



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30pm	Tuesday 17 August 2010	Havering Town Hall Main Road, Romford
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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)**

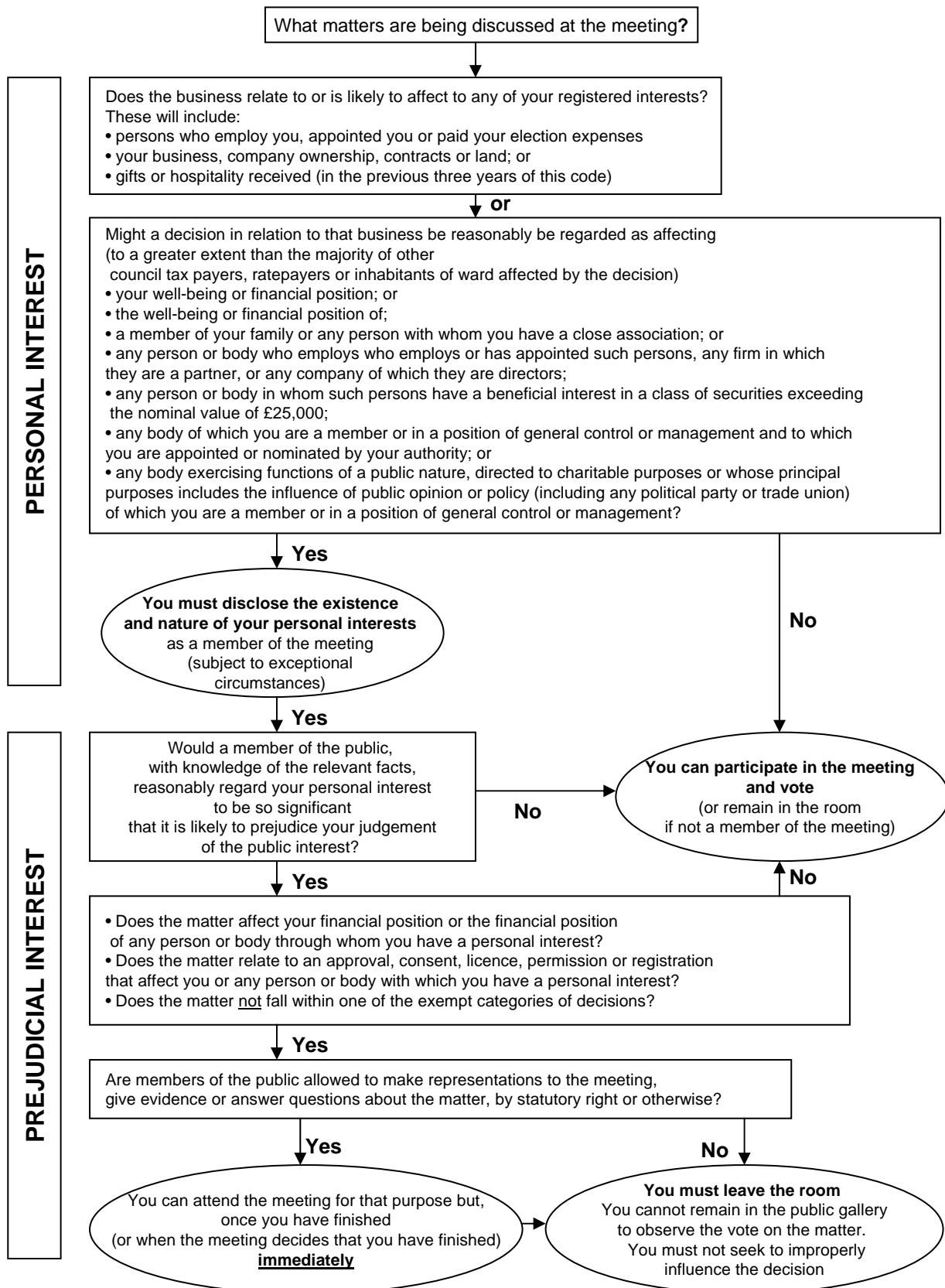
Denis Breading

**Independent
Residents' Group
(1)**

David Durant

**For information about the meeting please contact:
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e-mail taiwo.adeoye@havering.gov.uk**

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 13 July 2010, and to authorise the Chairman to sign them.

5 **HIGHWAYS ADVISORY COMMITTEE WORK PROGRAMME** – The Committee is requested to consider the 2 reports relating to work in progress and applications.

6 **PROPOSAL TO PROVIDE WAITING RESTRICTIONS IN LODGE LANE, COLLIER ROW** – Comments to advertised proposals

7 **PROPOSED PARKING RESTRICTIONS. JUNCTION OF HAVERING DRIVE, PETTITS LANE NORTH AND MASHITERS HILL**

8 **AIRFIELD WAY / HERON FLIGHT AVENUE ACCIDENT REDUCTION PROGRAMME** – The results of public consultation

9 **PETTITS LANE NORTH / VICTORIA ROAD / HEATH PARK ROAD ACCIDENT REDUCTION PROGRAMME** - The results of public consultation

10 **UPMINSTER ROAD/HIGH STREET ACCIDENT REDUCTION PROGRAMME** -The results of public consultation

11 **PROPOSALS TO IMPROVE ACCESS FOR BUSES IN BEVAN WAY, HORNCHURCH**

12 **PROPOSED WAITING RESTRICTION IN HILLRISE ESTATE, COLLIER ROW
– Objections to advertised proposals**

13 **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
13 July 2010 (7.30pm – 10.30pm)**

Present:

COUNCILLORS:

Conservative Group	Frederick Thompson (in the Chair), Wendy Brice-Thompson* (substitute for Councillor Lynden Thorpe, Steven Kelly, Billy Taylor and Damian White)
Residents' Group	Linda Hawthorn and John Mylod
Labour Group	Denis Breading
Independent Local Residents' Group	David Durant

Councillor M White was also present for part of the meeting.

There were two 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 an emergency.

There were no declarations of interest.

3 MINUTES

The Minutes of the meeting Committee held on 13 June 2010 were agreed as a correct record and signed by the Chairman subject to an amendment that an extra box be inserted on the procedure flow chart to give the Committee the option of rejecting the scheme at the "in principle" stage.

4 SUSTRANS CONNECT 2 – PHASE1 NOAK HILL TO HALL LANE DAGNAM PARK DRIVE/WHITCHURCH ROAD JUNCTION – Outcome of public consultation

At its meeting in July 2009, Cabinet had approved the Sustrans Connect2 scheme for the Ingrebourne Valley in principle.

The Committee received a report that recommended junction improvement works at Dagnam Park Drive/Whitchurch Road be approved for

implementation to support the Sustrans Connect 2 scheme, following the completion of public consultation.

The scheme's overarching aim was to improve local travel in 79 communities around the UK by creating new walking and cycling networks for everyday journeys.

A member of the Committee stated that he had visited the site and was of the opinion that there was nothing to stop people parking at junctions and that, with Harkness Close, it would take parking places away. He did not support the double yellow lines at the junction in the scheme or the bus stop clearways.

The Committee was informed that the clearways proposed for this scheme were shorter by virtue of having parking restrictions on their approach and that clearways were needed at bus stops to ensure buses (10m or 12m long) could get within 200mm of the kerb line for both doors to make them fully accessible.

The Committee was informed that there had been no responses from residents, and neutral and positive responses from the Emergency services and London Buses.

The Committee voted and **AGREED** the following:

1. To **RECOMMEND** to the Cabinet Member for Community Empowerment that the improvements to the junction of Dagnam Park Drive/ Whitchurch Road as detailed in the report be implemented, including the adjustment of the Whitchurch Road refuge.
2. That it be noted that the estimated cost of the whole Sustrans Connect2 scheme was estimated to be £1,558,000 and would be delivered in three phases.
3. That it be noted that the estimated cost of this scheme was £45,000 and would be funded through the 2010/11 Transport for London Local Implementation Plan.

The Committee requested that the restrictions be held back to 10 metres in Harkness Close.

Councillor Durant requested that it be noted that he abstained from voting.

5 **BUS STOP ACCESSIBILITY AND PARKING RESTRICTIONS – UPPER RAINHAM ROAD – Outcome of public consultation**

The Committee was informed that staff had not been able to advise consultees that this scheme was due before the Committee at this meeting. A Member

also stated that local residents were interested in addressing the Committee but were not aware that it was on the agenda.

The Committee deferred consideration of this item to the next meeting in August in order to allow consultees be contacted.

6 HIGHWAYS ADVISORY COMMITTEE WORK PROGRAMME

The Committee considered and agreed in principle the schedules that detailed work in progress and applications received by the service.

The Committee also requested mapping to be available where sites were not familiar to Members.

The Committee **NOTED** the information in the work programme report.

7 CASUALTY REDUCTION PRESENTATION

The Committee received a presentation on casualty reduction that outlined the following:

- The Highways legal basis
- Background to road safety in the UK
- What Engineers look for in considering schemes

The Committee were also taken through a case study on how collisions occur.

The Committee **NOTED** the presentation.

8 URGENT BUSINESS

At the suggestion of a member a resident of Cedar Road attended the meeting wishing to talk about various highways issues. It was explained that this was not the forum to raise such, but as the resident had made the effort to attend, he was given the chance to speak.

The summary of the issues were:

- Traffic using street had increased to unbearable levels over last three years along with utility works which were being damaged by lorries in street
- Many houses in the street were pre-war
- Trees were 2/3 feet from property boundary, with some twice the size of the houses
- The tree outside 112 Willow Street was blocking light, blocking the footway and damaging gardens and property
- Lorries were cutting through street to get to Chesham Close

Highways Advisory Committee, 13 July 2010

- Tree should be removed
- Neighbouring house was falling into disrepair

A member undertook to contact the Council's tree officer. The Committee noted that the traffic issue was already being dealt with by the Cabinet Member for Environment.

Chairman
17 August 2010

London Borough of Havering
Traffic & Engineering - StreetCare
Funded Highway Improvement Schemes Progress

Highways Advisory Committee
August 2010

Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
Transport for London Local Implementation Plan 2010/11 - Corridors								
1	Upminster Road (between Hornchurch High Street & Wingletye Lane)	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	60,000	
2	Havering Road, Orange Tree Hill and North Road	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	70,000	
3	Front Lane and Avon Road area Package	Local improvements to include Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	70,000	Additional funding indicated on LIP for 2011/12
4	Whitchurch Road	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	40,000	
5	Elm Park Avenue, St Nicholas Avenue, Broadway	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	70,000	
6	Airfield Way and Heron Flight Avenue	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	60,000	
7	Heath Park Road and Pettits Lane North	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	70,000	
8	Hill View Avenue, Cranham Road and Hubert Road	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	80,000	
9	Feasibility studies for future casualty reduction schemes	Casualty Reduction Programme	HAC approval not required, assists with staff casualty monitoring to suggest future programme	VS	TfL LIP	Mar-11	30,000	For information
10	Minor local road safety improvements	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	32,000	Sites to be identified and consulted with outcome to future HAC

London Borough of Havering

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Funded Highway Improvement Schemes Progress

Highways Advisory Committee

August 2010

Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
11	St Edwards Way/ Mawney Road junction improvements feasibility (Romford Ring Road Package)	Junction improvement	Feasibility to be reported to HAC to inform further design work	MP	TfL LIP	Mar-11	40,000	Part of £170,000 package for 2010/11 with further LIP funding planned for wider package in coming years
12	Subway Improvements at Oldchurch Road	Local improvements	HAC approval not required	SC	TfL LIP	Mar-11	40,000	Potential cycling improvement possible, but will require HAC approval. Works mainly lighting, surfacing etc improvements
13	Introduction of VA (speed awareness) signs on Ring Road (Romford Ring Road Package)	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	60,000	
14	Waterloo Road/ Exchange Street junction improvement (road widening and Toucan Crossing facilities - Romford Ring Road Package)	Junction improvement	Feasibility to be reported to HAC to inform further design work. Design developed, traffic modelling and safety audit to take place before report.	MK	TfL LIP	Mar-11	30,000	Part of £170,000 package for 2010/11 with further LIP funding planned for wider package in coming years

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
15	Gooshays Drive and Gubbins Lane Corridor Package	Masterplanning	Approved in principle by HAC 15/6/2010	ST	TfL LIP	Mar-11	100,000	Anticipated as a 2/3 year scheme to support improvements along corridor, possibly to include accessibility to Harold Wood Station in context of Crossrail. Masterplanning stage currently
16	Upminster Town Centre Highway Improvements. Review of Bell Corner to replace sigals with roundabout with other measures to reduce congestion	Local area improvements	Surveys and traffic modelling in progress.	MP	TfL LIP	Mar-11	80,000	2011/12 LIP funding planned depending on outcomes. Review of Bell Corner underway and proposals for business loading bays being considered.
17	Main Road and North Street Corridor Studies (Smoothing Traffic flow)	Corridor Study	Surveys to take place after summer holiday period.	MP	TfL LIP	Mar-11	75,000	Study stage to inform future schemes to be proposed for future LIP funding
18	Elm Park Walkability	Local area improvements	Approved in principle by HAC 15/6/2010	MP	TfL LIP	Mar-11	25,000	HAC Report August 2010
19	Gidea Park Walkability - building on previous studies to improve walking and public realm, will include parking facilities and bus interchange	Local area improvements	Design work in progress	MP	TfL LIP	Mar-11	100,000	Future LIP funding planned for 2011/12 and 2012/13.

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
20	Sustrans Connect 2, Whitchurch Road/ Dagnam Park Drive	Junction widening, pedestrian/ cyclist access improvements etc	Cabinet Member Decision Prepared for sign-off.	MP	TfL LIP	Mar-11	40,000	Works planned for August/ September 2010
21	Ingrebourne Valley Greenway as part of match funding supporting Sustrans Connect 2	Sustrans Connect 2	Design work in progress	RD	TfL LIP	Mar-11	100,000	HAC approval for some highway scheme required as part of wider project
22	Cycle Parking Programme	Supporting cycling	Design work in progress	DD	TfL LIP	Mar-11	20,000	HAC approval only required where cycle parking is planned on the public highway
23	Hornchurch to Harold Hill Cycle Route (route review and measures to assist cyclists)	Supporting cycling	Design work in progress	MK	TfL LIP	Mar-11	25,000	Potential future schemes may be identified for future funding
24	Bus Stop Aecessibility. Route 496, Gallows Corner to Romford	Bus Stop Accessibility	Public consultation due shortly.	MP	TfL LIP	Mar-11	50,000	Upgrades to existing bus stops and relocating to better places where possible
25	Bus Stop Aecessibility. Route 248 Corridor	Bus Stop Accessibility	Design work in progress	MP	TfL LIP	Mar-11	50,000	Upgrades to existing bus stops and relocating to better places where possible

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
26	Minor improvements to assist buses - Road widening at junction of Haydock Close/ Bevan Way to help buses turn.	Localised improvements	Approved in principle by HAC 15/6/2010	MK	TfL LIP	Mar-11	25,000	HAC Report August 2010
27	Lodge Lane/ Collier Row Road - parking restrictions and bus stop clearway on Lodge Lane, approaching junction with Collier Row Lane	Localised improvements	Approved in principle by HAC 15/6/2010	MK	TfL LIP	Mar-11	7,000	HAC Report August 2010
28	Minor improvements to assist cycling along LCN+ Network and identified by Havering Cycling Liaison Group	Supporting cycling	Approved in principle by HAC 15/6/2010	MK	TfL LIP	Mar-11	18,000	Clydesdale Road Scheme is one site with some funding being contributed to parking/ cycling scheme.
Transport for London Local Implementation Plan 2010/11 - Neighbourhoods								
29	Rainham Village Traffic Management Scheme	Rainham Compass	Regeneration to provide presentation to HAC in September (provisional)	CD	TfL LIP	Mar-11	600,000	2-year programme supporting Council funding. Viking Way extension and Village works form part of scheme. Planning consent required and then HAC approval for traffic orders and traffic order changes.

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
30	South Street Environmental Improvements - Decluttering and streetscape works	Localised improvements	Design work in progress	SC	TfL LIP	Mar-11	100,000	HAC approval only required if traffic order changes are required
31	Hornchurch Cultural Quarter - complimenting Hornchurch Town Centre Area Based Scheme	Pedestrian improvements to link cultural areas	Regeneration requested to provide presentation to HAC in due course.	BF	TfL LIP	Mar-11	80,000	The cultural quarter represents the area to the north of Hornchurch town centre in which the leisure objectives of Queens Theatre, Fairkytes Arts Centre and Hornchurch Library are located in close proximity. This scheme will build improvements recently provided in this locality which have shown the need to investigate the need for improved pedestrian crossings on both North Street and Billet Lane.
Transport for London Local Implementation Plan 2010/11 - Smarter Travel								

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
32	School Travel Plan Implementation - Crowlands Junior & Infants School, new crossing in Jutsums Lane, Guardrail in Jutsums Lane, parking controls etc	School Travel	Design work in progress	MP	TfL LIP	Mar-11	60,000	
33	School Travel Plan Implementation - St Edwards Primary School - new zebra crossing on Pettits Lane South	School Travel	Design work in progress	MP	TfL LIP	Mar-11	35,000	Zebra crossing not feasible (visibility), local dropped kerb upgrades being designed.
Transport for London Local Implementation Plan 2010/11 - Cycling on Greenways								
34	Ingrebourne Valley Connect 2 - Feasibility and design	Connect 2	Design work in progress	RD	TfL LIP	Mar-11	50,000	HAC approval for some highway scheme required as part of wider project
Transport for London - Major Schemes								
35	Romford Station Access	Local area improvements	Major elements of scheme planned to commence September 2010	SC	TfL LIP	TBC	78,000	Most of scheme previously agreed through Romford Area Committee, minor elements may need approval by HAC in future
36	Hornchurch Town Centre	Town Centre Improvements	Regeneration requested to provide presentation to HAC in due course.	CS	TfL LIP	TBC	400,000	Future HAC approval may be required for some elements

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
Local Implementation Plan 2010/11 - Local Transport								
37	Zebra Crossing Lighting Upgrades	Casualty Reduction Programme	HAC approval not required	MP	TfL LIP	Mar-11	48,000	For Information/ Traffic & Engineering Team tracking
S106 Highway Improvements Programme								
38	Station Road, Upminster - Puffin to Toucan Crossing conversion	Connect 2	Previously approved via Upminster Area Committee	RP	S106	TBC	40,000	Works provisionally programmed for September 2010. Budget includes local lighting upgrades.
S278/ S38 Development Works								
39	Exchange Street	Development Control	Design work in progress	DJ	S278	N/A	20,000	Provision of 3 speed humps associated with original Romford Brewery development
40	Union Road (former Oldchurch Hospital)	Double Yellow Line restrictions and 20mph Zone	Proposals being prepared for public advert	DB	S38	N/A	2,500	Proposals associated with new development require public/ statutory advertisement
LBH Parking Schemes Programme								

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
41	Queens Hospital CPZ	Extension to the Romford Controlled Parking Zone	Residual works planning for implementation in September 2010	IH	LBH	N/A	8,000	S106 funding for main scheme lapsed and wasn't supported by residents. Other issues being implemented using minor schemes revenue budget
42	Clydesdale CPZ	Extension to the Romford Controlled Parking Zone	Previously approved, works in progress	IH	LBH	N/A	8,000	Works in progress, alongside maintenance works.
43	Rosemary Avenue & Lake Rise	Changes and extension to CPZ	Results of public consultation to be reported to HAC	MP	LBH	N/A	8,000	Report to September HAC
44	Upper Rainham Road	BSA (Clearways) and restrictions by the Cardrome	Results of public consultation to be reported to HAC	RP	LBH	N/A	2,500	Report to August HAC
45	Gidea Park CPZ Review	Built on Balgores Square scheme to review operation of Gidea Park CPZ.	Results of questionnaire to be reported to HAC to decide if to proceed with detailed design and consultation	MP	LBH	N/A	TBC	Report to September HAC
46	Hornchurch Town Centre	Review of overspill parking issues from town centre car parks following the introduction of charging.	Results of questionnaire to be reported to HAC to decide if to proceed with detailed design and consultation	MP	LBH	N/A	10,000	August 2010 HAC
47	South Hornchurch & Rainham Minor Parking Schemes	Minor parking issues across the committee area	Various requests in consultation, results to be reported to HAC for decisions	MP	LBH	N/A	8,000	Report to September HAC

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
48	Mercury House short stay parking/ drop off	Provide limited waiting bays next to Mercury House	Public advert delayed, now in progress	DJ	LBH	N/A	1,500	Report to September HAC
49	Collier Row Pay & Display Phase 2	Pay and display parking scheme	Results of public consultation to be reported to HAC	MP	LBH	N/A	TBC	Report to September HAC
50	Gidea Park School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Design work in progress	DJ	LBH Education	N/A	1,500	Linked to planning conditions for school development
51	Hylands School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Design work in progress	DJ	LBH Education	N/A	1,500	Linked to planning conditions for school development
52	Ayloff School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Design work in progress	DJ	LBH Education	N/A	1,500	Linked to planning conditions for school development
53	Hornchurch Town Centre	Review of parking by Station and P&D by shops building on Town Centre South scheme.	Not started	TB	LBH Revenue	N/A	TBC	
54	Victoria Road, Romford	Review Parking within Ring Road to provide Pay-and-Display parking.	Design work in progress	RP	LBH Revenue	N/A	9,000	Cost includes 2 pay-and-display machines

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55	Coach drop off facilities, Romford	Review to find locations at low cost suitable for coach drop off.	Design work in progress	RP	LBH Revenue/ S106	N/A	58,000	Costs include £50k S106 from Swan Walk development
56	Goodrington School, Walden Road	School Keep Clear restrictions by school gate and "banjo" area	Design work in progress	AN	LBH Revenue	N/A		
57	Bower Park School, Havering Road	Review extent and times of operation of School Keep Clear zig-zags	Not started	RP	LBH Revenue	N/A		
58	Pinewood Road, Collier Row	Review parking restrictions at junction of Clockhouse Lane/ St John's Road and new school pedestrian access - double yellow lines and School Keep Clears	Design work in progress	RP	LBH Revenue	N/A		

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
59	Marshalls Park Area	Review and introduce double yellow lines at junctions and bends within estate area; New and updated School Keep Clear restrictions outside St Edward's Primary School; review and convert meter bays to bay and display bays in Park End Road and Havering Drive	Design work in progress	NC	LBH Revenue	N/A		
60	Park Lane area	Various requests for residents' parking in streets without, school crossing patrol being blocked, parking on junctions and approach to traffic signals at Horncurch Road.	Not started	MP	LBH Revenue	N/A		
61	Motorcycle Parking	Request for "hoops" to be placed within M/C bays to assist with M/C security and more on-street provision in town centres.	Not started	TB	LBH Revenue	N/A		
62	Roneo Corner Shops	Parking bay for shops in lay-by 10 to 18	Not started	TB	LBH Revenue	N/A		

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63	Osborne Road	Review parking controls for afternoon operation at Brentwood Road end because of obstructive parent parking	Not started	IH	LBH Revenue	N/A		
64	Albany Road	Parking both sides of the road is restricting approach to traffic signals at Hornchurch Road	Not started	MP	LBH Revenue	N/A		
65	Hartland Road and Broadstone Road	Footway parking scheme, where footways have been reconstructed	Design work in progress	RP	LBH Revenue	N/A		
Other schemes/ joint-funded schemes								
66	Clydesdale Road, additional parking places	Provision of net increase of 4 parking places in street and improvements to cycle route dropped kerbs	Design work in progress	RP	LBH Revenue/ TfL LIP	Mar-11	20,000	Maximum costs, subject to refinement
67	Hillfoot Road Width Restriction	Resident Questionnaire to determine whether or not to physical width restriction keep restriction	Consultation in progress, outcome to be reported to October 2010 HAC	MP	LBH Revenue	N/A	400	Costs for consultation only
68	Upper Rainham Road/ Elm Park Avenue	Yellow Box on Upper Rainham Road - Rainham-bound side	In consultation, results to be reported to HAC for decision	RP	LBH Revenue	N/A	1,500	Awaiting Met. Police comments

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
69	Suttons Lane	Pedestrian refuge to access shops, near Randall Drive	In consultation, results to be reported to HAC for decision	VS	LBH AC Capital	N/A	8,000	
70	Suttons Lane	Minor kerb and parking bay adjustments at junction with Standen Avenue	In consultation, results to be reported to HAC for decision	VS	TfL LIP	Mar-11	2,000	
71	Hubbards Close prevention of through traffic from A127	Restriction to prevent traffic driving through Hubbards Close from Hubbards Chase which is often an issue when A127 is busy	Consultation in progress, outcome to be reported to October 2010 HAC	MP	LBH Revenue	N/A	400	Costs for consultation only

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
Scheme proposals with funding in place for HAC approval in principle								
1	Oldchurch Road	Right turn lane on advance to Oldchurch Rise and bus stop clearway to replace redundant bus lane	Will assist with lane discipline and bus stop accessibility	LBH Revenue	1,000	Cllr Osborne	12/07/2010	Cllr Osborne
2	Newton's Corner	Dagenham Road approach to roundabout - mask visibility to the right for up until the last 15 metres to reduce speed of traffic entering roundabout	Concerns with traffic speed on and leaving roundabout towards Rainham Road/ Castle Avenue junction. Review has shown that there is too much visibility for traffic approaching from Dagenham Road and so entry speeds to roundabout are high. Visibility can be reduced up until the final 15 metres in accordance with roundabout design standards	LBH Area Committee Capital	2,000	South Hornchurch & Rainham AC	04/08/2010	Nicola Childs LBH StreetCare
3	Riverside Close	20mph Zone as a result of the new development	Proposals associated with new development require public/ statutory advertisement	Developer	1,000	David Ballm	03/08/2010	David Ballm LBH StreetCare
4	Kidman Close	20mph Zone as a result of the new development	Proposals associated with new development require public/ statutory advertisement	Developer	1,000	David Ballm	03/08/2010	David Ballm LBH StreetCare
General parking requests for HAC prioritisation (LBH Revenue Budget)								
5	Harkness Close	Restrict turning head and bin store	Would assist with servicing and emergency access, may reduce on-street parking	LBH Revenue	1,500	Management Company/ Resident	12/07/2010	File

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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
6	Heaton Close	Restrict parking to one side for access	Would assist with servicing and emergency access, may reduce on-street parking	LBH Revenue	1,500	Resident	12/07/2010	769864
7	Petersfield Avenue/ Redruth Road	Extended junction protection and bend protecton to assist London Buses	Would help bus access, but remove on-street parking	LBH Revenue	1,500	London Buses	12/07/2010	File
8	Wrexham Road/ Woodbridge Lane	Extended junction protection and removal of footway parking opposite junction to assist with servicing	Would assist with servicing and emergency access, may reduce on-street parking, would reduce damage to verge.	LBH Revenue	1,000	Resident	27/07/2010	File
9	North Hill Drive	Remove part time restrictions associted with former school crossing patrol	Should be removed, subject to no objections being raised	LBH Revenue	1,000	Resident	27/07/2010	File
10	Tees Drive	Remove footway bay and restrict junction with Priory Road	Would help with emergent visibility from Priory Road	LBH Revenue	1,000	Resident	13/07/2010	File
11	Hilldene Avenue	Remove footway bay within 10m of junction with Newbury Road	Would help with emergent visibility from Newbury Road	LBH Revenue	500	Resident	13/07/2010	File
12	Castle Close	Turning head restrictions	Would help servicing and reduce obstructive parking on shared surface	LBH Revenue	1,500	Resident	13/07/2010	File
13	Straight Road/ Heaton Avenue	Review parking restrictions at junction to keep visibility clear	Would help with visibility and access to Heaton Avenue, would need to link up with Bus Stop which needs Clearway	LBH Revenue	TBC	Surgery	13/07/2010	File

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
14	Fairford Way	Request for residents' parking scheme to stop commuters	Near 174, 496 and 498 bus routes - perhaps a local parking survey is required first to gauge extent of problem	LBH Revenue	1,000	Resident	13/07/2010	744008
15	Petersfield Avenue/ Dagnam Park Drive	Extended junction protection	Emergent visibility poor to the right (from DPD) and restrictions will improve situation, but may cause pressure on parking for nearby maisonettes	LBH Revenue	500	Resident	13/07/2010	File
16	Ashton Road estate	Various issues with access through estate, parking near junctions etc	Possible parking questionnaire with businesses before any proposals are designed	LBH Revenue	1,000	Business	13/07/2010	File
17	St Neots Road area	Commuter parking causing access and parking problems	Near 256 bus route and walking distance to Harold Wood - perhaps a local parking survey is required first to gauge extent of problem	LBH Revenue	1,000	Resident	13/07/2010	File
18	Saddleworth Road	Residents of new houses and flats blocking servicing access	Could restrict one side of street, but would reduce available parking spaces	LBH Revenue	500	Resident	13/07/2010	File
19	Chippenham Road	Residents' parking scheme	Hilldene Regeneration scheme is increasing parking in area which may help	LBH Revenue	TBC	Resident	13/07/2010	File
20	Taunton Road (stub)	Restrict turning head	Will help servicing access and access to dropped kerbs	LBH Revenue	500	Resident	13/07/2010	File

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
21	Chestnut Glen	Concern about emergency access	Many residents have dropped kerbs so footway parking not feasible and so restrictions on one side of the street would be required and in our view would not be popular, issue not raised by emergency services	LBH Revenue	TBC	Resident	13/07/2010	File
22	Osborne Road/ Lynhurst Drive	Extended junction protection to stop parking on both sides by shops	Will assist with access at junction	LBH Revenue	500	Resident	13/07/2010	890436
23	Rockingham Avenue	Extended junction protection opposite Osborne Road end of street to stop people parking in Rockingham Avenue	Junction and bend would be justified for restrictions, but restrictions opposite first few houses may push problem elsewhere	LBH Revenue	1,000	Resident	13/07/2010	File
24	Grenfell Avenue and estate	Residents' parking survey	Questionnaire will see the extent of any parking issues	LBH Revenue	1,000	Cllr Galpin	13/07/2010	Cllr Galpin
25	Eyhurst Avenue/ Ambleside Avenue etc and area	Residents' parking survey following complaints of people not wishing to pay for car park	Questionnaire will see the extent of any parking issues	LBH Revenue	1,000	Resident	13/07/2010	File
26	Elm Park Avenue, Suttons Lane end	Extended junction protection	Will help bus access, may displace residents parking	LBH Revenue	500	Street Leader	13/07/2010	File
27	The Broadway	Drop off bay for disabled people	Will help interchange with station	LBH Revenue	1,500	Resident	13/07/2010	File
28	Service Road to Towers School (off Osborne Road)	Junction protection and day-time restrictions to assist school access	Will keep access to school clear	LBH Revenue	1,500	School	13/07/2010	File

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
29	Ravensborne Crescent/ Coombe Road	Request for additional residents' parking bays within existing CPZ	Where there is space, bays can be provided	LBH Revenue	TBC	Residents	13/07/2010	File
30	Athelstan Road	Request for additional residents' parking bays within existing CPZ	Where there is space, bays can be provided	LBH Revenue	TBC	Residents	13/07/2010	File
31	Faringdon Avenue/ Ashton Road	Extended junction protection into Faringdon Avenue	Will help with visibility at junction	LBH Revenue	500	Cllr Light	13/07/2010	File
32	Parkstone Avenue	Extend restricitions back from Butts Green Road as resident does not like parking in front of house	Would push problem further into Parkstone Avenue	LBH Revenue	500	Resident	13/07/2010	911524
33	Wingletye Lane at A127	Complaints about parking associated with Campion Road, Grassmere Road, Wiltshire Avenue up to Essex Road etc	Controls may displace parking into woder area, but access to and from A127 difficult at peak school times - possibly undertake questionnaire first	LBH Revenue	1,500	Resident	13/07/2010	File
34	Cornflower Way	Restrictions required at Fire Gate at Sackville Crescent end	Would keep area clear for emergency access and cyclists	LBH Revenue	500	Resident	13/07/2010	File
35	Woodhall Crescent/ Halcyon Way/ Wingletye Lane	Extend part time restrictions further into street where commuters are parking/ people avoiding car park charges. Chip shop attracting parking on junctions	May displace problems	LBH Revenue	1,500	Resident	13/07/2010	File

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
36	Bryant Avenue/ Ewan Road	Extended junction protection to help with visibility from Ewan Road. Complaints between businesses causing each other obstruction	Recommend review Bryant Avenue as one scheme, especially as Tesco is to building a new access to Bryant Avenue and other problems are noted with access to premises and visibility.	LBH Revenue	TBC	Resident	13/07/2010	File
37	Birch Crescent	Complaints about obstructive parking and emergency access	Restrictions would deal with issue but remove a great deal of parking capacity. Emergency Services have not raised as an urgent issue but do have access problems from time to time	LBH Revenue	TBC	Resident	13/07/2010	File
38	Butts Green Road	Request for Bus Stop Clearway just north of Burntwood Avenue (Hornchurch-bound) to deal with obstructive parking	Flats in the area can cause problems for bus access at stop, would be worth adjusting kerb to 140mm at same time	LBH Revenue	2,500	Resident	13/07/2010	File
39	Sussex Avenue	Footway Parking	Many dropped kerbs, but some limited provision will be possible, subject to ensuring appropriate emergency vehicle/ servicing access is maintained. Area within CPZ, so kaming bays residents' bays may assist	LBH Revenue	4,000	Resident	13/07/2010	File
40	Butts Green Road	Parking review between Slewins Lane and Burntwood Road	Flats in area may be causing access issues to dropped kerbs etc	LBH Revenue	1,500	Cllr Rochford	13/07/2010	Cllr Rochford

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
41	Market Link and The Mews area	Review parking restrictions and parking bays for access into Market Place and The Mews etc	Great deal of history with unauthorised occupation of Public Highway, but review required for servicing and emergency access	LBH Revenue	6,000	Businesses	27/07/2010	Mark Philpotts StreetCare
42	Brentwood Road/ Hazelmere Gardens	Junction protection extending into Hazelmere Gardens. Parking problems associated with businesses	Will keep access clear, but may displace parking further into Hazelmere Gardens	LBH Revenue	1,000	Resident	13/07/2010	File
43	Phillida Road	Footway Parking	Some can be provided	LBH Revenue	500	Resident	13/07/2010	File
44	Bridge Close	Upgrade the parking controls from 8am to 8pm, to at any time (double yellow lines) to deal with parking problems alleged to be attributable to the Islamic Centre	Blue badge holders may park on single and double yellow lines for up to 3 hours as long as there is no loading ban in force.	LBH Revenue	1,200	Resident	19/07/2010	Cllr Thompson
45	Brooklands Road	More residents' parking bays	Subject to review of HGV access to Medora Road, request is feasible	LBH Revenue	1,500	Resident	14/07/2010	961334
46	Abbs Cross Lane	Double yellow line parking restrictions through recently constructed pedestrian refuge by school where vans are parking causing an obstruction	Refuge installed with "T-bar" markings indicating area to keep clear so vehicles can pass refuge, but approach has failed as markings are being ignored. Therefore double yellow lines are only solution.	LBH Revenue	600	Cllr Morgon	21/07/2010	Cllr Morgon

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
47	Hacton Primary School	Request for School Keep Clear restrictions at schools accesses (Goodwood Avenue, Plumpton Avenue and Central Drive)	If locations meet criteria then request feasible.	LBH Revenue	2,000	School	27/07/2010	967268
Scheme proposals without funding available for HAC to consider and decide a course of action								
48	Firbank Road	Request to control traffic speeds, citing humps elsewhere	Street is a bus route and humps would not be suitable (speed cushions or tables more appropriate) - does not consider Cornell Way and St John's Road which are on same straight route.		£25,000 to £75,000	Resident	02/07/2010	957052
49	Brentwood Road (Lawrence Road to Lytton road)	Drivers speeding, schools close by - traffic calming should be provided	Casualty-reduction scheme undertaken in 2008-09. Works included a pedestrian refuge on this section of road and full upgrade of the zebra crossing outside the school. Other measures not considered necessary, but next step would be speed cushions (as is a bus route), but not on forward plan. Would not necessarily traffic calm such a short section.		30,000	Resident	08/07/2010	960894

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
50	Whitchurch Road Shops - Parking Layby	Request to widen lay-by to allow proper parking of vehicles "nose in" rather than the current overhanging as is now the case.	Current use of layby presents safety risk to highway users. Nose in would require land take from Homes in Havering for conversion to carriageway, but would still have vehicles reversing from between other parked vehicles. Restricted time parallel parking would be safer and provide turn-over of spaces.		TBC	Resident	12/07/2010	Mark Philpotts StreetCare
51	Hyland Way	Request for traffic calmingmay have impact on other un-calmed streets in area		35,000	Resident	12/07/2010	960872
52	Kettering Road	Convert highway verge to parking bays (12 nr) nose in	Costs based on £250 per sq.m for lightly constructed carriageway standard. Does not include utility diversions or increase in surface water runoff		60,000	Resident	13/07/2010	HH File
53	Newbury Walk	Convert highway verge to parking bays (5 nr) nose in	Costs based on £250 per sq.m for lightly constructed carriageway standard. Does not include utility diversions or increase in surface water runoff		16,000	Resident	13/07/2010	HH File
54	Charlbury Close	Convert highway verge to parking bays (4 nr) parallel	Costs based on £250 per sq.m for lightly constructed carriageway standard. Does not include utility diversions or increase in surface water runoff		15,000	Resident	13/07/2010	HH File

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
55	Belgrave Avenue	Request to deal with speed and amount of traffic using street	One slight injury at Montrose Avenue junction, right turning goods vehicle.		30,000	Resident	16/07/2010	964434
56	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
57	Kingsley Gardens	Concerns with rat-running and traffic congestion	No casualty problem in street, works may put further pressure on Squirrels Heath Lane/ Ardleigh Green Road		20,000	Resident	22/07/2010	Cllr Thorpe
58	Ardleigh Close	Provision of pedestrian refuge near Ardleigh Green Road junction	Junction used by commercial traffic, so refuge would have to be set back into junction. Would help pedestrians willing to divert from desire line.		8,000	Resident	22/07/2010	964306
59	Bevan Way	New footway from Hacton Lane end to bus stop, including measures to keep route clear from parked vehicles and dropped kerbs	Officers have look to see if any StreetCare budgets are available, but there are none. Scheme would be helpful to bus users.		8,000	Resident	22/07/2010	Cllr Dodin
60	Suttons Gardens	Speed Hump halfway down street to reduce speeding	No casualty problem in street although junctions have has some issues (not speed related).		3,000	Cllr Morgon	26/07/2010	Cllr Morgon

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
61	Cedar Road	Compliants from residents about vans rat-running between Mawney Road and North Street.	Considered weight limit, but would not prevent vans (too light). Width restriction would be possible at Cedar Close and may be more effective. In both options, changes would be needed at the junction of North Street/ Cedar Road to allow HGVs to turn to access industrial area at Chesham Close. Parking controls would also be needed to assist HGVs. North Street/ Main Road corridor scheme will look at more detail of costs.		TBC	Residents	04/08/2010	Cllr Tebbutt
62	Park Drive	Request to remove refuge to east of Brackendale Gardens and place to west. Resident does not feel it serves pedestrians well.	Would require speed cushions to be relocated as well. Scheme installed following public consultation and felt useful to the community as a whole. Casualty rate has improved in street following wider scheme. Resident objected to original scheme from 2007/08.		9,000	Resident	27/07/2010	972190
Scheme proposals on hold for future discussion when required to be taken forward								

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

Highways Advisory Committee
August 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
63	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	LBH Revenue	8,000	Viking Way Extension	21/06/2010	Mark Philpotts StreetCare
64	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	TfL LIP/ LBH	5,000	LBH Regen.	17/03/2010	Regeneration



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

17 August 2010

Subject Heading:

Proposals to provide waiting restrictions in Lodge Lane, Collier Row - comments to advertised proposals.

Report Author and contact details:

Musood karim
Principal Engineering Assistant
01708 432804
masood.karim@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

London Buses had brought to the attention of the Council about the problems buses experience when approaching the existing bus stop in Lodge Lane, Collier Row due to inconsiderate parking.

Following the Approval in Principle by the Council's Highway Advisory Committee in June 2010, the next step in the process was to consult the local occupiers in the immediate vicinity of the proposed measures. The closing date for receiving any comments or objection was 19th July 2010.

No responses have been received and as a result it is recommended that the proposals are implemented as publicly advertised.

RECOMMENDATIONS

1. That the Committee recommends to the Cabinet Member for Community Empowerment that the bus stop clearway detailed in this report and shown on drawing no. QJ040-of-101 is implemented.
2. That the Committee recommends to the Cabinet Member for Community Empowerment that 'At Any Time' parking restrictions as listed below be implemented and the necessary traffic order made.
 - (i) **Hog Hill Road, northern side** – from it's junction with Lodge Lane to the common boundary of nos. 2 and 4. The proposals are shown on drawing no. QJ040-of-101.
 - (ii) **Lodge Lane, western side** – from it's junction with Hog Hill Road to the common boundary of nos. 1 and 3. The proposals are shown on drawing no. QJ040-of-101.
3. That it be noted that the estimated cost of £2,000 will be met by Transport for London through the 2010/11 allocation for measures to improve access for buses in Lodge Lane and Collier Row Road.

REPORT DETAIL

1.0 **Background**

- 1.1 London Buses had brought to the attention of the Council about the problems buses experience when approaching the existing bus stop in Lodge Lane, Collier Row due to inconsiderate parking. The bus stop in question is situated immediately at the southern end of Lodge Lane and it provides services for route 294.
- 1.2 A site meeting was held with a representative of London Buses. It was identified that some drivers parked their cars close to the existing bus stop whereby buses experience difficulties in pulling close to the bus stop and also when departing.
- 1.3 To overcome the problem, it was proposed to provide a clearway at the existing bus stop. Clearways generally consist of a solid yellow marking running adjacent to the kerb and this has a legal control in prohibiting all vehicles other than buses from stopping in the area during the prescribed

times, generally 24 hours a day. The proposals are shown on drawing no. QJ040-of-101.

- 1.4 In addition to the clearway, it was agreed to provide 'At any Time' waiting restrictions on both the approach and departure sides of the bus stop. The purpose is to provide a clear run for buses when approaching the bus stop flag and likewise provides a clear exit when leaving the bus stop. The proposals are shown on drawing no. QJ040-of-101.
- 1.5 Following the Approval in Principle by the Council's Highways Advisory Committee in June 2010, the next step in the process was to consult the local occupiers in the immediate vicinity of the proposed measures.
- 1.6 Approximately 50 letters were hand delivered in the immediate vicinity of the bus stop and the closing date for receiving any comments or objection was 19th July 2010. No comments or objections were received to the advertised proposals.

Staff Comments: as no comments or objections have been received, it is recommended that the proposals to provide a clearway accompanied by 'At Any Time' waiting restrictions are implemented as advertised. Similar measures have been applied at other stops in the borough and these have been successful.

IMPLICATIONS AND RISKS

Financial implications and risks:

The cost to implement the measures is estimated to be £2,000, which would be met by Transport for London through the 2010/11 allocation for measures to improve access for buses in Lodge Lane and Collier Row Road.

Legal implications and risks:

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

Waiting 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:

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community and therefore provides an alternative to the private motor car, which can help to reduce traffic congestion and pollution.

Bus Stop Clearways (used as part of making bus stops accessible) can displace on-street parking, but buses need sufficient space to pull into the kerb to make them fully accessible.

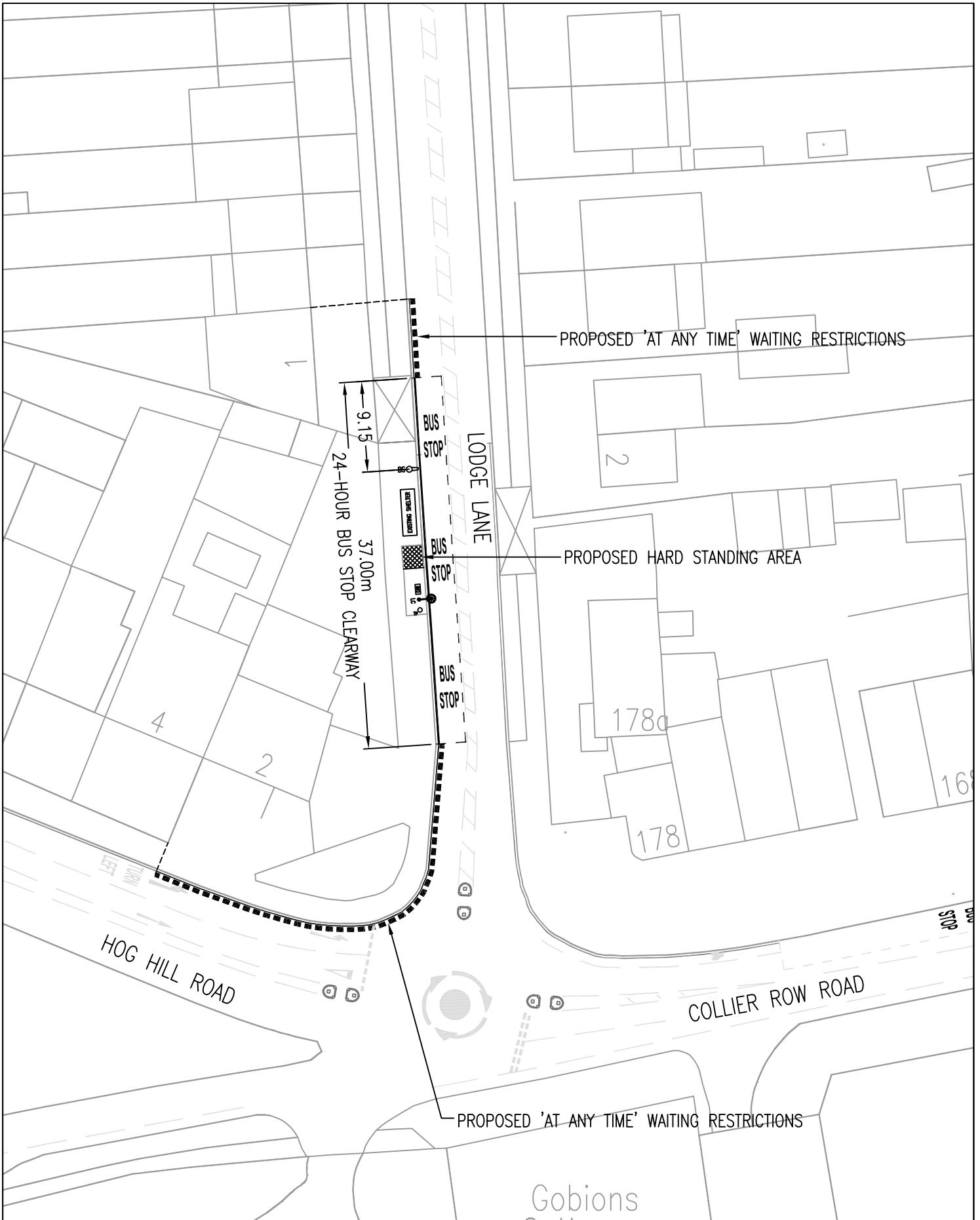
BACKGROUND PAPERS

Consultation letter to local occupiers.

Highway Advisory Committee Minutes, 16th June 2010.

Design Drawing: Lodge Lane - bus stop proposal.

Drawing No. QJ040-of-101.



Havering <small>LONDON BOROUGH</small> <small>STREETCARE - CULTURE & COMMUNITY</small>		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE: No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE Proposal		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS 	
JOB TITLE Bus Stop Accessibility		©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.		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			
DRAWING TITLE Lodge Lane Bus Stop Proposal		DRAWN BY RP	CHECKED BY MK	APPROVED BY MLP			
SCALE (AT A4 SIZE) 1:500	DATE 21.06.10	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QJ040-OF-101	REVISION A	REVISION AMENDMENT	DATE

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

17 August 2010

Subject Heading:

PROPOSED PARKING RESTRICTIONS:
Junction of Havering Drive, Pettits Lane
North and Mashiters Hill

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 recommends the implementation of parking restrictions (double yellow lines) at the junction of Havering Road, Mashiters Hill and Pettits Lane North following public consultation and advertisement.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the double yellow line parking restrictions detailed in this report and shown on Drawing QF210/NR/09A be implemented.
2. That it be noted that the estimated cost of £400 will be met from the 20010/11 Revenue Budget Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 A set of proposals for double yellow line parking restrictions at the junction of Havering Road, Pettits Lane North and Mashiters Hill were presented to the North Romford and Gidea Park Area Committees at their meetings of 20th and 29th January 2009 respectively.
- 1.2 Both Area Committees resolved to recommend to the Regulatory Services Committee that the scheme proceeds to public consultation and statutory advertisement.
- 1.3 The Regulatory Services Committee then considered a report proposing the parking restrictions at its meeting of 10th December 2009 as shown on Drawing QF210/NR/09A.
- 1.4 The Regulatory Services Committee agreed the recommendations. Therefore, Staff arranged for the proposals to be advertised and public consultation took place.
- 1.5 Letters were hand delivered to residents potentially affected by the proposals on or just after 26th March 2010. In addition, the draft traffic orders were advertised in "Living" and site notices placed. The closing date for comments was 23rd April 2010.

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 2 responses were received as below;

Respondent	Comments
Anonymous, Mashiters Hill	Supports the scheme and wishes to see the double yellow lines extended further into Mashiters Hill.
286 Pettits Lane North	Concerned that the proposals will remove an often used section of footway parking bay at the north end Pettits Lane North.

3.0 Staff Comments

- 3.1 The aim of the scheme was to keep the approaches to the roundabout clear and whilst there may be further problems in Mashiters Hill, Staff are mindful of the pressure on parking capacity in the area and do not intend to recommend further proposals forward at this time.
- 3.2 With regard to the footway parking bays on Pettits Lane North, Staff confirm that the proposed double yellow lines do not affect the existing bays and none will require removal.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals is £400, which can be met from the Council's 2010/11 Revenue Budget for Minor Parking Schemes.

Legal implications and risks:

Waiting 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 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.

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

BACKGROUND PAPERS

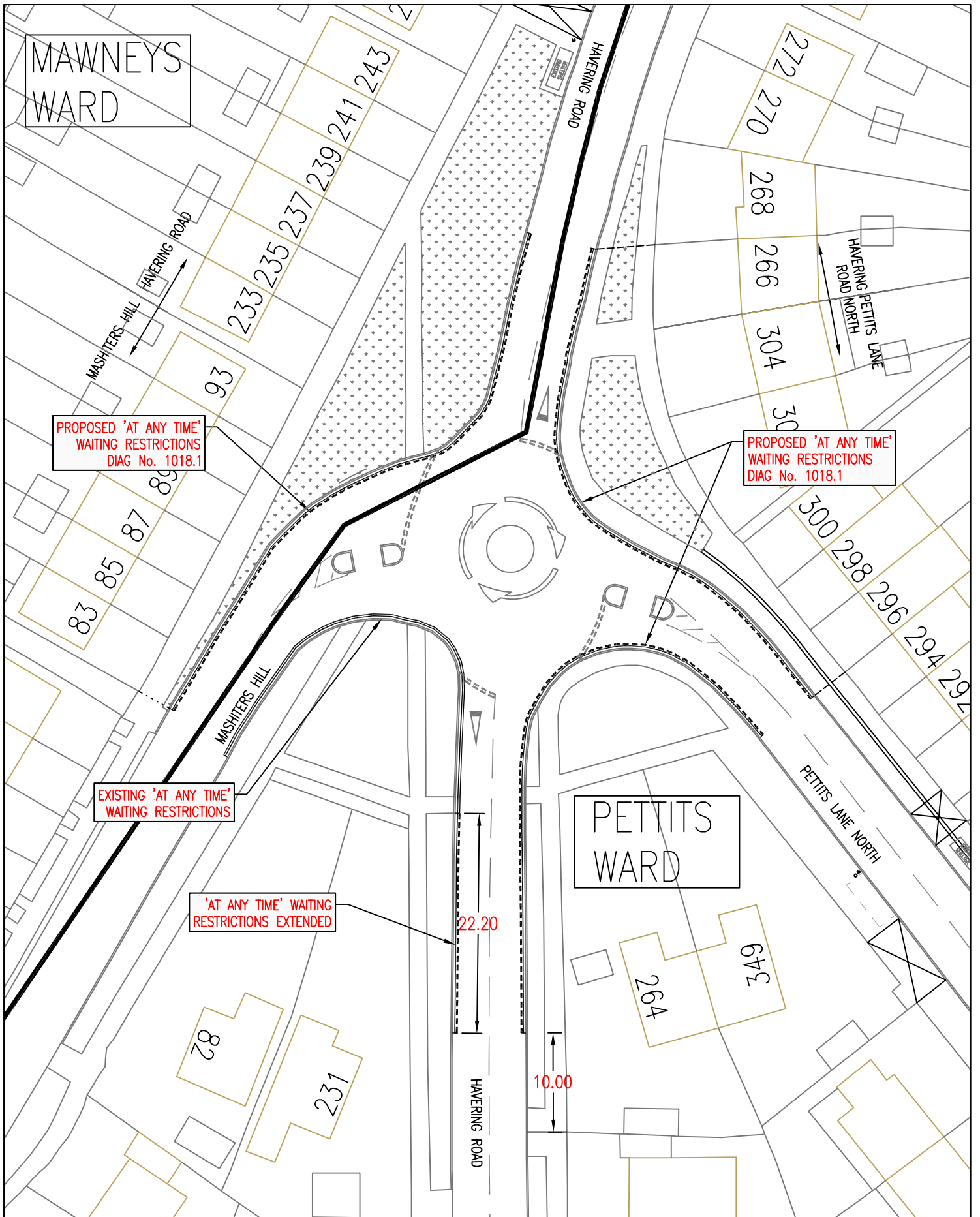
North Romford Area Committee Meeting Agenda & Minutes 20th January 2009.


Gidea Park Area Committee Meeting Agenda & Minutes 29th January 2009.

Regulatory Services Committee Meeting Agenda & Minutes 10th December 2009.

Design Drawings

QF210/NR/09A Proposed At Any Time Waiting Restrictions



 Havering LONDON BOROUGH STREET CARE - CULTURE & COMMUNITY		THE WHITWORTH CENTRE NOAK HILL ROAD ROMFORD RM3 7YA TELEPHONE No: 01708 433704 FAX No: 01708 433719		PURPOSE PROPOSAL		©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. 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		- - - - - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINES). FOOTWAY PARKING BAYS WITHIN DOUBLE YELLOW LINES TO BE REMOVED.	
JOB TITLE PETTITS LANE, HAVERING ROAD & MASHITERS HILL				DRAWN BY RP		CHECKED BY IH		APPROVED BY MLP	
DRAWING TITLE PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS				ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QF210-NR-09		REVISION A	
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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

17 August 2010

Subject Heading:

AIRFIELD WAY / HERON FLIGHT
AVENUE ACCIDENT REDUCTION
PROGRAMME – THE RESULTS OF
PUBLIC CONSULTATION

CMT Lead:

Cynthia Griffin

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 type="checkbox"/>
High customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

SUMMARY

Airfield Way / Heron Flight 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 accident remedial measures along Airfield Way and Heron Flight Avenue and the following are proposed.

- Pedestrian refuges and minor carriageway widening
- Upgrading anti-skid surfacing
- Slow road markings
- Speed table and speed control hump along Heron Flight Avenue

This report details the finding of the feasibility study and recommends that the above measures be approved.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the accident remedial measures detailed in this report and shown on Drawing Nos: QJ006/1 to QJ00/6 be implemented.
2. That, it be noted that the estimated cost of £60,000 be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

Background

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. Airfield Way / Heron Flight 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 Airfield Way and Heron Flight Avenue. The 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.
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 Airfield Way and Heron Flight Avenue Accident Reduction Programme will help to meet these targets.

Survey Results

3. Traffic surveys showed that two-way traffic flows are up to 1000 vehicles per hour along Airfield Way.

Highways Advisory Committee, 17 August 2010

3. A speed survey was carried out and the results are as follows.
4.

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Airfield Way Tesco Superstore	34	33	41	44

The 85th 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.

5. In the four-year period to December 2009, a total of eleven personal injury accidents (PIAs) were recorded along Airfield Way and Heron Flight Avenue. Of the total PIAs, four were serious and the remaining were slight: injuries. Of the total, two were speed related; one has occurred during the hours of darkness and one involved pedestrians. Detail of accident locations and their severity are summarised below.

Location	Fatal	Serious	Slight	Total PIAs
Airfield Way by Squadrons Approach	0	1	0	1
Airfield Way outside Tesco Entrance	0	2 (1-Ped)	0	2
Airfield Way by Northholt Way	0	0	1	1
Airfield Way by Gosport Drive	0	1	0	1
Airfield Way/South End Road traffic signal junction	0	0	5 (1-speed)	5
Heron Flight Avenue	0	0	1 (1-Dark) (1-speed)	1
Total	0	4	7	11

Proposals

6. The following measures are proposed and shown on Plan Nos. QJ006/1 to QJ006/6 appended.
- Airfield Way by Squadrons Approach (Plan No:QJ006/1)
‘Slow’ road markings and white reflective studs
 - Airfield Way by Sarre Avenue (Plan No:QJ006/2)
Pedestrian refuge and slow road markings as shown.

Highways Advisory Committee, 17 August 2010

- Airfield Way by Northolt Way and Pembrey Way (Plan No:QJ006/3)
Replacing existing anti-skid surfacing and slow road markings as shown.
- Airfield Way by Gosport Drive (Plan No:QJ006/4)
Pedestrian refuges with minor carriageway widening and slow markings.
- Airfield Way by Rochester Road (Plan No:QJ006/5)
Slow markings as shown.
- Heron Flight Avenue (Plan No:QJ006/6)
Speed control humps and speed tables as shown.

The above proposals would reduce accidents along these roads. The cost of the anti-skid surfacing is relatively high as it needs to be completely burnt off and replaced with new surfacing at the approaches to the pelican crossings near Tesco Supermarket.

Results of public consultations

7. 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, 250 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Tuesday 20th July 2010 were invited. Twelve written responses from Metropolitan Police, Fire Brigade, London Ambulance Services, London Buses, Member and residents / occupiers were received and the comments are summarised in the Appendix. In the light of public consultation results, two speed control humps along Heron Flight Avenue will be omitted from the original proposals.

IMPLICATIONS AND RISKS

Financial implications and risks:

8. The estimated cost of the proposals is £60, 000. Airfield Way / Heron Flight 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

9. 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

10. None directly attributable to the proposals.

Equalities and Social Inclusion

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

Conclusions

12. The accident analysis indicated that eleven personal injury accidents (PIAs) were recorded along Airfield Way and Heron Flight Avenue. Of the total PIAs, four were serious and the remaining were slight: injuries. Of the total, two were speed related; one has occurred during the hours of darkness and one involved pedestrians. The majority of the accident remedial measures including pedestrian refuges, buff colour anti-skid surfacing, speed table and slow road markings are proposed to reduce these accidents. It is therefore recommended that the proposed measures in the recommendation should be recommended for implementation.

**CHERYL COPPELL
Chief Executive**

BACKGROUND PAPERS

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

**APPENDIX
SUMMARY OF RESPONSE**

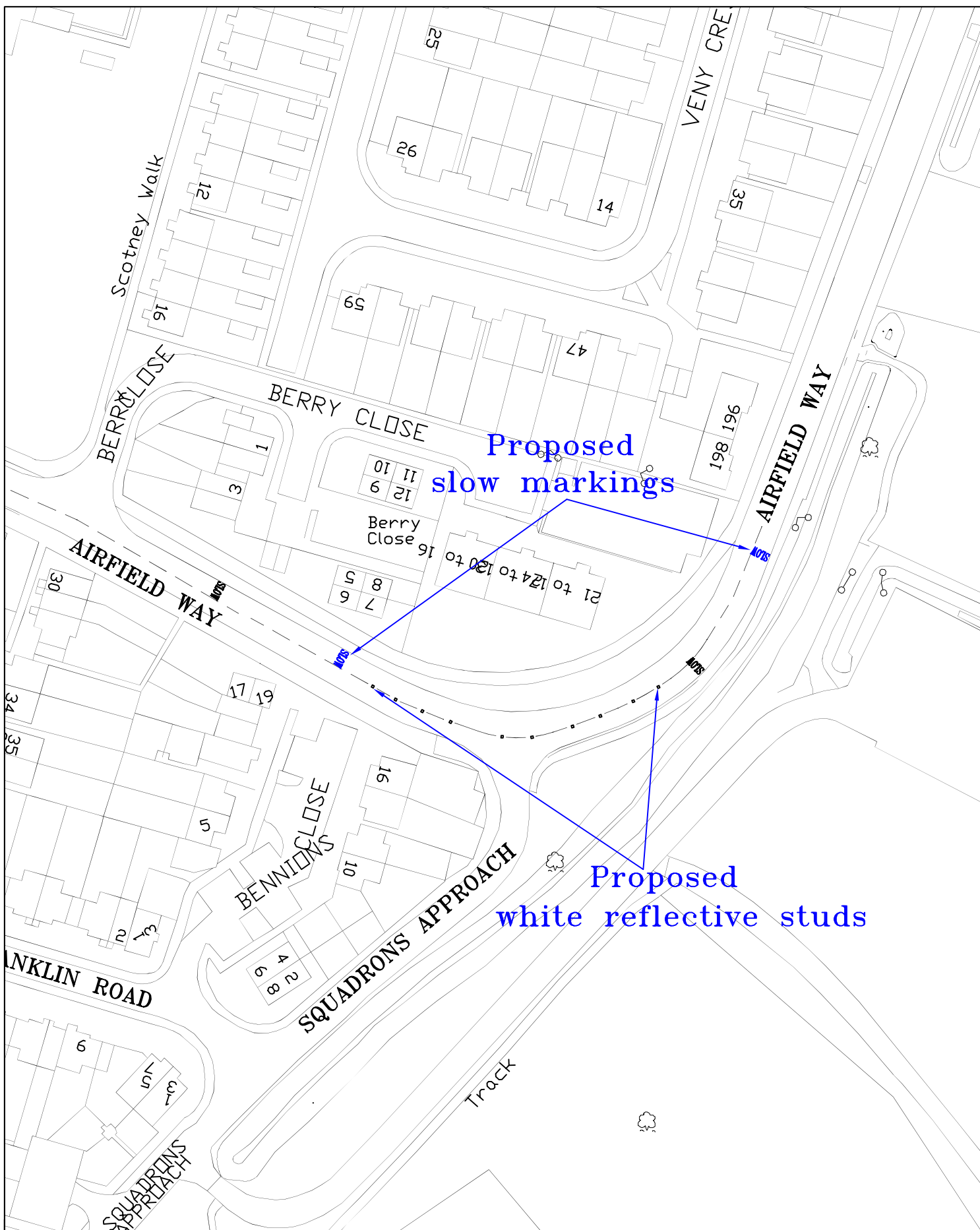
RESPONSE REF:	COMMENTS	STAFF COMMENTS
QJ006/1 (London Fire Brigade)	No objections from LFB.	-
QJ006/2 (London Ambulance)	Objected to speed control humps as it would increase response time and damage vehicles. .	Two speed control humps and one speed table were proposed along Heron Flight Avenue. After omission of two speed control humps from the original proposals, London Ambulance is no longer objecting to the proposals. Only one speed table outside the school will be provided.
QJ006/3 (Metropolitan Police)	No comment or observations regarding these proposals.	-
QJ006/4 (London Buses)	No comments on the scheme.	-
QJ006/5 CTC 'Right to Ride' Network	Request for 2m cycle lane in the vicinity of pedestrian refuge and sinusoidal profile of speed control humps	It is not feasible to provide 2m cycle lane due narrow carriageway width. Speed control humps are omitted from the original proposals.
QJ006/6 (Member)	Do not like speed control humps	Speed control humps are omitted from the original proposals.
QJ006/7 No.4 Gosport Drive	Request for controlled pedestrian crossing, chicane or speed control humps near Gosport Drive.	It is considered that pedestrian refuge would be adequate at this location to provide pedestrian facilities. Pedestrian refuge will also act as a speed reducing feature. A controlled pedestrian crossing facility, chicane and speed control humps are not necessary at present. These could be considered at a later date if necessary.
QJ006/8 No.5 Gosport Drive	Proposals are welcome. But slow marking will not stop speeding motorists. Request for speed camera.	Staff considered that the proposed measures are adequate at present to reduce accidents and to provide pedestrian facilities. London Safety Camera Partnership is responsible for site selection, maintenance and operation of speed cameras. The Council has no control over the site

Highways Advisory Committee, 17 August 2010

		selection. The current accident rate does not justify speed cameras at this location.
QJ006/9 No.8 Gosport Drive	I feel that pedestrian refuges are still dangerous and slow markings are not effective. Request for humped zebra crossing.	Staff considered that pedestrian refuges are not dangerous and the proposed measures are adequate at present to reduce accidents and to provide pedestrian facilities. Pedestrian refuge will also act as a speed reducing feature. Humped zebra crossing is not necessary at present. It could be considered at a later date if necessary.
QJ006/10 Airfield Residents Group	Concerns about turning movements from/to Gosport Drive.	Pedestrian refuge would not affect the turning movements. If necessary, large articulated vehicles could use Airfield Way from/to Gosport Drive via Southend Road direction.
QJ006/11 Heron Flight Avenue resident	Object to the proposals including speed control humps as these measures make more dangerous.	Staff considered that pedestrian refuges and speed control humps are not dangerous and the proposed measures would improve road safety. These measures are necessary at present to reduce accidents and to provide pedestrian facilities. Pedestrian refuges will also act as a speed reducing feature.
QJ006/12 No.17 Coltishall Road	Long awaited proposals are fantastic news. Request for speed camera and zebra crossing near Gosport Drive	Staff considered that the proposed measures are adequate at present to reduce accidents and to provide pedestrian facilities. London Safety Camera Partnership is responsible for site selection, maintenance and operation of speed cameras. The Council has no control over the site selection. The current accident rate does not justify speed cameras at this location.
QJ006/13 Coltishall Road resident	Accident reduction scheme is an excellent idea. Request to re-locate the proposed pedestrian refuge near Gosport Drive just slightly north to access large caravan.	The proposed pedestrian refuge would not cause a significant problem for turning vehicles. If necessary, large articulated vehicles could use Airfield Way from/to Gosport Drive via Southend Road direction.


Highways Advisory Committee, 17 August 2010

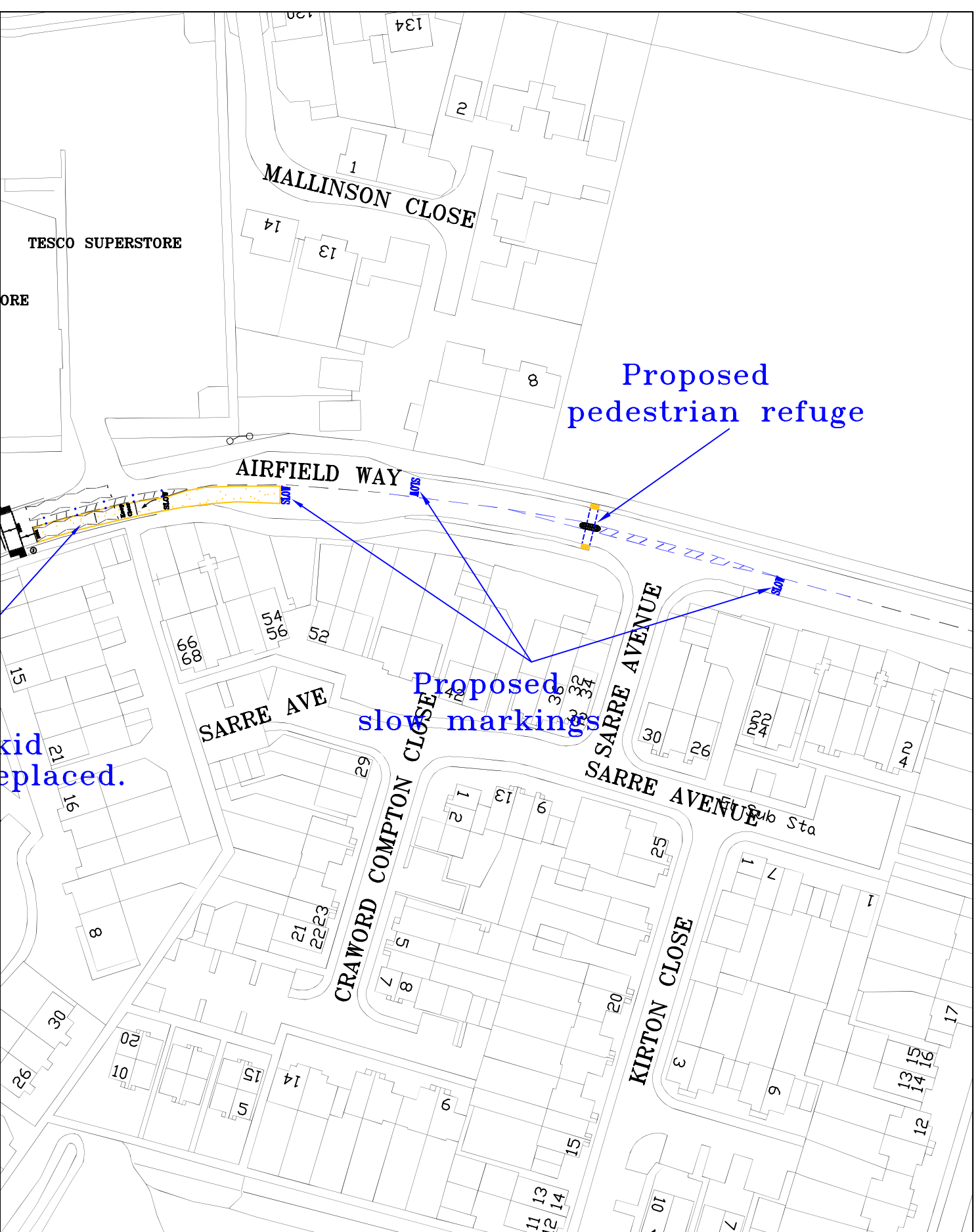
QJ006/14 No.8 Aldergrove Walk, Airfield Estate	100% in favour of anything that will alleviate the situation. Request to use quieter road surfacing near Tesco to Southend Road	Maintenance team would consider this request when plan to resurface the road.
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Proposed
slow markings

Proposed
white reflective studs

 <p>Havering LONDON BOROUGH STREET CARE - CULTURE & COMMUNITY</p>		<p>THE WHITWORTH CENTRE MONK HILL ROAD ROMFORD RM3 7YA TELEPHONE No: 01708 433704 FAX No: 01708 433719</p>		<p>PURPOSE</p>		<p>CONSULTATION</p>			
<p>JOB TITLE AIRFIELD WAY/ HERON FLIGHT AVENUE ACCIDENT REDUCTION PROGRAMME</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>					
<p>DRAWING TITLE PROPOSED ACCIDENT REMEDIAL MEASURES BY SQUADRONS APPROACH</p>		<p>DRAWN BY VS</p>		<p>CHECKED BY VS</p>		<p>APPROVED BY VS</p>			
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<p>DRAFT ISSUE</p>						<p>REVISION</p>		<p>AMENDMENT</p>	
								<p>DATE</p>	



child
replaced.

Havering
LONDON BOROUGH
STREET CARE - CULTURE & COMMUNITY

THE WHITWORTH CENTRE
NOAK HILL ROAD
ROMFORD RM3 7YA
TELEPHONE No: 01708 433704
FAX No: 01708 433719

JOB TITLE AIRFIELD WAY/
HERON FLIGHT AVENUE
ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE PROPOSED
ACCIDENT REMEDIAL MEASURES
BY SARRE AVENUE

SCALE (AT A4 SIZE) DATE
NTS MAY-10

DRAFT
 ISSUE

PURPOSE CONSULTATION

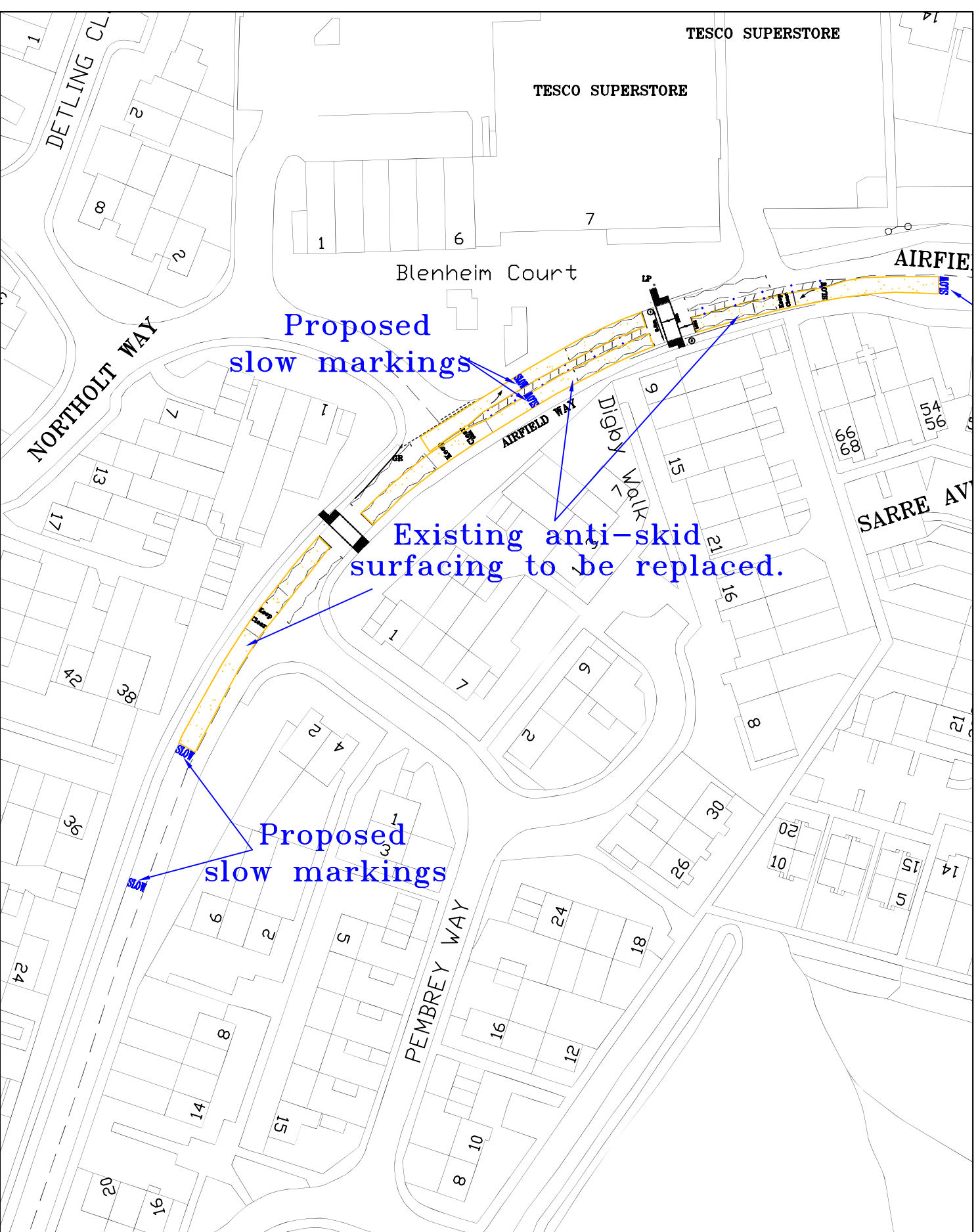
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REVISION	AMENDMENT	DATE



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THE WHITWORTH CENTRE
 NOAK HILL ROAD
 ROMFORD RM3 7YA
 TELEPHONE No: 01708 433704
 FAX No: 01708 433719

JOB TITLE AIRFIELD WAY/
 HERON FLIGHT AVENUE
ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE PROPOSED
 ACCIDENT REMEDIAL MEASURES
 BY NORTHOLT WAY AND PEMBREY WAY

SCALE (AT A4 SIZE) DATE
 NTS MAY-10

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PURPOSE CONSULTATION

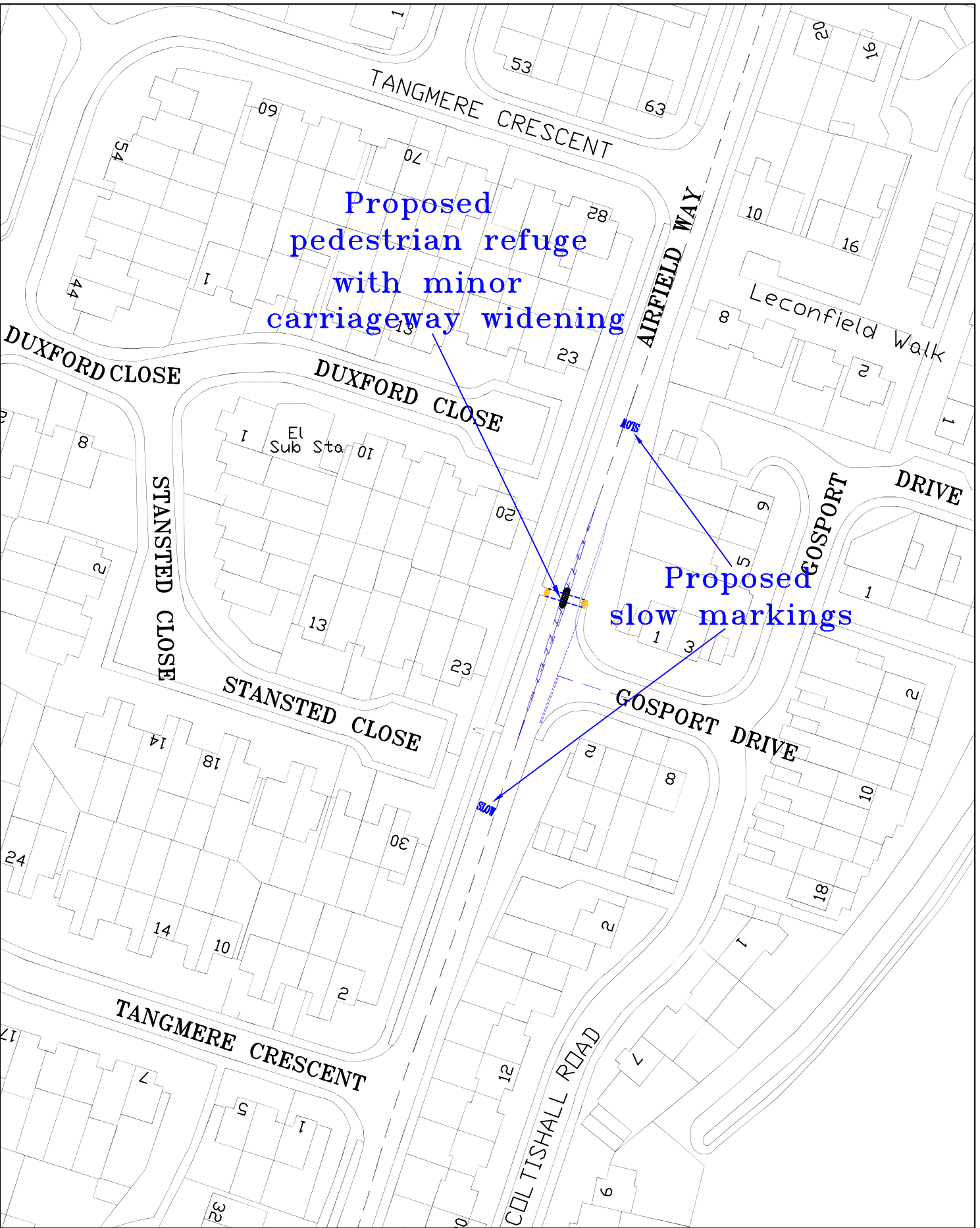
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REVISION -

REVISION	AMENDMENT	DATE



Proposed
pedestrian refuge
with minor
carriageway widening

Proposed
slow markings

Havering
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JOB TITLE AIRFIELD WAY/
HERON FLIGHT AVENUE
ACCIDENT REDUCTION PROGRAMME

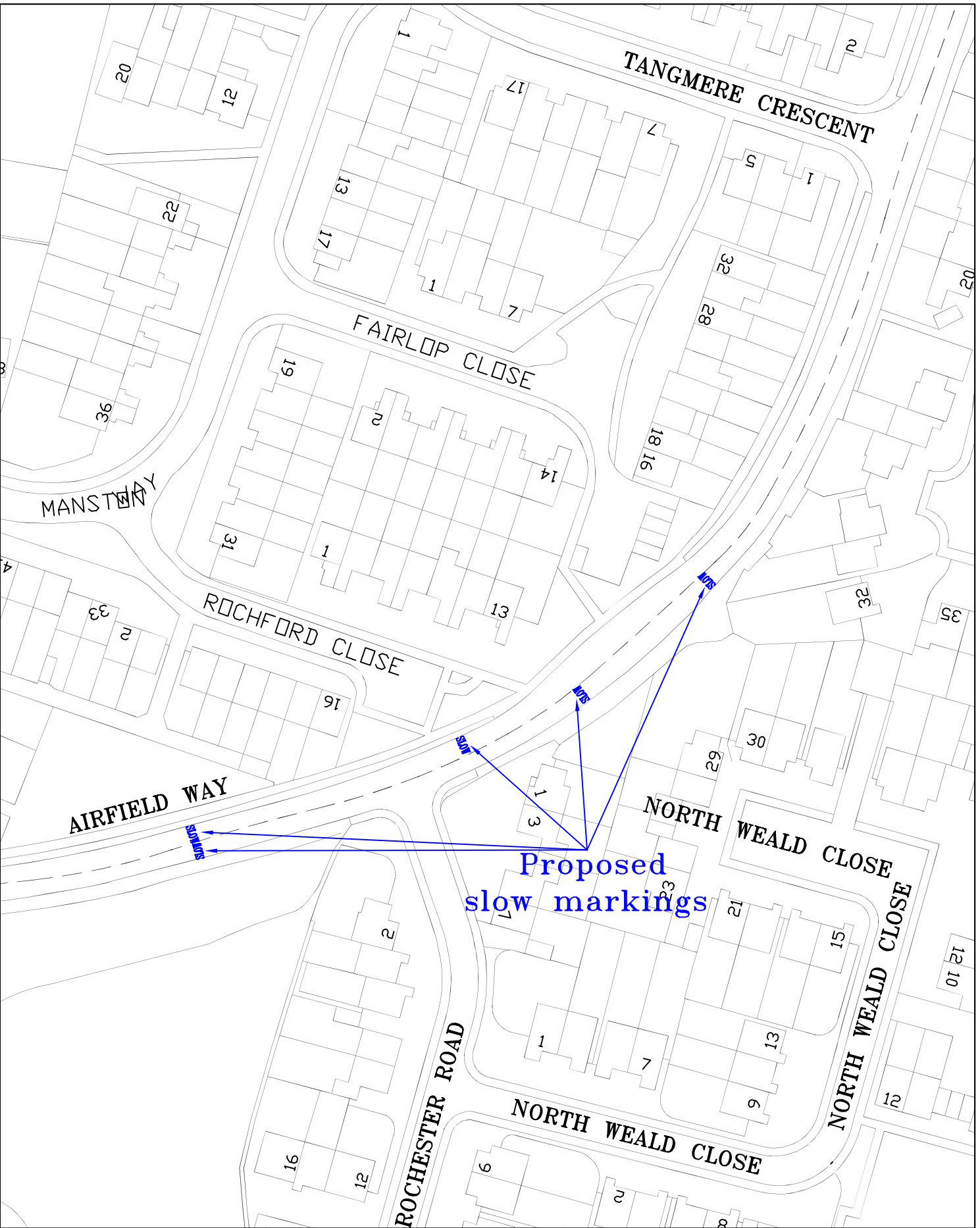
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ACCIDENT REMEDIAL MEASURES
BY GOSPORT DRIVE

SCALE (AT A4 SIZE) DATE
NTS MAY-10

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PURPOSE	CONSULTATION	
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REVISION	AMENDMENT	DATE



Proposed
slow markings

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PURPOSE CONSULTATION
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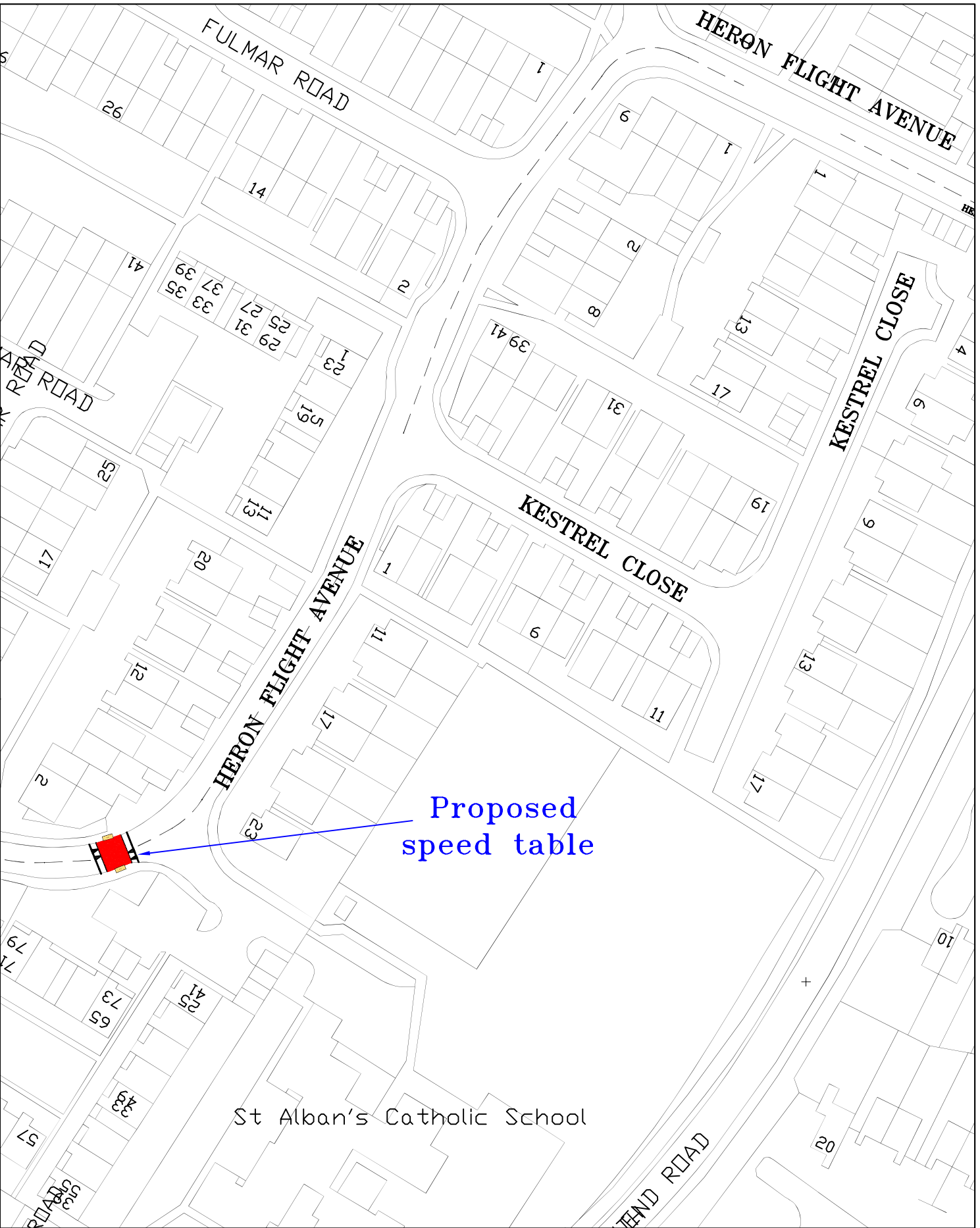
JOB TITLE AIRFIELD WAY/
HERON FLIGHT AVENUE
ACCIDENT REDUCTION PROGRAMME
DRAWING TITLE PROPOSED
ACCIDENT REMEDIAL MEASURES
BY ROCHESTER ROAD

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NTS MAY-10 ISSUE

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REVISION	AMENDMENT	DATE



Proposed speed table

St Alban's Catholic School

Havering <small>LONDON BOROUGH</small> STREET CARE - CULTURE & COMMUNITY		THE WHITWORTH CENTRE NOAK HILL ROAD ROMFORD RM3 7YA TELEPHONE No: 01708 433704 FAX No: 01708 433719		PURPOSE CONSULTATION			
JOB TITLE AIRFIELD WAY/ HERON FLIGHT AVENUE ACCIDENT REDUCTION PROGRAMME				©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.			
DRAWING TITLE PROPOSED ACCIDENT REMEDIAL MEASURES HERON FLIGHT AVENUE				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			
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						JULY10	



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

17 August 2010

Subject Heading:

PETTITS LANE NORTH / VICTORIA ROAD /
HEATH PARK ROAD ACCIDENT
REDUCTION PROGRAMME – 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 type="checkbox"/>
High customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

SUMMARY

Victoria Road/Heath Park Road/Pettits Lane North – 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 accident remedial measures along Victoria Road, Heath Park Road and Pettits Lane North and the following are proposed.

- New and upgrading pedestrian refuges
- Upgrading zebra crossings including tactile pavings, illuminated belisha beacons and buff colour anti-skid surfacing.
- 'At any time' waiting restrictions
- Keep clear and slow road markings

This report details the finding of the feasibility study and recommends that the above measures be approved.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the accident remedial measures detailed in this report and shown on Drawing Nos: QJ007/1 to QJ007/7 be implemented.
2. That the committee having considered the representations made decides whether to recommend to the Cabinet Member for Community Empowerment that the double yellow line parking restrictions in this report and shown on Drawings QJ007/1 and QJ007/6 be implemented and the necessary traffic order made.
3. That, it be noted that the estimated cost of £70,000 be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

Background

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. Victoria Road / Heath Park Road / Pettits Lane North – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures along Victoria Road, Heath Park Road and Pettits Lane North. The 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.
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 Victoria Road, Heath Park Road and Pettits Lane North Accident Reduction Programme will help to meet these targets.

Survey Results

3. Traffic surveys showed that two-way traffic flows are up to 1000 vehicles per hour along Heath Park Road and Pettits Lane North.
4. A speed survey was carried out and the results are as follows.

Highways Advisory Committee, 17 August 2010

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound
Heath Park Road by Catherine Road	36	36	59	47
Pettits Lane North by Rise Park Chapel	31	34	37	41
Pettits Lane North by Heather Gardens	33	31	40	41

The 85th 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 these roads is 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along these roads.

5. In the four-year period to December 2009, a total of seventeen personal injury accidents (PIAs) were recorded along Victoria Road, Heath Park Road and Pettits Lane North. Of the total PIAs, four were serious and the remaining were slight: injuries. Of the total, two were speed related; three have occurred during the hours of darkness and four involved pedestrians. Detail of accident locations and their severity are summarised below.

Location	Fatal	Serious	Slight	Total PIAs
Victoria Road				
Between Ring Road and Albert Road	0	0	1	1
Albert Road junction	0	0	3 (1-ped)	3
Between Albert Road and Carlisle Road	0	0	1	1
Carlisle Road junction	0	0	2 (1-Dark)	2
Manor Road junction	0	1 (1-Dark)	1 (1-Dark)	2
Heath Park Road				
Catherine Road junction	0	0	1 (1-ped)	1
Balmoral Road junction	0	1	0	1
Between Salisbury Road and Drill Roundabout	0	1 (1-ped)	1	1
Pettits Lane North				
Ayr Way junction	0	0	1 (1-speed)	1
Heather Gardens junction and in the vicinity of zebra crossing	0	1 (1-speed)	2	3

Highways Advisory Committee, 17 August 2010

Between Beauty Way and A12	0	1 (1-ped)	0	1
Total	0	4	13	17

Proposals

6. The following measures are proposed and shown on Plan Nos. QJ001 /1 to 7 appended.

- **Victoria Road**
 - By Albert Road Junction (Plan No:QJ007/4)**
'Keep Clear' road markings
 - Between Carlisle Road and Princess Road (Plan No:QJ007/5)**
Pedestrian refuge and slow road markings.
- **Heath Park Road**
 - By Margaret Road Junction (Plan No:QJ007/6)**
'At any time' waiting restrictions
 - By The Drill Roundabout (Plan No:QJ007/7)**
New illuminated belisha beacons at the zebra crossing and slow markings.
- **Pettits Lane**
 - By Rise Park Parade and Heather Gardens junction (Plan No:QJ007/1)**
 - Upgrading existing pedestrian refuges with kerbed island, tactile pavings and low voltage bollards
 - Upgrading existing zebra crossing with illuminated belisha beacons, tactile pavings and buff colour anti-skid surfacing
 - 'At any time' waiting restrictions
 - Warning signs for Fire Station
 - By Ayr Road junction (Plan No:QJ007/2)**
Slow road markings
 - In the vicinity of zebra crossing outside No. 331 (Plan No:QJ007/3)**
Upgrading existing zebra crossing with illuminated belisha beacons, tactile pavings and buff colour anti-skid surfacing

The above proposals would reduce accidents along these roads.

Results of public consultations

7. 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, 560 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 16th July 2010 were invited. Eleven written responses from Metropolitan Police, Fire Brigade, London Buses, Local Councillor and residents / occupiers were received and the comments are summarised in the Appendix. In the light of the public consultation results, yellow box markings proposal is omitted from the original proposals.

IMPLICATIONS AND RISKS

Financial implications and risks:

8. The estimated cost of the proposals is £70, 000. Victoria Road, Heath Park road and Pettits Lane North 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

9. There are legal implications which involve making relevant traffic order to introduce 'At any time' waiting restrictions.

Human Resource Implications and Risks

10. None directly attributable to the proposals.

Equalities and Social Inclusion

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

Conclusions

12. The accident analysis indicated that seventeen personal injury accidents (PIAs) were recorded along Victoria Road, Heath Park Road and Pettits Lane North. Of the total PIAs, four were serious and the remaining were slight: injuries. Of the total, two were speed related; three have occurred during the hours of darkness and four involved pedestrians. The majority of the accident remedial measures including pedestrian refuges, upgrading zebra crossing with tactile pavings, illuminated belisha beacons, buff coloured anti-skid surfacing, 'At any time' waiting restrictions, 'keep clear' and slow road markings are proposed to reduce these accidents. It is therefore recommended that the proposed measures in the recommendation should be recommended for implementation.

**CHERYL COPPELL
Chief Executive**

BACKGROUND PAPERS

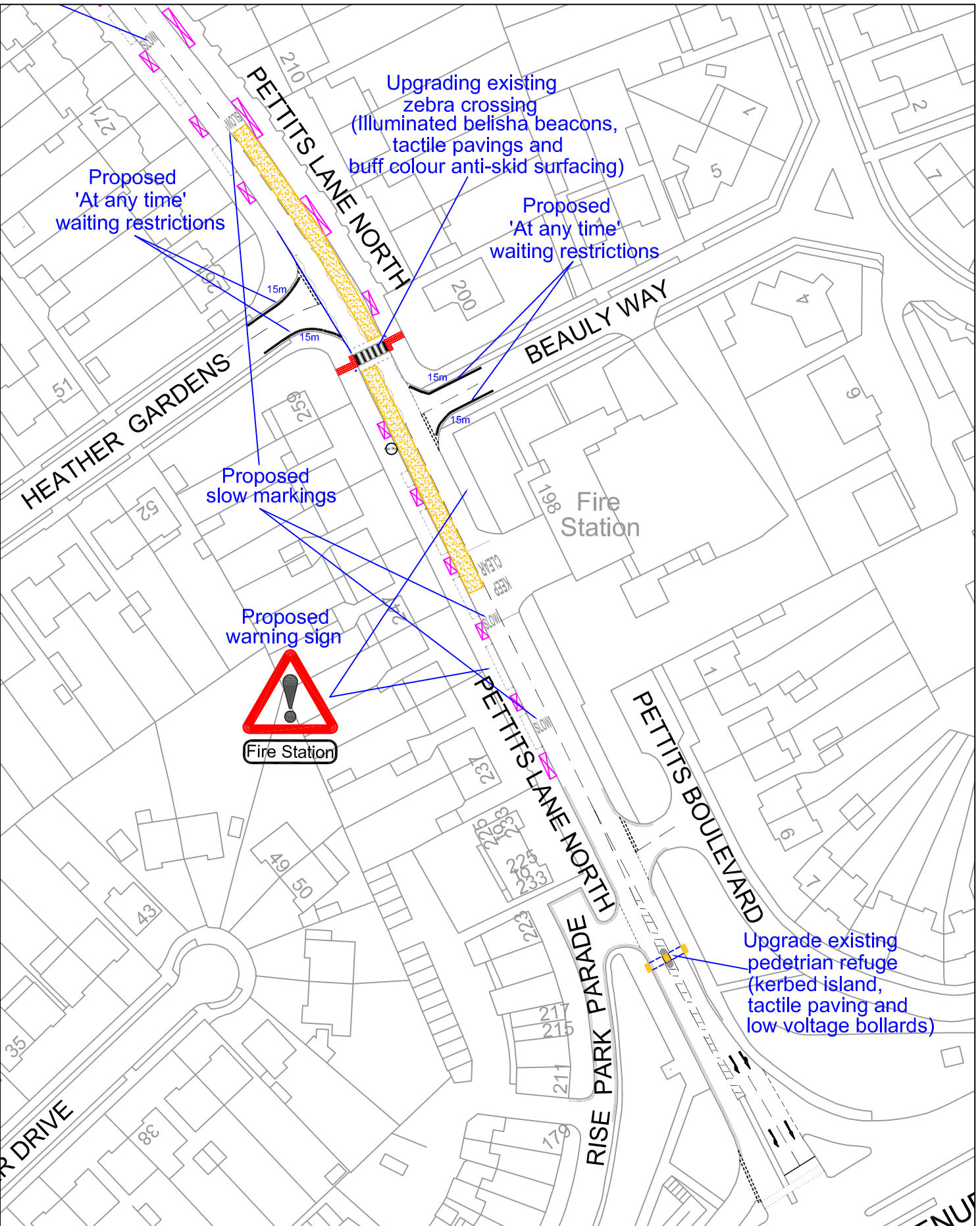
1. Public consultation letter
2. Public consultation Responses

**APPENDIX
SUMMARY OF RESPONSE**

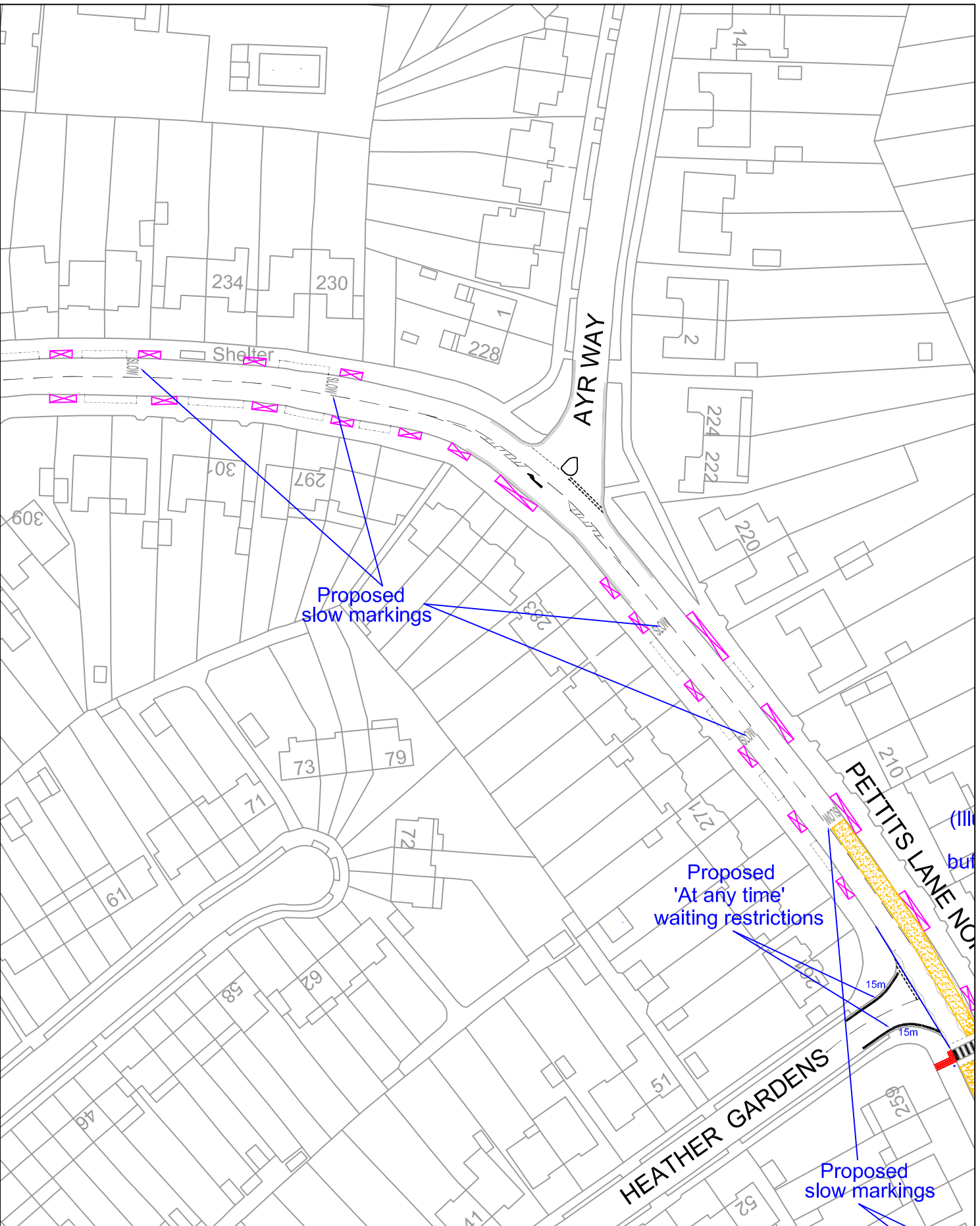
RESPONSE REF:	COMMENTS	STAFF COMMENTS
VICORIA ROAD / HEATH PARK ROAD		
QJ007/1 (London Fire Brigade)	No comments from LFB.	-
QJ007/2 (Metropolitan Police)	No comment or observations.	-
QJ007/3 (London Buses)	No objections to these proposals.	-
QJ007/4 (Member)	No comments.	-
QJ007/5 (Member)	It looks fine. At the Albert Road junction. view looking to the right obscured by hedge.	Owner has been advised to trim the hedges.
QJ007/6 (No.5 Heath Park Court)	Keep clear marking will have no effect. Request for yellow box markings at the Albert Road junction, pelican crossing and 'At any time' outside Heath Park Court.	Staff considered that keep clear markings would be adequate at this location. Pelican crossing and at anytime waiting restrictions are not necessary at present. It could be considered at a later date if necessary.
QJ007/7 No.17 Heath park Road	Request for waiting restrictions at the Fairholme Avenue junction with Heath Park Road.	Waiting restrictions are considered at this location as part of another scheme.
PETTITS LANE NORTH		
Qj007/8 (London Buses)	No objections to these proposals.	-
QJ007/9 (London Buses 2)	Bus stop opposite to Beaulay Way is inaccessible and it also needs to be relocated.	It will be considered as part of Bus Stop Accessibility programme to address these problems.
QJ007/10 (Metropolitan Police)	We cannot support the yellow box markings but support the remainder of the scheme.	Yellow box markings proposals will be omitted.

Highways Advisory Committee, 17 August 2010

QJ007/11 (No. 339A)	Do not disagree with the proposals. -Request for traffic island at the zebra crossing outside No.331. -Fire station signs are not necessary. -The term 'Skid resistant surfaces' should be encouraged instead of anti-skid surfacing	The proposed measures are adequate at present. It could be considered at a later date. Staff considered that Fire brigade signs are necessary to warn the motorists at this location.
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<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROWFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE -</p>			
<p>JOB TITLE PETTITS LANE NORTH LOCAL SAFETY SCHEME</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE PROPOSED ACCIDENT REMEDIAL MEASURES</p>		<p>DRAWN BY VS</p>	<p>CHECKED BY VS</p>	<p>APPROVED BY VS</p>			
<p>SCALE (AT A4 SIZE) NTS</p>	<p>DATE JULY10</p>	<p><input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE</p>	<p>ACAD REF: Sheet Size: A4 (210x297)</p>	<p>DRAWING No QJ007/1</p>	<p>REVISION A</p>	<p>REVISION AMENDMENT</p>	<p>Yellow box markings removed July 10 DATE</p>



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JOB TITLE
 PETTITS LANE NORTH
 LOCAL SAFETY SCHEME

DRAWING TITLE
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 ACCIDENT REMEDIAL MEASURES

SCALE (AT A4 SIZE) DATE
 NTS JUNE 10

DRAFT
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PURPOSE
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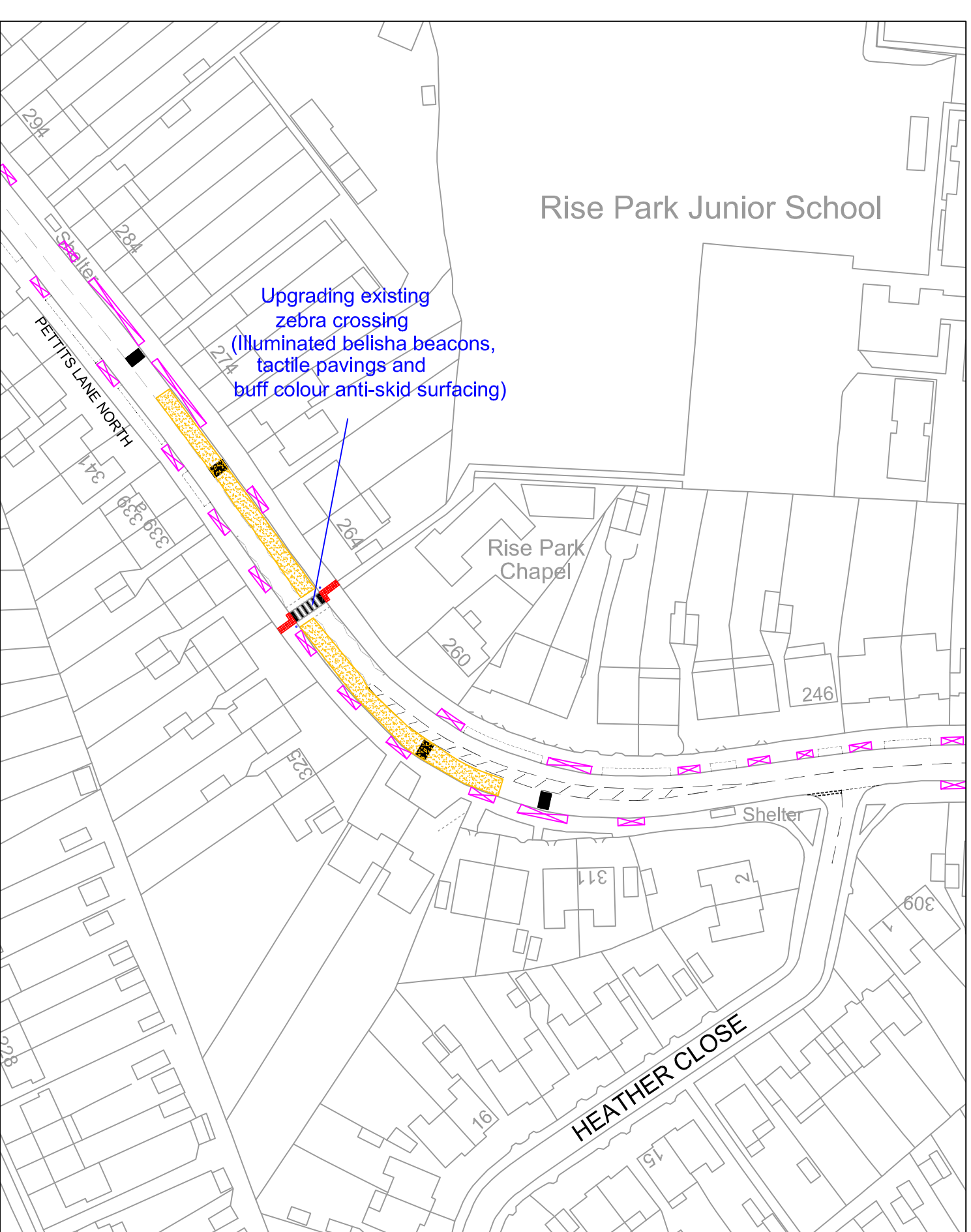
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DRAWING No QJ007/2

REVISION
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REVISION	AMENDMENT	DATE



Rise Park Junior School

Upgrading existing zebra crossing
(Illuminated belisha beacons, tactile pavings and buff colour anti-skid surfacing)

Rise Park Chapel

Shelter

HEATHER CLOSE

Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

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JOB TITLE
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LOCAL SAFETY SCHEME

DRAWING TITLE
PROPOSED
ACCIDENT REMEDIAL MEASURES

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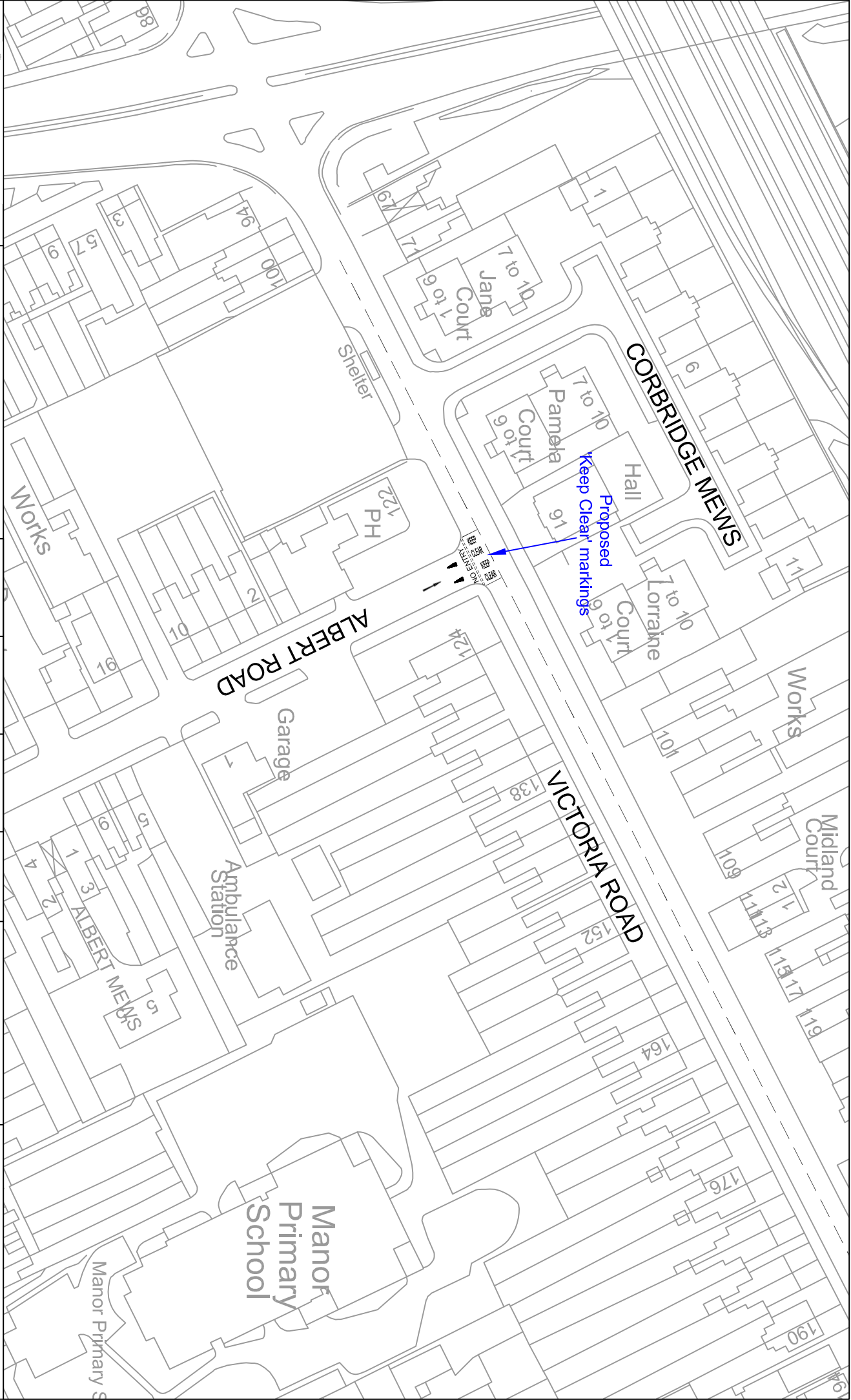
REVISION	AMENDMENT	DATE
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JOB TITLE
 VICTORIA ROAD/HEATH PARK ROAD
 ACCIDENT REMEDIAL PROGRAMME

DRAWING TITLE
 PROPOSED
 ACCIDENT REMEDIAL MEASURES

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			DATE

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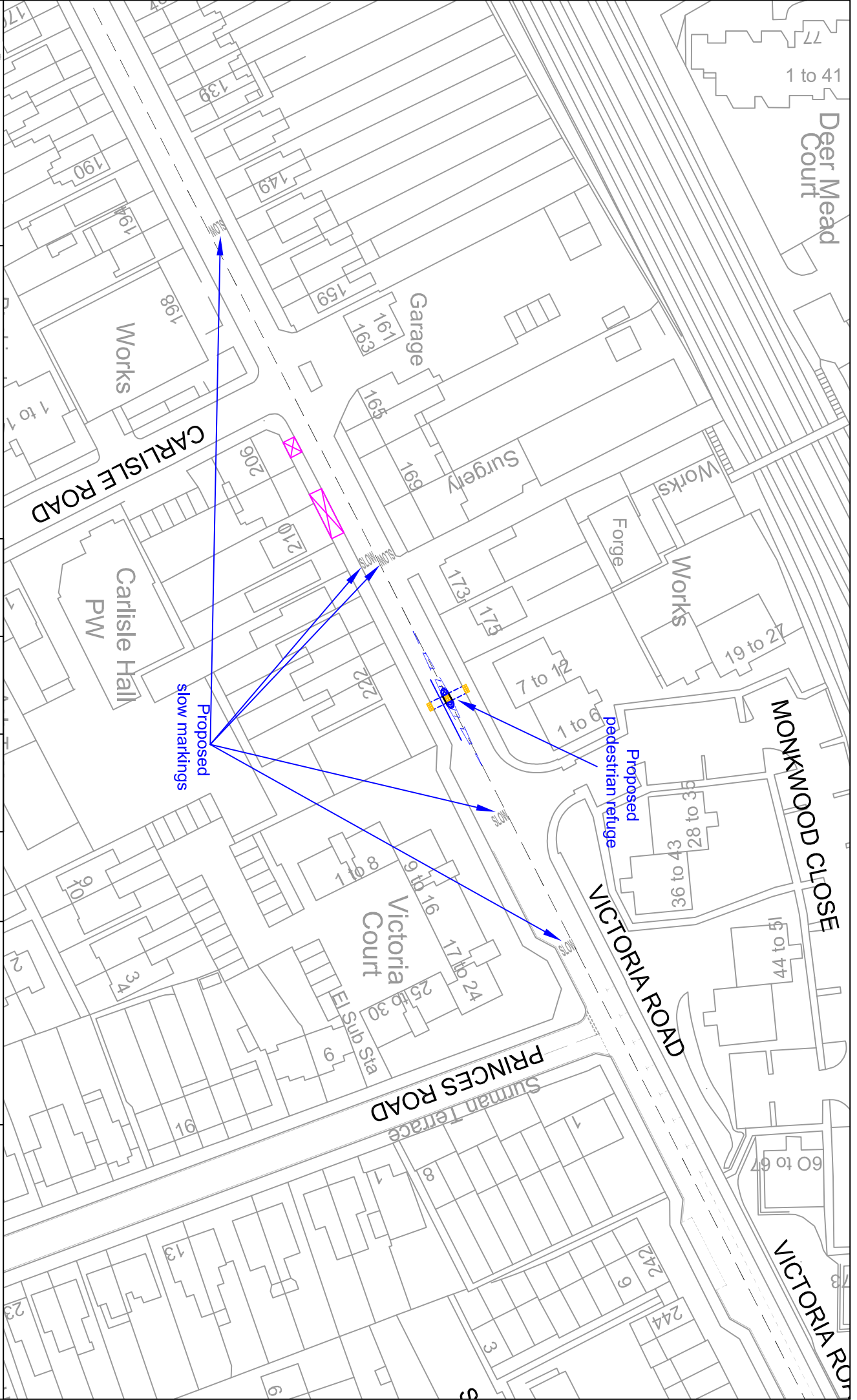
Deer Mead
Court
1 to 41

MONKWOOD CLOSE

VICTORIA ROAD

PRINCES ROAD
Summan Terrace

CARLISLE ROAD



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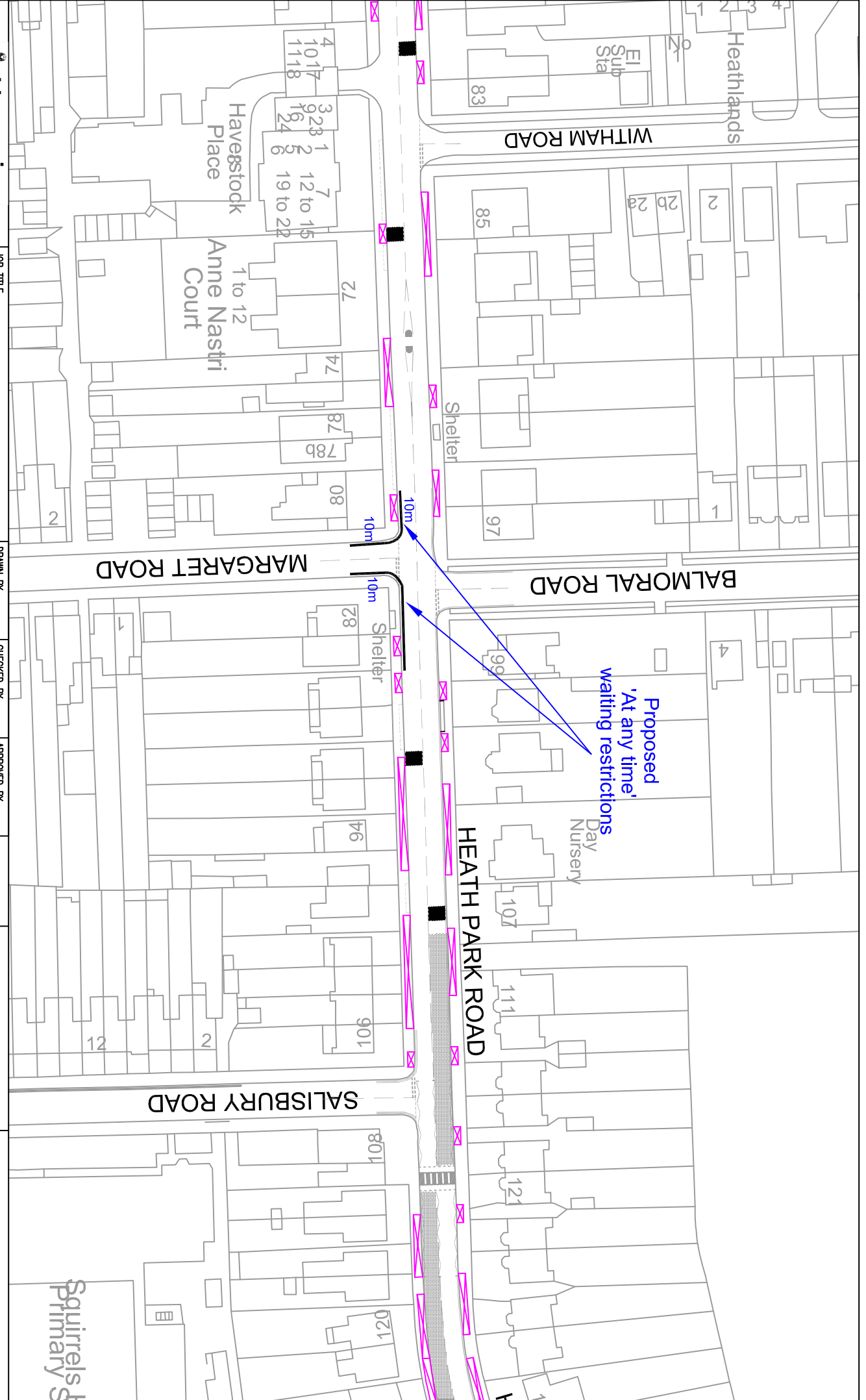
JOB TITLE
VICTORIA ROAD/HEATH PARK ROAD
ACCIDENT REMEDIAL PROGRAMME

DRAWING TITLE
PROPOSED
ACCIDENT REMEDIAL MEASURES

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PURPOSE -	AMENDMENT	DATE
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JOB TITLE
 VICTORIA ROAD/HEATH PARK ROAD
 ACCIDENT REMEDIAL PROGRAMME

DRAWING TITLE
 PROPOSED
 ACCIDENT REMEDIAL MEASURES

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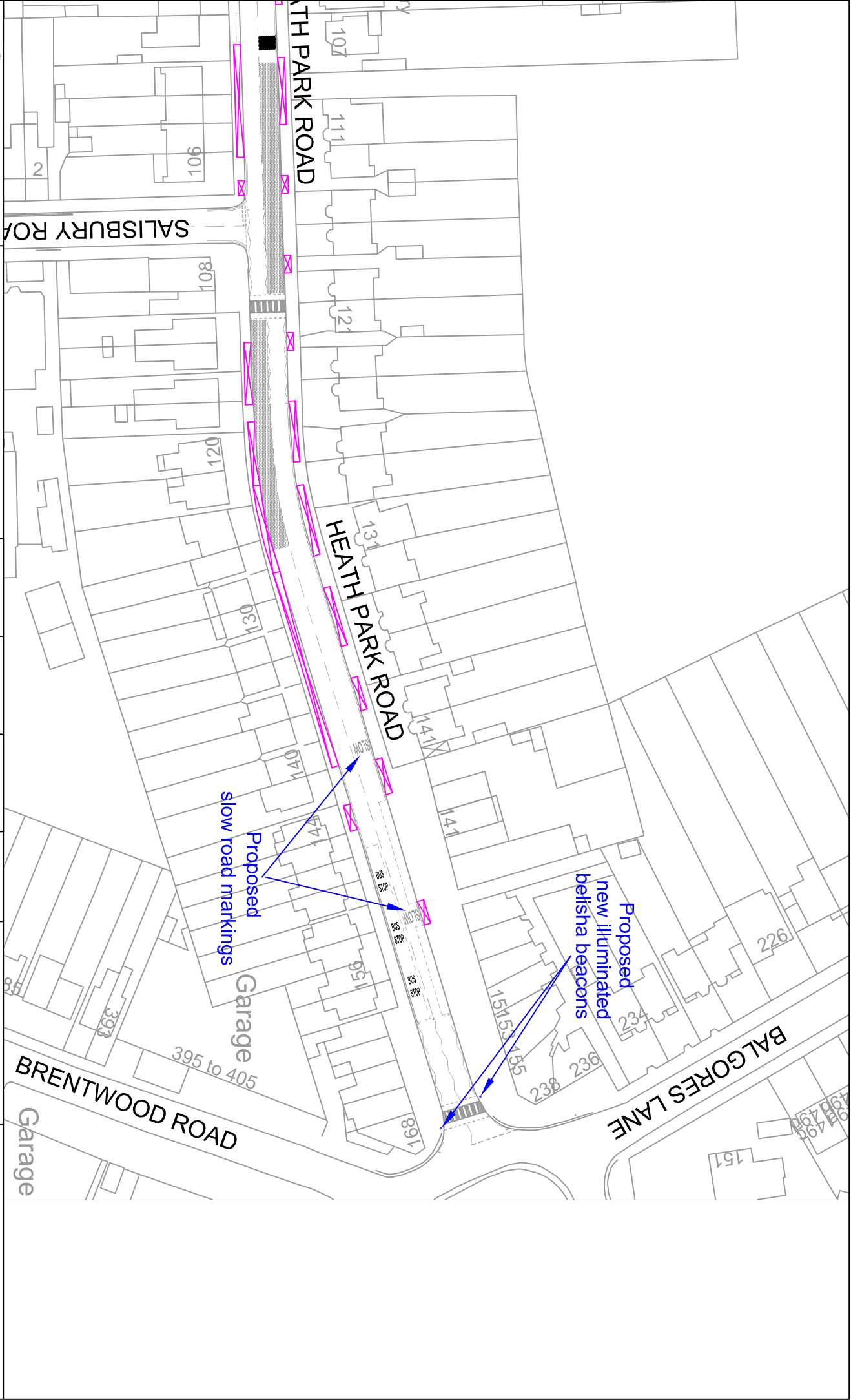
Squirrels Primary School

JOB TITLE
 VICTORIA ROAD/HEATH PARK ROAD ACCIDENT REMEDIAL PROGRAMME

DRAWING TITLE
 PROPOSED ACCIDENT REMEDIAL MEASURES

DRAWN BY VS	CHECKED BY VS	APPROVED BY VS	PURPOSE -
SCALE (A1 A4 SIZE) NTS	DATE JUNE 10	DRAFT ISSUE	
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SALISBURY ROAD

HEATH PARK ROAD

HEATH PARK ROAD

BALGORES LANE

BRENTWOOD ROAD

Proposed slow road markings

Proposed new illuminated belisha beacons

Garage

Garage



**HIGHWAYS
ADVISORY
COMMITTEE**

17 August 2010

Subject Heading:

UPMINSTER ROAD / HIGH STREET,
HORNCHURCH ACCIDENT REDUCTION
PROGRAMME – 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 type="checkbox"/>
High customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

SUMMARY

Upminster Road / High Street – 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 accident remedial measures along Upminster Road and High Street and three pedestrian refuges are proposed along Upminster Road and High Street.

This report details the finding of the feasibility study and recommends that the above measures be approved.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the accident remedial measures detailed in this report and shown on Drawing Nos: QJ001/2 to QJ001/4 be implemented.
2. That, it be noted that the estimated cost of £60,000 be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

Background

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. Upminster Road / High Street – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures along Upminster Road and High Street. The 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.
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 Upminster Road and High Street Accident Reduction Programme will help to meet these targets.

Survey Results

3. Traffic surveys showed that two-way traffic flows are up to 1400 vehicles per hour along Upminster Road.
4. A speed survey was carried out and the results are as follows.

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Upminster Road outside St Andrews Church	33	34	44	48

The 85th 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.

5. In the four-year period to December 2009, a total of fifteen personal injury accidents (PIAs) were recorded along High Street and Upminster Road between Station Lane and Hacton Lane. Of the total PIAs, three were serious and the remaining were slight injuries. Of the total, one was speed related; two have occurred during the hours of darkness and four involved pedestrians. In addition, six PIAs occurred at the Hacton Lane traffic signal junction. Of these six PIAs, one was serious and the remaining were slight injuries. Detail of accident locations and their severity are summarised below.

Location	Fatal	Serious	Slight	Total PIAs
High Street by Station Lane	0	1 (1-Ped)	1	2
High Street by Lodge Court	0	0	1	1
High Street by Inskip Drive junction	0	0	1	1
Upminster Road In the vicinity of St Andrews Church	0	1 (1-Ped)	3 (1-Ped) (1-Dark)	4
Upminster Road in the vicinity of Hornchurch Cemetery entrance	0	1 (1-speed)	0	1
Upminster Road in the vicinity of Glanville Drive	0	0	2 (1-Dark)	2
Upminster Road between Glanville Drive and Hacton Lane traffic signals	0	0	4 (1-Ped)	4
Total	0	3	12	15

Proposals

6. The following measures are proposed and shown on Plan Nos. QJ001 /2 to QJ001/4 appended.
 - High Street outside property no. 207 (Plan No:QJ001/2)
Pedestrian refuges and slow road markings as shown.
 - Upminster Road outside St Andrew’s Church (Plan No:QJ001/3)
Pedestrian refuge and slow road markings as shown.
 - Upminster Road west of Glanville Drive (Plan No:QJ001/4)
Pedestrian refuge and slow road markings as shown.

The above proposals would reduce accidents along these roads. Bus accessibility proposals were also considered at the preliminary stage but not included as part of this scheme. It could be considered at a later date as

part of Sixth Form College Development proposals.

Results of public consultations

7. 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, 200 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Tuesday 27th July 2010 were invited. Seven written responses from Metropolitan Police, Fire Brigade, Ambulance Services, London Buses and residents / occupiers were received and the comments are summarised in the Appendix. In the light of the public consultation results, pedestrian refuge outside No. 207 High Street would be relocated slightly to the east to improve access. The pedestrian refuge crossing width near Glanville Drive will be increased to provide more storage space.

IMPLICATIONS AND RISKS

Financial implications and risks:

8. The estimated cost of the proposals is £60, 000. Upminster Road / High Street 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

9. 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

10. None directly attributable to the proposals.

Equalities and Social Inclusion

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

Conclusions

12. The accident analysis indicated that fifteen personal injury accidents (PIAs) were recorded along High Street and Upminster Road. Of the total PIAs, three were serious and the remaining were slight: injuries. Of the total, one

was speed related; two have occurred during the hours of darkness and four involved pedestrians. The majority of the accident remedial measures including pedestrian refuges and slow road markings are proposed to reduce these accidents. It is therefore recommended that the proposed measures in the recommendation should be recommended for implementation.

CHERYL COPPELL
Chief Executive

BACKGROUND PAPERS

- 1. Public consultation letter**
- 2. Public consultation responses**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QJ001/1 (London Fire Brigade)	No objections from LFB.	-
QJ002/2 (London Ambulance)	No objection with this proposal.	-
QJ001/3 (Metropolitan Police)	Pedestrian refuge near Glanville Drive may be subject to crowding when the sixth form college leave in the afternoon. No comment or observations regarding the remaining proposals.	Pedestrian refuge crossing width will be increased to provide more storage space in the middle.
QJ001/4 (London Buses)	Pedestrian refuge outside the St Andrews Church will benefit to bus passengers. .	-
QJ001/5 (No. 47 Lodge Court, High Street)	Pedestrian refuge outside Lodge Court would not solve the problem, it will make the situation worse. Lodge Court used as a drop off point. Pedestrian refuge would make it difficult for turning traffic. Barriers need to be put to stop pedestrians to cross.	Pedestrian refuge would be relocated slightly to the east to improve access to the property No. 207 and Lodge Court entrance / exit. Pedestrian refuge would act as a speed reducing feature and provide pedestrian facility at this location. Pedestrian barriers are not necessary at present.
QJ001/6 (No.207 High Street)	I am all in favour of this scheme. Request to re-locate the pedestrian refuge near property nos. 207/209 to improve access.	Pedestrian refuge would be relocated slightly to the east to improve access to the property.
QJ001/7 No.17 Heath park Road	Have witnessed several accidents along High Street. Oppose to pedestrian refuge as the road is not wide enough for vehicles and cyclists to pass through. Pedestrian refuges could delay emergency services. Request to spend money on road maintenance rather than these proposals.	Pedestrian refuge would act as a speed reducing feature and provide pedestrian facility at this location. It would not cause delays to the emergency services. Vehicles and cyclists would have to use the same space when they pass through pedestrian refuges. It is the normal practice in the borough when the carriageways are not wide enough for both vehicles and cyclists.

JOB TITLE
 UPMINSTER ROAD
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED
 ACCIDENT REMEDIAL MEASURES

DRAWN BY
 VS

CHECKED BY
 VS

APPROVED BY
 VS

SCALE (AT A4 SIZE)
 NTS

DATE
 JULY 10

DRAWING No
 QJ001/2

REVISION
 A

ISSUE
 DRAFT
 ISSUE

PURPOSE
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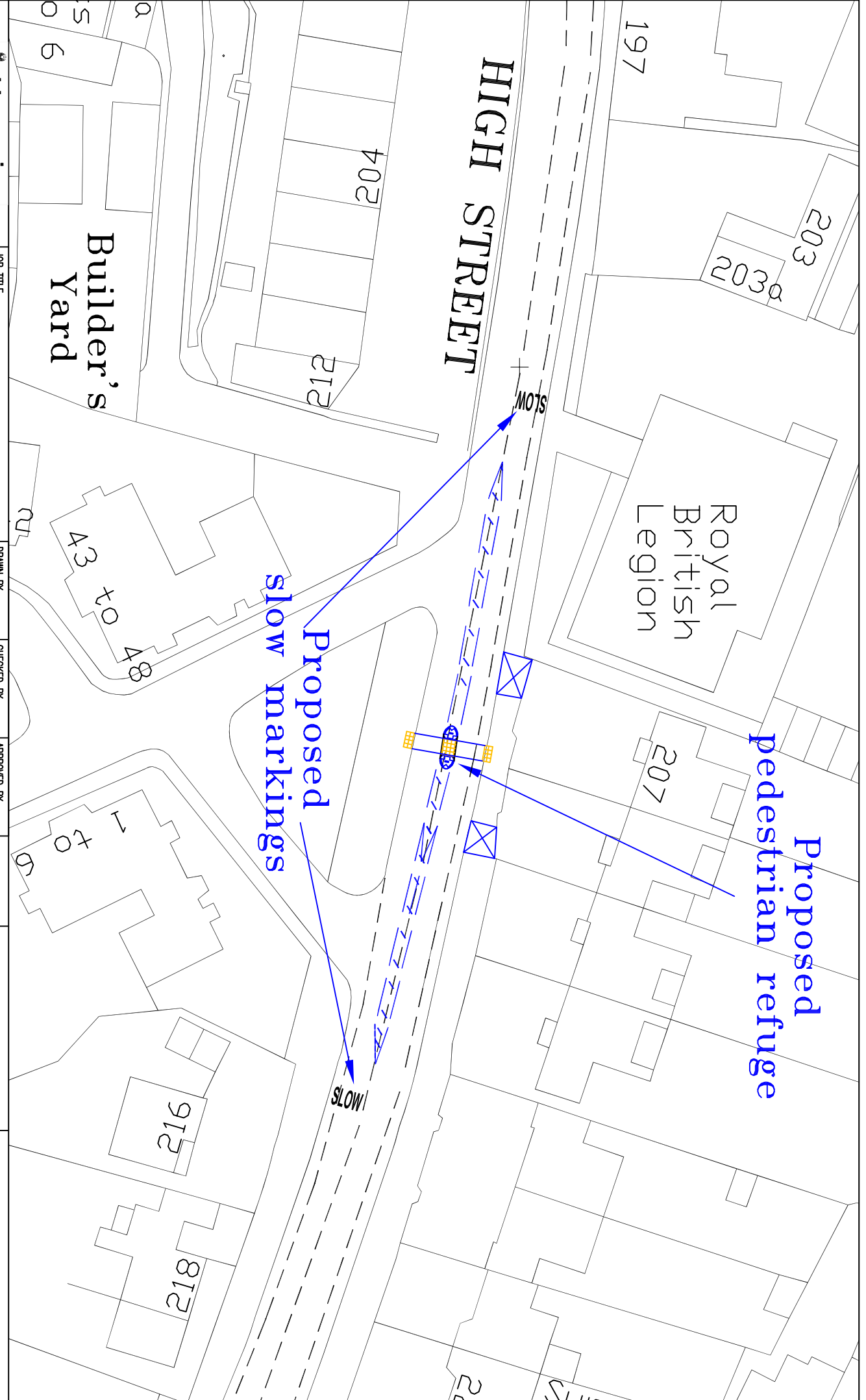
REVISION
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AMENDMENT
 Pedestrian refuge moved slightly east

DATE
 JULY 10

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HIGH STREET

222 War Memorial

235

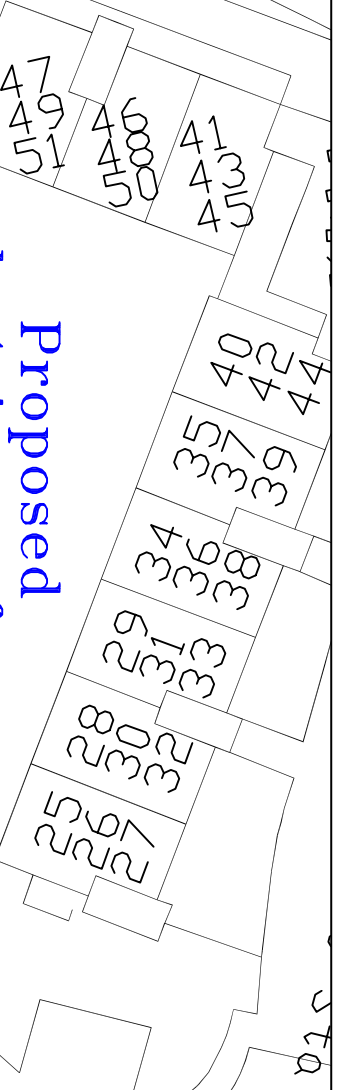
UPMINSTER ROAD

Lych Gate

St Andrew's Church

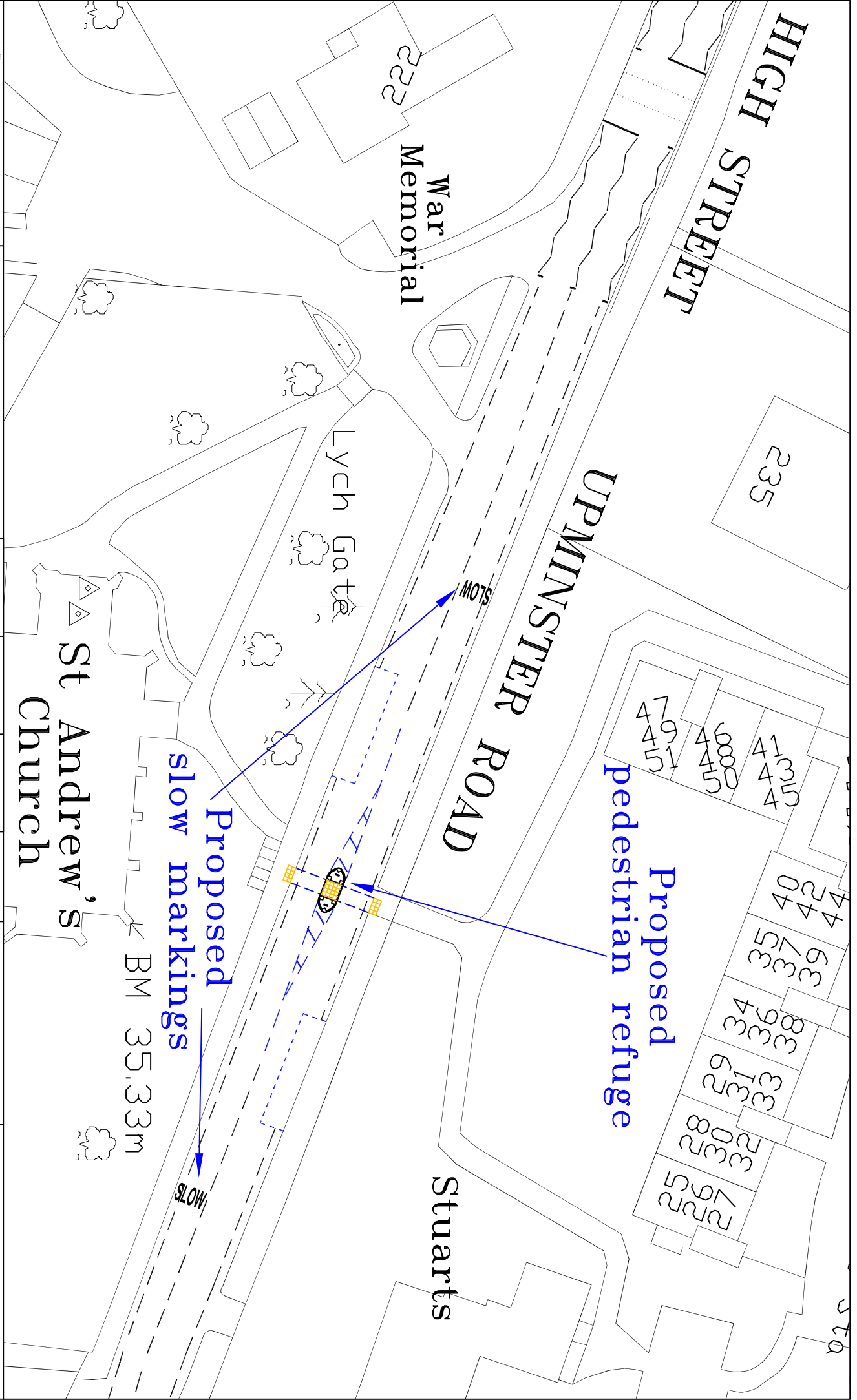
BM 35.33m

Stuarts



Proposed pedestrian refuge

Proposed slow markings



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 TELEPHONE No: 01708 434343 FAX No: 01708 433721
 EMAIL: streetcare@havering.gov.uk

JOB TITLE
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 ACCIDENT REDUCTION PROGRAMME

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PURPOSE
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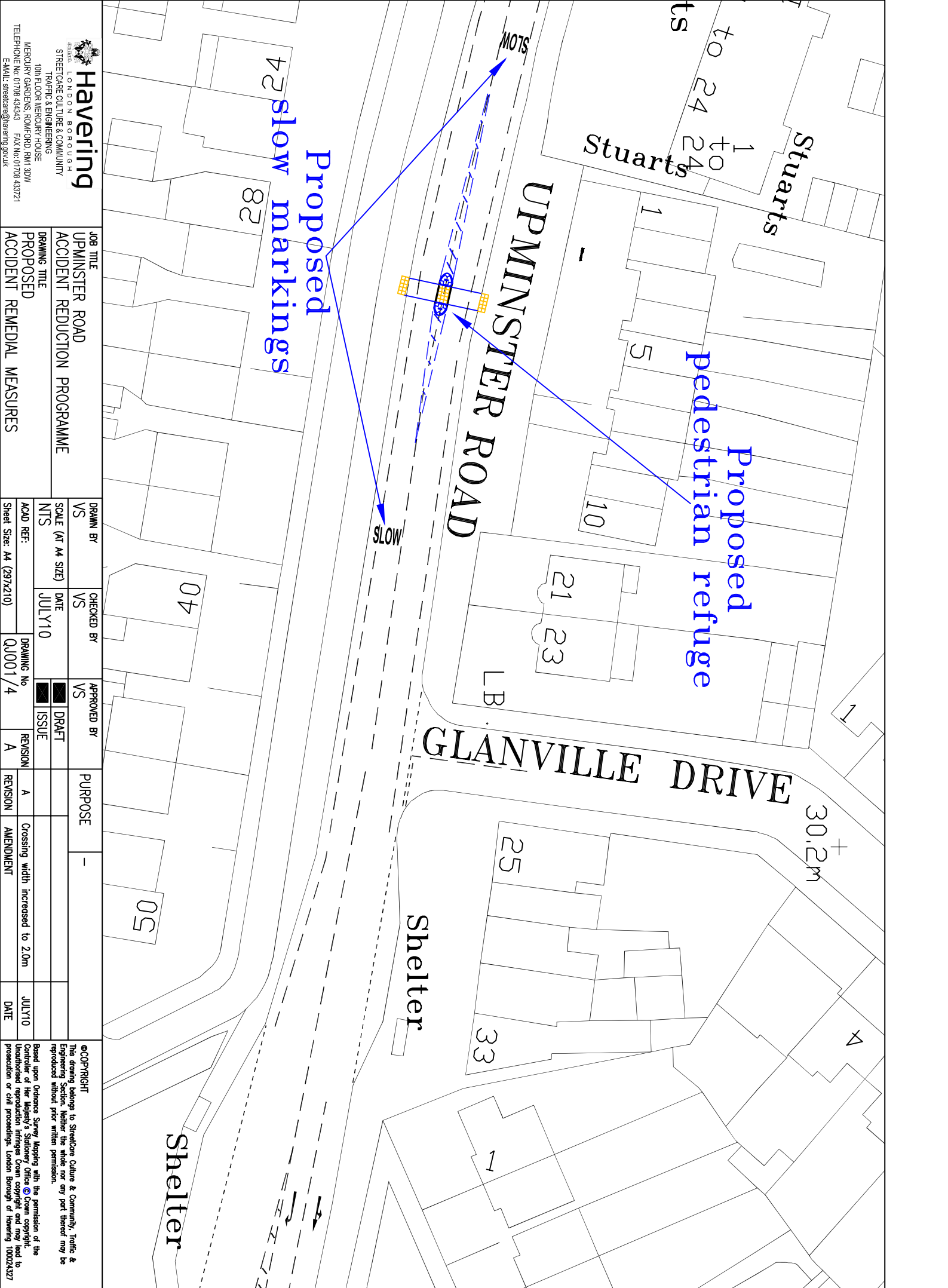
SCALE (AT A4 SIZE)
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DATE
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DRAWING No
 QJ001/3

REVISION	ISSUE	REVISION	AMENDMENT	DATE

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Proposed pedestrian refuge

Proposed slow markings

JOB TITLE UPMINSTER ROAD ACCIDENT REDUCTION PROGRAMME		DRAWN BY VS	CHECKED BY VS	APPROVED BY VS	PURPOSE -
DRAWING TITLE PROPOSED ACCIDENT REMEDIAL MEASURES		SCALE (A1 A4 SIZE) N1S	DATE JULY10	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE	REVISION A
ACAD REF: Sheet Size: A4 (297x210)		DRAWING No QJ001/4	ISSUE	REVISION A	Crossing width increased to 2.0m AMENDMENT
					DATE JULY10

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**HIGHWAYS
ADVISORY
COMMITTEE**

17 August 2010

Subject Heading:

Proposals to Improve Access for Buses in
Bevan Way, Hornchurch

Report Author and contact details:

Musood Karim
Principal Engineering Assistant
01708 432804
masood.karim@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

In 2006, the Council had carried out carriageway widening works in Newmarket Way and Bevan Way up to Haydock Close to enhance access for buses on route 193. The measures implemented operate effectively except on the north side of Haydock Close where the carriageway is narrow. As a result, London Buses have brought it to the attention of the Council that buses experience problems at this pinch point and have asked if similar

works in widening the carriageway could be carried out to improve the access for buses.

RECOMMENDATIONS

1. That the Committee having considered the representations recommends to the Cabinet Member for Community Empowerment that the proposals to widen the carriageway of Bevan Way is implemented at the following location:
 - 1.1 **Bevan Way, east kerbline** – commencing from the extended kerbline of north side of Haydock Close and continuing northwards for a distance of 45 metres. The proposals are shown on drawing no. QJ012.
2. That the respondents who responded to the consultation are notified in writing about the Committee's decision.
3. That it be noted the cost of implementing the measures is £20,000. This will be met by Transport for London through the allocation for 2010/11 Local Implementation Plan for Measures to Assist Buses.

REPORT DETAIL

1.0 **Background**

- 1.1 In 2006, the Council had widened the carriageway of Newmarket Way and Bevan Way to improve access for buses on route 193. The works were completed up to Haydock Close as agreed by the former Hornchurch and Elm Park Area Committee in 2005.
- 1.2 The scheme was completed in 2006 and since that time, buses and general traffic have not experienced any problems except at a pinch point immediately north of Haydock Close. As a result, London Buses have brought it to the attention of the Council the location where buses experience problems and have asked if similar works could be carried out to improve the access for buses.
- 1.3 The problem occurs as the carriageway of Bevan Way is narrow (5.5 metres wide) on the north side of Haydock Close and with cars parked in the road makes the access difficult for buses. The problem increases when buses have to stop and to give way to traffic travelling in the opposite direction.
- 1.4 During preliminary investigations, it was noted that carriageway widening is feasible but the widening would be affected by an underground service chamber owned by Openreach (a group of British Telecommunications) located in north-east corner of the junction.

- 1.5 Openreach had identified that the chamber needs to be relocated on safety grounds in the event of maintenance and to avoid damage from heavy traffic in the road. Openreach carried out a detailed design for diverting their cables by taking into account the presence of other underground statutory services and confirmed that the chamber could be relocated, so widening the carriageway is feasible.
- 1.6 The carriageway widening would commence from the northeast corner of the junction of Bevan Way/Haydock Close and continue along the eastern kerbline of Bevan Way for a distance of 45 metres. The proposals are shown on drawing no. QJ012.
- 1.7 Consultation letters were hand delivered to some 100 residents in the immediate vicinity of the proposed works. The closing date for receiving any comments or objections was 6th August 2010. Only 3 responses were received, one from London Buses and two from the local residents.

2.0 **Results of the consultation**

- 2.1 London Buses support the proposals. The first respondent of 136 Bevan Way was concerned that trees or shrubs must not be removed as they hold environmental benefits. They were also concerned that in future there could be further proposals for widening which could lead to further loss of the grass verge.

The respondent later sent an e-mail stating that there was a road traffic accident which took place on Sunday, 25th July this year where a bus and a car emerging from Haydock Close were involved in a collision. He further stated that the proposals are needed imminently to prevent such accidents in the future.

Staff comments: The respondent was informed that the proposals do not involve the removal of any highway trees or shrubs but there would be a reduction in the grass verge arising from carriageway widening. Trees or shrubs will only be cut back where they would overhang over the new carriageway.

The respondent was thanked for providing useful information about the road accident.

- 2.2 The second respondent was concerned that trees/shrubs would overhang over the new section of the road once the works are completed.

Staff comments: the respondent was informed that trees/shrubs would only be cut back where considered necessary but the proposals does not involve the removal of any highway trees or shrubs.

3. **Conclusions**

The comments raised by the respondents do not carry any significant concerns, therefore, it is recommended that the proposals are implemented. The proposals will not displace any parking for the residents. It is anticipated that once the proposals are implemented they will improve the access for buses and other large vehicles using the road.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The cost to implement the measures is estimated to be £20,000, which would be met by Transport for London through the allocation for 2010/11 Local Implementation Plan for Measures to Assist Buses.

Legal Implications and risks:

There are no legal implications associated with carriageway widening aspect of the scheme as the Council has the power to vary the width of the carriageway within the highway boundaries.

Human Resources Implications and risks:

None.

Equalities Implications and risks:

The improvements would increase the overall safety for buses, fire engines, delivery and refuse collection lorries.

The proposals would contribute towards implementation of the Council's Transport Strategy to encourage the use of public transport

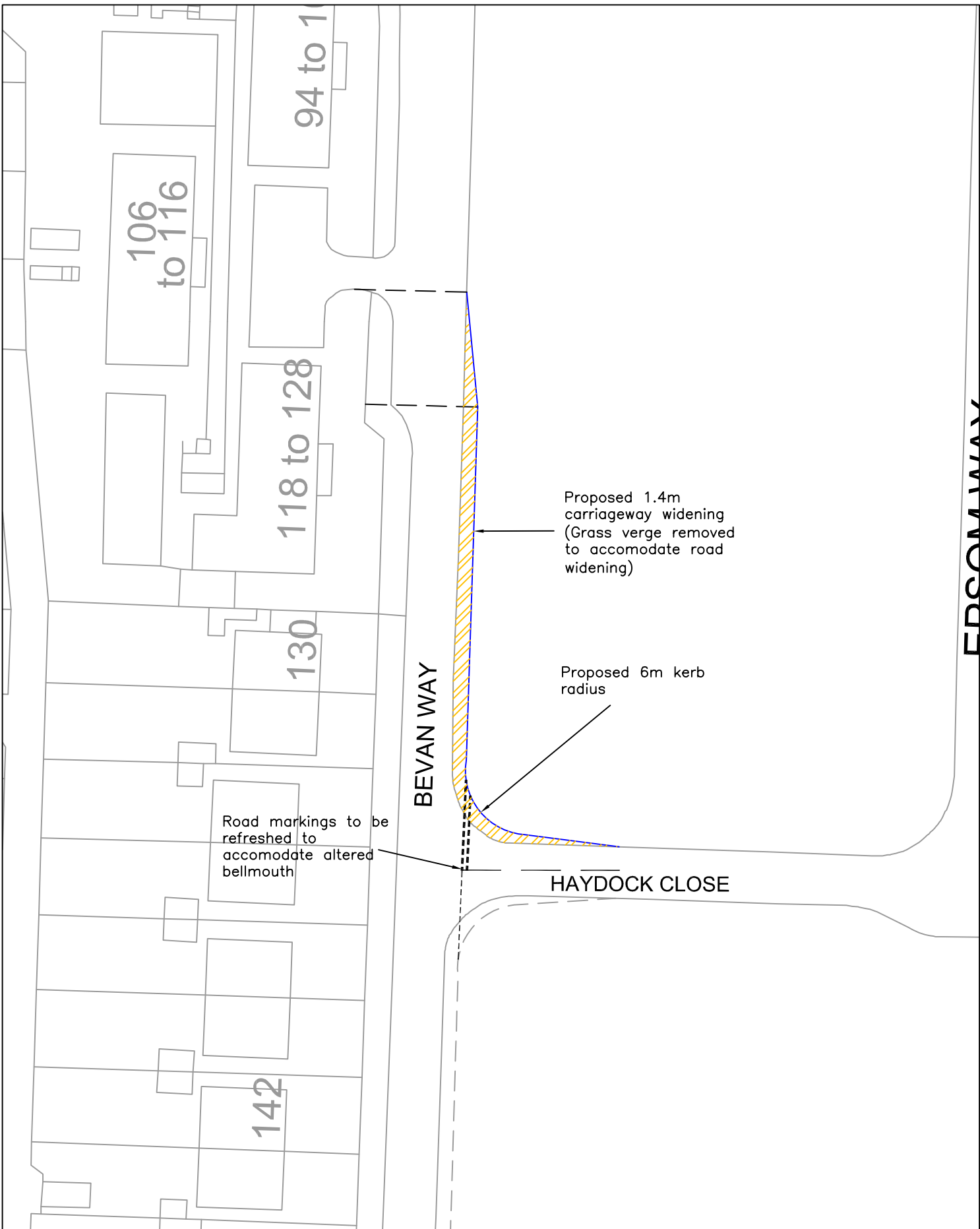
BACKGROUND PAPERS

Consultation letter to local occupiers.

Minutes of Highway Advisory Committee, date 16th June 2010.

Design Drawing: Carriageway Widening Overview.

Drawing No. QJ012



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE Information</p>			
<p>JOB TITLE Beven Way j/w Haydock Close</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>					
<p>DRAWING TITLE Carriageway Widening Overview</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 DJ</p>		<p>CHECKED BY MK</p>	
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HIGHWAYS ADVISORY COMMITTEE

REPORT

17 August 2010

Subject Heading:	Proposed Waiting Restrictions along designated Bus Routes in Hillrise Estate, Collier Row – Objections to Advertised Proposals.
Report Author and contact details:	M. Karim Principal Engineering Assistant 01708 432804 highways@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

The Chair of the North Romford Area Committee considered a report on proposed Waiting Restrictions along designated bus routes in Hillrise Estate, Collier Row and approved the proposals in principle.

The next step in the process was to consult the local residents and businesses in the area. Some 260 letters were hand delivered and the closing date for receiving any comments or objections was set for 13th

February 2009. This scheme was not progressed further from the time of the public consultation as other schemes had more important priorities. Only five responses were received and this report exclusively deals with comments or objections received as a result of the consultation.

RECOMMENDATIONS

1. That the Committee having considered the representations recommends to the Cabinet Member for Community Empowerment that 'At Any Time' parking restrictions as listed below be implemented and the necessary traffic orders made.
 - i. Highfield Link junction with Highfield Road. See drawing no. MK/HIGHF/01.
 - ii. Hawkhurst Gardens junction with Highfield Link. See drawing no. MKHIGHF/01.
 - iii. Highfield Link junction with Hendon Gardens. See drawing no. MK/HIGHF/01.
 - iv. Highfield Link junction with Hillrise Road. See drawing no. MK/HIGHF/01.
 - v. Vernon Road junction with Hillrise Road. See drawing no. MK/HIGHF/01.
 - vi. Hillrise Road junction with Highfield Road. See drawing no. MK/HIGHF/02.
 - vii. Avelon Road junction with Highfield Road. See drawing no. MK/HIGHF/02.
 - viii. Avelon Road junction with Chase Cross Road. See drawing no. MK/HIGHF/03.
 - ix. Merlin Road junction with Avelon Road. See drawing no. MK/HIGHF/03.
2. That it be noted that the estimated cost for implementing the measures including the cost of advertising the proposals is £1,500 which would be met by Transport for London through 2010/11 allocation for Local Transport measures.

REPORT DETAIL

Background

1. London Bus Services, part of Transport for London (TfL) have brought to the attention of the Council the problems buses experience from inconsiderate

parking along their designated routes. Currently buses on the route 175 operate through the Hillrise Estate. During the course of their journey, buses experience problems from inconsiderate parking at various locations along their routes.

2. In order to facilitate the process, the borough had applied funding one year in advance through the annual Local Implementation Plan for 2009/10. The bid was approved by TfL and the next step in the process was to carry out feasibility studies in conjunction with London Buses to identify the potential sites and recommend various measures to improve access for buses.

3. **Details of the proposals**

Feasibility studies were carried out and measures to improve access for buses along the route were identified at the following locations:

- i. **Highfield Link junction with Highfield Road.**

The proposal is to restrict all arms of the Highfield Link and Highfield Road for 15 metres with 'At Any Time' waiting restrictions. The proposals are designed to prevent obstructive parking at the junction. The proposals are shown on drawing no. MK/HIGHF/01.

- ii. **Hawhurst Gardens junction with Highfield Link.**

The proposal is to restrict all arms of the Hawhurst Gardens junction with Highfield Link for 15 metres with 'At Any Time' waiting restrictions. The proposals are designed to prevent obstructive parking at the junction. The proposals are shown on drawing no. MK/ HIGHF/01.

- iii. **Hendon Gardens junction with Highfield Link**

The proposal is to restrict all arms of the Hendon Gardens junction with Highfield Link for 15 metres, with 'At Any Time' waiting restrictions. The proposals are designed to prevent obstructive parking at the junction. The proposals are shown on drawing no. MK/HIGHF/01.

- iv. **Highfield Link junction with Hillrise Road.**

The proposal is to restrict all arms of the Highfield Link junction with Highfield Road for 15 metres with 'At Any Time' waiting restrictions. The proposals are designed to prevent obstructive parking at the junction. The proposals are shown on drawing no. MK/HIGHF/01.

- v. **Vernon Road junction with Hillrise Road.**

The proposal is to restrict all arms of the Vernon Road junction with Hillrise Road for 15 metres with 'At Any Time' restrictions. The proposals are

designed to prevent obstructive parking at the junctions. The proposals are shown on drawing no. MK/HIGHF/01.

vi. **Hillrise Road junction with Highfield Road.**

The proposal is to restrict all arms of the Hillrise Road junction with Highfield Road for 15 metres with 'At Any Time' waiting restrictions. The proposals are designed to prevent obstructive parking at the junction. The proposals are shown on drawing no. MK/HIGHF/02.

vii. **Avelon Road junction with Highfield Road**

The proposal is to restrict the south-eastern side of Highfield Road, from a point 25 metres north-east of the north-eastern kerbline of Avelon Road, to a point 15 metres south-west of the south-western kerbline of Avelon Road, extending into Avelon Road on both sides for a distance of 15 metres, with 'At Any Time' waiting restrictions. The proposals are designed to prevent obstructive parking at the junction. The proposals are shown on drawing no. MK/HIGHF/02.

viii. **Avelon Road junction with Chase Cross Road**

The proposal is to restrict all arms of the Avelon Road junction with Chase Cross Road for 15 metres with 'At Any Time' waiting restrictions. The proposals are designed to prevent obstructive parking at the junction. The proposals are shown on drawing no. MK/HIGHF/03.

ix. **Merlin Road junction with Avelon Road**

The proposal is to restrict all arms of the Merlin Road with Avelon Road for 15 metres with 'At Any Time' waiting restrictions. The proposals are designed to prevent obstructive parking at the junction. The proposals are shown on drawing no. MK/HIGHF/03.

4. **Responses to the consultation**

Some 260 letters were hand delivered to the residents of Highfield Estate, who it was perceived would have an interest in the proposals. Only 5 responses were received to the advertised proposals, which have been analysed and are summarised below.

- 4.1 A resident has stated that Vernon Road is not part of the designated bus route and that the restrictions will not benefit them. The parking problem occurs at the junction of Hillrise Road/Highfield Link.

Staff comments: The proposals for this road involves restricting the junction of Vernon Road/Hillrise Road. Accepting the respondent's comments that Vernon Road is not part of the bus route, Hillrise Road is part of the bus route

and therefore, it important to restrict the junction. Equally the restrictions will enhance visibility of drivers emerging from Vernon Road.

- 4.2 The respondent agrees that buses in Highfield Link experience problems from indiscriminate parking. The respondent has further stated that she is disabled and does not have off street parking facilities. She is concerned that the restrictions will reduce the parking capacity of the road and displace parking, thus making it more difficult for her to park close to her house. She is very distressed about the proposals.

Staff Comments: Drivers are not supposed to park close to junctions within 10 metres (minimum) as stipulated in the Highway Code, unless otherwise stated. The proposals would mean the loss of one parking space. Depending on the respondent's health condition she can apply for a Disabled Parking bay, which if the resident meet the criteria for such a provision, would overcome her parking problems.

- 4.3 A resident of Highfield Link has stated that the proposals that have been designed are 'slightly extreme,' as it will further limit parking in the road, which is already limited. The respondent wants to know how the Council will provide adequate parking for residents.

Staff comments: Buses turn right from Highfield Road into Highfield Link which is a narrow road. As Highfield Link is very narrow and it would have been justified to restrict further areas of the road. However, a view was taken that the minimum area required to improve buss access should be restricted, thereby limiting the displacement of parking but enhancing safety for road users.

- 4.4 A resident of Highfield Road contacted enquiring the need to provide waiting restrictions outside property nos. 208 to 218, Highfield Road. The resident considers that restrictions are not important outside nos 208 to 218 but are important to have them o/s 196 to 206 Highfield Road, as visibility is poor on left hand side when exiting from Avelon Road, as compared to the visibility on right hand side.

Staff comments: The proposals were designed to ease vehicle movements around this pair of off-set junctions and improve sight lines for motorists and pedestrians alike. The resident was informed if the restrictions were approved by the Area Committee, that staff would monitor the parking difficulties experienced by residents with a view to consider further proposals at a later date.

- 4.5 A resident of Highfield Road has queried the need to install waiting restrictions in the north-east corner of Highfield Road/Avelon Road junction when the section of Highfield Road between Avelon Road and Merlin Road is not part of the bus route. The resident considers that residents of the flats will experience difficulties in parking.

Staff comments: Avelon Road and Highfield Road are part of the bus route. The proposals were designed to ease vehicle movements around this pair of off-set junctions and improve sight lines for motorists and pedestrians alike. Staff will monitor any parking difficulties experienced by residents, should the proposals be implemented, with a view to consider further proposals at a later date.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost for implementing the measures including the cost of advertising the proposals is £1,500 which would be met by Transport for London through 2010/11 allocation for Local Transport measures.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

All the waiting restrictions proposed are designed to improve safety for all road users and improve the traffic flow. The improvements would enhance safety for buses and general traffic, particularly at the junctions.

Waiting restrictions can sometimes displace on-street parking, but are considered vital in some special circumstances to enhance road safety and improve access for buses, particularly at junctions. There would be some aesthetic impact arising from the road markings.

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 for an unlimited time in residential permit bays and up to three hours on restricted areas (unless a loading ban is in force).

BACKGROUND PAPERS

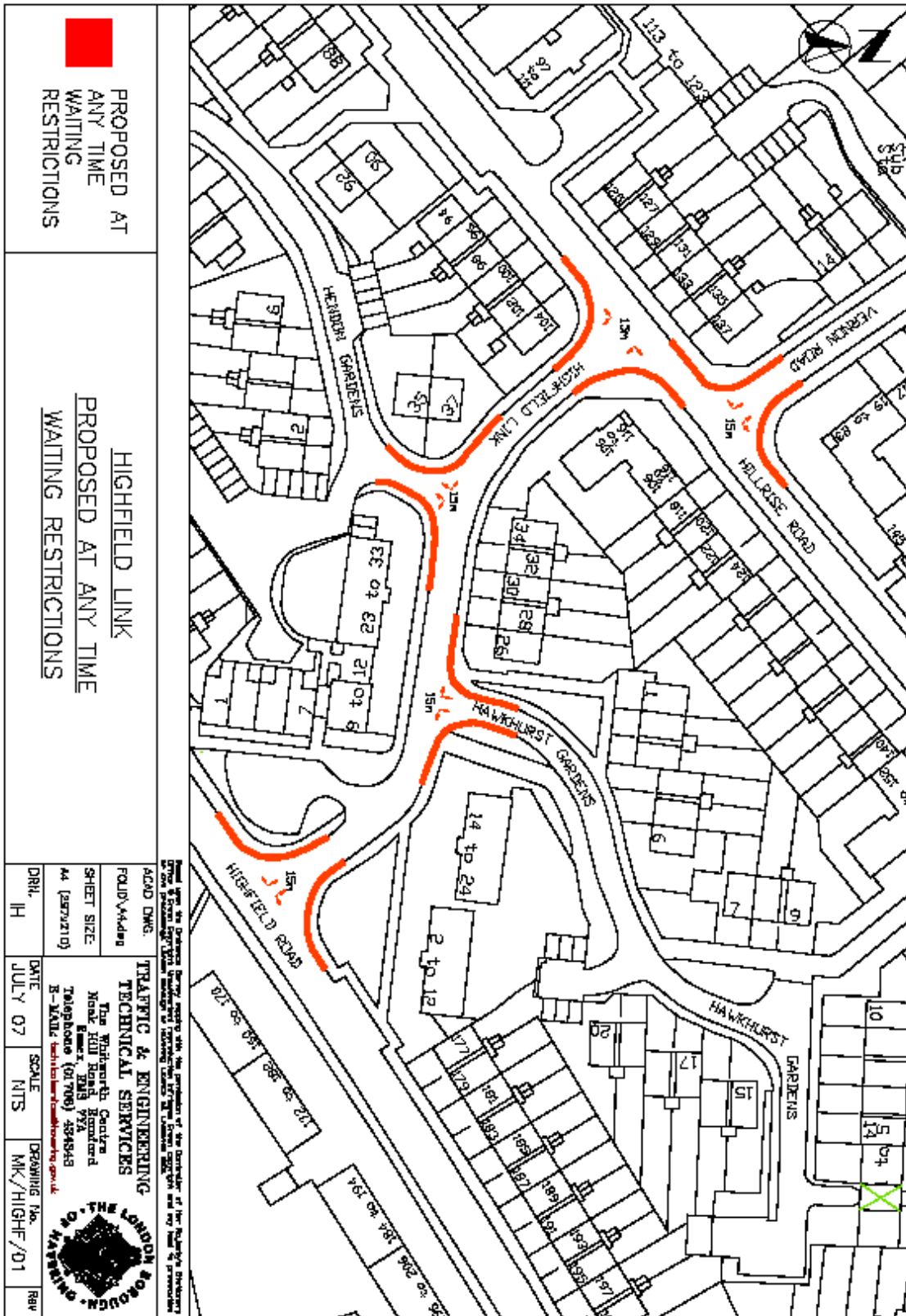
None.

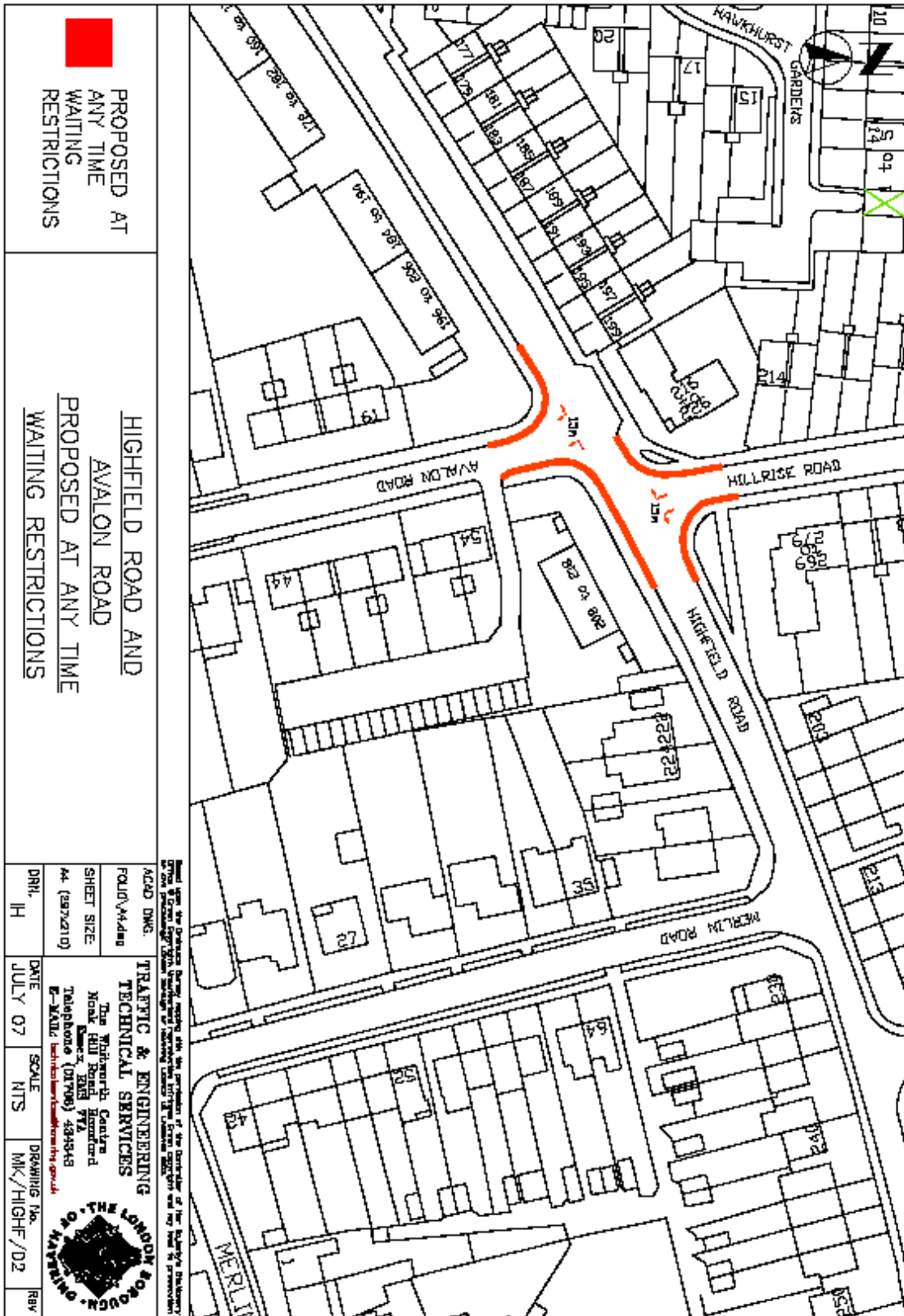
Design Drawings

Drawing Nos.

MK/HIGHF/01	Highfield Link junction with Highfield Road.
MK/HIGHF/01	Hawkhurst Gardens junction with Highfield Link.
MK/HIGHF/01	Hendon Gardens junction with Highfield Link
MK/HIGHF/01	Highfield Link junction with Hillrise Road.
MK/HIGHF/01	Vernon Road junction with Hillrise Road
MK/HIGHF/02	Hillrise Road junction with Highfield Road
MK/HIGHF/02	Avelon Road junction with Highfield Road
MK/HIGHF/03	Avelon Road junction with Chase Cross Road
MK/HIGHF/03	Merlin Road junction with Avelon Road

.







 PROPOSED AT ANY TIME WAITING RESTRICTIONS


HIGHFIELD ROAD AND AVALON ROAD
 PROPOSED AT ANY TIME WAITING RESTRICTIONS


ACAD DWG.	TRAFFIC & ENGINEERING TECHNICAL SERVICES
FOUN/M/4444	The Whitecroft Centre 100 Hill Road, Bedford Bucks, MK43 7YJ Telephone (01793) 438948 E-MAIL: technical@tandeng.co.uk
SHEET SIZE A4 (297x210)	DATE JULY 07
DRAWN: H	SCALE NTS
	DRAWING No. MK/HIGH/02
	REV

I hereby certify that the Design Drawing, together with the permission of the Controller of Her Majesty's Stationery Office, is a true and correct copy of the original drawing as submitted to the Highways Department.





 PROPOSED AT ANY TIME WAITING RESTRICTIONS

<p><u>AVALON ROAD AND CHASE CROSS ROAD</u> <u>PROPOSED AT ANY TIME</u> <u>WAITING RESTRICTIONS</u></p>				<p><small>Noting the Drawings herein, and with the permission of the Controller of Her Majesty's Stationery Office, it is hereby authorized that this drawing may be reproduced in whole or in part for private use only, provided that the London Borough of Havering is acknowledged as the source thereof.</small></p>					
ROAD DWG.		<p>TRAFFIC & ENGINEERING TECHNICAL SERVICES The Whitworth Centre Noak Hill Road, Romford Essex, RM3 7YA Telephone (01708) 434343 E-MAIL: tech@tetservices.co.uk</p>							
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						MK/HIGH/03			

HIGHWAYS ADVISORY COMMITTEE

SUPPLEMENTARY AGENDA

17 August 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

13a BUS STOP ACCESSIBILITY AND PARKING RESTRICTIONS – UPPER RAINHAM ROAD – Outcome of public consultation

**Philip Heady
Democratic Services Manager**

Highways Advisory Committee, 17 August 2010



13a REPORT

HIGHWAYS ADVISORY COMMITTEE

17 August 2010

Subject Heading:

**BUS STOP ACCESSIBILITY AND
PARKING RESTRICTIONS
Upper Rainham 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 recommends that Bus Stop Clearways be implemented in four locations on Upper Rainham Road and that the Committee decides whether or not to proceed with double yellow line parking restrictions through the same section of the street.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the bus stop clearways detailed in this report and shown on Drawings QG111/101A to 105A be implemented.
2. That the Committee having considered the representations made decides whether to recommend to the Cabinet Member for Community Empowerment that the double yellow line parking restrictions detailed in this report and shown on Drawings QG111/101A to 105A be implemented and the necessary traffic order made.
2. That it be noted that the estimated cost of £2,500 will be met from the Council's Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 7th July 2009, the Elm Park & Hylands Area Committee considered proposals for the introduction of Bus Stop Clearways and "At Any Time" parking restrictions (double yellow lines) along Upper Rainham Road between Bancroft Chase and The Chase.
- 1.2 The report followed a review of the bus stops by Staff from the Traffic & Engineering Section of StreetCare, Transport for London and London Buses for possible accessibility improvements.
- 1.3 The following proposals were agreed in principle and Staff were authorised to advertise and consult on the scheme
 - Outside 255 to 265, Upper Rainham Road (Drawing QG111-01-A)
 - Opposite 241 to 25, Upper Rainham Road (Drawing QG111-02-A)
 - Outside 167 to 179, Upper Rainham Road (Drawing QG111-03-A)
 - Opposite 151 to 157, Upper Rainham Road (Drawing QG111-04-A)
 - Outside 197 to 213, Upper Rainham Road (Drawing QG111-05-A)

1.4 Approximately 80 letters were hand-delivered to the residents and businesses along the section of street potentially affected by the scheme on or just after 5th November 2009, with a closing date of 27th November 2009. In addition, the proposals were advertised.

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 10 responses were received and are summarised in Appendix I of this report.

2.2 Those responding were generally in objection because of the impact on parking and reference was made about the length of the proposed bus stop clearways.

2.3 In addition, there were concerns that the restrictions would enable traffic to travel faster and comments were made about issues not related to the scheme.

2.4 Due to the level and nature of objections, the former Chairman of the Elm Park and Hylands Area Committee wished the decision for the implementation of the scheme to be referred back to committee.

3.0 Staff Comments

3.1 Staff remain of the view that the Bus Stop Clearways are vital to ensure that bus services are fully accessible to passengers and as a transport provider (Highway Authority), it is within the Council's authority to help make the stops accessible. Drawing QB109/01A shows the relationship between clearway length and bus geometry.

3.2 With regard to the double yellow line proposals, Staff originally suggested them to keep the areas either side of the pedestrian refuges on Upper Rainham Road free from parked vehicles to aid traffic flow. Clearly, residents have raised concerns with the scheme and the Committee could recommend that the double yellow line element of the scheme be deferred and for staff to monitor the situation in terms of complaints about obstruction and traffic flow.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £2,500 can be met from the Council's Minor Parking Schemes budget.

Legal implications and risks:

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

Waiting restrictions require a traffic order, 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 fully accessible bus stops assists with making public transport more inclusive to all sectors of the community and therefore provides an alternative to the private motor car, which can help to reduce traffic congestion and pollution.

Bus Stop Clearways (used as part of making bus stops accessible) can displace on-street parking, but buses need sufficient space to pull into the kerb to make them fully accessible.

BACKGROUND PAPERS

1. Elm Park and Hylands Area Committee Agenda and Minutes of 7th July 2009.

Design Drawings

Drawing No.

QB109/01A Bus Stop Accessibility – Accessibility Zone Detail

QG111/101A to 105A Bus Stop Accessibility, Upper Rainham Road

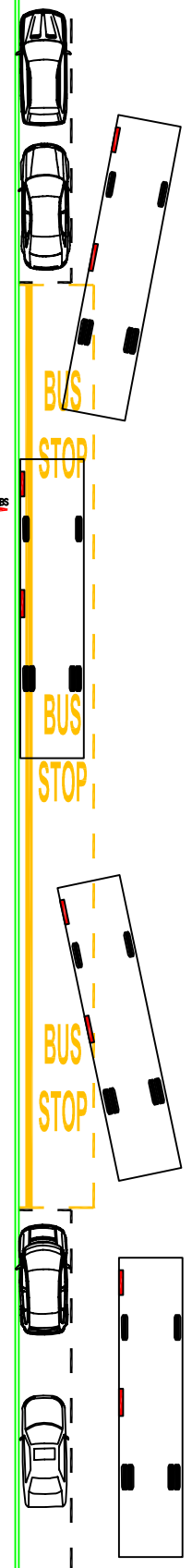
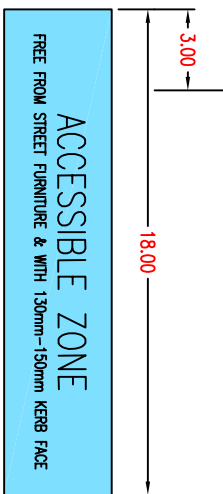
APPENDIX I

SUMMARY OF CONSULTATION RESPONSES

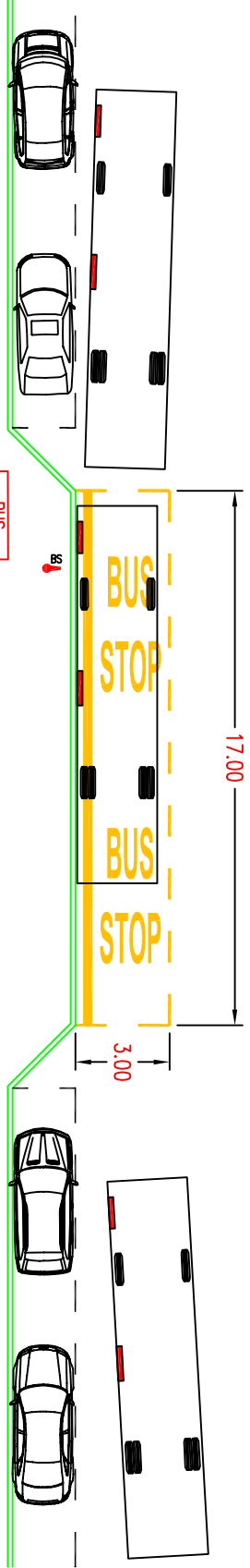
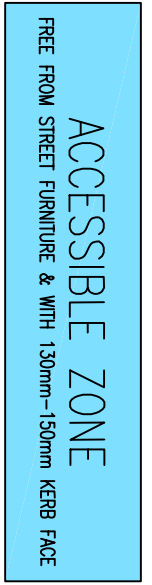
Respondent	Comments
229 Warren Drive	<p>Objects to proposals.</p> <p>Unrelated comments regarding accident problems.</p> <p>Comment about old bus stop markings not being reinstated when road was last resurfaced.</p> <p>Bus stop markings appear too long which would restrict on-street parking.</p> <p>Comments about adjacent resident's dropped kerbs preventing on-street parking and lack of high kerbs not being available protect pedestrians and vehicles have been observed mounting pavement to get past traffic queues.</p> <p>Double yellow lines would restrict visitor parking and cause inconvenience and open road up to higher traffic speeds.</p>
181 Upper Rainham Road	<p>Scheme would create problems for resident who cares for a family member.</p>
191 Upper Rainham Road	<p>Believes that scheme would be unfair to the residents who have problems with parking and that the council should be targeting vehicle owners who obstruct buses, provide speed humps, speed cameras and pedestrian crossings to slow traffic down.</p>
193 Upper Rainham Road	<p>Scheme will cause extreme inconvenience to residents of Upper Rainham Road and the side streets.</p> <p>Rather than provide restrictions at the traffic islands, the islands should be removed as they serve no purpose.</p> <p>The Council should have used the money for the landscaping works to make off road parking.</p>
197 Upper Rainham Road	<p>Objects to scheme as it is not acceptable or fair to put double yellow lines across the dropped kerb. Resident paid a lot on money for the dropped kerb to be installed and it serves as a place for visitors to park.</p> <p>The road is wide enough for traffic to flow and for parking.</p>

Highways Advisory Committee, 17 August 2010

	<p>Proposals will increase traffic speed and Council should be addressing that.</p> <p>The lines should start after 199's dropped kerb to get by the bollard which is useless and does not slow the traffic down.</p>
207 Upper Rainham Road	<p>Opposed to scheme as it will increase traffic speed.</p> <p>Should deal with issues at road islands and not the whole road.</p>
213 Upper Rainham Road	<p>Objects to proposals as it would not give anywhere for taxis, visitors deliveries etc to stop.</p> <p>Proposals would put off people from purchasing property.</p> <p>Side streets have little parking and this will become more cramped and prevent emergency vehicles accessing.</p> <p>Restrictions will speed up traffic.</p> <p>Requests police visit to area to observe behaviour of school children crossing road for buses.</p>
253 Upper Rainham Road	<p>Concerned that scheme would reduce parking spaces on the street and be prevented from loading and unloading.</p> <p>Scheme would be an inconvenience to residents and a waste of Council money.</p>
259 Upper Rainham Road	<p>Resident requests scheme to be extended into Laburnham Avenue to help with access to the private track behind Upper Rainham Road.</p>
265 Upper Rainham Road	<p>Resident directly affected by proposals.</p> <p>Can see the need to prevent cars parking at bus stops, but proposals will assist traffic in speeding which makes it hard to exit driveway and side streets.</p> <p>Would support the proposals if the whole street were to be made 30mph or with traffic calming.</p>



BUS STOP WITH CLEARWAY



BUS STOP CLEARWAY WITH FOOTWAY BUILDOUT

PURPOSE INFORMATION

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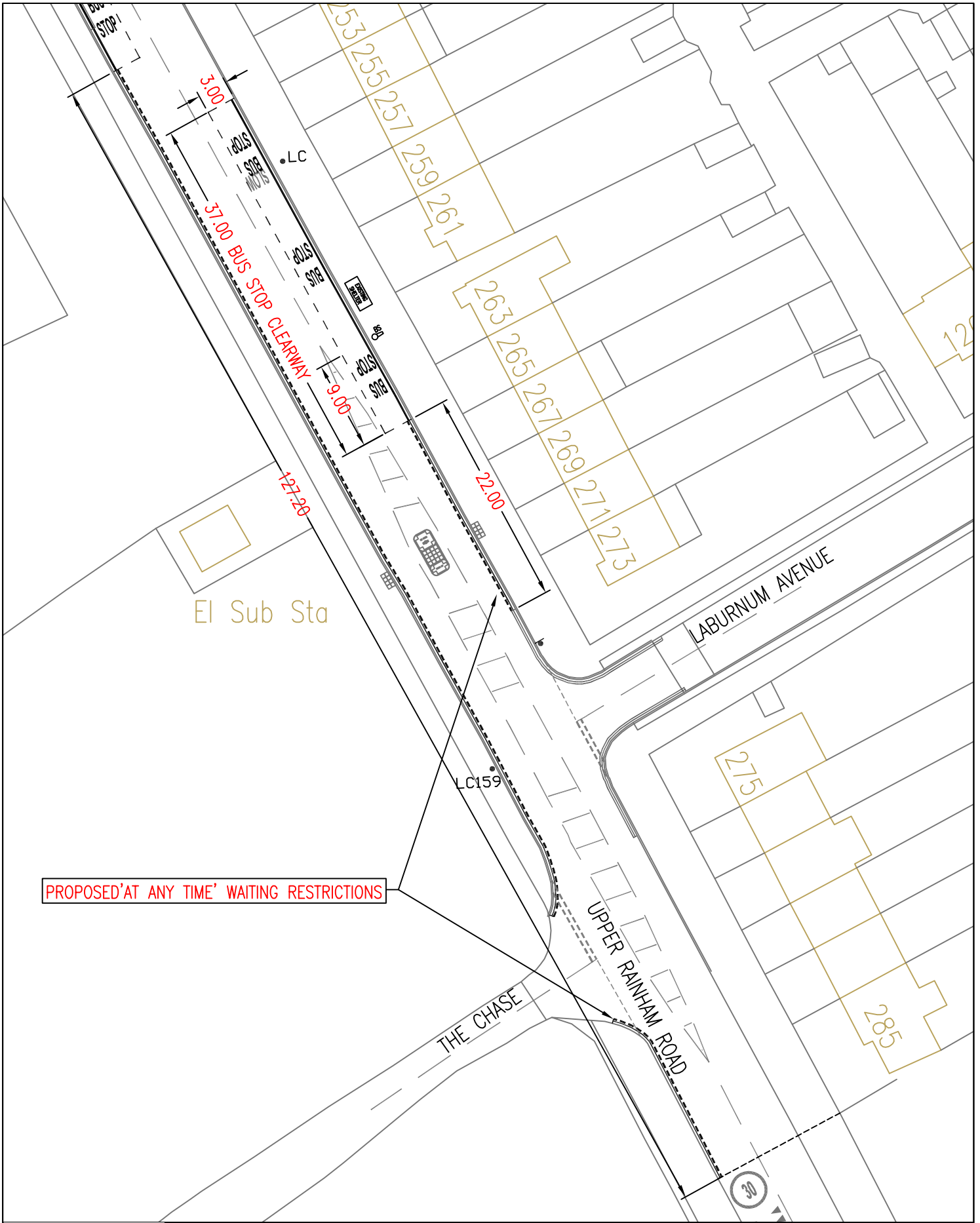
JOB TITLE
HAVERING STREETS DESIGN GUIDE
PART 6 – STANDARD DETAILS





DRAWING TITLE
BUS STOP ACCESSIBILITY
ACCESSIBILITY ZONE DETAIL

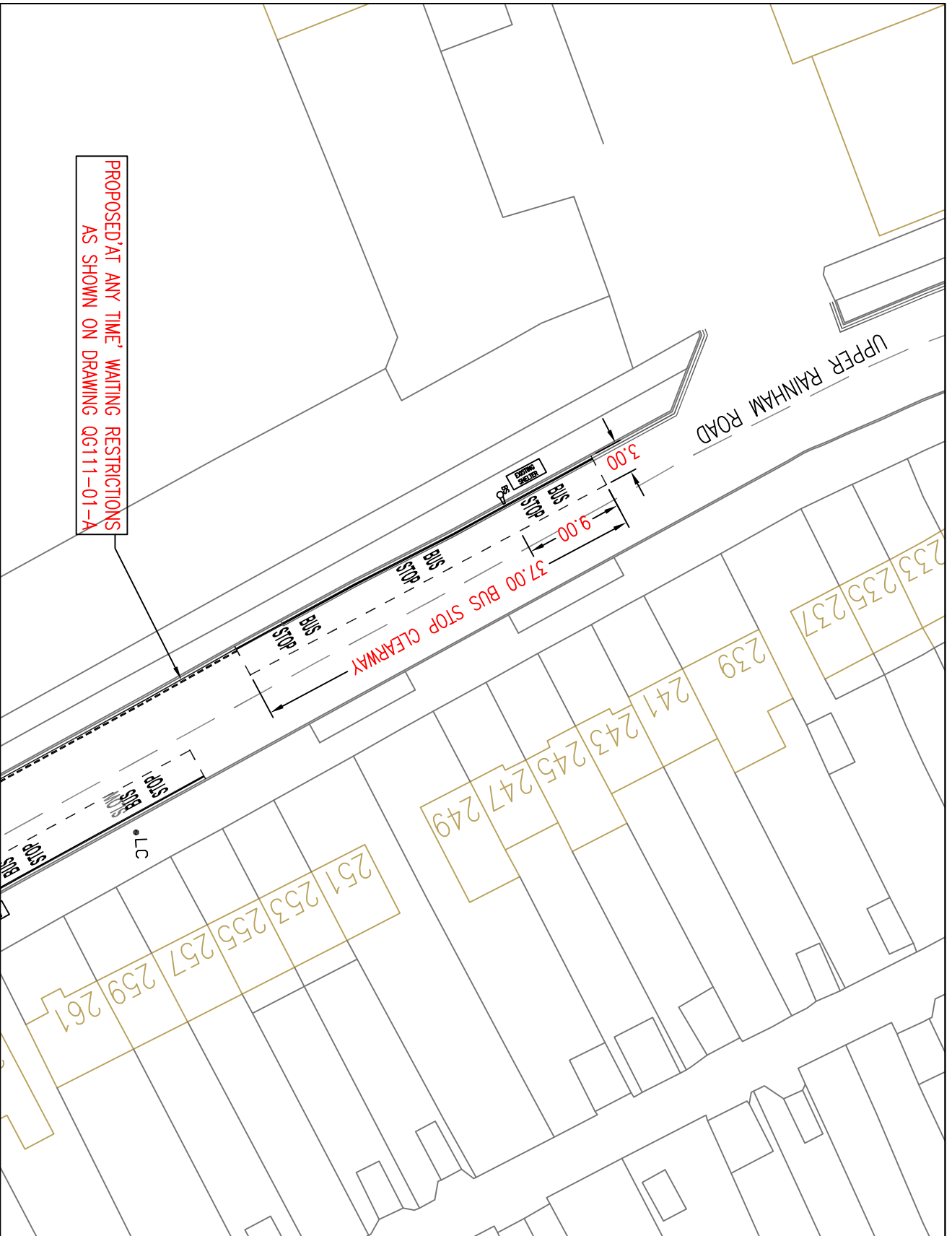
Havering
LONDON BOROUGH

STREET CARE
CULTURE & COMMUNITY
THE WHITWORTH CENTRE
MONK HILL ROAD
RODGORD BUS STN
TEL: 0208 453719
FAX: 0208 453719
E-MAIL: communitydevelopment@london.gov.uk

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SCALE N.T.S.	DATE SEPT. 2006	DRAFT ISSUE
ACAD REF: www.london.gov.uk Sheet Size: A4 (210x297)	DRAWING No QB109-01	REVISION A



 <p>Havering LONDON BOROUGH STREET CARE - CULTURE & COMMUNITY</p>		<p>THE WHITWORTH CENTRE NOAK HILL ROAD ROMFORD RM3 7YA TELEPHONE No: 01708 433704 FAX No: 01708 433719</p>		<p>PURPOSE PROPOSAL</p>		<p>KEY  PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY UPPER RAINHAM ROAD</p>		<p>©COPYRIGHT This drawing belongs to the Traffic & Engineering Section & Technical Services. 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>DRAWING TITLE BS 18378: LABURHAM AVE PROPOSAL</p>		<p>DRAWN BY RP</p>	<p>CHECKED BY IH</p>	<p>APPROVED BY MLP</p>			
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						<p>DATE</p>	



PURPOSE | PROPOSAL

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NOTES

REVISION	AMENDMENT	DATE

JOB TITLE
 BUS STOP ACCESSIBILITY
 UPPER RAINHAM ROAD

DRAWING TITLE
 BUS STOP No:
 BS 18379: LABURHAM AVE
 PROPOSED MEASURES

Havering
 LONDON BOROUGH

STREET CARE
 CULTURE & COMMUNITY
 THE WATFORTH CENTRE
 HOKK HILL ROAD
 ROCHFORD BUS TIA
 TELEPHONE No: 01708 453704
 FAX No: 01708 453719
 E-MAIL: communications@haverling.gov.uk

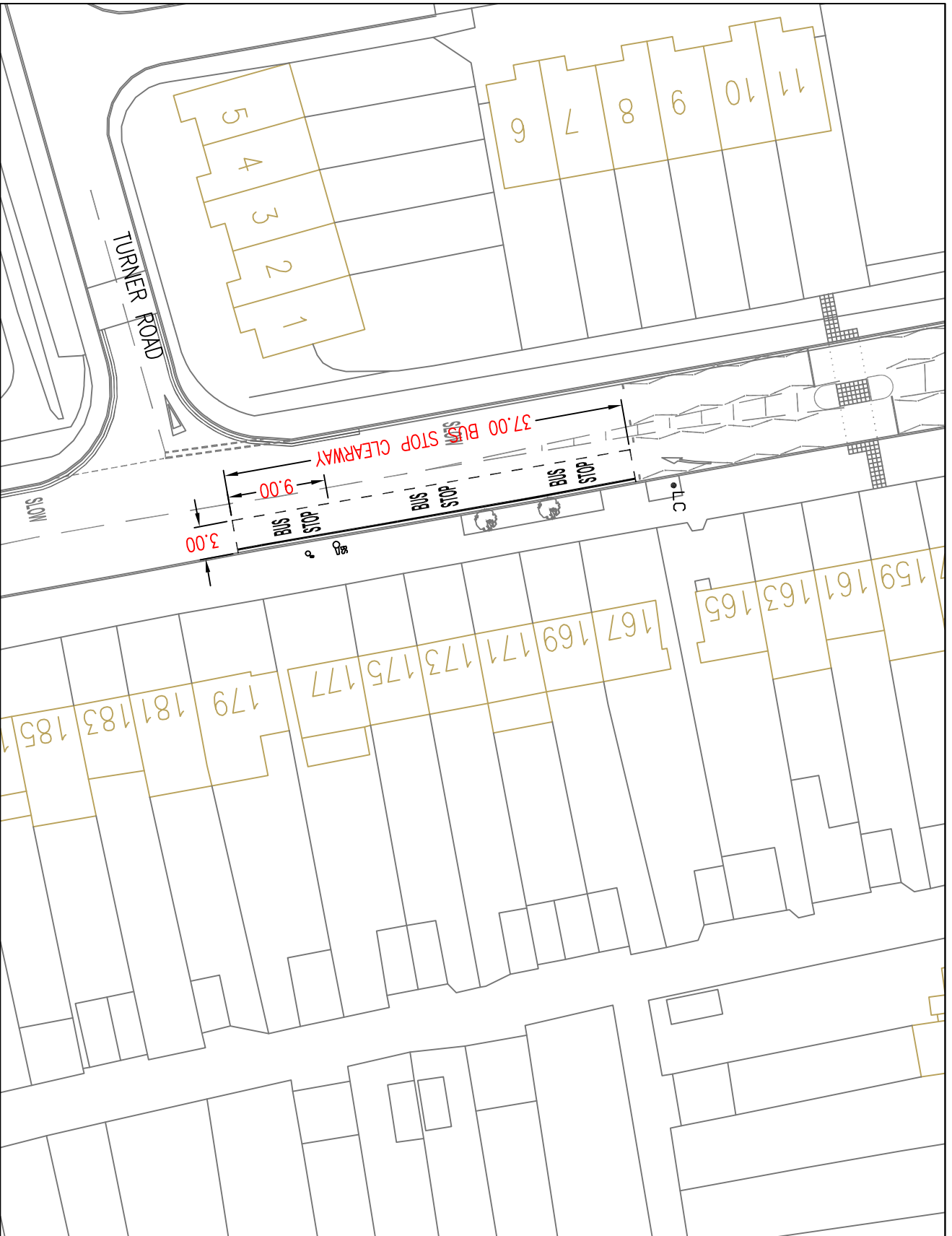
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SCALE | 1:500 | DATE | 02.10.08 | DRAFT | ISSUE

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PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS

KEY



PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS

KEY

PURPOSE | PROPOSAL

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NOTES

REVISION	AMENDMENT	DATE

JOB TITLE
BUS STOP ACCESSIBILITY
UPPER RAINHAM ROAD

DRAWING TITLE
BUS STOP No: 18376
CHESTNUT AVENUE
PROPOSED MEASURES

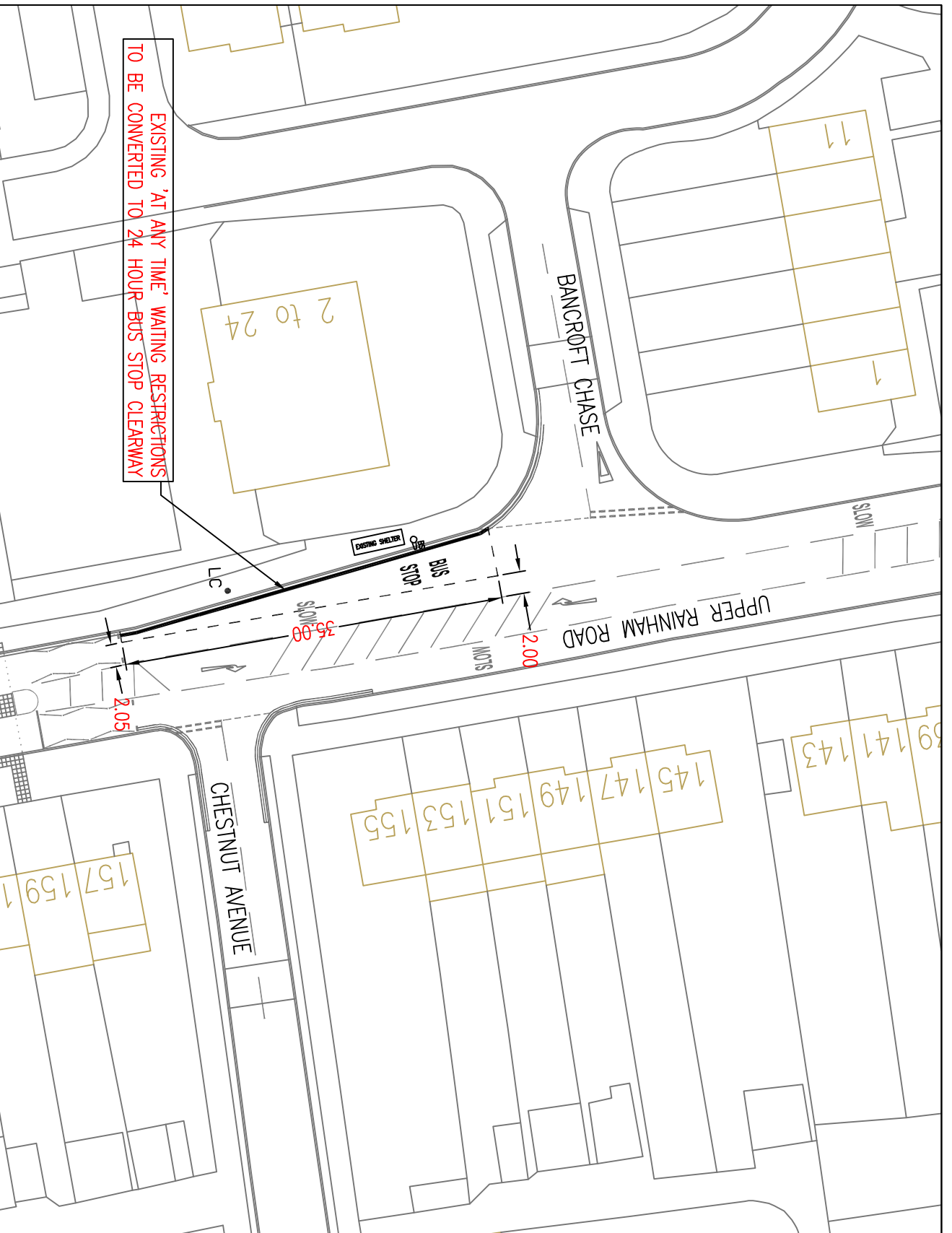
Havering
LONDON BOROUGH

STREET CARE
CULTURE & COMMUNITY
THE WINTERTH GARDENS
HOKK HILL ROAD
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DRAWN BY: RP
CHECKED BY: IH
APPROVED BY: MLP

SCALE: 1:500
DATE: 02.10.08
DRAFT

ACAD REF: QG111-03
DRAINING No: A
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EXISTING 'AT ANY TIME' WAITING RESTRICTIONS TO BE CONVERTED TO 24 HOUR BUS STOP CLEARWAY

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS

PURPOSE | PROPOSAL

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NOTES

REVISION	AMENDMENT	DATE

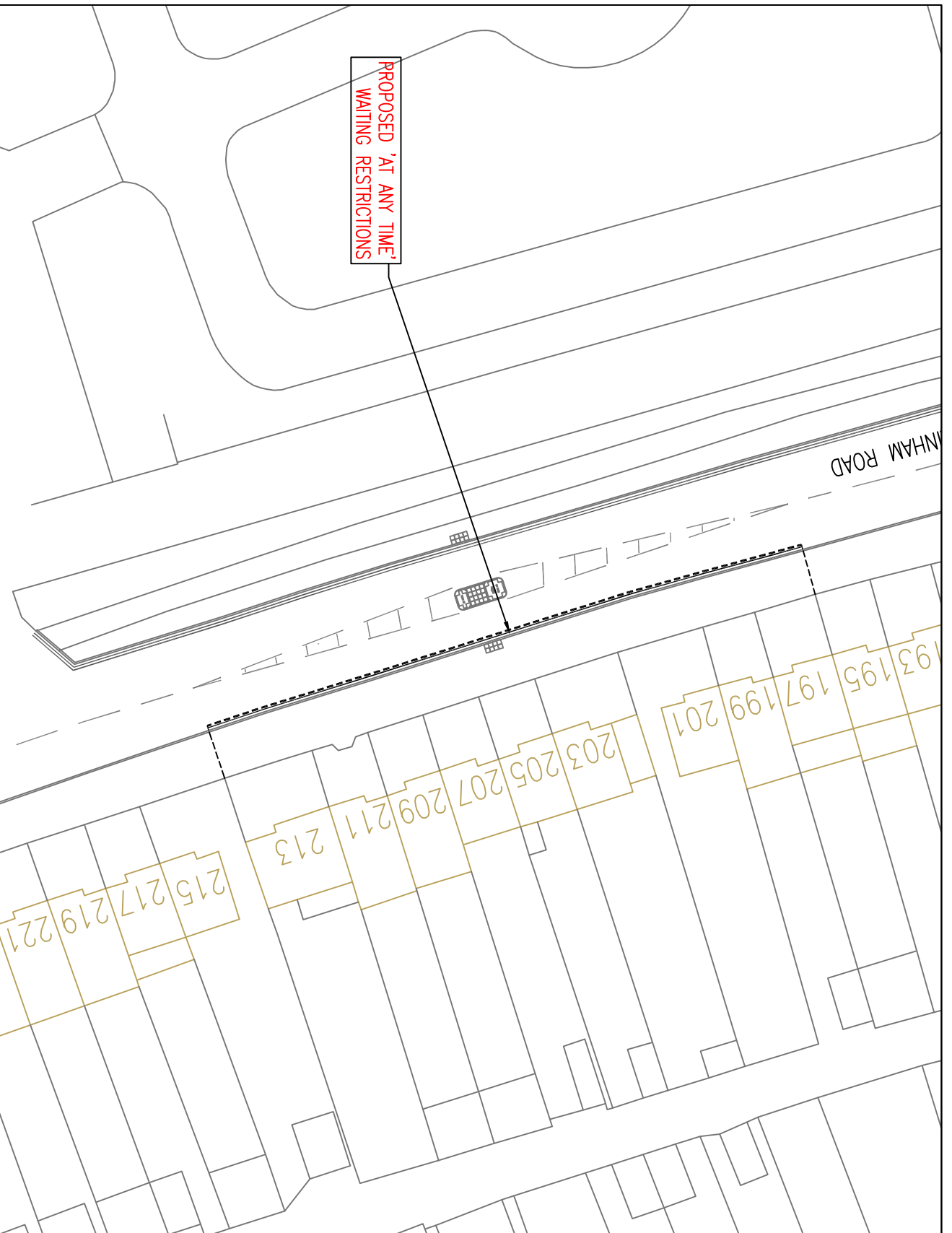
JOB TITLE
 BUS STOP ACCESSIBILITY
 UPPER RAINHAM ROAD

DRAWING TITLE
 BUS STOP No: 18377
 CHESTNUT AVENUE
 PROPOSED MEASURES

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KEY
 ----- PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS

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REVISION	AMENDMENT	DATE

JOB TITLE
 BUS STOP ACCESSIBILITY
 UPPER RAINHAM ROAD
 DRAWING TITLE
 PROPOSED 'AT ANY TIME'
 WAITING RESTRICTIONS

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