



Havering

L O N D O N B O R O U G H

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
7 November 2017**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(4)**

Frederick Thompson(Vice-
Chair)
John Crowder
Dilip Patel
Jason Frost

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents'(2)**

Darren Wise
Brian Eagling (Chairman)

**UKIP
(1)**

John Glanville

**Independent Residents'
(1)**

David Durant

**Labour
(1)**

Denis O'Flynn

**For information about the meeting please contact:
Taiwo Adeoye 01708 433079
taiwo.adeoye@onesource.co.uk**

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

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

Reporting means:-

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

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

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

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any interest in an item at any time prior to the consideration of the matter.

4 MINUTES (Pages 1 - 6)

To approve as a correct record the minutes of the meeting of the Committee held on 3 October 2017, and to authorise the Chairman to sign them.

5 PROPOSALS TO CLOSE LITTLE GERPINS LANE, RAINHAM (Pages 7 - 30)

6 ST EDWARD'S PRIMARY SCHOOL, THE MAWNEY FOUNDATION SCHOOL AND CROWLANDS PRIMARY SCHOOL - QUIET CYCLE ROUTE (Pages 31 - 42)

7 SCH162 PARKSIDE AVENUE - PROPOSED PAY AND DISPLAY BAYS (Pages 43 - 48)

- 8 **SCH15 OLD STATION LANE - PROPOSED PAY AND DISPLAY BAYS** (Pages 49 - 54)
- 9 **EWAN ROAD AREA PARKING REVIEW - RESULTS OF INFORMAL PARKING REVIEW** (Pages 55 - 66)
- 10 **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
3 October 2017 (7.30 - 8.10 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), John Crowder, Dilip Patel and Jason Frost
Residents' Group	Barry Mugglestone
East Havering Residents' Group	Darren Wise and Brian Eagling (Chairman)
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

Apology was received for the absence of Councillor John Mylod.

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

There was a member of the public present for the meeting.

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

131 DISCLOSURE OF INTERESTS

Item 8 – TPC 814 CAMBOURNE AVENUE

Councillor Darren Wise disclosed a personal non-prejudicial interest in the item, advising the Committee that he lived in the area. Councillor Wise confirmed that his property was not materially affected by the proposed scheme and that he could consider the item with an open mind.

132 MINUTES

The minutes of the meeting of the Committee held on 5 September 2017 were agreed as a correct record and signed by the Chairman.

133 PROPOSED PEDESTRIAN REFUGES ON HAVERING ROAD

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed pedestrian refuges outlined in the report and shown on drawing QQ026-HR-FS-GA-100 be implemented.

Members noted that the estimated cost of £0.040m for implementation would be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Pedestrian Crossing Improvements, Havering Road.

134 THE MAWNEY FOUNDATION SCHOOL EXPANSION - PERMANENT REMOVAL OF ZEBRA CROSSING IN COMO STREET

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the previously removed zebra crossing not be reinstated;

Members noted that the estimated cost of £0.001m for implementation would be met by PSBP1 and Expansion of Mawney School Project (A1845).

135 LONDON ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS

The report before the Committee detailed an accident reduction programme that had been approved by Transport for London for funding. A feasibility study had been carried out to identify safety improvements and humped pelican crossings, zebra crossing, mini roundabout, speed tables and pedestrian refuge to minimise accidents.

A Member recommended that there should be a restriction on the installation of new road humps, in main roads. until the effectiveness of existing road humps could be assessed. Officers informed the Committee that the effectiveness of each scheme would need to be considered on its own merits and that the proposal currently before the Committee would be monitored in the medium term.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following safety improvements outlined on the relevant drawings be implemented as follows:

- (a) London Road / Jutsums Lane Junction (Plan No:QQ003-1)
 - Mini roundabout
 - Zebra crossing

- (b) London Road west of Burlington Avenue (Plan No:QQ003-2)
 - Speed table
- (c) London Road west of Springs Gardens
(Outside Crowlands Primary School) (Plan No:QQ003-3)
 - Humped pelican crossing
- (d) London Road east of Cromer Road (Plan No:QQ003-4)
 - Speed table
- (e) London Road between Kensington Road & Knighton Road
(Near Slaters Arms Public House) (Plan No. QQ003-5)
 - Humped pelican crossing
- (f) London Road east of Easbury Road (Plan No:QQ003-6)
 - Pedestrian refuge
- (g) London Road east of St Andrews Road
(Near Cottons Park) (Plan No:QQ003-7)
 - Humped pelican crossing

Members noted that the estimated costs of £0.1m, would be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

The voting was 9 votes in favour with 1 abstention.

136 **TPC814 CAMBORNE AVENUE - STATUTORY CONSULTATION**

Following clarification by officers of the parking arrangements, including the marking of parking bays, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the residents parking scheme, being a 'Permit Holders Only Past This Point' Scheme, operational between 10.30am and 11.30am Mon-Fri with any related 'At Any Time' waiting restrictions on corners (as shown on the plan in Appendix E of the report).

Members noted that the estimated cost of the proposal for the detailed consultation in the Camborne Avenue area was £0.006m which would be met by the (A24650) Parking – Minor Safety IMPS budget (BOR RDS).

137 **TPC813 WEDNESBURY ROAD - STATUTORY CONSULTATION**

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 implement a residents parking scheme, being a 'Permit Holders Only Past This Point' Scheme, operational between Mon-Fri 10.30am and 11.30am, along with the related 'At Any

Time' waiting restrictions on junctions and apexes of bends (as shown on the plan in Appendix E of the report), be implemented as advertised (apart from Harlesden Walk which would remain as four wheel parking in the carriageway)

Members noted that the estimated cost of the proposal for the detailed consultation in the Wednesbury Road area was £0.006m which would be met by the (A24650) Parking – Minor Safety IMPS budget (BOR RDS).

138 KIMBERLEY AVENUE AND LESSINGTON AVENUE SCH143

The report before the Committee detailed responses to the informal consultation undertaken with residents of the Kimberley Avenue and Lessington Avenue.

In January 2017, it was agreed in principle to consult on the possibility of extending the existing ROS residents parking scheme in the Brooklands ward following an increase in complaints about the level of commuter parking in the two roads.

The report informed the Committee that forty-seven residents who were perceived to be affected by the proposals were sent letters and questionnaires. Twenty-one responses were received, 15 respondents answered YES and 6 respondents answered NO to question 1, that they felt there was a problem in the road. 12 respondents answered YES and 3 respondents answered NO to question 2 that they were in favour of their road being included in the existing ROS residents parking scheme.

The report indicated that from the responses to the consultation the majority of responses, except from those that signed the petition from the mosque, outlined that there is a parking problem in the two roads and that the extension of the existing ROS residents parking scheme would be the best option.

In accordance with the public speaking arrangements the Committee was addressed by a resident who spoke against the proposed scheme. The resident, speaking on behalf of a local mosque questioned the detail of the report and the conclusion that there was a problem in the roads. The speaker questioned the results of the informal consultation suggesting these were not reflective of the representations made. The speaker requested that the proposals be reviewed with consideration given to lesser restrictions.

During the debate a member suggested that the formal consultation included the option of a 1 hour restriction as an alternative to the proposed 8am – 8pm restriction.

In response, officers outlined the history of the scheme advising that the proposals were an extension of an existing controlled parking zone and

should be consistent with the operational times of the zone as a whole. Officers advised that the restrictions were necessary to take account of the late operation of the local dog track.

Further to a motion to include an alternative 'lesser' restriction in the public consultation, the detail of which would be agreed with Ward Councillors the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to extend the existing ROS residents parking scheme for the Brooklands Area in Lessington Avenue and Kimberley Avenue, operational Monday to Saturday 8am to 8pm inclusive, be designed and publicly advertised; and

the public consultation should include an alternative 'lesser' restriction to the Monday to Saturday 8am to 8pm inclusive, the detail of which will be agreed with Ward Councillors.

Members noted that the estimated cost of the scheme was £0.003m which would be funded from the 2017/18 Parking Minor Safety Improvement

Chairman

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HIGHWAYS ADVISORY COMMITTEE

7 November 2017

Subject Heading:

Proposals to close Little Gerpins Lane, Rainham.

SLT Lead:

Dipti Patel
Assistant Director for Environment

Report Author and contact details:

Musood Karim
Engineer
01708 432804
highways@haverling.gov.uk

Policy context:

Havering Local Development Framework (2008).
Havering Local Implementation Plan 2017/18 Delivery Plan

Financial summary:

The estimated cost of £0.06m (£60k) for the improvements would be met from Corporate Capital funds.

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

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[]
Connections making Havering	[x]

SUMMARY

The Council's Highways Advisory Committee had considered proposals on the permanent closure of Little Gerpins Lane in September this year [Agenda item 9]. The Committee decided to defer the report on the grounds that consideration should be given to closing the road on experimental basis and moving the position of the second closure point closer to Gerpins Lane.

The proposals on experimental basis were investigated, however, these were not found to be viable based on the current scale of the problem. This report seeks approval that recommendation for permanent closure is implemented.

The scheme lies between two ward boundaries i.e. **Upminster** on the north side and **Rainham and Wennington** ward on the south side.

RECOMMENDATIONS

That the Committee having considered the report and the representations made, recommend to the Cabinet Member for Environment and Community Safety that one of the following measure is implemented:

1. Option 1 – The proposals are abandoned with no further action is taken or,
2. Option 2 – The closure of Little Gerpins Lane is authorised at the following locations:
 - 2.1 **North-western side of Little Gerpins Lane, Rainham** (through construction of traffic island) – at its junction with Berwick Pond Road to restrict vehicular traffic with the exception of cyclists, pedestrians and horse riders would be retained. The proposals are shown on drawing No. QQ033-OF-101 and,
 - 2.2 **South-eastern side of Little Gerpins Lane, Rainham** (through removable bollard) – the proposed road closure would be situated approx. 58 metres from the north-western kerb line of Gerpins Lane at its junction with Little Gerpins Lane. This closure would permit access to general traffic, mainly the local occupiers. The proposals are shown on drawing No.QQ033-OF-102.
3. **Proposed implementation of two-way traffic flow**

That Traffic Management Orders are amended as necessary to give effect to recommendations (2.1 and 2.2 as above) by permitting two-way traffic flow in Little Gerpins Lane, between the proposed closure points as shown on drawing Nos. QQ033-OF-101 and QQ033-OF-102.

4. That the estimated cost for implementation is £0.06m. The funding for carrying out the works is now available from the Council's Corporate Capital funds.

REPORT DETAIL

1.0 Background

- 1.1 The Council's Highways Advisory Committee considered a report in September 2017 [Agenda item 9] on proposals to close Little Gerpins Lane to overcome the problems of fly-tipping. A copy of the report giving the background details is appended with this report.
- 1.2 During the meeting, it was explained that Little Gerpins Lane is sometimes closed to traffic due to fly-tipping which is taking place with increasing regularity at both house hold and commercial levels. This matter is of great concern to the Council due to high level of expenditure involved to clear the rubbish.
- 1.3 At the previous meeting, a representative of Ingrebourne Valley Ltd (IVL) spoke against parts of the scheme. He explained that the IVL site was part of a larger restoration and public access project which was then managed by the Forestry Commission. It was agreed that fly-tipping was an issue that needed to be tackled but that the proposed location of the gate at the southeast end of Little Gerpins Lane would leave a spur within which offenders could still fly-tip. The Committee was informed that CCTV was problematic as it could be vandalised and people often used false number plates on their vehicles when fly-tipping. IVL considered the closure should be located closer to Gerpins Lane thus removing the spur.
- 1.4 During the debate, a member of the committee suggested that the high charges set by the borough to dispose of waste leads to fly-tipping and that closing roads would push the problem elsewhere. The member was of the view that the principle of closing roads is draconian, but in this case, the proposals should be at each end of the lane and implemented on experimental basis to assess the potential displacement of fly-tipping should the problem be removed from Little Gerpins Lane.
- 1.5 As a result, the Committee voted in favour of deferring the proposals on the grounds that officers should consider the closure of the road on an experimental basis and the possibility of moving the position of the second closure point closer to Gerpins Lane.

2.0 Staff Comments

- 2.1 In general, experimental schemes allow the effect of the scheme to be monitored before it is made permanent and provides flexibility to modify the scheme or even abandon it should operational experience show it to be desirable. Such schemes operate on maximum 18 months with the first six months being a statutory objections period. Staff considers that an Experimental scheme is inappropriate for the following reasons:
- 2.2 The Council's Environmental officers have identified the likely sites which could be susceptible to fly-tipping in the event of closure of Little Gerpins Lane. The sites will be actively monitored in the event that the proposals are approved.
- 2.3 Officers consider that the measures used to close the road on a temporary basis would be highly susceptible to vandalism and would be unlikely to prevent determined fly-tippers from continuing to access the road. The measures designed for a permanent closure are much more robust and better able to deal with vandalism.
- 2.4 The Council's Environmental officers and the Metropolitan Police want this road to be closed as soon as possible as fly-tipping is damaging the environment at a large scale, anti-social behaviour and the abuse of drugs.
- 2.5 Experimental traffic orders are usually used to gauge the effect on traffic flow in the roads. In the case of Little Gerpins Lane it is located in a rural area which conveys very low numbers of vehicles. Therefore, the closure would not have a particular traffic impact which could be monitored. The road has been temporarily closed in the past by the Council to deal with fly-tipping and there were no complaints received from drivers or local occupiers in the area.
- 2.6 The experimental scheme involves placing temporary measures, such as heavy concrete blocks on site for the closure to be affective. The blocks are costly to hire over a period of 18 months duration. At the end of the scheme, the blocks need heavy construction plant to lift and transport them.
- 2.7 The concrete blocks can potentially be moved by offenders. Staff have experience of having to reset temporary measures which have been accidentally knocked on other schemes such as Cedar Road, Romford and Faircross Avenue, Collier Row. Staff are concerned that those organising fly-tipping would push temporary measures out of the way. The blocks need heavy lighting equipment to re-align them. In addition, there is staff time involved to supervise the works.
- 2.8 At the end of the experimental scheme, if decision is taken to close the road permanently to traffic, the money spent on the temporary closure will be additional costs (estimated as £10k) which will be carried forward to permanent closure. Although it is costly to implement a permanent scheme (ie £60k), however, the scheme is financially justified in terms of the cost savings and benefits it provides over the years.

- 2.9 The estimated cost of implementing an experimental scheme is approximately £10k. This does not include any additional costs incurred should temporary measures be maliciously moved.
- 2.10 Officers have discussed the concerns of IVL, including moving the position of the closure point closer to Gerpins Lane with the owner of the Gerpins Farm Airfield. The owner confirmed that they require vehicular access for their visitors to the Little Gerpins Lane and a restriction closer to Gerpins Lane would severely impact their operations. The relocation of the closure would also present operational difficulties in the owners' ability to maintain the boundary hedge of the airfield which is within the flight path of his airfield. Furthermore, in the previous report it was explained that the suggested location would not be safe from the grounds of road safety.
- 2.11 In response to dealing with issues related to gangs using false number plates or stolen vehicles, the Council's Environmental officers have been engaged in special operations in conjunction with the Metropolitan Police and have successfully convicted offenders.
- 2.12 In response to the suggestion that charges for depositing of rubbish at the recycling centres is leading to fly-tipping. Officers confirm that there are no charges set for disposing household waste if members of the public are from one of the Boroughs within the East London Waste Authority (ELWA), which consists of Barking & Dagenham, Havering, Newham and Redbridge. For residents outside of ELWA and for commercial waste disposal, charges apply. The non-resident charge is set by ELWA. The commercial charge is set by Renewi (formerly known as Shanks) who manage the site.

3.0 Proposals

- 3.1 Officers propose to permanently close Little Gerpins Lane at its junction with Berwick Pond Road on the west side as originally set out in the September report. The closed section of the road will only be accessible by cyclists, pedestrians and horse riders. The proposals are shown on drawing No. QQ033-OF-101.
- 3.2 The second closure would be on the south east side of Little Gerpins Lane. The proposed road closure would be situated approx. 58 metres from the north-western kerb line of Gerpins Lane at its junction with Little Gerpins Lane. This closure would permit access to general traffic, mainly the local occupiers. The proposals are shown on drawing No. QQ033-OF-102.
- 3.3 Once the closures are implemented, the Council has proposals to install CCTV enforcement cameras at potential sites where fly-tipping could be displaced following the closure of Little Gerpins Lane. The sites identified being most susceptible to fly-tipping are East Hall Lane, Ferry Lane, Pea Lane, Launderers Lane Little Gerpins Lane and Stubbers Lane. The equipment will be protected from vandalism by installing special anti-climb barriers fitted on the camera masts. In addition, the Council's Environmental team will monitor the sites and reactively respond to any problems arising.

4.0 Conclusion

- 4.1 Experimental schemes are generally implemented to monitor and assess the impact of introducing measures on a temporary basis. They also provide the flexibility to modify a scheme during its operation. Different schemes have different forms of impacts and it is imperative to assess them before making the final decision.
- 4.2 The possibility of implementing the proposals under an experimental scheme was considered in details and discounted by officers as not viable. The Council's Environmental officers are aware of the potential locations where fly-tipping could be displaced to once Little Gerpins Lane is closed. The locations will be monitored and CCTV enforcement cameras will be installed as part of post-monitoring to prosecute the offenders.
- 4.3 The Council's Environmental officers and the Metropolitan Police have recommended the permanent closure of Little Gerpins Lane to deal with the issue of fly-tipping, anti-social behaviour and drug abuse. From the environmental perspective the toxins infiltrated into the ground will produce detrimental effects which will only be seen with time. It is, therefore, recommend that the road is permanently closed.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost for implementation of the road closures is £0.06m. The funding for carrying out the works is not yet available but is subject to a separate bid which has been made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme is ready to be installed as soon as funding is agreed.

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 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 over spend, the balance could be met from the same budget.

Legal implications and risks:

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6. These include:

'For prescribing streets which are not to be used for traffic by vehicles, or by vehicles of any specified class or classes, either generally or at specified times (Schedule 1, Section 2, RTRA 1984);

'The erection or placing or the removal of any works or objects likely to hinder the free circulation of traffic in any street or likely to cause danger to passengers or vehicles (Schedule 1, Section 19, RTRA 1984).'

The installation of traffic feature restricting vehicular use of the road is complaint with the Councils powers under the 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 as amended by the Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 of 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 officer's 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:

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

BACKGROUND PAPERS

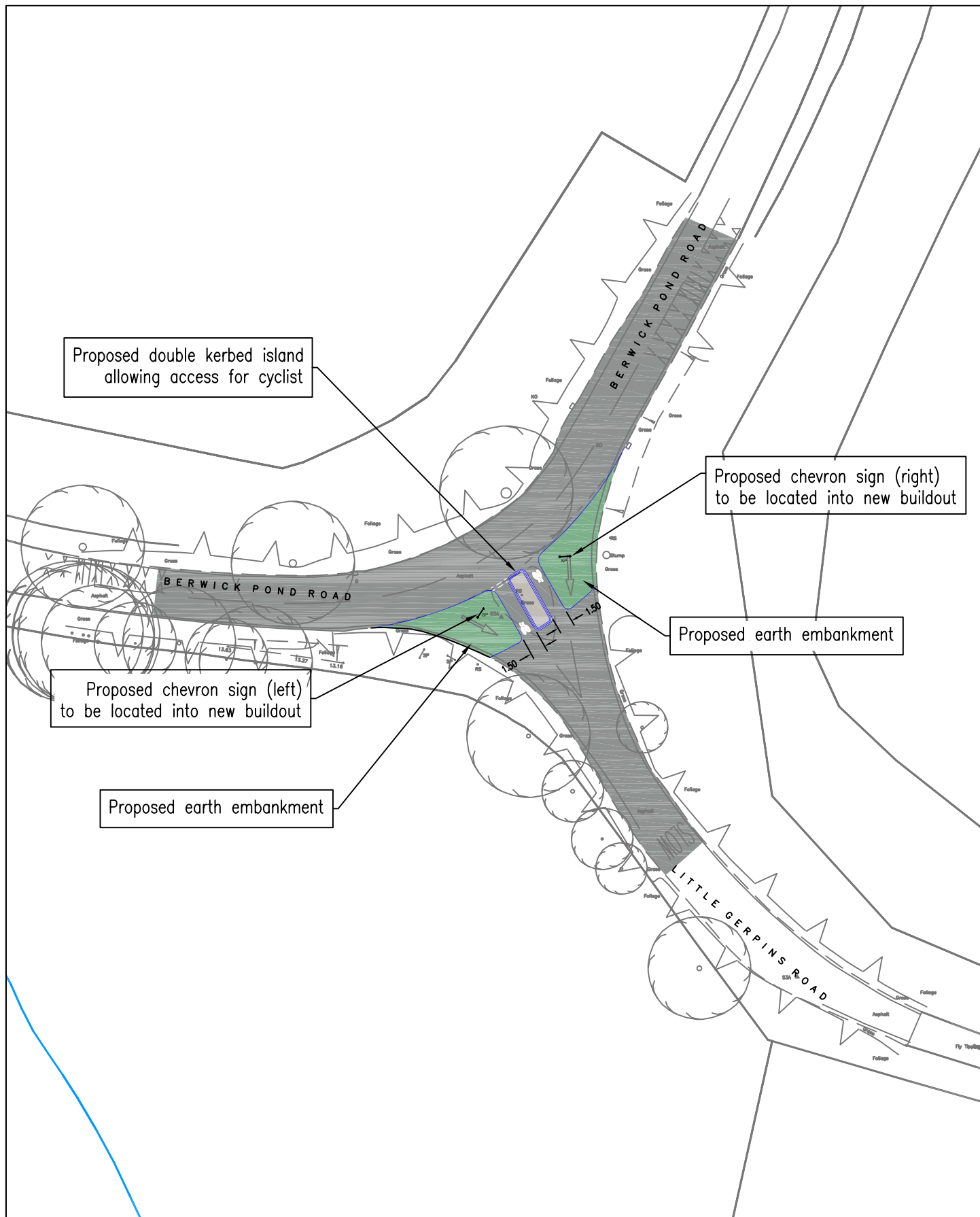
None.


Appendix 1

Plans showing details
of the road closures

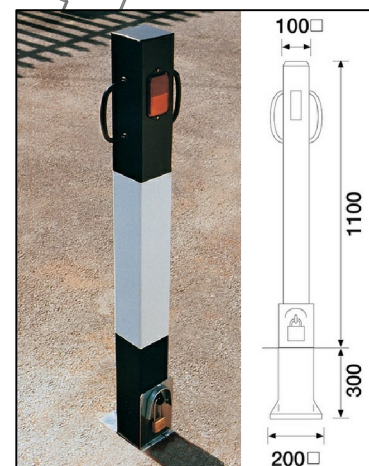
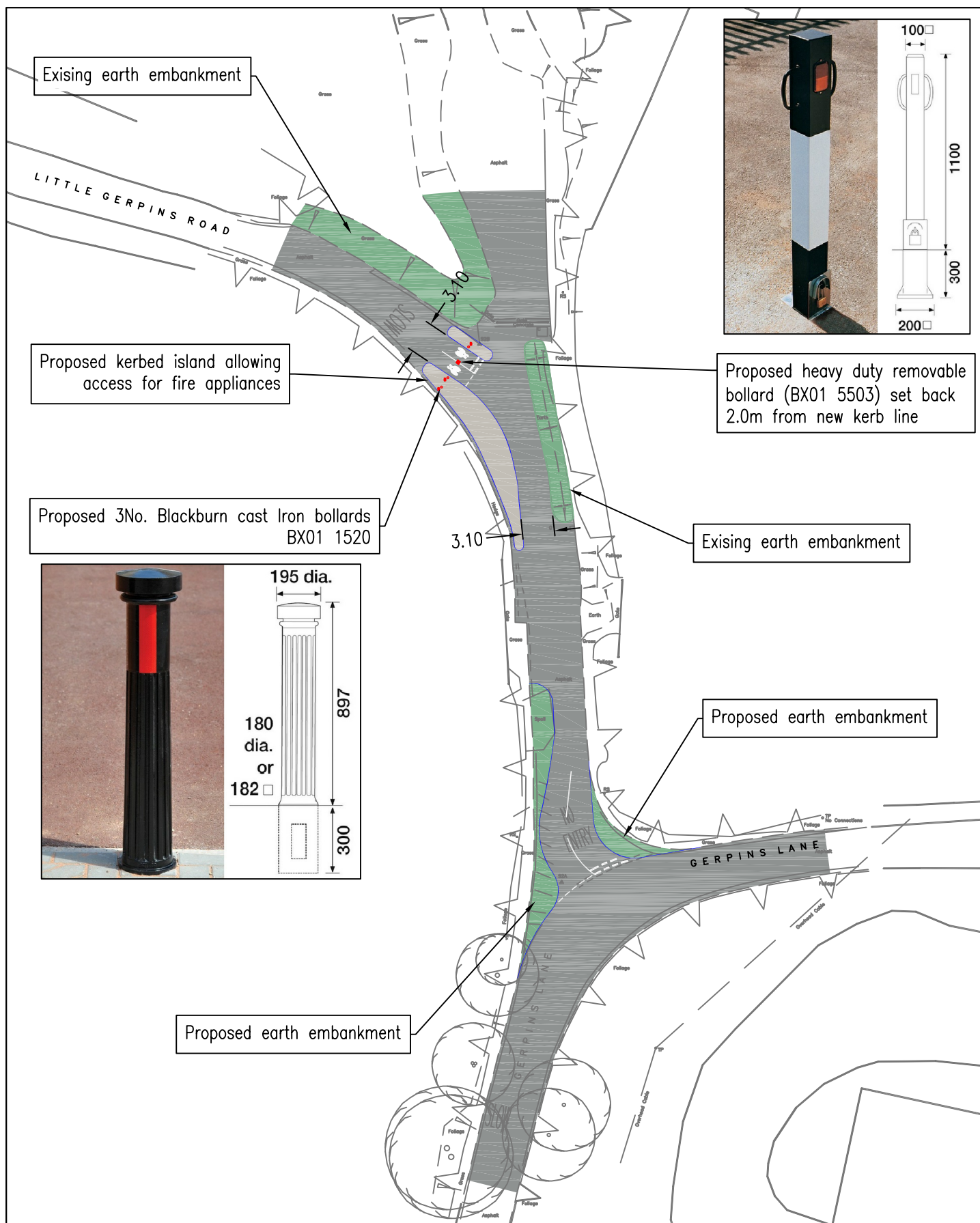
Appendix 2


Copy of HAC report
of 5th September 2017



 Havering LONDON BOROUGH				PURPOSE		PROPOSAL									
JOB TITLE BERWICK POND ROAD & LITTLE GERPINS ROAD JUNCTION						©COPYRIGHT This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission.									
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DRAWING TITLE PROPOSED MEASURES						DRAWN BY RP		CHECKED BY TQ		APPROVED BY MLP					
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 <div>Havering LONDON BOROUGH</div>			PURPOSE		PROPOSAL	
JOB TITLE LITTLE GERPINS ROAD & GERPINS LANE JUNCTION			©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			
DRAWING TITLE PROPOSED MEASURES			DRAWN BY RP	CHECKED BY TQ	APPROVED BY MLP	
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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

5 September 2017

Subject Heading:

**Proposals to close Little Gerpins Lane,
Rainham – Outcome of the public
consultation.**

SLT Lead:

Dipti Patel

Report Author and contact details:

**Musood Karim
Engineer
01708 432804
masood.karim@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 £0.06m for the
improvements would be met from a
separate bid which will be made for
Corporate Capital funds.**

**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 sets out the responses to a statutory consultation for the closure of Little Gerpins Lane, Rainham between its junction with Berwick Pond Road in the west and Gerpins Lane in the east.

This section of the road is becoming increasingly susceptible to fly tipping, both at household and industrial scales. This matter is of great concern to the Council as it is leading to high level costs to remove the dumped waste and opening up the road for traffic use. It further seeks a recommendation that the proposals set out below are implemented.

The scheme is within **Rainham and Wennington** wards.

RECOMMENDATIONS

That the Committee having considered the report and the representations recommend to the Cabinet Member for Regulatory Services and Community Safety that the following measures are implemented:

1. **Closure of north-western side of Little Gerpins Lane, Rainham** (through construction of traffic island) – at its junction with Berwick Pond Road to restrict vehicular traffic with the exception of cyclists, pedestrians and horse riders would be retained. The proposals are shown on drawing No. QQ033-OF-101.
2. **Closure of south-eastern side of Little Gerpins Lane, Rainham** (through removable bollard) – the proposed road closure would be situated approx. 58 metres from the north-western kerb line of Gerpins Lane at its junction with Little Gerpins Lane. This closure would permit access to general traffic, mainly the local occupiers. The proposals are shown on drawing No. QQ033-OF-102.
3. **Little Gerpins Lane – proposed two way traffic flow**

That Traffic Management Orders are amended as necessary to give effect to recommendations (1) and (2) by permitting two-way traffic flow in Little Gerpins Lane, between the proposed closure points as shown on drawing Nos. QQ033-OF-101 and QQ033-OF-102.

4. That the estimated cost for implementation is £0.06m. The funding for carrying out the works is not yet available but is subject to a separate bid which will be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme is ready to be installed as soon as funding is agreed.

REPORT DETAIL

1.0 **Background**

- 1.1 Little Gerpins Lane is located within the community forest which lies between Upminster in the north and Rainham in the south. It connects with the junction of Berwick Pond Road in the west and Gerpins Lane in the east. To the north side of the road is Bonnets Wood, an area owned by The Forestry Commission. On the south side of Little Gerpins Lane is Gerpins Farm Airfield for light aircrafts.
- 1.2 The Forestry Commission is a government department responsible for protecting and expanding England's forests and woodlands. The Forestry Commission owns a significant amount of land in the local area, with over 300 hectares of green space being managed in the borough for the benefits of the environment and local communities.
- 1.3 At present, Little Gerpins Lane permits one way traffic flow ie traffic travelling in south easterly direction. The traffic flows are relatively low and it provides access to the Bonnetts Wood and the airfield.
- 1.4 Little Gerpins Lane is sometimes closed to traffic due to fly-tipping which is taking place with increasing regularity at both house hold and commercial levels. This matter is of great concern to the Council on the following grounds:
- It is costing considerable amount of unjustified expenditure to clear the dumped rubbish. Sometimes specialists contractors have to be engaged to clear contaminated items,
 - The rubbish being dumped is detrimental and can have catastrophic impact on the environment if left over for extended period of time,
 - Fly-tipping blocks the road, creating a blockage in the local highway network with the result that local occupiers and visitors to the woodlands have to detour.
- 1.5 To deal with the problem, the Council had carried out a joint operation in conjunction with the Police and the Council's Enforcement officers in carrying out the enforcement. There were some positive results achieved during this operation resulting in four successful prosecutions.
- 1.6 To deal with these problems, officers propose to permanently close Little Gerpins Lane at its junction with Berwick Pond Road on the west side. The closed section of the road will only be accessible by local occupiers, cyclists, pedestrians and horse riders. The proposals are shown on drawing No. QQ033-OF-101.

- 1.7 The second closure would be on the east side of Little Gerpins Lane. The proposals are shown on drawing No. QQ033-OF-102 attached. When designing the closures, consideration was given in maintaining safe access and meeting the requirements of the local occupiers, for example, minimum widths required to permit their machinery.
- 1.8 In terms of Road Safety, the reason the north-western end of Little Gerpins Lane (reference to drawing No. QQ033-Of-101) is proposed to be closed to vehicular traffic is to avoid delivery vehicles, construction or agricultural machinery from stopping in Berwick Pond Road where there is fast flowing traffic. Drivers will have to stop in Berwick Pond Road to lock or unlock the gates. This will create traffic holdups or even lead to potential accidents. In addition, relocating this closure a few metres into Little Gerpins Lane would provide potential space for the fly-tippers. Likewise, the closure at the south eastern end is located inside Little Gerpins Lane which can safely accommodate the local traffic from Gerpins Lane which has fast moving traffic.
- 1.9 Standard keys will be provided to the local occupiers for them to lock or unlock the removable bollards. Consideration will also be given to the future provision of coded locks, to limit the number of keys in circulation.

2. Outcome of Public Consultation

Consultation letters were sent to emergency services and other stakeholders in to area on 14th July 2017. The closing date for receiving representations was 4th August 2017. By the close of consultation, 9 responses were received. The responses were analysed carefully and these are included in Appendix 2 of this report.

3. Summary of responses received

From the summary table it can be seen that most respondents agree with the problems associated with fly tipping is unacceptable in Little Gerpins Lane but have objected to the proposals with the exception of the Metropolitan Police. It is anticipated that once the measures are implemented these will help to overcome the problem of fly tipping, especially in an area which has a popular site of a woodlands.

4. Post Implementation monitoring

Once the closures are implemented, the Council has proposals to install CCTV enforcement cameras in East Hall Lane, Ferry Lane, Pea Lane, Launderers Lane Little Gerpins Lane and Stubbers Lane. The cameras will be powered by solar and wind due to the lack of power supply from the nearest source. In addition, the Council's Environmental team will monitor the sites and reactively respond to any problems on daily basis.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost for implementation of the road closures is £0.06m. The funding for carrying out the works is not yet available but is subject to a separate bid which will be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme is ready to be installed as soon as funding is agreed.

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 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 over spend, the balance could be met from the same budget.

Legal implications and risks:

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6. These include:

'For prescribing streets which are not to be used for traffic by vehicles, or by vehicles of any specified class or classes, either generally or at specified times (Schedule 1, Section 2, RTRA 1984);

'The erection or placing or the removal of any works or objects likely to hinder the free circulation of traffic in any street or likely to cause danger to passengers or vehicles (Schedule 1, Section 19, RTRA 1984).'

The installation of traffic feature restricting vehicular use of the road is compliant with the Council's powers under the 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 as amended by the Traffic Signs Regulations and General Directions 2016 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 officer's 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:

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

BACKGROUND PAPERS

Copy of Notice of Non-Key Executive Decision of 30th May 2017- Approval in principle for public consultation of local highway schemes.

Appendix 1

Plans showing details
of the road closures

Appendix 2

Results of the Consultation

129 **PROPOSALS TO CLOSE LITTLE GERPINS LANE, RAINHAM**

The report before the Committee detailed responses to a statutory consultation for the closure of Little Gerpins Lane, Rainham between its junction with Berwick Pond Road in the west and Gerpins Lane in the east.

The report outlined that Little Gerpins Lane was sometimes closed to traffic due to fly-tipping which was taking place with increasing regularity of both house hold and commercial levels. The matter was of great concern to the Council on the following grounds:

- It costs a considerable amount of unjustified expenditure to clear the dumped rubbish. Sometimes specialists contractors have to be engaged to clear contaminated items,*
- The rubbish being dumped is detrimental and could have a catastrophic impact on the environment if left over for extended period of time,*
- Fly-tipping blocks the road, creating a blockage in the local highway network with the result that local occupiers and visitors to the woodlands have to detour.*

The Committee noted that to deal with the problem, the Council had carried out a joint operation in conjunction with the Police and the Council's Enforcement officers in carrying out the enforcement. There were some positive results achieved during this operation resulting in four successful prosecutions.

The proposal before the Committee was to permanently close Little Gerpins Lane at its junction with Berwick Pond Road on the west side. The closed section of the road would only be accessible by local occupiers, cyclists, pedestrians and horse riders.

A second closure was proposed on the east side of Little Gerpins Lane. When designing the closures, consideration was given in maintaining safe access and meeting the requirements of the local occupiers, for example, minimum widths required to permit their machinery.

By the close of consultation, nine responses were received, comments were attached to the report as appendix 2. In general, from the summary table the indication was that most respondents agreed with the problems associated with fly tipping was unacceptable in Little Gerpins Lane but have objected to the proposals with the exception of the Metropolitan Police.

In accordance with the public speaking arrangements the Committee was addressed by a representative of a Land owner (Ingrebourne Valley Ltd) who spoke against the proposed scheme.

The representative stated that the Ingrebourne Valley site was part of a larger restoration and public access project which was being managed by the

Forestry Commission. It was agreed that fly-tipping was an issue and so current proposal would still leave a spur within which people could still fly-tip. The speaker acknowledged that that CCTV was problematic as it could be vandalised and people often used false number plates when fly-tipping. The representative considered the closure should be at Gerpins Lane.

During a brief debate, a Member stated that the high costs associated with waste disposal resulted in people fly-tipping. The member warned that the proposed road closure could push the issue elsewhere. The Member raised concerns over the principle of closing roads and questioned whether the scheme could be implemented on an experimental basis to assess the effect.

In response, the Principal Engineer informed the Committee that closing the road at the junction would be dangerous as it would mean those requiring access would have to stop on Gerpins Lane to open gates blocking the highway. Officers confirmed that the costs associated with the implementation of an experimental closure would be equivalent to implementation of the permanent scheme as proposed.

A Member said that as the funding was not yet in place, there was time to give further consideration to implementation on an experimental and the position of the closure. The Member stated that the scheme should be deferred.

*Following a motion to defer the scheme, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposal be deferred to enable consideration of implementation on an experimental basis and further consideration on the position of the closure.*

The voting to defer the scheme was carried by nine votes to two.

HIGHWAYS ADVISORY COMMITTEE 7 November 2017

Subject Heading:

St Edward's Primary School, The
Mawney Foundation School and
Crowlands Primary School –
Quiet Cycle Route

SLT Lead:

Dipti Patel

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
2017/18 Delivery Plan (2016)

Financial summary:

The estimated cost of £0.021M for
implementation will be met by the
Transport for London Local
Implementation Plan Allocation for STP
Engineering Measures - St Edwards,
Mawney and Crowlands Schools
(A2633)

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

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

[X]
[X]
[]
[X]

SUMMARY

This report sets out the responses to a consultation for the introduction of a No Motor Vehicle restriction at the location of three existing fire gates in Romford.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends the Cabinet Member for Environment, Regulatory Services and Community Safety agrees to the introduction of a No Motor Vehicle restriction at the following locations;
 - Como Street j/w North Street - QQ023/01.A
 - Marks Road - QQ023/02.A
 - Pretoria Road/Marks Road - QQ023/03.A
2. That it be noted that the estimated cost of £0.021M for implementation will be met by the Transport for London Local Implementation Plan Allocation for STP Engineering Measures - St Edwards, Mawney and Crowlands Schools (A2633)

REPORT DETAIL

1.0 Background

- 1.1 Through their work promoting sustainable travel, it was known that St Edwards School, Mawney Foundation School and Crowlands Primary School are successful at actively encouraging their pupils to cycle to school. However, a common problem at many schools is parents' reluctance to allow their children to cycle due to dangers associated with traffic volume and speed.
- 1.2 The cycling route linking St Edwards School, Mawney Foundation School and Crowlands Primary School consists of quiet residential streets, however the route is interrupted by three fire gates.

- 1.3 By removing the fire gates and installing bollards as agreed with the London Fire Brigade and installing drop kerbs, on-road cycling is permitted and is made fully accessible. The proposals will benefit anyone cycling along this route as it removes the need to cycle on the footway to avoid a fire gate. The route avoids part of the Romford ring road, London Road and two large roundabouts.
- 1.4 A Traffic Order to exclude motor vehicles was advertised at each location between 22 September 2017 and 15th October 2017 and one hundred and sixty five letters were hand delivered to local residents. Details were emailed to the three primary schools.
- 1.5 Local Brooklands Ward Councillors were consulted and – due to locations very near to the boundary of the Romford Town Ward – Romford Town Members were also advised of the proposals.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, three responses were received; none were objections.
- 2.2 One response was received through Traffweb from an address outside Havering, agreeing with the proposal but commenting that a solid barrier should remain.
- 2.3 Crowlands Primary School head teacher fully supports the proposals, stating that although their pupils have had high quality cycle training, it is often other road users that put them at risk. This proposal will ensure the route is safer for cyclists and pedestrians.
- 2.4 The other comment was from Havering Cyclists, agreeing with the proposal, that it is something they have been asking for some time.

3.0 Staff Comments

- 3.1 Staff recommend proceeding with the introduction of No Motor Vehicles restrictions and the removal of three fire gates in order to make the cycle route fully accessible.
- 3.2 The Mawney Foundation School and Crowlands Primary School are going to work on a planting scheme for the brick planter at Marks Road, reinforcing the message on how sustainable travel links with our environment.
- 3.3 Replacing the fire gates with a bollard restriction will improve permeability but also create a safer footway for pedestrians and vulnerable users with cyclists and large mobility scooters no longer needing to mount the footway to navigate around the restrictions.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member that the No Motor Vehicle restrictions be introduced.

The estimated cost of £0.021M for implementation will be met by the Transport for London Local Implementation Plan Allocation for STP Engineering Measures - St Edwards, Mawney and Crowlands Schools (A2633)

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 over-spend, the balance would need to be contained within the overall Environment Capital budget.

Legal implications and risks:

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6. These include:

'For prescribing streets which are not to be used for traffic by vehicles, or by vehicles of any specified class or classes, either generally or at specified times (Schedule 1 Section 2 RTRA 1984);

'The erection or placing or the removal of any works or objects likely to hinder the free circulation of traffic in any street or likely to cause danger to passengers or vehicles (Schedule 1 Section 19 RTRA 1984).'

The installation and modification of closures and a restriction on vehicles of a particular class from using a road is compliant with the Council's powers under the 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 as amended by the Traffic Signs Regulations and General Directions 2016 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 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:

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.

Some people rely on the use of cycles as a mobility aid. This can include disabled people who can cycle for far greater distances than they could walk, disabled people who use non-standard cycles as part of their mobility (such as hand cycles and tricycles) and indeed families who use non-standard cycles for transport. Fully accessible cycling design will ensure that those using cycles for mobility aids will be properly enabled to cycle as well as ensuring good access for everyone else.

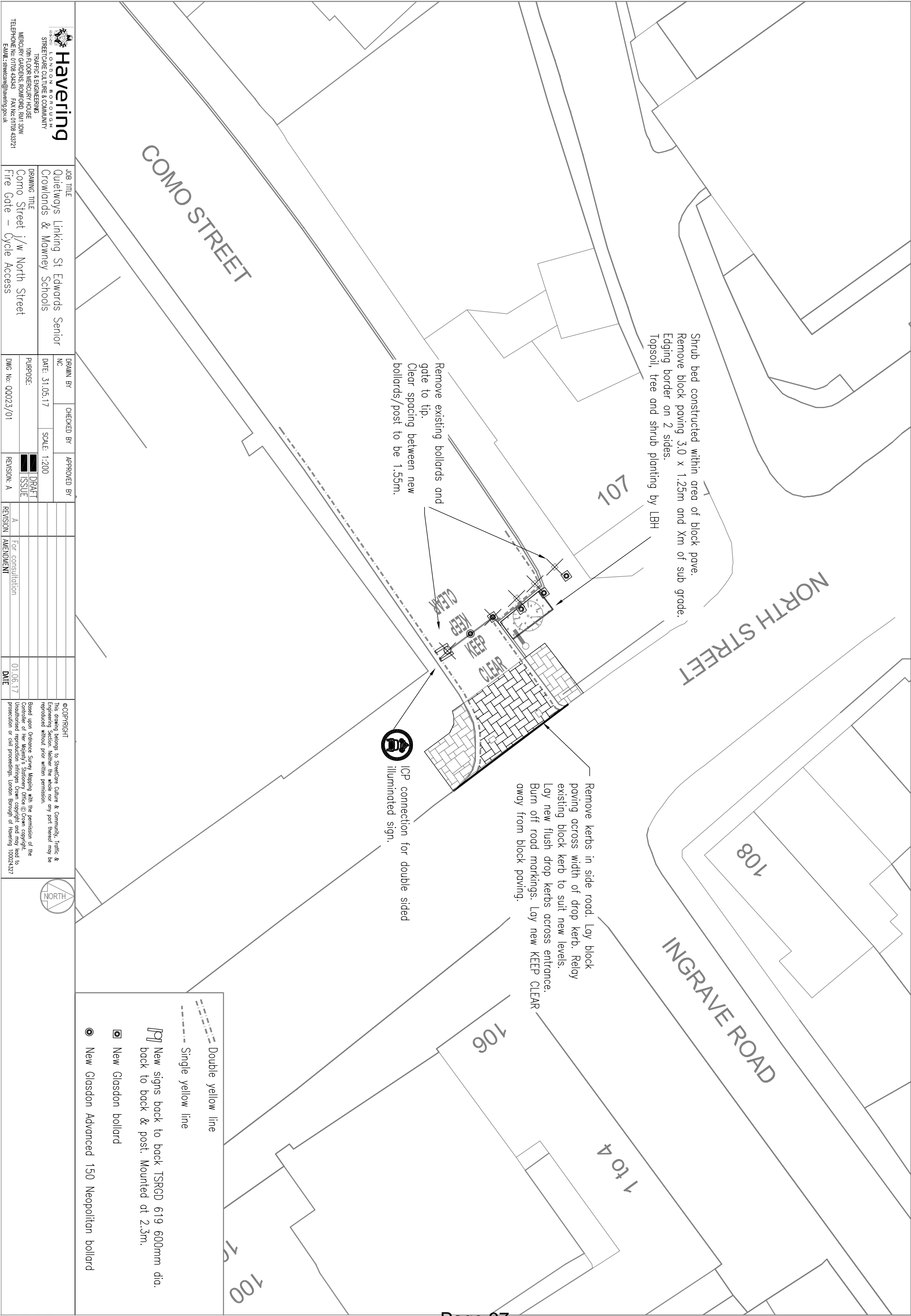
BACKGROUND PAPERS

None



Havering
L O N D O N B O R O U G H

**APPENDIX I
SCHEME DRAWINGS**



**Haverling**

10th FLOOR MERCURY HOUSE
MERCUY GARDENS, ROUPPO RD, RM1 3DW
TELEPHONE: 01708 434343 FAX: 01708 437271
EMAIL: streetcare@haverling.co.uk

TRAFFIC & ENGINEERING
STREETCARE CULTURE & COMMUNITY
LONDON BOROUGH OF HAVERING

JOB TITLE

Quietways Linking St Edwards Senior
Crowlands & Mawney Schools

DRAWN BY

NC

CHECKED BY

APPROVED BY

DATE: 31.05.17

SCALE: 1:200

PURPOSE:

DWG No: 00023/01

DRAWING TITLE

Como Street i/w North Street
Fire Gate – Cycle Access

REVISION: A

REVISION

A

AMENDMENT

For consultation

DATE

01.06.17

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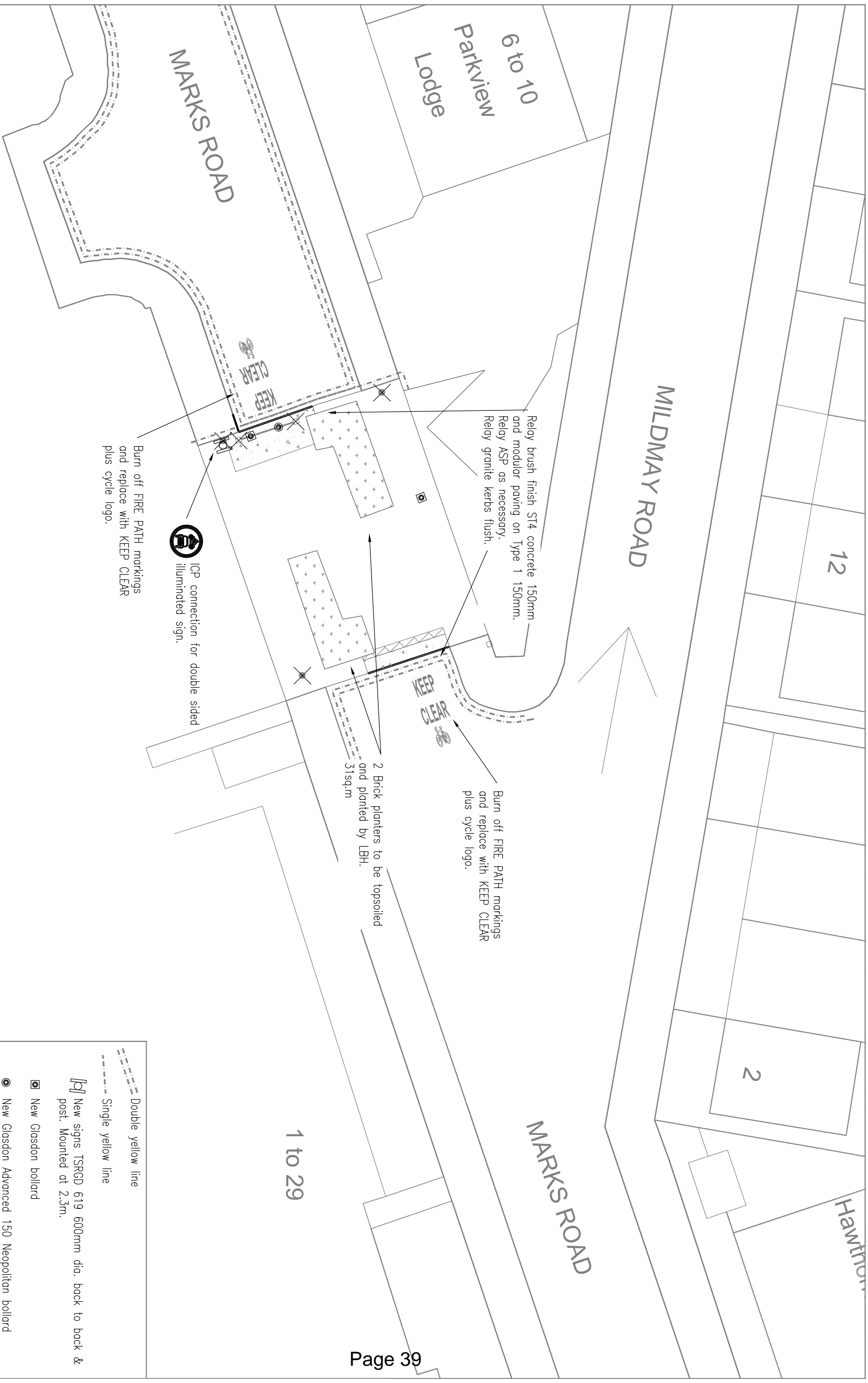
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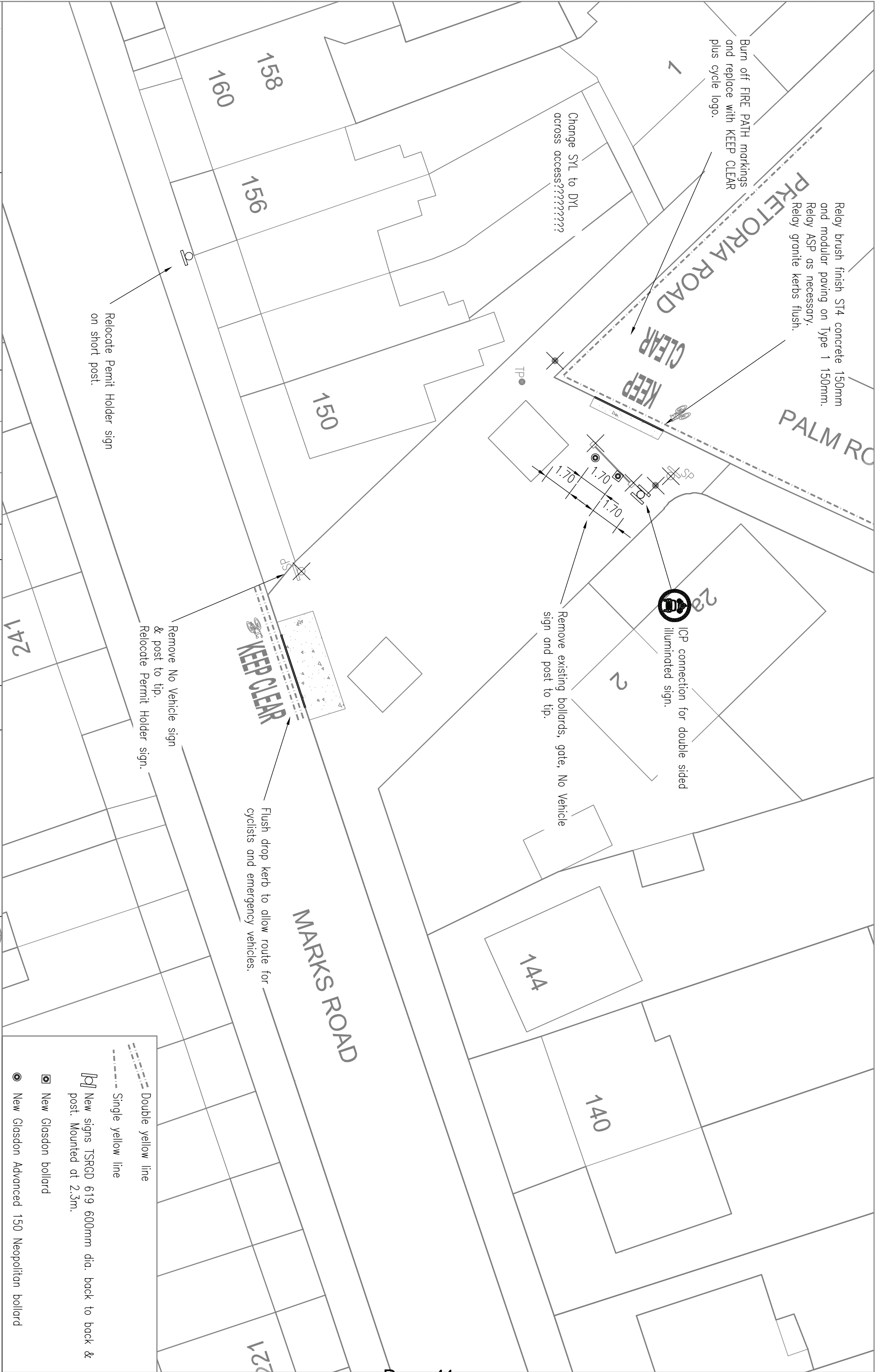
Page 37

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 Haverling CONSULTING <small>LONDON BOROUGH OF SURREY</small> STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10TH FLOOR MERCURY HOUSE MERCHERY GARDENS, ROMFORD, RM1 3DW TELEPHONE No. 07708 434343 FAX No. 07708 433721 E-MAIL: streetcare@haverling.gov.uk	JOB TITLE						Quietways Linking St Edwards Senior Crowlands & Mawney Schools										
		DRAWN BY		CHECKED BY		APPROVED BY											
		NO.															
		DATE: 31.05.17		SCALE: 1:200													
DRAWING TITLE		PURPOSE:		DRAFT		REVISION:		A		For consultation		01.06.17		DATE			
Marks Road Fire Gate Cycle Access				ISSUE		REVISION: A		A		AMENDMENT							
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HIGHWAYS ADVISORY COMMITTEE

7 November 2017

Subject Heading:	SCH162 Parkside Avenue – Proposed Pay and Display Bays
CMT Lead:	Dipti Patel
Report Author and contact details:	Gareth Nunn Engineering Technician Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.003m and will be met by the Parking Minor Safety Improvement budget (A24650)

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 proposed conversion of an existing 'free bay' to Pay & Display parking bays along with the removal of an existing 'free bay' and introduction of Monday to Saturday, 8:30am to 6:30pm waiting restrictions in its place on Parkside Avenue along the flank wall of 268 – 272 North Street.

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 proposals to convert the existing (larger) 'free parking bay' (as shown on the plan in **Appendix A**), into Pay and Display parking bays operational Monday to Saturday 8.30am to 6.30pm (2 hours maximum – Tariff C) be publicly advertised; and
 - b) the proposals to remove the existing (smaller) 'free parking bay' (as shown on the plan in **Appendix A**), and replaced with Monday to Saturday, 8:30am to 6:30pm waiting restrictions be publicly advertised;
 - c) the effects of any implemented proposals be monitored.

Members note that the estimated cost of this scheme as set out in this report is £0.003m, which will be met by the **Parking Minor Safety Improvement budget (A24650)**

REPORT DETAIL

1.0 Background

- 1.1 The item was advanced onto Calendar Brief in February 2017 and received no objections.
- 1.2 The proposals were put forward to help with parking provisions for local businesses, while preventing long-term non-residential parking and ensuring a turnover of parking spaces. The associated waiting restrictions are designed to ensure vehicle crossovers are not obstructed and are in line with existing waiting restrictions.
- 1.3 Ward Councillors were sent copies of the proposal on 2nd May 2017 and were asked for any comments or objections they may have. All Councillors were happy with the proposals.

2.0 Staff Comments

- 2.1 It is recommended that this scheme, as supported by Ward Councillors, is progressed. The scheme will include one Pay & Display Machine in the vicinity of the parking bays together with the placement of suitable signage with the option for 'Pay by Mobile' clearly in view.

IMPLICATIONS AND RISKS

Financial implications:

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

The estimated cost of £0.003m for implementation will be met by the Council's allocation for Parking Minor Safety Improvement budget (A24650).

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 Revenue budget.

Description	Estimated £m
P&D Machine	0.002
Installation costs	0.000
Signs, posts, lining and their installation	0.001
Total	0.003

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 officer's 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 collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

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.

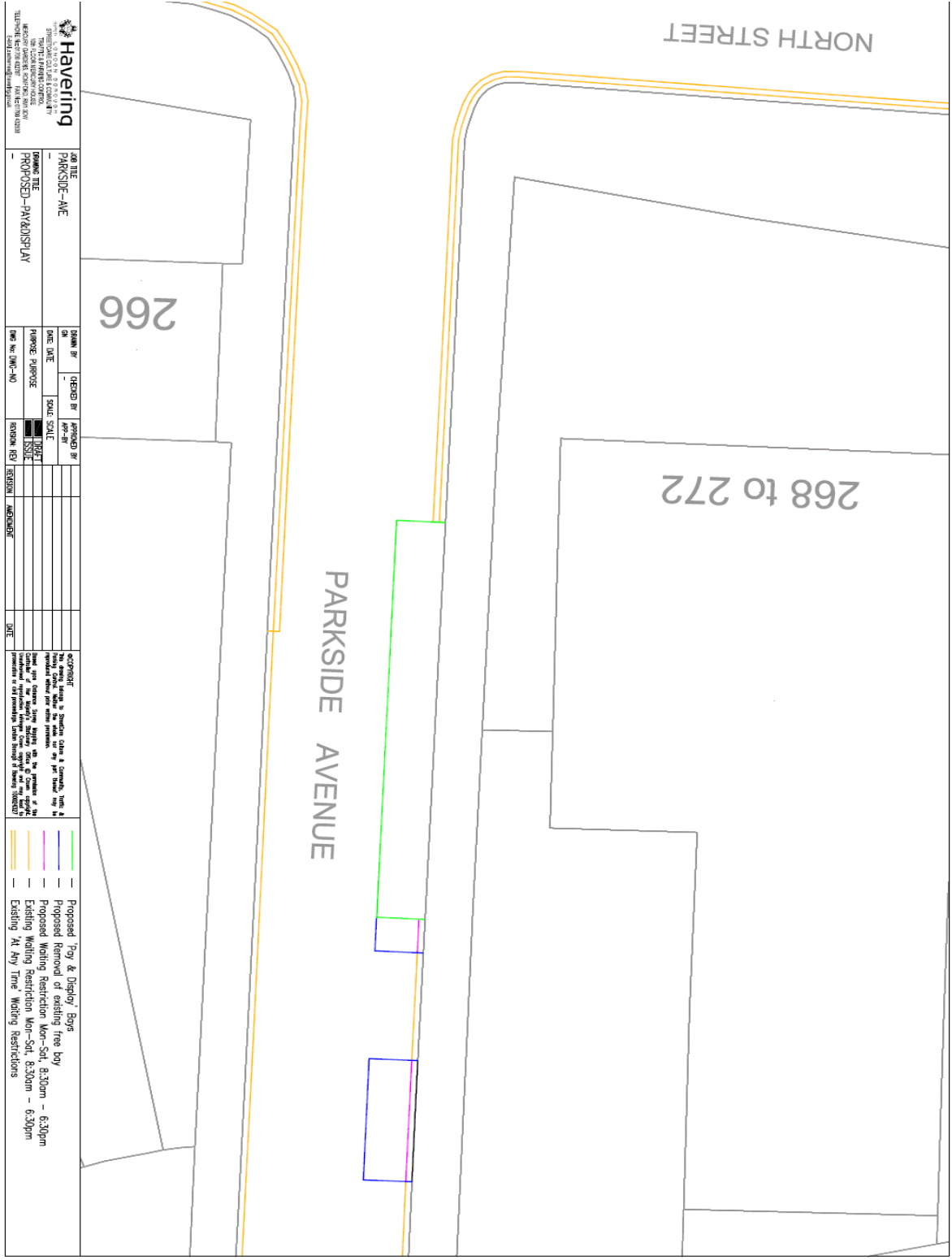
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions will be publicly advertised and subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

BACKGROUND PAPERS

Appendix A.



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HIGHWAYS ADVISORY COMMITTEE

7 November 2017

Subject Heading:	SCH15 Old Station Lane– Proposed Pay and Display Bays
CMT Lead:	Dipti Patel
Report Author and contact details:	Gareth Nunn Engineering Technician Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.003m and will be met by the Parking Minor Safety Improvement budget (A24650)

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 proposed conversion of part of the existing 'At Any Time' Waiting Restrictions to Pay & Display parking bays in Old Station Lane, Rainham.

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 proposals to convert part of the existing 'At Any Time' Waiting Restrictions as shown on the plan in **Appendix A**, into Pay and Display parking bays operational Monday to Saturday 8.30am to 6.30pm (2 hours maximum – Tariff C) be publicly advertised; and
 - b) the effects of any implemented proposals be monitored.

Members note that the estimated cost of this scheme as set out in this report is £0.003m, which will be met by the **Parking Minor Safety Improvement budget (A24650)**

REPORT DETAIL

1.0 Background

- 1.1 The item was advanced onto Calendar Brief in July 2016 and received no objections.
- 1.2 The proposals were put forward to add further parking provisions for local businesses, while preventing long-term non-residential parking and ensuring a turnover of parking spaces.
- 1.3 Ward Councillors were sent copies of the proposal on 11th September 2017 and were asked for any comments or objections they may have. Following consultation with Ward Councillors a request was made for an additional 'pay and display' bay added to what was in the original design, this request was accommodated.

2.0 Staff Comments

- 2.1 It is recommended that this scheme is progressed and formally consulted on. The scheme will include one Pay & Display Machine in the vicinity of the parking bays together with the placement of suitable signage with the option for 'Pay by Mobile' clearly in view.

IMPLICATIONS AND RISKS

Financial implications:

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

The estimated cost of £0.003m for implementation will be met by the Council's allocation for Parking Minor Safety Improvement budget (A24650).

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 Revenue budget.

Description	Estimated £m
P&D Machine	0.002
Installation costs	0.000
Signs, posts, lining and their installation	0.001
Total	0.003

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 officer's 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 collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

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.

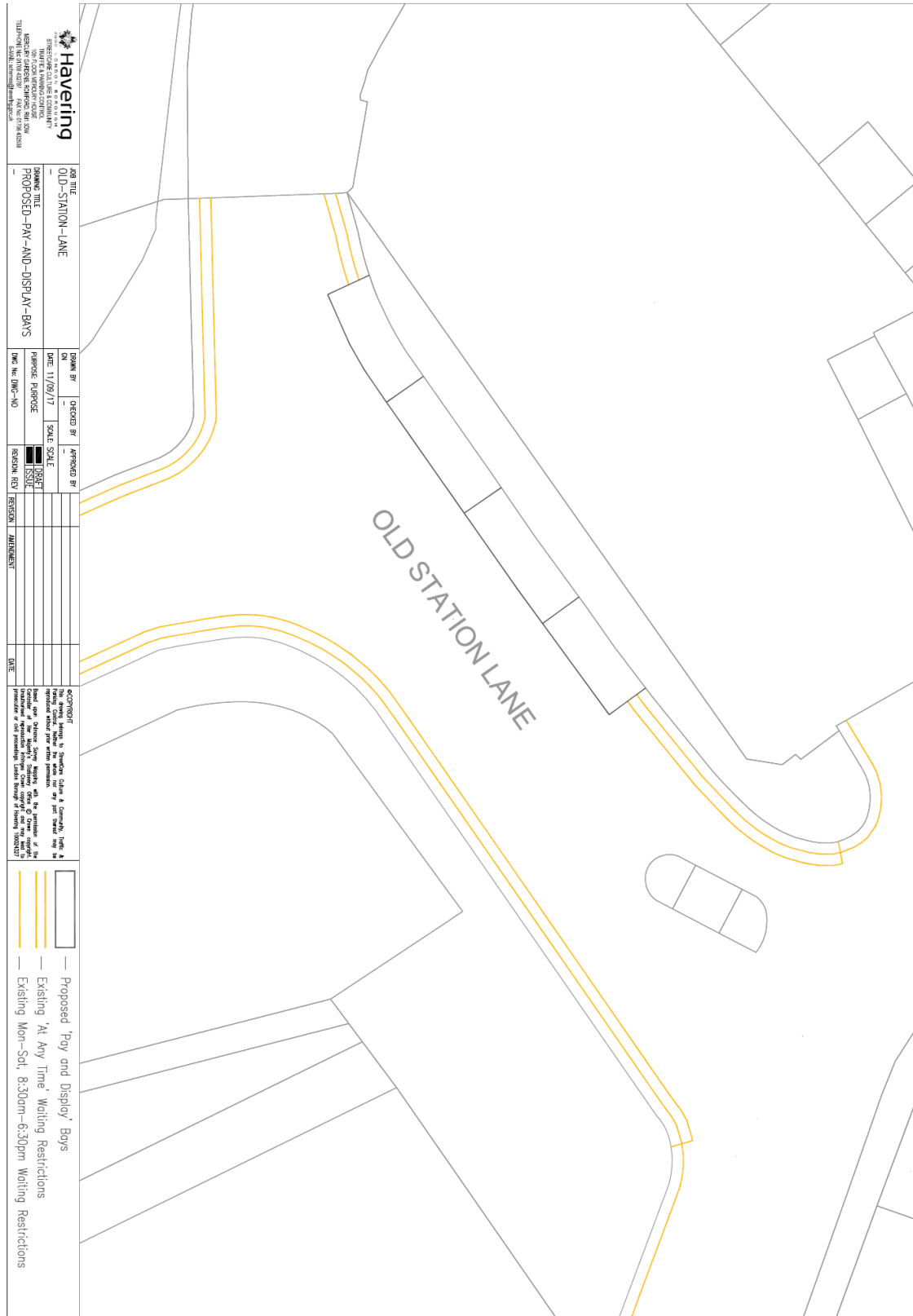
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions will be publicly advertised and subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 3 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

BACKGROUND PAPERS

Appendix A.



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HIGHWAYS ADVISORY COMMITTEE

7 November 2017

Subject Heading:	Ewan Road area parking review – results of informal consultation
CMT Lead:	Dipti Patel
Report Author and contact details:	Iain Hardy Technical Officer Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial Summary	The estimated cost is £0.008M

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 Ewan Road 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 Ewan Road area, operational Monday to Friday 10am to 2pm inclusive, (shown on the plan in Appendix E) be 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 S106 contribution from the Former Harold Wood Hospital to review the parking restrictions.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in 10 January 2017, in the item under Urgent Business, this Committee agreed in principle to review the parking restrictions in the Ewan Road area, due to the results of the parking review in the adjoining Lister Avenue area being reported to the February meeting and Ward Councillors being concerned about parking being displaced.
- 1.2 Ward Councillors were also concerned about the increasing complaints about the level of parking in the roads in the area, 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.
- 1.3 An informal questionnaire was sent out to the residents of the Ewan Road 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.
- 1.4 On 6 October 2017, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 27 October 2017. The responses to the questionnaire are outlined in the table appended to this report at Appendix D. Comments received on the questionnaire have not been included in this report, but will be kept on file.

2.0 Results of public consultation

- 2.1 From the 248 letters sent out to the area, 57 responses were received, a 23% return. Out of the 57 responses 45 answered YES to question 1, that they felt there was a problem in the road, 44 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, 28 responses favoured Monday to Friday, while 17 responses favoured Monday to Saturday. In respect of the options of which hours of the day that were favoured, 22 responses favoured 10am to 2pm, while 22 responses favoured 8am to 6.30pm. In respect of what form of restriction was favoured, 35 responses favoured the Residents Parking Scheme option, while 10 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. A draft design of a proposed scheme for the area is appended as Appendix E.
- 3.2 The proposed residents parking provision will limit the longer term parking in the Ewan Road area 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 HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £0.008M for implementation will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011. The funding will need to be spent by 11th January 2024, 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:

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.

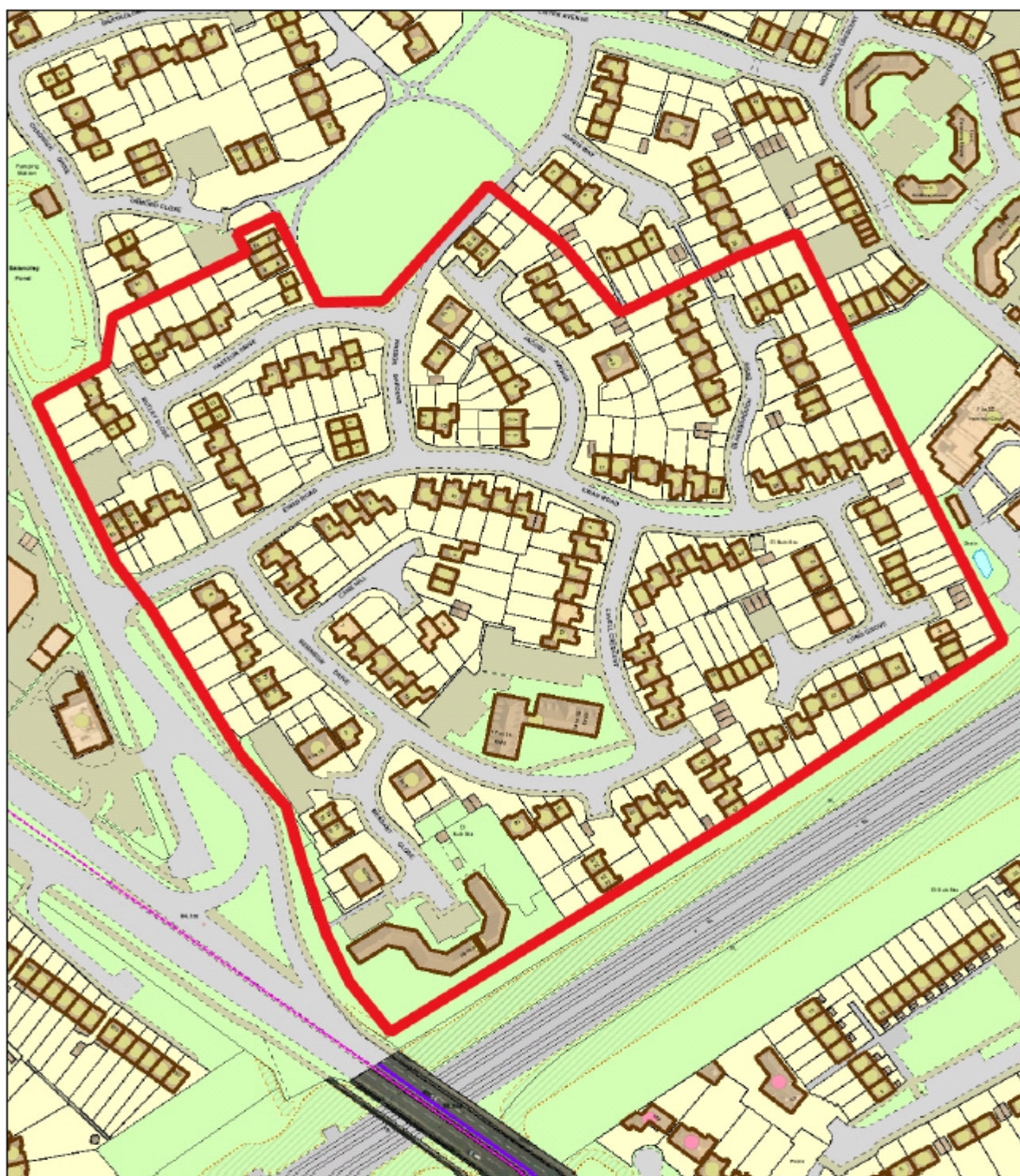
The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.


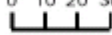

The recommendation is for proposals to be designed and formally advertised to introduce a Residents Parking Scheme in the Lister Avenue Area, operational from Monday to Friday 10am to 2pm inclusive.

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>Ewan Road Consultation Area</p>	<p>N</p> 
<p>nlpg National Land & Property Gazetteer</p> <p>NSG National Street Gazetteer</p> <p>Ordnance Survey Licensed Partner</p>	<p>Scale: 1:1800</p> <p>Date: 13 January 2017</p> <p>0 10 20 30 metres</p> 
<p> Havering LONDON BOROUGH</p> <p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2017 Ordnance Survey 100024327</p>



Havering
LONDON BOROUGH

**Street Management
Schemes**

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

Phone: 01708 431056 or 433464

Email: schemes@havering.gov.uk

www.havering.gov.uk

Date: 6th October 2017

The Resident/Occupier

Dear Sir/ Madam

Ewan Road Area Parking Review

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

Currently, there are some junctions in the Ewan Road 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 Ewan Road 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 27th October 2017**.

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**

Appendix C

PARKING REVIEW QUESTIONNAIRE

Ewan Road area

Name:

Address:

Street Management
Schemes

London Borough of Havering

Town Hall
Main Road
Romford
RM1 3BB

Email: 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 27th October 2017.

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 a 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

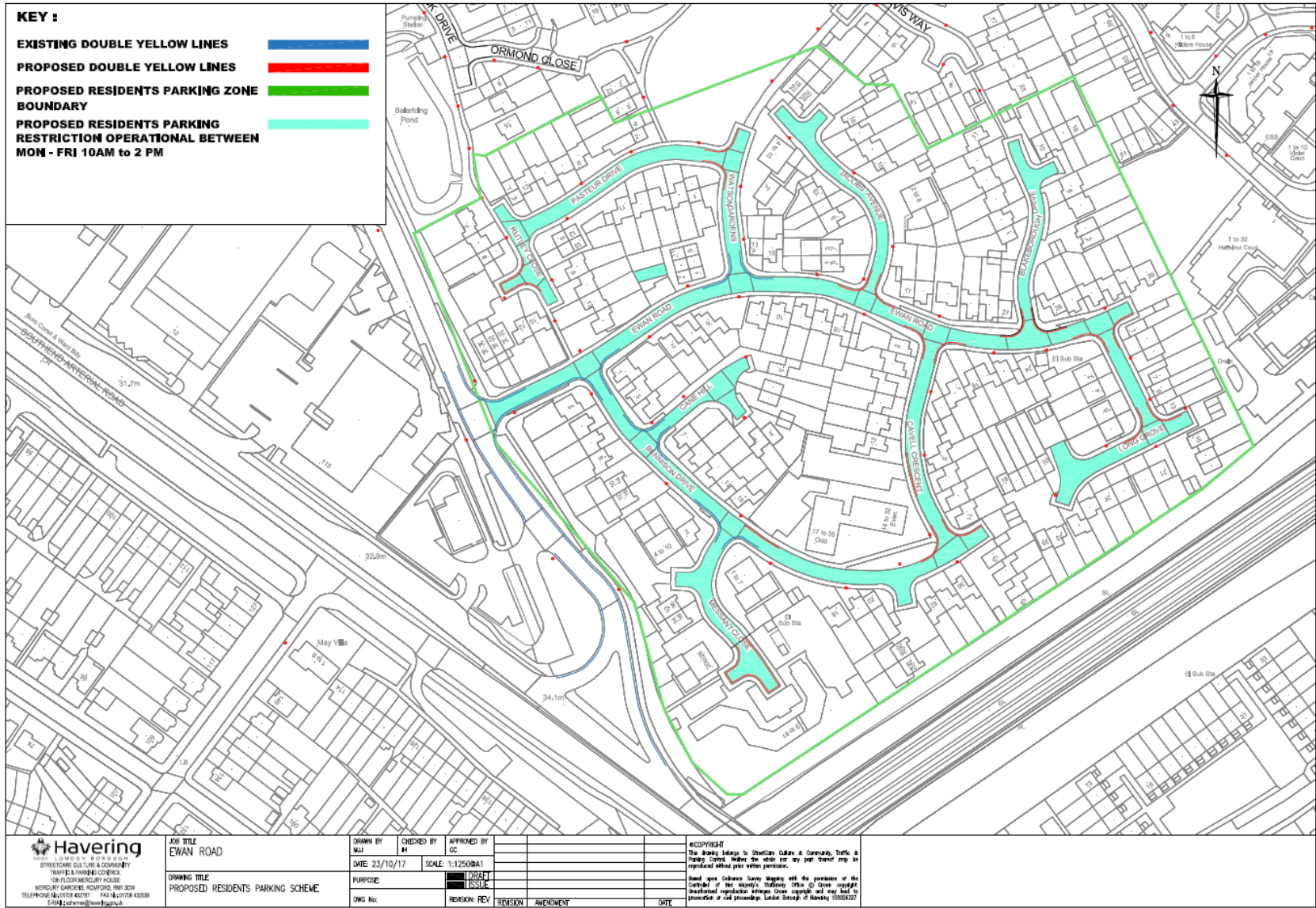
For your information:

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, during the hours of restriction, with a valid permit for the zone.

Appendix D

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