



# Haverling

LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE AGENDA

<b>7.30pm</b>	<b>Tuesday 16 November 2010</b>	<b>Haverling Town Hall Main Road, Romford</b>
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Members 9: Quorum 3

### COUNCILLORS:

**Conservative  
Group  
(5)**

Frederick Thompson **(C)**  
Billy Taylor **(VC)**  
Steven Kelly  
Lynden Thorpe  
Damian White

**Residents'  
Group  
(2)**

Linda Hawthorn  
John Mylod

**Labour Group  
(1)**

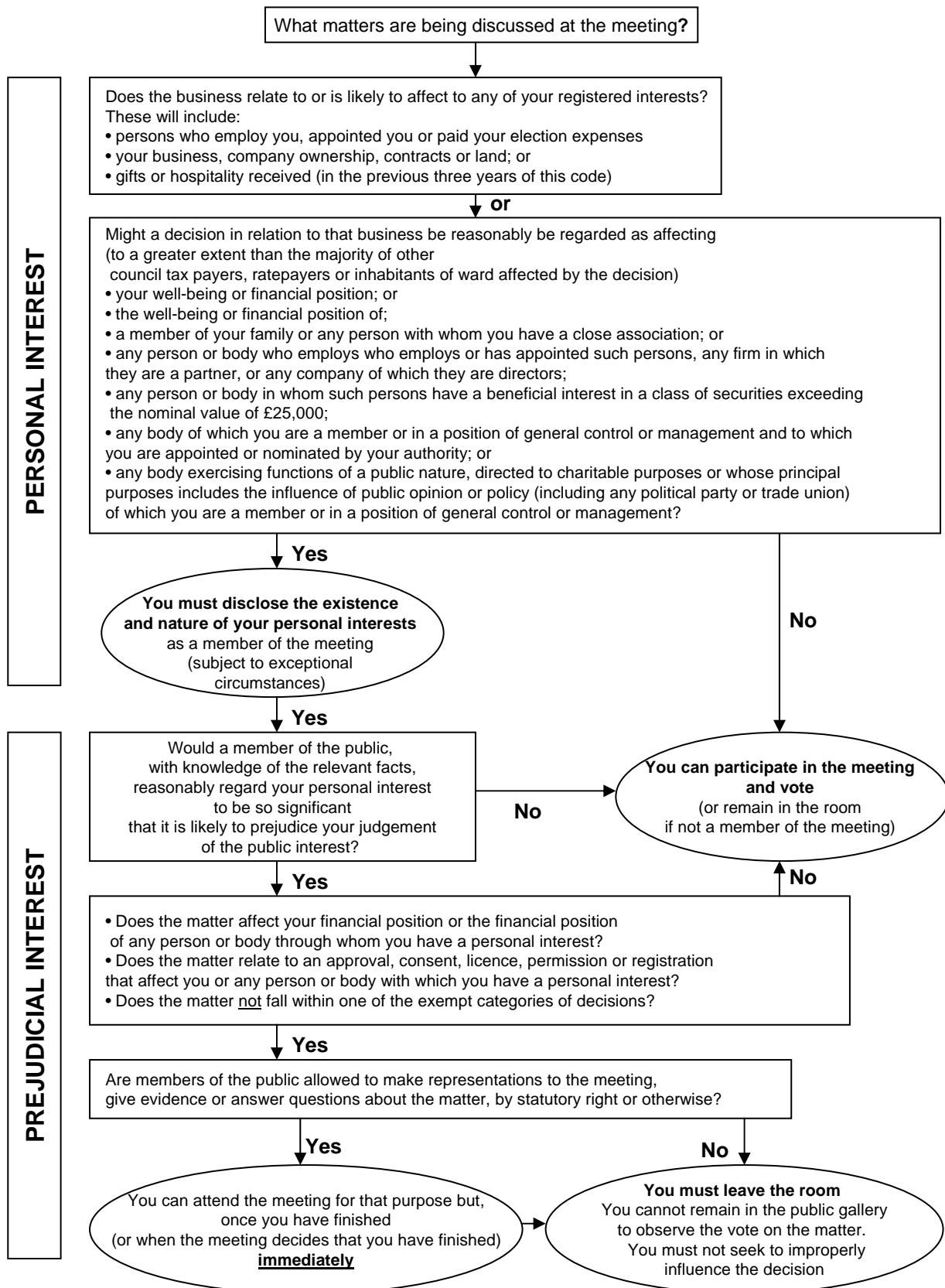
Denis Breading

**Independent  
Residents' Group  
(1)**

David Durant

**For information about the meeting please contact:  
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# 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.

### 2 **APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS** (if any) - receive.

### 3 **DECLARATION OF INTERESTS**

Members are invited to declare any interests in any of the items on the agenda at this point of the meeting. Members may still declare an interest in an item at any time prior to the consideration of the matter.

### 4 **MINUTES**

To approve as a correct record the minutes of the meeting of the Committee held on 19 October 2010, and to authorise the Chairman to sign them.

### 5 **CLYDESDALE ROAD PARKING & CYCLING SCHEME** – Report to follow if available

### 6 **PROPOSED 'AT ANY TIME' (DOUBLE YELLOW LINES) WAITING RESTRICTIONS & SCHOOL KEEP CLEAR MARKINGS FIRBANK ROAD, CLOCKHOUSE LANE & ST. JOHNS ROAD** - Outcome of public consultation - Report to follow if available

### 7 **PROPOSED 'AT ANY TIME' (DOUBLE YELLOW LINES) WAITING RESTRICTIONS BRIDGE CLOSE AREA** - Outcome of public consultation - Report to follow if available

### 8 **HERBERT ROAD/CRANHAM ROAD/HILLVIEW AVENUE – Accident Reduction Programme** – The result of public consultation – Report Attached

### 9 **SUTTONS LANE BY STANDEN AVENUE – PROPOSED MINOR PARKING AND SAFETY IMPROVEMENTS** – The result of public consultation – Report Attached

### 10 **SUTTONS LANE BY RANDALL DRIVE – PROPOSED PEDESTRIAN REFUGE** – The result of public consultation – Report Attached

### 11 **ABBS CROSS LANE OUTSIDE ABBS CROSS SCHOOL – PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS** – The result of public consultation – Report Attached

Highways Advisory Committee, 16 November 2010

- 12     **STANORD CLOSE – MINOR PARKING SCHEME** - Report to follow if available
  
- 13     **GIDEA PARK CPZ** – Results of Questionnaire consultation - Report to follow if available
  
- 14     **ROMORD COACH PARKING** - Outcome of public consultation - Report to follow if available
  
- 15     **VICTORIA ROAD PAY & DISPLAY PARKING** - Outcome of public consultation - Report to follow if available
  
- 16     **HIGHWAYS ADVISORY COMMITTEE WORK PROGRAMME** – The Committee is requested to consider the report relating to work in progress and applications.
  
- 17     **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.

**Philip Heady**  
**Democratic Services Manager**

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Havering Town Hall  
19 October 2010 (7.30pm – 11.15pm)**

**Present:**

**COUNCILLORS:**

<b>Conservative Group</b>	Frederick Thompson (in the Chair), Steven Kelly, Billy Taylor, Lynden Thorpe and +Wendy Brice-Thompson
<b>Residents' Group</b>	Linda Hawthorn and John Mylod
<b>Labour Group</b>	Denis Breading
<b>Independent Local Residents' Group</b>	David Durant

An apology for absence was received from Councillor Damien White.

+Substitute Member: Councillor Wendy Brice-Thompson (for Damien White).

Councillors Damien White, Mike Armstrong, Andrew Curtin and Ray Morgon were present for parts of the meeting.

There were approximately 45 members of the public present at the meeting.

All decisions were taken unanimously with no votes against unless shown otherwise.

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

There were no declarations of interest.

**28 MINUTES**

The minutes of the meeting of the Committee held on 21 September 2010 were agreed as a correct record subject to the following amendments:

Minute 20; Page 12M, 'no dissenting voices' to be removed.

Minute 24; Page 18M, recommendation 3 to read that, 'no review of the scheme be considered for a period of **two** years.'

The minutes were subsequently signed by the Chairman.

## **29 TRAFFIC MANAGEMENT ORDER AMENDMENT**

The Chairman advised that following legal advice the report was not to be considered as Cabinet had agreed at its meeting on 14 July 2010 to delegate the authority for decisions on any variations to traffic orders to the Lead Member for Community Empowerment.

## **30 HILLFOOT ROAD - Possible removal of width restriction. Outcome of residents'/ statutory authorities consultation**

The report before the Committee set out the various comments received in response to a consultation with residents and statutory authorities on a proposal to remove the existing width restriction at Hillfoot Road.

It was noted that 86 replies had been received by residents. In addition, a petition of 130 signatures was received objecting to the removal of the restriction. Responses were also received from the Metropolitan Police Traffic Unit, Metropolitan Police Safer Neighbourhood Team (SNT) and the London Fire Brigade.

Staff remarked that the representations submitted by residents were generally divided amongst those who considered the scheme should remain because it had reduced the volume of larger vehicles driving through the area and those who considered that it created problems elsewhere.

With regards to the responses from the emergency services; the Police indicated that there was no need for the object to be removed unless requests from the Fire Brigade and Ambulance Services for its removal were received. The Police were however mindful that the removal could result in the rat running of cars. The Fire Brigade advised that the removal of the restriction would assist with access and response time. The Ambulance Service did not respond to the consultation.

In accordance with the public-speaking arrangements, the Committee was addressed by two local residents.

The first resident voiced her support for the retention of the width restriction. She remarked that the restriction had been effective in the reduction of heavy goods vehicles using Hillfoot Road. She indicated that residents in Hillfoot Road were strongly against the removal of the restriction and urged the Committee to recommend its retention.

In contrast, the second resident expressed the view that the restriction should be removed. She said she had been advised by the former Chairman of the since-disbanded Area Committee that the restriction would be removed. The resident commented that the restriction had diverted traffic into Hillfoot and Playfield Avenue resulting in increased volumes of traffic detrimental to highway and pedestrian safety. She added that the restriction impacted upon the performance of the emergency services.

Members of the Committee debated at length the arguments for and against the retention of the restriction and were mindful of the representations submitted by the emergency services.

A member commented that the restriction had increased the traffic flow passing through Hillfoot and Playfield Avenue but also recognised that the restriction prevented heavy goods vehicles passing along Hillfoot Road.

A member remarked that the restriction was placed there to deal with a particular problem in the area and that should not be forgotten. The member suggested that unless there was strong and overwhelming objection to its removal then it should remain in place.

Some members commented that there could also be a need for an additional restriction to be placed in Hillfoot Avenue. The Chairman reminded members that the Committee was looking solely at the restriction in place in Hillfoot Road.

The Committee **RESOLVED** to recommend that the Head of Streetcare should not proceed further with the scheme as the removal of the width restriction was not appropriate.

### **31 HUBBARDS CLOSE – Possible road closure or restriction. Outcome of resident/statutory authority consultation**

The report before members set out the various comments received in response to a consultation with residents and statutory authorities following a request to close to restrict traffic using Hubbards Close in Emerson Park. Authority to consult was granted at the meeting of the Committee on 13 July 2010.

It was reported that 15 responses had been received following the consultation. A summary of the responses was contained in an appendix to the report. In summary, staff advised that of the residents and businesses in the area, nine supported a closure or restriction, one objected to a closure, one preferred a restriction rather than a closure (with a gate for residents) and one disputed the status of part of the land.

The report also detailed the responses from the statutory consultees which included the Police, Transport for London (TfL) and the London Fire Brigade.

Staff advised that the Council had powers to close or restrict a public highway, which did not necessarily have to be adopted by the Council. In terms of restrictions, the Council also had powers to restrict or prohibit types of traffic. Staff suggested that the only practical and realistic proposal was to close the road.

The Committee noted that funding was not identified for a closure scheme and that there was no evidence of an injury collision problem in the street. Staff advised that any scheme would require formal consultation and statutory advertisement.

In accordance with the public-speaking arrangements, the Committee was addressed by two local residents.

Both residents explained that Hubbards Close was being used as a rat-run for vehicles exiting from the A127. Members were informed that the poor condition of the road surface indicated that it was not intended for significant vehicle use and was more akin to a track. Residents explained that gates had been installed to prevent access over the unadopted part of the road, however these had been knocked down by road users. The residents requested that the Committee take action.

A member agreed that action was needed and was sympathetic to residents' requests but was concerned that the land ownership issue raised by a resident during the consultation be addressed as a priority before any further action was considered.

The Committee **RESOLVED** that consideration be **DEFERRED** until the specific land ownership issue was resolved. The Committee also requested that a further report be presented at the December meeting.

### **32 PARK LANE AREA PARKING REVIEW – Outcome of questionnaire consultation**

The report presented before members outlined the responses to a parking survey in the Park Lane area of Romford. It was reported that 255 responses had been received. The responses were summarised in an appendix to the report.

The report explained that many of the comments demonstrated the problems with many different people trying to access the road network and the difficulty for the Council of trying to balance parking, servicing and access. In terms of areas to be included in the existing scheme, only Clifton Road and the northern end of Park Lane supported the proposal. The majority of residents currently within the scheme wished to remain in the scheme.

It was noted that the Police, Fire Brigade and the Council's Road Safety Manager would like to see some restrictions to assist emergency services and the crossing patrol.

With its agreement, Councillor Andrew Curtin addressed the Committee. He expressed his support for the proposals to incorporate Clifton Road and Park Lane (between Malvern Road and Brentwood Road) into the controlled parking zone.

Members briefly debated whether it was necessary for the scheme, should it be extended, to operate on a Saturday. In response, staff advised that the existing controlled parking zone operated from Monday to Saturday. As such a local change could be confusing for residents.



It was suggested that aspects of the proposals were excessive and could merely result in an increased parking problem in the locality.

A member raised a particular concern regarding the potential impact the proposals would have on parking for attendance at the Holy Cross Church. Staff explained that the proposals affecting the church were only at local junctions and as such these should not cause a problem.

It was **RESOLVED** that the Committee **RECOMMEND** to the Cabinet Member for Community Empowerment that:

- 1) The Head of StreetCare should proceed with the detailed design and advertisement of proposals to bring Clifton Road and Park Lane (between Malvern Road and Brentwood Road) into Sector 3 of the Romford Controlled Parking Zone, subject to the following design constraints;
  - The scheme shall operate between 8:30am and 6:30pm, Monday to Saturday as the existing scheme;
  - Residents' parking bays shall be provided where possible having regard for access and servicing;
  - It be noted that parking bays cannot be provided in front of dropped kerbs;
  - Parking bays for businesses be provided where not directly affecting residents (for the businesses at the northern end of Park Lane);
  - The dual-use bay outside Seafields Fostering be converted to a business permit bay;
  - Short term parking bays for shoppers be provided where not directly affecting residents (for the businesses at the northern end of Park Lane), with the Committee giving an indication of either limited stay bays or pay-and-display parking.
  - Restrictions be provided to assist the School Crossing Patrol operating in Park Lane, at the junction with Malvern Road.
  - Double yellow lines be provided on all junctions, bends, through pedestrian refuges within the review area and the Park Lane approach to Hornchurch Road shown on Drawing QJ054/101
- 2) That it be noted that the estimated cost of implementing the scheme was £5,000 which can be met from the 2010/11 revenue allocation for Minor Parking Schemes.

The vote was 8 votes to nil with 1 abstention. Councillor Durant abstained from voting.

### **33 SOUTH HORNCHURCH AND RAINHAM MINOR PARKING SCHEMES - Outcome of public consultation**

The report before the Committee detailed the responses to the statutory advertisement and public consultation of various minor parking schemes in the South Hornchurch and Rainham Area. The report also included details of each of the 37 proposed minor schemes.

In accordance with the public-speaking arrangements, the Committee was addressed by a resident. She commented specifically on the proposal to introduce a single yellow line on the northeast side of the street from the boundary of 208 Wennington Road to a point 10 metres south of the southeastern kerb-line of Eastwood Drive (excluding the existing zebra crossing outside Brady School). The resident explained that the proposal was unnecessary and excessive as there was no parking problem outside the school.

A member of the Committee supported the view promoted by the resident and commented that many of the proposals were simply not required. The member suggested that staff initiate discussions with the residents and the school which had requested the proposal.

It was suggested that the Head of Streetcare use delegated authority to implement the proposed 10metre double yellow lines around junctions.

Members noted the low response to the consultation from local residents.

It was **RESOLVED** that the Committee having considered the representations made for each scheme or group of schemes as set out in Appendix II to the report be rejected.

#### **34 ST. EDWARD'S PRIMARY SCHOOL - SCHOOL TRAVEL PLAN & PARKING REVIEW - Outcome of Public Consultation**

The report detailed the views of those responding to the statutory advertisement and public consultation of various minor junction improvements and minor parking schemes in the area around St. Edwards Primary School, Romford. The details of each of the proposed schemes was included as an appendix to the report before the Committee.

By way of background, it was explained that in 2009/2010 work had begun to review the St Edward's Primary School Travel Plan to improve pedestrian routes to school. In addition, comments had been made by residents at a meeting of the Gidea Park Area Committee about problems caused by parking at junctions.

The area in question was bounded by North Street, Parkside Avenue and Pettits Lane, down to Central Library, with St. Edward Primary School located on Havering Drive. The area was also subject to a 20mph Zone.

It was noted that 30 responses had been received. Of those who responded, 15 supported the scheme, 11 objected to individual parts of the scheme and 4 provided no view but made further suggestions.

In accordance with the public-speaking arrangements, the Committee was addressed by a resident. The resident focussed her comments on the proposals for McIntosh Road at the junction with Dorset Avenue and Marshalls

Drive. She requested additional yellow lines to those proposed.

With its agreement, Councillor Michael Armstrong addressed the Committee. Councillor Armstrong voiced his support for the proposals. He was concerned however that the consultation had not produced the results some residents had hoped for.

The majority of members voiced their support for the schemes and considered them to be well-designed, particularly as the area clearly experienced parking problems.

It was **RESOLVED** that:

1. The Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the various schemes detailed in this report, Appendix I be implemented.
2. It be noted that the estimated cost of implementing all of the schemes was £45,000, £10,000 of which can be met from the 2010/11 revenue allocation for Minor Parking Schemes and £35,000 of which can be met from the 2010/11 Transport for London Local Implementation Plan allocation for School Travel Plans (St. Edward's Primary School).
3. The Committee considered that the Head of StreetCare proceed with the detailed design and advertisement of the requests arising from the public consultation as set out in Appendix III.

### **35 MEAD SCHOOL, AMERSHAM ROAD, HAROLD HILL - Alterations to School Keep Clear Markings, Outcome of Public Consultation**

The report detailed the responses following the public consultation and statutory advertisement for alterations to the School Keep Clear Markings outside Mead School.

The Committee noted the responses as detailed in the appendix to the report and, without debate, **RESOLVED** that:

1. It be recommended to the Cabinet Member for Community Empowerment that the School Keep Clear road marking be extended and a footway parking bay removed as detailed in the report and implemented.
1. It be noted that the estimated cost of £1000 be met from the 2010/11 revenue budget for Minor Parking Schemes.

### **36 HIGHWAYS SCHEMES – Schemes Progress and Applications, October 2010**

The report provided members with an update on highway schemes currently in progress. It also presented applications for new highway schemes for which the Committee would make recommendations to the Head of StreetCare to either

progress or rejection.

By way of background, it was explained that the Committee received all highway scheme requests so that a decision could be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

It was reported that where a scheme was to be progressed, the Head of StreetCare would proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations would then be reported to the Committee which would make recommendations to the Cabinet Member for Community Empowerment. Where a scheme was not to be progressed, the Head of StreetCare would not undertake further work.

Staff explained that in order to manage the workload, two schedules had been prepared.

Schedule 1 would generally provide a monthly update of schemes in progress which had prior agreement from the Committee for the Head of StreetCare to proceed with detailed design and consultation.

Schedule 2 sets out applications for new schemes and was split into 4 areas:

- Section A - Scheme Proposals with Funding in Place
- Section B - General parking requests for prioritisation
- Section C - Scheme proposals without funding available
- Section D - Scheme proposals on hold for future discussion

For the purposes of this meeting only, Schedule 3 had been included which dealt with the Committee views for requests submitted in July 2010 and August 2010. For this Schedule, the Committee was requested to agree that it represented a true record of the decisions previously agreed. The full request lists for both months was reproduced in Appendix I of the report.

Members debated the process for escalating those schemes which should be given greater consideration but did not have any funding available. Staff advised that those schemes would be moved to Section D of Schedule 2 and would be brought back for future discussion at a later date when funding was available.

A member suggested that the schemes covered in Schedule 1 be circulated to all members of the Council through the weekly production of the Internal Calendar Brief. It was agreed that staff would explore this issue further outside of the meeting.

With its agreement, Councillor Ray Morgon addressed the Committee. Councillor Morgon requested that Item Reference 4 of Schedule 2 be rejected. He also requested that Ward Councillors be consulted on Local Implementation Plan (LIP) submissions.

It was **RESOLVED** that:

1. The Committee noted the contents of Schedule 1 – Highways Schemes Progress.
2. The Committee considered that the Head of StreetCare proceed with the detailed design and advertisement of the approved highway schemes applications set out in Schedule 2, Section A – Scheme Proposals with Funding in Place as detailed in the appendix to the minutes.
3. The Committee considered the highway schemes applications set out in Schedule 2, Section B - General parking requests for prioritisation and for each application the Committee, through an appendix to the minutes, provided details of which schemes it;
  - (a) Considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the parking scheme; or
  - (b) Considers that the Head of StreetCare should not proceed further with the parking scheme.
4. The Committee considered the Head of StreetCare should not proceed further with the highway schemes applications set out in Schedule 2, Section C - Scheme proposals without funding available.
5. The Committee noted the contents of Schedule 2, Section D – Scheme proposals on hold for future discussion.
6. The Committee reviewed Schedule 3 - Highway Schemes Applications (July and August 2010) and agreed that the schedule was a correct record of decisions, giving the following outcomes;
  - (a) AGREED - the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the scheme; or
  - (b) REJECTED - the Head of StreetCare should not proceed further with the scheme; or
  - (c) DEFERRED – the Head of StreetCare was requested to provide further information to the Committee.
7. It be noted that any schemes taken forward to public consultation and advertisement (where required) would be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment if a recommendation for implementation was made.
8. It be noted that the estimated cost of implementing each scheme was set out in the Schedules along with the funding source. In the case of Schedule 2, Section C - Scheme proposals without funding available, that it be noted that there was no funding available to progress the schemes.
9. It be noted that the estimated cost of implementing each scheme set out in

Schedule 3 was shown on the original application sheets for July 2010 and August 2010 which had been reproduced in Appendix I to the report.

### 37 SUSPENSION OF COMMITTEE PROCEDURE RULES

During the discussion of remaining items on the agenda the Committee **RESOLVED** to suspend Council Procedure Rule 9 to the conclusion of consideration of the remaining items on the agenda.

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Chairman  
16 November 2010



# **HIGHWAYS ADVISORY COMMITTEE REPORT**

**16 November 2010**

**Subject Heading:**

HERBERT ROAD / CRANHAM ROAD /  
HILLVIEW AVENUE ACCIDENT  
REDUCTION PROGRAMME – THE  
RESULTS OF PUBLIC CONSULTATION

**CMT Lead:**

Cynthia Griffin

**Report Author and contact details:**

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

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

## **SUMMARY**

Herbert Road / Cranham Road / Hillview Avenue – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify traffic calming measures along Herbert Road / Cranham Road / Hillview Avenue and speed control humps are proposed.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the speed control humps be approved.

**RECOMMENDATIONS**

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the speed control humps detailed in this report and shown on Drawing Nos: QJ008/1 to QJ008/3 be implemented.
2. That, it be noted that the estimated cost of £80,000 can be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

**REPORT DETAIL**

**1.0 Background**

- 1.1 In November 2009, Transport for London approved funding for a number of Accident Reduction Programme as part of 2010/11 Havering Borough Spending Plan settlement. Herbert Road/Cranham Road/Hillview Avenue – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures along Herbert Road, Cranham Road and Hillview Avenue. The feasibility study has now been completed and has looked at ways of reducing accidents and it is considered that the accident remedial measures, as described in the recommendations will improve road safety. In June 2010, Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Herbert Road, Cranham Road and Hillview Avenue Accident Reduction Programme will help to meet these targets.

**2.0 Survey Results**

- 2.1 Traffic surveys showed that two-way traffic flows are up to 350 vehicles per hour during peak periods along Herbert Road.  
A speed survey was carried out and the results are as follows.

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Herbert Road by Fairlawns Close	35	35	39	44



The 85<sup>th</sup> percentile speed is the speed not exceeded by 85% of vehicles and is the measure of speed recommended by the Government for the design of traffic management schemes. The speed limit along this road is 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along this road.

- 2.2 In the four-year period to December 2009, two personal injury accidents (PIAs) were recorded along Herbert Road, Cranham Road and Hillview Avenue. Of the total PIAs, one was serious and one was slight injury accidents.

### **3.0 Proposals**

- 3.1 The speed control humps are proposed along Herbert Road, Cranham Road and Hillview Avenue as shown on Plan Nos. QJ008/1 to QJ008/3 appended. These proposals would reduce vehicle speeds and minimise accidents along these roads.

### **4.0 Results of public consultations**

- 4.1 Following Highways Advisory Committee approval for a public consultation in June 2010, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 500 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 11<sup>th</sup> October 2010 were invited. Twenty written responses from Metropolitan Police, Fire Brigade and residents / occupiers were received and the comments are summarised in the Appendix.
- 4.2 Of the twenty written responses, seven for Herbert Road, five for Cranham Road and eight for Hillview Avenue were received. Of these responses, 75 % were in favour and 25% were against or opposed to the scheme.

### **5.0 Conclusions**

- 5.1 The accident analysis indicated that two personal injury accidents (PIAs) were recorded along Herbert Road, Cranham Road and Hillview Avenue. Speed survey showed that vehicle speeds are above the speed limit. In recent years, local residents and Members were campaigning for traffic calming measures along Herbert Road, Cranham Road and Hillview Avenue. From the public consultation results, it can be seen that 75% of respondents supported the scheme. It is therefore recommended that the proposed measures in the recommendation should be recommended for implementation.

## IMPLICATIONS AND RISKS

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

The estimated cost of the proposals is £80, 000. Herbert Road/Cranham Road/Hillview Avenue is one of the schemes approved by TfL which is to be implemented from Havering's 2010/11 allocation for Accident Reduction Programme. This scheme is fully funded by TfL.

### **Legal Implications and Risks**

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

### **Human Resource Implications and Risks**

None directly attributable to the proposals.

### **Equalities and Social Inclusion**

There would be some visual impact from the speed control hump proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

## BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**

**APPENDIX  
SUMMARY OF RESPONSE**

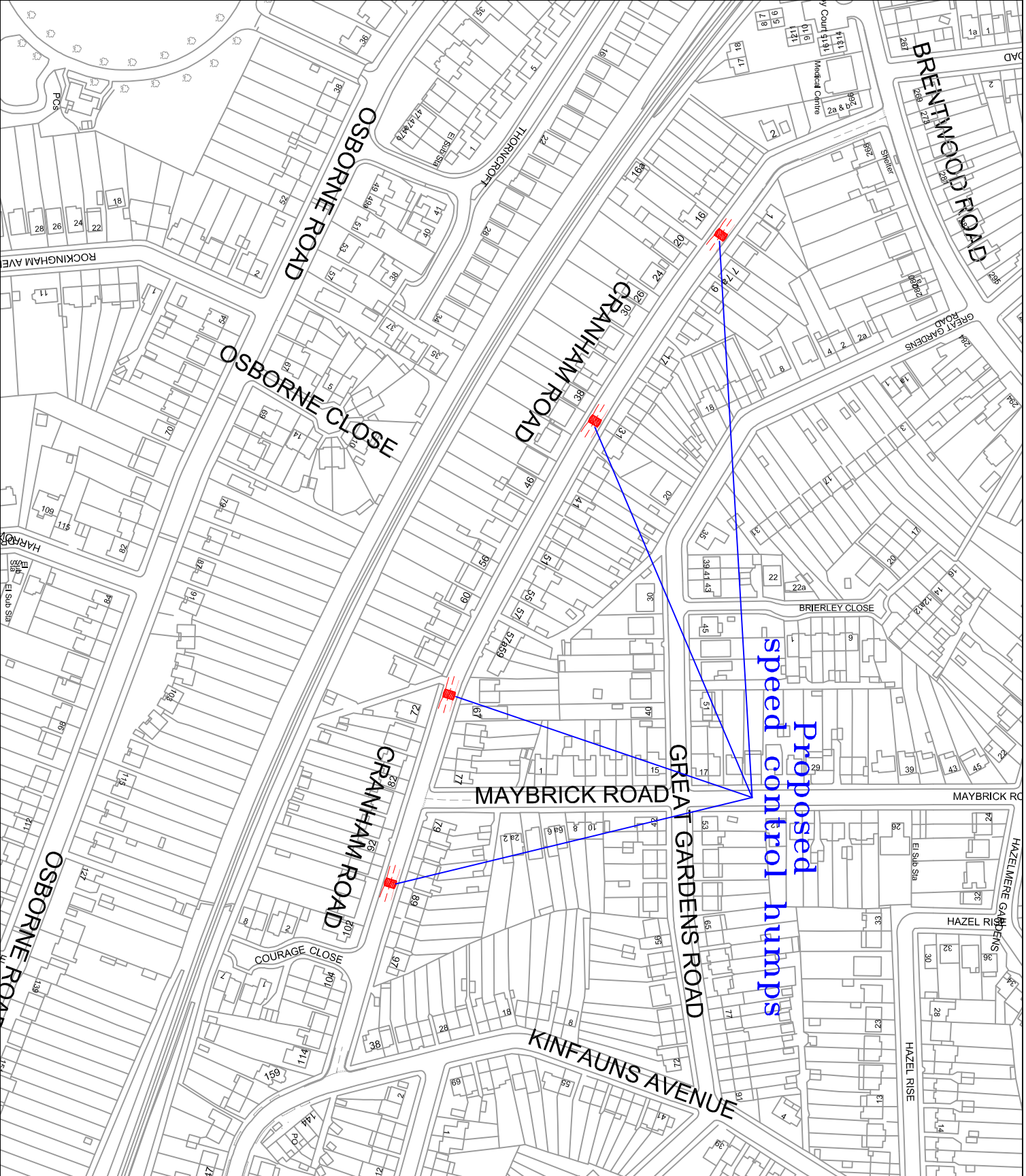
<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
<b>HERBERT ROAD AREA</b>		
QJ008/H/1 (London Fire Brigade)	No objections from LFB.	-
QJ008/H/2 (Metropolitan Police)	No comment or observations regarding these proposals.	-
QJ008/H/3 (5 Herbert Road)	Against the speed control humps. Concerned about the positioning and noise at night etc.	It is considered that speed control humps would reduce vehicle speeds and minimise accidents. It would not cause significant problems in terms of positioning and noise.
QJ008/H/4 (18 Herbert Road)	Complete agreement with the proposals.	-
QJ008/H/5 (49A Herbert Road)	Very pleased with the proposals.	-
QJ008/H/6 (66 Herbert Road)	Delighted with proposals. Concerns about vehicles slamming on of breaks and foot-down approach when vehicles approaching and leaving Wingletye Lane. Need more humps near Wingletye Lane.	It is considered that the proposals are adequate to reduce vehicle speeds and minimise accidents along Herbert Road. Further speed control humps could be considered at a later date.
QJ008/H/7 (3 Peerage Way)	Proposed location of speed control hump is highly beneficial in slowing down the traffic.	-
<b>CRANHAM ROAD AREA</b>		
QJ008/C/1 (13 Cranham Road)	Fully supportive of this scheme but request for additional speed control humps.	It is considered that the proposed speed control humps are adequate to reduce vehicle speeds below 30mph. Additional speed humps could be considered at a later date, if necessary.
QJ008/C/2 (22 Cranham Road)	Failed to see the significance of introducing speed control humps.	It is considered that the proposed speed control humps would reduce vehicle speeds and subsequently would minimise accidents in the area.

**Highways Advisory Committee, 16 November 2010**

QJ008/C/3 (41 Cranham Road)	Very much in favour of speed control humps.	-
QJ008/C/4 (54 Cranham Road)	Opposed to these measures in principle. Request not to put speed control hump in the lowest point.	It is considered that the proposed speed control humps would reduce vehicle speeds and subsequently would minimise accidents in the area. At present, no plans to install speed control humps in the vicinity of lowest point.
QJ008/C/5 (88 Cranham Road)	Opposed to proposed speed control humps. Request to introduce 20mph speed limit, camera and red asphalt.	It is considered that the proposed speed control humps would reduce vehicle speeds and subsequently would minimise accidents in the area. London Safety Camera Partnership is responsible for the selection of speed camera. The Council have no control over these cameras. 20mph speed limit and red asphalt proposals could be considered at a later date.
<b>HILLVIEW AVENUE AREA</b>		
QJ008/HI/1 (2 Hill view Avenue)	Totally in favour of the idea of speed humps. Request for width restrictions to stop larger vehicles.	Width restriction proposal could be considered at a later date, if necessary.
QJ008/HI/2 (18 Hillview Avenue)	Scheme is long overdue.	-
QJ008/HI/3 (64 Hillview Avenue)	It would be better to have a speed limit sign, but no humps.	It is considered that the proposed speed control humps would reduce vehicle speeds and subsequently would minimise accidents in the area. Speed limit sign would not be effective as speed control humps in reducing vehicle speeds and accidents.
QJ008/HI/4 (89 Hillview Avenue)	The proposed speed control humps for these roads is long overdue.	-
QJ008/HI/5 (95 Hillview Avenue)	Speed humps would make the road more dangerous during icy conditions and difficult for emergency services.	It is considered that speed control humps would not cause significant problems during icy conditions. Fire Brigade and Metropolitan Police have no objections to the proposals.
QJ008/HI/6 (100 Hillview Avenue)	Very pleased to hear that road bumps will be put down Hillview Avenue. It is long overdue.	-

**Highways Advisory Committee, 16 November 2010**

QJ008/HI/7 (103 Hillview Avenue)	Wish to show my support for these proposals by issuing this letter.	-
QJ008/HI/8 (2 Lewis Road)	Object to the speed control hump outside my mum's bedroom window. Construction of speed control hump near my mum's property will affect her asthma conditions and sleeping pattern at night (noise).	It is considered that the proposed speed control hump would not cause significant problems as it is not directly outside this property, Installation of double glazing would help to minimise noise if necessary. The proposals will be installed as recommended in the traffic calming regulations, if approved.

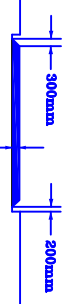
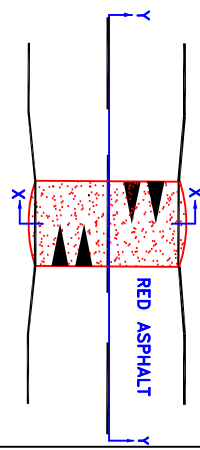


**PURPOSE** -

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**NOTES**

**Speed Control Hump  
 Typical Layout**



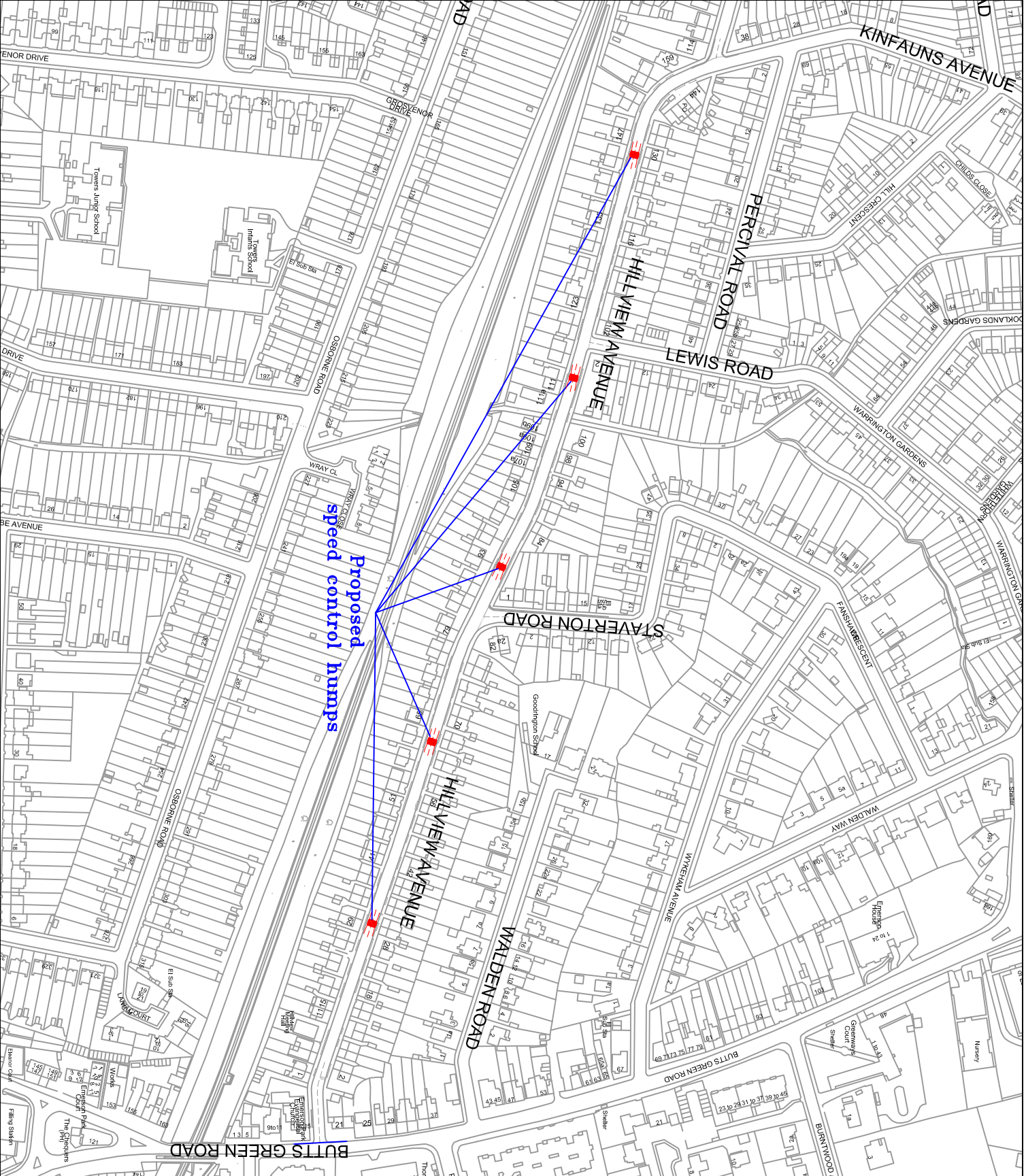
REVISION	AMENDMENT	DATE

**JOB TITLE**  
 CRANHAM ROAD/HILLVIEW AVENUE  
 ACCIDENT REDUCTION PROGRAMME

**DRAWING TITLE**  
 PROPOSED  
 SPEED CONTROL HUMPS

**STREETCARE**  
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<b>SCALE</b> NTS	<b>DATE</b> SEPT10	<b>DRAFT</b> ISSUE
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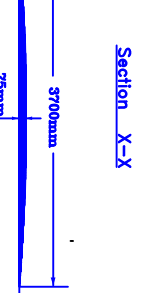
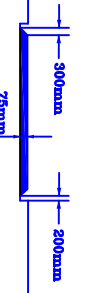
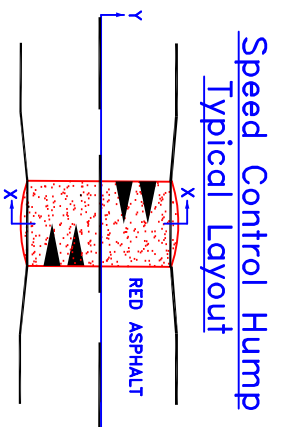
Proposed  
speed control humps

**PURPOSE** -

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**NOTES**



REVISION	AMENDMENT	DATE

**JOB TITLE**  
CRANHAM ROAD/HILLVIEW AVENUE  
ACCIDENT REDUCTION PROGRAMME

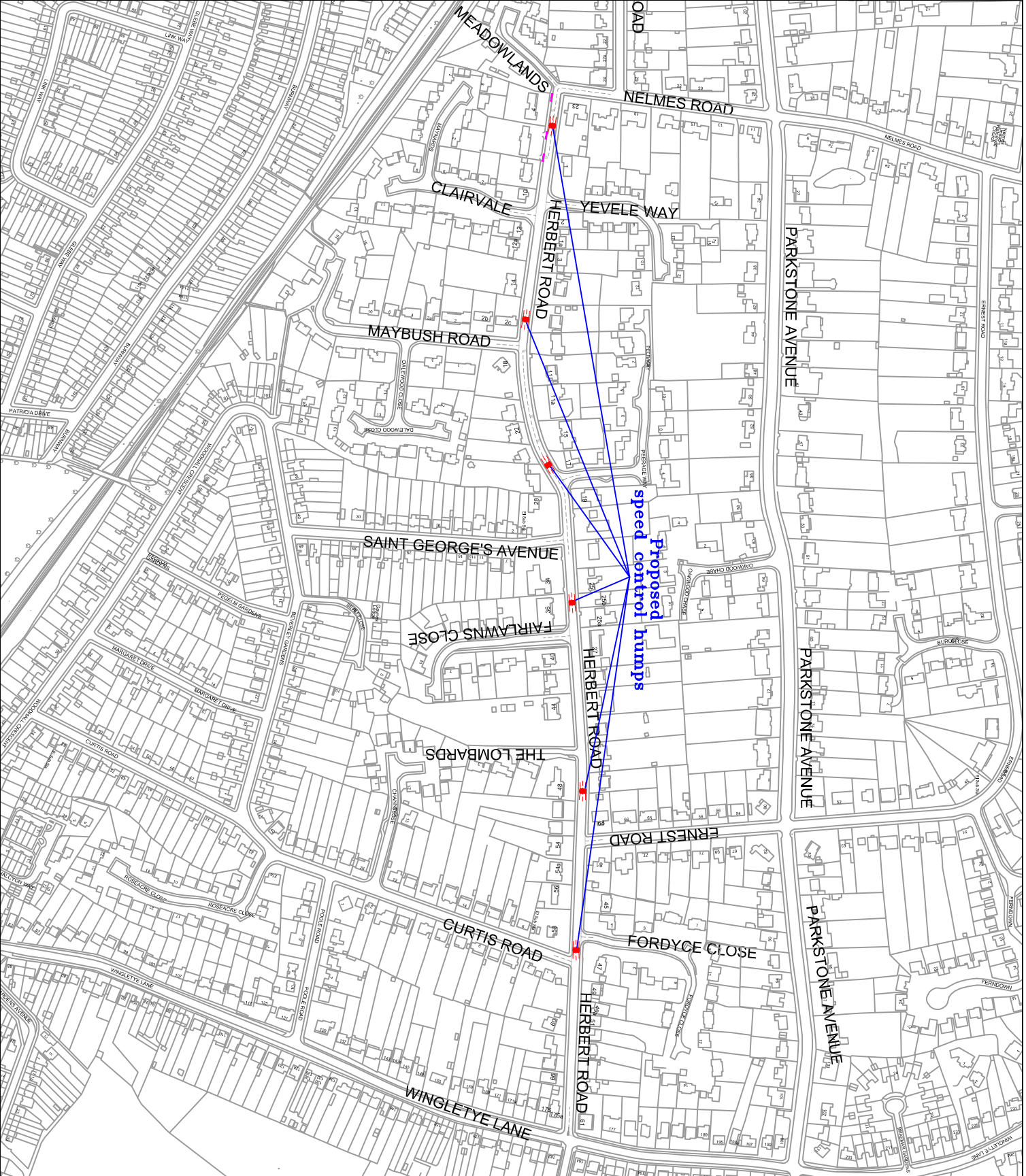
**DRAWING TITLE**  
PROPOSED  
SPEED CONTROL HUMPS

**STREETCARE**  
CULTURE & COMMUNITY

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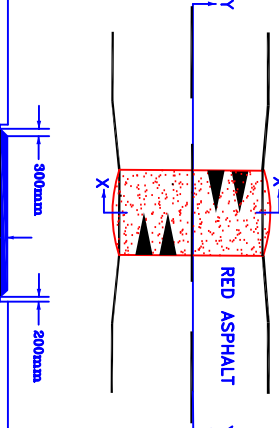


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**NOTES**

**Speed Control Hump  
 Typical Layout**



Section X-X  
 3700mm  
 700mm  
 Section Y-Y

REVISION	AMENDMENT	DATE

**JOB TITLE**  
 HERBERT ROAD  
 ACCIDENT REDUCTION PROGRAMME

**DRAWING TITLE**  
 PROPOSED  
 SPEED CONTROL HUMPS

**STREETCARE**  
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# **HIGHWAYS ADVISORY COMMITTEE REPORT**

**16 November 2010**

**Subject Heading:**

SUTTONS LANE BY STANDEN AVENUE  
– PROPOSED MINOR PARKING AND  
SAFETY IMPROVEMENTS (THE  
RESULTS OF PUBLIC CONSULTATION)

**CMT Lead:**

Cynthia Griffin

**Report Author and contact details:**

SIVA Velup  
Senior Engineer  
01708 433142  
velup.siva@havering.gov.uk

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

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

## **SUMMARY**

Suttons Lane by Standen Avenue – Minor parking and safety improvements was one of the schemes approved by Highways Advisory Committee for investigation. A feasibility study has recently been carried out to identify parking and safety improvements at this location. Kerb build-out alteration, ‘At any time’ waiting restrictions and reduced short term parking bays are proposed to improve road safety. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above proposal be approved.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that kerb build-out alteration, reduced short term parking bays and 'At any time' waiting restrictions along Suttons Lane by Standen Avenue as detailed in this report and shown on Drawing No: QF181-S be implemented and the necessary traffic order made.
2. That, it be noted that the estimated cost of £2,000 can be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

## REPORT DETAIL

### **1.0 Background**

- 1.1 Suttons Lane Accident Reduction Scheme implemented during 2008/09 financial year. The proposals included new pedestrian refuges and zebra crossing, upgrading zebra crossing and pedestrian refuges, coloured anti-skid surfacing, As part of this scheme, zebra crossing, kerb build-out, short-term parking bays and 'At any time' waiting restrictions were installed in the vicinity of Suttons Lane / Standen Avenue junction.
- 1.2 Local residents and Members have raised concerns about the sightlines at the Suttons Lane / Standen Avenue junction. Parked vehicles on the Lay-by outside the shops along Suttons Lane are often blocking the views of the vehicles, entering from Standen Avenue, causing sightline problems.
- 1.3 The feasibility study has been completed and has looked at ways of improving sightlines at this location. It is considered that kerb build-out extension, reduced short term parking bays and 'At any time' waiting restrictions, as described in the recommendations will improve sightlines and road safety at this location. In August 2010, Highways Advisory Committee approved this scheme in principle for public consultation.

### **2.0 Proposals**

- 2.1 It is proposed to extend the kerb build-out, reduced short term parking bays and 'At any time' waiting restrictions along Suttons Lane in the vicinity of Standen Avenue junction as shown on Plan No: QF181-S. The proposal would improve sightlines and road safety at this location.

### **3.0 Results of public consultations**

3.1 Following Highways Advisory Committee approval for a public consultation in September / October 2010, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 40 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 11<sup>th</sup> October 2010 were invited. Three written responses from Metropolitan Police, Fire Brigade and Member were received and no objections were raised to the proposals. However, Metropolitan Police indicated that removal of parking bays outside the shops would improve road safety and additional parking bays could be considered along Standen Avenue, if possible. Staff considered that some form parking is necessary outside the shops and additional parking bays close to the Suttons Lane junction are not viable.

### **4.0 Conclusions**

4.1 The proposed kerb build-out extension, reduced short term parking and 'At any time' waiting restrictions would improve sightlines and road safety at this location. It is therefore recommended that the proposed measures in the recommendation should be recommended for implementation.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of the proposals is £2,000. The scheme will be implemented from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

#### **Legal Implications and Risks**

Parking management schemes including restrictions require consultation and the advertisement of proposals before a decision can be taken on their introduction. Legal resources will be required in making traffic orders.

#### **Human Resource Implications and Risks**

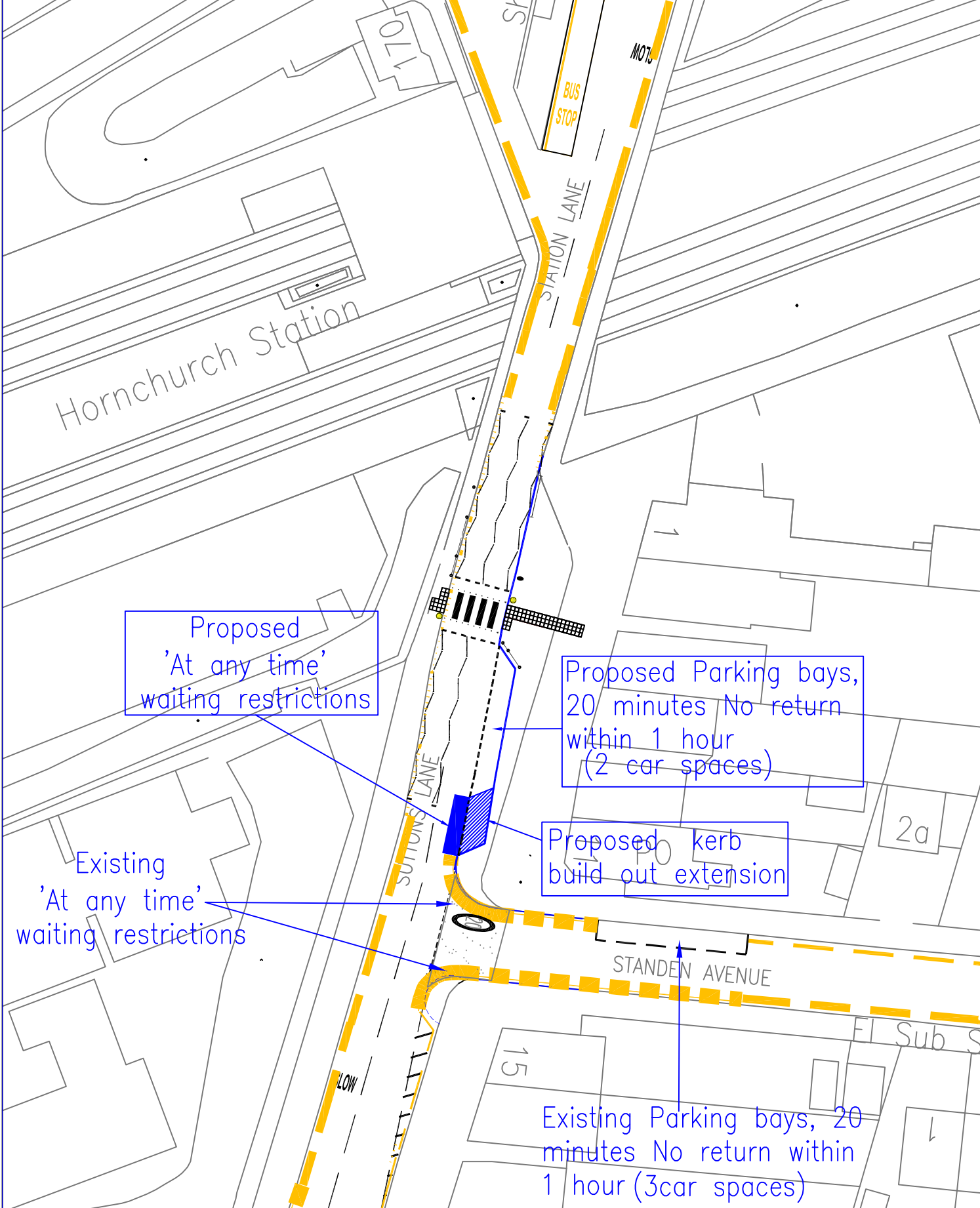
None directly attributable to the proposals.

#### **Equalities and Social Inclusion**

Parking management schemes are often installed to improve road safety and accessibility for all road users. Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. There will be some visual impact, due to the required road markings.

**BACKGROUND PAPERS**

1. **Public consultation Letter.**
2. **Public consultation responses.**



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JOB TITLE  
**SUTTONS LANE  
 BETWEEN HORNCHURCH STATION  
 AND DAWES AVENUE**

DRAWING TITLE  
**PROPOSED  
 MINOR SAFETY AND PARKING  
 IMPROVEMENTS**

PURPOSE CONSULTATION

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# **HIGHWAYS ADVISORY COMMITTEE REPORT**

**16 November 2010**

**Subject Heading:**

SUTTONS LANE BY RANDALL DRIVE –  
PROPOSED PEDESTRIAN REFUGE (THE  
RESULTS OF PUBLIC CONSULTATION)

**CMT Lead:**

Cynthia Griffin

**Report Author and contact details:**

SIVA Velup  
Senior Engineer  
01708 433142  
velup.siva@havering.gov.uk

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

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

## **SUMMARY**

Suttons Lane by Randall Drive – Pedestrian facility was one of the schemes approved by Highways Advisory Committee for investigation. A feasibility study has recently been carried out to identify pedestrian facility at the above location and a pedestrian refuge is proposed along Suttons Lane in the vicinity of shops near Randall Drive. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above proposal be approved.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that pedestrian refuge along Suttons Lane by Randall Drive detailed in this report and shown on Drawing No: QH070/1 be implemented.
2. That, it be noted that the estimated cost of £8,000 can be met from the 2009/10 Capital allocation for Area Committee Funding.

## REPORT DETAIL

### **1.0 Background**

- 1.1 Local residents and Members have raised concerns about lack of pedestrian facilities along Suttons Lane by Randall Drive. A feasibility study has been carried out to identify pedestrian facilities at this location.
- 1.2 The study has now been completed and has looked at ways of providing pedestrian facilities and it is considered that the pedestrian refuge, as described in the recommendations will provide pedestrian facility at this location. In July 2010, the Highways Advisory Committee approved this scheme in principle for public consultation.

### **2.0 Proposals**

- 2.1 It is proposed to provide pedestrian refuge along Suttons Lane by Randall Drive as shown on Plan No: QH070/1. The proposal would provide pedestrian facility and improve road safety at this location.

### **3.0 Results of public consultations**

- 3.1 Following Highways Advisory Committee approval for a public consultation in July 2010, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 30 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Wednesday 8<sup>th</sup> September 2010 were invited. Four written responses from Metropolitan Police, Fire Brigade, London Buses and Member were received and the comments are summarised in the Appendix.



## **4.0 Conclusions**

- 4.1 The proposed pedestrian refuge would help pedestrians, particularly elderly and parents with pram to cross the carriageway safely, It is therefore recommended that the proposed pedestrian refuge as described in the recommendation should be recommended for implementation.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of the proposals is £8,000. The scheme will be implemented from the Capital allocation for the 2009/10 Area Committee Funding.

### **Legal Implications and Risks**

None of the proposals require a traffic order. They can be implemented using the Council's highway management powers. Legal resources will be required in making traffic orders.

### **Human Resource Implications and Risks**

None directly attributable to the proposals.

### **Equalities and Social Inclusion**

There would be some visual impact from the pedestrian facility proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

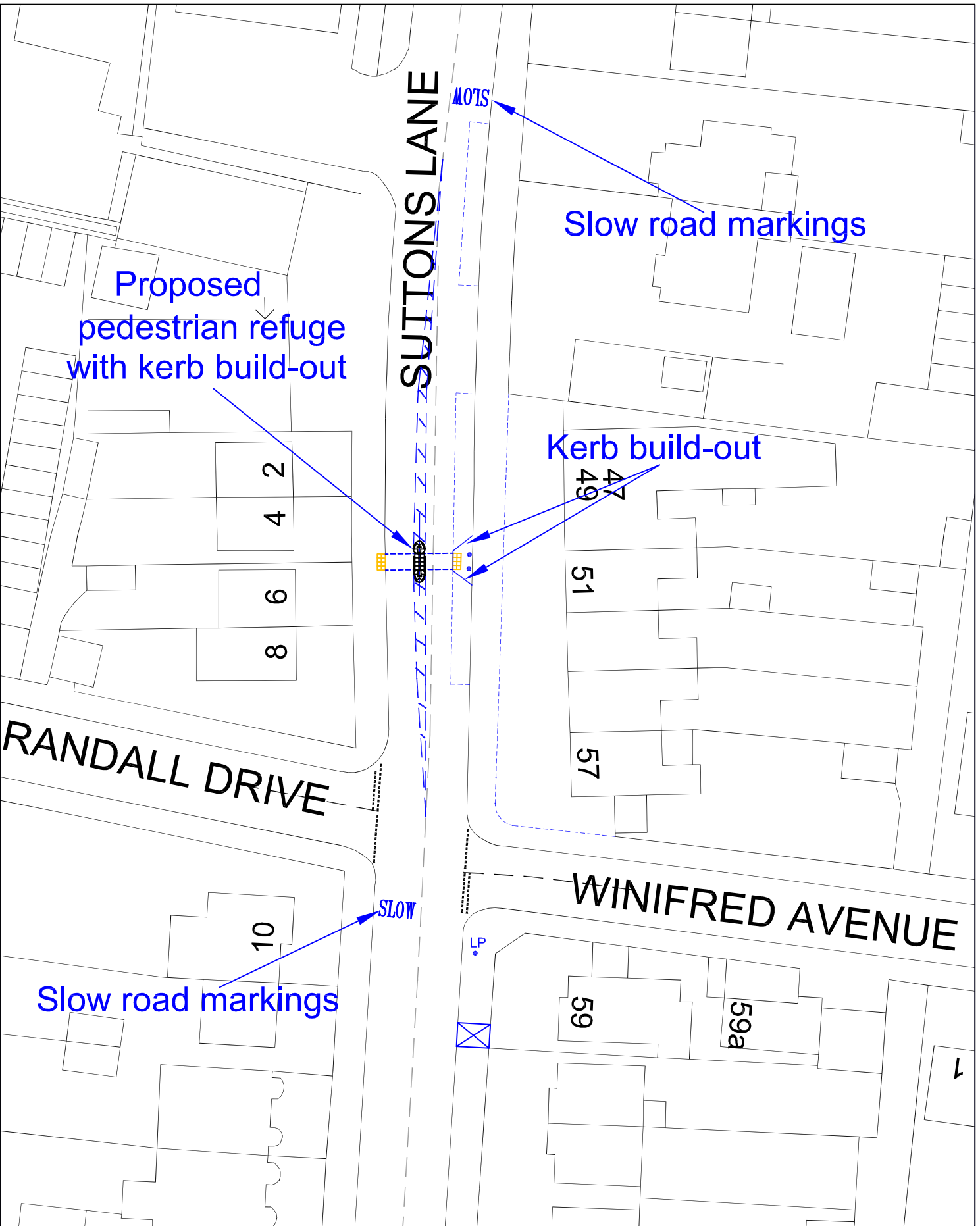
## **BACKGROUND PAPERS**

1. **Public consultation Letter.**
2. **Public consultation responses.**

**APPENDIX**

**SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
QH070/1 (London Fire Brigade)	No objections from LFB.	-
QH070/2 (Metropolitan Police)	One concern regarding the sightlines and queried about the carriageway width. No further observations.	It is considered that the proposed build-out would improve sightlines. 3.1 metre carriageway width in both direction would be maintained to allow buses and emergency services.
QH070/3 (London Buses)	Queried about the carriageway width.	3.1 metre carriageway width in both direction would be maintained to allow buses and emergency services.
QH070/4 (Member)	Content with this proposal.	Member initially requested this proposal.



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JOB TITLE  
 SUTTONS LANE  
 BY RANDALL DRIVE

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DRAWING TITLE  
 PROPOSED  
 PEDESTRIAN REFUGE

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## HIGHWAYS ADVISORY COMMITTEE

16 November 2010

## REPORT

<b>Subject Heading:</b>	ABBS CROSS LANE OUTSIDE ABBS CROSS SCHOOL – PROPOSED ‘AT ANY TIME’ WAITING RESTRICTIONS (THE RESULTS OF PUBLIC CONSULTATION)
<b>CMT Lead:</b>	Cynthia Griffin
<b>Report Author and contact details:</b>	SIVA Velup Senior Engineer 01708 433142 velup.siva@havering.gov.uk

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

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

### SUMMARY

Abbs Cross Lane outside Abbs Cross school – Parking review was one of the schemes approved by Highways Advisory Committee for investigation. A feasibility study has recently been carried out to identify parking restrictions at this location. ‘At any time’ waiting restrictions are proposed to improve road safety. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation results and recommends that the above proposal be approved.

**RECOMMENDATIONS**

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that 'At any time' waiting restrictions along Abbs Cross Lane outside Abbs Cross School detailed in this report and shown on Drawing No: QH001/W be implemented and the necessary traffic order made.
2. That, it be noted that the estimated cost of £600 can be met from the 2010/11 revenue allocation for Minor Parking Schemes.

**REPORT DETAIL**

**1.0 Background**

- 1.1 Abbs Cross Lane Accident Reduction Scheme implemented in January 2010. The proposals included new pedestrian refuges, upgrading zebra crossing and pedestrian refuges, coloured anti-skid surfacing, 'At any time' waiting restrictions, centreline hatch and slow markings. As part of this scheme, a pedestrian refuge with T-bar markings was installed along Abbs Cross Lane outside Abbs Cross School.
- 1.2 Local residents and Member have raised concerns about indiscriminate parking in the vicinity of pedestrian refuge along Abbs Cross Lane outside Abbs Cross School. The T-bar markings are generally effective in reducing parking near pedestrian refuges. Unfortunately, these markings are ignored at this location. Medium sized vehicles regularly park close to the pedestrian refuge, causing obstructions to other road users at this location.
- 1.3 The feasibility study has been completed and has looked at ways of reducing indiscriminate parking and it is considered that 'At any time' waiting restrictions, as described in the recommendations will improve road safety at this location. In August 2010, Highways Advisory Committee approved this scheme in principle for public consultation.

## **2.0 Proposals**

- 2.1 It is proposed to provide 'At any time' waiting restrictions along Abbs Cross Lane outside Abbs Cross School as shown on Plan No: QH001/W. The proposal would improve access and road safety in the vicinity of pedestrian refuge at this location.

## **3.0 Results of public consultations**

- 3.1 Following Highways Advisory Committee approval for a public consultation in August 2010, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 60 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 27<sup>th</sup> September 2010 were invited. Four written responses from Metropolitan Police, Fire Brigade, London Buses and resident were received and all supported the scheme.

## **4.0 Conclusions**

- 4.1 The proposed 'At any time' waiting restrictions would improve access and deter parking close to the pedestrian refuge. Additionally, it would minimise accidents in the vicinity of pedestrian refuge. It is therefore recommended that the proposed measures in the recommendation should be recommended for implementation.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of the proposals is £600. The scheme will be implemented from the Minor Parking Schemes budget for the 2010/11 financial year.

### **Legal Implications and Risks**

Parking management schemes including restrictions require consultation and the advertisement of proposals before a decision can be taken on their introduction. Legal resources will be required in making traffic orders.

### **Human Resource Implications and Risks**

None directly attributable to the proposals.

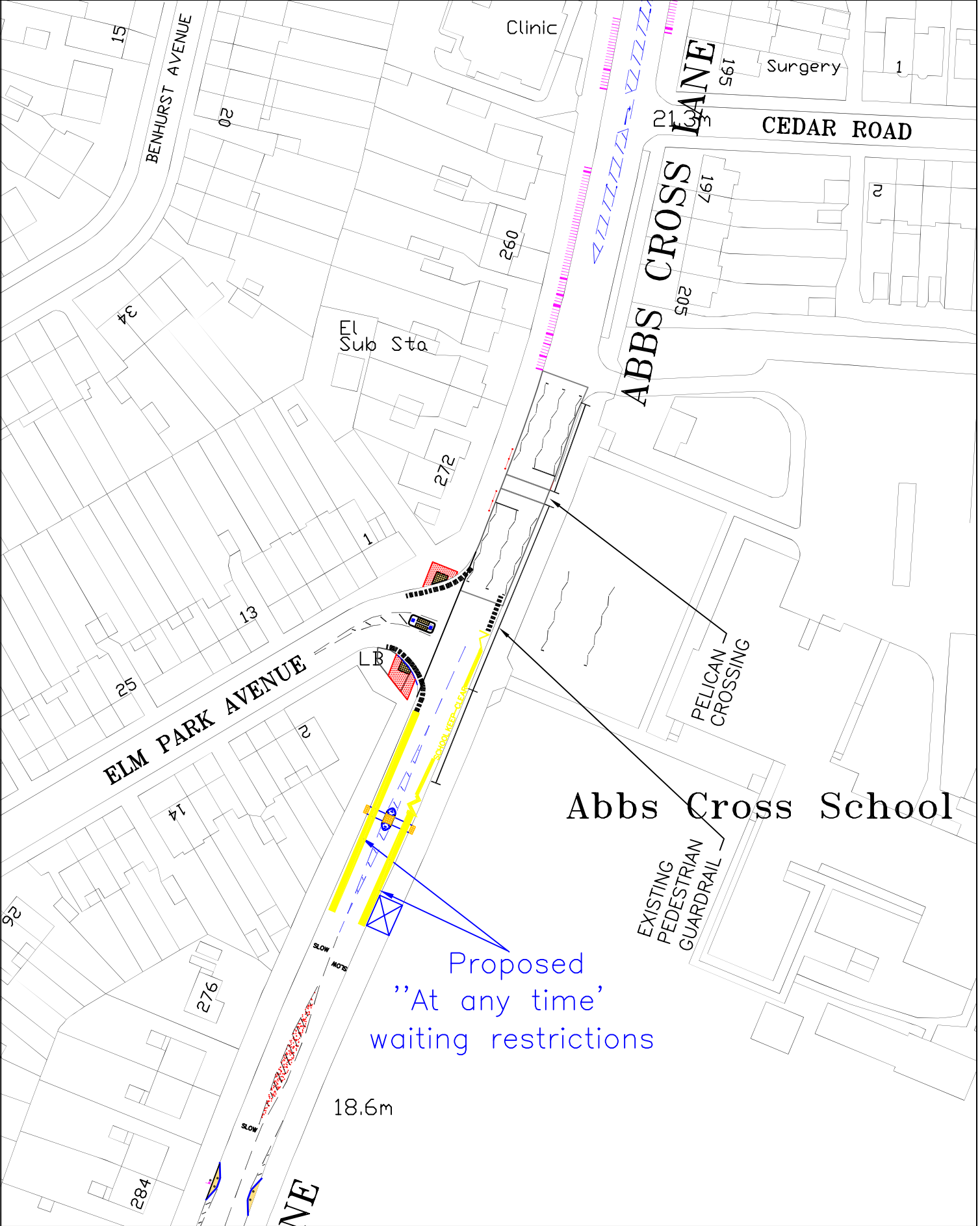
**Equalities and Social Inclusion**

Parking management schemes are often installed to improve road safety and accessibility for all road users. Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. There will be some visual impact, due to the required road markings.

**BACKGROUND PAPERS**

1. **Public consultation Letter.**
2. **Public consultation responses.**





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JOB TITLE  
**ABBS CROSS LANE**  
 By Elm Park Avenue

DRAWING TITLE  
 Proposed  
 'At any time' waiting restrictions  
 Outside Abbs Cross School

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

16 November 2010

**Subject Heading:**

**HIGHWAY SCHEMES  
Schemes Progress and Applications  
November 2010**

**Report Author and contact details:**

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Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

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

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

**SUMMARY**

This report presents applications for new highway schemes for which the Committee will make recommendations to the Head of StreetCare to either progress or the Committee will reject.

**RECOMMENDATIONS**

1. That the Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the highway schemes applications set out in the Schedule, Section A – Scheme Proposals with Funding in Place.
2. That the Committee considers the highway schemes applications set out in the Schedule, Section B - General parking requests for prioritisation (LBH Revenue Budget) and for each application the Committee either;
  - (a) Considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the parking scheme; or
  - (b) Considers that the Head of StreetCare should not proceed further with the parking scheme.
3. That the Committee considers the Head of StreetCare should not proceed further with the highway schemes applications set out in the Schedule, Section C - Scheme proposals without funding available.
5. That the Committee notes the contents of the Schedule, Section D – Scheme proposals on hold for future discussion.
6. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment if a recommendation for implementation is made.
7. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source. In the case of Section C - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.

**REPORT DETAIL**

**1.0 Background**

- 1.1 The Highways Advisory Committee receives all highway scheme requests; so that a decision will be made on whether the scheme should progress or not before resources are expended on detailed design and consultation.

## **Highways Advisory Committee, 16 November 2010**

- 1.2 Several schemes are funded through the Transport for London Local Implementation Programme and generally the full list of schemes will be presented to the Committee at the first meeting after Annual Council, although some items will be presented during the year as programmes develop.
- 1.3 There is also a Council revenue budget for Parking Schemes and so requests which can be funded in this way will be submitted to the Committee on a regular basis.
- 1.4 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.
- 1.5 Where any scheme is to be progressed, then the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee which will make recommendations to the Cabinet Member for Community Empowerment. Where a scheme is not to be progressed, then the Head of StreetCare will not undertake further work.
- 1.6 In order to manage this workload, a schedule has been prepared to deal with applications for new schemes and is split as follows;
  - (i) Section A - Scheme Proposals with Funding in Place. These are projects which are fully funded and it is recommended that the Head of StreetCare proceeds with detailed design and consultation.
  - (ii) Section B - General parking requests for prioritisation (LBH Revenue Budget). These are requests which could be funded through the Council's revenue budget for Parking Schemes and the Committee is requested to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
  - (iii) Section C - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held for future discussion should funding become available in the future.
  - (iv) Section D - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.
- 1.7 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator,

## **Highways Advisory Committee, 16 November 2010**

date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee decision.

### **IMPLICATIONS AND RISKS**

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

The estimated cost of each request or project is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

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

Many aspects of highway schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Where a scheme is selected to proceed, then such advertisement would take place and then be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Community Empowerment.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

#### **Human Resources implications and risks:**

None.

#### **Equalities implications and risks:**

Decisions need to be made which are in accordance with various equalities considerations, the details of which will be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Community Empowerment.

**BACKGROUND PAPERS**

None.

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**16th November 2010**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
<b>SECTION A - Scheme proposals with funding in place</b>								
1	Rainham to the River - Coldharbour Lane	Speed table on Coldharbour Lane where walking route crosses in support of Planning Ref: U0004.10	Need for table identified at planning application stage, subject to public advert.	Variety of external funders	£10k	LBH Regeneration	06/10/2010	Bob Flindall LBH Regeneration
2	Mawney Road, Romford	Bus Stop Accessibility improvements outside 235/237 - 140mm kerb and bus stop clearway.	Funded by TfL as enabling works following complaints from a local resident who has problems accessing stop. Location has no accessible footway.	TfL LIP (Enabling Works)	£2.5k	Resident	11/10/2010	Musood Karim LBH StreetCare
3	Hilldene Avenue Service Road	Business Permit bay 5pm to midnight to assist kebab van operator	Kebab van in place before repaving/ parking scheme. Operator has fixed power and phone line and has problems getting on his "pitch"	LBH Harold Hill Capital	£1k	LBH Regeneration	03/11/2010	Daniel Jackson LBH StreetCare
4	Billet Lane & North Street, Hornchurch	Proposals for upgrade of existing pedestrian refuge near Queen's Theatre Car Park, new pedestrian refuge outside Fairkytes (both Billet Lane) and a new zebra crossing on North Street near Queen's Theatre.	Crossing improvements identified as part of wider study for Hornchurch Cultural Quarter. DEFERRED FROM OCTOBER HAC	TfL LIP	40,000	LBH Regeneration	27/09/2010	Mark Philpotts LBH StreetCare



**London Borough of Havering**  
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**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**16th November 2010**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
5	Rainham Village Parking Review	Consider parking needs for village in parallel with Viking Way extension, perhaps look at residents' permits as well - commence work with local parking questionnaire. Review likely to start in January 2011 to coincide with Viking Way scheme.	HAC requested for approval in principal for questionnaire to local area with results reported back to future HAC	Variety of external funders	£10k	LBH Regeneration	03/11/2010	David Ballm LBH StreetCare
6	Rainham Interchange & Library Development	Loading bays, disabled persons bays, bus stop clearways/ buses only route and general waiting restrictions to support Rainham Interchange project	Changes required in order to make operation of Interchange and Library work in the context of bus routeing and servicing. Work needs to be underway around April 2012	Variety of external funders	£5k	LBH Regeneration	03/11/2010	David Ballm LBH StreetCare
<b>SECTION B - General parking requests for prioritisation (LBH Revenue Budget)</b>								
7	Coniston Avenue/ Cranston Park Avenue	Junction protection	Upminster Ward Councillors support as a priority for the area	LBH Revenue	£250	Resident	20/10/2020	Mark Philpotts LBH StreetCare
8	Corbets Tey Road/ Gaynes Park Road	Extended double yellow lines on mini-roundabout junction	Upminster Ward Councillors support as a priority for the area. Would enhance safety and operation of junction	LBH Revenue	£500	Resident	20/10/2010	Mark Philpotts LBH StreetCare
9	Corbets Tey Road/ Junction with Stewart Avenue	Junction protection	Upminster Ward Councillors support as a priority for the area	LBH Revenue	£250	Resident	20/10/2010	Mark Philpotts LBH StreetCare

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**

**Highway Schemes Applications Schedule**

**Highways Advisory Committee**

**16th November 2010**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
10	Litchfield Terrace/ Winchester Avenue	Junction protection	Upminster Ward Councillors support as a priority for the area	LBH Revenue	£250	Cllr Van den Hende	20/10/2010	Cllr Van den Hende
11	Southview Drive	Restrictions on one side of street	Upminster Ward Councillors support as a priority for the area	LBH Revenue	£500	Resident	20/10/2010	Mark Philpotts LBH StreetCare
12	Springfield Gardens	Restrictions on one side of street	Upminster Ward Councillors support as a priority for the area	LBH Revenue	£500	Resident	20/10/2010	Mark Philpotts LBH StreetCare
13	Springfield Gardens/ Argyle Gardens	Junction protection	Upminster Ward Councillors support as a priority for the area	LBH Revenue	£250	Resident	20/10/2010	Mark Philpotts LBH StreetCare
14	Avon Road/ Severn Drive	Extend double yellow lines to cover dropped kerb of No.1 to deal with obstructive parking by school traffic	Cranham Ward Councillors support as a priority for the area	LBH Revenue	£250	Resident	03/11/2010	Mark Philpotts LBH StreetCare
15	Chelmer Road	Measures to stop commuters/ restrict bend	Cranham Ward Councillors support as a priority for the area	LBH Revenue	£2k	Cllr Ford	03/11/2010	Cllr Ford
16	Plover Gardens	Restriction junction with Heron Way and one side of road	Cranham Ward Councillors support as a priority for the area	LBH Revenue	£500	Resident	03/11/2010	Mark Philpotts LBH StreetCare
17	Marlborough Gardens	Extended double yellow lines on junction outside Hall Mead School and review of School Keep Clear Restrictions	Cranham Ward Councillors support as a priority for the area. Scheme needed to deal with parent parking at entrance to school	LBH Revenue	£2k	Resident	03/11/2010	Mark Philpotts LBH StreetCare
18	Carlton Road	Rearrange parking bays between Lodge Avenue and Glenwood Drive to help with 2-way traffic flow	Feasible, but will remove on-street residents' parking bay capacity	LBH Revenue	£2k	Resident	06/10/2010	1010156

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**

**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**16th November 2010**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
19	9 Mavis Grove	Request for double yellow lines across pair of dropped kerbs because of constant obstruction by non-residents.	Feasible, request as a result of Hornchurch Town Centre Scheme being rejected. Ultimate approval may encourage others to ask for same service.	LBH Revenue	£250	Resident	06/10/2010	1010014
20	The Wildings, Witham Road	Request for double yellow lines at access to flats because access is very difficult	Road is narrow and on-street parking is heavy. Request would help with servicing and emergency access	LBH Revenue	£250	Andrew Rosindell MP	06/10/2010	1009450
21	Wennington Road	Request for double yellow lines on residential side opposite Brady School	Discussed at October 2010 HAC, officers dealing with alternative scheme in consultation with local cllrs	LBH Revenue	TBC	Resident	03/11/2010	1010550
22	Hyland Way, junction with Norman Road and new development	Double yellow lines on all arms of junction.	Vehicles currently parking close to the radiuses of the junction and Staff have observed difficulties for delivery vehicles	LBH Revenue	£750	LBH StreetCare T&E Staff	07/10/2010	Mark Philpotts LBH StreetCare
23	Hill Grove	Request for parking restrictions to keep one half of the road clear for access	Road is around 6m wide and so parking on both sides restricts ability of service vehicles to pass. However, restrictions would have to go one one side of the road or be staggered.	LBH Revenue	£750	Resident	03/11/2010	1014862
24	Lodge Lane, Collier Row	Request for double yellow lines on one side or alternately up to Frinton Avenue as current parking on both sides is dangerous and causes congestion	Feasible, subject to consultation. HAC rejected short section of DYs after bus stop recently.	LBH Revenue	£2k	Residents	03/11/2010	Cllr Wallace

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**

**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**16th November 2010**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
25	Lynton Avenue	Request for double yellow lines at junction with Rodney Way and right hand bend approaching White Hart Lane	Feasible. Rodney Way junction is wide and will need at least 15 metres, bend is not sharp and will need 15 metres on approach.	LBH Revenue	£500	Resident	03/11/2010	1009980
26	Salisbury Road	Request for double yellow lines across dropped kerb serving no.2 and 102, 104 & 106 Heath Park Road which suffers from being blocked at school times	Feasible and appropriate for a multi-property access	LBH Revenue	£250	Resident	03/11/2010	1015480
27	Parkway/ Reed Pond Walk	Double yellow lines at both junctions (road loops)	Would help with visibility at junction	LBH Revenue	£250	Resident	03/11/2010	File
28	Parkway/ Mead Way	Double yellow lines at junction	Would help with visibility at junction	LBH Revenue	£250	Cllr Eden	03/11/2010	Cllr Eden
29	Firham Park Avenue	10:30 to 11:30 restriction to stop commuter parking	Would require survey of residents in whole estate. Previous consultations could not get agreement to bring estate into Harold Wood CPZ.	LBH Revenue	TBC	Resident	03/11/2010	1020012
30	Church Road, between Halidon Rise and Harold Court Road	Restrictions to keep road open at peak times.	Junctions, pinch points and bus stops already restricted. Residents park on remaining space and so a balance needs to be struck.	LBH Revenue	£750	Resident	03/11/2010	1019880
31	Halidon Rise	Restrictions to keep road open, especially in evenings	Narrow road with many dropped kerbs. Restrictions would have to be one staggered or on one side	LBH Revenue	£750	Resident	03/11/2010	Mark Philpotts LBH StreetCare

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**Traffic & Engineering - StreetCare**

**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
32	Ashvale Gardens	Extend restricitions to stop parking for school (no location given)	Not clear what the problem is, cannot advise to proceed.	LBH Revenue	TBC	Resident	03/11/2010	Mark Philpotts LBH StreetCare
33	Avon Road	Restrict road opposite 90 - 94 to help with access off drives	Ultimate approval may encourage others to ask for same service.	LBH Revenue	£250	Resident	03/11/2010	Mark Philpotts LBH StreetCare
34	Brookdale Close	Measures to deal with obstructive weekend and evening parking	Pedestrian access route to Upminster Park which may be the cause of the problems, no advice either way.	LBH Revenue	TBC	Resident	03/11/2010	Mark Philpotts LBH StreetCare
35	Champion Road	Residents' permit bays	No residents' bays currently in Upminster CPZ.	LBH Revenue	TBC	Resident	03/11/2010	Mark Philpotts LBH StreetCare
36	Chelmsford Drive	Restrictions outside church (bend)	Feasible	LBH Revenue	£250	Resident	03/11/2010	Mark Philpotts LBH StreetCare
37	Corbets Tey Road	Double yellow lines to protect access to West Lodge (No.67)	Would assist access to rear of shops	LBH Revenue	£250	Business	03/11/2010	Mark Philpotts LBH StreetCare
38	Fleet Avenue	Measures to deal with commuter parking	Area increasingly attracting complaints about commuters (accessing bus routes to Upminster) in this and other local roads	LBH Revenue	TBC	Resident	03/11/2010	Mark Philpotts LBH StreetCare
39	Gaynes Park Road	Restrictions through refuge by no.59	Feasible, would help pedestrian visibility	LBH Revenue	£500	Resident	03/11/2010	Mark Philpotts LBH StreetCare
40	Howard Road	Existing 8-9:30 restriction to be changed to 8-6:30 to deal with shoppers	Area close to Upminster Town Centre. Current restrictions prevent commuters but allow shoppers	LBH Revenue	£500	Resident	03/11/2010	Mark Philpotts LBH StreetCare
41	Little Gaynes Lane	Double yellow lines on bend outside 74/76	Feasible	LBH Revenue	£500	Resident	03/11/2010	Mark Philpotts LBH StreetCare

**London Borough of Havering**  
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**Highway Schemes Applications Schedule**

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**16th November 2010**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
42	Newbury Gardens/ Derby Avenue	Junction protection	Feasible	LBH Revenue	£250	Resident	03/11/2010	Mark Philpotts LBH StreetCare
43	Severn Drive	Measures to deal with commuter parking	Area increasingly attracting complaints about commuters (accessing bus routes to Upminster) in this and other local roads	LBH Revenue	TBC	Cllr Barrett	03/11/2010	Cllr Barrett
44	Southview Drive	junction protection along street	Feasible	LBH Revenue	£2k	Angela Watkinson MP	03/11/2010	Angela Watkinson MP
45	Stewart Avenue	Restrict road in front of alleyway by no.34 which people try and squeeze into, blocking drives	Feasible	LBH Revenue	£250	Resident	03/11/2010	Mark Philpotts LBH StreetCare
46	Sunnyside Gardens	Short term parking bays to help visitors to the doctor's surgery	Feasible	LBH Revenue	£1k	Resident	03/11/2010	Mark Philpotts LBH StreetCare
47	The Meads	Restrictions in turning head	Feasible	LBH Revenue	£500	Cllr Ford	03/11/2010	Cllr Ford
48	Spinney Close	Parking restrictions to assist with refuse collection	Much of street shared surface and narrow, servicing access difficult, but restrictions will reduce on-street parking	LBH Revenue	£500	LBH StreetCare (Waste)	15/10/2010	1016298
49	Litchfield Terrace/ St Albans Avenue	Double yellow lines on junction to discourage parking from St Oglethorpe School parents	Feasible. Will help pedestrians see and be seen	LBH Revenue	£500	Resident	15/10/2010	1016334

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**

**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
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<b>Item Ref</b>	<b>Scheme</b>	<b>Description</b>	<b>Officer Advice</b>	<b>Potential Funder</b>	<b>Likely Budget</b>	<b>Scheme Origin/ Request from</b>	<b>Date Requested/ Placed on List</b>	<b>CRM / Contact</b>
50	Chester Avenue/ Lichfield Terrace	Double yellow lines on junction to discourage parking from St Oglethorpe School parents	Feasible. Will help pedestrians see and be seen	LBH Revenue	£500	Resident	15/10/2010	1016334
51	O/S 4 Redbury Close	Request for double yellow lines to stop parking in front of dropped kerb access	Feasible. Courtesy white line KEEP CLEAR has been tried and apparently failed. Area is a parking court and may also benefit from parking bays being laid out as well.	LBH Revenue	£500	Resident	19/10/2010	1018700
52	Ravenscourt Close	Request for footway parking	Footways wide enough, but carriageway very narrow. If limited footway parking provided, carriageway width still tight for refuse/ emergency vehicles, but would be better than current situation.	LBH Revenue	£500	Resident	20/10/2010	Cllr Ray Morgon
53	20 to 22 Chatteris Avenue	Request for footway parking bays	Bays removed to assist School Crossing Patrol. Could be reinstated, but for times outside of crossing patrol operation. Cannot recommend full reinstatement.	LBH Revenue	£500	Resident	20/10/2010	Cllr Keith Wells
54	Granton Avenue	Parking congestion in evenings with people not using their driveways and not using footway parking bays correctly leading to blocked driveways	Use of driveways not Council's control. Footway bays are close to some dropped kerbs and could be reviewed	LBH Revenue	£500	Resident	01/11/2010	795932
55	Matlock Gardens	Request for residents' permits	Free bays in street could be converted to residents' bays	LBH Revenue	£2k	Resident	01/11/2010	File

London Borough of Havering  
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee  
16th November 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
56	Norfolk Road/ Upminster Road/ Derby Avenue/ Clement Way/ Aldborough Road area	Double yellow lines on all junctions	Feasible	LBH Revenue	£2k	Cllr Ray Morgon	01/11/2010	Cllr Morgon
57	Etton Close	Double yellow lines throughout close to stop obstructive parking	One request, recommend contact other residents first	LBH Revenue	£500	James Brokenshire MP	01/11/2010	Mark Philpotts LBH StreetCare
58	South End Road/ Farm Way	Double yellow lines on junction	Feasible	LBH Revenue	£500	Cllr Ray Morgon	01/11/2010	Mark Philpotts LBH StreetCare
59	Newmarket Way	Footway parking	Possible in some locations, subject to being concrete or tarmac	LBH Revenue	£2k	Cllr Ray Morgon	01/11/2010	Mark Philpotts LBH StreetCare
60	Rosewood Avenue	Request for residents' permits within existing single yellow line area	No residents' bays currently in Elm Park CPZ	LBH Revenue	£2k	Hornchurch Residents Association	01/11/2010	1025292
<b>SECTION C - Scheme proposals without funding available</b>								
61	Heaton Avenue, junction with Tennyson Road	Request for pedestrian crossing	Area 20mph Zone, no indication of pedestrian injuries. Narrow pedestrian refuge and zebra crossing feasible, but not funded.		£8k to £20k	Resident	01/10/2010	1007258
62	Broadstone Road and Hartland Road	Request for 20mph Zone by school	No casualties recorded in 3 years to June 2010		£20k	Resident	05/10/2010	Cllr Gardner



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**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**16th November 2010**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
63	Hillfoot Road	Street used as rat-run, measures taken so far not slowing people down, requests speed table at junction with Horndon Road and moving width restriction up to Hillfoot Avenue	Street already has speed humps. Additional width restriction possible		£6k	Resident	05/10/2010	1004700
64	Swanbourne Drive	Request for speed humps	No casualties recorded in 3 years to June 2010			Resident	03/11/2010	Cllr Morgon
65	St Leonards Way	Request for VA signage to slow traffic	Not on forward plan for casualty reduction. VA sign may help educate residents and visitors to estate, but funding not available		£2.5k	Resident	03/11/2010	CRM
66	Cherry Tree Lane	Traffic calming	4 sets of speed tables proposed in 2008/09 to deal with speeding and casualties. Representations by London Ambulance Service reduced scheme to 3 speed tables. Funding for further works not available.		£30k	Resident	02/11/2010	1022682
<b>SECTION D - Scheme proposals on hold for future discussion</b>								
67	59-75 Ongar Way	Double yellow lines across dropped kerb within parking bay outside block 59-75 Ongar Way where disabled resident is having difficult access.	The Council has powers to enforce against parking in front of dropped kerbs, but restrictions would make it clear to motorists.	LBH Revenue	500	Cllr Burton	13/09/2010	Cllr Burton

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**16th November 2010**

<b>Item Ref</b>	<b>Scheme</b>	<b>Description</b>	<b>Officer Advice</b>	<b>Potential Funder</b>	<b>Likely Budget</b>	<b>Scheme Origin/ Request from</b>	<b>Date Requested/ Placed on List</b>	<b>CRM / Contact</b>
68	Glanville Drive	Request for a review and analysis of traffic "rat running" through street to avoid Hornchurch and Doggets Corner	No casualty problem in street. No data available for extent of any problems in street. Any scheme would need to include Maywin Drive		20,000	Resident	26/07/2010	Cllr Mylod

# **HIGHWAYS ADVISORY COMMITTEE**

## **SUPPLEMENTARY AGENDA**

**16 November 2010**

The following report is attached for consideration and is submitted with the agreement of the Chairman as an urgent matter pursuant to Section 100B (4) of the Local Government Act 1972

- 5 **CLYDESDALE ROAD PARKING & CYCLING SCHEME** – Report attached
  
- 6 **PROPOSED ‘AT ANY TIME’ (DOUBLE YELLOW LINES) WAITING RESTRICTIONS & SCHOOL KEEP CLEAR MARKINGS FIRBANK ROAD, CLOCKHOUSE LANE & ST. JOHNS ROAD** - Outcome of public consultation – Report attached
  
- 7 **PROPOSED ‘AT ANY TIME’ (DOUBLE YELLOW LINES) WAITING RESTRICTIONS BRIDGE CLOSE AREA** - Outcome of public consultation - Report attached
  
- 12 **STANORD CLOSE – MINOR PARKING SCHEME** - Report attached
  
- 13 **GIDEA PARK CPZ** – Results of Questionnaire consultation - Report attached
  
- 14 **ROMORD COACH PARKING** - Outcome of public consultation - Report attached
  
- 15 **VICTORIA ROAD PAY & DISPLAY PARKING** - Outcome of public consultation - Report attached

**Philip Heady**  
**Democratic Services Manager**

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

16 November 2010

**Subject Heading:**

**Clydesdale Road Parking & Cycling  
Scheme**

**Report Author and contact details:**

Raj Padam  
Engineer  
01708 432501  
rajpal.padam@havering.gov.uk

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

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

**SUMMARY**

This report recommends that proposals for additional parking bays in Clydesdale Road be implemented along with improved cycle access from Park Lane.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the additional parking spaces, cycle access improvements and associated double yellow lines detailed in this report and shown on Drawings QJ033-OF-101 to 102-A be implemented.
2. That it be noted that the estimated cost of £20,000 will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes (£10,000) and the 2010/11 Transport for London Local Implementation Plan allocation for Minor Cycling Improvements (£10,000).

## REPORT DETAIL

### **1.0 Background**

- 1.1 As part of a review for parking issues and various schemes around the Queens Hospital in Romford, Clydesdale Road was brought into the Romford CPZ.
- 1.2 From the public consultation, several representations from the residents of Clydesdale Road were made to increase the parking provision within an underused, paved area, at the eastern end of the street.
- 1.3 The Highways Advisory Committee considered the request and Staff were authorised to investigate if additional parking spaces could be provided along Clydesdale Road. Drawings QJ033-OF-101 to 102-A show the detail of the proposals.
- 1.4 Approximately 35 letters were hand-delivered to the residents and businesses along the section of street potentially affected by the scheme on or just after 23<sup>rd</sup> August 2010, with a closing date of 17th September 2010. In addition, the proposals were advertised.

### **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation one response was received in support, which is summarised in Appendix I of this report.
- 2.2 The respondent agreed with the whole scheme, which will increase the parking provisions for residents.

### **3.0 Staff Comments**

- 3.1 Staff suggest that the additional parking spaces will assist residents in Clydesdale Road and provide an improvement for cyclists travelling between Clydesdale Road and Park Lane.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £20,000 will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes (£10,000) and the 2010/11 Transport for London Local Implementation Plan allocation for Minor Cycling Improvements (£10,000).

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

Parking management schemes (including restrictions and bays) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

None.

### **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.

Blue-badge holders are able to park with an unlimited time in resident permit bays and up to three hours on restricted areas (unless a loading ban is in force).

## **BACKGROUND PAPERS**

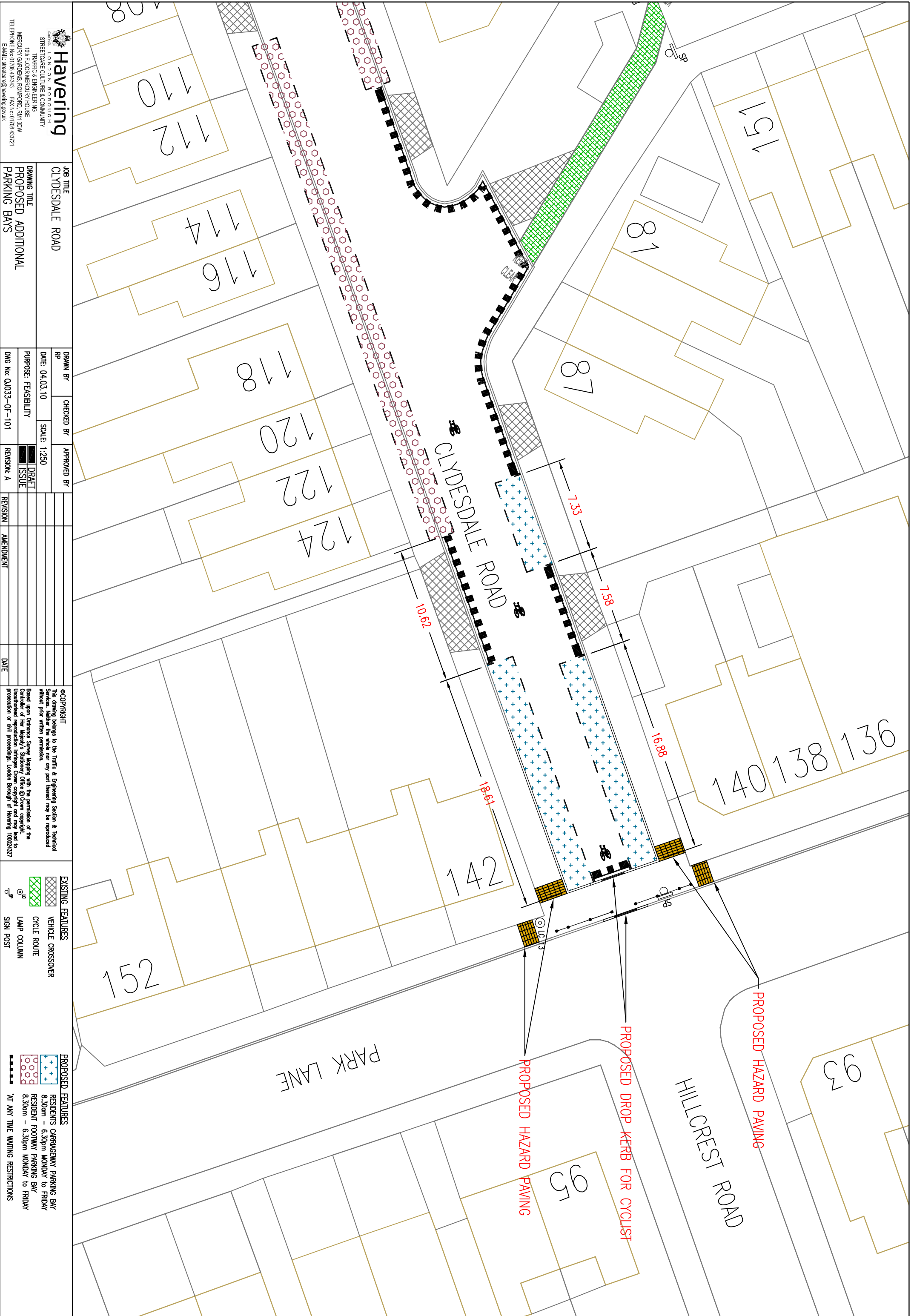
**APPENDIX I**

**SUMMARY OF CONSULTATION RESPONSES**



**Highways Advisory Committee, 16 November 2010**

<b>Respondent</b>	<b>Comments</b>
Clydesdale Road resident	<p>The road is urgently in need of further parking spaces for residents of Clydesdale Road - soon to be included within the CPZ scheme.</p> <p>The area of paving slabs is a wasted space, and is currently used largely by youths' congregating, so this scheme will stop the unruly behavior currently seen.</p> <p>The existing cycle path is not currently used by cyclists: Because it is in urgent need of repair and is currently directly adjacent to the pavement,</p> <p>The cyclists use the pavement instead, creating a health and safety hazard for pedestrians, many of which are elderly. The replacing of the cycle path into the centre of the cul-de-sac will eliminate this hazard.</p>



**Haivering**  
 LONDON BRANCH  
 STREETCASE CULTURE & COMMUNITY  
 HAVERING & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, ROCHFORD ROAD, RM1 3DW  
 TELEPHONE No: 01708 434343 FAX No: 01708 434321  
 EMAIL: streetcase@haivering.gov.uk

**JOB TITLE**  
 CLYDESDALE ROAD

**DRAWING TITLE**  
 PROPOSED ADDITIONAL  
 PARKING BAYS

<b>DRAWN BY</b> RP	<b>CHECKED BY</b>	<b>APPROVED BY</b>
<b>DATE:</b> 04.03.10	<b>SCALE:</b> 1:250	
<b>PURPOSE:</b> FEASIBILITY	<input checked="" type="checkbox"/> DRAFT	<input type="checkbox"/> ISSUE
<b>DWG No:</b> Q0033-OF-101	<b>REVISION:</b> A	
<b>REVISION</b>	<b>AMENDMENT</b>	<b>DATE</b>

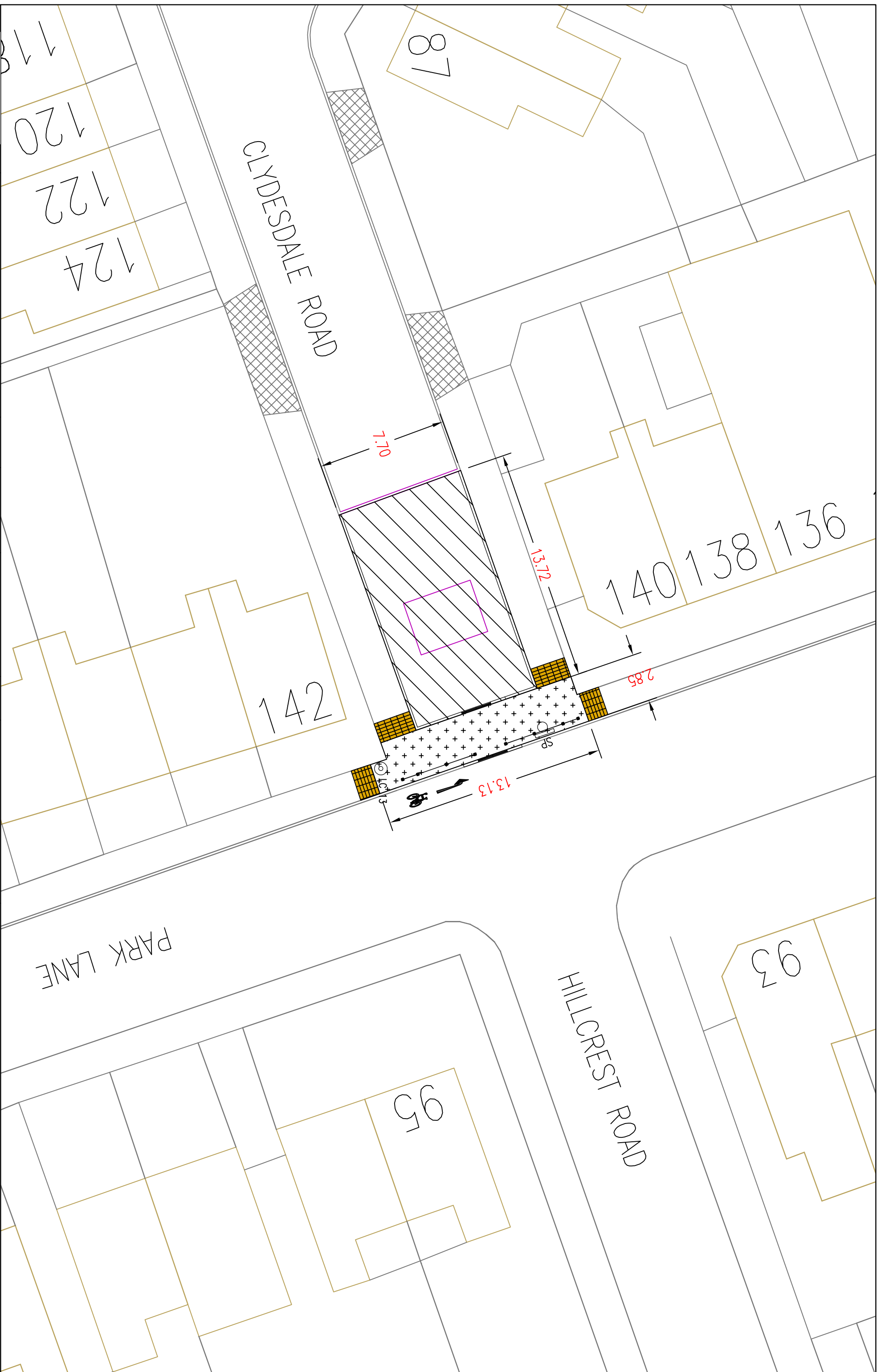
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**EXISTING FEATURES**

	VEHICLE CROSSOVER
	CYCLE ROUTE
	LAMP COLUMN
	SIGN POST

**PROPOSED FEATURES**

	RESIDENTS CARRIAGEWAY PARKING BAY
	8.30am - 6.30pm MONDAY to FRIDAY
	RESIDENT FOOTWAY PARKING BAY
	8.30am - 6.30pm MONDAY to FRIDAY
	7AT ANY TIME WAITING RESTRICTIONS



**Haivering**  
 LONDON BRANCH  
 STREETCARE CULTURE & COMMUNITY  
 HAVERING & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, ROCHFORD, RM1 3DW  
 TELEPHONE No: 01708 439343 FAX No: 01708 439271  
 EMAIL: streetcare@haivering.co.uk

**JOB TITLE**  
 CLYDESDALE ROAD

**DRAWING TITLE**  
 PROPOSED ADDITIONAL  
 PARKING BAYS

**DRAWN BY**  
 RP

**CHECKED BY**

**APPROVED BY**

**DATE:** 04.03.10 **SCALE:** 1:200

**PURPOSE:** FEASIBILITY

**DWG No:** Q0033-OF-102

**REVISION:** A

**REVISION**

**AMENDMENT**

**DATE**

REVISION	AMENDMENT	DATE

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**EXISTING PAVED AREA**

**SHARED USE FOOTPATH**

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

16 November 2010

**Subject Heading:**

PROPOSED 'AT ANY TIME' (DOUBLE  
YELLOW LINES) WAITING  
RESTRICTIONS & SCHOOL KEEP  
CLEAR MARKINGS  
FIRBANK ROAD, CLOCKHOUSE LANE  
& ST. JOHNS ROAD

**Report Author and contact details:**

Outcome of Public Consultation  
Raj Padam  
Engineer  
01708 432501  
rajpal.padam@havering.gov.uk

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

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

**SUMMARY**

This report recommends that a School Keep Clear restriction on Clockhouse Lane be implemented along with the 'at any time' waiting restrictions (double yellow lines) at the junction of Clockhouse Lane, Firbank Road & St. Johns Road to improve the safety of pupils and parents walking to the Clockhouse Lane access to Pinewood Primary School.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the 'School Keep Clear' restriction and 'At Any Time' waiting restrictions (double yellow line) detailed in this report and shown on Drawing QJ070-OF-01-A be implemented.
2. That it be noted that the estimated cost of £2,000 will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes budget.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council's Traffic & Engineering Section of StreetCare received a request from Pinewood Primary School to introduce 'School Keep Clear' restrictions in the vicinity of its pedestrian access located on Clockhouse lane, because of congestion caused by parents parking outside the access and on the junction of Clockhouse Lane/ Firbank Road/ St Johns Road.
- 1.2 The proposals are to restrict the area shown on Drawing QJ070-OF-101-A. This includes a school keep clear restriction outside the school gate and double yellow lines on the junction, which will keep the mini-roundabout and associated pedestrian crossing points clear.
- 1.3 Approximately 37 letters were hand-delivered to the residents along the section of street potentially affected by the scheme on or just after 6th August 2010, with a closing date of 3rd September 2010. In addition, the proposals were advertised.

### **2.0 Outcome of Public Consultation**

- 2.1 By the close of the consultation, 4 responses were received, 2 of which were from the emergency services. The responses are summarised in Appendix I of this report.

### **3.0 Staff Comments**

- 3.1 Staff suggest that the school keep clear restrictions along with the 'at any time' waiting restrictions will improve pedestrian safety and access and reduce the congestion around the Pinewood School pedestrian entrance located on the north arm of Clockhouse Lane.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £2,000 can be met from the 2010/11 Council's Minor Parking Schemes budget.

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

Parking management schemes (including restrictions) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

None.

### **Equalities Implications and Risks:**

Parking controls near school pedestrian accesses can make walking easier for parents and public and reduce the fear of danger from traffic.

## **BACKGROUND PAPERS**

Project file: QJ 070 Pinewood Primary School

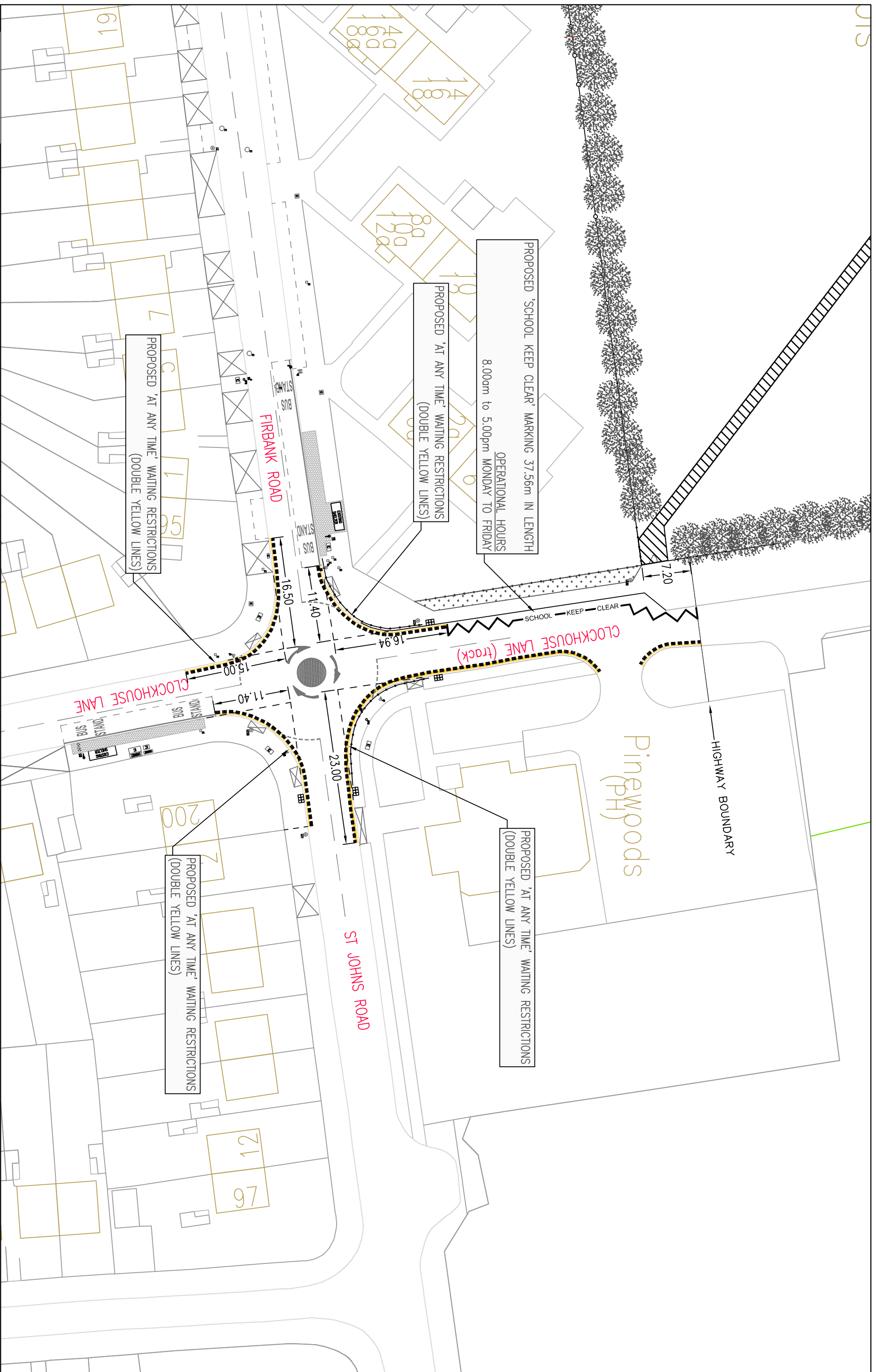
**APPENDIX I**

**SUMMARY OF CONSULTATION RESPONSES**



**Highways Advisory Committee, 16 November 2010**

<b>Respondent</b>	<b>Comments</b>
PC Graham Harris Metropolitan Police	The Metropolitan Police have no comment or observations regarding the proposal, and would therefore support the scheme
Steve Smith London fire Brigade	No objections.
Alan Ford London Buses	London Buses have no comments on the proposal
2A Firbank Road	The resident objects to the proposal for the following reasons: <ul style="list-style-type: none"><li>○ School Keep Clear markings on Clock House Lane will restrict residents parking as St Johns Road, Firbank Road and Clock House Lane bays are already full.</li><li>○ Parents from Pinewood school will more than likely park on the keep clear yellow lines and cause chaos.</li><li>○ The resident will have no where to park on return from work at 7PM every night.</li><li>○ I struggle to find parking already so this will make matters worse.</li><li>○ There is a main entrance to the school near Carter Drive. Residents here have their own drive ways to park in; however flats on Firbank Road do not!</li><li>○ Area to be made into residential parking zone.</li></ul>



**Haverling**  
 LONDON  
 STREETSCAPE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING  
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 MERCURY GARDENS, ROLIFORD ROAD, 30W  
 TELEPHONE NO: 01708 43343 FAX NO: 01708 43321  
 EMAIL: streetscene@haverling.co.uk

**JOB TITLE**  
 PINEWOOD PRIMARY SCHOOL

**DRAWING TITLE**  
 PROPOSED 'AT ANY TIME'  
 WAITING RESTRICTIONS

<b>DRAWN BY</b> RP	<b>CHECKED BY</b> MIP	<b>APPROVED BY</b> MIP
<b>DATE:</b> 27.05.10	<b>SCALE:</b> N.I.S.	
<b>PURPOSE:</b> PROPOSAL	<b>ISSUE</b>	<b>DRAFT</b>
<b>DWG No:</b> Q4070/OF/101	<b>REVISION:</b> A	
	<b>REVISION:</b>	<b>AMENDMENT:</b>
		<b>DATE:</b>

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DOUBLE SIDED SIGN TO BE HUNG ON EXISTING LAMP COLUMN  
2.3m ABOVE GROUND LEVEL

**Pinewood Primary School**

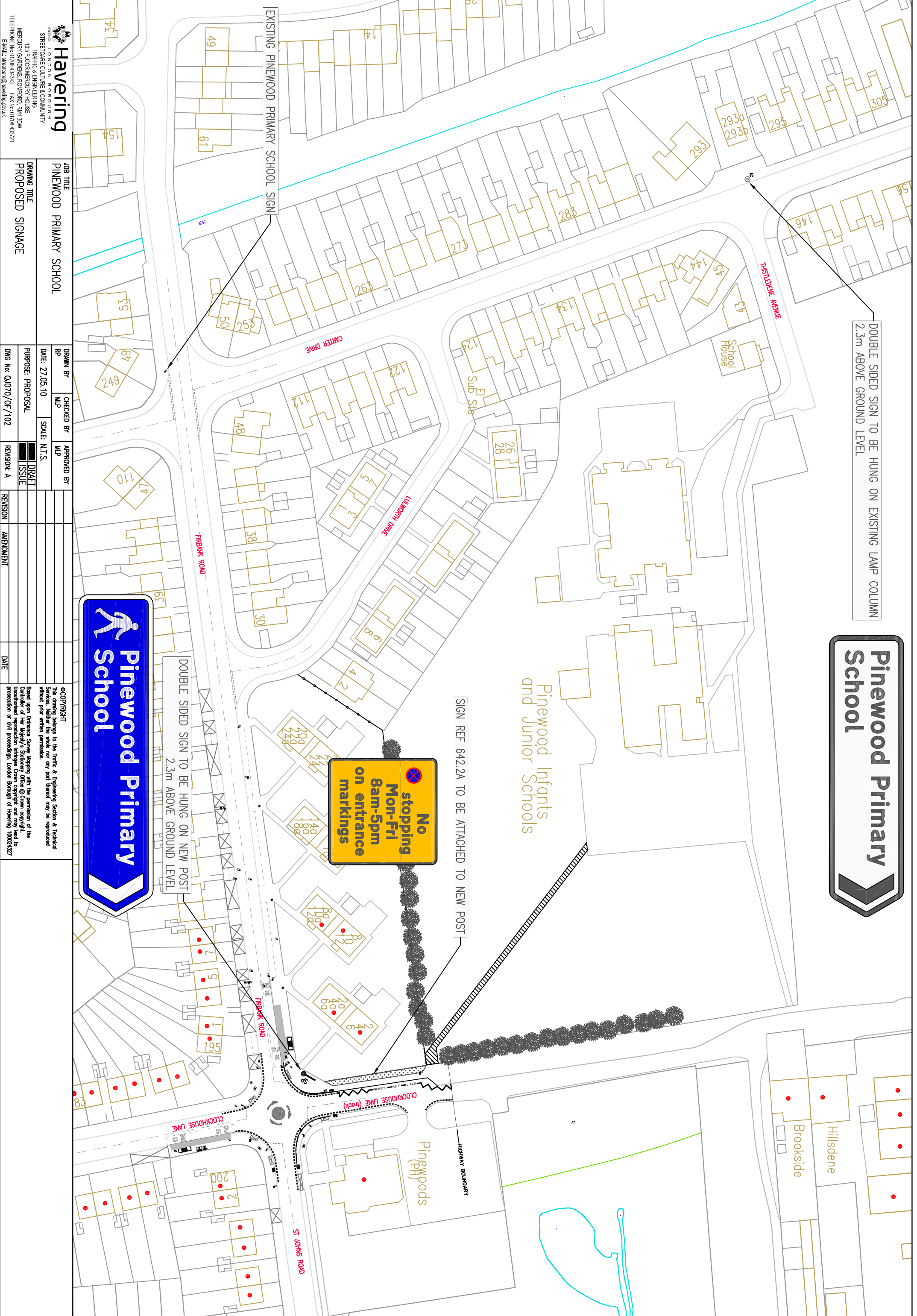
Pinewood Infants and Junior Schools

SIGN REF 642.2A TO BE ATTACHED TO NEW POST

**No**  
stopping  
Mon-Fri  
8am-5pm  
on entrance  
markings

DOUBLE SIDED SIGN TO BE HUNG ON NEW POST  
2.3m ABOVE GROUND LEVEL

**Pinewood Primary School**



**Haverling**  
LONDON  
STREETCARE, OUTLIER & COMMUNITY  
TRAFFIC & ENGINEERING  
10th FLOOR MERCURY HOUSE  
MERCURY GARDENS, ROYAL FORD, RM11 3DW  
TELEPHONE NO: 01708 434343 FAX NO: 01708 433721  
EMAIL: streetcare@haverling.co.uk

JOB TITLE  
PINewood PRIMARY SCHOOL

DRAWING TITLE  
PROPOSED SIGNAGE

DRAWN BY RP	CHECKED BY MIP	APPROVED BY MIP
DATE: 27.05.10	SCALE: N.I.S.	
PURPOSE: PROPOSAL	<input checked="" type="checkbox"/> DRAFT	<input type="checkbox"/> ISSUE
DWG No: Q01070/0F/102	REVISION: A	REVISION
	AMENDMENT	DATE

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

16 November 2010

**Subject Heading:**

**PROPOSED 'AT ANY TIME' (DOUBLE  
YELLOW LINES) WAITING  
RESTRICTIONS BRIDGE CLOSE AREA  
Outcome of Public Consultation**

**Report Author and contact details:**

Raj Padam  
Engineer  
01708 432501  
rajpal.padam@havering.gov.uk

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

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

**SUMMARY**

This report recommends that following consultation on the introduction of double yellow lines in Bridge Close, that the proposals be rejected.

**RECOMMENDATIONS**

1. That the Committee having considered the representations made rejects the proposals.

**REPORT DETAIL**

**1.0 Background**

- 1.1 The Council's StreetCare department and local councillors have received complaints about parking in Bridge Close allegedly caused by users of the Havering Islamic Cultural Centre.
- 1.2 Some of the complaints relate to parking on the street during the times it is currently restricted. Some complaints relate to parking outside of these times and some complaints have been received regarding blue badge holders parking. The complaints also relate to planning matters concerning the Centre.
- 1.3 Bridge Close is currently restricted between 8am and 8pm throughout the week, originally implemented to prevent parking by visitors to the former Oldchurch Hospital.
- 1.4 The committee agreed that the Head of StreetCare should proceed with the advertisement and consultation on proposals to restrict the street at any time (double yellow lines – HAC August 2010, Item 44, Schemes Applications).
- 1.5 Proposals were drafted as shown on Drawing QJ077-OF-101-A.
- 1.6 55 letters were hand-delivered to the residents and businesses that are potentially affected by the scheme on or just after 20th September 2010, with a closing date of 15th October 2010. In addition, the proposals were advertised.

**2.0 Outcome of Public Consultation**

- 2.1 By the close of the consultation, 11 responses were received, 2 of which were from the emergency services. The responses are summarised in Appendix I of this report.
- 2.2 Of these responses, 8 from residents were in objection to the scheme and 1 from the Havering Islamic Cultural Centre was in support. The Metropolitan

Police Traffic Unit supported the scheme and the London Fire Brigade had no comment. No response was received by the London Ambulance Service.

2.3 The Waterloo Road Residents Association held a meeting with the Heads of StreetCare and Planning; and the Havering Islamic Cultural Centre on Tuesday 27<sup>th</sup> September 2010 discussing various topics, one of which was the current parking situation on Bridge Close.

2.4 Following this meeting, the Residents' Association conducted their own parking survey, the responses are summarised in Appendix II of this report. This survey suggests that there would be support for residents and visitor parking permits.

### **3.0 Staff Comments**

3.1 Because of the objections from residents, Staff suggest that the double yellow line proposals should be rejected. Many respondents cited problems with the existing scheme being restrictive at the moment for them and their visitors.

3.2 Staff have looked at the possibility of providing bays for residents within the existing regime. Because of the narrowness of the road and the amount of private access points, there is space for only 2 parking bays. Given there is interest from 20 residents for use of such a facility, the demand would far outstrip supply and therefore not practical. Drawing QJ077-OF-02-A shows how such bays could be arranged.

3.3 Blue-badge holders could be restricted with a scheme involving a loading ban, but this would prevent residents and their deliveries loading.

3.4 It appears to Staff that despite the problems residents are highlighting with parking in Bridge Close, the powers available to the Council to further restrict the street will also create problems for the residents themselves.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £2,000 can be met from the 2010/11 Council's Minor Parking Schemes budget.

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

Parking management schemes (including restrictions) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

Parking management schemes 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.

Blue-badge holders are able to park with an unlimited time in resident permit bays and up to three hours on restricted areas (unless a loading ban is in force).

**BACKGROUND PAPERS**

Project file: QJ 077 Bridge Close Parking Restrictions



**APPENDIX I**

**SUMMARY OF CONSULTATION RESPONSES**

**Highways Advisory Committee, 16 November 2010**

<b>Respondent</b>	<b>Comments</b>
Graham Harris Metropolitan police	We have no comment or observations in relation to the parking restrictions at Bridge Close. We would support the implementation.
Steve Smith London Fire Brigade	No Comments
Waterloo Road (no specific address given)	<ul style="list-style-type: none"> <li>○ The resident objects to the proposal</li> <li>○ Resident has a rear driveway which permits the parking for one vehicle but a majority of houses have more than one car which leads to the issues of where the residents can park.</li> <li>○ If the residents have visitors where are they to park and if the residents receive deliveries where would the delivery driver park.</li> <li>○ The resident suggests that permit parking for residents would be a practical situation.</li> </ul>
137 Waterloo Road	<ul style="list-style-type: none"> <li>○ Only time we have problems is when Mosque is being used, then there is a large number of cars parked in Bridge Close. It would be more simple and cheaper to make sure present rules are properly enforced.</li> </ul>
125 Waterloo Road	<ul style="list-style-type: none"> <li>○ Strongly object and see no benefit for double yellow lines to rear of property in Bridge Close.</li> <li>○ Present system of single yellow lines makes us feel like prisoners in our own homes. What we need is residents parking.</li> </ul>
Havering Islamic Cultural Centre	<ul style="list-style-type: none"> <li>○ Welcome double yellow lines to prevent nuisance parking by anyone. We remind members not inconvenience neighbours by inconsiderate parking.</li> </ul>
Landlord 147 Waterloo Road	<ul style="list-style-type: none"> <li>○ Object to proposals which will seriously affect elderly and disabled residents with their visitors and nurses etc being unable to visit them.</li> </ul>
Waterloo Road (no specific address given)	<ul style="list-style-type: none"> <li>○ Present system is difficult enough</li> <li>○ Double yellow lines would make it even worse and would make my property more inaccessible.</li> <li>○ Request for residents parking.</li> </ul>
123 Waterloo Road	<ul style="list-style-type: none"> <li>○ If the 'at any time' waiting restrictions are implemented in the service road, no family or friends will be able to visit.</li> <li>○ The proposal will devalue the property. The resident has</li> </ul>

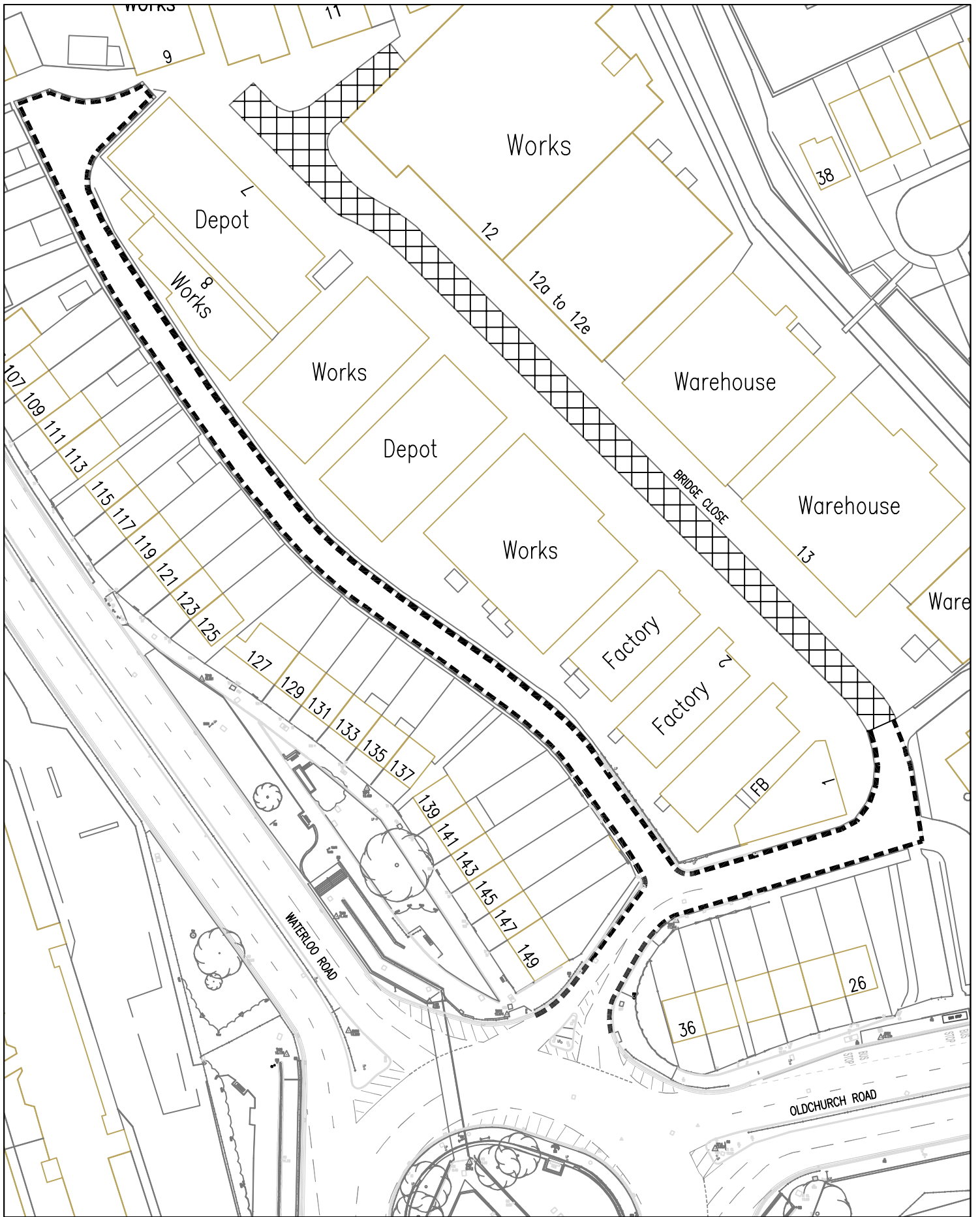
**Highways Advisory Committee, 16 November 2010**

	been informed that a CPZ will facilitate visitors.
131 Waterloo Road	<ul style="list-style-type: none"><li>○ A mother with three young children and because they have to park in their rear garden the play area is already downsized.</li><li>○ They do not get many visitors because there is nowhere to park.</li><li>○ Resident request residents parking or to allow footway parking as in Regarth Avenue.</li></ul>
133 Waterloo Rd	<ul style="list-style-type: none"><li>○ Present permit system is cumbersome and expensive.</li><li>○ Proposal for double yellow lines not welcome and not necessary.</li><li>○ Unable to get car out of garage because of inconsiderate parking by visitors to Islamic Centre.</li></ul>

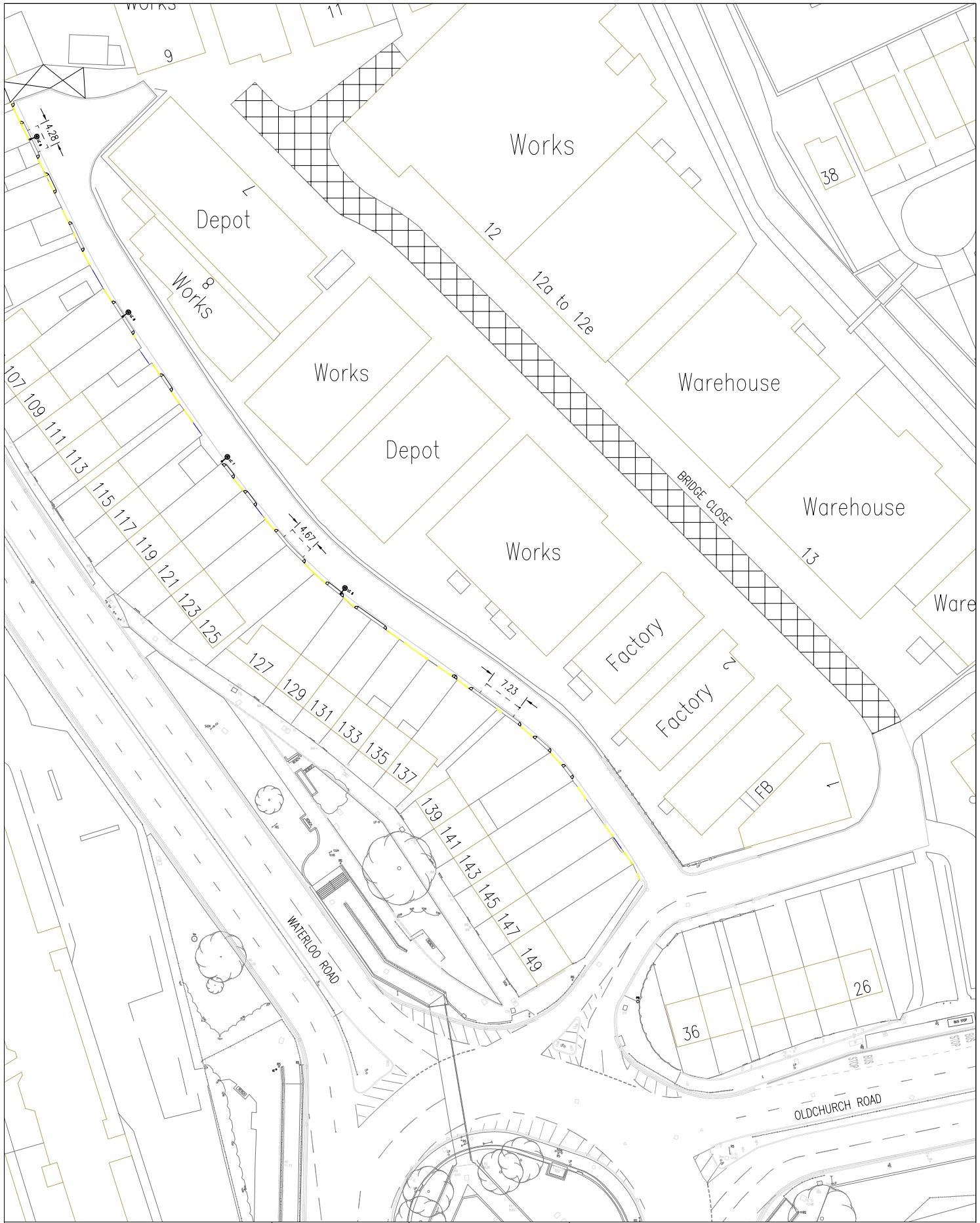
**APPENDIX II**

**SUMMARY OF WATERLOO ROAD RESIDENTS ASSOCIATION PARKING SURVEY**

Respondent	Preferred Solution		
	Double Yellow Line	Resident & Visitor Parking Permits	Stay the Same
26 Oldchurch Rd	-	√	-
28 Oldchurch Rd	√	-	-
30 Oldchurch Rd	√	-	-
32 Oldchurch Rd	√	-	-
34 Oldchurch Rd	√	-	-
36 Oldchurch Rd	-	√	-
99 Waterloo Rd	-	√	-
101 Waterloo Rd	-	√	-
107 Waterloo Rd	-	√	-
109 Waterloo Rd	-	√	-
111 Waterloo Rd	-	√	-
113 Waterloo Rd	-	√	-
117 Waterloo Rd	-	√	-
119 Waterloo Rd	-	√	-
121 Waterloo Rd	-	√	-
123 Waterloo Rd	-	-	√
125 Waterloo Rd	-	√	-
129 Waterloo Rd	-	√	-
131 Waterloo Rd	-	√	-
133 Waterloo Rd	-	√	-
135 Waterloo Rd	-	√	-
141 Waterloo Rd	-	√	-
145 Waterloo Rd	-	√	-
147 Waterloo Rd	-	√	-
149 Waterloo Rd	-	√	-
<b>TOTAL</b>	<b>4</b>	<b>20</b>	<b>1</b>



<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE: No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p> <p>PROPOSAL</p>		<p>KEY</p> <p>--- PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)</p> <p>▨ PRIVATE ROAD</p>			
<p>JOB TITLE</p> <p>BRIDGE CLOSE AREA</p>		<p>©COPYRIGHT</p> <p>This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p> <p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>DRAWN BY</p> <p>RP</p>		<p>CHECKED BY</p> <p>IH</p>		<p>APPROVED BY</p> <p>MLP</p>	
<p>DRAWING TITLE</p> <p>PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS</p>		<p>SCALE (AT A4 SIZE)</p> <p>N.T.S.</p>		<p>DATE</p> <p>13.09.10</p>		<p>REVISION</p> <p>A</p>		<p>INITIAL ISSUE</p> <p>13.09.10</p>	
<p>■ DRAFT</p> <p>■ ISSUE</p>		<p>ACAD REF:</p> <p>Sheet Size: A4 (210x297)</p>		<p>DRAWING No</p> <p>QJ077-OF-01</p>		<p>REVISION</p> <p>A</p>		<p>AMENDMENT</p> <p>DATE</p>	



<b>Havering</b> <small>10th FLOOR MERCURY HOUSE          MERCURY GARDENS          ROMFORD, SMI 3JW          TELEPHONE No: 01708 434343          FAX No: 01708 433721          E-MAIL: streetcare@havering.gov.uk</small>		<b>PURPOSE</b> ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		<b>PROPOSAL</b> 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		<b>KEY</b> PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) PRIVATE ROAD	
<b>JOB TITLE</b> BRIDGE CLOSE AREA		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> IH		<b>APPROVED BY</b> MLP	
<b>DRAWING TITLE</b> PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS		<b>SCALE (AT A4 SIZE)</b> N.T.S.		<b>DATE</b> 13.09.10		<b>REVISION</b> A	
<b>ACAD REF:</b> Sheet Size: A4 (210x297)		<b>DRAWING No</b> QJ077-0F-01		<b>REVISION</b> A		<b>INITIAL ISSUE</b> AMENDMENT	
<b>DRAFT</b>		<b>ISSUE</b>		<b>13.09.10</b>		<b>DATE</b>	



**HIGHWAYS  
ADVISORY  
COMMITTEE**

16 November 2010

**Subject Heading:**

STANFORD CLOSE – PROPOSED  
WAITING RESTRICTIONS  
Outcome of Public Consultation

**Report Author and contact details:**

Iain Hardy  
Schemes Co-ordinator  
01708 433104  
iain.hardy@havering.gov.uk

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

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

**SUMMARY**

Following the public consultation and statutory advertisement of proposed parking restrictions at the junction of Weald Way and Stanford Close, that extend into Stanford Close to ensure access, this report sets out the responses to the public consultation and recommends a further course of action.

**RECOMMENDATIONS**

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the proposals be implemented as advertised.
2. That it be noted that the estimated cost of up to £1,000 for implementation can be met from the Council's 2010/11 revenue budget for Minor Parking Schemes.

**REPORT DETAIL**

**1.0 Background**

- 1.1 Recently, the Council has received several complaints from residents of Stanford Close and drivers of the refuse collection vehicle (confirmed by the Council's Waste Team), regarding inconsiderate and obstructive parking, which is taking place in this road. Stanford Close is not currently restricted and with the current levels of on-street parking, access into the road is very difficult, sight lines for drivers negotiating the road are obstructed, the refuse lorry sometimes cannot get through the road. The verge at the junction is being damaged and there are concerns over access for emergency services. There is also one resident who makes regular visits to hospital and is taken by ambulance.
- 1.2 It is clear from the difficulties experienced, mainly on the day which the refuse is collected, that some action needs to be taken. The parking situation has been monitored by staff and it is considered that the proposals as outlined below and shown on the attached plan (Stanford 1) are necessary to improve the current situation and limit any dispersed parking into other areas of the road, which may cause further parking problems.
- 1.3 The proposals as outlined below and shown on the plan Stanford 1 were agreed in principle by the former Chairman of the Romford Area Committee and were subsequently publicly advertised. All residents in the immediate area of the proposed changes were advised of the proposals by hand delivery with a copy of the plan and were invited to comment.
- 1.4 The proposal is to restrict with 'At any time' waiting restrictions, both sides Stanford Close, from the north-western kerb-line of Weald Way to the southern boundary of no. 1 Stanford Close and in Weald Way, on its north-western side, from a point 10 metres south-west of the south-western kerb-



line of Stanford Close to a point 10 metres north-east of the north-eastern kerb-line of Stanford Close.

## **2.0 Outcome of Public Consultation**

- 2.1 Three responses were received all from residents of Sanford Close
- 2.2 The first response is from a resident who objects to the proposals as they feel that they would displace parking in the adjoining streets and would cause more problems than they solve. However, it is felt that restrictions just on the junction would help with access
- 2.3 The second response is from a resident who considers that the proposed restrictions at the junction only, would be a great idea, as it is difficult to see when exiting the road. However, they cannot see the reasoning behind extending the restrictions further into the close. There are fears that the proposals will cause double parking outside the houses, which in turn could cause problems to emergency services accessing an infirmed resident. There is also concern over distances where elderly and child visitors will have to walk from. The resident suggests that their road is like Fernden Way, where there is footway parking and asks why the roads are being treated so differently. The advertised proposals would be considered to be making the residents lives difficult for no reason.
- 2.4 The third response is from a resident who also objects to the proposals, as they feel that the only problem in the road is with being able to see to get out of the junction. They feel that the proposals go too far into the road, which will limit visitor parking, especially for their parent who cannot walk unaided.

## **3.0 Staff Comments**

- 3.1 The extent of the restrictions were designed to enable the majority of vehicle movements in and out of the road while ensuring access to the residents of Bear Close and the garage area, accessed via the service road to the side of no.1. The proposals will also achieve the requested minimum working distance for the Fire Brigade. It is not doubted that there will be some displacement of parked vehicles into Weald Way, however, Weald Way is a wider road than Stanford Close and parking in this road will still enable emergency access. In respect of the comment about allowing footway parking in the road like Fernden Way, the footway on one side of Fernden Way is wider than Stanford Close, therefore enabling footway parking to be provided.
- 3.2 Since the consultation has taken place, a letter has been received from the resident, who submitted the third response that is outlined above, retracting their objection.

## IMPLICATIONS AND RISKS

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

The estimated cost of up to £1,000 for implementation can be met from the 2010/11 Minor Parking Schemes.

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

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

### **Human Resources implications and risks:**

None.

### **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.

Blue-badge holders are generally able to park with an unlimited time in parking bays and up to three hours on restricted areas (unless a loading ban is in force).

There will be some visual impact, due to the required signing and road markings

## BACKGROUND PAPERS

Project Scheme File Ref: QF210 Stanford Close

### **Design Drawings**

Stanford Close 1

Stanford Close – Proposed waiting restrictions

<p><b>Havering</b> A Local Council</p> <p>PLANNING DEPARTMENT COUNCIL HOUSE, STAMFORD WAY, HAVERING, ESSEX, SS16 3JG TELEPHONE: 01709 513333 FAX: 01709 513334 WWW.HAVERING.COUNCIL.TX</p>		<p><b>JOB TITLE</b> STAMFORD WAY</p>	
<p><b>PROPOSED TITLE</b> PROPOSED "AT ANY TIME" WAITING RESTRICTIONS</p>		<p><b>DRAWN BY</b> RP</p>	
<p><b>DATE</b> 24.02.10</p>		<p><b>CHECKED BY</b> H</p>	
<p><b>SCALE</b> 1:1</p>		<p><b>DATE</b> 24.02.10</p>	
<p><b>APPROVED BY</b></p>		<p><b>ISSUE</b></p>	
<p><b>PURPOSE</b></p>		<p><b>REASON</b></p>	
<p><b>REVISION</b></p>		<p><b>DATE</b></p>	
<p><b>DISCLAIMER</b> The Council, Havering Local Council, is not responsible for any errors or omissions in this document. The Council is not responsible for any loss or damage, whether direct or indirect, arising from the use of this document. The Council is not responsible for any loss or damage, whether direct or indirect, arising from the use of this document. The Council is not responsible for any loss or damage, whether direct or indirect, arising from the use of this document.</p>			





**HIGHWAYS  
ADVISORY  
COMMITTEE**

16<sup>th</sup> November 2010

**Subject Heading:**

**GIDEA PARK AREA CONTROLLED  
PARKING ZONE/ PARKING REVIEW  
Outcome of questionnaire consultation**

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

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

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

**SUMMARY**

Following a questionnaire consultation in an area around Gidea Park Station, this report gives details on the various views expressed and suggests how the matter could be progressed.

**RECOMMENDATIONS**

1. That the Committee having considered the responses and information set out in this report take one or more of the following courses of action;
  - (a) Considers that the Head of StreetCare should proceed with the detailed design and advertisement of scheme proposals, subject to comments put forward by the Committee, to restrict bends and junctions within the review area shown on Drawing QJ059/101 with double yellow lines.
  - (b) Considers that the Head of StreetCare should proceed with the detailed design and advertisement of scheme proposals, subject to comments put forward by the Committee, to extend the all day, Monday to Saturday, restrictions into roads further out from Gidea Park Station.
  - (c) Considers that the Head of StreetCare should proceed with the detailed design and advertisement of scheme proposals to bring the currently unrestricted part of Westmoreland Avenue into the existing scheme, subject to comments put forward by the Committee
  - (d) The Committee considers that the Head of StreetCare should not proceed further with the scheme
  
3. That it be noted that the estimated cost of implementing the scheme is £5,000 which can be met from the 2010/11 revenue allocation for Minor Parking Schemes.

**REPORT DETAIL**

**1.0 Background**

- 1.1 At its meeting of 19<sup>th</sup> October 2009, the Gidea Park Area Committee agreed that the area around Gidea Park Station should be reviewed for parking issues following representations made from residents regarding commuter parking.

- 1.2 A significant area around the station is currently restricted. The area closest to the station is generally restricted between 8am and 6:30pm, Monday to Saturday, with some pay-and-display parking. The restriction also further north of the railway line (with some free and disc parking bays in Balgores Crescent). The area around Balgores Square includes some residents' and business parking provision.
- 1.3 The area further away, is generally restricted 8am to 10am, Monday to Friday, with some free parking bays. There are also footway parking bays on Upper Brentwood Road, near the Royal Liberty School, which are available at school drop off/ pick up times.
- 1.4 Following the meeting, the Principal Engineer of the Traffic & Engineering Section worked with the Chairman of the Gidea Park Area Committee and a ward councillor, to agree a review area and the content of a public consultation letter and questionnaire.
- 1.5 The review area as agreed is shown on Drawing QJ059/101. The questionnaire was designed to gauge whether local people had any parking issues and if they did, what type of treatment they felt appropriate. The letter and questionnaire are contained within Appendix I.
- 1.6 A short section of Westmoreland Avenue was included within the review. This part of the street was adopted around 10 years ago when the existing CPZ was in operation, but the new section was not brought into the scheme.
- 1.7 The letter and questionnaire was delivered to approximately 1850 premises within the review area, including business and 100 letters and questionnaires provided to St. Mary's Hare Park School, as the school and parents had been making representations of their own in terms of ability to park on-street to drop off their children at school.
- 1.8 The consultation period was from 8<sup>th</sup> March to 9<sup>th</sup> April 2010 and by the close of consultation, some 366 replies were received giving a response rate of 20%.

## **2.0 Outcome of Public Consultation**

- 2.1 Appendix II of this report sets out a summary of responses by question and street. Appendix III of this report provides a summary of comments received.

## **3.0 Staff Comments**

- 3.1 In terms of response rate, 20% is considered low by staff. Of those responding, just over half felt there to be a problem in their area (around 10% of total respondents).

## Highways Advisory Committee, 16 November 2010

- 3.2 Drawing QJ059/101 shows the streets where it is considered by residents to be a parking problem. However, when Appendix II is reviewed, there are very few responses from some streets.
- 3.3 Where residents feel controls are required, opinion is divided as to what is needed. The majority of respondents would like to see parking restrictions rather than residents' parking bays, although a few roads would prefer bays.
- 3.4 Respondents supporting controls are split between all day restrictions and two hours per day, although it appears that areas near Gidea Park Station and the schools would prefer all day to prevent commuter parking and parent parking respectively.
- 3.5 Respondents supporting restrictions tended to support Monday to Friday being the days of the week required.
- 3.6 There was strong support for double yellow lines through the area on junctions and bends.
- 3.7 It did not appear any parents of pupils at St. Mary's Hare Park School responded to the consultation. There were some issues raised by residents in streets around the school, but many are already restricted all day and so the matter may be one of enforcement.
- 3.8 The response from the more recently adopted part of Westmoreland Avenue was split between those wanting action and not.
- 3.9 The Committee could take the view that whilst there may be localised problems, interest in the area as a whole is generally low and changes are not required.
- 3.10 The Committee could take the view that although the response rate is consider low by Staff, there is a strong desire from respondents to treat local issues at bends and junctions with double yellow lines.
- 3.11 The Committee may agree that there are problems in the areas not restricted all day around Gidea Park Station and the schools and for all day restrictions to be proposed for a greater radius around these sites. Staff suggest that any all day changes should reflect the existing Monday to Saturday scheme for simplicity of driver/ resident understanding and operation.
- 3.12 The Committee may have alternative ideas which it feels should be taken forward.



**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The estimated cost of £5,000 can be met from the Council's 2010/11 revenue budget for Parking Schemes.

**Legal implications and risks:**

Parking management schemes (including restrictions and bays) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

**Human Resources implications and risks:**

None.

**Equalities implications and risks:**

Parking management schemes 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.

Blue-badge holders are able to park with an unlimited time in resident permit bays and up to three hours on restricted areas (unless a loading ban is in force).

There will be some visual impact, due to the required signing and road markings.

**BACKGROUND PAPERS**

**APPENDIX I  
CONSULTATION LETTER AND QUESTIONNAIRE**



**Bob Wenman**  
**Head of StreetCare**

**Culture & Community**  
London Borough of Havering  
The Whitworth Centre  
Noak Hill Road  
Romford, RM3 7YA

**The Resident or Occupier**  
Gidea Park CPZ Parking Review Area  
**Standard Consultees**

**Please call: Traffic & Engineering**  
**Telephone: 01708 433104**  
**01708 433704**  
Fax: 01708 433719  
Email: [highways@havering.gov.uk](mailto:highways@havering.gov.uk)

My Ref: QF210/Gidea Park CPZ  
Your Ref:

Dear Resident,

8<sup>th</sup> March 2010

## **GIDEA PARK CONTROLLED PARKING ZONE REVIEW**

The Council, through its Gidea Park Area Committee, invites you to comment about parking in the area around Gidea Park station. A recent meeting of the Committee invoked strong expressions of concern regarding commuter parking in close proximity to the station, and equally strong expressions of concern from residents that the recent introduction of Permit and Resident Only Parking bays in Balgores Lane had moved the commuter parking to outside their properties.

In the light of this, the Committee decided that Council's officers should conduct a comprehensive survey of residents living in roads likely to be affected by displaced commuters should changes around Gidea Park Station be made.

At the present time, you may not consider there is a problem from parked cars in your road, but experience shows that there can be parking displacement when restrictions are changed or first introduced. The Council is anxious to reduce the impact of on street parking and wishes that increased use of public transport might reduce commuter car use and encourages local businesses to prevail upon their staff to use public transport.

Prior to the Council's officers' preparation of a comprehensive revision of the Gidea Park Station area, we wish to obtain residents' initial views and opinions and a questionnaire is enclosed with this letter which it is hoped you will complete and add any brief comments on the subject of on-street car parking in your area. Please note that we shall pay due regard to your comments, but we are unable to respond to them individually.

**Highways Advisory Committee, 16 November 2010**

Staff will review all of the questionnaires returned and comments made and use this information in the design of a suitable parking scheme.

The Gidea Park Area Committee will then debate the scheme at one of its forthcoming public meetings and if it is decided that the parking scheme is acceptable in principle, all those potentially affected will again be consulted before a final decision is made.

In terms of options open to local people, the Council could introduce a residents' parking scheme throughout the Zone, such as has been introduced in the Balgore Square area. This would provide on-street parking bays for permit holders to use during whatever hours of operation are deemed appropriate. Such schemes often make some provision for business-related parking where it does not directly impact on residents.

Parking permits are available to those within the controlled area and annual charges per permit are currently as follows (and may be subject to review in the future):

<b>Resident</b>		<b>Business</b>
First permit	£13	£70 Maximum of 2 permits per business
Second permit	£17	
Third and subsequent permits	£75	
Permits for visitors are available at £5 for 10 scratch cards		

Please note that the Council cannot designate individual streets for permits without providing bays, allocate bays for individual people, provide bays across dropped kerbs (driveway accesses) and the area as a whole would be subject to the same terms of operation. The use of residents' bays are on a first come first served basis. If the numbers of permits in circulation exceed the available number of bays on-street, then some users may have difficulty in finding a parking space.

The other main option is to generally restrict parking in the area. This could be all day, a two hour morning period, such as already exists within the Gidea Park Controlled Parking Zone or an hour late morning.

The two hour restriction removes the need for a residents' parking scheme, but still allows unrestricted parking at all other times and schemes such as these operate elsewhere in Havering.

Any scheme taken forward will have regard for the need to prevent dangerous or obstructive parking at junctions and bends; and regard will be given to the operational needs of servicing the area, including the needs of the emergency services.

Before you respond to this first consultation, please carefully consider the contents of this letter and the options available. We would like to take this matter forward in such a way as to provide a simple and clear scheme for consideration.

**Highways Advisory Committee, 16 November 2010**

If you have any questions, please do not hesitate in contacting my staff on 01708 433750. The deadline for the return of completed questionnaires is **9<sup>th</sup> APRIL 2010**.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M Philpotts', with a stylized flourish at the end.

**Mark Philpotts**  
Principal Engineer  
Traffic & Engineering

cc: Gidea Park Area Committee Members  
Cabinet Member for StreetCare & Customer Services



## GIDEA PARK CPZ/ PARKING REVIEW QUESTIONNAIRE

<b>Name:</b>		<b>Date:</b>
<b>Address:</b>		

In your view, is there a parking problem in your road severe enough to justify action being taken by the Council?  Yes  
If your answer is YES, please proceed to the questions below  No

### If the present Gidea Park Parking Zone were to be extended:

1. What form of parking control would you prefer to ease the situation – either Residents’ Parking Scheme (Res) or Waiting Restrictions (WR)?  Res  WR

*A Residents’ Parking Scheme is one where ‘Residents Only’ parking bays are provided in each road where they can be safely installed, with a yellow line restriction placed between bays.*

*A Residents’ Parking Scheme may also include business and dual business/ resident parking bays where appropriate.*

*Waiting Restrictions are where yellow line restrictions are placed within an area, preventing both residents and non residents from parking within certain specified hours (other than blue badge holders who can park for up to 3 hours) during those specified hours.*

2. Over what hours would you like to see any restrictions or residents’ parking scheme operating?  All day  2 hours  1 hour
- All day – 8am to 6:30pm to match the existing all day restrictions in the Gidea Park area*
  - Two hours in the morning – 08:00am to 10:00am to match the existing part time restrictions in the Gidea Park area.*
  - One hour in the morning 10:30am to 11:30am*

**Highways Advisory Committee, 16 November 2010**

3. For which days of the week would you like restrictions or a residents' parking scheme operate?

- Mon - Fri  
 Mon - Sat

*Monday to Friday or Monday to Saturday*

4. Do you support double yellow lines being placed at junctions, on sharp bends and where servicing/ fire fighting access is difficult?

- Yes  
 No

*Such restrictions would be in force, 24 hours per day, 7 days per week.*

**COMMENTS**

**Please include any brief comments you may have directly relevant to *on-street* parking problems in your area. Please continue overleaf if necessary.**

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**QUESTIONAIRES SHOULD BE RETURNED BY FRIDAY 9<sup>TH</sup> APRIL 2010**

**PLEASE NOTE, ALL QUESTIONNAIRES AND COMMENTS RECEIVED BY THE COUNCIL ARE OPEN TO PUBLIC INSPECTION AND SHOULD ANY SCHEME BE TAKEN FORWARD, IT WILL BE BASED ON RESPONSES TO THIS QUESTIONNAIRE.**

**London Borough of Havering**

**Traffic & Engineering  
StreetCare  
10th Floor  
Mercury House  
Mercury Gardens  
Romford  
Essex RM1 3SL**

**01708 433104 / 01708 433704**

**APPENDIX II  
CONSULTATION RESPONSES**



**Highways Advisory Committee, 16 November 2010**

GIDEA PARK CPZ/PARKING REVIEW QUESTIONNAIRE - RESULTS 21 APRIL 2010												
Road	No. of Responses recvd	Is there a parking problem?		Question 1. What form of control		Question 2. Hours of operation			Question 3. Days of week		Question 4. Double yellow lines	
		Total Yes	Total No	Res .	Wait Res.	All Day	2 hrs	1 hr	Mon-Fri	Mon-Sat	Yes	No
Anonymous	33	20	12	13	15	15	10	2	12	11	23	4
Balgores Crescent	2	1	1	0	2	1	1	0	2	0	2	0
Balgores Lane	15	6	8	2	5	5	2	0	3	5	10	2
Balgores Square	5	0	4	3	1	3	2	0	2	2	3	1
Beaumont Close	4	0	4	0	0	0	0	0	0	0	0	0
Belgrave Avenue	5	2	3	0	2	0	2	0	2	0	3	0
Cambridge Avenue	20	6	11	4	4	2	2	3	5	3	12	0
Castellan Avenue	26	8	16	1	12	3	6	5	9	3	16	0
Compton Avenue	14	8	6	4	6	7	4	2	5	5	10	1
Cranbrook Drive	10	7	2	4	4	2	3	4	5	3	7	1
Crossways	43	31	12	15	21	21	11	5	18	19	37	1
Durham Avenue	11	8	3	8	8	2	5	3	8	3	9	2
Edward close	8	5	3	1	4	1	4	1	4	2	4	0
Elvet Avenue	12	9	3	6	5	5	2	3	7	3	10	1
Eyre Close	1	0	1	0	0	0	0	0	0	0	0	0
Fairholme Avenue	30	15	12	2	22	4	12	8	16	8	23	0
Ferguson Avenue	3	2	0	0	3	1	2	0	1	2	3	0
Hall Road	4	3	1	0	4	1	3	0	4	0	3	0
Heath Park Road	1	1	0	0	1	0	0	1	1	0	0	0
Hopkins Close	1	1	0	0	1	0	0	1	0	1	1	0

**Highways Advisory Committee, 16 November 2010**

Road	No. of Responses recvd	Is there a parking problem?		Question 1. What form of control		Question 2. Hours of operation			Question 3. Days of week		Question 4. Double yellow lines	
		Total Yes	Total No	Res .	Wait Res.	All Day	2 hrs	1 hr	Mon-Fri	Mon-Sat	Yes	No
Northumberland Avenue	4	2	2	0	3	0	3	0	2	1	3	0
Pemberton Avenue	11	2	9	1	5	0	5	1	6	0	7	0
Severn Avenue	5	0	4	0	1	0	2	0	1	0	2	0
South Drive	6	5	1	6	0	5	0	1	4	2	5	1
Squirrels Heath Avenue	16	13	2	7	5	9	0	3	4	7	13	2
Squirrels Heath Lane	5	3	2	2	2	2	1	1	2	2	4	0
Station Road	9	4	5	3	4	3	3	2	5	2	7	2
Upper Brentwood Road	20	11	9	5	10	5	8	2	12	3	15	2
Wallenger Avenue	17	9	5	4	7	5	5	1	10	1	13	0
Warwick Gardens	4	2	2	1	0	0	0	1	1	0	3	0
Western Avenue	5	3	2	1	4	0	2	1	2	1	3	0
Westmoreland Avenue	6	3	3	0	4	1	2	0	3	1	3	1
<b>Totals:</b>	<b>356</b>	<b>190</b>	<b>148</b>	<b>93</b>	<b>165</b>	<b>103</b>	<b>102</b>	<b>51</b>	<b>156</b>	<b>90</b>	<b>254</b>	<b>21</b>

**APPENDIX III  
SUMMARY OF CONSULTATION RESPONSE COMMENTS**

**Anonymous replies**

No. of respondents	Comments Received
1.	Local Company in Station Square who says they will be affected by the scheme if it goes ahead sent comments:
1.	The Balgores Square residents' parking scheme is significantly underutilised and therefore why extend it?
1	No problems at all on a Saturday, therefore restrictions unnecessary.
1	Being that permit schemes in Balgores Square area are underused – could local business have permits for weekdays only? (E.g. Kemsley of Station Square who are not within the CPZ area, but their staff need somewhere to park)
1	Questions the issue of 2 business permits per business irrespective of size and suggests sliding scale be used based on number of employees with the second of the permits being priced slightly higher.
1	In favour of on-street pay and display as this benefits customers of local businesses.
1	Believes that CPZ needs up-dating as it does not take advantage of the possibility of local businesses having additional permits for properties directly onto Balgores Square, but outside of the drawn area and caused displacement parking to surrounding roads.
1	Parking restrictions prevent people using the local shops and businesses.
1	Not happy with the proposals to extend permit parking for residents and it is a nuisance and costly and still does not guarantee a parking space.

**Highways Advisory Committee, 16 November 2010**

2	Parking situation is fine as it is and does not warrant any action.
2	Need residential parking scheme here because the current restrictions are very inconvenient for local residents causing them to have to move their cars during the day in order to avoid having a ticket.
1	Is it possible to restrict overnight parking of commercial vehicles and vans?
1	Leave all as it is – instead of trying to make more money out of residents.
1	Restrictions are needed close to the station to prevent commuter parking but should allow for parent parking close to Gidea Park School for short time around 3:00 pm.
1	Just another way to make more money.
1	Concerned about access to the bungalows for ambulance or fire-engines where people are parking across the access.
1	Unfair to residents to have to pay to park – these permits should be free with the council recovering the money from car park charges.
1	Strongly oppose proposals as I have no easy access to off street parking. What happens to delivery men or visiting trades, are any of them being consulted?
1	Residential parking best operating on Monday to Saturday.
1	Have lots of problems with people from local restaurants on a Saturday evening.
1	Forced to park on grassed area of front garden and not allowed to pave over grass due to conservation rules.
1	Have received parking tickets for parking outside house for just a few minutes.

**Highways Advisory Committee, 16 November 2010**

1	Need double yellow lines at Wallenger Avenue junction with Crossways.
1	Present parking bays are dangerous because of yellow line restrictions on the opposite side being lifted at 10:00 am, enabling parking on both sides creating a narrow lane.
1	Need to review parking around Station because current restrictions at weekend causes the surrounding streets to become very congested.
1	Resident has terrible parking problems due to commuters who use the station and park their vehicles in bays/areas meant for residents.
1	Specific issue for 9 Wallenger Avenue is long term parking in bay opposite by specific vehicles. Can this bay be shortened or removed?
1	Taxis from Station taxi rank park across access blocking thoroughfare.
1	Cars park at bus stop opposite entrance to station and prevent disabled people from boarding the buses. Can CCTV Smart Car be sent there?
1	Whatever scheme the council adopts please ensure they enforce it properly.
1	Only parking problems are those caused by inconsiderate parking in layby outside flats where people use up too much room. E.g. one car using 1 ½ car lengths.

**Balgores Crescent**

1	Parking in Squirrels Heath is dangerous and obstructive with cars parked on both sides of the road.
1	Wallenger Road junction with Crossways is dangerous area with cars parking both sides of the road causing obstruction.

**Balgores Lane**

1	As a business operating locally and with no parking permits, they feel council does not accommodate businesses and is in fact driving them away. Suggests the council will do what they want anyway.
1	Most houses in the area have off-street parking facilities anyway and therefore any extra parking would increase congestion. Suggests extra parking facilities should be given to people who have no means of parking – such as flats in Balgores Square. Please do not spoil Gidea Park.
1	No real parking problems exist in Balgores Lane – only brief parent-parking to drop children off to school.
1	Problem for pedestrians caused by cars being parked illegally on pavement outside Gidea Motors of Balgores Lane. Can the KEEP CLEAR markings be re-painted.
1	Minimal amount of disruption in the evenings. Any action and expense to oppose the residents in favour of restrictions would be a folly.
1	Do need restrictions around Gidea Park Station in respect of drop off/pick up parking.
1	Keep yellow lines in Balgores Lane because this is a really busy road and introduction of any more parking bays would cause disruption.
1	Junction of Wallenger Avenue and Crossways is very dangerous because of parked vehicles.
1	Parking should be restricted all day around the station and people should be encouraged to use the Balgores Square car park.
1	Businesses suffer badly because there is not enough parking for their customers – people are discouraged from coming into the area because of the parking restrictions.

**Highways Advisory Committee, 16 November 2010**

Balgores Lane cont/d....

1	No problems with parking in the area because existing conditions work very well. Should not be long term parking on Balgores Lane because of the regular bus routes along this road.
1	The mini car park in Balgores Square next to the dry cleaners should be for residents.
2	Illegal parking on single yellow line from outside bakery to parking bay prevents cars turning right at traffic lights into Main Road. It is worst between 8:30am to 9:30 am. Traffic wardens do not seem to patrol at these times. May be double yellow lines should be extended to the bay and more traffic wardens should patrol at these times.
1	Suggest a pedestrian refuge/island be installed in road at junction of Balgores lane/Balgores Crescent.
1	There are too many parking restrictions in Upper Brentwood Road – it needs a residents parking scheme.

**Balgores Square**

3	Very satisfied with current parking restrictions in Balgores Square. Extending Residential parking is the only way forward.
1	The only parking restrictions should be extending short-term metered parking (up to 2 hours) for the benefit of our local businesses which we wish to keep.
1	Car park in Balgores Square should also be for people who wish to travel to London and time should be extended to 7 hours to give people more time when having a day out.



**Beaumont Close**

1	There are no problems in Beaumont Close. No-one parks in the street and walks to the station because it is too far away. Any increased measures would only be for more money.

**Belgrave Avenue**

1	More frequent bus services may persuade more people to leave their cars at home, thus alleviating parking problems.
1	No parking restrictions and no residential parking schemes will benefit Belgrave Avenue.
1	Strongly object to the introduction of any parking restrictions in Belgrave Avenue or the surrounding area. This is primarily to generate more money for the council.

**Cambridge Avenue**

3	No need for parking restrictions, just a money making scheme. Will fight off any attempts to introduce a scheme.
1	If parking restrictions are introduced they will impact on the road. There are currently no problems, but if restrictions are imposed on surrounding area this will impact on Cambridge Avenue. If you want more people to use buses someone needs to look into the fact that fare paying adults often cannot board buses because of school children.
1	There are only a few commuters who use this road and we do not want the cost or burden of visitors' permits etc.
1	No problems with parking

**Highways Advisory Committee, 16 November 2010**

Cambridge Avenue continued/..

1	We do have a problem with parking and because of this we have applied for a dropped kerb. Please take this into consideration when marking out any future bays.
1	Where residents take up a lot of space with commercial vehicles this will be made worse with parking restrictions, because they will be parking legitimately.
1	More restrictions installed will take away more parking spaces e.g. on corners and flank walls
1	No parking problems in Cambridge Avenue but car parks are under utilised and there does not seem to be a problem at the station.
1	1 hour parking restriction would be best idea.
1	Not happy with council selling more residents permits than spaces with exception of scratch cards for visitors.
1	Problem with access to Nos 76/78 – if cars are parked on road outside 76 and 78 and opposite, this would cause access problems.
1	Would welcome introduction of residents parking permits as parking is becoming more of a problem. If you need to install a bay near No. 20, there could be a problem. Please contact Mr Powles, 20 Cambridge Avenue RM2 6QR.
1	No problems with parking in Cambridge Avenue but many problems in Upper Brentwood Road both with parking and speeding.

## Highways Advisory Committee, 16 November 2010

Cambridge Avenue continued/..

1	No problems at Belgrave Avenue end of Cambridge Avenue and further restrictions not necessary.
1	Restrictions will move the problem to other roads surrounding the restricted area.
1	More restrictions will only cause more problems. There should have been more responsible planning in the first place.

### **Castellan Avenue**

2	The current regulations appear effective and more restrictions would cause problems.
2	Only real problems are around the station and even then because of local businesses care must be taken to ensure they can continue to thrive.
5	No problems, no need for restrictions.
5	In favour of current restrictions.
1	Current restrictions already in place work nicely, but one disc per resident for visitors would be nice.
1	Drawback of less parking is now cars are free to speed.
1	Double yellow lines would be best at all times
3	Double yellow lines would be especially good for approach road to Gidea Park Station and junction of Wallenger Ave and Crossways.

**Highways Advisory Committee, 16 November 2010**

Castellan Avenue continued/..

2	When cars are parked both sides of the road it makes it dangerous.
1	Would suggest Castellan Avenue be made a one way street because motorists use it as a "rat run" making it dangerous because of speeding
1	Residents have enough off-street parking but they still insist on parking in the road. Parking on bend very dangerous.
1	Need yellow lines on bends in Wallenger Avenue.
1	Only have parking on one side of the road at the station end.
1	Current restrictions work fine, residents parking scheme would not be welcomed.
1	Problem with cars parked on junction.
1	Problems with blue badge holders parking all day in Station.
1	Need restrictions for part of the time in order to stop people from speeding.

**Compton Avenue**

3	No problems with parking.
2	Problems with parking at junction of Wallenger and Crossways.
2	Problems sometimes at junction of Compton Avenue and Upper Brentwood Road
1	Station and Crossways have problems with parking

**Highways Advisory Committee, 16 November 2010**

Compton Avenue continued..

1	Have problem with visitors parking, difficulties finding alternative parking. If residential parking was introduced this would eliminate the problem.
2	Parking problems in Compton and those roads close to Gidea Park Station caused by residents of Brent Court and Oakwood flats. Also Railway Employees working shift work at Brentwood Road cause a nuisance 7 days per week.
1	No problem with parking, present 2 hour restriction stops the majority of motorists. This could change if further restrictions are imposed on surrounding roads.
1	Do not want residents parking. Do not want to pay to park.. Leave well alone.

**Cranbrook Road**

2	Need residential parking not just a 2 hour restriction. Most houses in this road have plenty of off-street parking. This resident has paid for dropped kerb but says some residents bump over the kerb because they will not pay. He cannot park on drive because it is "shared" and although neighbour has a garage they will not agree to him parking on the shared drive. His garage is not accessible.. Suggests having a short bay in Eyre Close running along the side of properties as in Wallenger Avenue.
1	Already have waiting restrictions do not need any further.
1	Cranbrook Drive has no problems but when considering the picture as a whole, with junction parking, commuter parking creeping into top end of Cranbrook Drive, inconsiderate parking on bends then agree to Res parking .
2	Would prefer restrictions 11.30 to 1.30 pm. Also double yellow lines on junctions and to prevent parking both sides of Crossways, Wallenger and Castellan.

## Highways Advisory Committee, 16 November 2010

Cranbrook Road continued../.

1	Want double yellow on junctions Crossways/Wallenger. Noticed an increase of commuter parking since recent changes to parking restrictions in Balgores Lane/Square.
1	Would prefer 10.30 to 11.30 restrictions

### **Crossways**

4	Current restrictions are adequate
3	Current restrictions are adequate except for around the Station.
2	Crossways is quite dangerous because of speeding, perhaps needs speed humps. Parked cars make exiting from house dangerous.
1	Traffic has increased 100% in last 5 years, speeding cars causing problems. Parking on bend at station end causes problems.
1	Need all day restrictions. Speeding cars a problem, Crossways used as a "rat run" since closure of Repton and Ridgeway. Why do they have privilege of closure?
1	Parking dangerous. Suggests in Crossways a yellow line west side 8am to 11am and East side 8am to 6.30pm.
1	Busiest hours 4.30 to 6.30 when traffic jams occur between the station and junction of Wallenger Avenue. Suggest Council reduce the cost of the car park as an incentive for commuters to use it.
4	Restrictions needed in afternoon as well as morning. Need marked bays to stop people from overhanging drives.

**Highways Advisory Committee, 16 November 2010**

Crossways continued/.

1	Need residential parking not yellow lines. Especially near the station.
3	Current restrictions not adequate as people wait until after the restriction finishes then park there for the rest of the day.
2	People should be "encouraged" to use car park.
11	Need restrictions on junction of Crossways and Main Road and Crossways junction with Wallenger.
1	Need flexibility with restrictions near schools – not all parents live within walking distance.
2	Only one problem that is congestion around station. Solution should be double yellow lines.
5	Main problem is parking on bend near station where it should be restricted to one side of the road.
2	Waiting restriction times near the station should be altered to 10am – 12pm or 11am – 1pm to prevent commuter parking. Would not change the current restrictions at each end of Crossways.
1	Restrictions sufficient, however parking has increased since restrictions in other roads changed and commuters now park at least half an hour before restrictions end. Suggest restrictions should be for 3 hours.
1	Restrictions should be Monday to Sunday because people park in the road rather than pay a fee in the car park.
1	Parking should not be allowed in front of the alley because not enough room.
2	Parking both sides of the road dangerous.

## Highways Advisory Committee, 16 November 2010

Crossways continued/..

1	Blue badge holders are parking for 10 hours or more each day.
1	Turning into Balgores Crescent is dangerous.
2	Severe congestion between 17:00 to 19:00 Monday to Fridays caused by motorists meeting commuters from trains, which causes residents problems trying to access their drives. The present restrictions here are not enforced regularly.
1	Main problems are Thurs/Fri/Sat evening, parking on junction Main Road/Crossways. People park up to drive and overhang drive of No 8.

### **Durham Avenue**

1	Too many parked cars caused by commuters using station or local pub.
2	Too many commercial vehicles parked causing problems with access.
2	Need residents parking to prevent commuter parking.
1	Should not be necessary to have double yellow lines on junctions if people read the Highway Code.
1	Main parking problems caused by Railstore development because it has insufficient parking spaces.
1	New Inn pub causes lot of parking problems because its own car park is not sufficient.
1	Should not be any limit for people to park outside their own homes. Every household should have one permit. If not enough room for everyone to park, then parking should be allowed on single yellow lines.
1	Resident believes the only reason Council will not allow permit parking is they fear residents will no longer need their garages.



## Highways Advisory Committee, 16 November 2010

Durham Avenue continued./..

1	Permit parking only for 2 hours in morning also parking only on side of the road with no drives, would make sense.
1	Parking restrictions make it difficult for residents who do not go to work because they have to move their cars because of restrictions.

### **Edward Close**

5	Although parking restrictions are not necessary now, owing to cars being unable to park in Upper Brentwood Road they are beginning to park in Edward Close. These are commuters who use Gidea Park Station.
1	Very heavy parking
2	Waiting restrictions would solve any commuter parking.

### **Elvet Avenue**

3	Residents' car park is full up with cars from nearby estates. Can they have a residential parking scheme for the car park?
1	Double yellow lines are necessary to allow access for emergency vehicles.
1	Restrictions need to be monitored more frequently.
1	The same cars repeatedly offend down Elvet Avenue, mainly of an evening and then they are gone again by 8am, when existing road restrictions begin further down the road. These cars should be ticketed before they leave early in the morning.

**Highways Advisory Committee, 16 November 2010**

Elvet Avenue continued./..

1	Forced to park in Snowdon Court but this is being demolished.
1	People are not utilising facilities available for parking and if permit parking is available this would bring in revenue.
1	Scratch card parking permits very good idea but with no restrictions as to how long you can park with a maximum of 8 hours.
1	Already have 8am to 10am restricted parking and commuters use the residents' car park. We need a residents only car park.
1	Not in favour of permit parking.
1	Residents parking scheme will prevent commuter parking.
1	What happens regarding trades people parking?
1	Wants to keep parking restrictions to a minimum, no increases in restrictions
1	Does not want resident's permit parking scheme introduced because this will be just another bill to pay.

**Eyre Close**

1	Present scheme is perfect. Please do not change it. No commuters in this close and cars/district nurses/visitors can park without fear of tickets.
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**Fairholme Avenue**

1	Road being used as a rat run and vehicles travel at very high speeds.
1	Present parking restrictions not sufficient and should be upgraded to deal with commuter parking around the station end of Fairholme Avenue
1	Parking should be restricted to one side of the road.
1	Parking in Crossways and Wallenger Avenue where they park both sides of the road is very dangerous.
1	Double yellow lines needed on junctions where people park.
1	Waiting restrictions need to be installed to prevent commercial vans from taking parking spaces.
1	Present parking restrictions at Romford end of Fairholme, are adequate.
4	Present restrictions are sufficient.
1	Residents only parking will kill off local shops' trade. Present scheme of only 2 hours restrictions allows customers of shops to park. See Chadwell Heath where trade is suffering because nowhere for cars to park.
2	Need restrictions at junction of Fairholme Avenue and Victoria Road. Parent parking from local nursery is very heavy and causes difficulty with sight lines.
1	Need more bays. If restrictions changed to residents only parking, I do not see why residents should be charged.
1	Would definitely not want all day restrictions.
1	Why are restrictions still in place over Bank holidays?

## Highways Advisory Committee, 16 November 2010

Fairholme Avenue continued../..

1	Double yellow lines needed on the bend from Heath Park Road to Victoria Road.
1	Paying for permits is not fair to shops at east end of Fairholme Avenue.
1	Current restrictions adequate. Do not need residents parking scheme as majority of residents have off street parking.
2	Whatever scheme is adopted imperative we have visitors permits.
1	Too many bays will lead to double parking make problems even worse. Would like to be told of ratio number of permits to number of actual bays.
3	Parking restrictions for one hour per day would prevent commuters from parking but allow for shoppers to visit.
1	Consideration should also be given to penalising motorists who park on the zig zags outside Squirrels Heath School.
1	Should be exemption for builders and "trades".
1	Supply additional footway parking bays close to the shops.
1	Not enough parking bays around the Drill and the Station.

### **Ferguson Avenue**

1	Need parking restrictions junction between Ferguson Avenue and Upper Brentwood Road. Ferguson Avenue used as a "rat run" to the A12.
1	No problems at present but there is a slight increase in commuter parking, which will increase with parking restrictions in Station area.

**Hall Road**

2	Only parking problems caused by parents of pupils at St Mary's Hare Park school parking on zig zags and parking across driveways. Large vehicles park both sides of the road preventing other vehicles from getting through, especially "emergency" vehicles.
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**Heath Park Road**

1	Local nursery complaining that their clients will not be able to park in order to drop off the children. This will impact on their business.
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**Hopkins Close**

1	Present restrictions in Upper Brentwood Road have been successful.
1	Present restrictions around the station are allowing vehicles to park both sides of the road, causing problems for residents and emergency vehicles.

**Kidman Close**

1	No problems at present. If restrictions must be installed, would prefer residents' parking scheme.
1	Tallis Court has restrictions supervised by a private company. Each resident has one permit for householder and one for visitors. Commuters take up spaces and double park on double yellow lines.

## Highways Advisory Committee, 16 November 2010

Kidman Close continued../..

2	Rubbish is sometimes left because refuse lorries cannot get down road.
1	Yellow lines are not enforced. Permits seem to be best answer.
1	Resident of Railstore – road constantly blocked with cars. No emergency vehicles could get through.
1	Area around the station does not have enough parking for the residents let alone commuters. People park on bend of Kidman Close, very dangerous.
2	Not enough parking. WR would be best answer.
1	Residents of flats only have one permit each. Influx of parking in station area. Would welcome Council intervention. However present regulations not enforced properly.
1	Not enough enforcement. Would welcome permit parking.

### **Northumberland Avenue**

1	Restrictions need to be extended to include Northumberland Avenue.
1	2 hour waiting restriction works perfectly well.
1	Current restrictions work well and do not need to be changed.

### **Pemberton Avenue**

1	If residents parking was introduced it would deter visitors and would pose difficulties to parents picking up children from the local school.
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**Highways Advisory Committee, 16 November 2010**

Pemberton Avenue continued./../

1	Present restriction adequate and prevents commuter parking. Any permits should be free – any form of charging is just another way of collecting taxes.
1	Present restrictions should remain but more enforcement needed.
1	Permit parking will kill off trade for local shops. A short 30-60 minute parking allowance would keep these businesses operating.
1	Waiting restrictions would be better than permit parking. Present bays are used by some residents as personal parking spaces.
1	Not enough bays available for those households who have adult children with cars in their households.
2	Present restriction of 2 hours works well. Would vigorously campaign against any further restrictions.
1	Presence of local schools causes much congestion.
1	Currently no problems but any changes to nearby roads would cause displacement.

**Severn Avenue**

1	No problems with present system. Any attempt to introduce residents parking scheme will be strongly resisted and treated as a backdoor taxation.
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**South Drive**

1	Local school requests W.R. with a “window of opportunity” before and after school to enable parents/carers to collect the children without incurring penalty charges.
3	Current restriction has solved problems of congestion but station area is still a problem.
1	Local school causes chaos morning and mid afternoon with parents causing obstruction and parking on grass verges.
1	Would prefer current restrictions to operate Mon-Friday.

**Squirrels Heath Avenue**

1	Problems with residents parking bay outside No. 43 – the north side of the bay finishes 3 metres from drop in kerb causing a 3 metre gap where a small car can park and in so doing they obstruct the drive of No 43.
1	Because double yellow lines finish 3 metres from driveway directly opposite No. 43, this enables a small car to park on single yellow after 10 am which restricts egress from drive of No 43. Please extend double yellow lines.
1	Suggest areas alongside Balgores Square car park and in Crossways opposite car park should be opened for general parking at controlled times (after 10 am) because currently permit only areas are barely used.
1	Residents parking Scheme in Balgores Square has created problems for residents of Squirrels Heath Avenue/Crossways.



**Highways Advisory Committee, 16 November 2010**

Squirrels Heath Avenue continued./..

4	Residents living on the roundabout in Squirrels Heath Avenue have problems where cars park on the bends causing restricted vision when reversing off their driveways.
1	Current restrictions in this area are sufficient. Further restrictions will not be good – where would school traffic go and where would visitors park?
1	Balgores Square car park, which is under utilized, should be made free to ease parking problems.
1	Parking outside No 40 on both sides of the road is very heavy and continuous from 10 am until late for 6 days a week, causes lots of problems for residents trying to leave their drives.
1	The boundary hedge is very high, obscures sight lines but they cannot get it removed because area is a Conservation Area.
1	Residents parking bays have caused parking to be pushed further down to Squirrels Heath Avenue. Extensive parking around the “island” and commuter parking a big problem. Best restrictions would be all day restrictions.
1	Present unrestricted parking after 10 am around the grassed oval area is causing heavy parking. Any restrictions would be helpful.
2	Present residents parking scheme is allowing commuter parking which is very heavy in side streets. The whole area should be changed over to residents parking to prevent all day parking.
1	Commuter parking causes difficulties egressing residents drives.
1	School parking very heavy and causes many problems for residents where parents/carers park across residents’ drives.
1	Would favour 2 hour midday WR 11.30am – 1.30 pm.

Squirrels Heath Avenue continued../..

2	Spaces for season ticket holders in Balgores Square should be reduced as they are not fully used.
1	The limit of 4 hours casual parking is of little use to those visiting London or elsewhere by train. All day parking tickets and/or bays is essential.

### **Squirrels Heath Lane**

1	Treble parking bays sometimes baulked by cars taking up two spaces. Can bays be divided?
1	Some residents who have off street parking are using the parking bays and hiring out their space to commuters.
1	Would like to obtain parking permits at short notice – suggest a “5 friends or less” scheme.
1	Would like roundabout at junction of Station Lane – Brentwood Road.
1	Suggest double yellow lines o/s newsagent on corner to ease congestion towards Gidea Park Station.

### **Station Road**

2	Not in favour of residential parking.
1	No problem with parking for the station as it is too far.
1	Cars double park outside houses. Need double yellow lines at mini roundabout as buses cannot get round because of parked cars.
1	Road should be a red route because it is a bus route.

## Highways Advisory Committee, 16 November 2010

Station Road continued../..

1	Have had to pay for a dropped kerb because of people parking outside house even though there are waiting restrictions in place.
2	Driveway often blocked by cars parking across drive.
1	Would prefer residents parking. No parking spaces within walking distance to residents' flat between 8am – 10am.
2	Parking situation made worse by people being allowed to build drives in the only parking zone in Station Road.
1	The traffic calming island in Station Road causes obstruction to traffic flow due to its closeness to the bus stop.
1	At weekends the rail replacement services operate and prevent people from parking even outside the restricted times.
1	Suggest a pick up/drop off area outside the station
1	Many of the cars that pass through Station Road are not actually using the station.

### **Upper Brentwood Road**

1	Need better enforcement of existing restrictions.
2	Current restrictions sufficient.
1	Need double yellow lines from Belgrave Ave into Upper Brentwood Road
2	Short term parking outside the shops should be installed.
1	Less severe regime in Station Road and Upper Brentwood Road should allow for shoppers and school traffic.

**Highways Advisory Committee, 16 November 2010**

Upper Brentwood Road continued../..

3	People using the station park in Edward Close, many park too close to residents' drives. Need double yellow lines kept. Suggest allow parking on one side of road only.
1	Parking restrictions have shifted the problem further down the road. Suggest whole length of road have restrictions from 08:30am to 10:30am to discourage commuters.
1	Side streets around Upper Brentwood Road are all double parked making emergency access impossible. This needs addressing.
1	Best solution would be for permit parking because Upper Brentwood Road is wide enough to take it.
1	Residents parking scheme for station area is best.
1	Parking restrictions around the station could cause the railways to lose customers. Will only get worse with advent of Crossrail.
1	If residential parking is introduced this will cause problems for elderly people because they would have fewer visitors.
1	Can only think of extending the parking at the station.
1	Main problem is with South Drive, where resident's garage/parking area is situated. Currently there is restriction Mon-Sat 8am to 6.30pm. causing problems for people picking up pupils from local schools. There seems to be an unwritten law to leave them alone. Therefore can they have waiting restrictions from 10:30am to 11:30 am
1	Resident was originally told permits to park were not an option which was confusing as it would have brought the Council revenue. Suggest £10 permit would be acceptable

**Highways Advisory Committee, 16 November 2010**

Upper Brentwood Road continued../.

1	Cannot understand why restrictions are necessary all day Saturdays.
1	Restrictions Monday – Friday are preferable.
1	Parking outside houses has become more of a problem since the council scrapped parking bays near Royal Liberty School. Biggest problem is caused by commuters.
1	Present restrictions in Upper Brentwood Road have improved parking except for junction Crossways and Wallenger Avenue which needs restrictions.

**Wallenger Avenue**

8	Junction of Wallenger Avenue and Crossways is very dangerous with cars parking both sides of the road. Suggest double yellow lines.
1	Council should do speed checks because road is used as a cut from Main Road
1	Do not want residential parking in Wallenger Avenue as this will make house values tumble.
2	Present restrictions sufficient and local residents do not want the road made into a car park.
3	Wallenger into Crossways is a bottleneck caused by people using it as a rat run to and from the station. Commuters often leave cars there from Friday until Monday.

## Highways Advisory Committee, 16 November 2010

Wallenger Avenue continued../..

1	Parking restrictions should be enforced more vigorously especially where cars park on the grass verge.
1	Current restrictions are sufficient and prevent parking all day outside station.
1	Any further parking restrictions in Wallenger will "push" the problems further into surrounding roads.
1	A 2 hour restriction mid morning or midday would solve the problem parking in this road.
1	A dropping off time of 10 minutes outside the schools would greatly alleviate parking around the schools.
1	If traffic down Wallenger into Crossways was right turn only this would greatly help because 90% of the traffic that passes the station turns right at the junction of Crossways and Balgores anyway

### **Warwick Gardens**

1	Commuter parking the biggest problem.
1	Do not want yellow lines because this would cause unnecessary expense to some people.

### **Western Avenue**

1	Change the restrictions in Brentwood Road alongside the Liberty School to commuter use. This would ease the situation of people parking outside houses.
1	Survey commuter parkers to establish why they have to drive to the station.

## Highways Advisory Committee, 16 November 2010

Western Avenue continued../..

1	Parking has become worse in Western Avenue since restrictions were introduced in Castellan Avenue and Brentwood Road.
1	Inconsiderate commuter parking causes havoc and forces larger lorries to have to back out of Western Avenue into surrounding roads.
1	Need parking restrictions for 2 hours per day Monday to Saturday to relieve congestion.
1	Commuters and vans arrive in Western Avenue very early in the morning and the road is completely full by 08.30am. Sometimes the refuse truck cannot get through.

### **Westmoreland Avenue**

1	Lazy parkers who leave their vehicles overnight cause problems and council should enforce no commercial vehicles overnight.
1	Ban all non-personal vehicles from overnight/weekend parking.
1	Ban all overnight parking.
1	Council should make allowances for commuter parking and residents parking.
1	Should make provision for commuters to be dropped off at the station rather than many commuters using their cars and parking at the station.
3	No parking problems in the cul-de-sac. Of Westmoreland except opposite No. 81 where vehicles park in the turning head.
1	No need to install double yellow lines at junction as laws regarding obstruction should be sufficient.

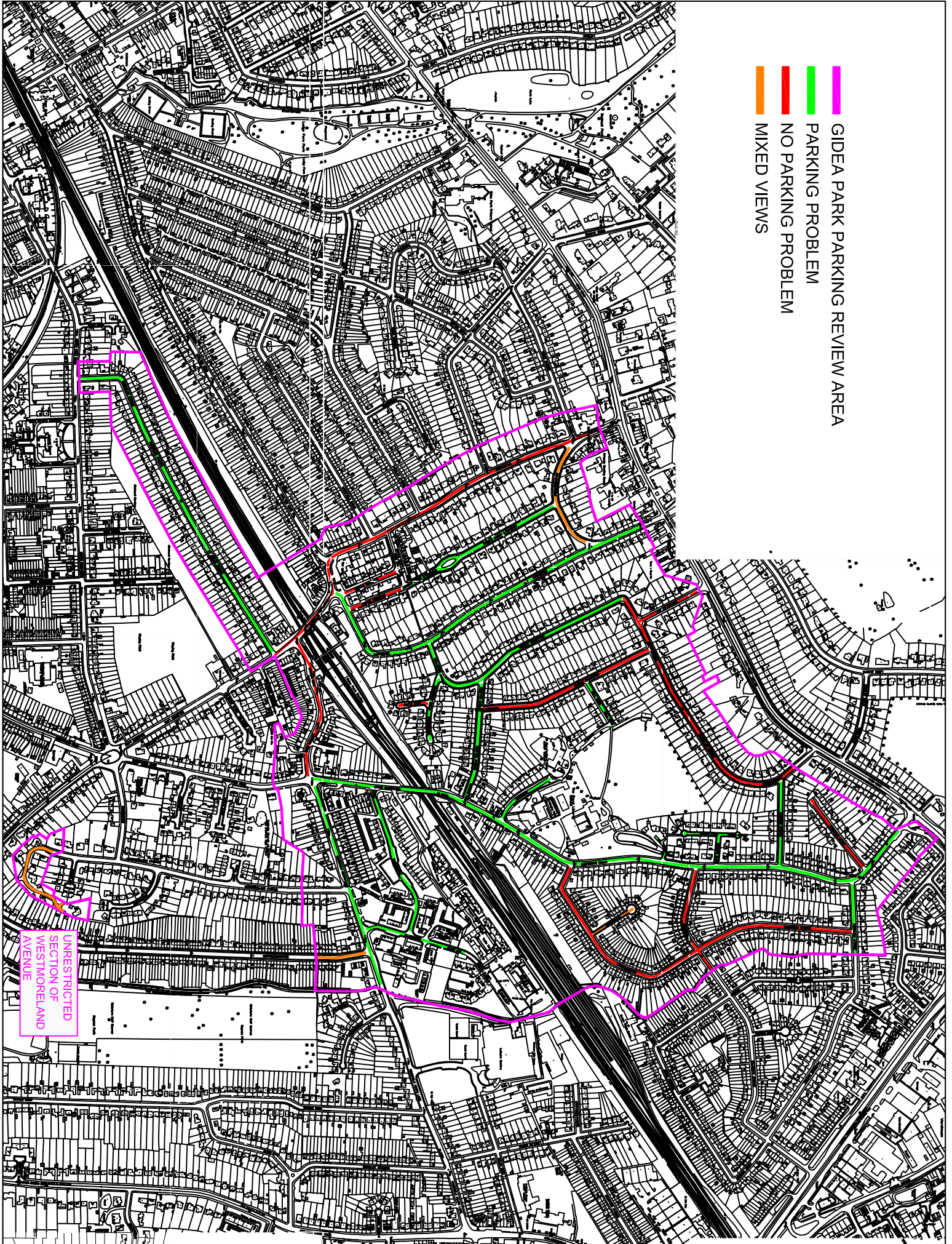
**Highways Advisory Committee, 16 November 2010**

Westmoreland Avenue cont../..

1	The whole of Westmoreland should have the same restrictions.
1	Speed of vehicles should be investigated.
1	Make all parking payable, with pay and display for all parking bays.
1	Should have parking restrictions in turning head.



- █ GIDEA PARK PARKING REVIEW AREA
- █ PARKING PROBLEM
- █ NO PARKING PROBLEM
- █ MIXED VIEWS



UNRESTRICTED  
SECTION OF  
WESTMORELAND  
AVENUE

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

16 November 2010

**Subject Heading:**

**PROPOSED COACH PARKING  
ROMFORD TOWN CENTRE  
Outcome of Public Consultation**

**Report Author and contact details:**

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

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

**SUMMARY**

This report sets out the responses to a consultation to provide coach parking facilities around the Romford Town Centre area and recommends how the scheme should proceed.

**RECOMMENDATIONS**

1. That the Committee having considered the representations made;
  - (i) Recommends to the Cabinet Member for Community Empowerment that the following proposals be implemented;
    - QJ068-OF-02-A – Slaney Road
    - QJ068-OF-03-A – Davidson Way
    - QJ068-OF-04-A – South Street
  - (ii) Reject the following proposal;
    - QJ068-OF-05-A – Church Lane
2. That it be noted that the estimated cost of £6,000 will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes budget.

**REPORT DETAIL**

**1.0 Background**

- 1.1 The Council has received numerous complaints about the lack of drop off/pick up and parking facilities from coach tour operators and residents using their services.
- 1.2 The coach operators have used the bus stops outside Romford Library on St. Edwards Way in the past, but complaints have been received from London Buses about impacts on services and as the stops are not designated for coaches, the Council has had to undertake enforcement which has attracted further complaints from operators.
- 1.3 Staff have been working with the Confederation of Passenger Transport (which represents coach and bus operators) to find suitable locations around Romford to provide facilities for the coach operators.
- 1.4 The council currently has parking facilities for approximately 6 coaches at the rear and side of Mercury House, which are utilised on market days. The coach parking spaces cannot be used as a pedestrian drop off / pick up point as they are not Disability Discrimination Act (DDA) compliant.

## Highways Advisory Committee, 16 November 2010

- 1.5 The Traffic & Engineering Section of StreetCare has identified several locations for passengers to be dropped off / picked up and for coaches to park (for day-trips to Romford).
- 1.6 The Highways Advisory Committee recommended that the Head of StreetCare proceed with the design and consultation of proposals (HAC Schemes Applications, Item 13, July 2010).
- 1.7 The proposals are shown on the following drawings;
- QJ068-OF-02-A – Slaney Road
  - QJ068-OF-03-A – Davidson Way
  - QJ068-OF-04-A – South Street
  - QJ068-OF-05-A – Church Lane
- 1.8 Letters were hand-delivered to the residents and business that are potentially affected by the schemes on or just after 18th October 2010, with a closing date of 5th November 2010. In addition, the proposals were advertised.
- 1.9 There are further proposals to extend the lay-by outside The Mall on Mercury Gardens, but this is related to a S106 agreement which is yet to be triggered and the matter will be reported to the committee in the future.

### **2.0 Outcome of Public Consultation**

- 2.1 By the close of the consultation 21 responses have been received, from residents, the emergency services and a ward Councillor. The responses are summarised in Appendix I of this report.
- 2.2 The Slaney Road proposals attracted 3 objections, citing the scheme would cause congestion and disturbance to residents. The Metropolitan Police had no comments or observations.
- 2.3 The Davidson Way proposals attracted 1 objection from a business who felt that parked coaches would hinder the views of their store and affect their private parking. Another response was received which did not object, but could not see the benefits to other parking changes as part of the scheme. The Metropolitan Police required clarification on the proposed pedestrian parking location, to ensure the coach passenger door didn't open in the road.
- 2.4 The South Street proposal attracted an objection that parked coaches would block the views emerging from Fraser Close. The Metropolitan Police had no comments or observations.

- 2.5 15 objections from residents including a ward Councillor were received in connection with the Church Lane proposals, generally citing disturbance from the coaches, traffic generation, noise and that the local streets are not suitable for coaches. The Metropolitan Police suggested that the coach parking area should be marked 'Not For Passenger Drop Off'
- 2.6 A resident of Park End Road also delivered a circular letter to the properties in Park End Road and Church Lane requesting for support for the scheme in Church Lane to be rejected (ref QJ068-OF-05-A – Church Lane); 28 objections were received. These responses are summarised in Appendix II of this report.

### **3.0 Staff Comments**

- 3.1 With regard to Slaney Road, the design allows for waiting and loading restrictions to ensure that through traffic can pass. The location acts as a service area for this part of the Town Centre and so it is not considered that the scheme would cause noticeable disturbance.
- 3.2 For Davidson Way, Staff would comment that the presence of parked coaches hindering views of a store is not a matter for the Highway Authority. The changes to the local parking regime are designed to provide additional long-term parking.
- 3.3 With the South Street proposal, the parking bay is within a former bus lay-by and Staff do not consider the presence of coaches creating an undue highway safety risk.
- 3.4 Therefore Staff recommend that the following schemes be implemented;
- QJ068-OF-02-A – Slaney Road
  - QJ068-OF-03-A – Davidson Way
  - QJ068-OF-04-A – South Street
- 3.5 Because of the strength of objects from residents in the Church Lane area, Staff recommend that the proposals be rejected for this site (Drawing QJ068-OF-05-A).
- 3.6 The Committee should note, that with the exception of the potential future site on Mercury Gardens, Staff do not consider there to be any other suitable locations to provide on-street coach facilities.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The estimated cost of £6,000 can be met from the 2010/11 Council's Minor Parking Schemes budget.

**Legal implications and risks:**

Parking management schemes (including restrictions and bays) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

The provision of coach facilities in locations accessible for passengers assists with making transport more inclusive to all sectors of the community.

**BACKGROUND PAPERS**

Project file: QJ 068 Coach Parking Bays

**APPENDIX I**

**SUMMARY OF CONSULTATION RESPONSES**



**Scheme: QJ068-OF-02-A – Slaney Road**

<b>Respondent</b>	<b>Comments</b>
Metropolitan Police	<ul style="list-style-type: none"><li>○ No Comments or observations</li></ul>
David Miles & Partners	<ul style="list-style-type: none"><li>○ Slaney Road is heavily used by car, Lorries and buses to gain access to South Street or Eastern Road.</li><li>○ The car park entrance for the business is located on Slaney Road and is electronically controlled; this will cause a traffic delay.</li><li>○ The coach drop off bay will result in the road becoming blocked on numerous occasions delaying bus operational times, business suggest the Slaney Road car park to be used for coach operations.</li></ul>
Resident of Eldon Court	<ul style="list-style-type: none"><li>○ Area is already congested, and as a resident there is no available parking bay</li><li>○ The road is too narrow to have coaches parked on one side of the road and car on the other.</li><li>○ Coaches parked for up to 20 minutes with the engine running will cause disturbance to the residents.</li><li>○ Residents feels there are better locations around Romford for Coach parking</li></ul>
Resident Slaney Road	<ul style="list-style-type: none"><li>○ Resident feels the added noise will be very stressful as the present environment is reasonably quite place to live.</li><li>○ Added pollution for obvious health issues.</li><li>○ Major concern with the traffic. At present there are road works at Romford station which have caused tail backs to Slaney Road.</li><li>○ During the snowy season there were a number of incidences where Slaney Road was grid locked with buses and car because of poor driving conditions.</li></ul>

**Scheme: QJ068-OF-03-A – Davidson Way**

<b>Respondent</b>	<b>Comments</b>
Metropolitan Police	<ul style="list-style-type: none"><li>○ Clarification required on the proposed pedestrian parking location, to ensure the door does not open in the road.</li></ul>

**Highways Advisory Committee, 16 November 2010**

LG Insurance	<ul style="list-style-type: none"><li>○ Business has no objection to the proposal but fails to see the benefit of Voucher parking in Davidson Way.</li><li>○ The location of the coach parking facility may cause a conflict with the Homebase deliverers as the often park in the same location.</li><li>○ Business suggest an alternative arrangement</li><li>○ In addition the business feels that having people waiting in the second area of Davidson Way might pose as a security risk whereas the first section is more open and has better lighting and observation.</li></ul>
Romford Snow and Rock	<ul style="list-style-type: none"><li>○ The above proposal would cause congestion around the store by reducing traffic flow</li><li>○ Having large coaches park up to 20mins outside the store reduces visibility of the store and would likely impact negatively on the business</li><li>○ In addition, we have a private car park, when the metered parking bays are full; it is likely that drivers would use our car park which would reduce availability for our bona fide customers, again adversely affecting our business.</li></ul>

**Scheme: QJ068-OF-04-A – South Street**

<b>Respondent</b>	<b>Comments</b>
Metropolitan Police	<ul style="list-style-type: none"><li>○ No Comments or observations</li></ul>
19 Meritt House, Frazer Close	<ul style="list-style-type: none"><li>○ The proposed coach parking bay will be a blind spot for vehicles turning right into South Street from Frazer Close.</li></ul>

**Scheme: QJ068-OF-05-A – Church Lane**

<b>Respondent</b>	<b>Comments</b>
Metropolitan Police	<ul style="list-style-type: none"><li>○ Parking area should be marked 'Not for Passenger Drop Off'</li><li>○ No comments on the drop off area.</li></ul>
34 Park End Road	<ul style="list-style-type: none"><li>○ Resident feels Church Lane is not wide enough to accommodate as vehicles are parked on both side s of the road.</li></ul>

**Highways Advisory Committee, 16 November 2010**

	<ul style="list-style-type: none"><li>○ Park End Road is a residential road not a main road which already has a high volume of vehicles entering and leaving the town hall car parks causing congestion and not adhering to the 20 mph speed limit, coaches will not adhere to the speed limit.</li><li>○ The large vehicles used for the library causing quite a lot of vibration through the road and my property causing damage. I am also concerned this may cause further damage to my property if this was to become the norm.</li><li>○ There is also the noise that these coaches and the number of people travelling on them will make. Also the traffic created by people dropping off and picking up there friends and family when leaving and returning from there trips.</li></ul>
36 Park End Road	<ul style="list-style-type: none"><li>○ We strongly object to the above proposal. As a resident of Park End Road coaches leaving this point have to drive past our house, heavy duty traffic using this road while the Library was under construction has resulted in cracks appearing on our property. We are concerned that regular use of the Road by coaches will compound this situation.</li><li>○ This is a residential road and is not wide enough to cope with the proposed use. Coaches using the road at the moment often fail to adhere to the 20mph speed limit and this presents a danger to all pedestrians using Park End Road.</li></ul>
Pettits Residents Association	<ul style="list-style-type: none"><li>○ Proposal will increase heavy traffic into the 20mph zone.</li><li>○ Should utilise the area were London transport park their vehicles.</li></ul>
Revd Father Tom Jordan	<ul style="list-style-type: none"><li>○ I have recently been contacted by local residents concerning the above proposals. I am lead to believe that I should have had some 'NOTICE' of this. Sadly nothing has come to me in the post.</li></ul>
52 Park End Road	<ul style="list-style-type: none"><li>○ Resident strongly object to the proposed coach parking and pedestrian drop off bay in Church Lane</li><li>○ Park End Road and Church Lane are residential areas and it is quite obvious that no consideration has been given to the residents of these roads.</li><li>○ No peace and quiet at night when people are being dropped off to get on coaches in Church Lane. It is bad enough with the drunken people walking up the road most nights</li><li>○ People will not be considerate when waiting around</li></ul>

**Highways Advisory Committee, 16 November 2010**

	<p>the Park End Road Church Lane area, they will be looking forward to their holiday as they will be loud, excited, and care about residents of both Roads.</p> <ul style="list-style-type: none"> <li>○ Resident suggests alternative areas.</li> </ul>
Park End Road	<ul style="list-style-type: none"> <li>○ As a resident of Park End Road, we already get a lot of through traffic due to the fact that Church Lane is only a one way street and so vehicles that are parked in Church Lane and the Town Hall have to come down our road to get out of Romford.</li> <li>○ This drop off bay would increase the flow of traffic down a residential road that is already busy due to the one way system. Why cannot the lay by for buses in St Edwards Way be used instead for a householder this appears to be the better drop of point.</li> </ul>
49 Park End Road	<ul style="list-style-type: none"> <li>○ The resident object to the proposal for the following reasons; <ul style="list-style-type: none"> <li>○ parking/traffic problems</li> <li>○ More people coming to the area, increase of crime</li> <li>○ Accident problems</li> </ul> </li> </ul>
58 Park End Road	<ul style="list-style-type: none"> <li>○ The school area is always blocked by mother dropping their children off between 8.20am to 9.05am and between 2.50pm to 3.40pm paying no attention to the yellow lines</li> <li>○ The council should use a portion of the Town Hall car park for coaches</li> </ul>
Resident of scheme 5 area	<ul style="list-style-type: none"> <li>○ As you are aware this is a residential area cars often sped along this road to the danger of the young and elderly when using as a cut through. By introducing your proposal this has potential to increase the danger to vulnerable people by reducing visibility. Also the increased noise is not fair to residents of this area.</li> <li>○ These residential streets are not suitable for commercial vehicles such as coaches, buses and other PSV. There is already heavy traffic coming and going to the car park.</li> <li>○ This proposal will increased traffic, be a danger to residents and will have an adverse effect on the quality of life of the residents of this area, noise and pollution to mention a few.</li> <li>○ Whilst I appreciate that it is important to attract visitors etc to the Borough the coach drop off area appears to have worked perfectly well for</li> </ul>

**Highways Advisory Committee, 16 November 2010**

	<p>numerous years by utilising the bus stops in St Edwards Way. These are purpose built and are fit for purpose as well as being safe.</p> <ul style="list-style-type: none"><li>○ Perhaps another alternative may be to introduce a parking and drop off area in the Town Hall entered and exited via Main Road. This again would be safe to all road users, pedestrians and visitors, also avoiding commercial vehicles travelling along narrow streets that house a large primary school (St Edwards).</li></ul>
Councillor Curtin	<ul style="list-style-type: none"><li>○ Suggest that the proposed pedestrian drop off point in Church Lane, Romford Town Ward, next to No 11 Park End Road, would not be in an ideal location. Though I appreciate that this is intended as a drop off point only, these things are notoriously difficult to police, and I do fear that it may gradually become something more permanent.</li><li>○ The proposed bay is next to number 11 Park End Road, which is a residential family property, and the sitting of the bay in the proposed location would inevitably lead to a great increase in disturbance for the residents of the house as those in coaches would be able to see straight into their garden and house. Coaches would be likely to use the bay at all hours of the day, with associated noise and fumes, and also those travelling would be likely to gather near the bay and it would be unreasonable to expect them to be quiet, thus leading to more disturbance for the residents.</li><li>○ In addition to this, coaches leaving the bay would presumably have to travel along Park End Road to leave the area either The Avenue or near North Street bus garage. It would seem unsuitable to introduce such heavy traffic to a residential area, in addition to this the area has recently been identified as being in need of road safety improvements as it is on a "safer routes to schools" route to St. Edward's C. of. E Primary School in Havering Drive. Adding coaches to the mix would only seem likely to make the situation worse, and would seem to me to be best avoided.</li></ul>
11 Park End Road	<ul style="list-style-type: none"><li>○ Proposal could cause an obstruction for traffic entering and leaving almshouses (Roger Reed houses) in Church Lane. The coach drop off area will contribute to the increase of noise when passengers are dropped off, pollution and cause an obstruction on the pavement as it is only 1.87m wide</li></ul>

**Highways Advisory Committee, 16 November 2010**

	<ul style="list-style-type: none"><li>○ Resident has concerns of the Practicality of the Church Lane being used as a coach route, and explains the route options.</li><li>○ Resident feels that safety will be compromised with local primary school and the activities in the Catholic Church hall and the Spiritualist Church hall which involve children walking/running along the roads or crossing at points on corners of all the roads.</li><li>○ Church Lane is well used as a cut-through for traffic heading to the Marshalls Park area wishing to avoid North Street. There is already the entry to the bus lay-by which poses a hazard – add to that an obstructed view as a car swings round from St. Edward’s Way in to Church Lane where the proposed coach parking bay is situated and there is a real possibility of injury to residents.</li><li>○ Resident feels they will be directly inconvenienced if this proposal is allowed to go ahead. The proposed coach drop off bay is only a few metres from our property and one can hear the running engines through the brick wall. When passengers sit on the coach, they have a direct view of our garden, living room, bedroom and bathroom, as the height of the coach is such that it overlooks our garden wall. It is highly intimidating and intrusive to say the least.</li></ul>
7 Park Drive	<ul style="list-style-type: none"><li>○ Resident has concerns that the increase in large vehicle traffic requiring to enter and exit from North Street into Park Drive and exit in the same location in order to reach Church Lane is unacceptable and somewhat surprising.</li><li>○ We have a 20mph restriction, speed humps and narrow roads my impression of the installation of these traffic calming measures was to lessen the possibility of pedestrian injuries now the proposed introduction of increased heavy vehicle traffic makes nonsense of these measures.</li><li>○ The resident has on going issues with the bus garage due to the nature of the increased number of buses and noise disturbance caused, the proposed scheme will bring coaches down Park drive to the T junction making a left turn across the exit ramp of the bus garage whilst buses are exiting the garage on a regular basis en route to North St.</li><li>○ Resident suggests the coaches should drop off in the bus lane at a bus stop in St Edwards.</li></ul>
2 Dorset Avenue	<ul style="list-style-type: none"><li>○ I am particularly concerned that this parking bay will be outside the Roger Reede’s Almhouses where</li></ul>

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	<p>elderly people live. I can't believe they are happy about this proposal, given, the amount of extra traffic it will entail.</p> <ul style="list-style-type: none"><li>○ These coaches will have to make their way back to the main roads and if this means that they travel down Park End Road and Park Drive, I think this would be a very bad idea.</li><li>○ This road also has a 20mph speed limit and road humps, not ideal for coaches surely. It is a residential road not a main artery for commercial traffic.</li><li>○ The traffic calming measures were taken partly because of the number of children moving about and allowing coaches down these roads would seem to counter these road safety measures.</li><li>○ There are other sites much more suitable. For example there is the space behind Romford Station, or the Como St. car park or the empty site at the market end of North Street on St. Edwards Way.</li></ul>
42 Park End Road	<ul style="list-style-type: none"><li>○ Church lane and Park End Road are one way streets which means that coaches will be travelling down Park End Road on a regular basis we find this unacceptable.</li><li>○ Park End Road is a small residential street, we already have to encounter vehicles parking for the school, library and council car parks how much more traffic can Havering push down this road?</li><li>○ We are in a 20mph speed limit and have road humps what will happen to these when the coaches come down?</li><li>○ There is a bus area in St Edwards way which the coaches could happily park in plus 3 or 4 bus stops again which the coaches could use so why push them down a small family road where all the mums park to take their small children to school can you imagine the traffic in the school road if a coach attempts to enter it!</li></ul>
64 Park End Road	<ul style="list-style-type: none"><li>○ Resident object to the proposal for the following reason;</li><li>○ One way traffic in Church lane will mean all coaches will pass the residents property causing noise disturbance and lack of privacy</li><li>○ Narrow access with meter parking on one side of Park End Road will cause congestion and accidents</li><li>○ Will cause fatal road accidents</li></ul>

**APPENDIX II**

**SUMMARY OF WATERLOO ROAD RESIDENTS ASSOCIATION PARKING SURVEY**

<b>Respondent</b>	<b>Date</b>	<b>Object</b>	<b>Comments</b>
13 Park End Rd	01.11.10	√	None.
15 Park End Rd	26.10.10	√	Against the proposal, as this is a safety hazard for children. This will turn the neighbourhood into a polluted area.
23 Park End Rd	25.10.10	√	None.
25 Park End Rd	05.11.10	√	When coaches come past at school drop off times there is not enough room for cars, coaches and it is dangerous.
26 Park End Rd	24.10.10	√	A health and safety issue, a hazard for children going to and from school and the elderly visiting the library.
28 Park End Rd	23.10.10	√	Opposed to the proposal it will be a nightmare and cause sleepless nights.
29 Park End Rd	23.10.10	√	The proposal will cause damage to the foundations of the property.
30 Park End Rd	24.10.10	√	The vehicles and extra people will be noisy and intrusive in our residential street.
33 Park End Rd	11.11.10	√	Feel strongly against the proposal as it's a residential area. We don't want commercial vehicles going down our road night and day.
37 Park End Rd	26.10.10	√	Not suitable for commercial vehicles as properties in park End Road has only got footings.
39 Park End Rd	23.10.10	√	When large vehicles travel over the speed humps it cause the house to shake, if the proposal goes ahead this will occur day & night.
40 Park End Rd	27.10.10	√	It will be better to use the car park of the Town Hall, less cost to the council.
41 Park End Rd	26.10.10	√	The coach bay should be incorporated within the bus park.
43 Park End Rd	25.10.10	√	None.
43 Park End Rd	28.10.10	√	The coach bays will not only cause additional large vehicles traffic but also displace parking for the church that could inconvenience residents further along Park End Road.
45 Park End Rd		√	Proposed coach parking will cause congestion in park End Road, heavy vehicles currently cause vibrations in house by the speed humps. The road is already illegal parking during school finishing time.
47 Park End Rd	0.11.10	√	None.
48 Park End Rd	26.10.10	√	Concerned about the increase in heavy traffic that could cause damage to the road and houses along the street.
49 Park End Rd	27.10.10	√	Resident objects.
49a Park End Rd	02.11.10	√	None.



**Highways Advisory Committee, 16 November 2010**

50 Park End Rd	26.10.10	√	Resident does not want coach parking or a drop off point in Church Lane
53 Park End Rd	27.10.10	√	None.
55 Park End Rd	24.10.10	√	No thank you.
58 Park End Rd	22.10.10	√	None.
61 Park End Rd	24.10.10	√	No a reasonable proposal fro residents or children, safety will be compromised.
66 Park End Rd	25.10.10	√	No coaches or heavy vehicles should be allowed to use a residential street.
68 Park End Rd	11.11.10	√	Object to the proposal as the area already has parking problems and traffic delays due to the school which is in a 20MPH zone.
70 park End Rd	04.11.10	√	None.

**JOB TITLE**  
 ROCHFORD COACH PARKING

**DRAWING TITLE**  
 SLANEY ROAD  
 PROPOSAL

**DRAWN BY** [ ] **CHECKED BY** [ ] **APPROVED BY** [ ]

**DATE:** 31.03.10 **SCALE:** 1:500

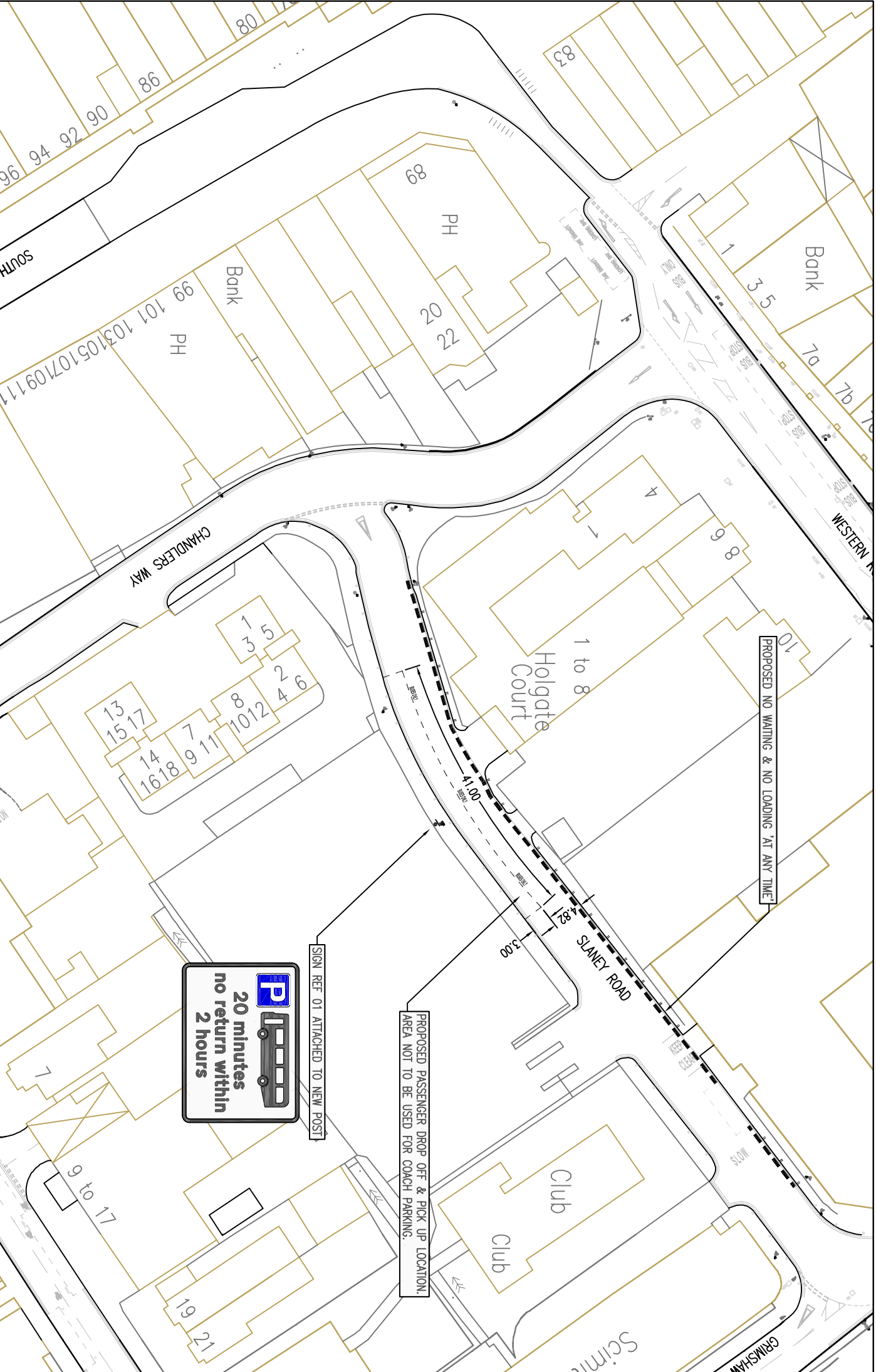
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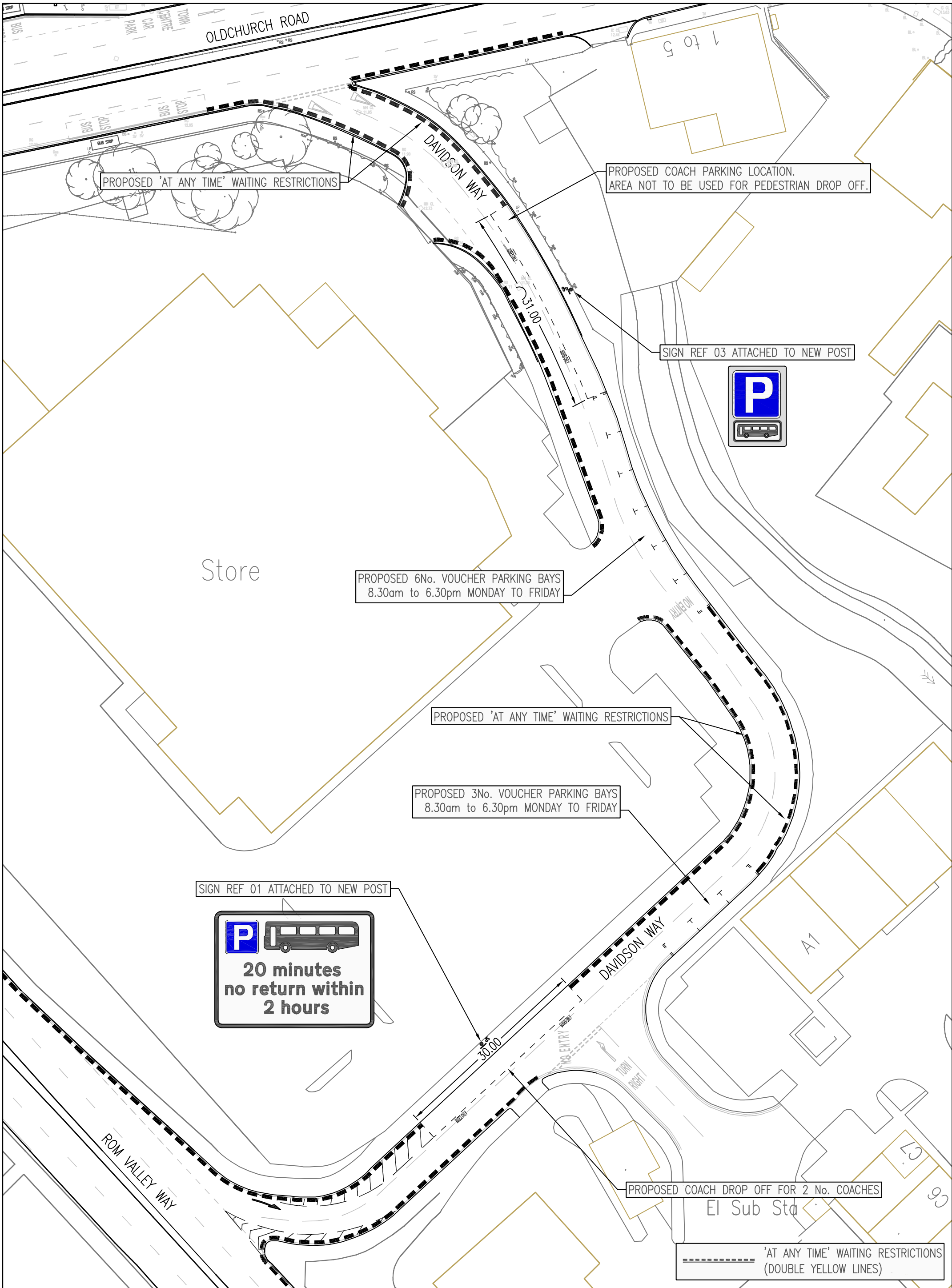
**REVISION:** A

REVISION	AMENDMENT	DATE

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**'AT ANY TIME' WAITING RESTRICTIONS**  
 (DOUBLE YELLOW LINES)





PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS

PROPOSED COACH PARKING LOCATION. AREA NOT TO BE USED FOR PEDESTRIAN DROP OFF.

SIGN REF 03 ATTACHED TO NEW POST



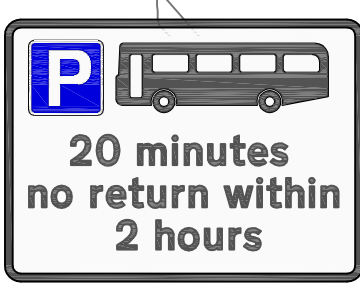
Store

PROPOSED 6No. VOUCHER PARKING BAYS  
8.30am to 6.30pm MONDAY TO FRIDAY

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS

PROPOSED 3No. VOUCHER PARKING BAYS  
8.30am to 6.30pm MONDAY TO FRIDAY

SIGN REF 01 ATTACHED TO NEW POST



PROPOSED COACH DROP OFF FOR 2 No. COACHES

El Sub Sta

----- 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINES)

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

16 November 2010

**Subject Heading:**

**PROPOSED PAY-AND-DISPLAY  
PARKING BAYS, VICTORIA ROAD  
Outcome of Public Consultation**

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

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

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

**SUMMARY**

This report sets out the responses to a consultation for pay and display parking in Victoria Road, Romford and recommends options for implementation or rejection.

## RECOMMENDATIONS

1. That the Committee having considered the representations made either;
  - (i) Recommends to the Cabinet Member for Community Empowerment that the six pay-and-display parking bays outside nos.54/58, 46/48 and 42/44 be implemented; or
  - (i) Reject the current proposals.
  
- 2 That it be noted that the estimated cost of £5,000 for implementation will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council received a request for on-street parking provision in Victoria Road at the Leader's Business Networking Event on 5<sup>th</sup> November 2009, as the street is currently restricted along both sides. The matter was due to be reported through the former Romford Area Committee, but the change to the Highways Advisory Committee procedure meant that the proposal was delayed and thus referred to the HAC.
- 1.2 The committee agreed that the Head of StreetCare should proceed with the advertisement and consultation on proposals to introduce pay-and-display parking bays in the street. (HAC July 2010, Item 12, Schemes Applications).
- 1.3 Proposals were drafted as shown on Drawings QJ067-OF-01A and 02A.
- 1.4 95 letters were hand-delivered to businesses and residents (in flats) potentially affected by the scheme on or just after 20<sup>th</sup> September 2010, with a closing date of 15<sup>th</sup> October. In addition, the proposals were advertised.

### **2.0 Outcome of Public Consultation**

- 2.1 By the close of the consultation, 13 responses were received, 10 being from businesses. The responses are summarised in Appendix I of this report.

## **Highways Advisory Committee, 16 November 2010**

- 2.2 London Buses raised concerns relating to the bank of 4 spaces outside nos.14 to 16, in that they would cause problems for buses leaving the stop on the opposite side of the street.
- 2.3 The Metropolitan Police Traffic Unit had no objections to the scheme, but pointed out that the bays would reduce the ability for two-way flow and may cause minor delays. The London Fire Brigade had no comments or objections.
- 2.4 Of the 10 business responses, 9 objected to the proposals (3 responses were received from no.42). One business supported the proposals.
- 2.5 Those objecting suggested that the bays would prevent or obstruct vehicular access to private forecourts; create problems for deliveries and create congestion in the street. Suggestions were made that the Council should provide parking in Romford for shop staff to free up forecourts for parking for customers and that parking contraventions at breakfast time should be ignored.
- 2.6 The business supporting the proposals felt that they would be beneficial.

### **3.0 Staff Comments**

- 3.1 In designing the scheme, Staff have not proposed any bays in front of existing dropped kerb access to forecourts; all of the bays are adjacent to full-height kerbs. The proposals also allow space between existing dropped-kerbs and the bays so that vehicles may drive on and off the private forecourts.
- 3.2 The objectors from no.42 (Pearl Dragon Restaurant) do not currently have dropped kerb access to their forecourt. The objector at no.54/56 (Home County Kitchens) has partial dropped kerb access to about half of their forecourt. Both have applied for dropped kerbs during the consultation which have been refused, pending the outcome of the decision-making process.
- 3.3 The objectors at no.48 (Angela Julius Gift Shop) and 46 (Boyas Hairdressers) have no dropped kerb access.
- 3.4 The Committee will need to balance any need for short term on-street parking in Victoria Road against the provision of full forecourt access. Should the committee reject the proposals, then Staff will contact the businesses where vehicles drive over the footway and invite them to apply for dropped kerbs. Future on-street provision would not be physically possible thereafter.
- 3.5 Should the committee recommend that the proposals be implemented, then those businesses who may wish to have new or extended dropped kerbs would not gain consent on the basis that the short-term parking bays is in the wider public interest.

- 3.6 The issues raised by London Buses are considered valid by Staff. Given the current scheme at Romford Station, the matter will be reviewed to see if anything is possible within the existing lay-by in terms of bus stop accessibility and short term parking provision.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £5,000 can be met from the 2010/11 Council's Minor Parking Schemes budget.

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

Parking management schemes (including restrictions and bays) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

The Council is able to decline new dropped kerbs where there is a legitimate reason.

### **Human Resources implications and risks:**

None.

### **Equalities Implications and Risks:**

Blue-badge holders are able to park with an unlimited time in pay-and-display bays and up to three hours on restricted areas (unless a loading ban is in force).

## **BACKGROUND PAPERS**

Project file: QJ 067 Victoria Road Pay-and-Display



**APPENDIX I  
SUMMARY OF CONSULTATION RESPONSES**

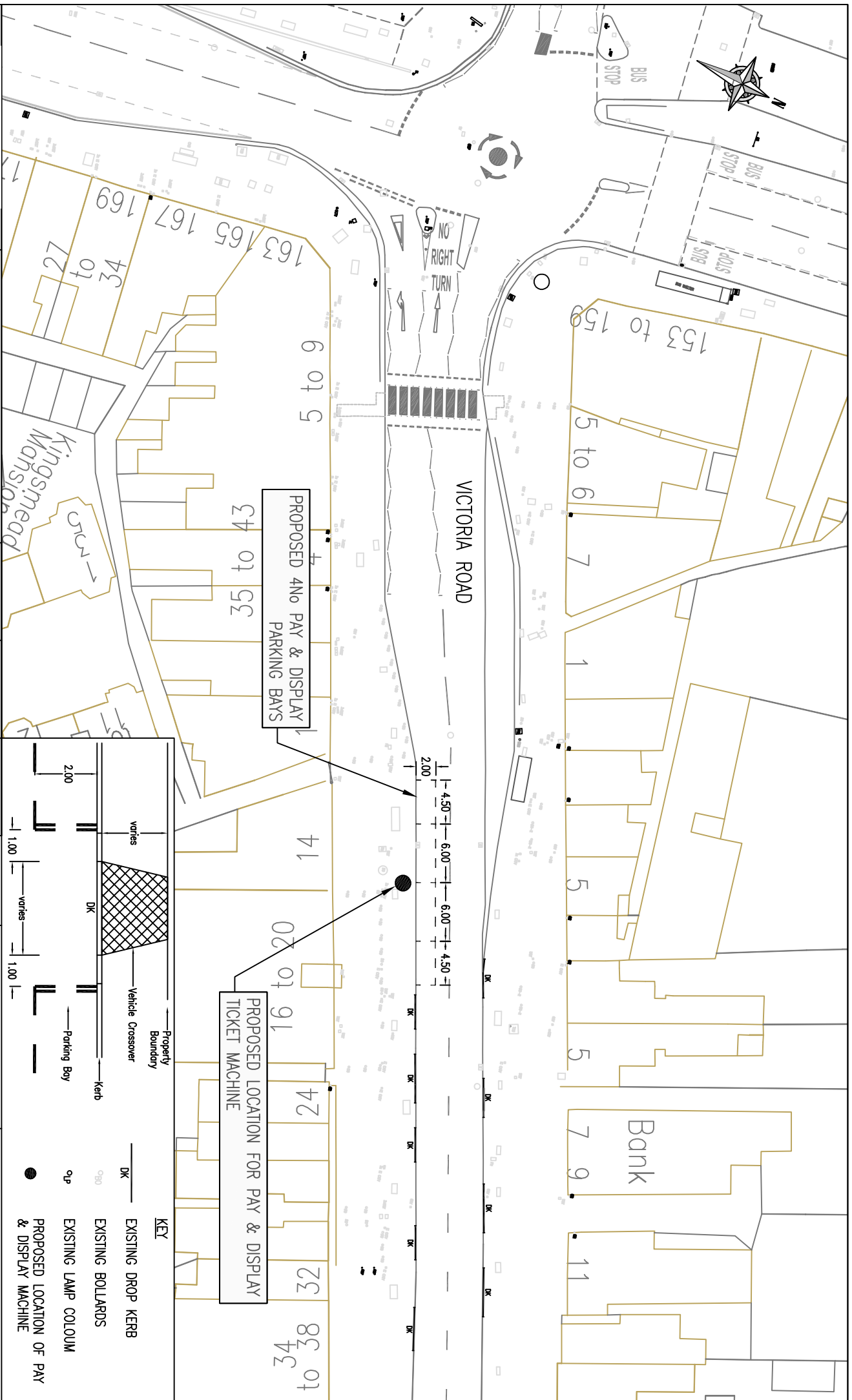
<b>Respondent</b>	<b>Object</b>	<b>Comments</b>
Pearl Dragon Restaurant 42 Victoria Road		<ul style="list-style-type: none"> <li>○ The proposal will only cause further nuisance to this road for the following reasons;</li> <li>○ road is single carriageway, having cars parked on the curb will potentially cause traffic jams as large vehicles (e.g. buses, vans) regularly use this road.</li> <li>○ The restaurant currently possesses three parking spaces outside our property that customers are free to use, once the new parking system is introduced, this procedure is likely to cause inconvenience to our customers and potentially affect our business.</li> </ul>
86a Victoria Road		<ul style="list-style-type: none"> <li>○ If I or a visitor of mine was to park their car directly outside would they get a parking ticket?</li> <li>○ Many other cars park directly outside my flat and make it difficult for me to get in the door and leave no space for my occasional visitors, is there some sort of parking permit my visitors could have so they don't get a ticket? Can you also confirm that there is no new parking bays outside 86 or 86a?</li> </ul>
RSWE Surveyors		<ul style="list-style-type: none"> <li>○ RSWE welcome the proposal. This plan should prove beneficial for all parties and we wish you every success</li> </ul>
Graham Harris Met police		<ul style="list-style-type: none"> <li>○ Our only observation in relation to this proposal would be the road width. There is not sufficient width to allow two way traffic flow and parked vehicles.</li> <li>○ We do not see this as a safety issue, but one where minor delays may occur.</li> </ul>
Steve Smith London Fire Brigade		<ul style="list-style-type: none"> <li>○ No Comments or objections.</li> </ul>
Home County 54-56 Victoria Road		<ul style="list-style-type: none"> <li>○ Putting bays in front of the premises will have dire consequences to the business. Customers unable to park on forecourt, and the lorries are too large to be able to "slot" in between the bays.</li> <li>○ Businesses on the other side of the road are different and don't require large delivery lorries.</li> <li>○ Cars parking all day will cause road to be more narrow causing congestion in a very busy road.</li> <li>○ The bays should be placed outside businesses that do not use their forecourts for customer parking.</li> </ul>

**Highways Advisory Committee, 16 November 2010**

		<ul style="list-style-type: none"> <li>○ Council should have special areas in multi storey car parks for staff working the Romford Area.</li> </ul>
Alan Ford London Buses		<ul style="list-style-type: none"> <li>○ London Buses have concerns that the two bus routes (370 and 496) serving this bus stop may have to wait longer to leave the bus stop lay by after loading passengers if this parking is introduced opposite.</li> <li>○ I consider that there is a possibility that some intending passengers may 'expect' the driver to open his doors to allow them to board as they may feel that he has not left the bus stop whilst he is waiting for a gap in the oncoming traffic.</li> <li>○ I feel that the introduction of this parking opposite the bus stop will give drivers more concerns and more things to deal with.</li> </ul>
Gloria's Lingerie 44 Victoria Road		<ul style="list-style-type: none"> <li>○ Any restrictions in front of our shop will prevent us and our customers from parking on forecourt and will cause so many problems sales will suffer.</li> <li>○ LBH more interested in earning money and not interested n residents/businesses.</li> </ul>
Pearl Dragon Restaurant 42 Victoria Road		<ul style="list-style-type: none"> <li>○ If the 3 parking spaces outside the restaurant go ahead, the access to the forecourt will be removed.</li> <li>○ If you decide to go along with the parking bays means I will be losing business and upsetting my customers by making them pay to park or they may not even have a place to park.</li> <li>○ Victoria Road is already a very busy road with buses going past and lorries unloading goods numerous times a day</li> <li>○ Many businesses and residents of Victoria Road do not agree with the idea of the parking bays</li> <li>○ The owner has now applied for a drop kerb to gain access to the forecourt.</li> </ul>
Pearl Dragon Restaurant 42 Victoria Road	Yes	<ul style="list-style-type: none"> <li>○ Bays will prevent customers from parking on forecourt, will hinder lorries making deliveries.</li> <li>○ Only businesses that agree to bays are those without forecourts. Enclose a petition from 19 businesses all against proposals</li> </ul>
Boyas Hairdressers 46 Victoria Road		<ul style="list-style-type: none"> <li>○ The proposals would be disastrous for all the traders in the road. Shopkeepers and customers would suffer for lack of parking because at the moment they park on forecourt but if there is an occupied bay outside in the road, we could not use the forecourt.</li> </ul>
Angela Julius Gift		<ul style="list-style-type: none"> <li>○ Wholly opposed to introduction of parking bays in</li> </ul>

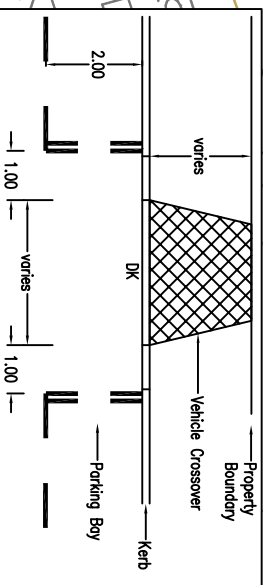
**Highways Advisory Committee, 16 November 2010**

<p>Shop 48 Victoria Road</p>		<p>Victoria Road. Any parking bays would cause major congestion in Victoria Road.</p> <ul style="list-style-type: none"><li>○ Delivery vehicles have to make regular deliveries to businesses in Victoria Road and to have people parked along the road would cause major problems.</li><li>○ Furthermore, introduction of these bays would be detrimental to traffic flow within the Ring Road section of Romford.</li><li>○ Vehicles parked at breakfast time could just be ignored for the short time they are parked there.</li></ul>
<p>Fourth Generation Computer Service 21 Victoria Road</p>		<ul style="list-style-type: none"><li>○ Wholly opposed to the proposal. The proposal will cause major traffic hold ups at certain times, have a detrimental effect of the traffic flow and cause problems with deliveries.</li></ul>



PROPOSED 4NO PAY & DISPLAY PARKING BAYS

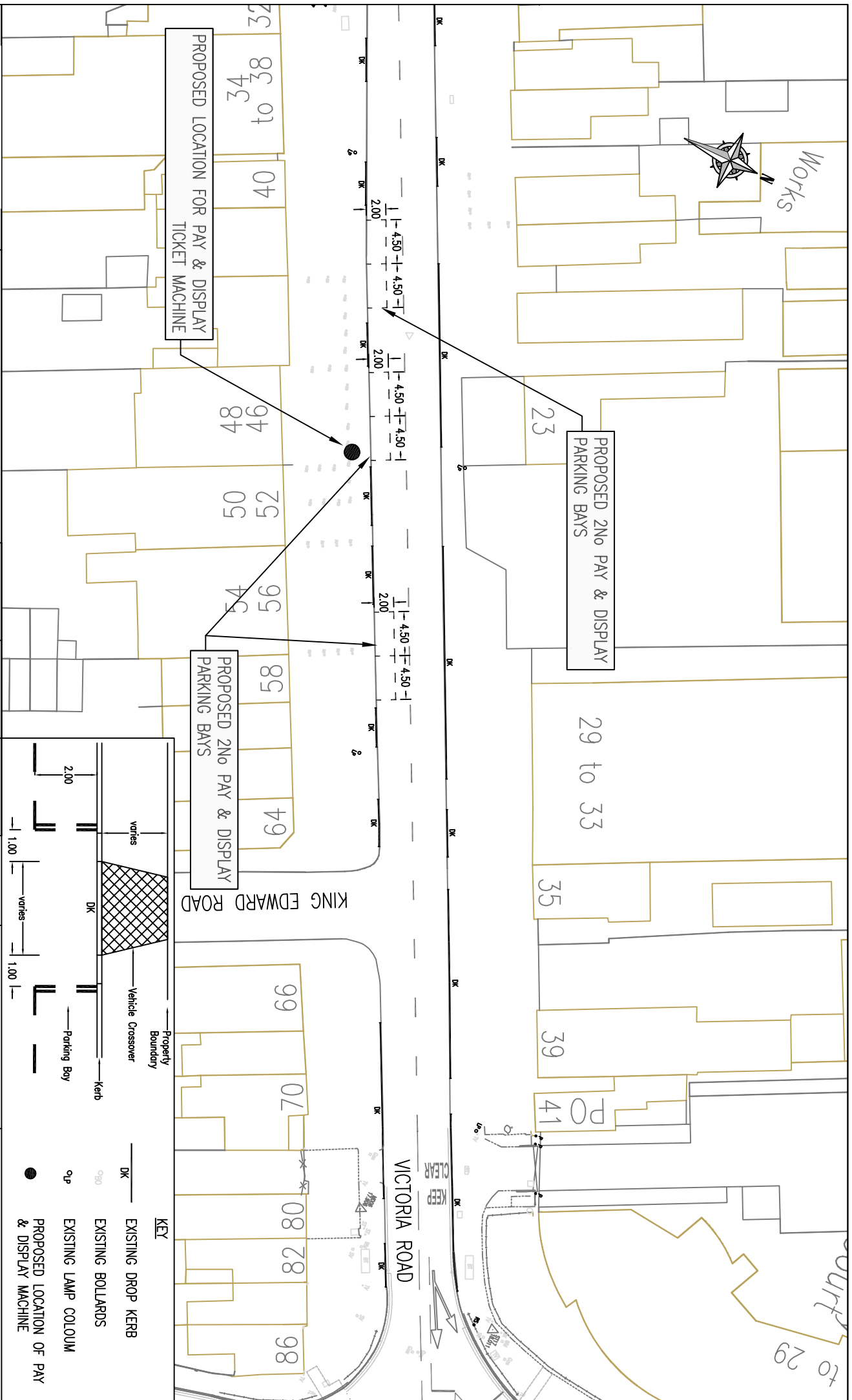
PROPOSED LOCATION FOR PAY & DISPLAY TICKET MACHINE



**KEY**

- DK — EXISTING DROP KERB
- — EXISTING BOLLARDS
- — EXISTING LAMP COLUUM
- — PROPOSED LOCATION OF PAY & DISPLAY MACHINE

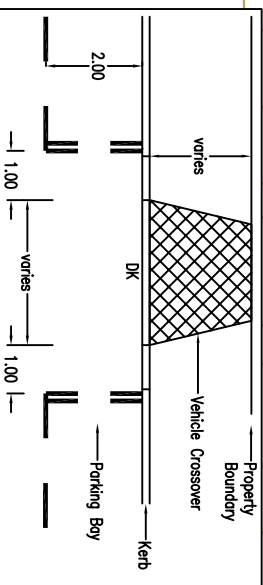
<p><b>Haevering</b> ARCHITECTS LONDON BOROUGH</p> <p>STREETCARE CULTURE &amp; COMMUNITY TRAFFIC &amp; ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haevering.co.uk</p>		<p><b>JOB TITLE</b> VICTORIA ROAD</p>
<p><b>DRAWN BY</b> RP</p> <p><b>SCALE (AT A4 SIZE)</b> 1:250</p> <p><b>ACAD REF:</b> Sheet Size: A4 (297x210)</p>	<p><b>CHECKED BY</b> MLP</p> <p><b>DATE</b> 20.08.10</p> <p><b>DRAWING No</b> Q1067-0F-01</p>	<p><b>APPROVED BY</b> MLP</p> <p><b>DRAFT</b> ISSUE</p> <p><b>REVISION</b> A</p>
<p><b>PROPOSED TITLE</b> PROPOSED PAY &amp; DISPLAY PARKING</p>	<p><b>PURPOSE</b> PROPOSAL</p> <p><b>INITIAL ISSUE</b> AMENDMENT</p>	<p><b>DATE</b> ???</p>
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PROPOSED LOCATION FOR PAY & DISPLAY TICKET MACHINE

PROPOSED 2No PAY & DISPLAY PARKING BAYS

PROPOSED 2No PAY & DISPLAY PARKING BAYS



**KEY**

- DK ——— EXISTING DROP KERB
- EXISTING BOLLARDS
- EXISTING LAMP COLUMN
- PROPOSED LOCATION OF PAY & DISPLAY MACHINE

**Mercury**  
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JOB TITLE	VICTORIA ROAD
DRAWING TITLE	PROPOSED PAY & DISPLAY PARKING

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REVISION	A	REVISION	A
ISSUE		INITIAL ISSUE	
DATE	???	AMENDMENT	

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