

HIGHWAYS ADVISORY COMMITTEE

13 November 2012

REPORT

Subject Heading:

Proposals to Improve Traffic Flow and
Parking in The Broadway, Elm Park

Report Author and contact details:

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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 deals with the outcome of a consultation relating to various measures to improve traffic flow and parking in The Broadway, Elm Park. As part of the study it was considered necessary to review the existing waiting restrictions, loading facilities, cycle parking and improving accessibility for passengers at existing bus stops.

The scheme is within **Elm Park, Hacton** and **St Andrews** wards.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures as listed in Appendix B (Schedules 1, 2, 3 and 4) of this report are implemented and the necessary traffic orders are made.
 - i) Schedule 1 – ‘At Any’ time Waiting and Loading parking restrictions,
 - ii) Schedule 2 - Pay and Display parking bays,
 - iii) Schedule 3 - Free loading bays for businesses,
 - iv) Schedule 4 - Parking bays to set down and pick up passengers.
2. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposal to relocate the existing bus stop into the footway by 1 metre from the existing edge of the carriageway on the north side of the station, outside Nos. 20 to 28 is implemented. The proposals are shown on drawing no. QL025-01-101.
3. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposal to relocate the existing taxi bays into the footway by 1 metre from the existing edge of the carriageway on south side of the station in The Broadway is implemented. The proposal is shown on drawing no. QL025-01-102.
4. That it be noted the cost of carrying out the works is £80,000. This would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for The Broadway, Elm Park package.

REPORT DETAIL

1. **Background**

As part of the Transport for London Local Implementation Plan for 2012/13, funding has been allocated to review traffic flow and parking arrangements for The Broadway, Elm Park. The scheme is in response to problems with maintaining two-way traffic flow (especially with buses and heavy good vehicles) and inconsiderate parking in bus stops by motorists/ delivery drivers which has the knock on effect of blocking traffic flow and preventing buses from gaining kerbside access to the bus stops making boarding and alighting difficult for some users.

2. Existing traffic conditions in The Broadway, Elm Park

- 2.1 The Broadway handles a considerable amount of both local and through traffic which results in traffic congestion developing particularly during the peak periods. Traffic is permitted in both directions and it is connected to roundabouts at both ends. At the north end of The Broadway, there is a roundabout connecting Elm Park Avenue and St Nicholas Avenue. At the southern end, it is connected to a roundabout connecting to Rosewood Avenue, Coronation Drive and Maylands Avenue.
- 2.2 There are three existing pedestrian crossing points in The Broadway. At the north and south sides of The Broadway are zebra crossings whereas the crossing directly outside the Elm Park station is a signal controlled. There are two bus stops in The Broadway situated close to the station where several passengers board and alight to commute by train or come for local shopping.
- 2.3 There is a London Underground station in The Broadway for the District Line services which provides rail services between west London and Upminster via Victoria station. Commuters arrive at the station by public transport, taxis, private cars, walking and cycling. All this leads to considerable amount of traffic build up in the area during peak periods.
- 2.4 There are several businesses in The Broadway and these include banks, Post Office, estate agents, cafes, bakeries, Betting shop, mini-markets, pharmacy etc. All these establishments attract significant number of customers throughout the day.

Public Transport facilities in The Broadway, Elm Park

- 2.5 The Broadway in Elm Park conveys high frequency of bus services namely 165 (10), 252 (10), 365 (10) and 372 (6). This equates to 36 buses per hour travelling in both directions. The figures in the bracket indicate number of buses operating per hour in both directions.

3. Review of Traffic Conditions in The Broadway

- 3.1 A review has been carried out with the aim to improve the traffic flow in The Broadway. This included a review of the existing parking restrictions, short term parking near the shops, taxi ranking, improving accessibility at existing bus stops and provision of a drop-off bay for the station.

Existing parking facilities in The Broadway, Elm Park

- 3.2 At present, parking in The Broadway is by Disc parking which majority of shopkeepers and businesses in the borough consider is out of date and not beneficial to their areas. The problem associated with the Disc parking scheme is that it tends to only benefit local residents who own the Disc permits but it does not encourage the passing trade to stop, which is an important source of income for local businesses. In considering any

new or upgraded facilities, the Department for Transport will not permit further Disc bays.

- 3.3 There are dedicated taxi bays in The Broadway situated on south side of the station. Taxi drivers park in these bays and only move forward outside the station as soon as a space is available. The bay outside the station is within a private area and used for dropping passengers and it also provides a turn around area for taxi drivers after dropping passengers before parking in the taxi bay.

4. Review of existing waiting and loading restrictions

- 4.1 The existing waiting and loading restrictions in The Broadway operate between 08:30am to 06:30pm, Monday to Saturdays whereas loading is also permitted during these restricted times. Lack of dedicated loading bays has a detrimental impact on the traffic flow, particularly during peak periods and often occurs at bus stops.

- 4.2 The existing bus stops in The Broadway have clearway restrictions to prevent waiting and loading 'At Any' time, applicable throughout the week, therefore, no further measures are considered necessary at this stage apart from improving accessibility which involves altering the kerb heights to enable buses to park closely to the kerb side so that both loading doors are within 200mm of the footway and also that loading ramps can be deployed which is especially needed for people using wheelchairs.

4.3 Proposed loading bays in The Broadway, Elm Park

Currently, there are no dedicated loading bays in The Broadway and lack of on-street loading facilities has been raised locally by shopkeepers. Businesses in The Broadway receive deliveries throughout the day. The delivery vehicles park in the road or bus stops which in turn impede the traffic flow.

As a result, it is important to provide loading bays to ensure that deliveries are carried out safely and without disrupting the traffic flow thus providing benefits to the shops and businesses in The Broadway.

In view of the situation, it is proposed to provide two loading bays in The Broadway. The first bay will be installed outside property nos. 18 and 19 and the second will be installed close to the station, outside nos. 31 and 32. The proposals are shown on drawing no. QL025-01-101.

The loading bays will permit free loading for maximum 20 minutes with no return within 2 hours. The loading bays will operate from 08:30am to 06:30pm, Monday to Saturdays inclusive which will be in line with the proposed Pay and Display parking in The Broadway.

5. Proposals to improve traffic flow in The Broadway

- 5.1 The topographical location of The Broadway is such that there is a railway bridge and there are no other roads running parallel to it in the immediate vicinity which could have distributed the traffic in the area to reduce the through traffic.
- 5.2 The average width of the carriageway in The Broadway is approx. 9 metres. Taking a critical location where the carriageway width is restricted is in the vicinity of the bus stop, on the north side of the station. With a bus parked inside a bus cage of 3 metres wide and cars parked in adjacent bays (2.4 metres) along the east side, this arrangement leaves 3.4 metres of the effective carriageway space for two way traffic. The width is not sufficient (1.7 metres wide in each direction) to permit two way traffic thus resulting in build up of congestion.
- 5.3 To overcome the problem, it is proposed to widen the carriageway by 1 metre at specific locations i.e. existing bus stops, parking bays (both existing and proposed), taxi bays and new loading bays in The Broadway. Furthermore, it will leave sufficient area for pedestrians on footways. The proposals are shown on drawing nos. QL025-01-101 and QL025-01-102.
- 5.4 The new measures will result in achieving 5.6 metres of carriageway for traffic. The average clear road lane width of 2.8 metres will assist the movements of larger vehicles such as fire tenders, delivery vehicles etc.

6. Proposals to improve parking

- 6.1 The proposals involve converting existing Disc parking bays to Pay and Display in The Broadway between Elm Park Avenue and the station. This will have the benefit to provide a greater turnover of short term parking and leave more potential spaces to attract passing trade. Being able to pay for the amount of time that shoppers want to park, a parking bay could work out more cost effective for them and it has the added convenience of using coins rather than a Disc permit, which most potential shoppers have in their possession.
- 6.3 There are also proposals for 7 new bays in The Broadway between the station and Rosewood Avenue. The total number of Pay and Display bays would be 16. Ticket machines would be installed at convenient locations to enable drivers to purchase the tickets. The proposals are shown on drawing nos. QL025-01-101 and QL025-01-102.
- 6.4 The proposals also include provision for a short term parking bay to enable drivers to park briefly for 5 minutes to drop or collect passengers from the station. The proposals are shown on drawing no. QL025-01-102.

7. Proposals to improve accessibility for passengers at existing bus stops

This proposal involves off setting the existing bus stop situated outside property Nos. 20 to 28 into the footway by 1 metre. In addition, the kerb height will be adjusted to 140 millimetres above road level which will enable buses to pull close to the kerbs as described previously. The proposals are shown on drawing no. QL025-01-101.

8. Provision for cycle parking

It is proposed to provide 11 cycle stands for cyclists in The Broadway. The purpose is to provide designated and secured parking for cyclists. Their locations are shown on drawings QL025-01-101 and QL025-01-102.

9. **Outcome of the consultation**

9.1 Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2012/13 Local Implementation Plan programme, Streetcare Services proceeded with the design and consultation on various proposals.

9.2 Approximately 370 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder on 21st September 2012 and site notices were displayed at various locations of the affected area.

9.3 The closing date for receiving any comments was extended from 12th October 2012 to 26th October 2012 at the request of Elm Park Regeneration Partnership. 18 (5%) responses were received.

9.4 A meeting was held with the majority of Ward Members of Elm Park, Hacton and St. Andrews. The purpose of the meeting was to brief them about the proposals. During the meeting, Members expressed their support for the scheme and requested consultation with the Elm Park Regeneration Partnership.

9.5 Following the meeting with Elm Park Regeneration Partnership, there were several issues discussed, one of which was to relocate the existing bus stop for north bound services to south side of the Elm Park station. This suggestion was considered as an alternative option whereby London Buses, Metropolitan Police and London Taxis were consulted again.

10. Summary of consultation responses

The majority of the objections were received in the form of identical proforma letters individually counter signed by local businesses. Below is a summary of these objections and the rest have been summarised in details in Appendix C.

- Cannot see how the plans will overcome the problems of illegal parking.
- The reduction of pavement width will impede/deny use of shop fronts, including the overhang of any canopy.
- The relocation of street furniture including lamp posts will increase light pollution for residential tenants and create pavement obstruction for the disabled, mobility scooter users, mothers with prams etc.
- There would be an increase in traffic pollution due to closer proximity of traffic.
- Proposed loading bays are located at less convenient locations.
- Trees and flower beds would need to be removed to accommodate the proposals.
- Increase of parking spaces along The Broadway is not necessary.

Staff comments: The current proposals include provision of 'At Any' time waiting and loading restrictions which have been designed to overcome illegal parking whereas inconsiderate parking for commuters will be overcome by dedicated parking bays to collect or drop passengers.

The Council's Highway Register shows the adopted footways are between the kerblines and front of shops. Any shops displaying goods on the highway will require a street trading licence. In the absence of such licence the shop may be liable to prosecution.

When relocating lamp columns, consideration will be given to provide shields on lanterns to reduce the intensity of light for residential flats above the shops. It is unlikely that the scheme will increase pollution. Traffic pollution increases when traffic is stationary compared to when it's moving. The scheme is designed to aid the movement of traffic and will, therefore, act to reduce pollution.

Loading bays have been provided close to the crossing points to help safe deliveries to businesses. New trees will be planted to replace those trees removed and other landscaping will be relocated to maintain the street scene.

11. **Recommendations**

- 11.1 It is recommended that the proposals as publicly advertised and consulted are implemented. The proposals involve converting the existing Disc parking to Pay and Display, provision of loading bays for businesses, improvements in traffic flow etc. The measures are attached in schedule of proposals in Appendix B of the report and are shown on drawing Nos. QL025-01-101 to QL025-01-102 attached to this report.

11.2 Officers do not recommend the implementation of that part of the scheme involving the relocation of the existing bus stop for northbound services to south side of Elm Park station for the following reasons:

- i) London Buses have concerns that the distance between the new stop and the existing stop in Rosewood Avenue will not meet their guideline which stipulates that stops must be positioned 400 metres apart. The existing stop in Rosewood Avenue would provide the same facilities for shoppers when Morrison opens for business.
- ii) The location of the taxi bay would be adjacent to the existing bus stop for southbound services which impede the flow of traffic. This would in turn defeat the object of the scheme.

11.3 The Metropolitan Police have objected the alternative option on the following grounds:

- i) If the bus stop for northbound services were relocated on south side of the station, buses at the stop would be in conflict with southbound buses at the southbound stop which is not inset, possibly causing delays.
- ii) Several high frequency bus routes use the northbound stop with the prospect of several buses arriving together in which case the buses would extend back onto the crossing and the roundabout.

11.4 London Taxi and Private Hire have objected to the reduction in the taxi bay as the bay is used throughout the day by disabled passengers and Londoners.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £80,000, which would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for the Broadway, Elm Park scheme. The funding will need to be spent by 31st March 2013, to ensure full access to the grant.

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:

Waiting restrictions, parking bays, loading bays and taxi bays require consultation and public advertisement of proposals before a decision can be taken on their introduction.

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

Human Resources Implications and risks:

It is anticipated that cash collection from the new facilities can be met from within existing resources. However, the demand for new facilities may require cash collection and response levels to be reviewed at a later date.

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

Blue badge-holders are permitted to park in a Pay-and-Display parking bay for an unlimited length of time and without charge and for up to 3 hours where restrictions apply (unless a loading ban is in force).

BACKGROUND PAPERS

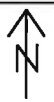
Scheme project file: QL025 – The Broadway, Elm Park scheme.

Appendix A

Plan of the Consultation Area

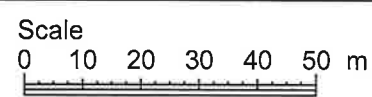


Consultation Area



Map Reference: TQ5285NE
Date: 17/09/2012

Scale @ A3
1:1300



London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
Tel: 01708 434343



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Appendix B

Draft schedule for recommendations:

- Waiting and Loading parking restrictions
- Pay and Display parking bays
- Loading bays for businesses
- Parking bays to set down and pick up passengers

Schedule of proposals

Schedule 1: 'At Any' Time Waiting Restrictions and 8am to 6.30pm Mondays to Sundays Loading Restrictions

The Broadway, Elm Park

- (a) the west side
 - (i) between a point 35 metres south of the southern flank wall of No. 29 The Broadway and a point 44 metres south of that flank wall;
 - (ii) between a point 59 metres south of the southern flank wall of No. 29 The Broadway and a point 68 metres south of that flank wall;
 - (ii) between a point 100 metres south of the southern flank wall of No. 29 The Broadway and a point 122 metres south of that flank wall;
 - (iii) between a point 3 metres south of the common boundary of Nos. 18 and 19 The Broadway and a point 14 metres south of that common boundary;
 - (iv) between a point 4 metres north of the common boundary of Nos. 18 and 19 The Broadway and a point 8 metres north of that common boundary;
- (b) the east side
 - (i) between a point 76 metres south of the common boundary of Nos. 30 and 31 The Broadway and a point 79 metres south of that common boundary;
 - (ii) between a point 121 metres south of the common boundary of Nos. 30 and 31 The Broadway and a point 127 metres south of that common boundary.

Schedule 2: Pay & Display Parking Places, Mondays to Saturdays, 8.30 am to 6.30pm

The Broadway, Elm Park

- (a) the east side, from a point 1.3 metres south of the northern flank wall of No. 42 The Broadway extending southward for a distance of 53.5 metres;
- (b) the east side, from a point 79 metres south of the common boundary of Nos. 30 and 31 The Broadway, extending southward for a distance of 42 metres.

Schedule 3: Loading Places Mondays to Sundays, 8am to 6.30pm

The Broadway, Elm Park

- (a) the west side, from a point opposite the common boundary of Nos. 39 and 40 The Broadway extending northward for a distance of 6.8 metres;
- (b) the east side, from a point 2.2 metres south of the common boundary of Nos. 33 and 34 The Broadway, extending southward for a distance of 11 metres.

Schedule 4: Vehicles stopping for a maximum period of 5 minutes to set down or pick up passengers

The Broadway, Elm Park, the west side, from a point 44 metres south of the southern flank wall of No. 29 The Broadway to a point 59 metres south of that flank wall.

Appendix C

Summary of Consultation Responses

Summary of the consultation responses

1. A respondent has objected to the proposed traffic and parking improvements in The Broadway on the grounds a) that the existing pavements are already narrow on the south side and further reduction in width would make it difficult for pedestrians to use b) cannot not see the justification of spending the money.

Staff response: The existing footways on south side of the station are wide (average 3 metres wide). Taking 1metre width from the footways for carriageway widening would leave 2 metre wide footways for pedestrians. This width is considered as normal by the Council to accommodate safe pedestrian movements. The current scheme relates to improving traffic and parking in The Broadway, therefore, it is important to widen road to maintain a smooth flow of traffic.

2. A second respondent has no objections to the proposals but he considers that The Broadway to be relatively busy and in need of some parking enforcement. He highlighted an incident when he closely missed an accident due to illegal parking. He is concerned that the scheme does not deal with parking in the Station and Tadworth Parades.

Staff response: The current scheme exclusively deals with The Broadway between the roundabouts. The parking facilities in the Parades are not part of this scheme. The Council has proposals to review the parking in Parades in the future.

3. A third respondent being a local business, M's Hair Studio is concerned about the proposals to covert the existing Disc parking to Pay and Display whereby drivers will be required to pay for parking. This will lead them to park in the shopping parades as parking is free after 10am. She further states that there is lack of parking provision for workers and the public transport facilities are not very good to get them to work on time. Some of their customers travel from Cambridge, Spain, Scotland, Somerset, Kent etc and public transport is not always an option for them as free parking is a bonus to them.

Staff response: It is considered that converting the existing Disc parking to Pay and Display in The Broadway will not have any knock of affect on the shopping Parades as there will be greater turn over for parking. Elm Park has good public transport interchange facilities (bus routes 165, 252, 365 and an Underground station) and it is up to their staff and their customers to decide the mode of public transport that is convenient for them or use their private cars.

4. A forth respondent being a local business, Percy Ingle Bakeries has responded that the proposals were greatly received and is pleased to see the Council investing money in the area to improve matters for road users.
5. A fifth respondent being a local business, Palash Tandoori has stated that there are no parking bays in The Broadway on the south side of the Elm

Park station and has suggested to reducing the size of the existing taxi bay outside his business to provide a few bays for his customers to park.

Staff response: The current proposals include provision for new parking bays on the opposite side of his business. As his business operates in evenings, parking will be free after 6:30pm, Monday to Saturdays and free all day on Sundays. It is considered that the proposals will assist his customer given that at present parking is not permitted on this side of The Broadway.

6. A fifth respondent being a local resident of Maylands Avenue has objected the proposals on the following grounds:

a. Reducing the width of pavements will infringe pedestrian safety and reduce the visual look of the area.

Staff response: The measures proposed have been designed to maintain adequate footway width.

b. Currently, some shops use the pavement area outside their shops to display their goods and Cafes have seating area outside.

Staff response: Shops displaying their sale items and Cafes have seating area outside their premises are within their private forecourts.

c. Children cycling will have less space to ride, therefore, potential collisions would be more likely to occur.

Staff response: Cycling is not permitted on public footways unless there are dedicated cycle tracks.

d. Pedestrians and cyclists crossing the road will be at greater risk due to number of cars parked and faster moving traffic.

Staff response: There are three crossing locations in The Broadway ie 2 zebra crossings and one controlled crossing, out the station. In road safety terms it beneficial for pedestrians to use the crossings for their own safety.

e. Scheme is not financially justifiable as the scheme will improve the journey times by relatively insignificant amount.

Staff response: The Council is aware that the journey times will improve, however, it is imperative that the flow of traffic is maintained.

7. London Buses (LB), part of Transport for London will benefit from the proposals and have commented on two service areas ie operational and bus infrastructure (stops and shelters) on the following grounds:

Comments on Operational side

- a. By offsetting the existing bus stop for northbound services and parking bays by 1 metre into the footway will improve the road width which will improve the traffic flow and prevent buses from being delayed.
- b. By offsetting the two proposed loading bays into the footways will help buses to pass delivery vehicles and help in reducing delays in this section of the road.
- c. The provision of marked parking bays on south side of the station should eliminate the problem of cars parking in confined areas.
- d. If the proposals are approved, TfL have requested some minor alterations for the northbound stop that the kerb at entry into the bus stop is smoothed to reduce the risk of a bus striking the narrow angled kerb.

Comments by LB Infrastructure

- e. LB has given consideration to relocating the existing bus shelter outside the Lloyds TSB Bank, however, the location fails to satisfy their obligations relating to Section 17 of the Crime and Disorder Act as it is close to a cash dispensing machine.

8. Metropolitan Police, Traffic Management Unit

The Metropolitan Police support the scheme and consider that the 'kiss and ride' prior to the station would assist in keeping critical areas clear. The police also support the provision of cycle parking close to the station.

9. Comments by Elm Park Regeneration Partnership

At the request of Ward members another meeting was held with the Elm Park Regeneration Partnership. Several issues were discussed and below are two primary issues suggested:

- a) Extend the time period of consultation from 12th October 2012 to 26th October 2012. They considered that the consultation letters were not delivered uniformly.

Staff comments: Consultation letters were hand delivered at the beginning of the consultation period and therefore Staff would disagree that they were "*not uniformly delivered.*" However, Staff was able to meet with the request and so the closing date of the consultation was extended from 12th October 2012 to 26th October 2012.

- b) Relocate the existing bus stop (outside Nos. 22 to 27) for northbound services to the south side of the station by inseting it into the footway which has the potential to be widened by making use of the non-highway areas to accommodate the new bus stop. Staff met with London Buses and the Police Traffic Unit on this suggestion and sought comments from

the Public Carriage Office. Drawing Nos. QL025-01-201 and QL025-01-202 show the implications of this suggestion.

10. **Responses on alternative option – Relocation of existing bus stop on south side of Elm Park Station**

Below are comments by London Buses, Metropolitan Police and London Taxis have provided the following comments:

10.1 Comments by London Buses

- London Buses have referred to the Mayor of London's Transport Strategy which has an objective to facilitate easier interchange where possible, for the convenience of movements of passengers between transport modes hence it is imperative to locate stops close to rail, tube and DLR stations. Furthermore, the alternative stop will not meet the criteria of safety, accessibility and convenience during a bus route test.
- The alternative position of the bus stop in The Broadway would be closer to the existing bus stop in Rosewood Avenue ie 200 metres and Coronation Drive 250 metres. The distances will not meet with the guidelines of London Buses which states that bus stops should be installed at minimum distance of 400 metres apart.
- The northbound and southbound bound stops would overlap by approx. 10 metres. This would cause traffic congestion near the bridge as traffic would experience difficulties in passing buses when serving stops.
- The proposed short term drop off bay would be omitted from the scheme which may lead drivers to use the bus stops to drop or collect passengers for the station which would have an impact on buses being delayed.
- The existing bus in Rosewood Avenue serves the residential properties and it provides a level access to the shopping parades.

10.2 Comments by Metropolitan Police, Traffic Management Unit

- If the bus stop for northbound services were relocated on south side of the station, buses at the stop would be in conflict with south bound buses at the southbound stop which is not inset, possibly causing delays.
- Several routes use the northbound stop with the prospect of several buses arriving together in which case the buses would extend back onto the crossing.
- Metropolitan Police would prefer the existing bus stop to remain at its existing location.
- The suggestion to relocating the bus stop is to serve the Morrison store but when the store will open, buses can still drop/collect passengers at

the existing bus stop in Rosewood Avenue. The existing bus stop at this location will provide better access for disabled people.

- Support the provision of cycle parking close to the station.

10.3 Staff comments on widening the carriageway to accommodate the bus stops.

Although it was suggested by Elm Park Regeneration Partnership that the non-highway land could be incorporated into the existing footways to widen the carriageway of southern end of The Broadway, there are two technical problems associated with this suggestion:

- Widening would mean moving the traffic closer to the edge of the retaining wall along Station Parade. Council's engineers are concerned that this will induce greater loading on this retaining wall. As a result, structural investigation and any improvement works are beyond scope of the budget available for the scheme.
- The non-highway land is not within the Council's control and it is not a public highway.

10.4 London Taxi and Private Hire, part of Transport for London

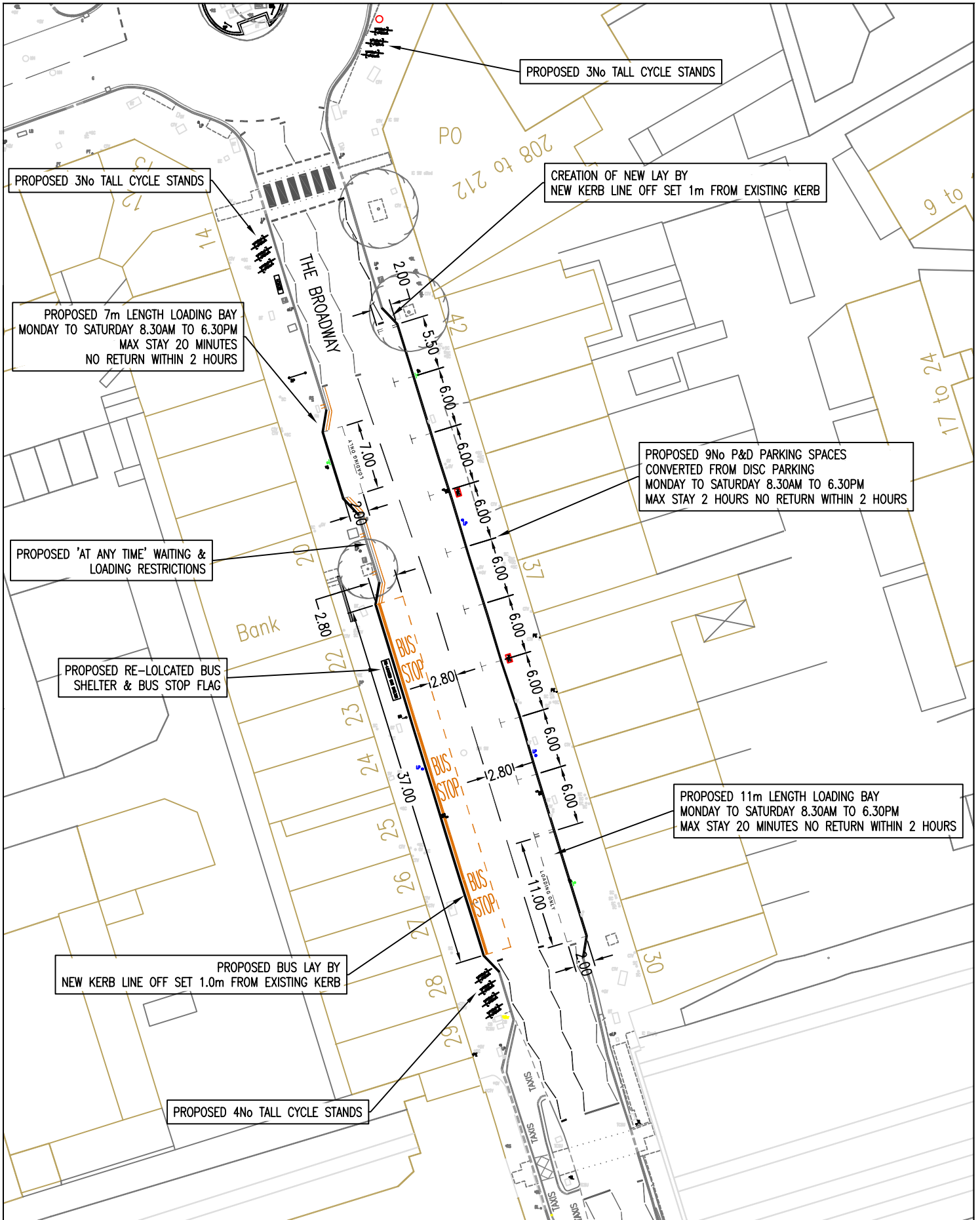
London Taxi & Private Hire supports the proposals as publicly advertised. They consider that the capacity of parking in the rank will not be affected, therefore, have no objections to inseting the taxi rank into the footway. The proposals are shown on drawing no. QL025-01-102.

They, however, have objected to the reduction of parking spaces in the taxi rank as shown in the alternative option. They state that it is a busy taxi rank which serves the station. The proposals are shown on drawing no. QL025-01-202.

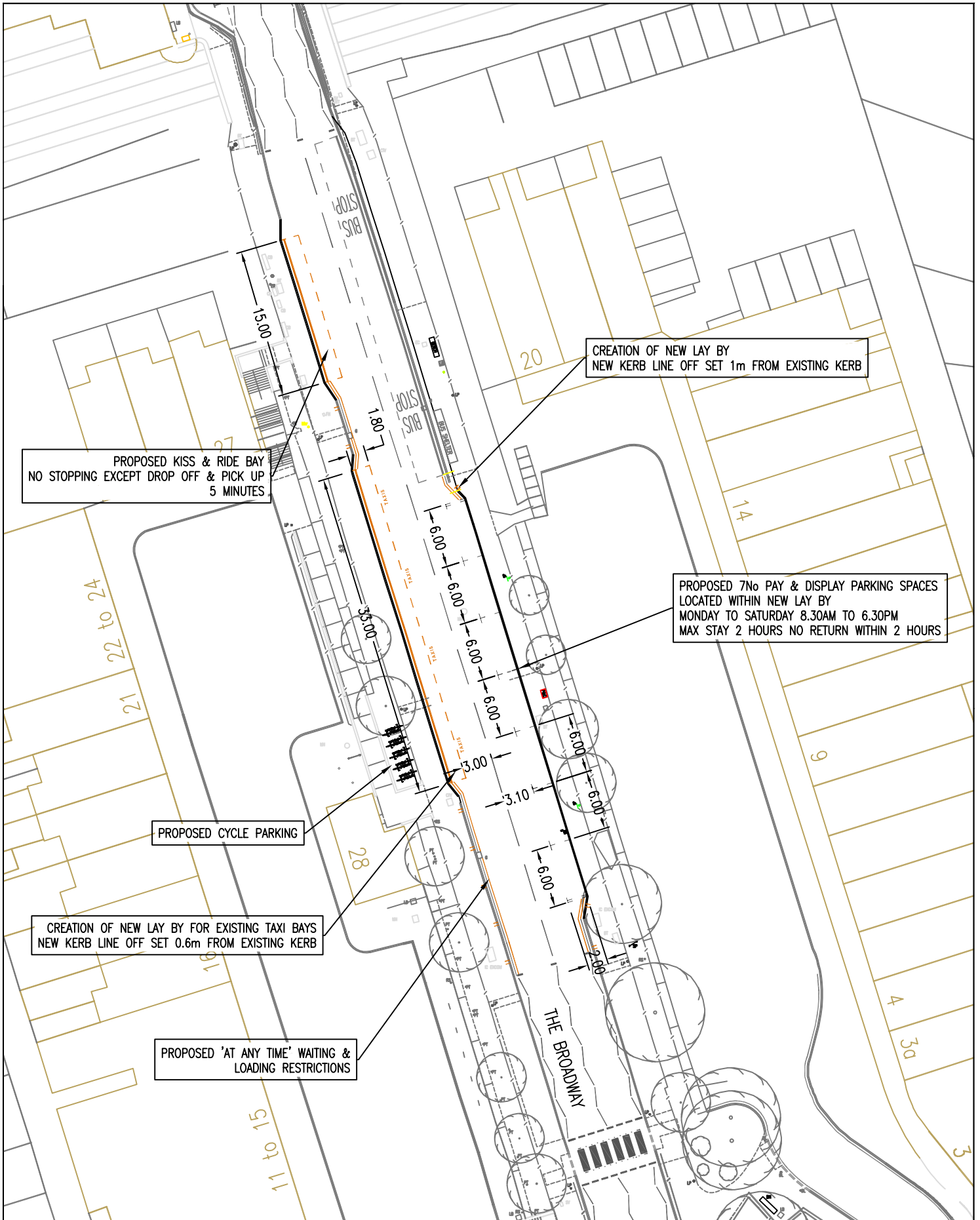
Appendix D

Proposed layout drawings
(as publicly advertised)

QL025-01-101 to QL025-01-102



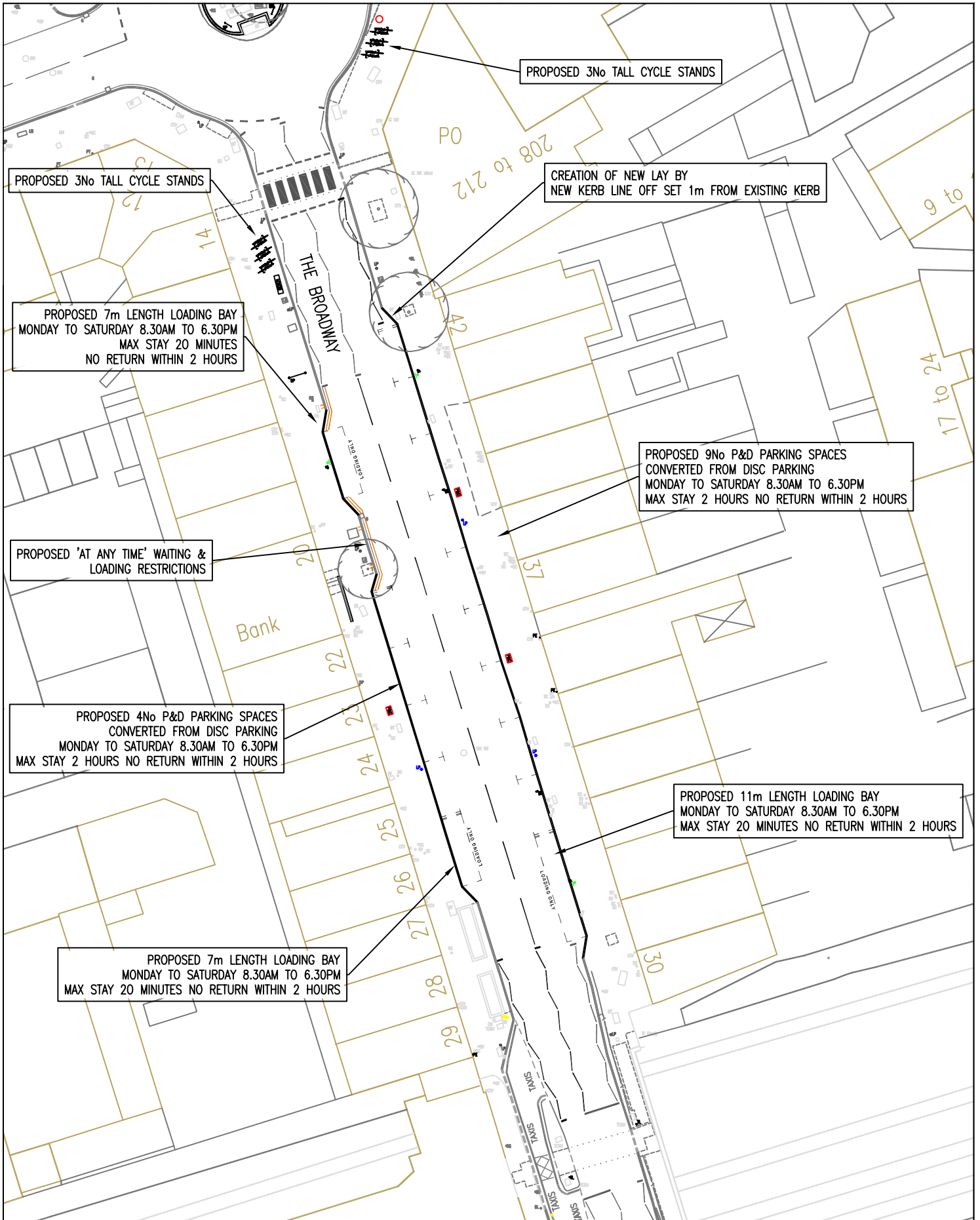
<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>CONSULTATION</p>	
<p>JOB TITLE THE BROADWAY ELM PARK</p>		<p>DRAWING TITLE PROPOSED LAYOUT DRAWING 1 OF 2</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p> <p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 07.08.12</p>		<p>DRAFT</p>		<p>ISSUE</p>	
<p>ACAD REF:</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MK</p>		<p>APPROVED BY MLP</p>	
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<p>AMENDMENT</p>		<p>DATE</p>		<p>REVISION</p>		<p>AMENDMENT</p>	



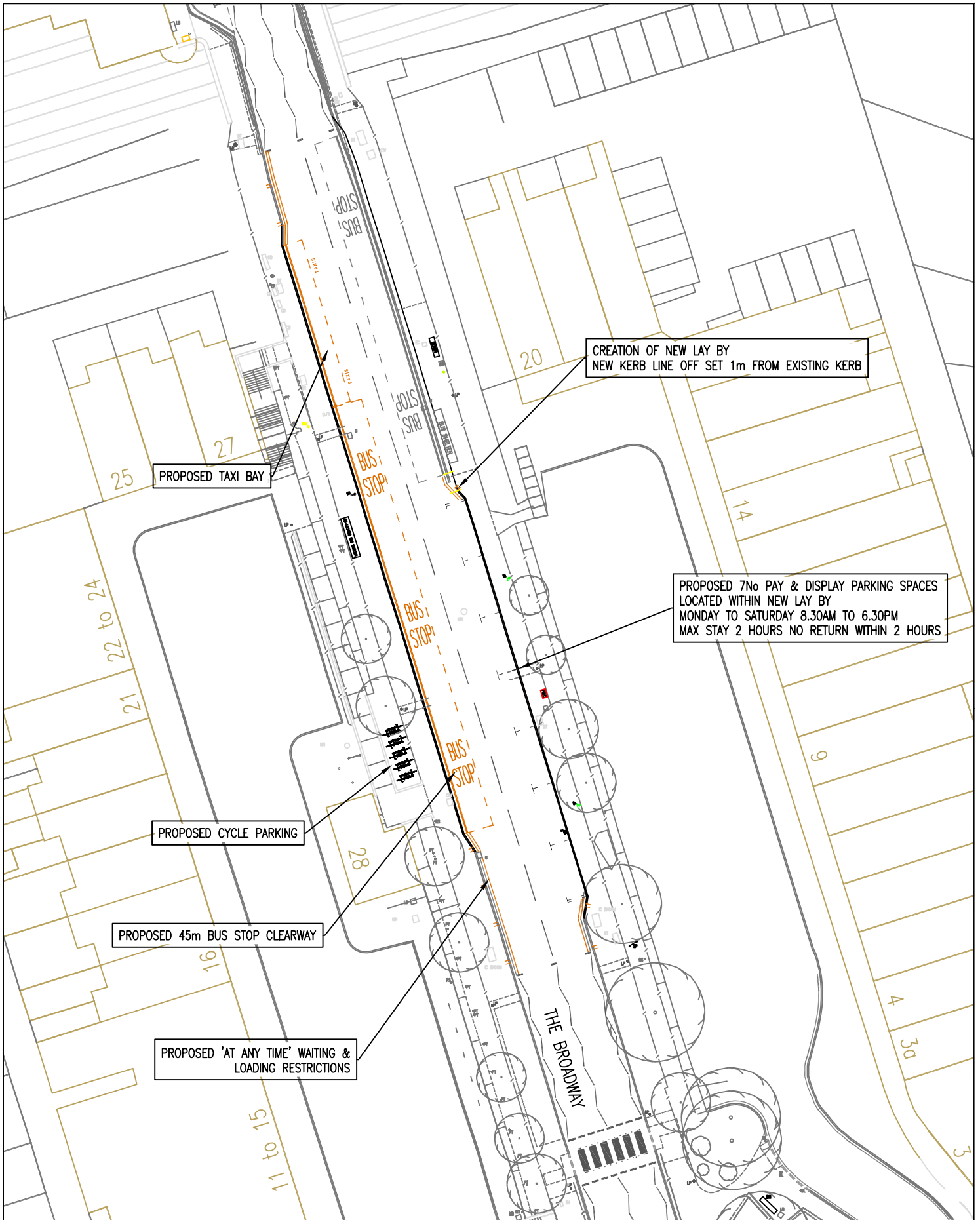
Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE CONSULTATION	CONSULTATION				
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ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QL025-01-102		REVISION A		REVISION AMENDMENT		DATE	

Appendix D

QL025-01-201 and QL025-01-202
(Alternative option as suggested by
Elm Park Regeneration Partnership)



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>CONSULTATION</p>	
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<p>ACAD REF:</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MK</p>		<p>APPROVED BY MLP</p>	
<p>Sheet Size: A4 (210x297)</p>		<p>DRAWING No QL025-01-201</p>		<p>REVISION A</p>		<p>REVISION</p>	
<p>AMENDMENT</p>		<p>DATE</p>		<p>REVISION</p>		<p>AMENDMENT</p>	



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