellow line restriction and providing three free parking/loading bays at the eastern end of the layby, allowing parking Monday to Saturday 8.00am to 6.30pm for 20 minutes, no return within 40 minutes.
- 1.8 Following a positive response from the shop keepers, the traffic regulation order was formally consulted between 23<sup>rd</sup> January and 13<sup>th</sup> February. Two notices and drawings were displayed on site and sixteen shop keepers were hand delivered a letter and drawing. Details were advertised in the press.

## **2.0 Outcome of Public Consultation**

- 2.1 No responses were received.

## **3.0 Staff Comments**

- 3.1 Regardless of the outcome of this report, TfL has relocated its shelter within their bus stop clearway, towards Grenfell Avenue.
- 3.2 Staff propose to proceed with the parking alterations.

## IMPLICATIONS AND RISKS

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

The estimated cost of £400 for implementation can be met from the Council's 2014/15 revenue budget for minor safety improvements.

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 over spend, the balance would need to be contained within the overall StreetCare Revenue budget.

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

Alteration to waiting restrictions in the layby, requires a traffic regulation order and advertisement.

### **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.

## BACKGROUND PAPERS

Project file: QL 040 Minor Schemes

## APPENDIX A

Scheme Drawing:

- QL040/36/040.B – Alterations to layby