



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
28 August 2018**

**Council Chamber -
Town Hall**

Members 8: Quorum 3

COUNCILLORS:

**Conservative Group
(4)**

Ciaran White (Vice-Chair)
John Crowder
John Mylod
Maggie Themistocli

**Residents' Group
(1)**

Paul Middleton

**Upminster & Cranham
Residents' Group (1)**

Christopher Wilkins

**Independent Residents'
Group
(1)**

David Durant

**North Havering Residents
Group (1)**

Brian Eagling (Chairman)

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.

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



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 - 12)

To approve as a correct record the minutes of the meeting of the Committee held on 31 July 2018, and to authorise the Chairman to sign them.

5 PARK LANE SCH16 - RESULTS OF INFORMAL CONSULTATION (Pages 13 - 22)

6 SCH15 - OLD STATION LANE, PROPOSED PAY & DISPLAY PARKING BAYS (Pages 23 - 30)

7 SCH230 - FERRO ROAD - PROPOSED RESIDENT PARKING SCHEME (Pages 31 - 36)

**8 GRENDEL AVENUE AREA - RESULTS OF INFORMAL CONSULTATION (Pages 37
- 46)**

**Andrew Beesley
Head of Democratic Services**

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
31 July 2018 (7.00 - 7.26 pm)**

Present:

COUNCILLORS

Conservative Group	Ciaran White (Vice-Chair), John Crowder, John Mylod and +Christine Vickery
Residents' Group	Paul Middleton
Upminster & Cranham Havering Residents' Group	Christopher Wilkins
Independent Residents Group	David Durant
North Havering Residents Group	Brian Eagling (Chairman)

An apology was received for the absence of Councillor Maggie Themistocli.
+ Councillor Christine Vickery substituted for Councillor Themistocli.

Councillors Melvin Wallace and John Tyler were also present for parts of the meeting.

There were three members of the public present for the meeting.

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

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

9 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

10 MINUTES

The minutes of the meeting of the Committee held on 3 July 2018 were agreed as a correct record and signed by the Chairman.

**11 BRENTWOOD ROAD ACCIDENT REDUCTION PROGRAMME -
PROPOSED SAFETY IMPROVEMENTS**

The report before the Committee detailed responses to the Brentwood Road Accident Reduction Programme, one of the schemes approved by Transport for London for funding.

The report outlined the various improvements that were proposed along Brentwood Road to reduce vehicle speeds and minimise accidents.

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment that the safety improvements shown on the relevant drawings be implemented as follows:

- (a) Brentwood Road between Wheatsheaf Road and Albert Road (Plan No:QR003-1)
 - Speed cushions west of Wheatsheaf Road
 - Pedestrian refuge with speed cushions west of Kyme Road
 - Speed cushions east of Craigdale Road
 - Speed cushions east of Douglas Road

- (b) Brentwood Road / Albert Road / Park Lane Mini Roundabout (Plan No.QR003-2)
 - Wider kerb build-outs (as shown)

- (c) Brentwood Road between Manor Road and Osborne Road (Plan No:QR003-3)
 - Speed cushions west of Manor Road
 - Speed cushions outside property Nos.212 and 214
 - Speed cushions outside property Nos. 219a/224
 - Humped zebra crossing outside property Nos.227 and 229

- (d) Brentwood Road between Osborne Road and Clive Road (Plan No:QR003-4)
 - Speed cushions east of Osborne Road
 - Humped zebra crossing outside property Nos. 263/265/267

The Committee noted that as a result of public consultation results, the pedestrian refuge proposal along Brentwood Road north of Cavenham Gardens would be omitted from the original advertised scheme.

The Committee also noted that the estimated costs of £0.090m for implementation would be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Accident Reduction Programme.

The voting to proceed with the scheme was 5 in favour of implementation with 2 against and 1 abstention.

12 **PROPOSED BUS GATE IN ST CLEMENTS AVENUE, HAROLD WOOD**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the

implementation of the Bus Gate in St Clements Avenue, located at a point approx. 19 metres south of the extended southern kerb line of Elderberry Close at its junction with St. Clements Avenue, Harold Wood. The proposals shown in drawing Nos. QF017/QK001/2016 and A082406/BUS/SK01 attached in appendix 2 of the report.

Members noted that the estimated cost of £0.070m for implementation would be met by the developer through S106 agreement of highway works contribution for the redevelopment of the former Harold Wood Hospital site, granted under Planning Application ref. P0004.11 (A2657).

13 **TPC755 CRANHAM PARKING REVIEW - INFORMAL CONSULTATION**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the following proposals be implemented as advertised:

- i. 'At any time' waiting restrictions (Double Yellow Lines) at the locations set out in Appendix A and shown on Drawings Cranham 1, Cranham 2, Cranham 3 and Cranham 4 in Appendix B of the report;
- ii. 24 hour waiting restrictions at the Junction of Hedingham Road and Ashby Close shown on Drawing Cranham 1 in Appendix B of the report;
- iii. change to the operational time of the existing waiting restrictions in Ashburnham Gardens and Engayne Gardens from 08:00 hours - 09:30 hours Monday to Saturday to 10:00 hours – 15:00 hours Monday to Saturday as shown on Drawing Cranham 2 in Appendix B of the report;
- iv. introduction of parking facility outside the shops on Front Lane operational 09:00 hours - 17:00 hours with a maximum 90 minutes stay and no return within one hour as shown on Drawing Cranham 4 in Appendix B of the report.

The following proposals (being part of the advertised scheme) were to be abandoned:

- i. Change to the operational time of the existing waiting restriction in Waldergrave Gardens to 08:00 hours – 18:30 hours Monday to Saturday (the existing restriction 08:00 hours – 09:30 hours shall remain);
- ii. 'at any time' waiting restrictions on the north side of Avon Road as shown on the Drawing Cranham 4 in Appendix B of the report

Members noted that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be

implemented was £0.007m and would be met from the LIP funding allocation for 2018/2019 - A2904.

14 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

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

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

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

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals without funding available				
Page 5 A1	Dury Falls Estate	Cranham	20mph Zone	Agreed to move to Section B
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				
B1	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.

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

Item Ref	Location	Ward	Description	Decision
Page 8 B2	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers	High driver speeds recorded in central section of street; 85% speed 38mph westbound, 40mph eastbound; 69% drivers speeding westbound, 83% drivers speeding eastbound. 5 years to October 2016, one injury collision - driver failed to give way at Cambridge Avenue junction and was seriously hurt/ other driver slightly hurt.

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

Item Ref	Location	Ward	Description	Decision
Page 5 B3	Upper Brentwood Road, by Beaumont Close	Squirrels Heath	Traffic calming by junction to reduce driver speed as emergent visibility from side road is poor and residents have difficulty emerging. Probably a speed table between Beaumont Close and Ferguson Avenue.	Feasible but not funded. Residents have campaigned for action for some time on this matter.

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

Item Ref	Location	Ward	Description	Decision
Page 8 B4	The Mount/ Noak Hill Road	Heaton	Concerns about volume of traffic arising from removal of traffic signals (at Straight Road) and new developments. Full text appended.	Feasible by not funded.
B5	Heath Drive	Pettits	No right turn into Heath Drive from Main Road & no left turn into Heath Drive from A12 to deal with speeding and rat-running drivers.	Essentially creates a smaller scheme from B5 below. Costs reflect need to provide physical measure at least at the A12 end of the street.

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

Item Ref	Location	Ward	Description	Decision
B6 Page 9	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.
B7	Hornchurch Road	Hylands	Removal of hump at zebra crossing outside no.96 and at junction with Grosvenor Drive following complaints about noise/ vibration.	Feasible. Not funded. Speed-reduction would be lost along this section of Hornchurch Road.

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

Item Ref	Location	Ward	Description	Decision
Petition B8	133/135 Collier Row Lane	Mawneys	Request to remove pedestrian refuge.	Refuge installed in 2006/07 as part of the Collier Row Lane local safety scheme. Thames Water have undertaken works to a manhole cover which appears to have dealt with much of the issue, but residents maintain complaints about vibration and are of the view it is caused by large vehicles passing refuge.

Full text of petition under B4

We the undersigned, wish to draw to your attention the dangerous conditions on Noak Hill Road. Since the removal of the traffic lights at Straight Road there is no traffic break for vehicles to safely exit the blind junction at The Mount especially as the speed limit is often ignored. A road calming hump would be an obvious solution. You may notice

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

Item Ref	Location	Ward	Description	Decision
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that there is no safe pedestrian crossing in this area either. We are concerned that it will not be too long before there is a serious accident.

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**HIGHWAYS ADVISORY COMMITTEE
28 August 2018**

Subject Heading:	Park Lane SCH16 – Results of informal consultation
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Dean R Martin Technical Support Assistant schemes@havering.gov.uk
Policy context:	Street Management
Financial summary:	The estimated cost of implementation is £0.004m and will be met from the LIP allocation 2018/2019 - A2904

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

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

SUMMARY

Hylands Ward

This report outlines the responses received to the informal consultation undertaken with the residents of the Park Lane and Maygreen Crescent 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 that;
 - a) The proposals to extend the existing RO3 residents parking scheme for the rest of Park Lane, operational Mon-Sat 8.30am-6.30pm, be designed and publicly advertised;
 - b) Should the Statutory Consultation not receive any objections, the scheme will be implemented as advertised.
2. Members note that the estimated cost of this scheme is £0.004m and will be met from the LIP allocation 2018/2019 - A2904.

REPORT DETAIL

1.0 Background

- 1.1 In June 2016, the scheme was agreed in principle on Calendar Brief, to consult on the possibility of extending the existing RO3 Residents Parking Scheme in Park Lane and Maygreen Crescent. This is due to increasing complaints about the level of commuter parking.
- 1.2 On Friday 17th February 2017, 240 residents that were perceived to be affected by the proposals were sent letters and questionnaires, appended to this report in **Appendices A and B**, with a return date of Friday 10th March 2017. The responses to the questionnaire are outlined in the table appended to this report in **Appendix C**.

2.0 Results of informal consultation

From the 240 letters sent out to properties in the area, there were 24 responses received, representing a 10% return. 15 respondents answered YES and 5 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 RO3 residents parking scheme.

3.0 Staff comments

- 3.1 The responses strongly suggest that there is a parking problem in the unrestricted part of Park Lane and Maygreen Crescent. The extension of the existing RO3 Residents Parking Scheme, to include the unrestricted part of Park Lane and Maygreen Crescent would be the most prudent solution to the immediate parking issues.
- 3.2 During a meeting with Ward Councillors on the 21st June 2018 all Ward Councillors agreed that the scheme should be progressed to a Statutory Consultation.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the launch of consultation relating to the above scheme.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs is £0.004m. These costs will be funded from LIP allocation 2018/2019 - A2904

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.

Related costs to the Permit Parking areas

Resident & Business permits charges	
Residents permit per year	1st permit £35.00, 2nd permit £60.00, 3rd permit and any thereafter £85.00
Business permit per year	Maximum of 2 permits per business £200 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

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").

The Council's power to make an order for charging for parking on highways is set out in Part IV of 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 govern road traffic signs and road markings.

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

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

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

Human Resources implications and risks

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

Equalities implications and risks

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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

BACKGROUND PAPERS

Appendix A – Consultation Letter

Appendix B – Questionnaire

Appendix C – Responses

Appendix D - Design

Appendix A:



**Street Management
Schemes**

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

Address

Please call: Schemes
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Dear Sir/ Madam

Review of parking in Park Lane

Date: **17th February 2017**

I am writing to advise you that the Council are proposing a review of the parking situation in the unrestricted part of Park Lane, following requests from residents.

Currently, there are some double yellow lines around the junctions of Bush Elms Road, Trustons Gardens, Mendip Road and Maygreen Crescent, but the majority of that part of the road is unrestricted.

The aim of this review will be to look at parking and access issues in the unrestricted part of Park Lane, while giving the opportunity to residents of being included in the residents parking scheme that operates in the area.

Attached you will find the questionnaire. You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 10th March 2017**.

Unfortunately, the Council is unable to reply to individual points raised at this stage. However, all fully completed responses to the questionnaire and your comments will be noted and taken into consideration when presenting the final report to the Director of Neighbourhoods. The Committee will decide on a further course of action and any issues will be addressed at that time.

Yours faithfully

Dean R Martin
Technical Support Assistant
Schemes

Clean • Safe • Proud

apply▼pay▼report▼
www.havering.gov.uk



PARKING REVIEW QUESTIONNAIRE
Park Lane

Street Management
Schemes

Town Hall
Main Road
Romford
RM1 3BB

Name:

Please call: Schemes

Address (essential):

Telephone: (01708) 431056 / 433464

Email: schemes@havering.gov.uk

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

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 10th March 2017**.

1. In your view, is there currently a parking problem in **your** road? Yes
 No

If your answer is YES to the above question above, please proceed to question 2:

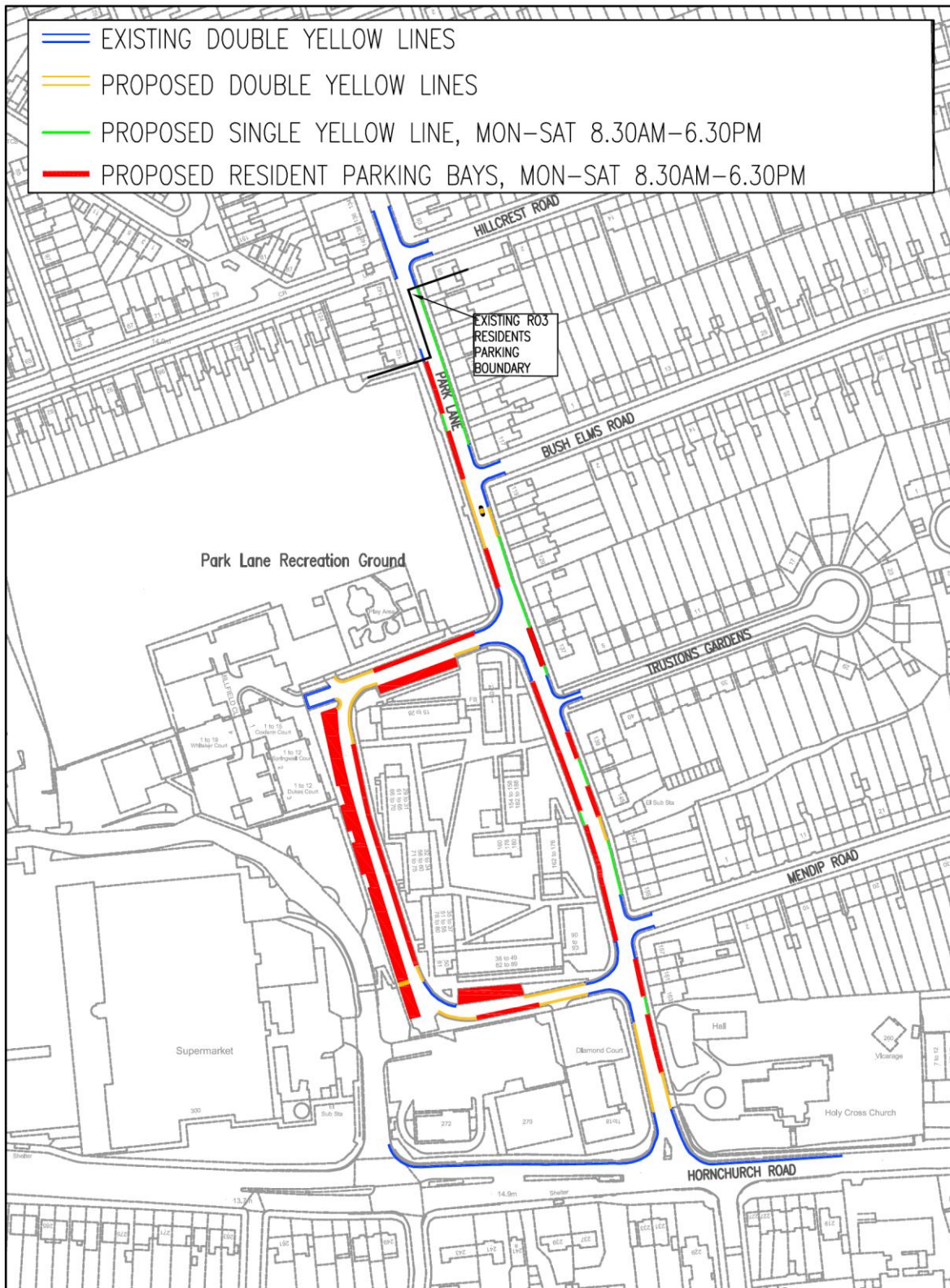
2. Are you in favour of your road being included in the existing residents permit parking scheme that operates in your area? Yes
 No

Please turn over



PARK LANE 'In-Principle' Parking Consultation

Road Name	Address	Returns	% Returns		In your view, is there currently a parking problem in your road?		Are you in favour of your road being included in the existing residents permit parking scheme that operates in your area?		
			total		Yes	No	Yes	No	
Park Lane	78	13	16.66%		10	3	9		4
Maygreen Crescent	95	4	4.21%		2	2	1		3
Millfield Close	60	1	1.66%		1	0	1		0
Hornchurch Road	3	0	0%		0	0	0		0
Trustons Gardens	4	2	50%		2	0	0		2
TOTAL	240	20			15	5	11		9
Anonymous		4			1	3	1		3



<p>Havering STREETCARE CULTURE & COMMUNITY TRAFFIC & PARKING CONTROL 100 FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DN TELEPHONE No: 01708 432187 FAX No: 01708 432058 EMAIL: schemes@havering.gov.uk</p>	<p>JOB TITLE JOB-TITLE-1 JOB-TITLE-2</p>	<p>PURPOSE</p>	<p>PURPOSE</p>	<p>APPROVED BY</p>	<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Parking Control. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Maps with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction in whole or in part is prohibited. London Borough of Havering (2008/07)</p>	
	<p>DRAWING TITLE DRAWING-TITLE-1 DRAWING-TITLE-2 DRAWING-TITLE-3</p>	<p>SCALE (AT A3 SIZE)</p>	<p>DATE</p>	<p>DATE</p>		<p>ISSUE</p>
	<p>ACAD REF:</p>	<p>DRAWING No</p>	<p>REVISION</p>	<p>REV</p>		<p>REVISION</p>
<p>Sheet Size: A3 (420x297)</p>	<p>DWG-NO</p>	<p>REV</p>	<p>REVISION</p>	<p>AMENDMENT</p>	<p>DATE</p>	

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HIGHWAYS ADVISORY COMMITTEE

Tuesday 28 August 2018

Subject Heading:	SCH15 Old Station Lane, Proposed Pay & Display Parking 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 £0.006m and will be met from the LIP allocation 2018/2019 (A2904)

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

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

SUMMARY

This report outlines the proposed implementation of Pay & Display parking bays and removal of 'at any time' waiting restrictions on the North West side of Old Station Lane 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 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 (3 hours maximum – Tariff A) be implemented; and
 - b) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £0.006m, which will be met from the **LIP allocation 2018/2019 (A2904)**

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 amenities, while preventing long-term non-residential parking and ensuring a turnover of parking spaces.
- 1.3 At this committee's meeting in October 2017, approval was granted to formally advertise the proposals.
- 1.4 In January 2018 the proposals were formally advertised. At the close of consultation one representation was received objecting to the proposals. A table of representations together with officer's responses is attached at Appendix B.

2.0 Staff Comments

- 2.1 Following careful consideration of the existing restrictions and taking into consideration the proximity of local amenities and the additional demand created for parking provisions in the area, officers consider it advantageous to convert part of the 'at any time' waiting restrictions on the North West side of Old Station Lane in to 'Pay and Display' parking bays.
- 2.2 Representations have been received and considered by officers. A table of representations together with officer's responses is attached at Appendix B.
- 2.3 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 £0.006m for implementation will be met from the LIP allocation 2018/2019 (A2904).

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.

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:

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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.

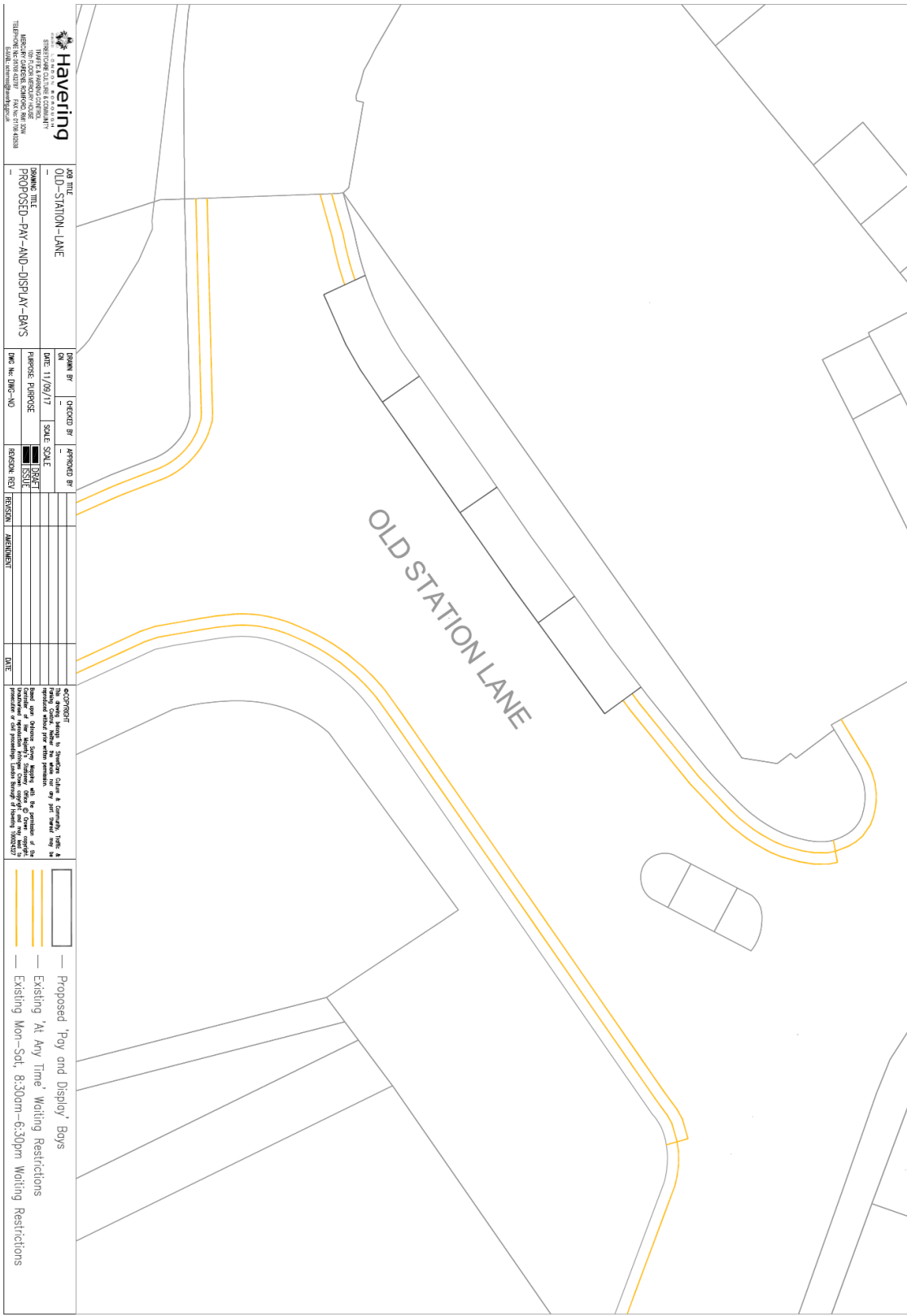
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable 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



Consultation Response	Officer Comments to HAC
<p><i>'this is one of the few local spaces with street parking available to residents of Taplow House. While I am aware this address was sold without parking, we still need access for deliveries, contractors, etc and with the spaces alongside the flats only available to the disabled throughout the day, and the road in front of the flats being bus only, this leaves very little other spaces left for our service providers to use.</i></p> <p><i>Secondly, this area is used by many people to wait when picking up people from Rainham Station of an evening. If these spaces are no longer available to them, I can only see that there people will be forced to wait on Ferry Lane or in front of the station, causing more congestion, noise and fumes for residents of Taplow House who's balconys overlook this area and affecting our quality of life.'</i></p>	<p>This location is currently restricted by 'at any time' waiting restrictions (double yellow lines). Such restrictions prohibit parking/waiting with the only notable exemptions being to disabled badge holders (can park for up to 3 hours), people boarding/alighting and for loading/unloading (the transference of goods of bulk). A tradesman would not be able to park on double yellow lines in order to undertake work in a nearby property.</p> <p>In Pay and Display bays, disabled badge holders can still park at no cost, boarding/alighting is still permitted as is loading/unloading. It will also provide a parking provision for tradesmen or any other person requiring to park for any other reason whilst also ensuring a regular turnover of vehicles. The tariff that would be implemented currently includes the first half hour of parking for free.</p>

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HIGHWAYS ADVISORY COMMITTEE

Tuesday 28 August 2018

Subject Heading:	SCH230 – Ferro Road – Proposed Residents Parking Scheme
CMT Lead:	Dipti Patel
Report Author and contact details:	Dean R Martin Technical Support Assistant Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.002m and will be met from the LIP allocation 2018/2019 - A2904

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

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

SUMMARY

Rainham & Wennington Ward

This report outlines a proposed Residents Parking Scheme for Ferro Road, operational between Monday and Saturday 8.30am-6.30pm inclusive and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that:
 - a) the proposals to introduce a Residents Parking Scheme in Ferro Road, operational between 8.30am and 6.30pm Monday to Saturday inclusive and the related 'At Any Time' waiting restrictions, as shown on the plan in **Appendix A** be publicly advertised.
 - b) Should the Statutory Consultation not receive any objections, the scheme will be implemented as advertised.

Members note that the estimated cost of this scheme as set out in this report is £0.002m and will be met from the LIP allocation 2018/2019 - A2904.

REPORT DETAIL

1.0 Background

- 1.1 The item was advanced onto Calendar Brief in April 2017 and received no objections.
- 1.2 The Council received complaints from residents of Ferro Road that long term non-residential parking is becoming an issue in the road.
- 1.3 Ward Councillors and a representative from the Housing Association that administers the Ferro Road flats and Council Officers met on site to look at the issues and discuss design principles for the introduction of parking restrictions in the road.
- 1.4 The proposed residents parking provision will limit the longer term parking in Ferro Road and will give residents and their visitors somewhere to park within the restricted period.
- 1.5 Ward Councillors were sent copies of the proposal on 16th March 2018 and were asked for any comments or objections they may have. The Ward Councillors have expressed their full support that the proposals should be publicly advertised.

2.0 Staff Comments

- 2.1 It is recommended that this scheme is progressed and is formally consulted.

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 is £0.002m and will be met from the LIP allocation 2018/2019 - A2904.

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.

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 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:

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

Equalities implications and risks:

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

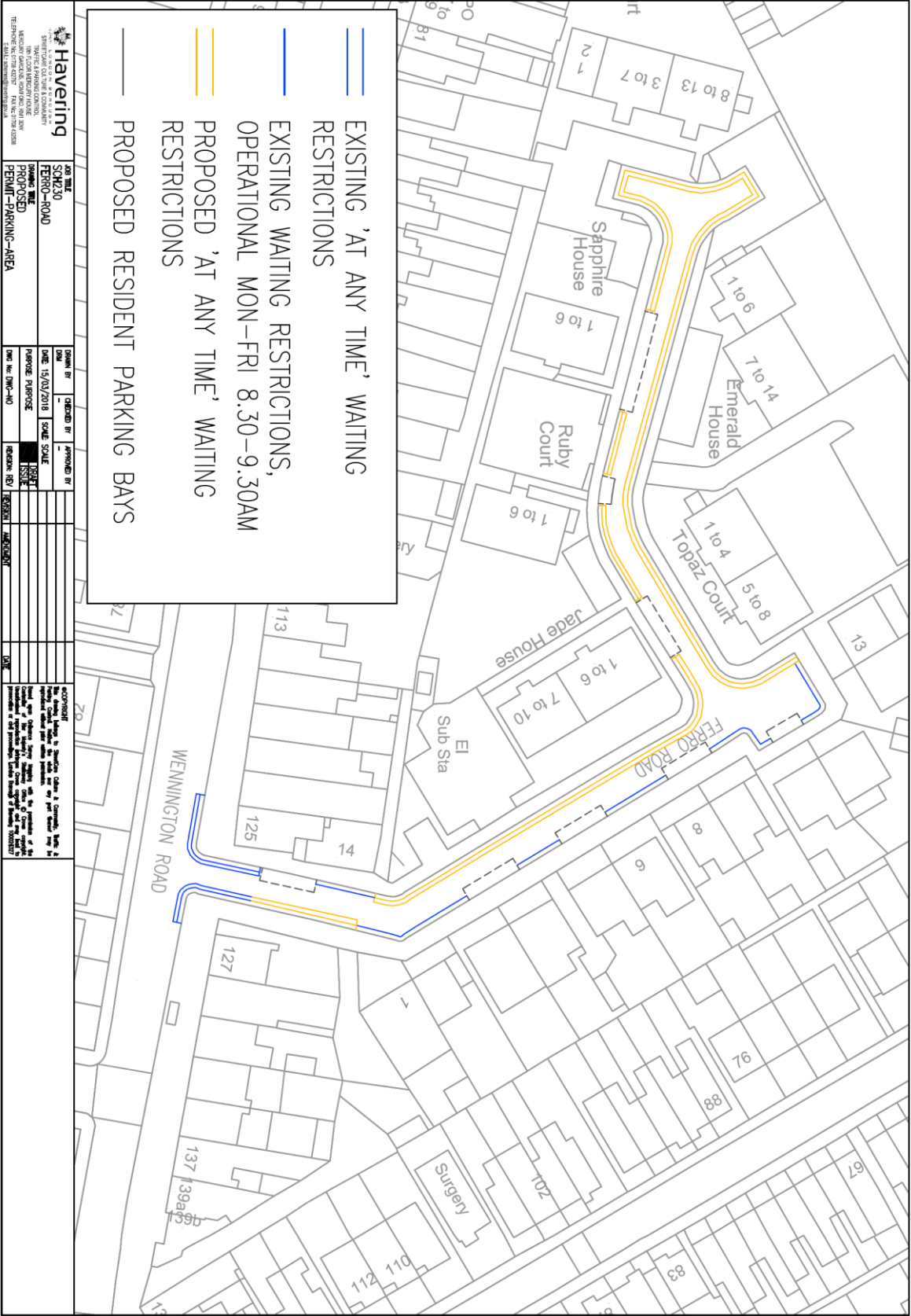
- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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

BACKGROUND PAPERS



<p>Haverling SHERIFFS OUTRIGGER CONSULTANTS 100, THE COLON INDUSTRIAL ESTATE WARRINGTON, CHESHIRE WA9 7JH TELEPHONE: 01925 836200 EMAIL: SALES@HAVERLING.CO.UK</p>		<p>JOB TITLE: SCH230</p> <p>PROPOSED PERIOD: ROAD</p> <p>PERMIT: PARKING-AREA</p>
<p>DATE: 15/03/2018</p> <p>PURPOSE: ROAD</p> <p>REF: 1303</p>	<p>CHECKED BY: [Signature]</p> <p>APPROVED BY: [Signature]</p>	<p>APPROVED BY: [Signature]</p> <p>DATE: 15/03/2018</p> <p>SCALE: SCALE</p> <p>DATE: 15/03/2018</p>
<p>AGREEMENT: The Council agrees to the proposed scheme and conditions, subject to the provisions of the Traffic Management Act 2004 and the Traffic Signs Regulations and General Directions 2002. The Council also agrees to the proposed scheme and conditions, subject to the provisions of the Traffic Management Act 2004 and the Traffic Signs Regulations and General Directions 2002.</p>		

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HIGHWAYS ADVISORY COMMITTEE

28 August 2018

Subject Heading:	Grenfell Avenue Area – results of informal consultation
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Dean R Martin Technical Support Assistant Schemes@havering.gov.uk
Policy context:	Street Management
Financial Summary	The estimated cost of implementation is £0.004m and will be met from the LIP allocation 2018/2019 - A2904

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

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

SUMMARY

Hylands Ward

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

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety;
 - (a) that the proposals to introduce a residents parking scheme in the Grenfell Avenue 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 £0.004m, which can be met from the LIP allocation 2018/2019 - A2904

REPORT DETAIL

1.0 Background

- 1.1 This item was advanced onto Calendar Brief in January 2018 due to the level of complaints the Council received in regards to long term non-residential parking in the Grenfell Avenue Area.
- 1.2 The extent of the review area is identified on the plan appended to this report as Appendix A.
- 1.3 An informal questionnaire was sent out to the residents of the area and copies of the letter and questionnaire are appended to this report as Appendix B and C.
- 1.4 On Friday 23rd March 2018, 335 residents that were perceived to be affected by the proposals were sent letters and questionnaires, with a return date of 13th April 2018. The responses to the questionnaire are outlined in the table appended to this report as Appendix D.

2.0 Results of public consultation

- 2.1 From the 335 letters sent out to the area, 113 responses were received, a 34% return. Out of the 113 responses 79 answered YES to question 1, that they felt there was a problem in the road, 74 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, 51 responses favoured Monday to Friday, while 23 responses favoured Monday to Saturday. In respect of the options of which hours of the day that were favoured, 35 responses favoured 10am to 2pm, while 37 responses favoured 8am to 6.30pm. In respect of what form of restriction was favoured, 52 responses favoured the Residents Parking Scheme option, while 21

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.

2.2 Following the results of the consultation, officers met with Ward Councillors to discuss a way forward. All three Ward Councillors agreed that a formal consultation should take place to propose a Residents Parking Scheme operational Monday to Friday 10am-2pm inclusive.

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 to this report as Appendix E, with an addition of Pay and Display Parking bays at the northern extremity of Grenfell Avenue, to make it easier for customers to use the parade of shops on Roneo Corner.

3.2 The proposed residents parking provision will limit the longer term parking in the Grenfell Avenue area and will give residents and their visitors somewhere to park within the restricted period.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £0.004m will be met from the LIP allocation 2018/2019 - A2904.

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:

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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

BACKGROUND PAPERS

Appendix A.
Appendix B
Appendix C
Appendix D
Appendix E

Appendix A



Scale: 1:2000
Date: 15 March 2018



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



The Resident/Occupier

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: 23rd March 2018

Dear Sir/ Madam

Grenfell Avenue Area Parking Review

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

Currently, there are Double Yellow Lines on all junctions and apexes of bends 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 Grenfell Avenue area, while giving the opportunity to residents of having a residents parking scheme being put in to operation.

I have attached a questionnaire that you are requested to complete and return to us by **Friday 13th April 2018**.

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

Dean R Martin
Technical Support Assistant
Schemes



**PARKING REVIEW QUESTIONNAIRE
Grenfell Avenue Area**

Name:

Address:

**Street Management
Schemes
London Borough of Havering**
Town Hall
Main Road
Romford
RM1 3BB

Email: schemes@havering.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 **13th April 2018**.

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.



Road Name	Address	% Returns	Returns	1. In your view, is there currently a parking problem in your road to justify action being taken by the Council		2. In favour of your road having parking restriction placed upon it to limit long term		Days		Times		Restriction	
				total	Yes	No	Yes	No	Mon / Fri	Mon/ Sat	10am – 2pm	8-6:30	YL
Grenfell Avenue	145	39%	57	47	10	43	4	30	13	23	20	16	28
Gordon Avenue	49	18%	9	5	4	4	5	1	4	1	4	1	3
Edison Avenue	76	40%	31	19	12	18	1	15	3	10	6	4	13
Wren Gardens	18	72%	13	6	7	6	0	4	2	1	5	0	6
Poneo Corner	34	0%	0	0	0	0	0	0	0	0	0	0	0
Upper Rainham Road	6	33%	2	1	1	1	0	0	1	0	1	0	1
Edison Close	6	16%	1	1	0	1	0	1	0	0	1	0	1
Rush Green Road	1	0%	0	0	0	0	0	0	0	0	0	0	0
Total	335		113	79	34	74	5	51	23	35	37	21	52

