



Haverling

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30pm	Tuesday 19 April 2011	Haverling Town Hall Main Road, Romford
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Members 9: Quorum 3

COUNCILLORS:

**Conservative
Group
(5)**

**Residents'
Group
(2)**

**Labour Group
(1)**

**Independent
Residents' Group
(1)**

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

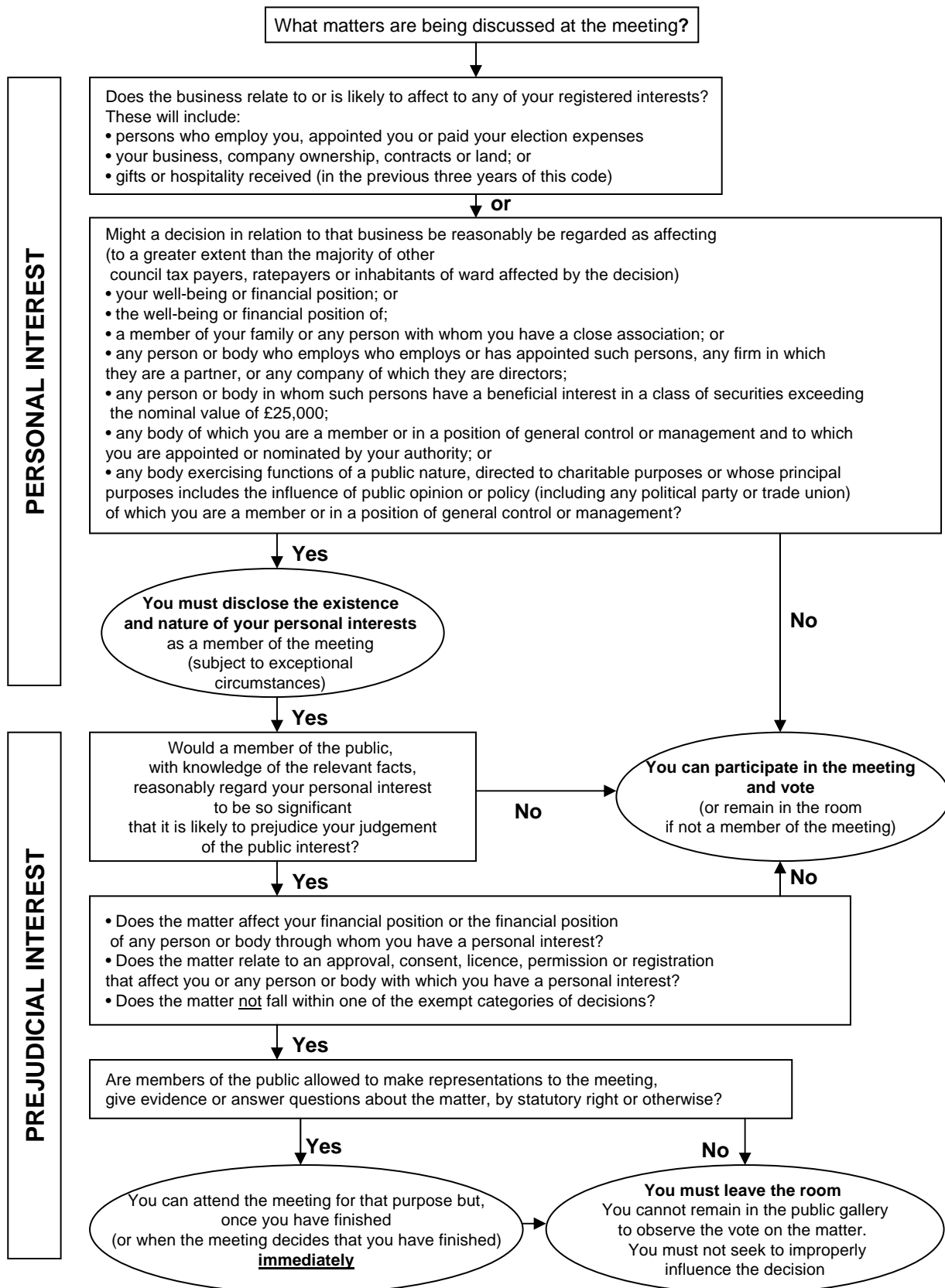
Linda Hawthorn
John Mylod

Denis Breading

David Durant

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

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2007. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include anyone who specifies or alters a design, or who specifies the use of a particular method of work or material. Whilst the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

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

3 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 22 March 2011, and to authorise the Chairman to sign them.

5 PROPOSAL TO UPGRADE EXISTING CROSSING IN SOUTH END ROAD BY BLACKSMITH'S LANE, SOUTH HORNCHURCH - Outcome of Public consultation - Report Attached

6 CHERRY TREE LANE – Casualty data and background. Report Attached

7 DOLPHIN APPROACH- PROPOSED WAITING RESTRICTIONS - Outcome of Public consultation - Report Attached

- 8 **HIGHWAYS ADVISORY COMMITTEE WORK PROGRAMME** – The Committee is requested to consider the report relating to work in progress and applications - Report Attached

- 9 **TRAFFIC AND PARKING SCHEMES REQUEST WORK PROGRAMME** – The Committee is requested to consider the report relating to minor traffic and parking schemes - Report Attached

- 10 **URGENT BUSINESS**

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

**Ian Buckmaster
Committee Administration
and Member Support Manager**

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Havering Town Hall
22 March 2011 (7.30pm – 11.00pm)**

Present:

COUNCILLORS:

Conservative Group	Frederick Thompson (in the Chair), +Michael Armstrong, Steven Kelly, Billy Taylor and Lynden Thorpe
Residents' Group	Linda Hawthorn and John Mylod
Labour Group	Denis Breading
Independent Local Residents' Group	David Durant

An apology for absence was received from Councillor Damian White.

+Substitute Members: Councillor Michael Armstrong (for Damian White).

Councillors Robert Benham, Andrew Curtin, Nic Dodin, Ray Morgon, Fred Osborne, John Wood and Barry Tebbutt were present for parts of the meeting.

There were about 40 members of the public present at the meeting.

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

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

Councillor Michael Armstrong declared a prejudicial interest on a matter relating to St Edward's Primary School Travel plan as he had spoken in favour of the scheme at a previous Highways Advisory Committee meeting when he was not attending as a member of the committee. Councillor Armstrong left the room during the discussion and took no part in the voting.

85 MINUTES

The minutes of the meeting of the Committee held on 22 February 2011 were agreed as a correct record and signed by the Chairman.

Councillor Breading raised an issue about the Cherry Tree Lane report not being on the agenda. He stated there was continuous problem and accident in the area.

86 HORNCHURCH TOWN CENTRE MAJOR PROJECTS

The report before the Committee provided information on a proposed Transport for London funded major scheme for Hornchurch Town Centre. The project would involve investment in public realm and highway improvements that would result in a significant improvement in the quality of the public realm for pedestrians, motorists and public transport users. The report summarised design work and consultations that had occurred since 2005. It described a number of design options that had been developed in this time and how the consultation process had enabled the development of a preferred option. It sought the Committee's support for the preferred design and process to continue, subject to Transport for London funding support. Approval was sought for advertisement when required and it was noted that a further report would be presented to the Committee before Cabinet Member approval was sought.

In accordance with the public participation arrangements the Committee was addressed by the chair person of the Sight Action Havering of a local visual impairment organisation who explained that the scheme was supported, but had a specific concern about the removal of signalised crossing points in High Street, outside Sainsbury's.

With its agreement, Councillors Curtin and Benham addressed the Committee and spoke in support of the schemes.

Members briefly debated various aspect of the scheme.

Councillor Mylod explained that people were not against the scheme and he had about 50 letters and emails which were mixed views. He added that there were several concerns and could not understand the reasoning behind many of the concepts. He raised concern about the traffic flow, the walkway in the middle of the High Street, that it was a safety hazard.

A member of the Committee also raised his concern about the lights at North Street.

The vote was 6 votes to 3. Councillors Durant, Hawthorn and Mylod voted against the scheme.

87 HORNCHURCH STATION AREA PARKING REVIEW - Outcome of area survey

The report before the Committee detailed the views of those responding to a parking survey in the area surrounding Hornchurch Station and recommends elements to take forward to detailed design and consultation.

The former Hornchurch Area Committee requested a review of parking around the Hornchurch Station area prior to the establishment of the Highways

Advisory Committee.

At its meeting on 13 July 2010 the Committee requested that the Head of StreetCare proceed with a consultation to gauge views on parking in the area.

Approximately 2400 letters were hand delivered to the area on and by the close of consultation, 322 responses (310 residents, 12 businesses with a petition) had been received (about 13% response rate). The breakdown of responses was set out by street and question in Appendix II, with comments in the report.

The approximate area of the existing Control Parking Zone (CPZ) and the review area was outlined in the report. The CPZ operates with a part time restriction in force between 10:30am and 11:30am, Monday to Friday. There were restrictions in the core area near the station operating 8am to 6:30pm, Monday to Saturday which were in place to generally assist with traffic flow.

There were disc parking bays outside the shops in Station Lane which operated 10:30am to 11:30am, Monday to Friday with parking for 30 minutes, plus some "free" parking bays in side streets which are available for parking without restriction of time.

The report stated that in terms of responses by the businesses in the area and residents' view on parking near local shops, there appears to be support for more parking in the area.

In terms of providing loading facilities, few businesses responded to the question, but those who did were in favour, but without clear timings. The majority of businesses supported the idea of restrictions at bends and junctions.

The response from residents, although with a low turn out had provided a clear indication that with the majority of respondents, those already within the CPZ wished to remain within and those outside of the CPZ wished to remain outside. In other words, the majority of residents are satisfied with the current regime. There were some people who wished to leave or join, but they were in a minority and certainly would not suggest major problems.

There were some locations on the fringe of the existing CPZ where a small number of residents would like to join the scheme such as Lambourne Gardens (the northern part of the cul-de-sac was currently excluded).

Hacton Drive was also worthy of mention as there had been complaints from residents in the past that parking for nearby schools and by commuters causes problems; plus the width of the road leads some to be concerned about emergency access. Responses from the street were 15 out of about 90 properties (17%) and split with 8 wishing to join and 6 not (1 did not express a view). Those wishing to join were generally towards the Suttons Lane end of the street.

In Ravenscourt Drive, some residents expressed a wish to join the CPZ. However, to extend the zone it would mean included those in Ravenscourt Drive and Ravenscourt Grove who expressed the view that they did not wish to join.

In terms of times of operation of the CPZ, the vast majority of those responding felt that the existing time of 10:30am to 11:30am, Monday to Friday was appropriate.

For the question relating to the provision of residents' permit bays, few people gave the idea support, preferring to keep the existing part time restriction (single yellow line).

With the question relating to double yellow lines on junctions, bends, past pedestrian refuges and where servicing/ fire fighting access is difficult, the majority of residents supported their introduction.

The Metropolitan Police Traffic Unit and London Fire Brigade had no comments or observations in response to the consultation. The London Ambulance Service did not respond.

London Buses requested that the bus stop on Station Road, opposite Hornchurch Station, be reviewed for accessibility as buses had problems physically accessing the stop.

Staff considered that in general, the responses from the consultation are clear and could be summarised as follows:

- Businesses in the area support additional on-street parking for customers in the area;
- Businesses did not consider lack of dedicated loading facilities to be a major issue;
- Businesses and residents do not support the introduction of a pay-and-display scheme in the area around the shops;
- In general, the majority of residents are satisfied with the operation of the current CPZ and there is little desire for changes to the area or the introduction of residents' permit bays;
- There is wide support for junctions and bends etc to be protected from parking with double yellow lines;
- London Buses has a particular issue with accessing the bus stop in Station Lane opposite

The report detailed the following as officer recommendations:

- Review of the parking bay layouts around Hornchurch Station to provide additional parking bays, with a redesign of the bus stop opposite the station to make it fully accessible.

- Look to provide double yellow line restrictions at junctions, bends and locations with access problems within the review area.

With its agreement, Councillors Morgon and Tebbutt addressed the Committee.

Councillor Morgon supported the scheme and requested that shops in both Station Road and Suttons Lane be consulted. It was explained to the Committee that staff were able to do such under the processes. He supported targeted double yellow lines in certain areas.

Councillor Tebbutt raised concerns about having too many additional restrictions along Hacton Drive because of the need to drop off children safely. With Pay & Display parking, he was of the view that a simple yes and no to a questionnaire did not really give an opportunity to sell the idea.

Members briefly debated the scheme providing the following comments:

A member of the Committee expressed concerns about providing lots of bays in side roads and that in order to make the bus stop opposite the station accessible, it would remove 3 or 4 parking bays. The principal engineer explained that in order to get buses safely into the stop, there was a need to take out some bays, but would provide more than those extra in the local area.

The following comments were made by the Committee:

- That the current times of bays were useful as many are only used for a short time, although some longer-term bays would be useful.
- That residents had been asked to identify where double yellow lines should be provided and so we should concentrate the lines there.
- A member sought clarification that the outcome of a detailed design and consultation would come back to the Committee before implementation.
- That residents had been asked to identify where double yellow lines should be provided and so we should concentrate there.
- That the outcome of a detailed design and consultation would come back to Committee.

The Committee **RESOLVED** that having considered the responses and information set out in the report that the committee make the following recommendations to the Cabinet Member for Community Empowerment:

- (a) The Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement of the scheme, subject to comments put forward by the Committee, to cover the area shown on Drawing QJ055/101 and with the following principles;

- Review of the parking bay layouts around Hornchurch Station to provide additional short term parking bays, with a redesign of the bus stop opposite the station to make it fully accessible.
 - Design of suitable proposals for double yellow line restrictions at junctions, bends and locations with access problems within the review area; or
2. That it be noted that the estimated cost of implementing the scheme was £7,500 which would be met from the 2011/12 revenue allocation for Minor Parking Schemes.

88 PROPOSED 'AT ANY TIME' (DOUBLE YELLOW LINES) WAITING RESTRICTIONS BRIDGE CLOSE AREA – Outcome of public consultation

The Committee before the Committee considered recommended that following consultation on the introduction of double yellow lines in Bridge Close, that the proposals be rejected and further proposals for two short term parking bays be publicly advertised.

The Council's StreetCare department and local councillors had received complaints about parking in Bridge Close allegedly caused by users of the Havering Islamic Cultural Centre.

Some of the complaints related to parking on the street during the times it was currently restricted. Some complaints related to parking outside of these times and some complaints had been received regarding blue badge holders parking. The complaints also related to planning matters concerning the Centre.

Bridge Close was currently restricted between 8am and 8pm throughout the week, originally implemented to prevent parking by visitors to the former Oldchurch Hospital.

The Committee agreed that the Head of StreetCare should proceed with the advertisement and consultation on proposals to restrict the street at any time

The matter was reported to the Committee at its meeting of 16 November 2010, where the matter was deferred pending further discussions with residents and the Cultural Centre. By the close of the consultation, 10 responses were received, 2 of which were from the emergency services. The responses were summarised in the report.

The report detailed that 6 residents were in objection to the scheme and 1 resident and London Buses were in support. The Metropolitan Police Traffic Unit supported the scheme and the London Fire Brigade had no comment. No response was received by the London Ambulance Service.

A meeting was held on 15 February 2011 with representatives of local residents and the Cultural Centre along with Cllr Curtin and the Principal Engineer of the Traffic & Engineering Section of StreetCare. The purpose of

the meeting was to discuss practical solutions to the problems in the street and any wider issues relevant.

In terms of the original objections from residents, Staff suggested that the double yellow line proposals should be rejected. Many respondents cited problems with the existing scheme being restrictive at the moment for them and their visitors. These issues were discussed at the meeting on 15 February 2011.

Staff had looked at the possibility of providing bays for residents within the existing regime. Because of the narrowness of the road and the amount of private access points, there is space for only 2 parking bays. Given there was interest from 20 residents for use of such a facility, the demand would far outstrip supply and therefore not practical.

Staff had also reviewed the legislation surrounding residents' permit schemes to see if the road could be made a zone allowing parking anywhere with a permit. There was a style of zone scheme available, but individual bays required marking and so did not help the problems in this street.

However, it would be possible for these 2 bays to be provided for shorter term parking which might help people visiting residents. It was suggested that the bays would operate during the existing part time restriction with parking for 2 hours, no return within 2 hours.

Such bays would have to be open to all users and there was a risk that non-residents would use them, but it might help those who expressed difficulties in accommodating day time visitors.

A member of the Committee sought confirmation that the 8am to 8pm restriction would remain.

After a brief discussion the Committee **RESOLVED**:

1. That having considered the representations made rejects the proposals for double yellow lines within Bridge Close.

89 ST EDWARDS PRIMARY SCHOOL – Outcome of public consultation

The Committee considered a report that outlined the views of those responding to a further consultation on a speed table proposed for the junction of Mashiters Walk and Havering Drive.

The Committee at its meeting of 19 October 2010 report recommended the implementation of a variety of parking and physical works in the area around St Edwards' Primary School which the Cabinet Member for Community Empowerment subsequently approved.

This recommendation included the construction of a speed table at the junction of Mashiters Walk and Havering Drive.

During the process of setting out the works on site, a councillor complained that the consultation letter for the scheme as a whole did not specifically refer to the speed table. In order to ensure that the decision-making process was fully transparent, it was necessary to reconsult locally, the work was suspended and letters delivered to residents and further site notices placed.

The report informed the Committee that of the responses, 4 were in support and 1 against the speed table. Those supporting the scheme had made comments in line with what the table was meant to achieve in terms of slowing traffic and making crossing for pedestrians easier.

In terms of the objection, staff would comment that the funding was ring-fenced to the St Edward's School scheme and there was no facility to use it for general maintenance.

The Committee considered the report and without debate **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that the speed table at the junction of Mashiters Walk and Havering Drive as detailed in the report be implemented.
2. That it be noted that the estimated cost of this element of the schemes is £8,000 of which would be met from the 2010/11 Transport for London Local Implementation Plan allocation for School Travel Plans (St. Edward's Primary School).

As stated at the beginning of the minutes, Councillor Michael Armstrong declared a prejudicial interest on a matter relating to St Edward's Primary School Travel plan as he had spoken in favour of the scheme at a previous Highways Advisory Committee meeting. Councillor Armstrong left the room during the discussion and took no part in the voting.

90 PRIMARY SCHOOL PARKING REVIEW GIDEA PARK PRIMARY SCHOOL LODGE AVENUE – Outcome of public consultation

The report before the Committee sets out the responses to a consultation to provide amendments to the existing waiting restrictions in Lodge Avenue, Romford as part of the Gidea Park Primary School parking review and recommends how the scheme should proceed.

The report informed the Committee that as part of the highways approval for planning application P0921.08, namely, the extension of Gidea Park Primary School, conditions were placed on the approved planning application. Condition 10 of the application stated that the development should not be brought into use until a review of the restrictions around the school entrances.

The review was restricted to investigations into School Keep Clear road markings and junction protection lining.

The Committee considered the report and without debate **RESOLVED:**

- (i) To recommend to the Cabinet Member for Community Empowerment that the following proposals with amendments be implemented;
 - GPS/01/01 - Gidea Park Primary School - Parking Review RevA
 - (ii) To recommend that the Head of Streetcare advertises for the removal, where requested, of permit bays situated across driveways
2. That it be noted that the estimated cost of £3,000 would be met from the Primary Review Capital Programme.

91 PRIMARY SCHOOL PARKING REVIEW AYLOFF PRIMARY SCHOOL MAYLANDS AVENUE – Outcome of public consultation

The report before the Committee outlined responses to a consultation which provided a review of the existing waiting restrictions in the roads local to Ayloff Primary School and recommends how the scheme should proceed.

As part of the Highways approval for P1949.08, the construction of Ayloff Primary School, conditions were placed on the approved planning application

Condition 10 of the application that the development should not be brought into use until a review of the restrictions around the school entrances

The review was restricted to investigations into School Keep Clear road markings and junction protection lining.

A site review was carried on the 12 August 2010 in which past comments and concerns from residents' and members of staff were taken into consideration.

The proposals were shown on a drawing attached to the report .By the close of the consultation one response had been received from a resident and this response focused on the individual needs of the resident and a request for a parking zone rather than on the proposed scheme.

The low level of response could be due to the proposals not having any impact on the existing parking and are therefore, non contentious.

The Committee considered the report and without debate **RESOLVED:**

1. To recommends to the Cabinet Member for Community Empowerment that the following proposals with amendments be implemented;

- AYP/01/01 – Ayloff Primary School - Parking Review
2. That it be noted that the estimated cost of £2,000 would be met from the Primary Review Capital Programme.

92 **BROCKTON ROAD – PROPOSED WAITING RESTRICTIONS** – Outcome of public consultation

The report before the Committee outlined details proposals following the public consultation and statutory advertisement of proposed parking restrictions in Brockton Close, the report sets out the responses to the public consultation and recommended a further course of action.

At its meeting on 21 September 2010 the Committee considered a report on the comments received during the public consultation for the proposed residents parking scheme in the Lake Rise and Rosemary Avenue area. The Committee decided to implement a numbers of elements of the scheme but due to responses received from residents, further recommendations were agreed, one of which was to restrict the remaining unrestricted area of Brockton Close, with an 8.30am to 6.30pm Monday to Saturday waiting restriction, to prevent obstructive parking.

The proposals outlined in the report for Brockton Close were agreed in principle by the Highways Advisory Committee and were subsequently publicly advertised. All residents in the immediate area of the proposed changes were advised of the proposals by hand delivery with a copy of the plan and were invited to comment.

The proposal was to restrict the currently unrestricted area of Brockton Close, from a point 10 metres west of the western kerbline of Lake Rise, to its western extremity, with an 8.30am to 6.30pm Monday to Saturday waiting restriction.

An email was received from a resident who had two highway lamp columns in their property, outlining that they have no problem with the council installing waiting restriction time plates on the columns and giving permission for the required signs to be installed and maintained.

The Committee considered the report and without debate **RESOLVED:**

1. That the Committee having considered that there were no objections received to the proposals, recommends to the Cabinet Member for Community Empowerment that the proposals be implemented as advertised.
2. That it be noted that the estimated cost of up to £1,000 for implementation can be met from the Council's 2011/12 revenue budget for Minor Parking Schemes.

93 HIGHWAYS SCHEMES – Schemes Progress and Applications, March 2011

The report presented Members with all new highway schemes requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee would either make recommendations to the Head of StreetCare to progress the scheme or the Committee would reject the request.

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

The Committee's decisions were noted as follows against each request:

Item Ref	Scheme	Description	Decision
SECTION A - Scheme proposals with funding in place			
	None to report		
SECTION B - General parking requests for prioritisation (LBH Revenue Budget)			
1	North Street/ Burnway	Provide double yellow lines at junction and further into Burnway to deal with obstructive parking associated with takeaway	AGREED, 15m CLLR KELLY
2	Wingletye Lane/ Essex Gardens	Restrictions at the junction	AGREED, 10m
3	Dagenham Road	Yellow lines or time restrictions are installed for the western side of Dagenham road (from the Rush Green Road/Dagenham Road junction to the Cemetery). As the road is becoming impassable particularly during rush hours.	AGREED
4	Princes Road, Romford	Removal of residents' permit bay in front of vehicle crossover as it keeps getting blocked	AGREED
5	Elm Park Avenue	Extend double yellow lines off junction with Abbs Cross Lane to help buses make turns	AGREED

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6	Cranham Road, near Upper Brentwood Road	Prevent blue badge holders parking on double yellow lines near medical centre	REJECTED
7	Spring Gardens	Additional double yellow lines to provide two-way traffic flow	DEFERRED FOR 6 MONTHS – TO BE PLACED UNDER D
8	Hillfoot Road	Extend double yellow lines a short distance from pinch point into Hillfoot Road to help motorists align with pinch point.	REJECTED (7 VS 2)
9	Faircross Avenue/ Wilton Drive	Request for double yellow lines on junction	REJECTED (7 VS 2)
10	2A McIntosh Road	Extend local part time parking restrictions to prevent day time obstructions	REJECTED (8 vs 1 abstention)
11	Warwick Road, Rainham	Pave sections of grass verge to create footway parking to assist with access to commercial units in street.	REJECTED (7 VS 2)
12	St Neots Road	Review of parking in the area as commuters are causing access and visibility problems	REJECTED
13	68 Dorset Avenue	Extend double yellow lines from junction to cover frontage to stop obstructive parking	REJECTED (8 vs 1)
14	Avenue Road, Harold Wood	Provide additional residents' permit bays	AGREED Cllr Kelly felt that no more than about 6 bays were needed, but felt we should find out first
15	Church View, Upminster	Provide additional free parking bays as some have been lost with new dropped kerbs	REJECTED (8 vs 1)
16	Hacton Lane/ Kenley Gardens	Restrictions at the junction	REJECTED (5 vs 4)
17	Lindfield Road (1 to 27)	Restrictions at the junction entering cul-de-sac	REJECTED (7 vs 2)
18	Tarnworth Road (71/34)	Restrictions at the junction	REJECTED

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19	Avon Road	Review of parking in street by vans and all day users creating congestion and safety issues on bus route	REJECTED
20	Cranham Gardens/ Rustic Close	Restrictions on one side of the road to help with access	REJECTED
21	Adjacent to 1 to 9 Frazer Close	Restrictions in front of pram ramp to assist disabled users	DEFERRED TO BE PLACED UNDER D AND CLLR THOMPSON TO VISIT
22	Butts Green Road/ Wykeham Avenue	Restrictions at the junction	AGREED 10m
23	48 Marlborough Drive	Extend existing double yellow lines by 2m or reduce by 1m to reduce parking across driveway	REJECTED
24	Kerry Drive	Request for double yellow lines to keep turning head clear	REJECTED
25	Front Lane/ Plough Rise	Restrictions at the junction	REJECTED
26	Dagnam Park Drive	Provide a Bus Stop Clearway and double yellow lines between zebra crossing and Chudleigh Road (Brookside School)	AGREED
27	Morris Road	Review of parking in local area and consultation with residents to help residents without road access find somewhere to park	REJECTED (8 vs 1 abstention)
28	Mavis Grove	Provision of pay-and-display parking bay next to restaurant	AGREED (6 vs 3)
SECTION C - Scheme proposals without funding available			
29	Cedar Road, Romford	Provide restrictions to prevent HGVs using route between Mawney Road and North Street	AGREED, with a report being brought back in May
30	Nelmes Crescent	Complaint that traffic calming in Parkstone Road and Herbert Road is diverting traffic to Nelmes Crescent and so calming is needed.	REJECTED

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31	Shepherds Hill, Harold Wood	30mph VA sign to try and slow traffic heading downhill	REJECTED 7 vs 2
32	Kingston Road, Romford	Request for traffic calming	REJECTED (8 vs 1 abstention)
33	Jersey Road	Request for traffic calming	DEFERRED FOLLOWING DEBATE 7 vs 2
34	Harwood Hall Lane	Request for Pegasus Crossing between stables and fields following near miss with traffic.	REJECTED
35	Harwood Hall Lane	Request for physical restriction to prevent use by HGVs	REJECTED
36	Morris Road	Extend road into verge area to provide access to residents to park on front gardens	REJECTED
SECTION D - Scheme proposals on hold for future discussion			
37	Warwick Road	Controls to reduce on-street parking to assist HGV access	REMOVE FROM LIST (8 vs 1)
38	Cherry Tree Lane	Traffic calming	See earlier – Report in April
39	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.	NOTED
40	Upper Rainham Road	Request for speed-reducing measures between Chestnut Avenue and Laburnum Avenue	REJECTED
41	South End Road	Request for Zebra Crossing near Condor Walk	NOTED

94 SUSPENSION OF COMMITTEE PROCEDURE RULES

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

Chairman
19 April 2011

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 April 2011

Subject Heading:

Proposals to Upgrade Existing Crossing in South End Road by Blacksmith's Lane, South Hornchurch – Outcome of Public Consultation

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

This report deals with proposals by Transport for London to upgrade the existing signalised crossing in South End Road by Blacksmith's Lane in South Hornchurch. Part of the proposals includes provision of zig-zag markings. The local residents in the immediate vicinity of the crossing were consulted and their comments are included in this report. All the costs would be met by Transport for London so there would be no costs to this Council.

The scheme is within South Hornchurch Ward.

RECOMMENDATIONS

1. That the Committee having considered the representations recommends to the Cabinet Member for Community Empowerment that the proposals to install zig-zag markings are implemented at the following location:

South End Road by Blacksmith's Lane –on both approaches leading of the existing signalised crossing for a distance of 12 metres. The proposals are shown on drawing no. QJ013/01/10.

2. That the respondents who responded to the consultation are notified in writing about the Highway Advisory's Committee's decision.
3. That it be noted that all the costs to upgrade the existing signalised crossing will be met by the Transport for London so there would be no costs to this borough.

REPORT DETAIL

1. **Background**

- 1.1 The existing crossing in South End Road by Blacksmith's Lane was installed in September 1993 as part of a strategic cycle route linking Romford to Rainham.
- 1.2 The existing crossing is a toucan which allows both pedestrians and cyclists to cross the road. The crossing is unique as it has inductive loops buried in the ground which detects cyclists and gives them the green time to cross the road whereas pedestrians use the push buttons to cross the road. There were only very few crossings installed at the time and the existing was one of them.
- 1.3 Transport for London now has proposals to upgrade the existing crossing whereby both pedestrians and cyclists will have to activate the push buttons to cross the road. The inductive loops will be removed and zig-zag markings will be installed on both approaches leading to the crossing.

1.4 Consultation letters were hand delivered to some 20 residents in the immediate vicinity of the crossing including the Whybridge Junior School. In addition, the Metropolitan Police, London Buses and the Council's Road Safety Manager were consulted. The closing date for receiving any comments or objections was set for 17th March 2011. Five responses were received, one from the Metropolitan Police, one from London Buses, one from the Council's Road Safety Manager and two from local residents.

2. Outcome of public consultation

Respondent	Comments	Staff comments
Metropolitan Police, London Buses and Council's Road Safety Manager.	All support the proposals.	
Mr & Mrs Mathews 140 South End Road	Objects the proposals as these would extend along the entire length of their property. Occupiers will not be able to reverse into their driveway as they would be subject to 'prosecution' for stopping on the zig-zag markings. The markings would restrict deliveries to their property.	The length of markings proposed are reasonable to enhance safety particularly at a location where school pupils use the crossing regularly. The respondent was informed that they are allowed to stop and reverse into their driveway and such manoeuvre is not an endorse able offence. The proposed length of the markings are not so significant as to prevent deliveries.
Mr Abury 144 South End Road	Objects to the proposals saying pedestrians will be allowed to cross the road. Parents will park on the footway if the cycle track is removed.	The existing crossing allows both pedestrians and cyclists to cross the road so there would be no change in altering the facility. Parking on the footways is not permitted. The respondent was informed that the Council's Parking Attendants' will be informed to ensure that they carry out the enforcement affectively.

3. **Conclusions**

The comments raised by the respondents do not raise any significant concerns. It is recommended, therefore, 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 safety for both for pedestrians and cyclists.

IMPLICATIONS AND RISKS

Financial Implications and risks:

All the costs to upgrade the existing crossing would be met by Transport for London so there would be no costs to this Council.

Legal Implications and risks:

The zig-zag markings do not require a Traffic Management Order to be publicly advertised but require the comments of the Metropolitan Police as any contravention is an enforceable offence.

Human Resources Implications and risks:

None.

Equalities Implications and risks:

There would be some aesthetic impact arising from the new road markings but are considered vital in these circumstances to enhance safety for both pedestrians and cyclists and in road safety terms it is considered that this is acceptable.

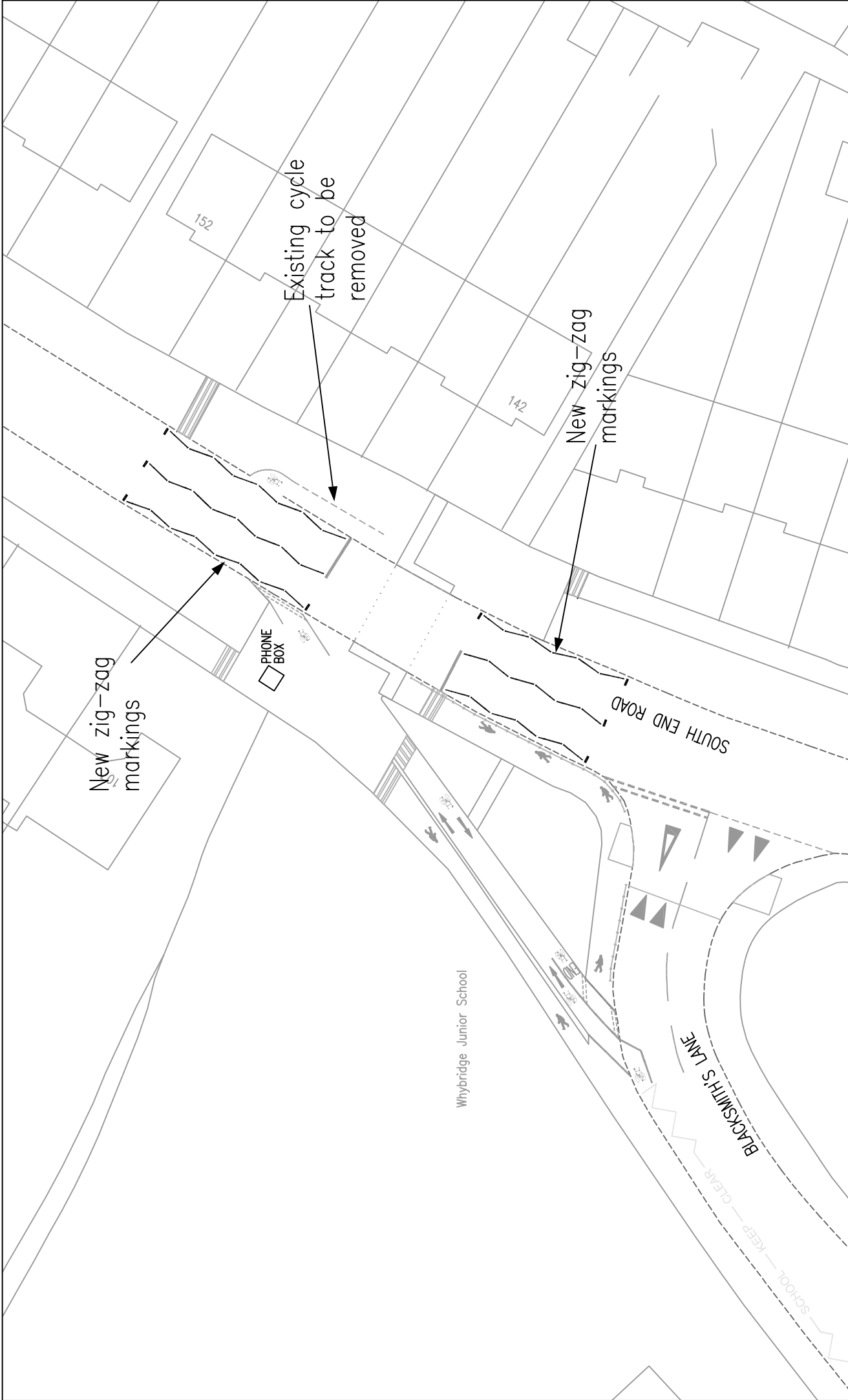
BACKGROUND PAPERS

Consultation letter to local occupiers.

Minutes of Highway Advisory Committee, date 22nd February 2011.

Design Drawing: Proposals to upgrade existing crossing.

Drawing No. QJ013/01/10.



25 Havering LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROWFORD, RM1 3DW TELEPHONE No. 01708 634943 FAX No. 01708 433721 E-MAIL: streetcare@havering.gov.uk	JOB TITLE South End Road at junction with Backsmiths Lane DRAWING TITLE Proposals to upgrade existing crossing		DRAWN BY DJ	CHECKED BY MK	APPROVED BY MK	PURPOSE Information	©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
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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 April 2011

Subject Heading:

**CHERRY TREE LANE
Casualty Data and Background**

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 provides background to recent casualty-reduction works in Cherry Tree Lane, provides current recorded casualty data and offers Staff comments.

This scheme is within **South Hornchurch** ward.

RECOMMENDATIONS

1. That the Committee notes the contents of this report.

REPORT DETAIL

1.0 Background

- 1.1 Following representations by a member of the Highways Advisory Committee, the Committee agreed that Staff should provide a report giving background to recent schemes in the street and current casualty rates.
- 1.2 Cherry Tree Lane was last reviewed as part of the Council's Casualty-Reduction Programme in 2008/09 which formed part of a larger study which included Lowen Road. The larger study was undertaken in order to create a package of works more likely to attract funding than each street in isolation. The funding of this programme comes solely via the Transport for London Local Implementation Plan.
- 1.3 The casualty data which informed the study considered the 4 years to December 2007. Over this period, 8 slight injuries were recorded and of these, 3 involved pedestrians.
- 1.4 As Cherry Tree Lane is a bus route and is often used by emergency services, Staff proposed the introduction of 4 speed control tables along Cherry Tree Lane (being more forgiving to these services than humps). 3 were proposed through the double bend at the southern end of the street and 1 proposed towards the northern end (with pedestrian facilities). The locations were in line where casualties were recorded.
- 1.5 Through the consultation process, concerns were raised by London Buses and the London Ambulance Service in terms of compatibility with buses and impact on response times.
- 1.6 With negotiation, London Buses' concerns were alleviated through the design of tables which were "bus friendly" and the removal of one of the speed tables (the centre of the 3 proposed at the double bend) which satisfied the London Ambulance Service.
- 1.7 The works were completed by March 2009 following approval by the Chairman of the former South Hornchurch and Rainham Area Committee.

Highways Advisory Committee, 19 April 2011

- 1.8 Officers and ward councillors were contacted by a resident in October 2010 to request that the Council investigates a collision whereby a car hit a telegraph pole which fell on the residents' car. At the time of the collision, the car was stationary on the residents' front garden with the person inside which was clearly distressing to them. The resident cited high vehicle speeds as being a continual problem in the street.
- 1.9 Staff explained to the resident that in terms of the casualty-reduction programme, work is targeted in response to an injury history reviewed on a rolling basis rather than providing a rapid response to an individual incident. Staff also explained the outcome of the most recent intervention and that further work and funding was not on the Council's programme.
- 1.10 The resident concerned was not content with the response provided by Staff, but the matter was reported to the Highways Advisory Committee at its meeting of 16th November 2010 (Item 66 on the schemes request schedule). The Committee expressed sympathy and the matter was placed on hold pending further discussion.
- 1.11 The matter was held until a request was made by the Committee for a full report into the background.
- 1.12 The Metropolitan Police undertook a limited speed check towards the end of November 2010, but did not report any driver for speeding.

2.0 Casualty-rates post-implementation

- 2.1 Staff have analysed the casualty history for Cherry Tree Lane between April 2009 (following completion of the 2008/09 scheme) to December 2010 (the latest published data).
- 2.2 Over this period, 2 slight injuries have been recorded as follows;
 - 7th June 2009. A car turning right into the Cherry Tree Public House hit another car heading south from Rainham Road. The driver turning right was judged to have failed to look properly and not judged the oncoming person's path or speed and it was this person who was hurt.
 - 24th October 2010. A car heading northbound was distracted and hit a telegraph pole, injuring their passenger. The driver was judged to have been careless/ reckless/ in a hurry with an in-vehicle distraction, had been failing to look properly and lost control.

3.0 Staff Comments

3.1 The average casualty-rate before the 2008/09 scheme was implemented was running at 2 slight injuries per year and in the period following implementation, the rate has been 1 slight injury per year.

3.2 However, Staff would caution the Committee in accepting a trend within a period of less than three-years of a scheme being complete as is the case here. In addition, with relatively low casualty rates, changes in figures can be volatile over a short period of time.

3.3 The Council's casualty-reduction programme is in response to its general statutory duty under S39 of the Road Traffic Act 1988 (3 a and b), which the Committee will recall from the presentation given at its meeting of 13th July 2010;

(3) Without prejudice to the generality of subsection (2) above, in pursuance of their duty under that subsection each local authority—

(a) must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area,

(b) must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and

(c) in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

3.4 Whilst the incident of 24th October 2010 was clearly distressing the resident involved and indeed the passenger who was hurt, Staff cannot recommend that reacting to single collision can be justified, unless there is a major problem with the location in terms of a failure of the highway fabric or an unintended consequence of a scheme. Neither is the case here.

3.5 With casualty-data of less than 2-years, there is insufficient justification for a further scheme, unless an alternative funding source can be provided. If the casualty trend remains as recorded, Staff doubt that this would justify further work over and above other locations in the borough with more serious histories.

- 3.6 Should the Committee wish to take further works forward, funding would need to be identified so that further design and construction works could take place; a indicative budget of around £30,000 or more might be appropriate.
- 3.7 In terms of measures which could be deployed, Staff would not recommend further vertical deflection measures (humps etc), given the views of the London Ambulance Service. It might be possible to utilise VA signs to educate drivers of their speed; horizontal deflection such as pinch points (although would have to be bus-friendly) or other measures.
- 3.8 However, the Committee should be cautioned that introducing measures in areas with low casualty histories might actually lead to an increase in the average casualty rate. For example, a new zebra crossing placed in a location without a casualty problem can statistically (and in general) attract injuries; although this might be balanced against community need for an accessible network.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing a scheme in Cherry Tree Lane might require a budget of £30,000 or more, but that no budget is currently available for further work including studies or physical measures.

Legal implications and risks:

Many traffic calming measures request public advertisement and consultation before a decision on implementation can be taken. The Committee will note the previous views of statutory consultees.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Traffic management works have a track record of reducing all types of casualties across the borough, where deployed in response to casualty history.

BACKGROUND PAPERS

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 April 2011

Subject Heading:

**DOLPHIN APPROACH – PROPOSED
WAITING RESTRICTIONS
Outcome of Public Consultation**

Report Author and contact details:

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

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

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

SUMMARY

Following the public consultation and statutory advertisement of proposed parking restrictions in Dolphin Approach, this report sets out the responses to the public consultation and recommends a further course of action.

RECOMMENDATIONS

1. That the Committee having considered that there were no objections received to the proposals, recommends to the Cabinet Member for

Community Empowerment that the proposals be implemented as advertised.

2. That it be noted that the estimated cost of up to £1,200 for implementation can be met from the Council's 2011/12 revenue budget for Minor Traffic and Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 16th November 2010 Highways Advisory Committee considered a report on requests for minor parking schemes received throughout the borough. One of the requests was to introduce parking restrictions in Dolphin Approach, to deal with inconsiderate and obstructive parking by drivers displaying disabled parking badges.
- 1.2 The item was agreed in principle and proposals felt necessary to deal with the parking issues were subsequently advertised, with site notices being placed in the road and the proposals being advertised in Living. The proposals are outlined below and shown on the attached plan Dolphin Approach.
- 1.3 The proposals are to introduce five disabled persons parking bays, with a 3 hour maximum stay period, on the south-eastern side of Dolphin Approach, to restrict the remaining extent of the adopted section of the road and the south-western side of Junction Road, from a point 23 metres south-east of the south-eastern kerbline of Dolphin Approach to a point 20 metres north-west of the north-western kerbline of Dolphin Approach, with parking restrictions to prohibit waiting and loading 'At any time'.

2.0 Outcome of Public Consultation

- 2.1 No responses

3.0 Staff Comments

None.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of up to £1,200 for implementation can be met from the 2011/12 Minor Parking Schemes.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

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

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

BACKGROUND PAPERS

Design Drawings

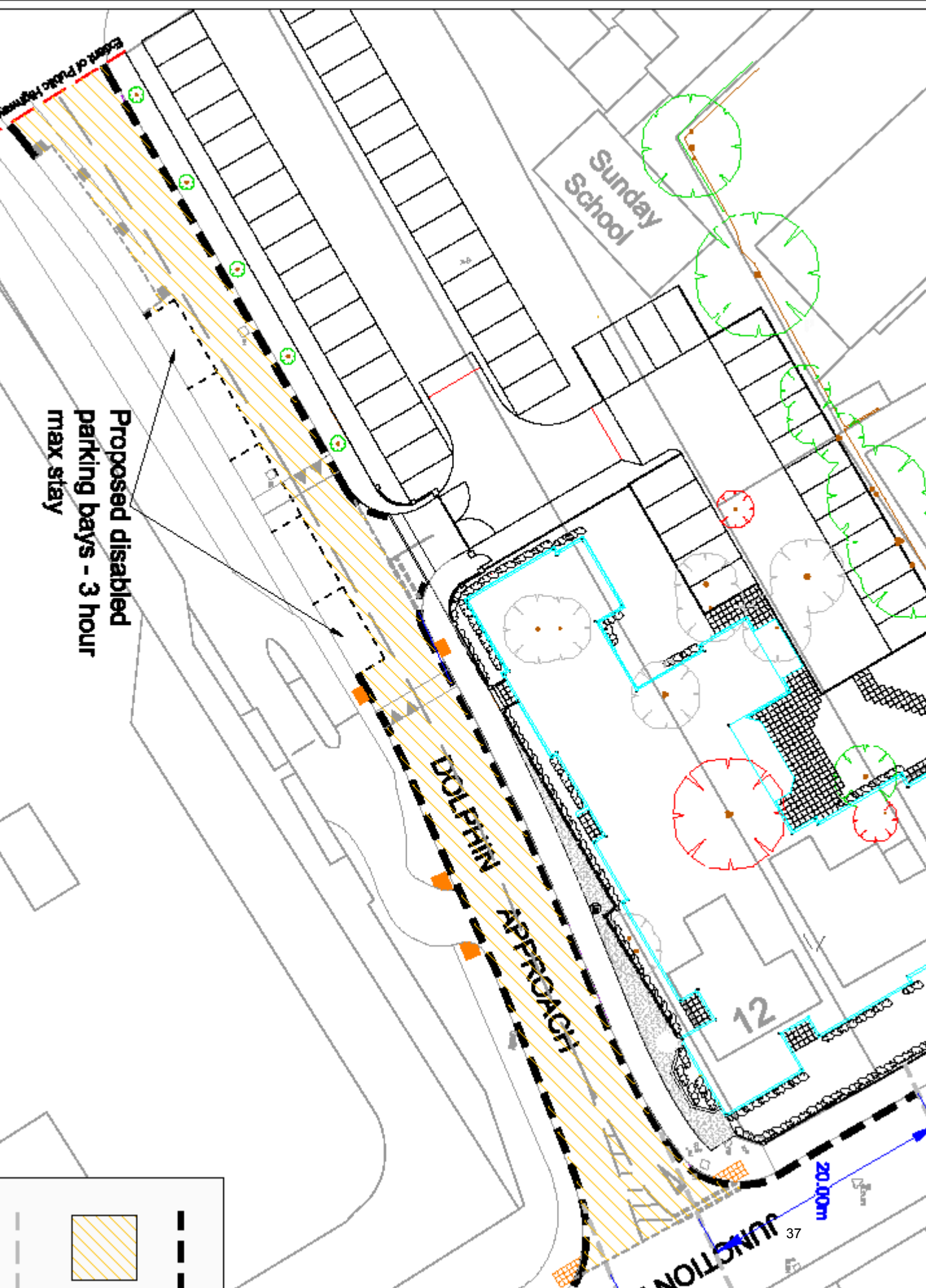
Dolphin Approach – Proposed waiting restrictions



JOB TITLE
Dolphin Approach
PROPOSED TITLE
Proposed Loading Bay and disabled parking bays

DESIGNED BY DJ	CHECKED BY H	APPROVED BY H
DATE 22/11/10	SCALE A15	REVISION
PURPOSE Info	PROJECT ISLE	REVISION
DATE 14/02/10/04/11	REVISION	REVISION
DATE	REVISION	REVISION

NOTES:
The drawings shown in the title block are intended to provide information only and are not to be used for any other purpose.
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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 April 2011

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
April 2011**

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 checked="" type="checkbox"/> |
| Value and enhance the life of every individual | <input type="checkbox"/> |
| High customer satisfaction and a stable council tax | <input type="checkbox"/> |

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all highway scheme requests; so that a decision will be made on whether the scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Several schemes are funded through the Transport for London Local Implementation Programme and generally the full list of schemes will be presented to the Committee at the first meeting after Annual Council, although some items will be presented during the year as programmes develop.
- 1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.
- 1.4 Where any scheme is to be progressed, then the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the

Highways Advisory Committee, 19 April 2011

Committee which will make recommendations to the Cabinet Member for Community Empowerment. Where a scheme is not to be progressed, then the Head of StreetCare will not undertake further work.

- 1.5 In order to manage this workload, a schedule has been prepared to deal with applications for new schemes and is split as follows;
- (i) Section A - Scheme Proposals with Funding in Place. These are projects which are fully funded and it is recommended that the Head of StreetCare proceeds with detailed design and consultation.
 - (ii) Section B - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held in Section C for future discussion should funding become available in the future.
 - (iii) Section C - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee decision.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

Highways Advisory Committee, 19 April 2011

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

None.

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee
19th April 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place								
1	Straight Road - Footway Parking Scheme	Provision of a footway parking scheme between Hilldene Avenue and Hailsham Road to ease traffic condition	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£50k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare
2	Straight Road/ Lower Bedford's Road junction study	Safety and capacity review of junction to support wider development objectives	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£50k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare
3	South Havering Casualty-Reduction Package	Casualty-reduction measures for South End Road, Coronation Drive & Rainham Road	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£120k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare
4	Cranham Casualty-Reduction Package	Casualty-reduction measures for Front Lane & Avon Road	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£60k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare
5	Reduction Package	Casualty-reduction measures for St Mary's Lane, Upminster Road & Corbets Tey Road	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£100k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee

19th April 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
6	Collier Row Casualty-Reduction Package	Casualty-reduction measures for Mawney Road, White Hart Lane & Chase Cross Road	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£100k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare
7	Collier Row Road Pedestrian Safety and Smoothing Traffic Flow	Timing reviews on signalised crossings between Hampden Hill Roundabout and Carter Drive	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£10k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare
8	Lodge Lane Bus Stop Accessibility	Bus Stop Accessibility Works in Lodge Lane	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£10k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare
9	School Travel Plan Implementation	Measures to support St Alban's Primary School, Mead Primary School and School Keep Clear Reviews at 10 crossing patrol sites	Programme agreed through Cabinet process, with HAC consultation in 2010/11. Recommend that Staff proceed with design and consultation for future detailed HAC report.	TfL LIP 2011/12	£55k	StreetCare	01/04/2011	Mark Philpotts LBH StreetCare
SECTION B - Highway scheme proposals without funding available								
10	Burnway, Hornchurch	Traffic calming	Feasible, but unfunded. No casualties recorded in 3 years to November 2010. May create similar requests from Glebe Way.	TBC	£30k	Resident	16/03/2011	1079678

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

Highways Advisory Committee
19th April 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
11	St Andrews Avenue, Elm Park	Traffic calming at bend by near no.30, possibly chicanes as humps impact on emergency vehicles.	Feasible, but unfunded. 1 serious pedestrian injury recorded at junction with Carnforth Gardens with driver recorded as "aggressive". 3 years to November 2010.	TBC	£12k	Hornchurch RA	22/03/2011	1082280
12	Ockendon Road, Upminster	Reduce speed limit from 40mph to 30mph with traffic calming	Street semi-rural in many places and so successful reduction of speeds to 30mph would require traffic calming	TBC	£50k	Resident	07/04/2011	1080814
13	Jersey Road	Request for traffic calming	Deferred from January 2011 (item 100). No recorded casualties in last 3 years. DEFERRED from Feb 2011 Item 21. Deferred from March 2011 Item 33	TBC	£20k	Cllr Breading	14/12/2010	Cllr Breading
14	Upper Rainham Road	Reduce speed limit from 40mph to 30mph - section by Maylands Health Centre	Feasible, but unfunded. Would require some physical measures to help influence speeds.	TBC	£20k	Resident	07/04/2011	1087590
15	267 to 297 Dagnam Park Drive	Removal of grass verge opposite 273 to help improve access for emergency services and refuse collection	Feasible and would assist with access.	TBC	£3k	Residents (14 via petition)	30/03/2011	1082128
SECTION C - Highway scheme proposals on hold for future discussion								
16	Cherry Tree Lane	Traffic calming	4 sets of speed tables proposed in 2008/09 to deal with speeding and casualties. Representations by London Ambulance Service reduced scheme to 3 speed tables. Funding for further works not available.	TBC	£30k	Resident	02/11/2010	1022682

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

Highways Advisory Committee
19th April 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
17	Rainham Village Parking Review	Consider parking needs for village in parallel with Viking Way extension, perhaps look at residents' permits as well - commence work with local parking questionnaire. Review likely to start in January 2011 to coincide with Viking Way scheme.	HAC requested for approval in principal for questionnaire to local area with results reported back to future HAC	Variety of external funders	£10k	LBH Regeneration	03/11/2010	David Ballm LBH StreetCare
18	South End Road	Request for Zebra Crossing near Condor Walk	Feasible, but not funded. The road width is just under 7 metres and therefore a pedestrian refuge would require road widening and therefore a similar budget. South End Road to be reviewed 2011/12 as part of casualty reduction programme.	TBC	£25k	Resident	16/11/2010	1033034



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 April 2011

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
April 2011**

Report Author and contact details:

Alexandra Watson
Business Unit Manager (Schemes &
Challenges)
01708 432603
alexandra.watson@havering.gov.uk

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

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

SUMMARY

This report presents applications for on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for Community Empowerment who will then recommend a course of action to the Head of StreetCare to either progress, reject or hold pending further review.

RECOMMENDATIONS

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;
 - (a) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
 - (b) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion (*NB nothing to report for this Committee*).
3. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment should recommendation for implementation is made and accepted by the Cabinet Member for Community Empowerment.
4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source and that the budget available in 2011/12 is £90K.
5. At Period 1 £90K is uncommitted.

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all on-street minor traffic and parking scheme requests. The Committee advises whether a scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Approved Schemes are generally funded through a revenue budget (A24650). Other sources may be available from time to time and the Committee will be advised if an alternative source of funding is potentially available and the mechanism for releasing such funding.

Highways Advisory Committee, 19 April 2011

- 1.3 Where the Committee recommends to the Cabinet Member for Community Empowerment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee, which will make recommendations to the Cabinet Member for Community Empowerment.
- 1.4 Where the Committee recommends to the Cabinet Member for Community Empowerment that a scheme should not be progressed subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will not undertake further work and the proposed scheme will be removed from the Schemes application list. Schemes removed from the list will not be eligible for re-presentation for a period of six months commencing on the date of the Highways Advisory Committee rejection.
- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
- (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council's revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Community Empowerment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
 - (ii) Section B – Minor Traffic and Parking scheme requests on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion or funding issues (*nothing to report to this Committee*).
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee advice to the Cabinet Member for Community Empowerment.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made

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following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Legal implications and risks:

Many aspects of on-street minor traffic and parking schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

When the Cabinet Member for Community Empowerment approves a request, then such advertisement would take place and then be reported in detail to the Committee who will then advise the Cabinet Member for Community Empowerment to approve the Scheme for implementation.

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

Human Resources implications and risks:

None.

Equalities implications and risks:

Decisions need to be made which are in accordance with various equality and diversity considerations, the advice of which will be reported in detail to the Committee so that they may advise the Cabinet Member for Community Empowerment.

BACKGROUND PAPERS

None.

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Minor Traffic & Parking Schemes Applications Schedule

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Item Ref	Scheme	Description	Officer Advice/Information (where applicable)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Minor Traffic and Parking Scheme Requests								
	Frazer Close - adjacent to 1 - 9	Restrictions in front of pram ramp to assist disabled users	Deferred from March 2011, Item 21	LBH Revenue	250	Resident	07/03/2011	March 11 File
	Short term parking for shops around Main Road commercial area	Provision of meter style parking in area as not everyone has a disc and some areas have long term parking after 10am		LBH Revenue	TBC	Gidea Park & District Civil Society	14/03/2011	1067214
	Bryant Avenue, Harold Wood.	Provide part time (8am to 6:30pm) restrictions on McDonalds side where large vehicles are parking on footway and verge; provide extended double yellow lines at junction with Ewan Road to improve visibility; increase double yellow lines at Tesco access to improve vision	HAC rejected request August 2010	LBH Revenue	TBC	Cllr Eagling	16/03/2011	Cllr Eagling
	St Neots Road/ Harlesden Road	Commuter parking causing access and parking problems	HAC has rejected all requests at this location to date	LBH Revenue	1,000	Resident	16/03/2011	1079728
	Front Lane/ Plough Rise	Double yellow lines at the junction		LBH Revenue	500	Resident	16/03/2011	1079604

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	Hazelmere Gardens/ Brentwood Road	Double yellow lines at the junction	HAC rejected request August 2010	LBH Revenue	500	Resident	22/03/2011	1082078
	Arundel Road, Harold Wood	Additional residents' permit bays within existing scheme		LBH Revenue	TBC	Resident	22/03/2011	1079688
	Tudor Gardens, Gidea Park	Extend existing CPZ to prevent obstructive parking by parents of Gidea Park College with concern about safety		LBH Revenue	1,000	Resident	30/03/2011	1082424
	Tudor Gardens, Gidea Park	Extend existing CPZ to prevent obstructive parking by parents of Gidea Park College with concern that resident cannot leave property to pick up own child		LBH Revenue	1,000	Resident	30/03/2011	1082430
	Severn Drive, Cranham	Extend double yellow lines and/or school keep clear markings to close a gap where parking is currently creating a visibility problem for pupils crossing		LBH Revenue	1,000	Cllr Ford	30/03/2011	Cllr Ford

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Item Ref	Scheme	Description	Officer Advice/Information (where applicable)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
	59-75 Ongar Way	Double yellow lines across dropped kerb within parking bay outside block 59-75 Ongar Way where disabled resident is having difficulty accessing	Deferred at February 2011 HAC. 22nd February 2011 HAC Minutes refer to deferred decision	LBH Revenue	500	Cllr Burton	30/03/2011	Cllr Burton
	142A Wennington Road	Provide Bus Stop Clearway to allow buses to pull into stop so the stop is accessible.		LBH Revenue	750	Resident	30/03/2011	1088742
	65 Mashiters Walk	Request to reduce free parking bay to the side of the property by 5m to improve sight line when exiting a rear driveway (large number of commercial vehicles parking in the bay)		LBH Revenue	TBC	Resident	26/01/2011	1088708
	107 Pettits Lane South	Request to extend restrictions due to commuter parking problems following the introduction of restrictions in Lake Rise		LBH Revenue	TBC	Resident	24/11/2011	1088726

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	18 Tudor Avenue, Gidea Park	Request to extend existing restrictions to numbers 18-24 Tudor Avenue to deter inconsiderate parental parking for Gidea Park College and Gidea Park Primary School		LBH Revenue	TBC	Resident	27/11/2011	1088748
	Oldchurch Flats, off Rushgreen Road	Request for additional parking bays for residents and visitors to the flat		LBH Revenue	TBC	Non-Resident	17/03/2011	1088766
	Susan Close/Mawney Road	Petition from 10 residents of Susan Close for junction protection on entry to Susan Close from Mawney Road due to increasing obstructive parking by residents of Mawney Road and visitors to King George Playing Fields		LBH Revenue	500	Residents	29/03/2011	1088696
	11 Wayside Close	Access concerns for deliveries/emergency services etc due to commuter parking - petition received from residents of Wayside Close requesting 10.30am-11.30am restriction	Scheme originally rejected by HAC on 19th October 2010. Petition received via Cllr Thompson from 15 residents to appeal the rejection.	LBH Revenue	TBC	Residents	22/03/2011	Cllr Thompson

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Item Ref	Scheme	Description	Officer Advice/Information (where applicable)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
	14 Lyndhurst Drive	Request for junction protection at entry to Lyndhurst Drive to deter visitors to Harrow Lodge Park from parking at the corners of the drive		LBH Revenue	500	Resident/Cllr Damian White	31/03/2011	Cllr Damian White/1090198
	A1306/Wentworth Way	Request for junction protection at A1306 junction with Wentworth Way		LBH Revenue	500	Cllr Tucker	Telephone request in March 2011	Cllr Tucker
	Anchor Drive, Rainham	Request for restrictions to ensure emergency access to the sheltered accommodation after the ambulance services could not attend an emergency on 8th March 2011		LBH Revenue	TBC	Metropolitan Police	08/03/2011	Metropolitan Police
	Ashton Road/Faringdon Road	Request from business for junction protection around and opposite their loading access - HGVs experiencing problems entering and exiting the loading areas due to parked vehicles		LBH Revenue	500	Consolidated Storage Limited	01/03/2011	Consolidated Storage Limited

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SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues								
		NOTHING TO REPORT FOR 19/04/11 COMMITTEE						