



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30pm	Tuesday 19 October 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)**

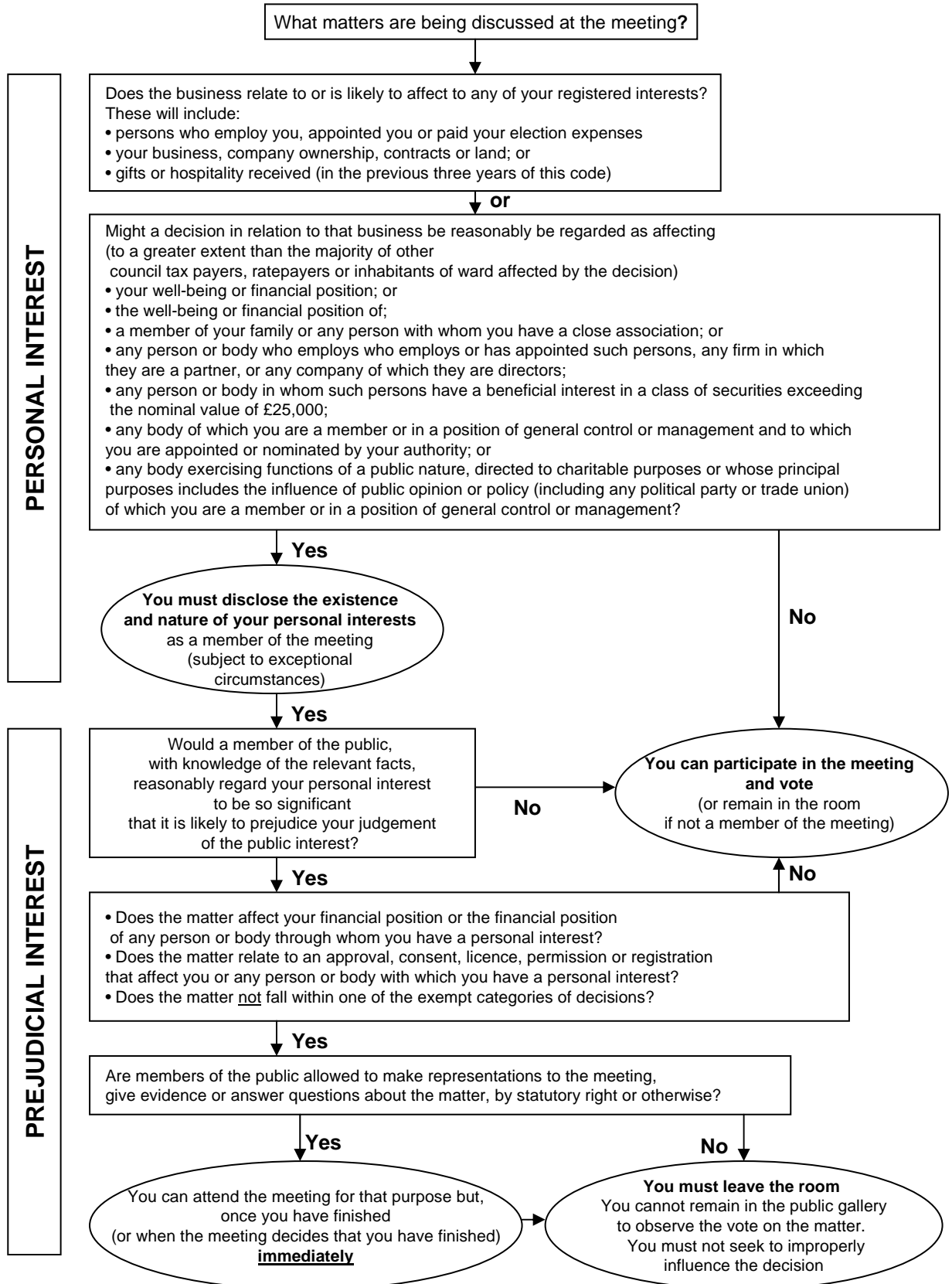
Denis Breading

**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 21 September 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 **MEAD SCHOOL, AMERSHAM ROAD, HAROLD HILL - Alterations to School Keep Clear Marking** - Outcome of Public Consultation

7 **PARK LANE AREA PARKING REVIEW** - Outcome of questionnaire consultation

8 **HUBBARDS CLOSE - Possible road closure or restriction** - Outcome of residents'/ statutory authorities consultation

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

10 **ST EDWARDS PRIMARY SCHOOL, SCHOOL TRAVEL PLAN AND PARKING REVIEW** - Outcome of Public Consultation

11 **SOUTH HORNCHURCH AND RAINHAM MINOR PARKING SCHEMES AND PARKING REVIEW** - Outcome of Public Consultation

12 **TRAFFIC MANAGEMENT ORDER – Amendment** – Report attached

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
21 September 2010 (7.30pm – 11.00pm)**

Present:

COUNCILLORS:

Conservative Group	Frederick Thompson (in the Chair), Osman Dervish, Steven Kelly, Lynden Thorpe and Linda Trew
Residents' Group	Linda Hawthorn and John Wood
Labour Group	Denis Breading (part of meeting)
Independent Local Residents' Group	David Durant

Apologies for absence were received from Councillors Billy Taylor (Osman Dervish substituted), Damian White (Linda Trew substituted) and John Mylod (John Wood substituted).

Councillors Mike Armstrong, Andrew Curtin, Brian Eagling, Linda Van den Hende, Wendy Brice-Thompson, Barry Tebbutt and Damian White were also present for part 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 an emergency.

There were no declarations of interest.

20 MINUTES

The minutes of the Committee held on 17 August 2010 were voted on with no dissenting voices.

Following which Councillor Kelly was of the view that the minutes were incomplete as there was no detailed record of the decision relating to the Work Schedules.

The legal advisor explained several times that the schedules needed to come forward in report form with recommendations to that decision could be made on the report schedules.

The minutes of the meeting of the Committee held on 17 August 2010 were then voted on again with the Chairman's agreement by a show of hands on this occasion and agreed as a correct record by four votes to two and signed by the Chairman, Councillors Breading and Kelly voting against with the following three Members abstaining from the vote Councillors Dervish, Trew and Wood.

21 HIGHWAYS ADVISORY COMMITTEE WORK PROGRAMME

The Committee was advised by the legal advisor that because the decision making in respect of the schedules as already explained at the start of the meeting needed to be taken by reference to a report to the Committee that it would be preferable if the schedules were brought back in that form to the next available committee.

Councillor Steven Kelly was dissatisfied with this and said he did not accept the advice. The legal advisor said it was up to the committee to decide.

Councillor Kelly proposed a motion of no confidence on the Chairman on the basis that he proposed to accept the advice given.

There was no support for this motion.

Councillor withdrew this motion.

Councillor Kelly proposed a motion of no confidence in the legal advisor.

There was again no support for this motion.

The Committee **AGREED** to take this report at the next meeting.

22 HAVERING'S 2011/12 LOCAL IMPLEMENTATION PLAN (LIP) FUNDING SUBMISSION

The Committee received a report that sought approval for the list of schemes proposed to be included in Havering's 2011/12 LIP Funding Submission.

Cabinet in July 2010 considered a report on this matter. The meeting approved the preparation of the LIP Submission for 2011 / 12. Cabinet also agreed to seek the advice of the Highways Advisory Committee before the submission was finalised. Cabinet delegated its approval to the Lead Members for Community Empowerment and Environment.

The report informed the Committee that the Council made an annual Local Implementation Plan Submission to Transport for London (TfL) for funding transportation initiatives across the Borough. It had to be consistent with the Mayor of London's Transport Strategy aspirations and the Council's own Local Implementation Plan.

TfL required all projects in LIP Submissions to conform to the Mayor of London's new Transport Strategy published in May 2010. They also had to accord with the Local Implementation Plans of boroughs which set out how they would address the Mayoral priorities at a local level and also set out longer term transportation strategies and policies.

Transport for London had awarded Havering an indicative LIP funding amount of £2.7m for 2011/12 for the 'Corridors and Neighbourhoods' and 'Smarter Travel' programme areas

During the debate, Members of the Committee were informed that there was no indication if the LIP funding amount would be reviewed due to the current economic situation.

The Committee were advised to approach the Lead Members for Community Empowerment and Environment to identify any scheme on the reserve list of Projects and Programmes outside those indicatively allocated 2011/12 LIP funding that they felt should be given a priority.

The Committee **NOTED** the draft 2011/12 LIP Funding Scheme submission as detailed in Appendices A and B of the report.

23 **MERCURY HOUSE SHORT TERM PARKING FACILITIES**

The Committee considered a report that outlined the results of the public consultation for the provision of short term parking facilities in the service road situated to the north-west of Mercury House and requested authorisation for implementation.

This followed complaints from traders, delivery drivers and visitors to Mercury House. Officers considered that a short term parking facility should be installed in the un-named service road situated to the north-west of Mercury House. This type of provision would help with the general servicing of Mercury House and would be of great benefit to staff, while dropping off or collecting items.

The Committee **AGREED** the following:

1. That having considered the representations made, the Committee recommended to the Cabinet Member for Community Empowerment that the short term parking bay detailed in the report be implemented
2. The Committee noted that the estimated cost of £1,500 for the scheme would be met from the 2009/10 revenue budget for Minor Parking Schemes

The voting for the item was 6 votes in favour to 1 absent. Councillor Trew was absent during the voting.

24 **LAKE RISE AND ROSEMARY AVENUE PARKING REVIEW – Results of**

public consultation

The Committee received a report that set out work to review the parking regime in the Lake Rise and Rosemary Road area that had been ongoing since 2005.

Following the public consultation and statutory advertisement of a parking scheme in the Lake Rise and Rosemary Avenue area, the report set out background to the scheme, the responses to the consultation and gave options for further decision-making on the scheme.

The area was currently part of the Sector 5 review area of the Romford Controlled Parking Zone (CPZ), which was in operation 8:30am to 6:30pm, Monday to Saturday. The zone has no residents' permit bays, but did contain some free parking bays in Lake Rise/ Rosemary Avenue and some meter bays in Oaklands Avenue and the rear of the Town Hall.

The area currently restricted was the southern end of Lake Rise (Main Road end), the southern end of Pettits Lane South (Main Road end), the Western half of Wayside Close, Woodlands Road, the Western half of Rosemary Avenue, Sorrel Walk, Brockton Close and Sydenham Close. In addition, streets to the east of Pettits Lane south were within the scheme (Drawing QF210/RL/150).

The outcome of the consultation was reported to a joint meeting of the then Romford Area Committee and Gidea Park Area Committee in March 2009. The response by residents was that 86% of those responding were against the scheme. Several people gave suggestions as to how the scheme should be taken forward.

As a result, the joint Area Committee considered a number of options for taking the matter forward. The Committee agreed that a scheme should be taken forward to detailed design and consultation which was subject to the following constraints;

- A scheme to be in force from 10am to 11am, Monday to Friday,
- Residents' parking bays to be provided throughout the area where safe and practical to place, having regard for servicing and fire fighting,
- Junctions, bends etc would be restricted with double yellow lines,
- 14 to 42 Pettits Lane South (evens) would be included in the new area
- Wayside Close, Sorrell Walk and Sydenham Close would be excluded from the area based on a lack of concern expressed from these streets.
- Officers would draw up a scheme as set out above for the Head of StreetCare in consultation with the two Area Committee Chairmen and the Chairman of Regulatory Services to agree in principle for public consultation.
- The results of consultation would be brought back to another joint meeting of the Area Committees with any decision to be ratified by the Regulatory Services Committee.

- The scheme would operate in Brockton Close, Lake Rise, Parkland Avenue, Raphael Avenue, Rosemary Avenue and Woodlands Road.

The scheme was designed and approved for consultation by the two Area Committee Chairmen and the Chairman of the Regulatory Services Committee. The report outlined that about 400 letters and plans were hand-delivered to residents on or just after 15 December 2009 with the proposals also being advertised. The closing date for responses was 8 January 2010.

The report detailed that by the close of public consultation, 39 responses had been received. (10% response rate). Of those responding, 12 supported the scheme (31%), 15 objected to the scheme (38%, but some given anonymously) and 12 did not give a view, made non-related comments or requested a different scheme (31%).

There were some people who do not think enough bays were proposed and others of the view that there were too many (in terms of preventing two-way traffic flow). Some wanted a scheme to operate all day, some were content with the advertised times and some wanted different times (citing shift workers as being the issue).

There were some comments that the original scheme had pushed commuters into the unrestricted areas, although some others disagreed with this point. There was some indication that people were concerned that if a simple restriction was introduced, they would have no facility to park. Some concerns had been raised that the scheme would lead to an increase in dropped kerb applications which would remove further on-street provision.

In the officers' view a consensus within the area was difficult to achieve and any decision made would not be supported universally.

The principle of the original CPZ was to restrict an area around Romford town centre to prevent long-term non-residential parking. The inclusion of the free parking bays would have been to assist residents and visitors to find occasional parking from time to time.

The addresses of those responding to the current consultation did not give conclusive information of views being concentrated in a particular area.

That the physical layout of the current proposal does restrict two-way traffic flow over short sections with the parking bay layouts, but there was sufficient opportunity for traffic to pass each other and there are no locations where emergency and servicing vehicles would be unduly hindered. The design provided for the maximum amount of parking bays for the area.

Officers agreed that it was difficult to give the Committee clear advice on what recommendations should be made to take the scheme forward. It seemed that the Council would not be able to make a decision which satisfied all interested parties.

The report from officers proposed the following options for the Committee to consider:

- (i) Reject the current proposals, but introduce the double yellow lines on junctions and bends or
- (ii) Reject the scheme as advertised in the current proposals completely; or
- (iii) Implement the scheme as advertised in the current proposals or
- (iv) Implement the scheme as advertised in the current proposals within the area currently not restricted as set out on drawings
- (v) Propose a different scheme from that advertised in the current proposals.

Officers suggested that if one of the first two options was taken forward, then the Committee may recommend that the matter would not be reviewed for a particular length of time, such as 5 years. This would give certainty of decision to residents that the matter has been dealt with and would not be discussed again within a medium-term timeframe. Additionally, it would not require further costs (mainly staff time) in dealing with further consultations and debate in the medium term.

Staff recommended that restrictions at the junctions and the bends within the estate would be useful in assisting with traffic/pedestrians seeing and being seen when emerging from junctions and travelling around bends.

The implementation of the scheme as advertised would deal with the general weekday concerns of overspill parking, but would allow general parking to take place out of the restricted times and at weekends. There were concerns raised previously about the impact all day restrictions would have on park users wishing to park on-street.

Implementing the scheme as advertised, but only within the current unrestricted area, would deal with some of the overspill parking, not affect the operation of the current CPZ and be a self-contained scheme in terms of administration and enforcement.

In proposing a different scheme, officers outlined to the Committee that a scheme extending the current operation with residents' permit parking bays was not favoured by residents and a part time scheme had produced split views – a different option was likely to lead to similar split views or rejection.

Officers also suggested that despite some residents not being in favour of residents' permit parking bays (not feeling they were required or not accepting other people parking in front of their premises), if none are included within a scheme, then many residents would be disadvantaged as were unable to provide any more off-street parking.

In accordance with the public participation arrangements the Committee was addressed by two residents who expressed their view in support of a scheme but with some alterations.

With its agreement, Councillor Curtin addressed the Committee stating that he was only responding to feedback he had received from residents of Rosemary Avenue that there was a problem whilst resident at the other end at Lake Rise (Main Road end) felt that any proposal would make them worse off.

With its agreement, Councillor Tebbutt addressed the Committee stating that any parking restriction in the area would only push the problem to the Lodge Farm car park.

During the debate, Members of the Committee discussed issues relating to the proposed scheme and agreed to recommend the implementation of the yellow lines and that the matter would not be reviewed for 4 years.

The Committee also suggested that officers consider proposals to restrict the outside of the bend at Woodlands Road and consult on Brockton Close on being brought into the existing scheme at the southern end of Lake Rise.

The Committee having considered the representations, made the following **RECOMMENDATIONS** to the Cabinet Member for Community Empowerment that both the following decisions be taken :

1. Introduce the double yellow lines on junctions and bends as set out on drawings QF210/RL/101 to QF210/RL/109;
2. Implement the scheme as advertised in the current proposals within the area currently not restricted as set out on drawings QF210/RL/101 to QF210/RL/109 (current extents shown on Drawing QF210/RL/150);
3. That no review of the scheme be consider for a period of four years.

In addition, the Committee considered that the Head of Street Care should proceed with the detailed design and advertisement of the following:

1. Double yellow line restrictions of the outside of the bend at Woodlands Road for a distance of 15 metres.
2. Brockton Close on being brought into the existing scheme at the southern end of Lake Rise.

25 **ELM PARK WALKABILITY – ROSEWOOD AVENUE AND CORONATION DRIVE PEDESTRIAN CROSSING IMPROVEMENTS**

The Committee received a report that recommended that a new uncontrolled pedestrian crossing be provided and five existing uncontrolled pedestrian crossings be upgraded in the Elm Park local centre.

The report outlined that in encouraging people to walk more, Transport for London had funded a 'Walkability' scheme for Elm Park with the intention of making pedestrian access improvements and removing barriers to walking within 500 metres/10 minutes walk from Elm Park Centre.

The reported indicated that pedestrian crossings of side roads were improved in St Nicholas Avenue and Maylands Avenue in 2009/10.

The existing pedestrian crossings would be improved and provided with tactile paving and kerbs to flush with the carriageway, realigned where necessary. The existing locations were at:

- Rosewood Avenue junction with St Andrews Avenue.
- Carnforth Gardens junction with St Andrews Avenue.
- Rosewood Avenue junction with Ambleside Avenue.
- Rosewood Avenue and Coronation Drive at roundabout.

The proposed location was at:

- Rosewood Avenue outside no.1 Station Parade and children's nursery.

The existing crossing of Coronation Drive would require the removal of two mature lime trees. The removal of a mature highway tree required replacement with five new trees. The proposed locations for these were yet to be decided. Residents in the vicinity who had previously requested a tree would be offered one and further consultation with residents would take place in September. The planting season commenced in November.

In reply to a Members' concern on the removal of the lime tree, the Committee was informed that in its current position the tree was a hindrance.

The Committee **RECOMMENDED** the following:

1. That the pedestrian crossing improvements, including the removal of two mature trees, as detailed in the report be implemented.
2. That it be noted that the estimated cost of £15,000 including fees and tree replacement would be met from the 2010/11 allocation for Walking Improvements funded by Transport for London.

The voting for the report was 6 votes in favour to 1 against, Councillor Trew was absent during the voting. Councillor Hawthorn voted against the recommendation.

The Committee received a report that presented the views of those responding to a parking survey in the area to the south of Hornchurch Town Centre. It proposed an area and principles for a controlled parking zone and sought authority to design and advertise a detailed scheme.

The report stated that residents in streets to the south of Hornchurch Town Centre had raised concerns with officers and at Hornchurch Area Committee meetings about the level of long-term non residential parking and its effect on access and highway safety in the area.

It had been suggested that the parking was a combination of commuters parking to work in the town centre and shoppers visiting the area. In addition, some residents had also reported parking problems occurring in the evening where visitors to the Town Centre caused similar problems.

On 21 September 2009 the Chairman of the Hornchurch Area Committee signed Chairman's Decision Ref 09/159 giving staff authority to undertake a parking review in the area generally bounded by High Street, Abbs Cross Lane, Mill Park Avenue, Ravenscourt Grove (as far as its western junction with Ravenscourt Drive) and Devonshire Road. Approximately 1800 letters were hand delivered within the area on or just after 7 October 2009, with a questionnaire with a closing date of 11 December 2009 for completion.

By the close of consultation, 351 responses had been received (20% response rate). The responses were split for and against a scheme across the review area, residents closer to the Town Centre showed support for something to be done.

Officers noted that there were wide-support for double yellow lines on junctions, bends and where servicing was difficult. If restrictions were installed at these sites, then further pressure would be brought onto the areas closest to the Town Centre.

Those responding against a scheme had expressed the minimum intervention as opposed to those supporting a scheme who would like to see residents' bays, restrictions in force all day/ evening and Monday to Saturday.

The report informed the Committee that if a scheme was required closer to the Town Centre and assuming car park charges are to remain, staff suggested that the area shown would be most appropriate for a scheme. It would include the eastern end of Bruce Avenue and The Avenue, where views for a scheme were strongest.

Officers suggested that such a scheme would be in operation from 8am to 8pm, Monday to Saturday, with residents' bays. In addition, there were areas not impacting directly on residents where business permit bays and some on-street pay-and-display bays could be provided to balance some of the problems businesses had highlighted.

The Committee was informed that if in agreement with officers' advice, then a detailed design would have to be prepared and residents/businesses

consulted along with public advertisement with a decision being made through the Highways Advisory Committee/Cabinet Member process.

During the debate, Members of the Committee discussed issues relating to the parking survey in the area. They considered that any parking restriction would have an effect on trade in Hornchurch. A member was of the opinion that the majority of residents were not in support of a scheme.

The Committee **RECOMMENDED** that the Head of StreetCare should not proceed further with the scheme.

The voting for the recommendation was 7 votes to 1 abstention. Councillor Thompson abstaining from the vote.

27 **SUSPENSION OF COMMITTEE MEETING PROCEDURE RULES**

During the discussion of items on the agenda, the Committee **RESOLVED** to suspend Committee Meeting Procedure Rule 8(b) to allow the conclusion of consideration of the remaining items on the agenda.

The voting for the suspension was 7 votes to 1. Councillor Steven Kelly voted against the motion.

Chairman
19 October 2010



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 October 2010

Subject Heading:

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

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 provides an update on highway schemes currently in progress. It also 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 notes the contents of Schedule 1 – Highways Schemes Progress.
2. That the Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the highway schemes applications set out in Schedule 2, Section A – Scheme Proposals with Funding in Place.
3. That the Committee considers the highway schemes applications set out in Schedule 2, Section B - General parking requests for prioritisation (LBH Revenue Budget) and for each application the Committee either;
 - (a) Considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the parking scheme; or
 - (b) Considers that the Head of StreetCare should not proceed further with the parking scheme.
4. That the Committee considers the Head of StreetCare should not proceed further with the highway schemes applications set out in Schedule 2, Section C - Scheme proposals without funding available.
5. That the Committee notes the contents of Schedule 2, Section D – Scheme proposals on hold for future discussion.
6. That the Committee reviews Schedule 3 - Highway Schemes Applications (July and August 2010) and agrees that the schedule is a correct record of decisions, giving the following outcomes;
 - (a) **AGREED** - the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the scheme; or
 - (b) **REJECTED** - the Head of StreetCare should not proceed further with the scheme; or
 - (c) **DEFERRED** – the Head of StreetCare is requested to provide further information to the Committee.
7. 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.

8. That it be noted that the estimated cost of implementing each scheme is set out in the Schedules along with the funding source. In the case of Schedule 2, Section C - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.
9. That it be noted that the estimated cost of implementing each scheme set out in Schedule 3 is shown on the original application sheets for July 2010 and August 2010 which have been reproduced in Appendix I to this report.

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 Council revenue budget for Parking Schemes and so requests which can be funded in this way will be submitted to the Committee on a regular basis.
- 1.4 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.
- 1.5 Where any scheme is to be progressed, then the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee which will make recommendations to the Cabinet Member for Community Empowerment. Where a scheme is not to be progressed, then the Head of StreetCare will not undertake further work.
- 1.6 In order to manage the workload, two schedules have been prepared. Schedule 1 will generally provide a monthly update to the HAC of schemes in progress, which will have had prior agreement from the Committee for the Head of StreetCare to proceed with detailed design and consultation. The Committee is not required to review this schedule line by line, although Staff

may point out matters which it is felt may be useful for Members to have highlighted.

- 1.7 Schedule 2 sets out applications for new schemes and is split as follows;
- (i) Section A - Scheme Proposals with Funding in Place. These are projects which are fully funded and it is recommended that the Head of StreetCare proceeds with detailed design and consultation.
 - (ii) Section B - General parking requests for prioritisation (LBH Revenue Budget). These are requests which could be funded through the Council's revenue budget for Parking Schemes and the Committee is requested to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
 - (iii) Section C - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held for future discussion should funding become available in the future.
 - (iv) Section D - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.
- 1.8 Schedule 2 contains information on funding source, likely budget (as a self-contained scheme), 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.
- 1.9 If a scheme from Schedule 2 is agreed for the Head of StreetCare to take forward, then it will be moved to Schedule 1 and updates given until the scheme is either completed on site or rejected following the detailed report to the Committee.
- 1.10 For this report only, Schedule 3 has been included which deals with the Committee views for requests submitted in July 2010 and August 2010. For this Schedule, the Committee is simply requested to agree that it represents a true record of the decisions previously agreed. The full request lists for both months is reproduced in Appendix I of this report, which contains the other details set out above.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of each request or project is set out in Schedule 2 for the Committee to note.

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

Legal implications and risks:

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

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

With all requests considered through Schedule 2, a formal set of Recommendations and a record of the Committee decisions is 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.

**Appendix I
July 2010 and August 2010 Scheme Applications**

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

**Highways Advisory Committee
July 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	Exchange Street	Provision of 3 speed humps associated with original Romford Brewery development	Unlawful rubber strip humps placed when development took place which need removal. Humps required to ensure traffic remains at low speed approaching uncontrolled pedestrian crossing points at Brewery Walk and ArcadePlace	Developer S278 Highways Act 1980	20,000	Development	21/06/2010	Mark Philpotts StreetCare
2	Union Road (former Oldchurch Hospital)	Double Yellow Line restrictions and 20mph Zone	Proposals associated with new development require public/ statutory advertisement	Developer S38 Highways Act 1980	2,500	Development	21/06/2010	David Ballm StreetCare
3	Gidea Park School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Review would support discharge of Planning Consent for school development site	LBH Education	2,500	Development	21/06/2010	Mark Philpotts StreetCare
4	Hylands School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Review would support discharge of Planning Consent for school development site	LBH Education	2,500	Development	21/06/2010	Mark Philpotts StreetCare

Highways Advisory Committee, 19 October 2010

5	Ayloff School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Review would support discharge of Planning Consent for school development site	LBH Education	2,500	Development	21/06/2010	Mark Philpotts StreetCare
6	Clydesdale Road, additional parking places	Provision of net increase of 4 parking places in street and improvements to cycle route dropped kerbs	Proposals would remove area of underused open paved area to the advantage of additional parking spaces and a better cycle route access from Park Lane.	LBH Revenue/TfL LIP	20,000	Residents	24/06/2010	Mark Philpotts StreetCare
7	Hillfoot Road Width Restriction	Resident Questionnaire to determine whether or not to physical width restriction keep restriction	Can fund questionnaire through general staff time costs, no funding identified for works. Followed report to North Romford AC of 31st March 2009 which advised against removal. AC wanted review and Head of StreetCare agreed to fund review.	LBH Head of StreetCare	1,000	North Romford AC	31/03/2009	Chairman North Romford Area Committee
8	Upper Rainham Road/ Elm Park Avenue	Yellow Box on Upper Rainham Road - Rainham-bound side	Will assist with right turning at peak times where junction locks up with traffic queues	LBH Revenue	1,200	Cllr Morgon	29/06/2010	Cllr Morgon
9	Suttons Lane	Pedestrian refuge to access shops, near Randall Drive	Scheme feasible and funded	LBH Area Committee	8,000	Hornchurch AC	29/06/2010	Mark Philpotts StreetCare
10	Suttons Lane	Minor kerb and parking bay adjustments at junction with Standen Avenue	Required to improve visibility at junction following scheme review	LBH Revenue	2,500	Hornchurch AC	29/06/2010	Mark Philpotts StreetCare
General parking requests for HAC prioritisation (LBH Revenue Budget)								
11	Hornchurch Town Centre	Review of parking by Station and P&D by shops building on Town Centre South scheme.	HAC requested for approval in principal for questionnaire to local area with results reported back to future HAC	LBH Revenue	4,000	Hornchurch Area Committee	21/06/2010	Mark Philpotts StreetCare

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12	Victoria Road, Romford	Review Parking within Ring Road to provide Pay-and-Display parking.	HAC requested for approval in principal for public consultation/ statutory advert with results reported back to future HAC	LBH Revenue	3,500	Victoria Road Businesses	21/06/2010	Mark Philpotts StreetCare
13	Coach drop off facilities, Romford	Review to find locations at low cost suitable for coach drop off.	Sites identified, to be consulted with results reported to HAC for decisions	LBH Revenue/ S106 Liberty	8,000 (plus £50k)	Coach operators and trade body	21/06/2010	Mark Philpotts StreetCare
14	Goodrington School, Walden Road	School Keep Clear restrictions by school gate and "banjo" area	Will assist in keeping area clear where vehicles and pedestrians are moving	LBH Revenue	1,500	School	23/06/2010	Mark Philpotts StreetCare
15	Bower Park School, Havering Road	Review extent and times of operation of School Keep Clear zig-zags	School opening times have changed and so restrictions need updating.	LBH Revenue	1,000	School	23/06/2010	Mark Philpotts StreetCare
16	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	Will support recent School Travel Plan improvement of new pedestrian gate.	LBH Revenue	1,500	School	25/06/2010	Mark Philpotts StreetCare
17	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	Will support other improvements planned for School Travel Scheme, keep junctions and bends clear for pedestrian and vehicle visibility; and increase and simplify on-street paid parking bays.	LBH Revenue	8,000	School and Residents	24/06/2010	Mark Philpotts StreetCare

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18	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
19	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.	Would certainly help M/C users secure their M/Cs - costs to be researched. M/C use is growing in London and Havering has not provided new parking places for some time.	LBH Revenue	TBC	Resident	25/06/2010	Mark Philpotts StreetCare
20	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 Hornchurch Road.	Various issues in the area, would be useful to undertake a parking review questionnaire and look at the issues as a whole before any schemes are taken forward.	LBH Revenue	2,000	Residents, local councillors, Road Safety Unit	29/06/2010	Mark Philpotts StreetCare
21	Roneo Corner Shops	Parking bay for shops in lay-by 10 to 18	Part of the lay-by is used for buses, but the rest is restricted. Potential scope for short term parking and loading bay, would need discussion with shop keepers	LBH Revenue	4,000	Shop Keepers	29/06/2010	Mark Philpotts StreetCare
22	Osborne Road	Review parking controls for afternoon operation at Brentwood Road end because of obstructive parent parking	Will help keep area clear at school times	LBH Revenue	1,500	Residents, Cllr Galpin	29/06/2010	Cllr Galpin
23	Albany Road	Parking both sides of the road is restricting approach to traffic signals at Hornchurch Road	Single line working only currently available and some restrictions may help	LBH Revenue	1,000	Cllr Galpin	29/06/2010	Cllr Galpin

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24	Airfield Way/ Northolt Way	Double yellow lines at junction extending into Northolt Way to keep entrance to area and Tesco service yard accessible	Will help keep access clear	LBH Revenue	1,000	Resident	29/06/2010	Mark Philpotts StreetCare
25	Hartland Road and Broadstone Road	Footway parking scheme, where footways have been reconstructed	Subject to being assessed and designed, a scheme will help with access through area	LBH Revenue	2,500	Cllr Galpin	01/07/2010	Cllr Galpin
26	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 routing and servicing. Work needs to be underway around April 2012	TfL LIP/ LBH	5,000	LBH Regen.	17/03/2010	Regeneration
Scheme proposals without funding available for HAC to consider and decide a course of action								
27	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	Options appraisal and feasibility study. Discussions would be required with residents of Hubbards Close and Hubbards Chase as well as Transport for London and emergency services about what is felt to be the best solution as A127 will be impacted.	TBC	5,000	Cllr Ramsey	21/06/2010	Cllr Ramsey
28	Marshalls Park Area	Additional speed humps or speed cushions plus a speed table in Parkside Avenue, Seymer Road, Dorset Avenue, Marshalls Drive and Park Drive roads to improve speed reduction within existing 20mph Zone	Scheme generally already successful in reducing casualties and traffic speeds, but speeds may be further reduced.	TBC	£75,000 to £125,000	Gidea Park Area Committee	30/06/2010	Mark Philpotts StreetCare

**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

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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
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 protection 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 associated 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
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

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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
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

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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 restriction assist school access	Will keep access to school clear	LBH Revenue	1,500	School	13/07/2010	File
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 restrictions 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 wider 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	Would keep area clear for emergency access and cyclists	LBH Revenue	500	Resident	13/07/2010	File

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		end						
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
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 Parking bays residents' bays may assist	LBH Revenue	4,000	Resident	13/07/2010	File

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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
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 and 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
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

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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
50	Whitchurch Road Shops - Parking Lay by	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 lay by 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

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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
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

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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
61	Cedar Road	Complaints 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 is 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

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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

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SCHEDULE 1 - Funded Highway Improvement Schemes Progress

Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QJ023	Bus Stop Accessibility. Route 248 Corridor	Bus Stop Accessibilty	Design work in progress	RP	TfL LIP	Mar-11	50,000	Upgrades to existing bus stops and relocating to better places where possible
QG068	Station Road, Upminster - Puffin to Toucan Crossing conversion	Connect 2	Previously approved via Upminster Area Committee	RP	S106	TBC	40,000	Scheme with Transport for London Signals, awaiting feedback and signals slot confirmation
TBC	Hornchurch Town Centre	Review of parking by Station and P&D by shops building on Town Centre South scheme.	Questionnaire consultation imminent	RP	LBH Revenue	N/A	TBC	
QJ067	Victoria Road, Romford	Review Parking within Ring Road to provide Pay-and-Display parking.	Consultation in progress	RP	LBH Revenue	N/A	9,000	Cost includes 2 pay-and-display machines (report to HAC November 2010)
QJ068	Coach drop off facilities, Romford	Review to find locations at low cost suitable for coach drop off.	Consultation in progress	RP	LBH Revenue/S106	N/A	58,000	Costs include £50k S106 from Swan Walk development
QJ069	Bower Park School, Havering Road	Review extent and times of operation of School Keep Clear zig-zags	Consultation in progress	RP	LBH Revenue	N/A		Report to HAC November 2010

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SCHEDULE 1 - Funded Highway Improvement Schemes Progress

Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QJ070	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	Consultation in progress	RP	LBH Revenue	N/A		October HAC report
TBC	Roneo Corner Shops	Parking bay for shops in lay-by 10 to 18	Review in progress	RP	LBH Revenue	N/A		
TBC	Osborne Road	Review parking controls for afternoon operation at Brentwood Road end because of obstructive parent parking	Consultation	RP	LBH Revenue	N/A		
QJ071	Albany Road	Parking both sides of the road is restricting approach to traffic signals at Hornchurch Road	Consultation	RP	LBH Revenue	N/A		
QJ072	Hartland Road and Broadstone Road	Footway parking scheme, where footways have been reconstructed	Consultation in progress	RP	LBH Revenue	N/A		
QJ073	Fairford Way	Residents' survey into parking issues	Consultation in progress	RP	LBH Revenue	N/A		
QJ074	Grenfell Avenue and estate	Residents' survey into parking issues	Consultation in progress	RP	LBH Revenue	N/A		

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SCHEDULE 1 - Funded Highway Improvement Schemes Progress

Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QJ075	Eyhurst Avenue/ Ambleside Avenue and area	Residents' survey into parking issues	Consultation in progress	RP	LBH Revenue	N/A		
QJ076	Ravensborne Crescent/ Coombe Road	Additional residents' parking bays	Design work in progress	RP	LBH Revenue	N/A		
QJ077	Bridge Close, Romford	Upgrade existing part time restrictions to double yellow lines for the whole street	Consultation in progress	RP	LBH Revenue	N/A	1,200	
QJ078	Brooklands Road	Additional residents' parking bays	Design work in progress	RP	LBH Revenue	N/A	1,500	Subject to HGV access to Medora Road
QJ033	Clydesdale Road, additional parking places	Provision of net increase of 4 parking places in street and improvements to cycle route dropped kerbs	Consultation in progress	RP	LBH Revenue/ TfL LIP	Mar-11	20,000	Maximum costs, subject to refinement. October HAC
QJ050	Upper Rainham Road/ Elm Park Avenue	Yellow Box on Upper Rainham Road - Rainham-bound side	Report planned to HAC in October 2010	RP	LBH Revenue	N/A	1,500	Met. Police have no issues with scheme.

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Highways Advisory Committee
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SCHEDULE 2 - Highway Schemes Applications

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Scheme proposals with funding in place								
1	Lister Avenue (part) and Nightingale Crescent	20mph Zone as a result of the new development	Proposals associated with new development require public/ statutory advertisement	Developer	1,000	David Ballm	06/08/2010	David Ballm LBH StreetCare
2	Bus Stop, Elm Park Avenue	Relocate first Elm Park-bus stop 45m west to allow resident to apply for a dropped kerb	Would require consultation with London Buses, but feasible. New site would remove footway parking and require a bus stop clearway to be fully accessible. Current site not accessible and so a move would assist bus passengers. Lamp column would have to be moved and so would be at resident's cost.	LBH Revenue [for Clearway at alternative location]	2,000	Resident	06/08/2010	942454
3	Billet Lane & North Street, Hornchurch	Proposals for upgrade of existing pedestrian refuge near Queen's Theatre Car Park, new pedestrian refuge outside Fairkytes (both Billet Lane) and a new zebra crossing on North Street near Queen's Theatre.	Crossing improvements identified as part of wider study for Hornchurch Cultural Quarter.	TfL LIP	40,000	LBH Head of Regeneration	27/09/2010	Mark Philpotts LBH StreetCare

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October 2010

SCHEDULE 2 - Highway Schemes Applications

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
4	Squirrels Heath Road, Gidea Park	Mini-roundabout at junction with Northumberland Avenue to slow traffic in advance of humped zebra crossing which resident is unhappy with in terms of causing disturbance following earlier scheme	Officers do not feel a mini-roundabout would be appropriate in design terms. This case relates back to previous scheme and to reduce speed on this section of road, additional speed tables could be provided (one each side of crossing location) through TfL Minor Improvements funding.	TfL LIP	15,000	Resident	13/09/2010	965850
5	Pettits Lane North - opposite Fire Station	Relocate first Chase Cross bound bus stop approximately 70 metres north.	Current bus stop is just before approach zig-zags to zebra crossing and not considered desirable by Officers in terms of traffic overtaking a stationary bus and pedestrians being masked on crossing. Alternative location would require removal of footway parking bays and a bus stop clearway, but supported on safety grounds by Officers.	LBH Revenue [for footway bay removal and Clearway provision]	1,000	Met. Police Traffic Unit and London Buses	03/09/2010	Mark Philpotts LBH StreetCare
SECTION B - General parking requests for prioritisation (LBH Revenue Budget)								
6	Little Gaynes Lane	Request for parking controls to deal with on-street parking related to doctor's surgery and access being blocked.	Feasible, but may move problem elsewhere. Might be useful to undertake localised residents' parking survey to gauge extent of problem	LBH Revenue	500	Resident	27/09/2010	Mark Philpotts LBH StreetCare

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SCHEDULE 2 - Highway Schemes Applications

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
7	Central Drive, Hornchurch	Disagreement between residents on replacing footway parking bays following resurfacing.	Bays were in place before surfacing. Some residents have campaigned for bays not to be replaced via Cllr Morgon and Cllr M White. Other residents wish them to be reinstated. Local consultation could find strength of feeling either way.	LBH Revenue	1,000	Residents	20/09/2010	Head of StreetCare
8	Dolphin Approach, Romford	parking controls to deal with obstructive parking by blue badge holders						
9	Butts Green Road	Restrictions outside, opposite and adjacent to Emerson House	Several flatted developments along this section of street with basement parking. On-street parking causing visibility issues at vehicle access points and restrictions will assist, but will remove heavily-used on-street parking. Servicing appears difficult and so local review may be useful with a loading bay provided on each side of the street to serve the various flats.	LBH Revenue	2,500	Resident	03/08/2010	975084
10	Church Road, Harold Wood	Move 2-wheel footway residents' parking bays back into carriageway near Harold Court School	Other bays in area fully on carriageway. This location causes access and safety issues for pupils walking to school.	LBH Revenue	1,000	Resident	06/08/2010	Mark Philpotts LBH StreetCare

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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
11	Hamilton Drive, Harold Wood	Request for more residents' permit bays, especially near 69-109	Feasible where road space is available	LBH Revenue	3,000	Resident	06/08/2010	Mark Philpotts LBH StreetCare
12	Athelstan Road, Harold Wood	Request for more residents' permit bays	Feasible where road space is available	LBH Revenue	3,000	Resident	06/08/2010	Mark Philpotts LBH StreetCare
13	Firham Park Avenue, Harold Wood	Request for restrictions to help with access to residents' driveway	Estate has a history of parking issues, but when the Council last reviewed around 5 years ago, no scheme took place because residents could not agree on way forward. This localised issue had the resident advised to apply for a wider dropped kerb which would deal with his own problem.	LBH Revenue	TBC	Resident	06/08/2010	Mark Philpotts LBH StreetCare
14	Carlton Road, Romford	Change 8:30am to 10:00am restriction to 8am to 6:30pm	Two different CPZs. Romford end is all day with residents' bays, Gidea Park part time with no bays. May be worth a questionnaire for the street first.	LBH Revenue	TBC	Resident	06/08/2010	Mark Philpotts LBH StreetCare
15	Hearn Road, Romford	Remove parking bay to help access to commercial site.	Will reduce amount of available bays, but help with access	LBH Revenue	750	Resident	06/08/2010	Cllr Brice Thompson
16	Wayside Close, Romford	Access concerns for deliveries/ emergency services etc	Recent parking consultation have shown that Wayside Close residents generally do not want any more changes. To make access easier, either double yellow lines are needed on one side or verges paved for footway parking (funding not available)	LBH Revenue	TBC	Resident	6/8/210	922384

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17	Como Street, Romford	2 more residents' bays adjacent to 54 Linden Street	Feasible	LBH Revenue	750	Resident	06/08/2010	Mark Philpotts LBH StreetCare
18	Londsdale Road, Romford	Request for residents' bays	Road narrow with many dropped kerbs, so bays would have to be staggered. Scheme would bring street into local CPZ - may be worth a questionnaire first	LBH Revenue	TBC	Resident	06/08/2010	Cllr Tebbutt
19	Wheatsheaf Road, Romford	Request for more residents' permit bays	Feasible where road space is available	LBH Revenue	3,000	Resident	06/08/2010	Mark Philpotts LBH StreetCare
20	Beaufort Close, Romford	Request for footway parking to help servicing access, but does not want yellow lines	No space available at all in street, request should be rejected.	LBH Revenue	N/A	Resident	06/08/2010	Mark Philpotts LBH StreetCare
21	Jutsums Avenue	Narrow road with parking causes larger vehicles to drive over verges	One verge could be paved for footway parking, but funding not available (£15k required). Double yellow lines on both sides would remove problem	LBH Revenue	1,000	Resident	06/08/2010	Cllr Osborne
22	Jubilee Avenue estate	Request for residents' permit bays as people from Mark's Road park in street	Would extend existing CPZ into area and so all could park within zone. Questionnaire first might be useful to gauge local views	LBH Revenue	500	Resident	06/08/2010	Mark Philpotts LBH StreetCare
23	Links Avenue	CPZ/ Residents' parking	Feasible, perhaps a questionnaire to gauge views would be useful - several requests for this	LBH Revenue	500	Resident	06/08/2010	Cllr Armstrong
24	Hockley Drive	CPZ/ Residents' parking	Feasible, perhaps a questionnaire to gauge views would be useful	LBH Revenue	500	Resident	06/08/2010	Mark Philpotts LBH StreetCare

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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
25	Edward Close, Gidea Park	2 hour parking restriction to stop commuters	Feasible, perhaps a questionnaire to gauge views would be useful	LBH Revenue	500	Resident	06/08/2010	Mark Philpotts LBH StreetCare
26	Chalforde Gardens, Gidea Park	Request for parking review in terms of restriction times and need for permit bays	Feasible, perhaps a questionnaire to gauge views would be useful	LBH Revenue	500	Resident	06/08/2010	Mark Philpotts LBH StreetCare
27	Oxley Close, Gidea Park	Double yellow lines throughout street	Feasible, perhaps a questionnaire to gauge views would be useful	LBH Revenue	500	Resident	06/08/2010	Mark Philpotts LBH StreetCare
28	Hill Grove, Gidea Park	Restrictions to assist deliveries and emergency access (several requests)	Feasible, but would mean double yellow lines, perhaps staggered throughout street. Perhaps a questionnaire would be useful. Footway parking not feasible as footways are flags.	LBH Revenue	500	Resident	06/08/2010	Mark Philpotts LBH StreetCare
29	Marshalls Drive, Gidea Park	Request to be included in CPZ	Feasible, perhaps a questionnaire to gauge views would be useful - refer to Hill Grove which is next street	LBH Revenue	500	Resident	06/08/2010	Mark Philpotts LBH StreetCare
30	Birch Crescent/ Macdonald Avenue	Access concerns for deliveries/ emergency services, vans parking in area etc (several requests)	Area has many dropped kerbs. Restrictions for access will remove on-street parking provision. perhaps a questionnaire to gauge views would be useful	LBH Revenue	750	Resident	06/08/2010	Mark Philpotts LBH StreetCare

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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
31	Fairfield Avenue, Upminster	Restricted parking request to deal with commuters	Several requests for this and with 1 resident not supporting. Enough interest to go straight to public advert. Suggest bring street into line with adjacent roads (8am to 9:30pm, Monday to Friday)	LBH Revenue	1,500	Resident	06/08/2010	Mark Philpotts LBH StreetCare
32	Dunster Crescent, Hornchurch	Introduce residents' permit bays into CPZ and extend CPZ hours	Feasible, no permit bays within the area around Upminster Bridge Station - may need wider review and questionnaire first	LBH Revenue	1,000	Resident	06/08/2010	946038
33	Moor Lane, Cranham	Parking on both sides of street causing problems for buses	Restrictions would be required on one side of street.	LBH Revenue	1,000	Cllr Ford	06/08/2010	Cllr Ford
34	Hall Lane, Upminster, by park	Parking on Sundays causing traffic flow issues and blocking buses. Request to extend existing Monday to Saturday restriction to 7 days a week. Restrictions at junction with Masefield Drive.	Feasible.	LBH Revenue	1,500	London Buses and Cllr Barrett	10/09/2010	Mark Philpotts LBH StreetCare
35	Pond Walk, Cranham	Inconsiderate parking in narrow road	Suggest a questionnaire to find out what residents would like to see first	LBH Revenue	500	Cllr Van den Hende	06/08/2010	Cllr Van den Hende
36	Swan Avenue, Cranham	Footway parking bays near each other on opposite sides of street causing obstruction	Many bays do not meet current dimension standards or leave 1.5m for pedestrians. Footway parking should be reviewed, redesigned and consulted	LBH Revenue	1,500	Cllr Ford	06/08/2010	Cllr Ford

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37	Gaynes Road Service Road, Upminster	Obstructive parking preventing deliver access to shops	Blue badge holders causing some of the issue and so it would be worth redesigning the layout to provide some disabled persons bays, with other areas restricted for waiting and loading	LBH Revenue	2,500	Business	06/08/2010	Mark Philpotts LBH StreetCare
38	Highview Gardens, Upminster	Request for parking bays or permit bays	Feasible, no permit bays within the area - may need wider review and questionnaire first	LBH Revenue	500	Resident	06/08/2010	Mark Philpotts LBH StreetCare
39	Marlborough Gardens, Cranham	Extended restrictions at bend outside Hall Mead School and review existing School Keep Clears	Unlawful "no parking" markings removed some months ago following a resident enquiry. Officers agree that permanent "no waiting" restrictions are required and SKC should be reviewed.	LBH Revenue	1,500	Resident/ Cllr Barrett	06/08/2010	Mark Philpotts LBH StreetCare
40	Langley Close	Extend double yellow line restrictions from junction with Faringdon Avenue to cover adjacent and opposite gates for St. Ives House for HGV access	Feasible - would provide HGV access, but reduce on-street parking	LBH Revenue	500	Business	09/08/2010	976542

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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
41	Balgores Lane	Change parking restrictions to favour parking by parents dropping off children at Gidea Park College	Existing restrictions 8am to 6:30pm, Monday to Saturday. Changes feasible, but if the HAC are amenable to the idea, the area would have to be set further away from Main Road because of traffic flow issues. Residents may not appreciate dropping off near their premises.	LBH Revenue	1,500	Andrew Rosindell MP	17/08/2010	978862
42	Upminster Road	Review of footway parking and restrictions at service road from Hacton Lane where vehicle damage and access problems have been experienced	Some locations on service road prevent access for service vehicles, but review may require removal of some parking space	LBH Revenue	2,500	Resident	05/08/2010	977046
43	Junction Road, Romford	Request for additional residents' permit bays	Feasible where road space is available	LBH Revenue	3,000	Resident	02/09/2010	Iain Hardy, LBH StreetCare
44	Princes Road, Romford	Removal of residents' permit bay in front of vehicle crossover as it keeps getting blocked	Residents' bays installed across vehicle crossovers as was the design at the time, but enforcement difficult and so bay should be removed.	LBH Revenue	1,500	Resident	02/09/2010	989128
45	59-75 Ongar Way	Double yellow lines across dropped kerb within parking bay outside block 59-75 Ongar Way where disabled resident is having difficult access.	The Council has powers to enforce against parking in front of dropped kerbs, but restrictions would make it clear to motorists.	LBH Revenue	500	Cllr Burton	13/09/2010	Cllr Burton

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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
46	Spey Way, Romford	Request for footway parking bays.	Request pre-HAC with residents now consulted. 35 residents consulted. 27 residents objected and 1 supported. Recommend that scheme does not proceed.	N/A	N/A	Resident	02/09/2010	Mark Philpotts LBH StreetCare
SECTION C - Scheme proposals without funding available								
47	Saffron Road, Collier Row	25 signature petition for traffic calming	No injury collisions recorded in street in 3 years to May 2010		9,000	Residents	20/09/2010	Cllr Armstrong
48	Butts Green Road	Speed control measures by flats approaching Slewins Lane junction	No history of collisions at this location. The type of road does not lend itself to heavy engineering measures		TBC	Resident	03/08/2010	975084
49	Petersfield Avenue	Pedestrian refuge between bus stop near Dagnam Park Drive and Tarnworth Drive to help elderly residents cross the road	No pedestrian facilities within 300 metres, but no recent, recorded injury problems.		7,000	Resident	04/08/2010	976212
50	Suttons Avenue, Hornchurch	Request for speed reduction measures	In 4 years to May 2010, 2 slight injuries recorded, 1 with vehicle travelling too fast for conditions		35,000	Cllr Wood	13/09/2010	Cllr Wood
51	Anson Close	Lack of parking with a request for the Council to sort out the problems.	Large verges in area could be converted to parking spaces, but at a cost of around £2,500 per space.		TBC	Resident	06/08/2010	919854
52	Plover Gardens, Cranham	Request for parking area to be constructed or road extended for parking	Large verges in area could be converted to parking spaces, but at a cost of around £2,500 per space.		TBC	Resident	06/08/2010	Mark Philpotts LBH StreetCare

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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
53	Squirrels Heath Road, Gidea Park	Mini-roundabout at junction with Northumberland Avenue to slow traffic in advance of humped zebra crossing which resident is unhappy with in terms of causing disturbance	Officers do not feel a mini-roundabout would be appropriate in design terms. This case relates back to previous scheme and to reduce speed on this section of road, additional speed tables could be provided (one each side of crossing location) through TfL funding, but Gidea Park AC rejected proposal.		15,000	Resident	27/09/2010	965850
54	Albert Road Romford	Speeding traffic, request for traffic calming	Road hump scheme would reduce speeds. One injury collision (in 3 years to April 2010) at Moss Lane junction, not speed related.		25,000	Andrew Rosindell MP	17/08/2010	978864
55	Nag's Head Lane	Reduce speed limit to 40mph	Would provide consistency with Brentwood's section and end of Warley Road which are 40mph. No recent injuries on road, but 4 on junction with Shepherd's Hill		8,000	Cllr Eagling	01/09/2010	Cllr Eagling
56	Harwood Hall Lane	Width restriction to prevent access by large vehicles ignoring 7.5 tonne weight limit	Width restriction would need to prevent anything larger than a transit type van. A larger vehicle would have to turn round if advance signage were ignored. Matter has been raised for some years and police do undertake enforcement action from time to time.		15,000	Angela Watkinson MP	01/09/2010	982158

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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
57	North Hill Drive	Request for speed restrictions	Street was last review for casualty reduction 2006/07. No indication that further work required for casualty-reduction. Only other works could be speed humps, but not advisable on street which carries local through traffic and buses.		25,000	Resident	13/09/2010	985546
58	Junction Road	Request for traffic calming	Street not subject to significant casualty problem. Road hump scheme would slow traffic down, but Officers do not have funding to check current speeds.		25,000	Andrew Rosindell MP	13/09/2010	982160
59	Melksham Drive, Harold Hill	Request for road to be extended into green to create more parking	Feasible, but would cost around £400 per square metre for road construction and therefore not affordable.		£400 per sq.m	Angela Watkinson MP	28/09/2010	1000782
60	Birkbeck Road	Request for speed humps	No casualty rate in street or estate. Funding sought for 20mph in past, but not funded as there are no casualties.		25,000	Resident	13/09/2010	982048
61	Hyland Way	Request for traffic calming - Item 51 from August HAC	HAC requested casualty data - 4 years to May 2010, 4 slight injuries. 8/06 - jcn with Hornchurch Rd, shunt; 8/06 - jcn with Hornchurch Rd, shunt; 7/06 - jcn Hyland Close, parking blocked visibility; 12/09 - snow/ reckless.		35,000	Resident	12/07/2010	960872
SECTION D - Scheme proposals on hold for future discussion								

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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
62	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 LBH StreetCare
63	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

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Item Ref	Scheme	Description	Officer Advice	HAC Decision
JULY 2010 APPLICATIONS				
Scheme proposals with funding in place for HAC approval in principle				
1	Exchange Street	Provision of 3 speed humps associated with original Romford Brewery development	Unlawful rubber strip humps placed when development took place which need removal. Humps required to ensure traffic remains at low speed approaching uncontrolled pedestrian crossing points at Brewery Walk and ArcadePlace	AGREED
2	Union Road (former Oldchurch Hospital)	Double Yellow Line restrictions and 20mph Zone	Proposals associated with new development require public/ statutory advertisement	AGREED
3	Gidea Park School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Review would support discharge of Planning Consent for school development site	AGREED
4	Hylands School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Review would support discharge of Planning Consent for school development site	AGREED
5	Ayloff School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Review would support discharge of Planning Consent for school development site	AGREED
6	Clydesdale Road, additional parking places	Provision of net increase of 4 parking places in street and improvements to cycle route dropped kerbs	Proposals would remove area of underused open paved area to the advantage of additional parking spaces and a better cycle route access from Park Lane.	AGREED
7	Hillfoot Road Width Restriction	Resident Questionnaire to determine whether or not to physical width restriction keep restriction	Can fund questionnaire through general staff time costs, no funding identified for works. Followed report to North Romford AC of 31st March 2009 which advised against removal. AC wanted review and Head of StreetCare agreed to fund review.	AGREED
8	Upper Rainham Road/ Elm Park Avenue	Yellow Box on Upper Rainham Road - Rainham-bound side	Will assist with right turning at peak times where junction locks up with traffic queues	AGREED
9	Suttons Lane	Pedestrian refuge to access shops, near Randall Drive	Scheme feasible and funded	AGREED
10	Suttons Lane	Minor kerb and parking bay adjustments at junction with Standen Avenue	Required to improve visibility at junction following scheme review	AGREED
General parking requests for HAC prioritisation (LBH Revenue Budget)				

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SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
11	Hornchurch Town Centre	Review of parking by Station and P&D by shops building on Town Centre South scheme.	HAC requested for approval in principal for questionnaire to local area with results reported back to future HAC	AGREED
12	Victoria Road, Romford	Review Parking within Ring Road to provide Pay-and-Display parking.	HAC requested for approval in principal for public consultation/ statutory advert with results reported back to future HAC	AGREED
13	Coach drop off facilities, Romford	Review to find locations at low cost suitable for coach drop off.	Sites identified, to be consulted with results reported to HAC for decisions	AGREED
14	Goodrington School, Walden Road	School Keep Clear restrictions by school gate and "banjo" area	Will assist in keeping area clear where vehicles and pedestrians are moving	AGREED
15	Bower Park School, Havering Road	Review extent and times of operation of School Keep Clear zig-zags	School opening times have changed and so restrictions need updating.	AGREED
16	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	Will support recent School Travel Plan improvement of new pedestrian gate.	AGREED
17	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	Will support other improvements planned for School Travel Scheme, keep junctions and bends clear for pedestrian and vehicle visibility; and increase and simplify on-street paid parking bays.	AGREED
18	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	AGREED
19	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.	Would certainly help M/C users secure their M/Cs - costs to be researched. M/C use is growing in London and Havering has not provided new parking places for some time.	AGREED

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SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
20	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 Hornchurch Road.	Various issues in the area, would be useful to undertake a parking review questionnaire and look at the issues as a whole before any schemes are taken forward.	AGREED
21	Roneo Corner Shops	Parking bay for shops in lay-by 10 to 18	Part of the lay-by is used for buses, but the rest is restricted. Potential scope for short term parking and loading bay, would need discussion with shop keepers	AGREED
22	Osborne Road	Review parking controls for afternoon operation at Brentwood Road end because of obstructive parent parking	Will help keep area clear at school times	AGREED
23	Albany Road	Parking both sides of the road is restricting approach to traffic signals at Hornchurch Road	Single line working only currently available and some restrictions may help	AGREED
24	Airfield Way/ Northolt Way	Double yellow lines at junction extending into Northolt Way to keep entrance to area and Tesco service yard accessible	Will help keep access clear	REJECTED
25	Hartland Road and Broadstone Road	Footway parking scheme, where footways have been reconstructed	Subject to being assessed and designed, a scheme will help with access through area	AGREED
26	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	AGREED
Scheme proposals without funding available for HAC to consider and decide a course of action				
27	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	Options appraisal and feasibility study. Residents and statutory authority consultation only.	AGREED
28	Marshalls Park Area	Additional speed humps or speed cushions plus a speed table in Parkside Avenue, Seymer Road, Dorset Avenue, Marshalls Drive and Park Drive roads to improve speed reduction within existing 20mph Zone	Scheme generally already successful in reducing casualties and traffic speeds, but speeds may be further reduced.	REJECTED

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SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
29	Wincanton Road, Harold Hill - Road widening	Request from care home that road be widened to better accommodate traffic. Concern about emergency access for residents of home and that large vehicles have to drive on verge.	Road is less than 4 metres where nos 44 to 48 are served, ending in turning head. Road widening generally feasible, but care home is also next to Tees Drive which is wide enough for emergency use. No budget available for new build.	REJECTED
30	Frederick Road, Rainham - Further speed humps	Additional speed humps in street with suggestion that this would have bus route removed from street	Speed tables installed in 2009/10 as part of a wider 20mph scheme. Tables selected to be compatible with buses, but further humps or tables would impact on bus operations.	REJECTED
31	Shephards Hill - Signal-controlled pedestrian crossing	Provision of signal-controlled crossing outside 79 - 83	Would serve 11 properties and bus stop if relocated. No reported pedestrian casualty issues. Potential for a pedestrian refuge looked at previously - would need road widening and budget of around £19k.	REJECTED
32	Harold Court Road and Church Road	20mph signs	20mph signs not permitted unless with a traffic order. 20mph limit requires actual speeds of 24mph or below. 20mph zones requires self-enforcing traffic calming. Unusual to look at single roads less than 500m, normally applied to areas with casualty problems and none in the area.	REJECTED
33	Swindon Lane, Harold Hill	Road humps	Not a concern from a casualty-reduction point of view and any scheme would have to include Redruth Road and Redcar Road	REJECTED

SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
AUGUST 2010 APPLICATIONS				
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	AGREED
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	REJECTED
3	Riverside Close	20mph Zone as a result of the new development	Proposals associated with new development require public/ statutory advertisement	AGREED
4	Kidman Close	20mph Zone as a result of the new development	Proposals associated with new development require public/ statutory advertisement	AGREED
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	REJECTED
6	Heaton Close	Restrict parking to one side for access	Would assist with servicing and emergency access, may reduce on-street parking	REJECTED
7	Petersfield Avenue/ Redruth Road	Extended junction protection and bend protection to assist London Buses	Would help bus access, but remove on-street parking	REJECTED
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.	REJECTED
9	North Hill Drive	Remove part time restrictions associated with former school crossing patrol	Should be removed, subject to no objections being raised	AGREED
10	Tees Drive	Remove footway bay and restrict junction with Priory Road	Would help with emergent visibility from Priory Road	REJECTED
11	Hilldene Avenue	Remove footway bay within 10m of junction with Newbury Road	Would help with emergent visibility from Newbury Road	REJECTED

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SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
12	Castle Close	Turning head restrictions	Would help servicing and reduce obstructive parking on shared surface	REJECTED
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	REJECTED
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	AGREED
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	REJECTED
16	Ashton Road estate	Various issues with access through estate, parking near junctions etc	Possible parking questionnaire with businesses before any proposals are designed	REJECTED
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	REJECTED
18	Saddleworth Road	Residents of new houses and flats blocking servicing access	Could restrict one side of street, but would reduce available parking spaces	REJECTED
19	Chippenham Road	Residents' parking scheme	Hilldene Regeneration scheme is increasing parking in area which may help	REJECTED
20	Taunton Road (stub)	Restrict turning head	Will help servicing access and access to dropped kerbs	REJECTED
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	REJECTED
22	Osborne Road/ Lynhurst Drive	Extended junction protection to stop parking on both sides by shops	Will assist with access at junction	REJECTED
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	REJECTED
24	Grenfell Avenue and estate	Residents' parking survey	Questionnaire will see the extent of any parking issues	AGREED
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	AGREED
26	Elm Park Avenue, Suttons Lane end	Extended junction protection	Will help bus access, may displace residents parking	REJECTED

London Borough of Havering
Traffic & Engineering - StreetCare

Highways Advisory Committee
19th October 2010

SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
27	The Broadway	Drop off bay for disabled people	Will help interchange with station	REJECTED
28	Service Road to Towers School (off Osborne Road)	Junction protection and day-time restions to assist school access	Will keep access to school clear	AGREED
29	Ravensborne Crescent/ Coombe Road	Request for additional residents' parking bays within existing CPZ	Where there is space, bays can be provided	AGREED
30	Athelstan Road	Request for additional residents' parking bays within existing CPZ	Where there is space, bays can be provided	AGREED
31	Faringdon Avenue/ Ashton Road	Extended junction protection into Faringdon Avenue	Will help with visibility at junction	REJECTED
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	REJECTED
33	Wingletye Lane at A127	Complaints about parking associated with Campion Road, Grassmere Road, Wilstshire 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	REJECTED
34	Cornflower Way	Restrictions required at Fire Gate at Sackville Crescent end	Would keep area clear for emergency access and cyclists	REJECTED
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	REJECTED
36	Bryant Avenue/ Ewan Road	Extended junction protection to help with visibillity 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.	REJECTED
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	REJECTED
38	Butts Green Road	Request for Bus Stop Clearway just north of Burntwood Avenue (Hornchurch-bound) to deal eith obstructive parking	Flats in the area can cause problems for bus access at stop, would be worth adjusting kerb to 140mm at same time	REJECTED

London Borough of Havering
Traffic & Engineering - StreetCare

Highways Advisory Committee

19th October 2010

SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
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	REJECTED
40	Butts Green Road	Parking review between Slewins Lane and Burntwood Road	Flats in area may be causing access issues to dropped kerbs etc [HAC requested further information]	DEFERRED
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	AGREED
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	REJECTED
43	Phillida Road	Footway Parking	Some can be provided	REJECTED
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.	AGREED
45	Brooklands Road	More residents' parking bays	Subject to review of HGV access to Medora Road, request is feasible	AGREED
46	Abbs Cross Lane	Double yellow line parking restrictions through recently constructed pedestrian refuge by school where vans ar 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.	AGREED
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.	AGREED
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 cuhsions or tables more appropriate) - does not consider Cornell Way and St John's Road which are on same straight route.	REJECTED

London Borough of Havering
Traffic & Engineering - StreetCare

Highways Advisory Committee
19th October 2010

SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
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.	REJECTED
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. [Parallel parking/ echelon to be reviewed elsewhere].	REJECTED
51	Hyland Way	Request for traffic calming	May have impact on other un-calmed streets in area [HAC requested further information]	DEFERRED
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	REJECTED
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	REJECTED
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	REJECTED
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.	REJECTED
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	REJECTED

London Borough of Havering
Traffic & Engineering - StreetCare

Highways Advisory Committee

19th October 2010

SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
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	REJECTED
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.	REJECTED
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.	REJECTED
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).	REJECTED
61	Cedar Road	Complaints 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.	REJECTED
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.	REJECTED
Scheme proposals on hold for future discussion when required to be taken forward				
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	DEFERRED

London Borough of Havering
Traffic & Engineering - StreetCare

Highways Advisory Committee

19th October 2010

SCHEDULE 3 - Highway Schemes Applications (July and August 2010)

Item Ref	Scheme	Description	Officer Advice	HAC Decision
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	DEFERRED

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 October 2010

Subject Heading:

**MEAD SCHOOL, AMERSHAM ROAD,
HAROLD HILL
Alterations to School Keep Clear
Markings**

Report Author and contact details:

Outcome of Public Consultation
Nicola Childs
Incorporated Engineer
01708 433103
Nicola.childs@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, this report recommends that the existing School Keep Clear Road marking is extended and one footway parking bay is removed.

RECOMMENDATIONS

1. That the Committee, having considered the representations made, recommends to the Cabinet Member for Community Empowerment that the School Keep Clear road marking be extended and a footway parking bay removed as detailed in this report and shown on Drawing S0024/OV/01 be implemented.
2. That it be noted that the estimated cost of £1000 can be met from the 2010/11 revenue budget for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 Mead Primary School contacted the Council earlier in 2010 regarding a near-miss incident involving a vehicle exiting the vehicular entrance of the school and a child pedestrian. As a result, the pedestrian exit which was close to the vehicular exit was relocated.
- 1.2 The vehicular entrance has now been upgraded and tactile paving provided.
- 1.3 The school requested that the School Keep Clear road marking be extended around the full extent of bend by this entrance. This proposal will also require the removal of a 17 metre long footway parking bay.
- 1.4 Keep clear markings are accompanied by a sign plate which used to refer to the restriction applying during term time only. This has now changed and the School Keep Clear marking will be enforceable Monday to Friday 8.00am to 5.00pm

2.0 Outcome of Public Consultation

- 2.1 By the close of public consultation, two responses had been received (16% response rate). Results are summarised below:
- 2.2 Numbers 121 to 143 Amersham Road and Mead Primary School were consulted between 20th August 2010 and 13th September 2010.

Ref:	Address	Comment
1	137 Amersham Road	Both replies comment on the indiscriminate parking of parents dropping-off and picking-up children, who blatantly park where it suits, taking a risk on whether they are caught by Parking Enforcement.
2	139 Amersham Road	

3.0 Staff Comments

3.1 Once the School Keep Clear markings are installed with the revised operating times, they become easier to enforce and fall within the Council's parking enforcement regime. However the extent of parking enforcement is governed by resources which is shared amongst the borough's schools.

3.2 The issue of speed was beyond the remit of this report.

IMPLICATIONS AND RISKS

Financial implications and risks:

That it be noted that the estimated cost of £1000 can be met from the 2010/11 revenue budget for Minor Parking Schemes.

Legal implications and risks:

Parking management schemes (including restrictions and bays) required 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 School Keep Clear road marking should provide a safer extent of road over which pedestrians can cross.

BACKGROUND PAPERS

Design Drawings

Drawing No.

S0024/OV/01

Mead Primary School, Amersham Road, Harold Hill
Proposed Improvements to Vehicular Entrance

PURPOSE construction

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NOTES

Footway construction: C16/20 ST4 dry mix concrete 150mm thick overlaid with 20mm thick medium graded surface course 6mm nominal size.

OR If flagstones are available from another site, extend flagstones upto the radius portion of the footway then as above.

Tactile paving 50mm thick laid directly on the ST4 concrete 1.2m wide, 1.2m deep.

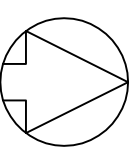
Carriageway construction: C16/20 ST4 dry mix concrete 200mm thick overlaid with 40mm thick close graded surface course 10mm nominal size.

Kerbs and edgings to be laid on C20 ST4 dry mix concrete bed and haunch.

Edging 50mm x 150mm.

Kerbs 125 x 255 HB2 radius kerbs with 125 x 150 BN dropped kerbs laid upside down and flush.

MAX footway gradient at drop kerb 1:12 or 83mm in 1m.

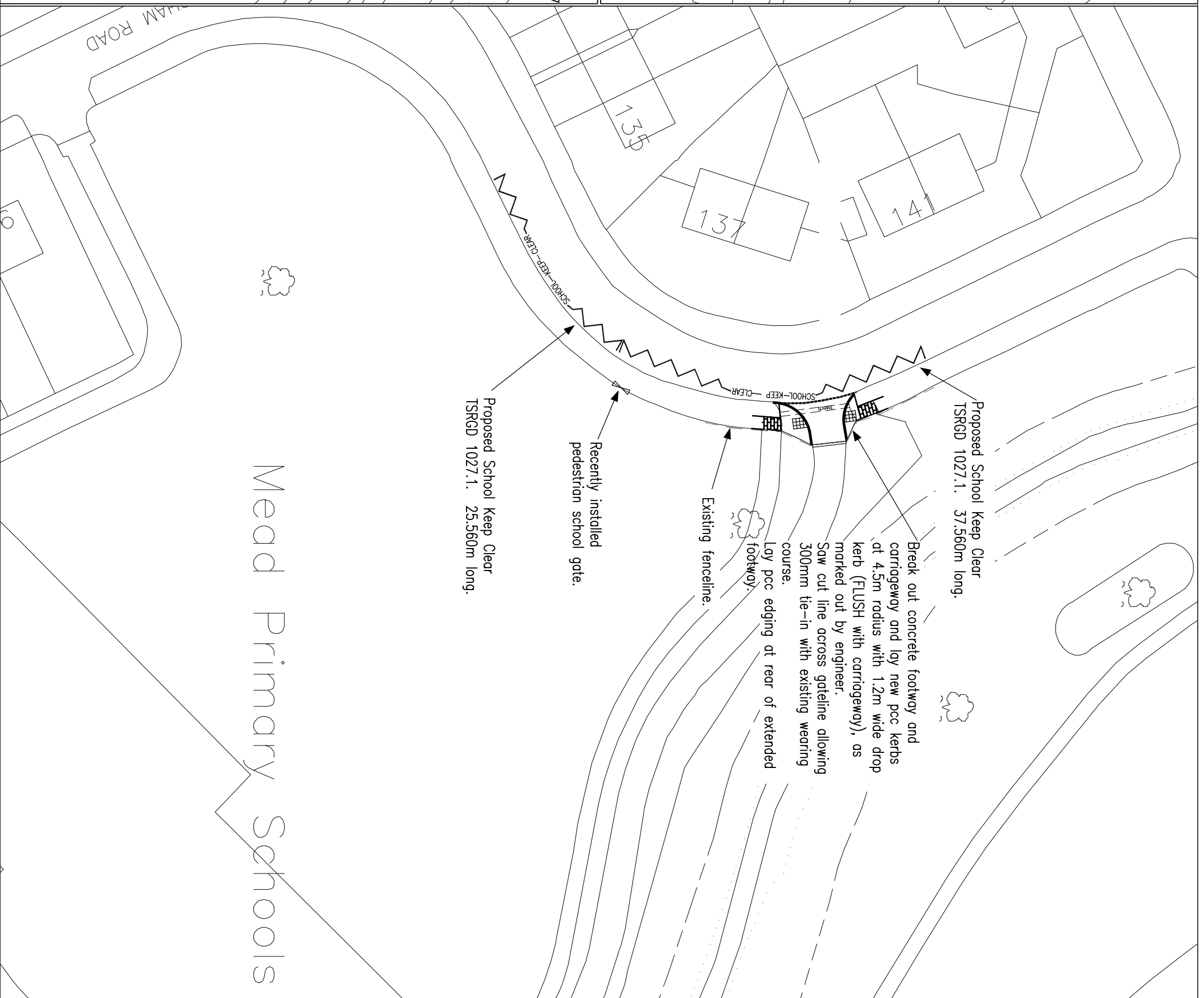


B	Detailed design	08/06/10
REVISION	AMENDMENT	DATE
JOB TITLE Mead Primary School Amersham Road, Harold Hill		
DRAWING TITLE Proposed Improvements to Vehicular Entrance		

STREETCARE
CULTURE & COMMUNITY
TRAFFIC & ENGINEERING
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Havering
LONDON BOROUGH

DRAWN BY	NC	CHECKED BY	MP	APPROVED BY	
SCALE	1:200, 1:500	DATE	26/04/10	DRAFT	
ACAD REF:		DRAWING No	S0024/0B/01	REVISION	B
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Mead Primary Schools

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 October 2010

Subject Heading:

**PARK LANE AREA PARKING REVIEW
Outcome of questionnaire consultation**

Report Author and contact details:

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

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

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

SUMMARY

This report presents the views of those responding to a parking survey in Park Lane area of Romford and proposes further action based on the volume of responses across the area.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report either;

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

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 13th July 2010, the Committee considered a Highways Scheme Application (Item 20) for various parking-related matters in the Park Lane Area, raised variously by residents, Councillors and the Council's Road Safety Unit;

“Various requests for residents' parking in streets without, school crossing patrol being blocked, parking on junctions and approach to traffic signals at Hornchurch Road.”

- 1.2 Staff advised the Committee that before any detailed work took place, it would be useful to undertake a parking review questionnaire of the area to gauge the extent of any local issues.
- 1.3 The Committee agreed that the Head of StreetCare should proceed with such a questionnaire and so approximately 1400 letters with a questionnaire were hand-delivered to residents and businesses in the area on or just after 16th August 2010, the letter and questionnaires are in Appendix I to this report. The area involved is shown on Drawing QJ054/101. Of the letters, around 50 were delivered to businesses.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 255 responses were received from residents and 13 from Businesses. The responses are summarised in Appendix II of this report.
- 2.2 In terms of residents currently within the Romford Controlled Zone (Sector 3, with residents' permit parking), of those responding, the majority wish to remain in the scheme. Malvern Road and Claremont Road was closer in terms of those wishing to remain in the scheme or come out, but the response rate from each street was around 30% and 20% respectively.
- 2.3 For residents wishing to join the existing scheme, few streets expressed a strong desire to join with the exception of Clifton Road. Of the 28 responses from the street, 22 expressed a desire to join.
- 2.4 Park Lane has been analysed to see if the responses vary with proximity to streets in the existing scheme. Between Brentwood Road and Malvern Road, of the 10 responses, 9 wished to join the existing scheme and 1 did not wish to join.
- 2.5 With businesses, of the 13 which replied, 12 were from Park Lane. The other response was from a business in Malvern Road.
- 2.6 Amongst the Park Lane businesses which responded, 4 agreed with business permits, but 8 did not. 3 agreed with controlled parking spaces near their premises, but 9 did not. 3 agreed with loading bays, but 9 did not
- 2.7 Seafields Fostering within Malvern Road requested that the dual-use bay outside their premises be converted to a business bay and extended to provide parking for 2 to 4 business vehicles.

Highways Advisory Committee, 19 October 2010

- 2.8 In terms of double yellow lines being placed at junctions, on bends, past pedestrian refuges and where servicing/ fire fighting access is difficult, 218 of all respondents agreed (81%).
- 2.9 The Metropolitan Police Traffic Unit would be keen to see traffic flow through Park Lane improved with some parking restrictions. Although it is an unclassified road, they view it as a useful route for use by the emergency services. They had no view on the rest of the area.
- 2.10 The London Fire Brigade expressed agreement with the Met. Police. The London Ambulance Service did not respond to the consultation.
- 2.11 The Council's Road Safety Manager commented that Park Lane does require some form of restriction particularly between Malvern Rd and Hillcrest Rd where the parking is bad with the road seeming to be particularly narrow. However it does have the effect of keeping traffic speeds down. In addition, restrictions would be welcomed on Park Lane, at the junction with Malvern Road to assist the School Crossing Patrol.
- 2.12 Many respondents made comments in response to the consultation, which are summarised below;

- Concerns about amount and speed of traffic in Park Lane,
- Complaints about parking associated with the shops towards the mid-point of Park Lane,
- Comments that the proposals are a money-making scheme/ tax,
- Complaints about people parking all day in Park Lane,
- Inconsiderate parking in front of dropped kerbs,
- Too much parking enforcement,
- Not enough parking enforcement,
- General comments supporting objection or support for inclusion within existing scheme,
- General comments supporting remaining in or leaving current scheme,
- Comments relating to developments in the area putting pressure on parking,
- Complaints that school and business staff are allowed to park in the area,
- Complaints about the amount of commercial vehicles owned by residents being parked in the area,
- Complaints about parents dropping off children for schools,
- Complaints about parking associated with churches,
- Support for restrictions on junctions,
- Current restrictions not far enough,
- Current restrictions too much,

- Concern about emergency and service access,
- Comments that existing scheme does not have enough spaces,

3.0 Staff Comments

- 3.1 The consultation took place as a result of various parking issues being raised from a variety of sources. There is a clear indication that the respondents from Clifton Road would like to join the existing scheme. There is also a clear indication that respondents from Park Lane north of Malvern Road would also like to join the existing scheme.
- 3.2 Should the committee agree that a Clifton Road be formally proposed for inclusion, then residents of Park Lane currently parking in the street could be disadvantaged and therefore it would be reasonable to include Park Lane between Brentwood Road and Malvern Road within a formal scheme. However, it would mean that new permit-holders in Park Lane and Clifton Road could park within the zone which may put pressure on other streets.
- 3.3 There are some businesses at the northern end of Park Lane and so some provision may be required for business and shopper parking, although much of this area is currently covered with all-day restrictions.
- 3.4 There is support for double yellow line restrictions on junctions bends, etc and staff suggest that restrictions are designed in such locations.
- 3.5 Many of the comments made demonstrate the problems with many different people trying to access the road network and the difficulty there is in trying to balance parking, servicing and access. Some streets did not have high levels of response and so not all comments are widely agreed with.
- 3.6 Residents' parking permits are available on an unlimited basis (subject to vehicles being registered at the permit address) and so there is a risk that parking demand exceeds capacity. Businesses are restricted to two-permits however.
- 3.7 The Committee will be mindful of the competing demands and views, but in terms of areas to be included in the existing scheme, only Clifton Road and the northern end of Park Lane supports the proposal.
- 3.8 The Met. Police, London fire Brigade and the Council's Road Safety Manager would like to see some restrictions to aid emergency services and the crossing patrol at, although there is a balance between access, parking provision and calming effect on speeds available from the presence of on-street parking. Staff consider that if a combination of controls are provided at junctions, through refuges and on the approach to Hornchurch Road, this will go some way to improve the situation.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

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

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

BACKGROUND PAPERS

Project File: QJ 054 Park Lane Area Parking Review

**APPENDIX I
LETTER AND QUESTIONNAIRE**



Resident/ Occupier
Statutory/ Other Consultees
Park Lane Parking Review Area

Bob Wenman
Head of StreetCare

Culture & Community
London Borough of Havering
10th Floor, Mercury House
Mercury Gardens
Romford, RM1 3DW

Please call: Traffic & Engineering
Telephone: 01708 433704
Fax: 01708 433721
Email: highways@havering.gov.uk

My Ref: QJ054
Your Ref:

16th August 2010

Dear Sir or Madam,

PARK LANE AREA – PARKING REVIEW

The Council has received various parking-related complaints and concerns from the Park Lane area. In order to decide if any controls are required, the Council's Highways Advisory Committee has agreed that I should write to you with a questionnaire to gauge your view.

I should be grateful if you would complete the questionnaire enclosed with this letter and if needed, provide some brief comments relating to any on-street parking issues you encounter in the area. We are not able to deal with non-parking related problems through this exercise.

We are seeking the following views;

- Whether residents within the current residents' parking scheme in operation in the area would like to remain in the scheme or come out of it;
- Whether residents not within the current residents' parking scheme would like to join the scheme or not;
- Whether or not businesses in the area would like to be able to have some business parking permit bays in the area; short term parking near their premises; and loading facilities near their premises.
- Whether people in the area generally feel there is a need to restrict junctions bends and other locations from parking.

The Council does not have any views on what is required (if anything) and so this is your chance to make your views known, as the Highways Advisory Committee can only make recommendations based on the replies we receive.

If you require further information, please contact my team on **01708 433704**.

Highways Advisory Committee, 19 October 2010

You should return your completed questionnaires to;

Traffic & Engineering

StreetCare
10th Floor
London Borough of Havering
Mercury House
Mercury Gardens
Romford RM1 3DW

You may also send responses either in text form or a scanned document electronically to:
highways@haverling.gov.uk

Questionnaires should be returned by **FRIDAY 17th SEPTEMBER 2010**. Should the outcome of this process lead to detailed proposals, then those potentially affected will be consulted.

In order to assist you with making your views known, current costs for parking permits are set out below with some other information which may be of use.

Yours faithfully,



Mark Philpotts CEng MICE MCIHT AIEMA
Principal Engineer
Traffic & Engineering

CURRENT PARKING PERMIT COSTS

Resident (annual)		Business (annual)
First permit	£13.20	£71.05 Maximum of 2 permits per business
Second permit	£17.25	
Third and subsequent permits	£76.15	
Permits for visitors are available at £5.10 for 10 scratch cards		

NOTE

Please note that the Council cannot designate individual streets for permits without providing bays, allocate bays for individual people or premises or provide bays across dropped kerbs for new schemes (driveway accesses).

The use of any bay is on a first come first served basis. If the numbers of permits in circulation exceed the available number of bays on-street, then some users may have difficulty in finding a parking space.

Blue Badge holders may park for up to 3 hours on a single or double yellow line unless a loading restriction is in operation.



Havering
LONDON BOROUGH

Traffic & Engineering, StreetCare
01708 433704

PARK LANE AREA PARKING REVIEW QUESTIONNAIRE

Please enter your name and address and answer each question so that we can accurately assess local views on parking issues in the area.

Name:		Date:	
Address:			RESIDENT

PART A – Residents views on the existing Controlled Parking Zone

1. If you are currently within the existing Controlled Parking Zone, please confirm if you would prefer your street to stay within the scheme or come out of the scheme. Stay in
 Come out
2. If you are currently not within the existing Controlled Parking Zone, please confirm if you would like your street to join the scheme or remain out of the scheme. Join
 Not join

PART B – Junctions, bends, crossings and access issues

3. Do you support double yellow lines being placed at junctions, on bends, past pedestrian refuges and where servicing/ fire fighting access is difficult Yes
 No



Havering
LONDON BOROUGH

Traffic & Engineering, StreetCare
01708 433704

PARK LANE AREA PARKING REVIEW QUESTIONNAIRE

Please enter your name and address and answer each question so that we can accurately assess local views on parking issues in the area.

Name:		Date:	
Address:	BUSINESS		

PART A – Views of businesses within the parking review area

1. Do you consider it necessary for the Council to provide business parking permits within the area, which would operate during the same period as the Controlled Parking Zone? Yes No

Please note that highway space is limited and so only limited bays would be physically possible, should a scheme take place.

2. Do you consider it necessary for the Council to provide time-limited or controlled parking outside or near your premises (where physically possible)? Limited Pay&Display No

Options would be;

- short term parking (for example Parking for 1 or 2 hours, no return within 2 hours)
- or pay-and-display parking

3. Do you consider it necessary for the Council to provide loading bays near to your premises (where physically possible)? CPZ times 24 hours No

A loading bay would allow loading for 20 minutes and operate either during the same period as the Controlled Parking Zone or 24 hours a day.

PART B – Junctions, bends, crossings and access issues

4. Do you support double yellow lines being placed at junctions, on bends, past pedestrian refuges and where servicing/ fire fighting access is difficult. Yes No

Highways Advisory Committee, 19 October 2010

NOTE:

A Controlled Parking Zone is where residents' parking bays are provided in each road where they can be safely installed, with a yellow line restriction placed between bays.

Yellow line restrictions are placed within an area, preventing both residents and non residents from parking (other than blue badge holders who can park for up to 3 hours).

Provision is often made for local businesses with business parking bays operating within the same times as for residents' bays.

The current scheme is the RO3 part of the Romford Controlled Parking Zone which operates between 8:30am and 6:30pm, Monday to Saturday. It is not currently proposed to change the times of operation.

COMMENTS

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

QUESTIONAIRES SHOULD BE RETURNED BY FRIDAY 17th SEPTEMBER 2010

Please note that all questionnaires and comments received by the Council are open to public inspection and any scheme taken forward will be based on responses to this questionnaire.

Please make sure you include your address so that we can accurately analyse responses across the area so that any scheme taken forward is based on accurate information.

If a scheme is to be taken forward, then you will be consulted on detailed proposals and will have a further opportunity to comment before any decisions are taken.

Questionnaires should be sent to:

Traffic & Engineering
StreetCare
10th Floor
London Borough of Havering
Mercury House
Mercury Gardens
Romford RM1 3DW

You may also send responses either in text form or a scanned document to electronically to: **highways@haverling.gov.uk**

**APPENDIX II
CONSULTATION RESPONSES**

RESIDENTS

Street	Part A - Question 1			Part B Question 3 - DYLs		
	Stay in	Come out	No/Other View	Yes	No	No/Other view
Benjamin Close	2			2		
Brentwood Road	1		1	1		1
Malvern Road	9	8	1	17	2	
Claremont Road	5	7		10	2	
Globe Road (in CPZ)	11	5		13	1	2
Anonymous	3	4	1	8		

Street	Part A - Question 2			Part A - Question 3		
	Join	Not join	No/Other View	Yes	No	No/Other view
Norman Road		5		4	1	
Park Crescent		12		10	2	
Mendip Road	1	7	1	8	1	
Maygreen Crescent		5		1	4	
Cheviot Road		6		5	1	
Bush Elms Road		20	1	17	4	
Hillcrest Road	5	32		32	4	1
Rossall Close	4	6		10		
Trustons Gardens	1	4		3	2	
Globe Road (out CPZ)		10		8	1	1
Clifton Road	22	6		24	4	
Park Lane	15	24	1	30	6	4
Anonymous	4	4		8		

Highways Advisory Committee, 19 October 2010

BUSINESSES

Street	Part A - Q1 Business Permits		Part A - Q2 Controls		
	Yes	No	Limited	P&D	No
Park Lane	4	8	2	1	9
Malvern Road	1 Response giving other parking issues				

Street	Part A - Q3 Loading Bays			Part B Question 3 - DYs		
	CPZ	24 Hours	No	Yes	No	No view
Park Lane	3		9	7	5	



JOB TITLE
**PARK LANE AREA
 PARKING REVIEW**

DRAWING TITLE
REVIEW AREA

PURPOSE

DRAWN BY
 MLP

SCALE (AT A3 SIZE)
 NTS

ACAD REF:
 Sheet Size: A3 (420x297)

INFORMATION

CHECKED BY
 MLP

DATE
 AUG10

DRAWING No
 QJ054/101

APPROVED BY
 MLP

DRAFT
 ISSUE

REVISION
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REVISION

AMENDMENT

DATE

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 October 2010

Subject Heading:

HUBBARDS CLOSE
Possible road closure or restriction
Outcome of residents'/ statutory
authorities consultation

Report Author and contact details:

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

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

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

SUMMARY

This report sets out the various comments received in response to a consultation with residents and statutory authorities on a request to close or restrict traffic using Hubbards Close in Emerson Park.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report either;
 - (a) Agrees that a formal consultation and public advertisement for the closure of Hubbards Close at the limit of adoption is desirable, but the lack of funding available to the Head of StreetCare requires the deferral of the matter unless funding can be identified in the future and the land ownership issue successfully resolved, with the land confirmed as public highway.
 - (b) Considers that the Head of StreetCare should not proceed further with the scheme as a closure is not appropriate.
2. That it be noted that the estimated cost of £5,000 cannot currently be met from any Council budget.
3. That it be noted that until the specific land ownership issue has been resolved, the Council could not make a decision on the matter.

REPORT DETAIL

1.0 Background

- 1.1 The Council has been received complaints from residents of Hubbards Close and an Emerson Park ward councillor that traffic has been using Hubbards Close to bypass London-bound traffic queues on the A127 Southend Arterial Road to (it is assumed) access Wingletye Lane and beyond.
- 1.2 At its meeting of 13th July 2010, the Highways Advisory Committee noted that although funding for physical works was not currently available, Staff should proceed with contacting residents within the area and statutory authorities for their views.
- 1.3 Drawing QJ053/102 sets out the various highway status issues. Hubbards Close is split into two sections; the western end fronting nos. 1 to 8 is adopted public highway. The eastern section from Rose Cottage to

Grasslands is unadopted carriageway. The section between Grasslands and the A127 Southend Arterial Road does not appear to have any particular designation, but it is considered to be public highway, being unadopted.

- 1.4 Staff have reviewed injury collision data for Hubbards Close (from the A127) and Hubbards Chase (to Wingletye Lane) and in the 3 years to May 2010, no injury collisions have been reported.
- 1.5 51 letters were hand-delivered to residents of Hubbards Close, Hubbards Chase and Southend Arterial Road and a letter was sent to each of the emergency services and Transport for London on 2nd August 2010, with a closing date for comments of 10th September. Drawing QJ053/101 gives an indication of the street addresses of respondents.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 15 responses were received and are summarised in Appendix I of this report.
- 2.2 Transport for London confirmed no objection to the proposals.
- 2.3 The Metropolitan Police Traffic Unit confirmed that it had no preference either way, but did not see rat-running as a reason to close or restrict a road unless there are other safety issues associated with it. They confirmed they would not generally use the A127 end unless accessing a property as part of a call due to the unmade nature of the road.
- 2.4 The London Fire Brigade considers the condition of the road deterrent for rat-running, although the route could provide a closer access should there be an incident on A127; or if split attendance to an incident in the close itself, so continued access could prove beneficial.
- 2.5 Of the residents and businesses in the area, 9 supported a closure or restriction, one objected to a closure, one preferred a restriction rather than a closure (with a gate for residents) and one disputed the status of part of the land.

3.0 Staff Comments

- 3.1 The Council has powers to close or restrict a public highway, which does not necessarily have to be adopted by the Council. In terms of a closure in response to the current issues, it is often the practice to close a road with a gate with a fire brigade padlock, maintaining access for pedestrians and cyclists. The Council cannot provide individuals with authority for use of such a gate – this is reserved for the emergency services and the Council as highway authority.

- 3.2 In terms of restrictions, the Council has powers to restrict or prohibit types of traffic (such as weight limits, pedestrian areas, width restrictions etc). From experience, Staff would suggest that physical measures tend only to be features which are self-enforcing and therefore worth considering. In the case of a width restriction, there would always be a class of vehicle which can pass and therefore does not deal with the rat-running issues.
- 3.3 Notwithstanding the issues raised by the police and fire brigade, Staff suggest that the only practical and realistic proposal is to close the road (with access maintained for pedestrians, cyclists and emergency vehicles). The question is then one of location.
- 3.4 There is no clear consensus from residents on where the road could be closed. One option is at the end of the adopted section of Hubbards Close, one at the A127 end and one somewhere in the middle.
- 3.5 Operationally, the option at the end of the adopted section would make most sense as it would be within existing adopted highway and therefore easily checked by highways staff as part of routine maintenance inspections. Additionally it would be obvious to road users that it was a feature installed by the Council. Of course, the Council has powers to place features on any highway, adopted or not.
- 3.7 The Committee should be aware that funding is not identified for a closure scheme, but may wish to consider either a preferred treatment in case funding can be obtained in the future. The Committee will also note that there is no evidence of an injury collision problem in the street. Any scheme would require formal consultation and statutory advertisement.
- 3.8 The Committee should also be aware that a resident consultee has raised a matter relating to land-ownership at the A127 end of the road which would have to be resolved before any decisions could be taken.

IMPLICATIONS AND RISKS

Financial implications and risks:

A road closure scheme would cost approximately £5,000, for which funding is not identified.

Legal implications and risks:

Road closures or traffic restrictions require a traffic order, consultation and the advertisement of proposals before a decision can be taken on their introduction.

A specific issue of land ownership has been raised and therefore no decision can be taken by the Council until the matter is resolved.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Road closures and restrictions can reduce the amount of traffic through a particular point or area to the benefit of residents and vulnerable road users, but as a consequence divert such traffic to other routes.

In this case, the A127 Southend Arterial Road is more appropriate and capable of taking through traffic than Hubbard Close.

BACKGROUND PAPERS

Project Scheme File Ref: QJ053 Hubbards Close Traffic

Drawings

QJ053/101 Hubbards Close Possible Closure – Street Layout Plan

QJ053/102 Hubbards Close Possible Closure – Adoption Status

APPENDIX I

SUMMARY OF CONSULTATION RESPONSES

Highways Advisory Committee, 19 October 2010

Respondent	Comments
Thasan Muru Transport for London London Routes & Places Better Routes & Places	No objection to proposals.
PC Graham Harris Metropolitan Police Traffic Unit North East Sector	Police has no preference either way, but do not see rat-running as a reason to close or restrict a road unless there are other safety issues associated with it. Police would not generally use A127 end unless accessing a property as part of a call due to the unmade nature of the road.
Steve Smith London Fire Brigade Hornchurch Fire Station	Considers the condition of the road deterrent for rat-running, although route could provide a closer access for the LFB should there be an incident on A127; or if split attendance to an incident in the close itself, so continued access could prove beneficial. If a gate with a standard FB lock were provided, then LFB is not concerned either way.
Mrs Claxton Grasslands 306 Southend Arterial Road	At peak times lane is used by hundreds of vehicles to avoid congestion on A127. No objection to restricted access, feels that total closure is not a viable solution. Access to premises is via A127, so the restriction would need to be south of property so emergency vehicles would automatically come via A127 (cites personal circumstance).
Mr Pearson Rosary Southend Road	Comments disputing status of land.
Tracy Mackness Hubbards Chase Piggery	Would like the street restricted or closed because of fast and aggressive public. Concern that livestock is at risk.

Highways Advisory Committee, 19 October 2010

<p>Paul Tinslay Fortune Farm Southend Arterial Road</p>	<p>Does not consider traffic is any different than 25 years ago and strongly objects to closure.</p> <p>Feels a gate closed at busy periods could help, residents would not agree where to position gate.</p> <p>Would not want a gate at property as drive would be used to turn round.</p> <p>There is a history of violence in past when residents have tried to close the road.</p>
<p>2 Hubbards Close</p>	<p>Concerned about amount of traffic running through area from A127 starting early in the morning.</p> <p>Cites damage to vehicles and receiving parking tickets by parking out of the way.</p>
<p>Paul Cattle 3 Hubbards Close</p>	<p>Agrees with closure and considers it should be placed at the end of the adopted section (first 8 houses).</p> <p>Comments on large vehicles and activities of other parts of the street.</p>
<p>Derek Long 5 Hubbards Close</p>	<p>Agree with closure as road is used when A127 is congested and is concerned that an accident will occur.</p> <p>Suggests road is closed at A127 end.</p>
<p>Margaret Laken 6 Hubbards Close</p>	<p>Does want Hubbards Close closed to prevent traffic using it as a cut through from A127. Does not mind where restriction is placed.</p>
<p>Mr & Mrs Gibson 7 Hubbards Close</p>	<p>Agree with a decision to close the cut though from the A127.</p> <p>Concerns about road safety.</p>
<p>Ms Botto 8 Hubbards Close</p>	<p>Agrees that there should be restricted access to Hubbards Close.</p> <p>(cites personal circumstance).</p>

Highways Advisory Committee, 19 October 2010

<p>Mark Smith No address given</p>	<p>Agree that road should be closed or at least physically restricted.</p> <p>When there is a build up of traffic on A127, the Country Park Estate becomes a cut through.</p> <p>Concerns about traffic speed and behaviour.</p>
<p>T Calder No address given</p>	<p>In favour of scheme to stop hundreds of cars coming through the road, especially in the mornings (i.e. school run).</p>

APPENDIX II

CONSULTATION LETTER



Bob Wenman
Head of StreetCare

Culture & Community
London Borough of Havering
10th Floor, Mercury House
Mercury Gardens
Romford, RM1 3DW

The Resident/ Occupier

Hubbards Close
Hubbards Chase (part)

Emergency Services
Transport for London

Please call: Traffic & Engineering

Telephone: 01708 433704

Fax: 01708 433721

Email: highways@havering.gov.uk

My Ref:

Your Ref:

2nd August 2010

Dear Sir or Madam,

TRAFFIC IN HUBBARDS CLOSE

Some residents have requested that Hubbards Close be physically restricted or closed to prevent traffic using the street as a cut-through when the A127 Southend Arterial Road is congested.

In order to inform future decisions, the Council's Highways Advisory Committee has asked me to write to residents and businesses potentially affected any scheme in the future.

I should therefore be grateful if you would respond to this letter indicating whether or not you feel the street should be physically restricted or closed.

If you do feel restriction or closure is appropriate, please indicate where in the street you feel to be appropriate. The views of residents and businesses will then be reported to the committee at its meeting on 19th October (details of the meeting are on the reverse of this letter).

Any changes to the current regime will require the involvement and approval of the emergency services and Transport for London and their respective views are being sought.

You comments should be in writing to the address above or by email to **highways@havering.gov.uk** and be received by us no later than **Friday 10th September 2010**

Highways Advisory Committee, 19 October 2010

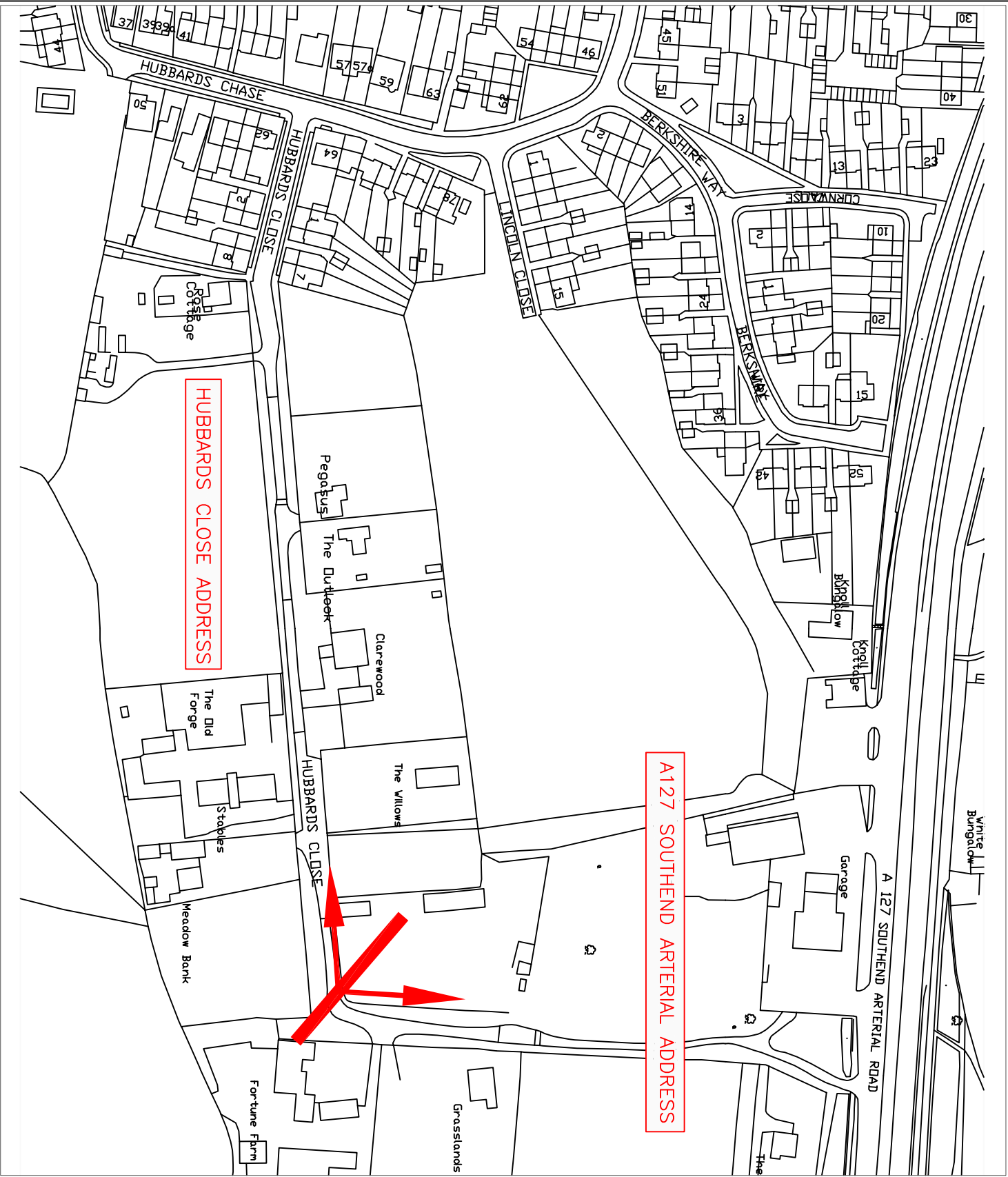
Please note that all comments we receive are open to public inspection.

Yours faithfully,

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

Mark Philpotts CEng MICE MCIHT AIEMA
Principal Engineer
Traffic & Engineering

Highways Advisory Committee
19th October 2010, 7:30pm
Council Chamber
Havering Town Hall
Main Road, Romford, RM1 3BD



PURPOSE COMMITTEE

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 London Borough of Havering 100028327

NOTES

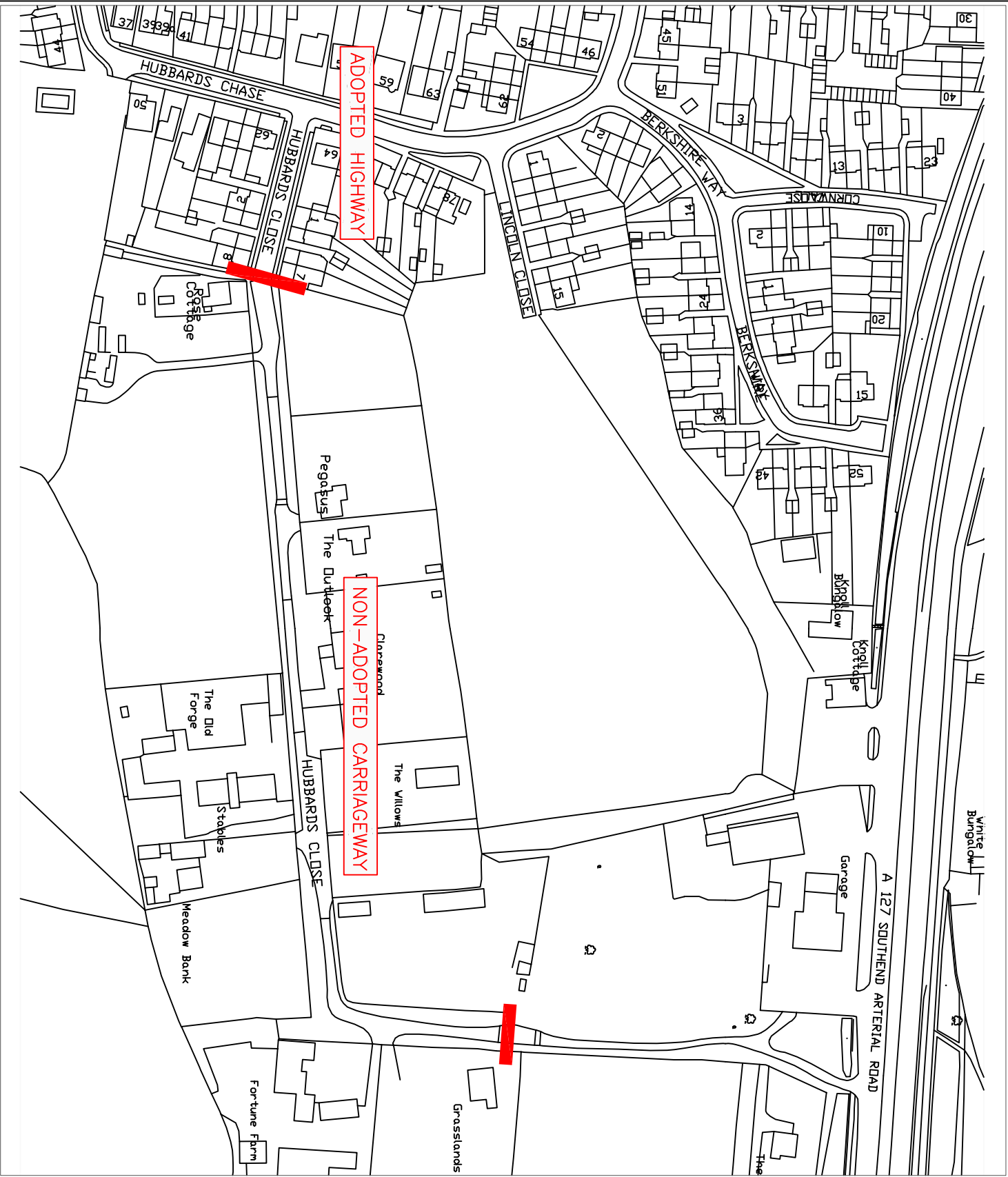
REVISION	AMENDMENT	DATE

JOB TITLE
 HUBBARDS CLOSE
 POSSIBLE CLOSURE

DRAWING TITLE
 STREET LAYOUT PLAN

Streetcare
 CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROXBORO, TQ1 3JW
 TELEPHONE: 01708 434343
 FAX: 01708 432721
 E-MAIL: streetcare@haverings.gov.uk

DRAWN BY	CHECKED BY	APPROVED BY
MLP	MLP	MLP
SCALE	DATE	DRAFT
NTS	SEPT10	ISSUE
ACAD REF: -	DRAWING No	REVISION
Sheet Size: A4 (210x297)	QJ053-101	--



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 London Borough of Havering 100028327

NOTES

REVISION	AMENDMENT	DATE

JOB TITLE
 HUBBARDS CLOSE
 POSSIBLE CLOSURE

DRAWING TITLE
 ADOPTION STATUS

Havering
 LONDON BOROUGH

STREETCARE
 CULTURE & COMMUNITY

TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROXBORO, N11 3JW
 TELEPHONE No: 0708 454343
 FAX No: 0708 439721
 E-MAIL: streetcare@haverling.gov.uk

DRAWN BY	MLP	CHECKED BY	MLP	APPROVED BY	MLP
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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

19 October 2010

Subject Heading:

**HILLFOOT ROAD
Possible removal of width restriction
Outcome of residents'/ statutory
authorities consultation**

Report Author and contact details:

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

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

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

SUMMARY

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

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report either;
 - (a) Agrees that the removal of the width restriction is desirable, but the lack of funding available to the Head of StreetCare requires the deferral of the matter unless and until funding can be identified in the future.
 - (b) Considers that the Head of StreetCare should not proceed further with the scheme as the removal of the width restriction is not appropriate.
2. That it be noted that the estimated cost of £6,000 for the removal of the scheme cannot currently be met from any Council budget.

REPORT DETAIL

1.0 Background

- 1.1 The former North Romford Area Committee received a report at its meeting of 31st March 2009 setting out the background to the installation of a 7 feet (2.15 metre) width restriction in Hillfoot Road, near the junction with Collier Row Lane.
- 1.2 The report set out the background to the scheme with a conclusion that the feature had been in place for some time and notwithstanding a lack of funding for removal, has become part of the local highway network.
- 1.3 Further representations were made in objection to the scheme and the Committee agreed to consult views of residents and interested parties at its meeting of 13th July 2010 (Item 7, of the Scheme Applications Schedule).
- 1.4 On this basis, a consultation letter with background information was hand-delivered to 201 residents and sent to interested parties on 2nd August 2010, with a closing date for comments of 10th September 2010. A copy of the letter is provided at the end of this report.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 86 replies had been received by residents. In addition, a petition of 130 signatures was received objecting to the removal of the restriction. Responses were received from the Met. Police Traffic Unit, Met. Police SNT and the London Fire Brigade.
- 2.2 The comments from residents were generally divided amongst those who felt the scheme should remain because it had reduced the amount of larger vehicles driving through the area and those who felt it had created problems elsewhere. Views are summarised numerically as follows;

Street	Keep Restriction	Remove Restriction
Collier Row Lane	1	0
Hillfoot Avenue	0	37
Hillfoot Road	33	1
Hornden Road	1	0
No address given	4	1
Playfield Avenue	0	8
Totals	39 (45%)	47 (55%)

- 2.3 The response from the Met. Police Traffic Unit that they were not aware of any issues with the restriction in relation to the police, but would seek organisation the views of the Safer Neighbourhood Team. If the restriction were removed, there would eventually be complaints about rat running. If there is a real safety issue where the Fire Brigade and Ambulance Service are concerned, the Police would not object to removal, but if not could not see a reason to remove it.
- 2.4 The Met. Police SNT reported that their staff had spoken to residents in the area (mainly Hillfoot Road) and the majority felt the restriction should remain.
- 2.5 The London Fire Brigade commented that if the restriction were to be removed, it would assist with access and possibly response times as the restriction would have an affect.
- 2.6 The London Ambulance Services did not respond to the consultation, despite Staff sending a further request for a response.

3.0 Staff Comments

- 3.1 The original scheme prompted some controversy, but a decision was taken at the time on the advice given. The Committee may wish to consider that the width restriction is now an established and permanent part of the local highway network and the matter should be brought to a conclusion.
- 3.2 Conversely, if the Committee considers local demand to be so compelling as to require changes, it would be entirely dependent on funding becoming available and there is none currently identified.
- 3.3 The London Fire Brigade and London Ambulance Service are physically affected by the restriction. The LFB has indicated potential issues whereby the restriction would add to response times. The Police will support the other two services, but suggest removal will likely lead to complaints about rat running.
- 3.4 Staff would further comment that if the restriction were removed, then it is entirely possible that more, larger vehicles may start to drive through the area.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost for the removal of the width restriction associated lit traffic signs and reinstatements is £6,000, for which funding is not identified.

Legal implications and risks:

The removal of the width restriction would require the advertisement of the restriction Traffic Order being rescinded.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The width restriction was designed as part of a package of measures designed to improve road safety in the local area and to discourage through traffic.

Notwithstanding the concerns of objectors to the restriction, its removal is likely to affect people benefiting directly from the presence of the restriction and the wider area should larger vehicles return.

BACKGROUND PAPERS

Project Scheme File Ref: QJ052 Hillfoot Road Width Restriction



Bob Wenman
Head of StreetCare

Culture & Community

London Borough of Havering
10th Floor, Mercury House
Mercury Gardens
Romford, RM1 3DW

The Resident/ Occupier

Hillfoot Avenue
Hillfoot Road
Playfield Avenue (part)
Collier Row Lane (part)
Emergency Services

Please call: Traffic & Engineering

Telephone: 01708 433704

Fax: 01708 433721

Email: highways@havering.gov.uk

My Ref:

Your Ref:

2nd August 2010

Dear Sir or Madam,

HILLFOOT ROAD WIDTH RESTRICTION – POSSIBLE REMOVAL

Some residents have requested that the width restriction on Hillfoot Road, near the junction with Collier Row Lane be removed and therefore the junction would be open to all traffic.

In order to inform future decisions, the Council's Highways Advisory Committee has asked me to write to residents potentially affected by the removal of the restriction.

I should therefore be grateful if you would respond to this letter indicating where you would like the restriction to remain or not and with brief reasons either way. The views of residents will then be reported to the committee at its meeting on 19th October.

Some background to the original scheme is on the reverse of this letter, along with details of the meeting of the committee where the outcome of this consultation will be discussed.

Your comments should be in writing to the address above or by email to **highways@havering.gov.uk** and be received by us no later than **Friday 10th September 2010**

Please note that all comments we receive are open to public inspection.

Yours faithfully,

Mark Philpotts CEng MICE MCIHT AIEMA
Principal Engineer
Traffic & Engineering

Original Scheme Background

The North Romford Community Area Forum (CAF) considered a report at its meeting of 22nd March 2001 relating to traffic calming in the Hillfoot Road and Lawns Way areas.

The report included proposals for; a 7 feet (2.15 metre) width restriction in Hillfoot Road near its junction with Collier Row Lane; a mini-roundabout at the junction of Hillfoot Road and Mashiters Hill; bollards at various locations in Lawns Way to prevent vehicle over-run of footways; signs on Lawns Way warning of children crossing on both approaches to the junction with The Drive.

The proposal for the width restriction was subject to statutory advertisement and this took place on 11th May 2001 along with letters being delivered to residents in the area as well as the emergency services and other statutory consultees.

The matter of the width restriction was referred back to the North Romford CAF at its meeting of 13th September 2001 to deal with the outcome of the public consultation and advertisement of the proposal. Six replies were received from local residents, all objecting to the scheme as follows;

- There was concern that vehicles which could not pass through the width restriction would divert to Hillfoot Avenue.
- Concern about congestion in Hillfoot Road in peak periods due to parked vehicles.
- Delivery vehicles would have to turn round in Hillfoot Road after visiting premises.
- Ambulances and fire engines would be prevented from gaining access.
- Certain residents had vehicles larger than the width restriction so they would be inconvenienced.

Staff advice at the time was as follows;

- Larger vehicles may divert but the diversion route would be longer and would help to reduce through trips made by larger vehicles.
- The width restriction would be set back from the junction and deter obstructive parking.
- Any deliveries affected had other junctions where they could turn around.
- Emergency services would be able to access the restriction using lockable bollards.
- There would be inconvenience to some local residents with vehicles of a width greater than the restriction.

Based on the above, the Area Forum was invited through the formal Recommendations to decide whether or not the width restriction should be implemented and to this end, it resolved to proceed with installation.

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**HIGHWAYS
ADVISORY
COMMITTEE**

19 October 2010

Subject Heading:

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

Report Author and contact details:

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

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

SUMMARY

This report presents the views of those responding to the statutory advertisement and public consultation of various minor junction improvements and minor parking schemes in the area around St. Edwards Primary School, Romford.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the various schemes detailed in this report, Appendix I and shown on Drawings QF210/OA/101 to 134 be implemented, with the following exceptions;
 - QF210/OA/128-29 The proposed double yellow lines on the south-western side of The Chase at its junction with Dorset Avenue be reduced in length to 10 metres.
2. That it be noted that the estimated cost of implementing all of the schemes is £45,000, £10,000 of which can be met from the 2010/11 revenue allocation for Minor Parking Schemes and £35,000 of which can be met from the 2010/11 Transport for London Local Implementation Plan allocation for School Travel Plans (St. Edward's Primary School).
3. The Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement of the requests arising from the public consultation as set out in Appendix III, subject to comments put forward by the Committee.

REPORT DETAIL

1.0 Background

- 1.1 Work began in 2009/2010 to review the St Edward's Primary School Travel Plan to improve pedestrian routes to school. Also, comments had been made by residents at a Gidea Park area Committee about problems caused by parking at junctions and so the opportunity was taken for a review.
- 1.2 It was also an opportunity to review the amount of on-street parking facilities in the area, which would benefit parents whose children attend St Edwards School and users of the Central Library.
- 1.3 The area in question is bounded by North Street, Parkside Avenue and Pettits Lane, down to Central Library, with St. Edward Primary School located on Havering Drive. The area is also subject to a 20mph Zone.

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- 1.4 In terms of parking controls, the area is part of Sector 5 area of the Romford Controlled Parking Zone (CPZ), operational 8:30am to 6:30pm, Monday to Saturday. The zone has no residents' permit bays, but does contain some free parking bays scattered throughout the restricted area and some meter bays in roads closer to the town centre and the Court.
- 1.5 The School Travel Plan originally requested a zebra crossing on Pettits Lane, near Havering Drive. Unfortunately, a combination of vehicle speed and visibility meant the location was not suitable and other locations were away from the pedestrian desire line.
- 1.6 Therefore, walking routes from the main roads to the school were then reviewed for accessibility and pedestrian visibility, along with the various parking issues previously highlighted.
- 1.7 Proposals were developed which included a speed table at the junction of Mashiters Walk and Havering Drive; reduction of the size of the wide bellmouths at the junctions of Havering Drive with The Chase and McIntosh Road.
- 1.8 In addition, proposals were developed for restricting the junctions in the area with double yellow lines (generally for 10 metres on all arms, but some longer) and changes to the on-street paid parking bays near Central Library and the school.
- 1.9 A full list of the schemes and drawing references is contained within Appendix I.
- 1.10 The various proposals were advertised on 6th September 2010 with a closing date for comments being 27th September 2010. In addition some 600 letters were hand delivered to residents (with plans appropriate to their location) and the school (to hand to parents).

2.0 Outcome of Public Consultation

- 2.1 By the close of public consultation, 30 responses had been received (5% response rate).
- 2.2 Of those responding, 15 supported the scheme (many of these did not think the proposals went far enough to stop indiscriminate parking and made further suggestions), 11 objected to individual parts the scheme (related to parking) and 4 did not give a view but made further suggestions.

3.0 Staff Comments

- 3.1 Staff have commented on each response in Appendix II. Parking requests made by residents during the consultation are contained in Appendix III.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing all of the schemes is £45,000, £10,000 of which can be met from the 2010/11 revenue allocation for Minor Parking Schemes and £35,000 of which can be met from the 2010/11 Transport for London Local Implementation Plan allocation for School Travel Plans (St. Edward's Primary School).

Legal implications and risks:

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

Speed tables required 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 at junctions and outside schools improves visibility for all road users and particularly assists vulnerable pedestrians. Pay & display and parking meter parking provides for short term parking.

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

Loading can take place on restrictions (unless there is a loading ban in force), so long as there is evidence of the vehicle being loaded or unloaded.

BACKGROUND PAPERS

Project Scheme File Ref: QJ025 School Travel Plan St Edwards Primary.

**APPENDIX I
ST. EDWARD'S SCHOOL
SCHOOL TRAVEL PLAN & PARKING REVIEW
MINOR JUNCTION IMPROVEMENTS AND MINOR PARKING SCHEMES**

For the purpose of this Appendix: the drawing number is **QF210.OA** followed by the scheme number shown in the table; Double Yellow Line is abbreviated to DYL and School Keep Clear is abbreviated to SKC.

Existing road markings are not shown on drawings.

Scheme number	Location	Description
101	Parkside Ave nos. 1-5	DYL on apex of bend across frontages
102-3	Parkside Ave j/w Fontayne Ave	DYL for 15m on each arm of junction
	Fontayne Ave no. 1	DYL for 20m on apex of bend
104-5	Fontayne Ave nos 53-55	DYL for 20m on apex of bend
	Parkside Ave j/w Fontayne Ave	DYL for 15m around junction
106-7	Pettits Ln j/w Pettits Cl	DYL for 15m on each arm of junction
	Pettits Ln j/w Parkside Ave	DYL for 15m on each arm of junction
	Pettits Ln nos. 187 - 165	DYL on both sides around pedestrian refuge
108-9	Pettits Ln j/w Marshalls Dr	DYL for at least 15m on each arm of junction
	Pettits Ln j/w Havering Dr	DYL for 15m on each arm of junction
110-11	Park End Rd j/w Church Ln & Council car park	DYL for at least 8m on each arm of junction. 4 parking meter bays replaced with 5 pay & display bays. 2 new parking meter bays.
	Park End Rd nos. 51-53	DYL for 20m on apex of bend
112-14	Havering Dr j/w Park End Rd	DYL around junction & up to Roedean Dr. 4 parking meter bays replaced with 5 pay & display bays.
	Havering Dr j/w Roedean Dr	DYL for 10m around junction and up to highway boundary
	Havering Dr j/w Mashiters Walk	DYL for at least 15m around junction and 25.56m of SKC
115	Havering Dr j/w The Chase	Reduce radius of southern kerb to 6.0m. Provide tactile paving. DYL for 15m around junction.

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Scheme number	Location	Description
116-17	Havering Dr j/w McIntosh Rd	Reduce radius of southern kerb to 6.0m. Provide tactile paving. DYL for 15m around junction.
	Havering Dr j/w Mashiters Walk	Provide table across 4 arms of junction. Provide tactile paving. DYL for 15m around junction.
118&121	Oaklands Ave j/w Mashiters Walk	DYL for 15m around junction
	Oaklands Ave j/w Dickens Way	DYL around junction and up to highway boundary
119-20	Mashiters Walk nos. 21 & 23	DYL for 20m on apex of bend
	Mashiters Walk nos. 9 & 11	DYL for 20m on apex of bend
122-23	Park Dr j/w North St	DYL around junction for at least 15m, extending to 2/4 Park Drive
	Park Dr j/w Dorset Ave	DYL for 20m on apex of bend
124-25	The Avenue j/w North St	DYL for 15m around junction
	The Avenue j/w Park Dr	DYL for 15m around junction
126-27	Seymer Road j/w North St	DYL for 15m (or to adjacent restriction) around junction
	Seymer Rd j/w Fir Tree Cl & McIntosh Rd	DYL for at least 10 around junction
128-29	Dorset Ave j/w St Peter's Primary School	Single yellow lines return to back of highway rather than across bell mouth
	Dorset Ave j/w the Chase	DYL for 10m around junction and up to existing parking bay. *Advertised on southern kerb of The Chase up to no. 2 The Chase*
130-31	McIntosh Rd j/w Hill Grove	DYL for 10m around junction
	McIntosh Rd j/w McIntosh Cl	DYL for 10m around junction
132-33	Mashiters Walk j/w Marshalls Dri	DYL for 10m around junction
	Mashiters Walk j/w Hill Grove	DYL for 10m around junction
134	McIntosh Rd j/w Dorset Ave & Marshalls Dr	DYL on southern kerb of McIntosh Rd from existing DLY at Dorset Rd extending to south-east kerb of Marshalls Dr

**APPENDIX II
SUMMARY OF CONSULTATION RESPONSES**

Letters along with plans of the proposals were hand delivered to all of the properties in the immediate area of the proposals.

For the purpose of this Appendix: the drawing number is **QF210.OA** followed by the scheme number shown in the table; Double Yellow Line is abbreviated to DYL and School Keep Clear is abbreviated to SKC.

Support for Scheme

Scheme number	Address	Residents' Comments	Staff comments
101	Parkside Avenue	Thinks it would be beneficial to have DYL on both sides of the road at the apex of the bend to add further deterrent to the existing single yellow line restriction.	The proposed DYL improves visibility around the bend. With DYL on both sides of the road, this may adversely affect drivers' speeds and further displace parking in a road in an area of the road where parking is at a premium.
106-7	189 Pettits Lane	Thinks the restrictions at Pettits Lane/Parkside Avenue should be extended another 20m from the junction due to excessive vehicle speeds (traffic calming ineffective).	Further restrictions could be considered but will displace more parking.
106-07	169 Pettits Lane	Wants DYL extended to cover property frontage.	Extending the restriction is possible however no other resident in this unrestricted area has made any comments on the proposals. Further restriction will displace more parking. See Appendix III

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Scheme number	Address	Residents' Comments	Staff comments
110-11	49 Park End Road	Supports proposals but thinks they will only work with adequate enforcement. Does not believe the pay and display bays in Park End Road will work due to the amount of disabled parking. Considers making Park End Road one-way from Church Lane to Havering Drive to reduce traffic flow.	The proposal for a one-way Park End Road would potentially increase traffic speeds and increase traffic on adjoining roads.
112-14	St Edward's School	Would like a further restriction or road markings at end of proposed pay and display bays to maintain clear access to service entrance.	Area already covered by single yellow line operational 8.30am to 6.30pm. No other restriction is necessary.
112-14	6 Havering Drive	Wants SKC (not DYL) extended to cover property frontage. Wants SKC road markings highlighted with red surfacing.	The area is already covered by a single yellow line. The purpose of SKC markings is not to keep properties clear of parked cars. This is an enforcement issue. Red surfacing is not appropriate.
116-17	63 Havering Drive	Supports the proposals. As 61 Havering Drive, he would like to see the parking bay outside his house removed as vans continually park there, obscuring visibility when exiting their drive. If it cannot be removed, can it become a parking meter?	61 and 63 Havering Drive outline the same parking problem due to the parking of light commercial vehicles. The bays could become parking meter bays operational 8.30am-6.30pm, however the purpose of free bays is to provide free daily parking for residents.
128-29	89 Dorset Avenue	Supports scheme but concerned at loss of parking in The Chase and Dorset Avenue, especially due	Further parking provisions could be considered for the area.

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Scheme number	Address	Residents' Comments	Staff comments
		to bus drivers who allegedly save spaces for each other.	
130-31	28 Hill Grove	Wants DYL at both junctions extended into Hill Grove along flank walls on one side to maintain access for larger vehicles. Concerns over emergency access.	Request can be accommodated but will displace more parking and the proposal will need further consideration and advertisement.
130-31	Address not supplied	Wants scheme to go further and address the problem of vehicles parking both sides of Hill Grove preventing large vehicles travelling along without damaging cars. Quoted Cedric Avenue where this problem had been resolved by staggered parking restrictions.	Such a scheme as in Cedric Avenue could be considered.
134	Address not supplied	Wants the DYL extended in McIntosh Road on both sides between the junctions of Dorset Avenue & Marshalls Drive as vans park along flank wall narrowing road and obscuring sight lines for drivers exiting Marshalls Drive or Dorset Avenue. Feels it is dangerous exiting Marshalls Drive on McIntosh Road. Recent problems for Fire Engine accessing Marshalls Drive, and suggests that the existing restrictions be extended on one side of Marshalls Drive up to the sub station.	The current proposal is a balance between providing some parking for light commercial vehicles along a flank wall and maintaining visibility as much as possible. However to improve visibility for drivers exiting Marshalls Drive onto McIntosh Road, the existing DYL in McIntosh Road can be extended by 5m to include to include the speed cushions. Request can be accommodated but will displace more parking.
n/a	Address not supplied	Delighted with proposal: how quickly can it be carried out?	
n/a	70 Dorset Avenue	Believes scheme will alleviate dangerous conditions for all. Has spoken to many other residents, the majority of who agree.	

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n/a	34 Oaklands Avenue	Thinks proposals should go further with DYL provided opposite all 'T' junctions.	Generally parking opposite junctions does not affect visibility for drivers and pedestrians negotiating the junction.
n/a	Address not supplied - email	In full agreement.	

Objections to scheme

Drawing	Address	Residents' Comment	
104-05	192 Parkside Avenue	Objects to the scheme as it will cause difficulty when getting his disabled son in and out of a minibus.	Drivers are able to stop on restrictions to pick up and set down. Disable transport vehicles are legitimately allowed to load passengers.
104-05	193 Parkside Avenue	Objects to loss of parking opposite his house.	Resident has off-street parking.
106-7	1 Pettits Close	Does not believe there is a problem. Proposals will lead to more congestion in Pettits Lane.	Proposals will prevent congestion as the junction will be safer if no vehicles are parked close to it.
119-20	23 Mashiters Walk	Proposed DYL on the apex outside her property would cause inconvenience. The apex is slight.	The resident already has off-street parking with space for more. There is also a tree on the apex which obscures visibility.
124-25	15 The Avenue	Believes the proposals will force 'school run' parking into unrestricted areas increasing blocking of residents' private driveways. Thinks the Town Hall car park should be opened to those on the 'school run'.	This is an enforcement issue and will need to be monitored.

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Drawing	Address	Residents' Comment	
128-29	64 Dorset Avenue	Proposal could increase vehicles trying to park between private drives in gaps too small for the vehicle. Comments that Council money could be better spent on road maintenance.	This is an enforcement issue and will need to be monitored.
128-29	64 Dorset Avenue	Has objected to parking alterations in the past. This road is subjected to indiscriminate parking by parents and workers at the bus garage: her challenges to this have allegedly resulted in criminal damage to her car. Wants a tree across her drive to be relocated (at her expense) to be able to extend her drive. Objects to any further loss of parking around the junction of Dorset Avenue and The Chase. Suggests where parking bays could be installed throughout the existing SYL in Dorset Avenue (between 1-65 & 2-60). Also suggests where parking bays could be installed in The Chase.	Indiscriminate parking across driveways is a borough wide issue particularly around primary school sites. However enforcement is targeted at these locations to the best that resources permit. Further parking provisions could be considered for the area.
128-29	82 Dorset Avenue	Fails to see the benefit of proposals as parents will continue park hoping parking enforcement do not appear. Wants resident parking permit scheme in Dorset Avenue enforced between 9.30 – 2.30 stopping commuters and bus drivers but allow school parking.	Enforcement is targeted at school sites to the best that resources permit. Further restrictions could be considered for the area.
134	19 Marshalls Drive	Wants the DYL extended in McIntosh Road on both sides between the junctions of Dorset Avenue & Marshalls Drive as vans park along flank wall narrowing road and obscuring sight lines for drivers exiting Marshalls Drive or Dorset Avenue. The	The current proposal is a balance between providing some parking for light commercial vehicles along a flank wall and maintaining visibility as much as possible. However to improve visibility for drivers exiting Marshalls

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		speed cushions are ineffective at slowing vehicles.	Drive onto McIntosh Road, the existing DYL in McIntosh Road can be extended by 10m to include to include the speed cushions.
Drawing	Address	Residents' Comments	Staff comments
134	4 Marshalls Drive	Wants to see McIntosh restricted on both sides between Marshalls Drive and Dorset Avenue. Thinks the scheme is a waste of time as it does nothing to address issue of excessive speed which a problem in the area.	The current proposal is a balance between providing some parking for light commercial vehicles along a flank wall and maintaining visibility as much as possible. However to improve visibility for drivers exiting Marshalls Drive onto McIntosh Road, the existing DYL in McIntosh Road can be extended by 10m to include to include the speed cushions. Speed was not the subject of this report.
134	77 Dorset Avenue	Wants the DYL extended in McIntosh Road on both sides between the junctions of Dorset Ave & Marshalls Dr as vans park along flank wall narrowing road and obscuring sight lines for drivers exiting Marshalls Dr or Dorset Ave. Proposals will encourage drivers to speed along McIntosh Road. Feels it is dangerous exiting Marshalls Dr on McIntosh Rd and proposals will not change this.	The current proposal is a balance between providing some parking for light commercial vehicles along a flank wall and maintaining visibility as much as possible. However to improve visibility for drivers exiting Marshalls Drive onto McIntosh Road, the existing DYL in McIntosh Road can be extended by 10m to include to include the speed cushions.

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No view expressed but other comments made

Drawing	Address	Residents' Comments	Staff comments
116-17	61 Havering Drive	Wants parking bay outside 61 & 63 Havering Drive removed as high-sided vehicles obscure visibility.	61 and 63 Havering Drive outline the same parking problem due to the parking of light commercial vehicles, it is possible that further proposals be advertised to change the existing free parking bays to two parking meter bays, however this reduces residential parking.
118&21	20 Oaklands Avenue	Concerned that parents cannot find anywhere to park due to commuters. Suggests more meter bays.	
130-31	Address not supplied – email	Complains of commuter parking in McIntosh Road. Could we consider single yellow line restrictions with 'no parking' between 11am and 12 noon to allow parents to drop off.	Further parking provisions could be considered for the area.
130-31	23 McIntosh Road	Comments on how dangerous Marshalls Drive junction with McIntosh Road is with vans parking. Would like designated bays marked opposite 23-31 McIntosh Road.	Council does not provide designated parking bays in this situation.

**APPENDIX III
PARKING REQUESTS ARISING FROM CONSULTATION**

For the purpose of this Appendix: the drawing number is **QF210.OA** followed by the scheme number shown in the table; Double Yellow Line is abbreviated to DYL and School Keep Clear is abbreviated to SKC.

Drawing	Location	Residents' Comments	Staff Recommendations
106-7	189 Pettits Lane	Thinks the restrictions at Pettits Lane/Parkside Avenue should be extended another 20m into Parkside Avenue from the junction due to excessive vehicle speeds (traffic calming ineffective).	Implement scheme as advertised, then: Consider increasing the length of restriction but this will displace more residential parking. Engineer can assess the safety of this junction at school start and finish times.
106-07	169 Pettits Lane	Wants DYL extended to cover property frontage.	Implement scheme as advertised, then: Consider increasing the length of restriction but this will displace more residential parking.
116-17	61 Havering Drive	Wants parking bay outside 61 & 63 Havering Drive removed as high-sided vehicles obscure visibility.	Consider making this bay a parking meter operational 8.30am-6.30pm, however the purpose of free bays is to provide free daily parking for residents.
116-17	63 Havering Drive	Supports the proposals. As 61 Havering Drive, he would like to see the parking bay outside his house removed as vans continually park there, obscuring visibility when exiting their drive. If it cannot be removed, can it become a parking meter?	As above.

Highways Advisory Committee, 19 October 2010

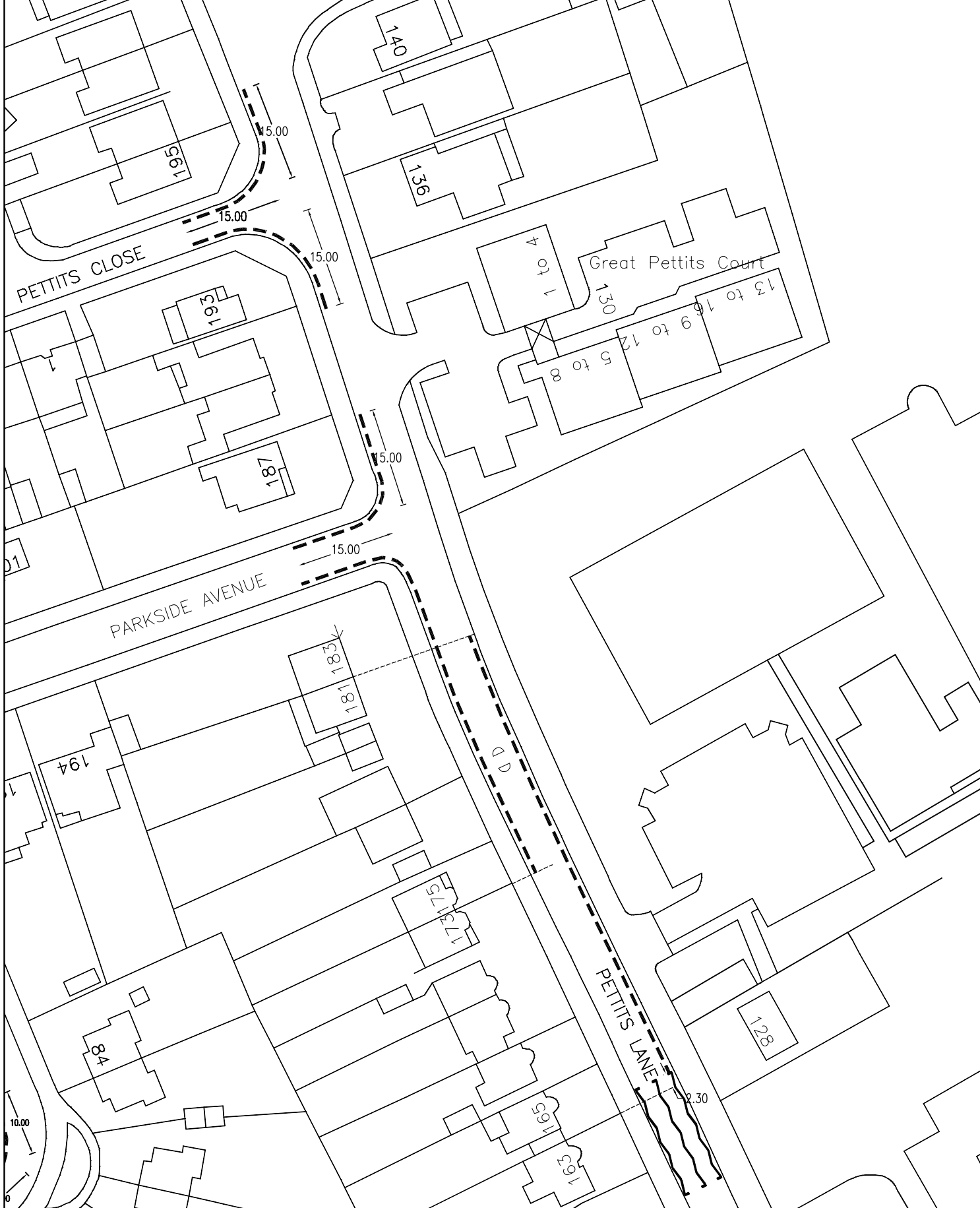
Drawing	Location	Residents' Comments	Staff Recommendations
128-29	89 Dorset Avenue	Supports scheme but concerned at loss of parking in The Chase and Dorset Avenue, especially due to bus drivers who allegedly save spaces for each other.	One of several comments regarding indiscriminate parking. Members to consider reviewing parking provision in the Chase, Dorset Ave, Seymer Rd and McIntosh Rd including consultation with Bus Garage.
128-29	64 Dorset Avenue	Has objected to parking alterations in the past. This road is subjected to indiscriminate parking by parents and workers at the bus garage: her challenges to this have allegedly resulted in criminal damage to her car. Wants a tree across her drive to be relocated (at her expense) to be able to extend her drive. Objects to any further loss of parking around the junction of Dorset Avenue and The Chase. Suggests where parking bays could be installed throughout the existing SYL in Dorset Avenue (between 1-65 & 2-60). Also suggests where parking bays could be installed in The Chase.	Indiscriminate parking across driveways is a borough wide issue particularly around primary school sites. However enforcement is targeted at these locations to the best that resources permit. Members to consider reviewing parking provision in the Chase, Dorset Ave, Seymer Rd and McIntosh Rd including consultation with Bus Garage.
128-29	82 Dorset Avenue	Fails to see the benefit of proposals as parents will continue park hoping parking enforcement do not appear. Wants resident parking permit scheme in Dorset Avenue enforced between 9.30 – 2.30 stopping commuters and bus drivers but allow school parking.	As above

Highways Advisory Committee, 19 October 2010

Drawing	Location	Residents' Comments	Staff Recommendations
130-31	28 Hill Grove	Wants DYL at both junctions extended into Hill Grove along flank walls on one side to maintain access for larger vehicles. Concerns over emergency access.	Implement scheme as advertised, then: Consider investigating whether to increase restrictions, however no complaints have been received from emergency services.
130-31	Address not supplied	Wants scheme to go further and address the problem of vehicles parking both sides of Hill Grove preventing large vehicles travelling along without damaging cars. Quoted Cedric Avenue where this problem had been resolved by staggered parking restrictions.	As above. Consider a staggered parking scheme as in Cedric Avenue but this will significantly reduce amount of on-street parking.
130-31	Address not supplied – email	Complains of commuter parking in McIntosh Road. Could we consider single yellow line restrictions with 'no parking' between 11am and 12 noon to allow parents to drop off.	Members to consider reviewing parking provision in the Chase, Dorset Ave, Seymer Rd and McIntosh Rd including consultation with Bus Garage.
134	Address not supplied	Wants the DYL extended in McIntosh Road on both sides between the junctions of Dorset Avenue & Marshalls Drive as vans park along flank wall narrowing road and obscuring sight lines for drivers exiting Marshalls Drive or Dorset Avenue. Feels it is dangerous exiting Marshalls Drive on McIntosh Road. Recent problems for Fire Engine accessing Marshalls Drive, and suggests that the existing restrictions be extended on one side of Marshalls Drive up to the sub station.	Implement scheme as advertised, then: Advertise to extend the existing DYL on the northern kerb of McIntosh Rd a further 10m. This provides more visibility at Marshalls Drive whilst still leaving some on-street parking. Leaving some parking may discourage drivers from speeding along an empty road.

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Drawing	Location	Residents' Comments	Staff Recommendations
134	19 Marshalls Drive	Wants the DYL extended in McIntosh Road on both sides between the junctions of Dorset Avenue & Marshalls Drive as vans park along flank wall narrowing road and obscuring sight lines for drivers exiting Marshalls Drive or Dorset Avenue. The speed cushions are ineffective at slowing vehicles.	As above.
134	4 Marshalls Drive	Wants to see McIntosh restricted on both sides between Marshalls Drive and Dorset Avenue. Thinks the scheme is a waste of time as it does nothing to address issue of excessive speed which a problem in the area.	As above. Speed was not the subject of this report.
134	77 Dorset Avenue	Wants the DYL extended in McIntosh Road on both sides between the junctions of Dorset Avenue & Marshalls Drive as vans park along flank wall narrowing road and obscuring sight lines for drivers exiting Marshalls Drive or Dorset Avenue. Proposals will encourage drivers to speed along McIntosh Road. Feels it is dangerous exiting Marshalls Drive on McIntosh Road and proposals will not change this.	As above.



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JOB TITLE
 Marshalls Park Area
 Schools & Junctions Review

DRAWING TITLE
 Proposed Parking Restrictions
 Pettits Lane 6, 7 & 7a

PURPOSE feasibility

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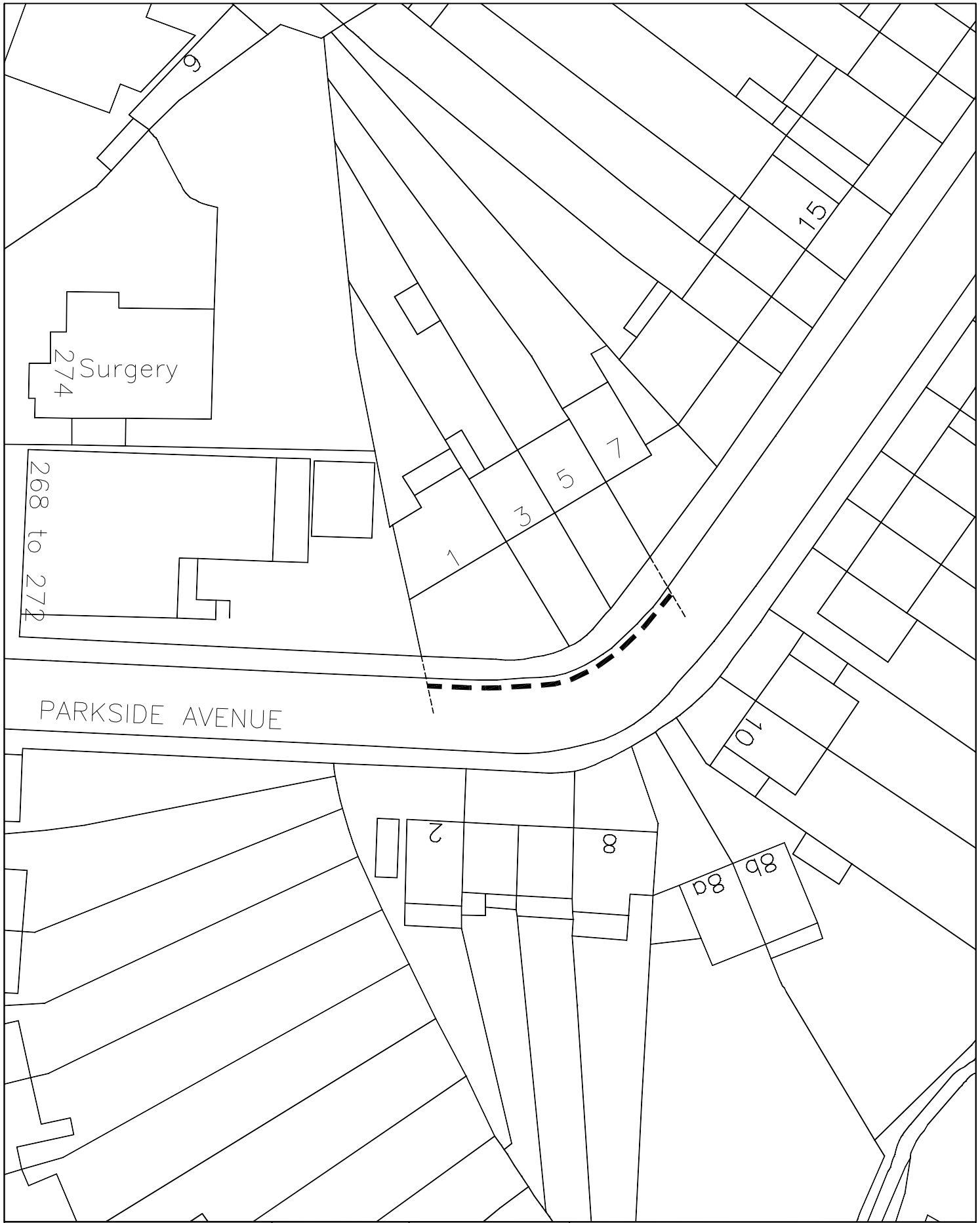
--- Proposed 'at any time' waiting restriction (double yellow line)

All dimensions are in metres
 NOT ALL EXISTING PARKING RESTRICTIONS ARE SHOWN

SCALE (AT A4 SIZE) 1:750
DATE June 2010
 DRAFT
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 Sheet Size: A4 (210x297)
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REVISION 7 A

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DRAWING TITLE
 Proposed Parking Restrictions
 Parkside Avenue site 1

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SCALE (AT A4 SIZE) DATE
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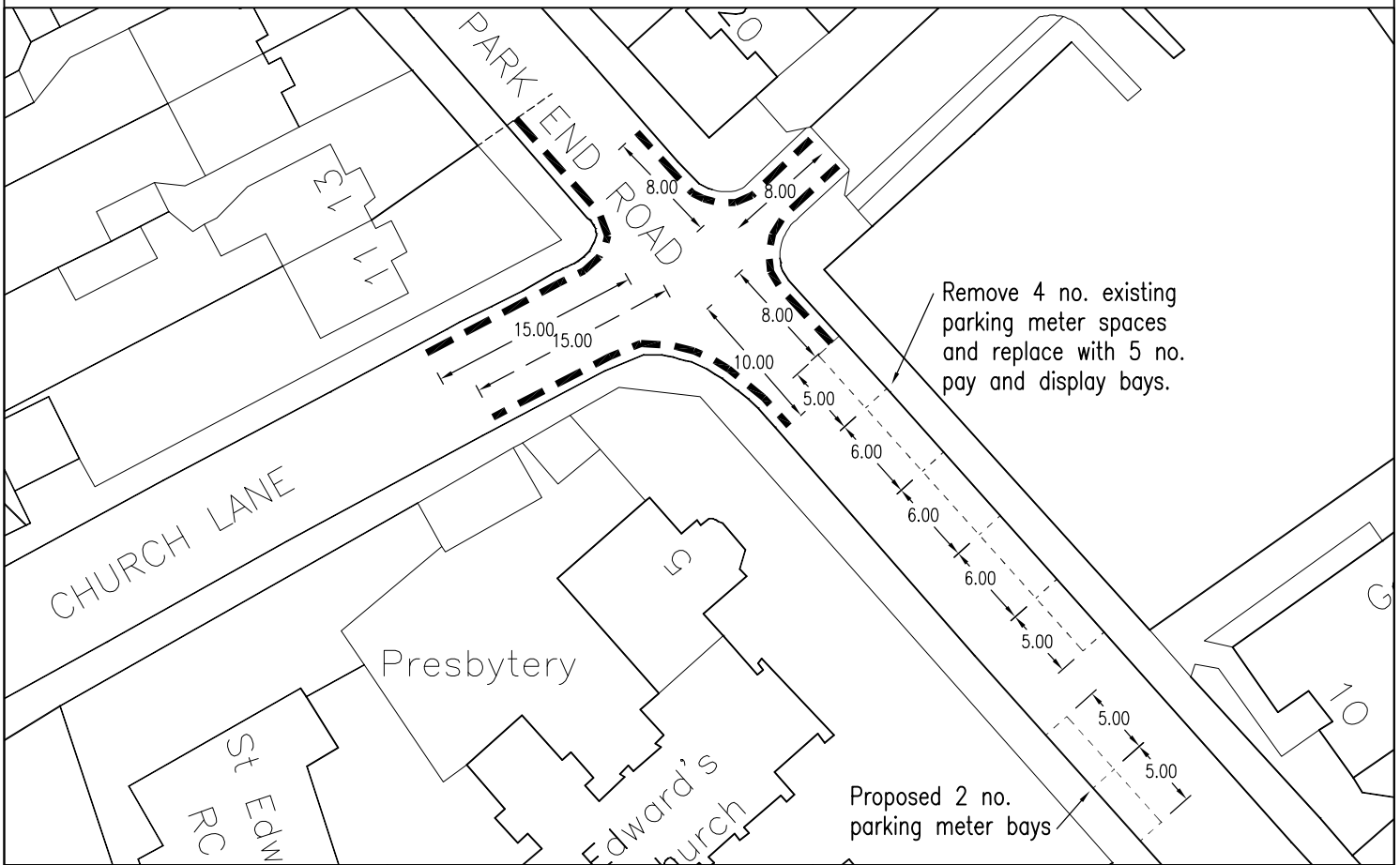
--- Proposed 'at any time' waiting restriction (double yellow line)

All dimensions are in metres

NOT ALL EXISTING PARKING RESTRICTIONS ARE SHOWN

REVISION	AMENDMENT	DATE





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JOB TITLE
 Marshalls Park Area
 Schools & Junctions Review

DRAWING TITLE
 Proposed Parking Restrictions
 Park End Drive 10-11

PURPOSE feasibility

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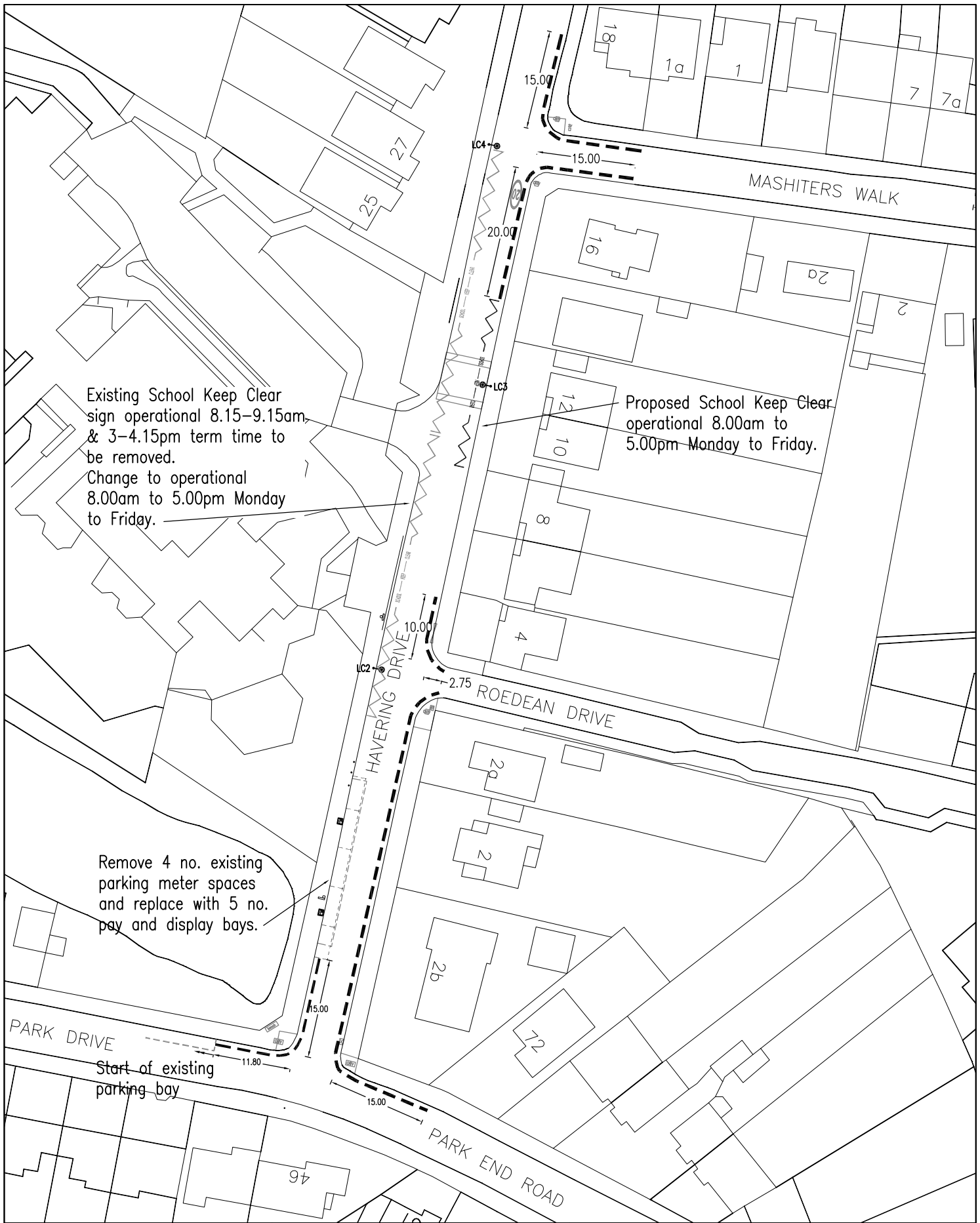
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ACAD REF: **DRAWING No** QF210.OA.110-11 A **REVISION**

<p>--- Proposed 'at any time' waiting restriction (double yellow line)</p> <p>- - - Proposed pay & display parking bay</p> <p>All dimensions are in metres</p> <p>NOT ALL EXISTING PARKING RESTRICTIONS ARE SHOWN</p>		
REVISION	AMENDMENT	



Existing School Keep Clear sign operational 8.15–9.15am & 3–4.15pm term time to be removed.
 Change to operational 8.00am to 5.00pm Monday to Friday.

Proposed School Keep Clear operational 8.00am to 5.00pm Monday to Friday.

Remove 4 no. existing parking meter spaces and replace with 5 no. pay and display bays.

Start of existing parking bay



JOB TITLE
 Marshalls Park Area
 Schools & Junctions Review

DRAWING TITLE
 Proposed Parking Restrictions
 Havering Drive 12, 13 & 14

SCALE (AT A4 SIZE) 1:750
DATE June 2010
DRAFT
ISSUE

PURPOSE feasibility

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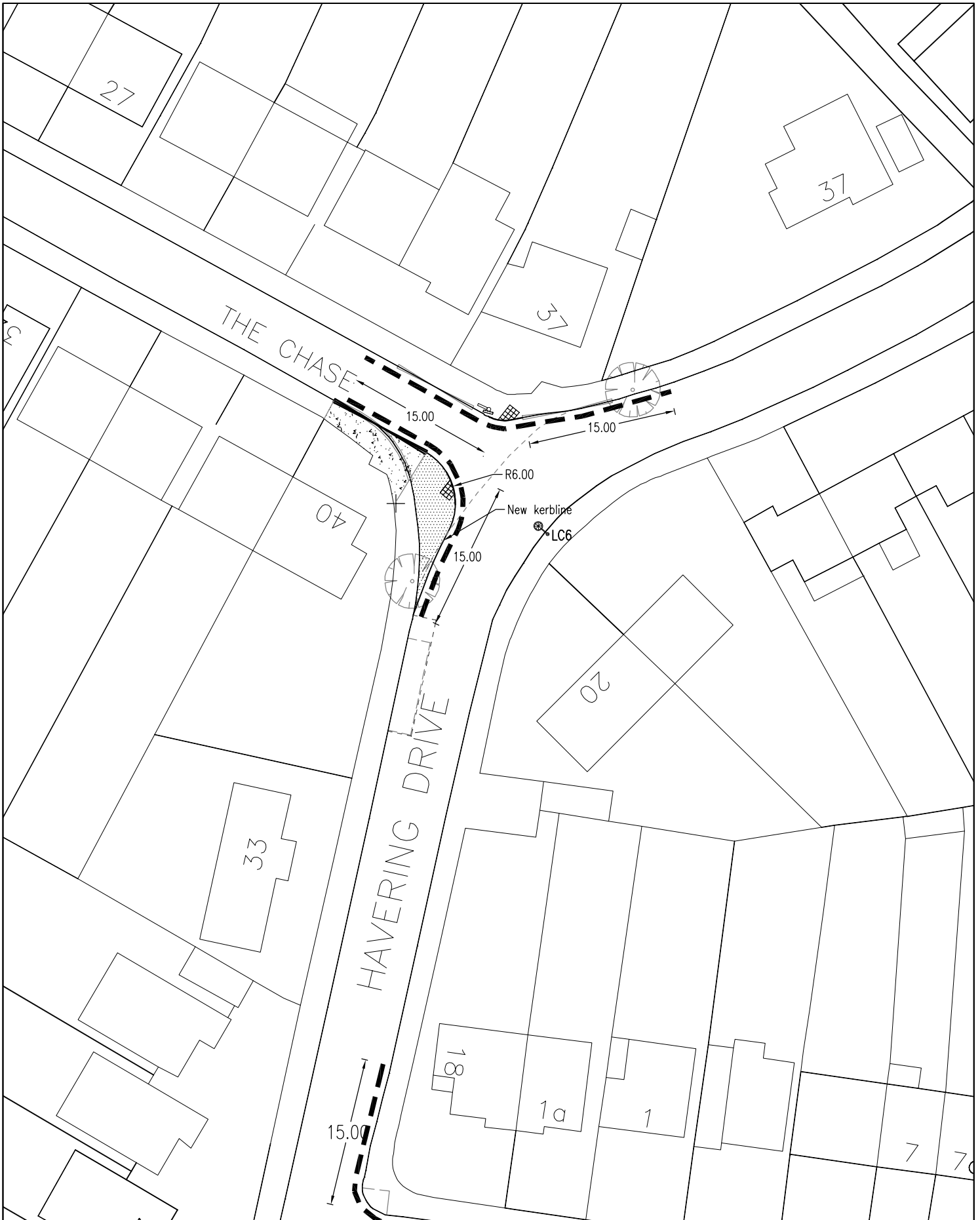
ACAD REF: Sheet Size: A4 (210x297)
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REVISION

--- Proposed 'at any time' waiting restriction (double yellow line)



All dimensions are in metres
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REVISION	AMENDMENT	DATE



Havering
 LONDON BOROUGH
 STREETCARE - CULTURE & COMMUNITY

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PURPOSE feasibility

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--- Proposed 'at any time' waiting restriction (double yellow line)



All dimensions are in metres

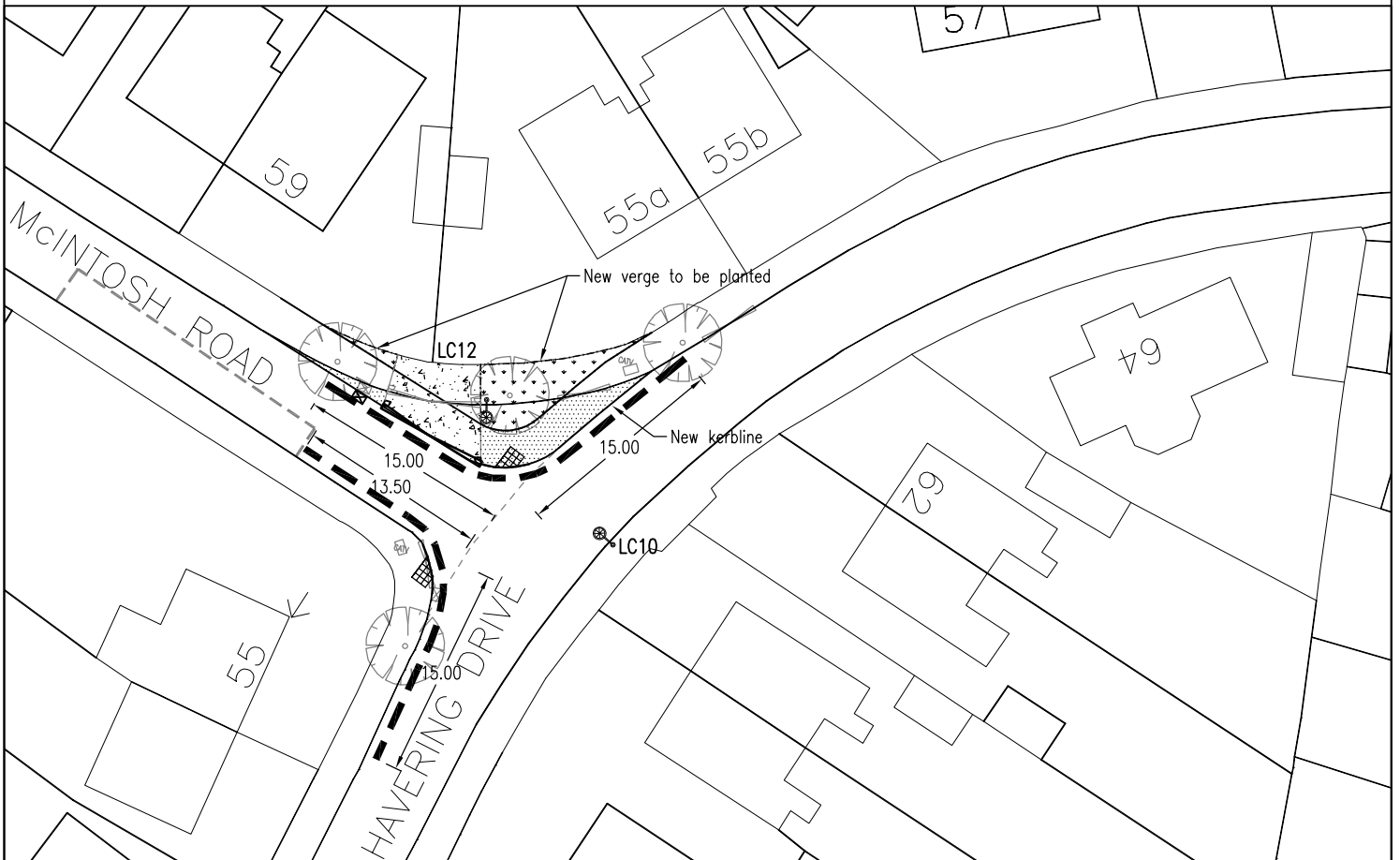
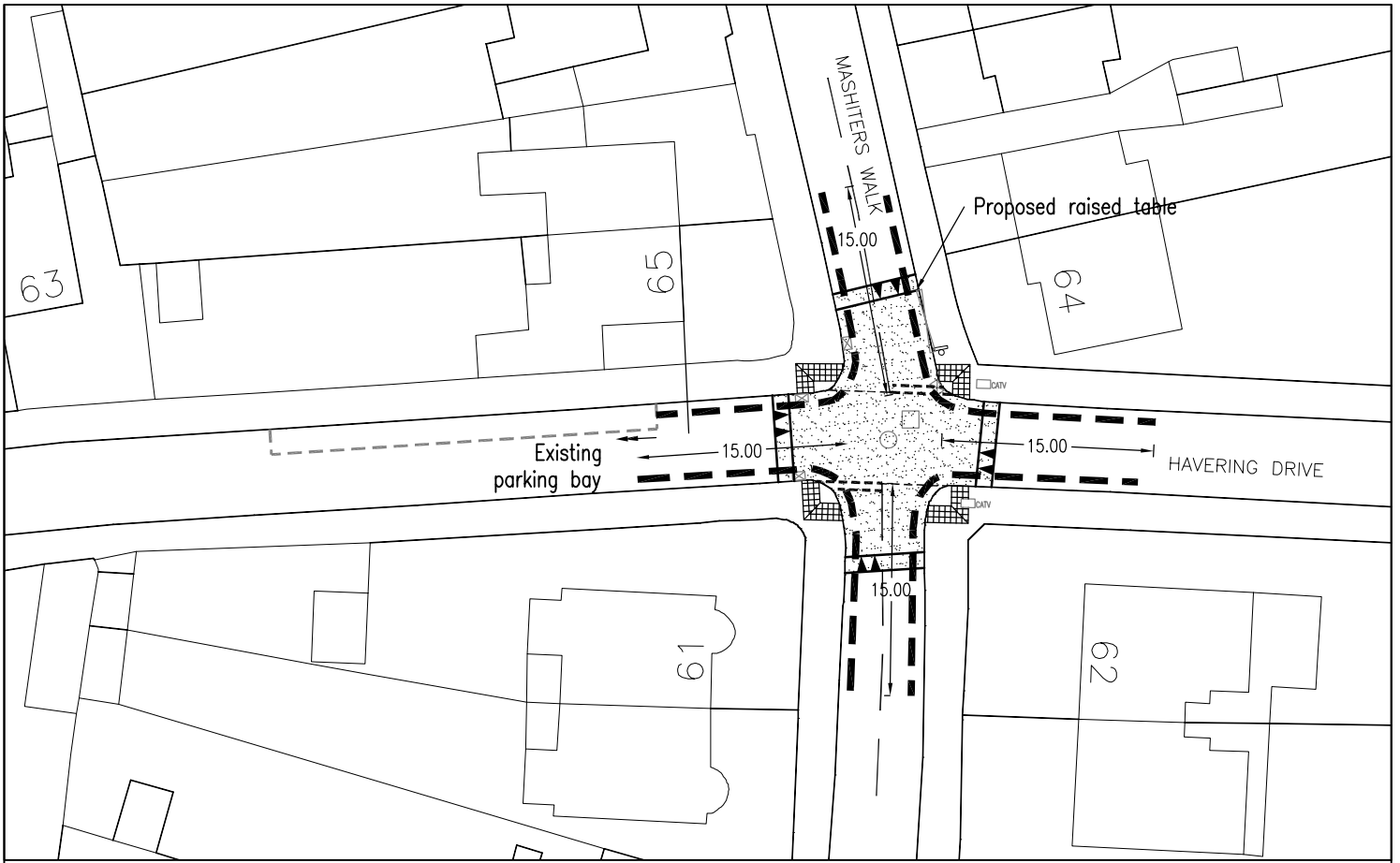
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JOB TITLE
 Marshalls Park Area
 Schools & Junctions Review

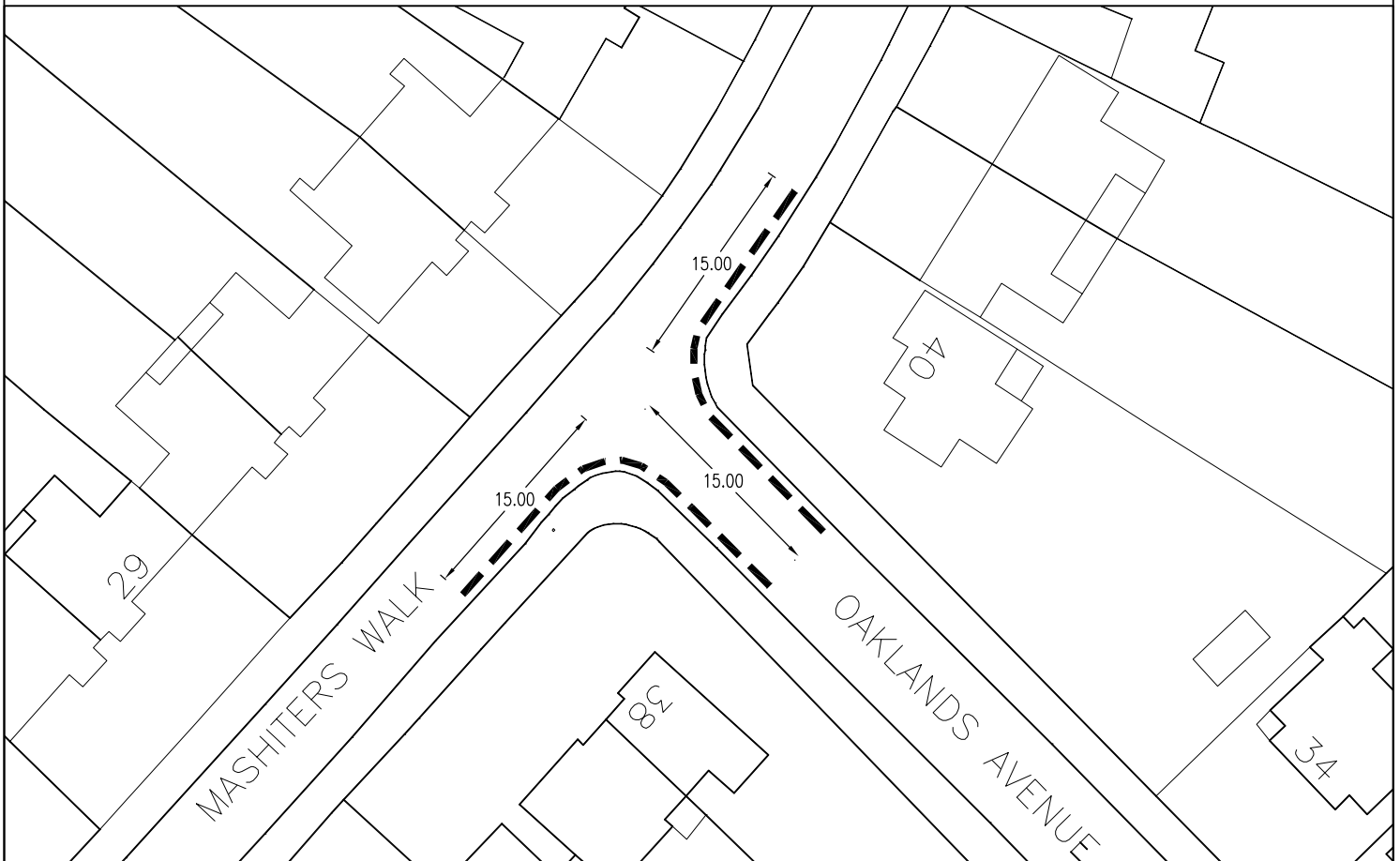
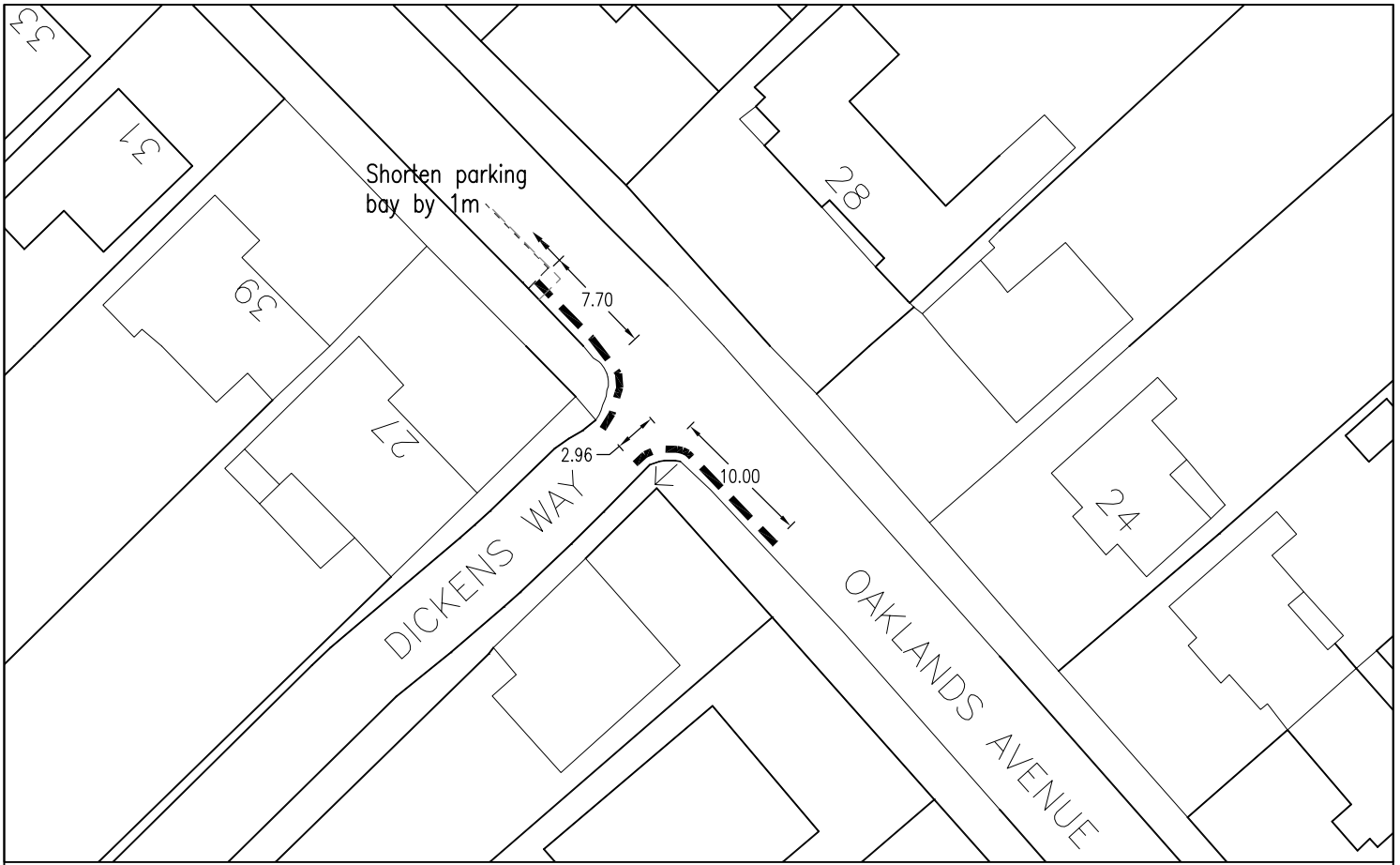
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 Proposed Parking Restrictions
 Havering Drive 15

SCALE (AT A4 SIZE) 1:500 DATE June 2010 DRAFT ISSUE

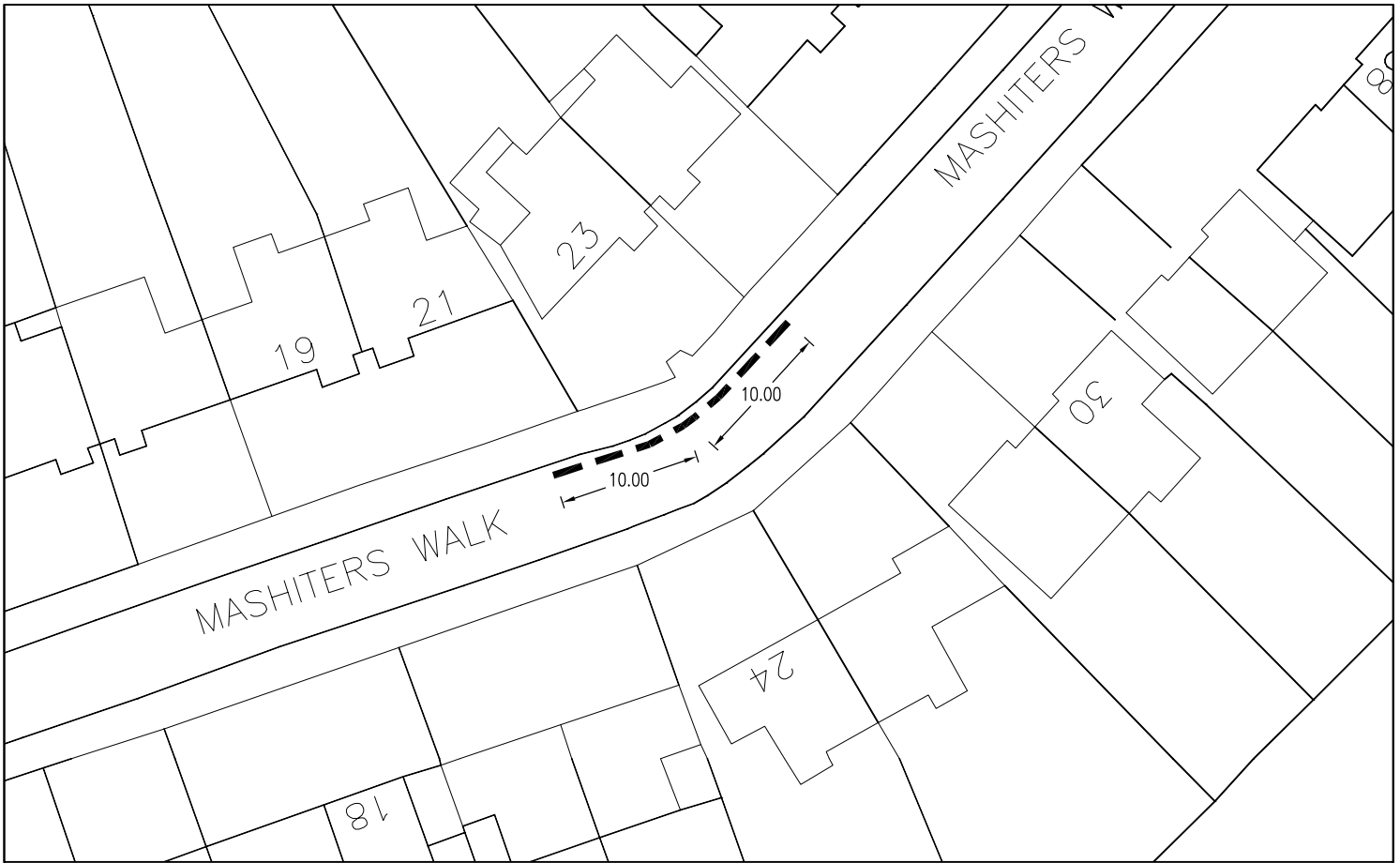
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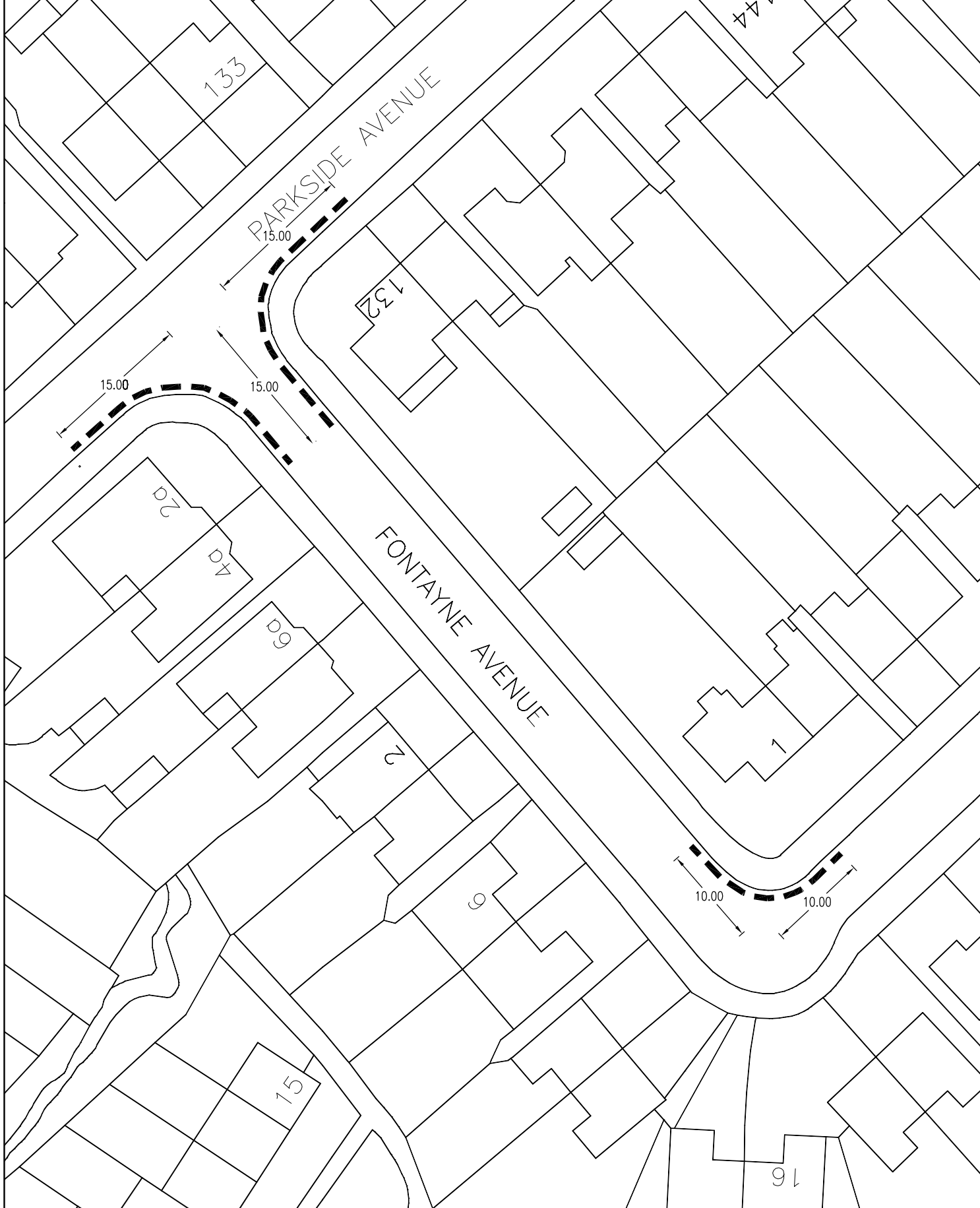
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10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		--- Proposed 'at any time' waiting restriction (double yellow line)	
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DRAWING TITLE Proposed Parking Restrictions Haivering Drive 16 & 17		DRAWN BY NC	CHECKED BY IH	APPROVED BY MP	
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DRAWING TITLE Proposed Parking Restrictions Oaklands Avenue 18 & 21		DRAWN BY NC		CHECKED BY IH		APPROVED BY MP			
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 Schools & Junctions Review

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All dimensions are in metres
 NOT ALL EXISTING PARKING RESTRICTIONS ARE SHOWN

DRAWING TITLE
 Proposed Parking Restrictions
 Parkside Ave 2 & Fontayne Ave 3

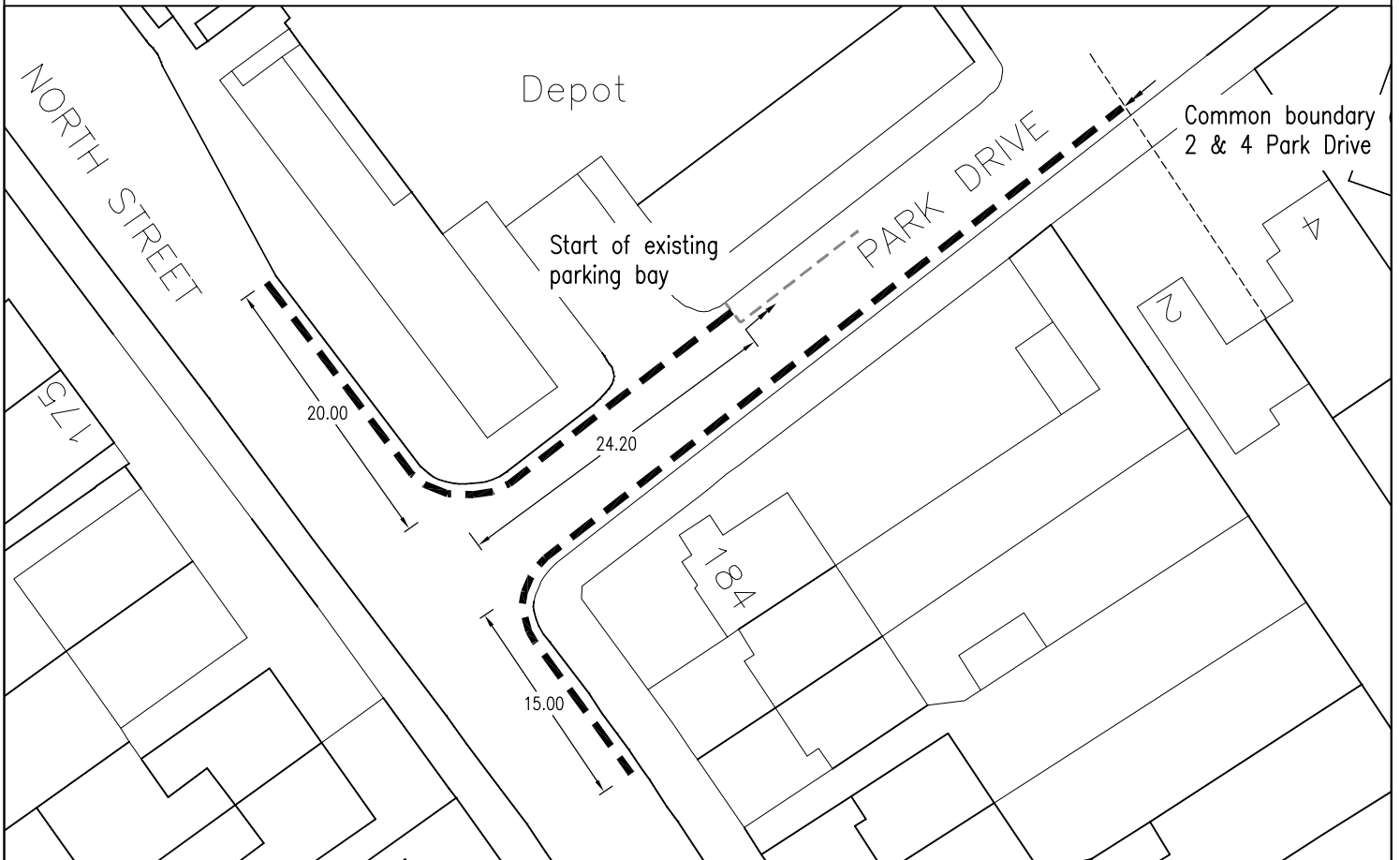
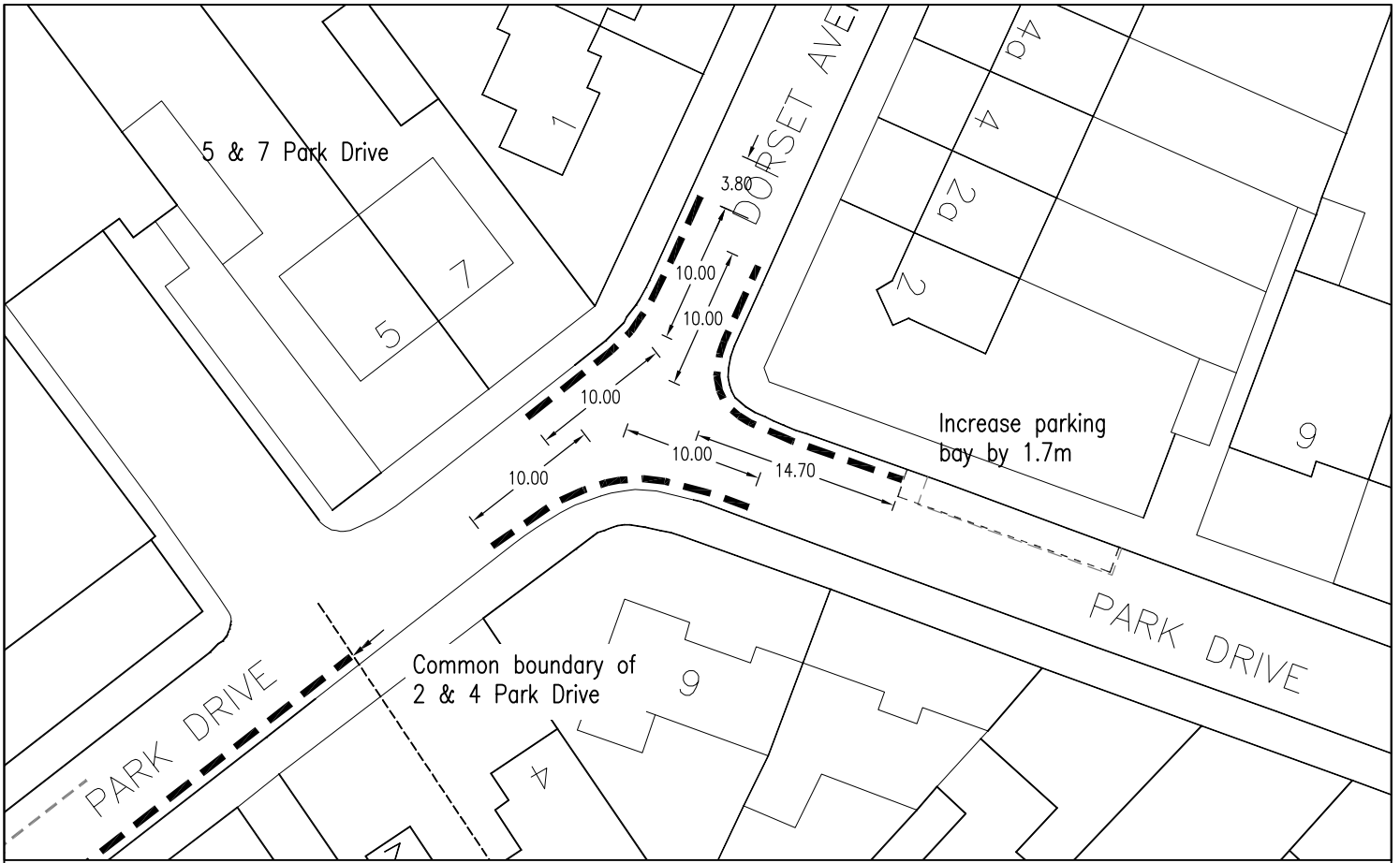
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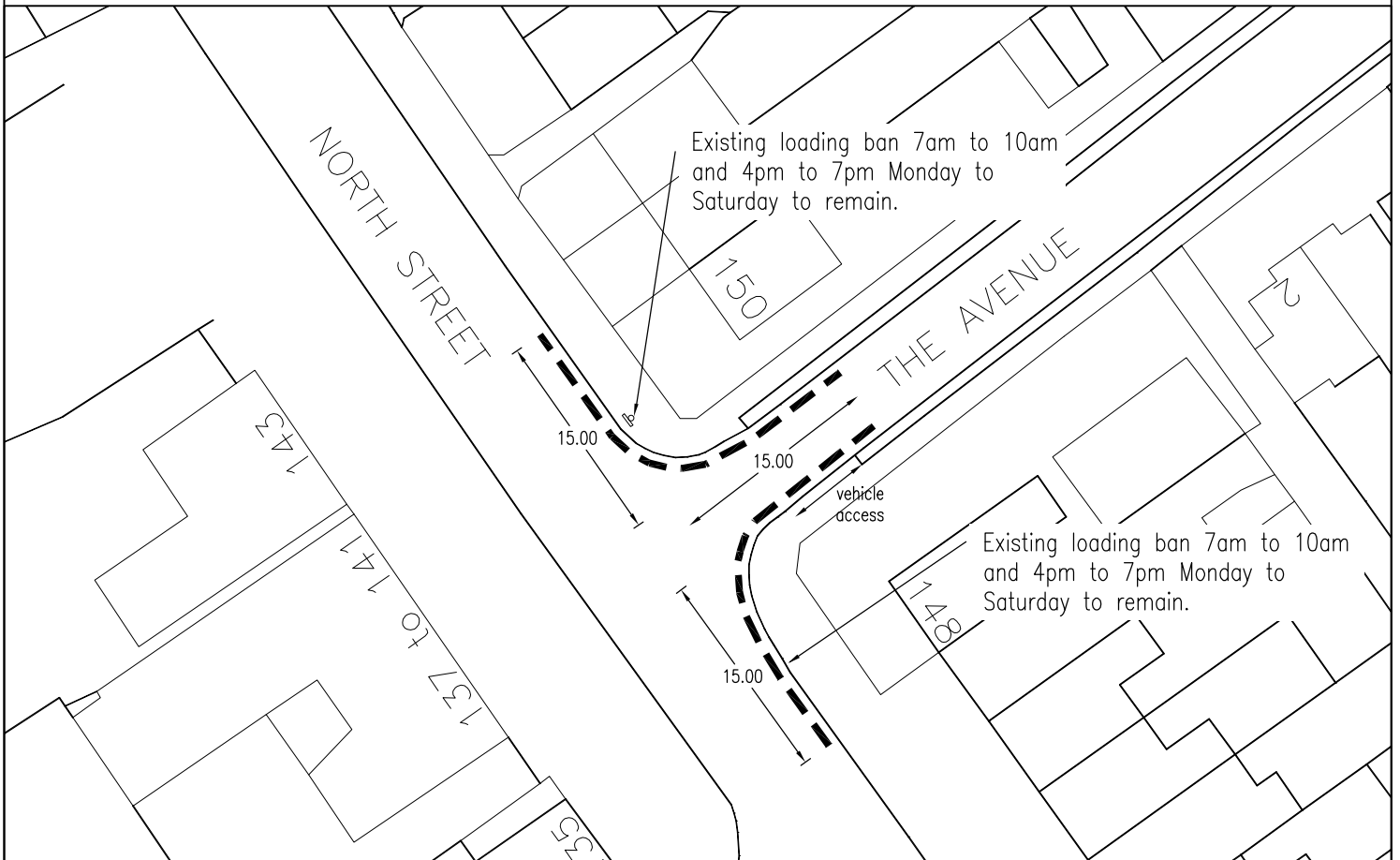
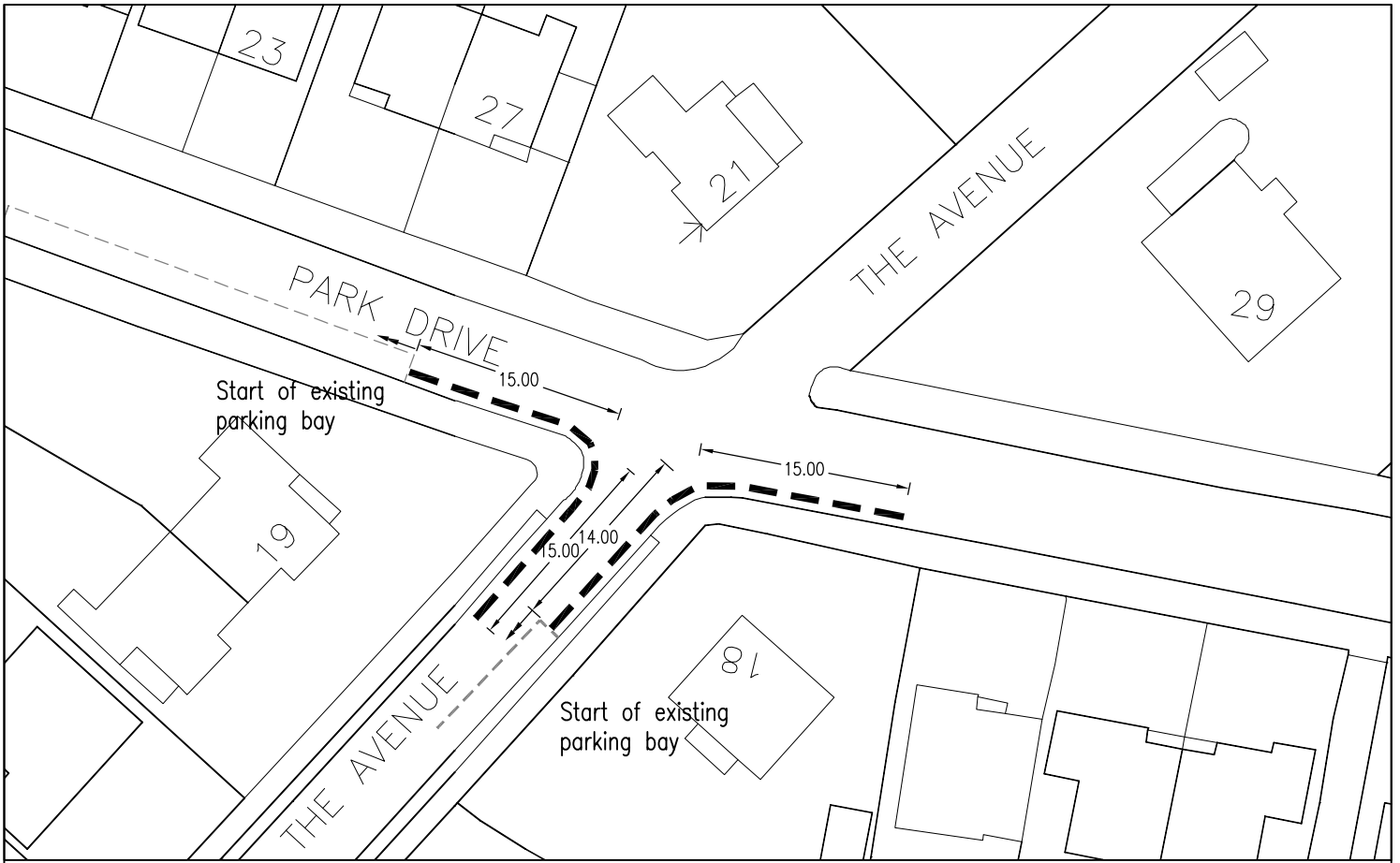
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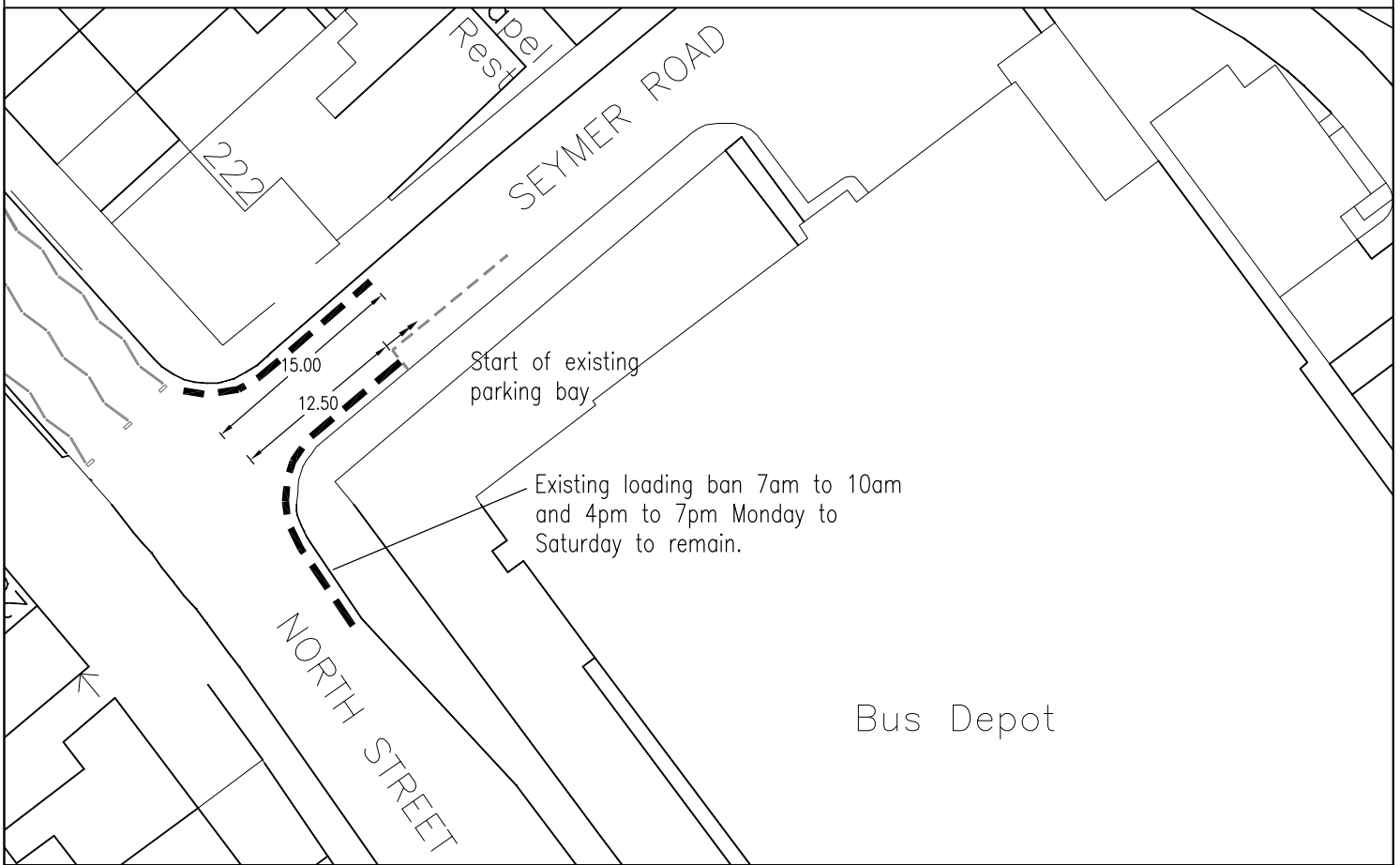
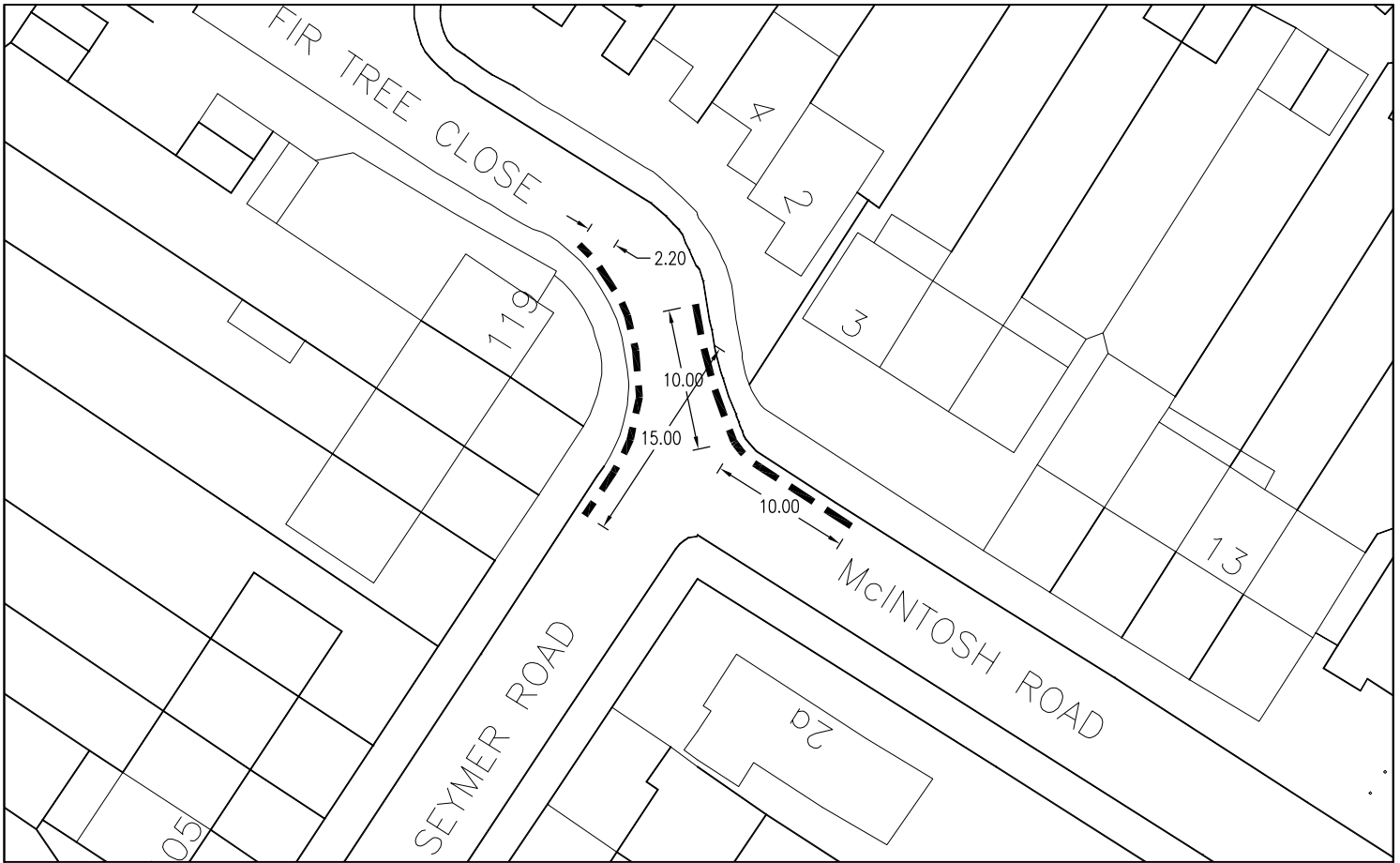




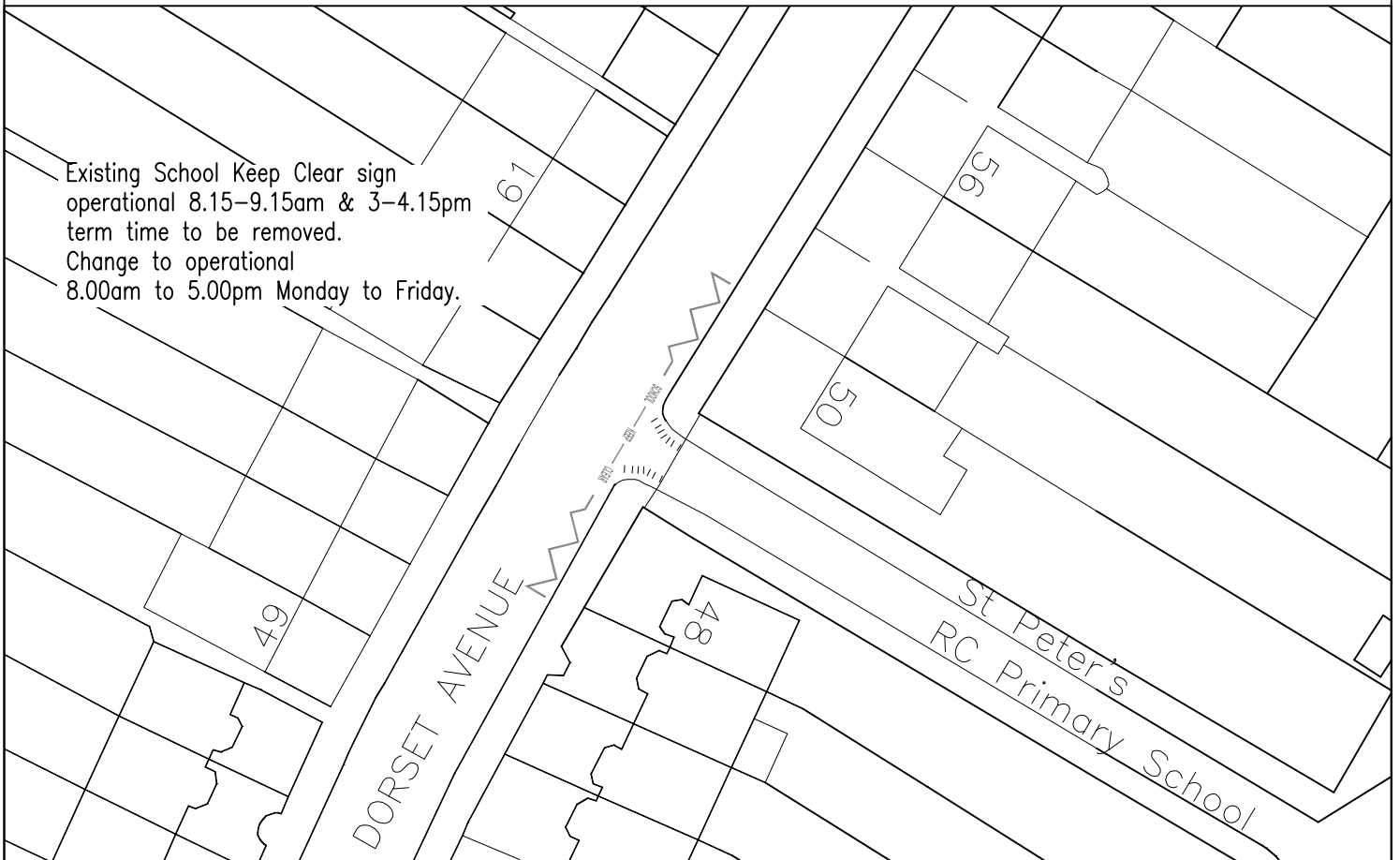
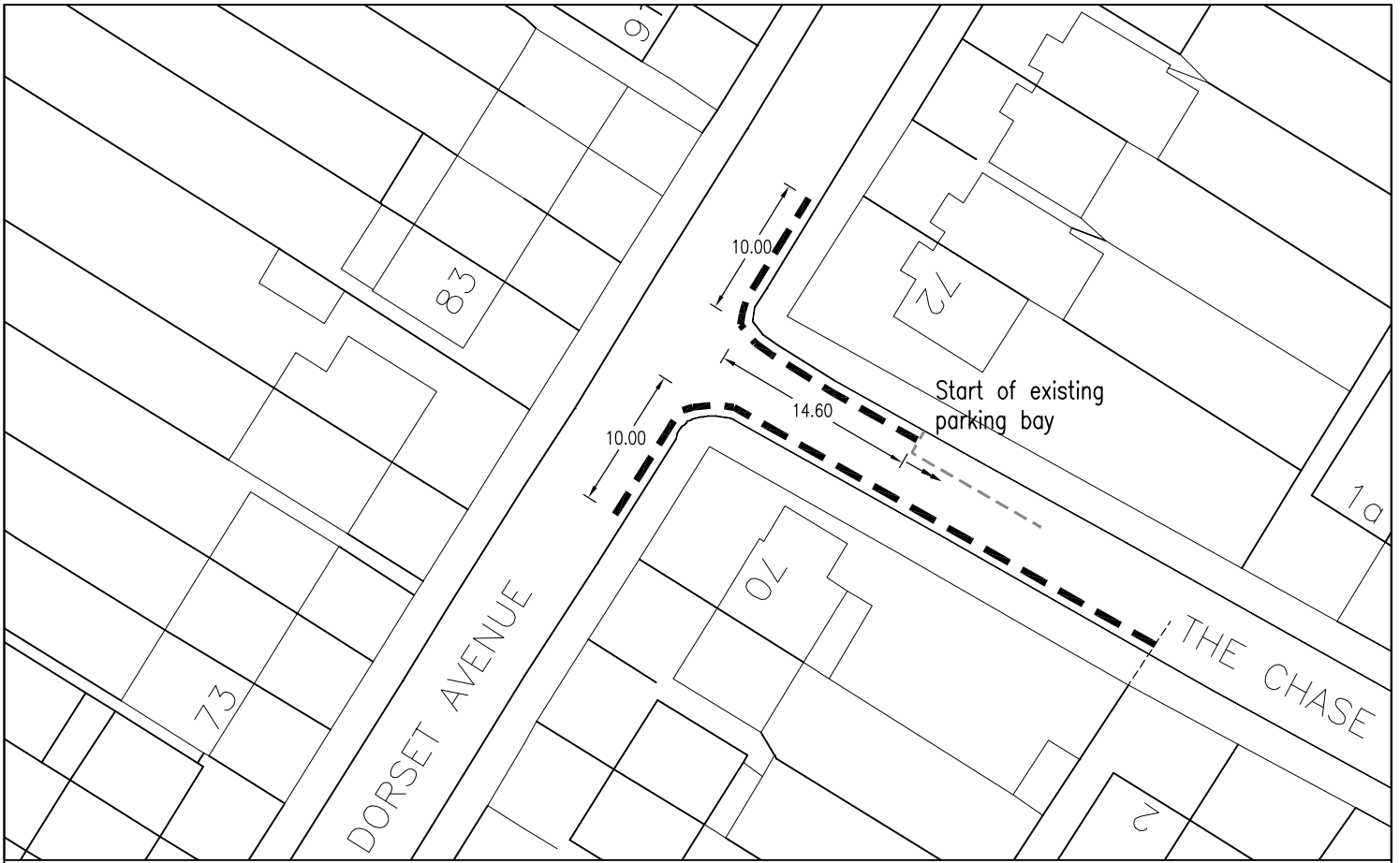
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DRAWING TITLE Proposed Parking Restrictions Park Drive & Dorset Ave 22 & 23		DRAWN BY NC	CHECKED BY IH	APPROVED BY MP			
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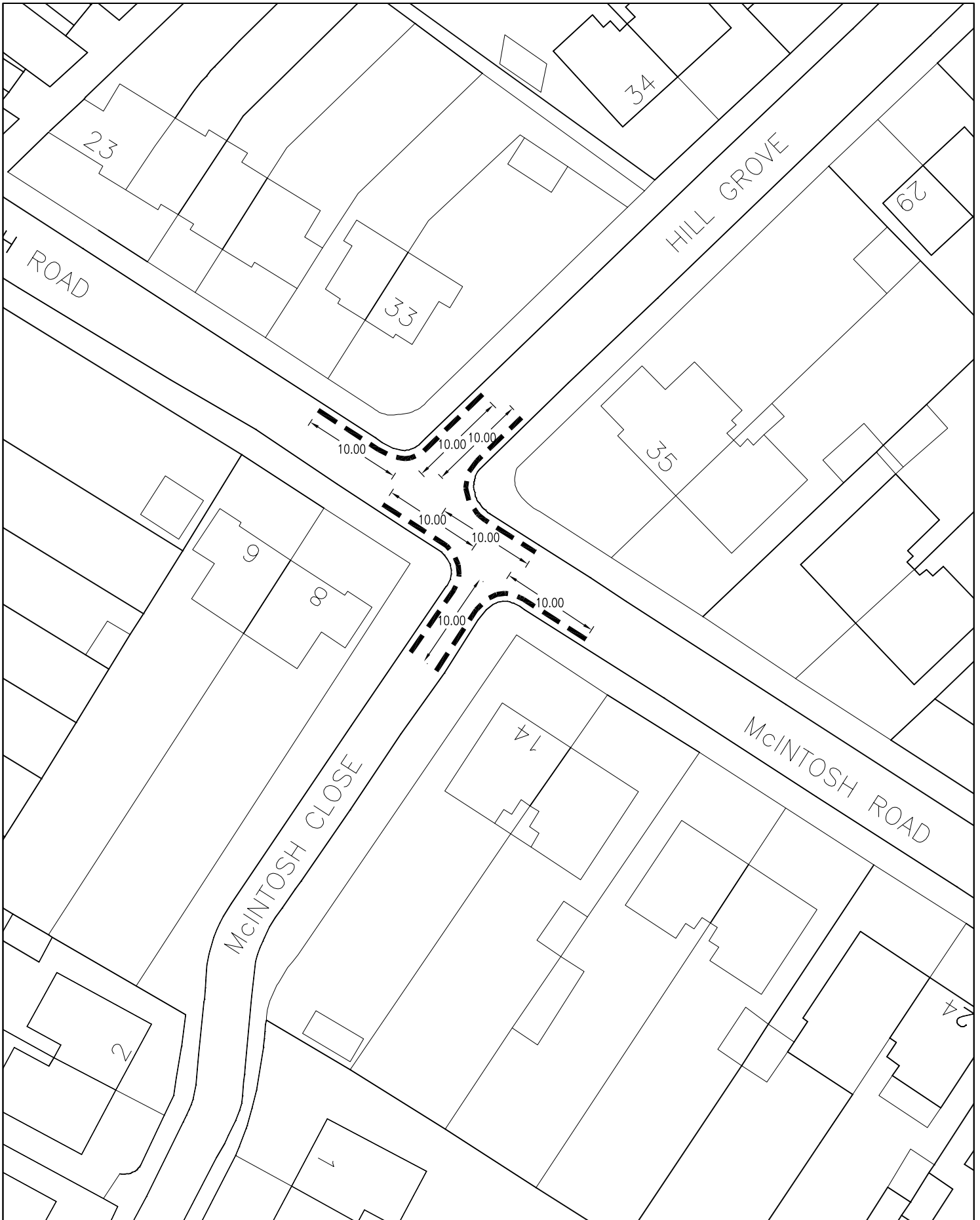
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DRAWING TITLE Proposed Parking Restrictions The Avenue 24 & 25		DRAWN BY NC	CHECKED BY IH	APPROVED BY MP	
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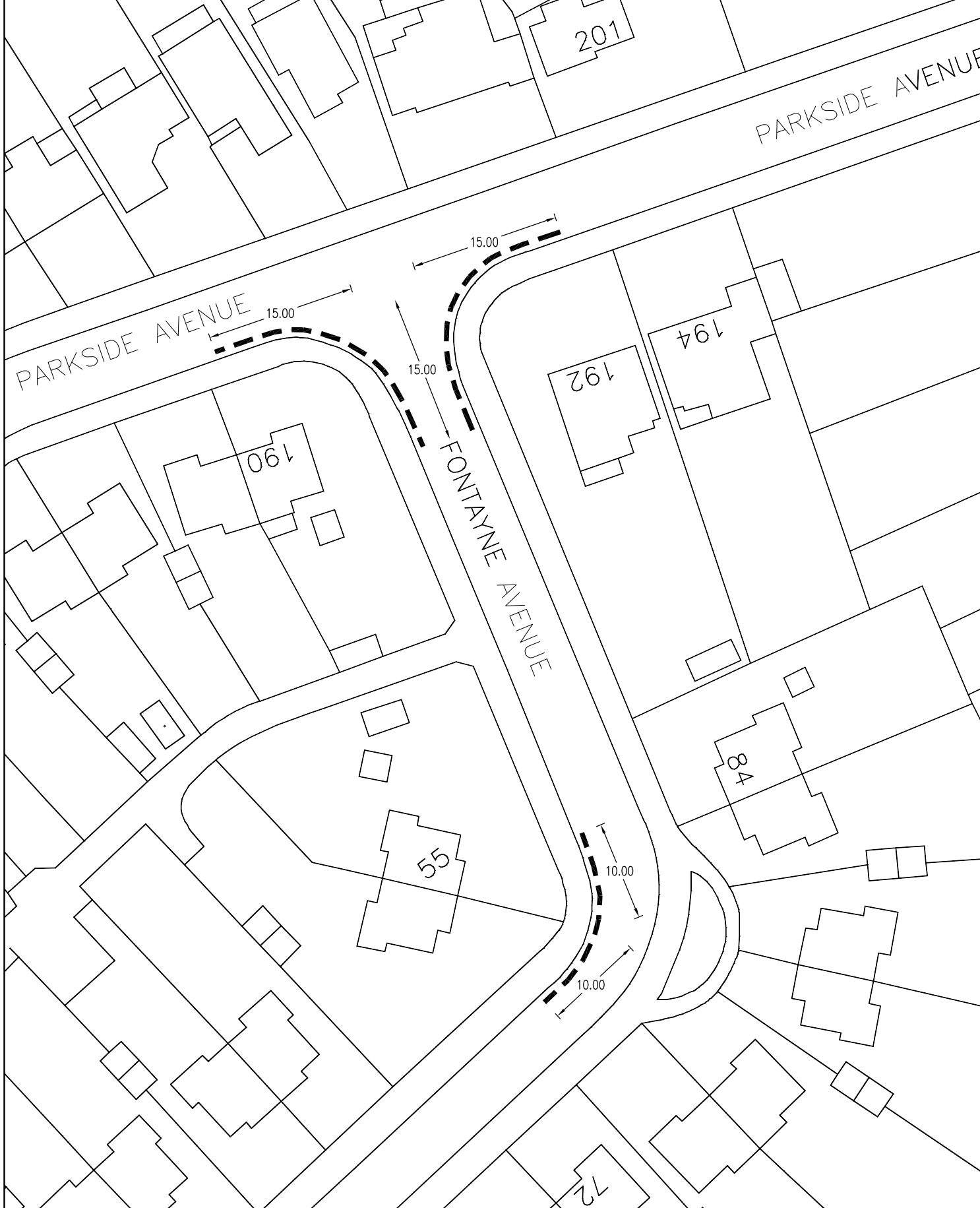
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DRAWING TITLE Proposed Parking Restrictions Dorset Avenue 28 & 29		DRAWN BY NC	CHECKED BY IH	APPROVED BY MP							
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DRAWING TITLE Proposed Parking Restrictions McIntosh Road 30 & 31		SCALE (AT A4 SIZE) 1:500		DATE June 2010		All dimensions are in metres NOT ALL EXISTING PARKING RESTRICTIONS ARE SHOWN	
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JOB TITLE
 Marshalls Park Area
 Schools & Junctions Review

DRAWING TITLE
 Proposed Parking Restrictions
 Fontayne Ave 4 & Parkside Ave 5

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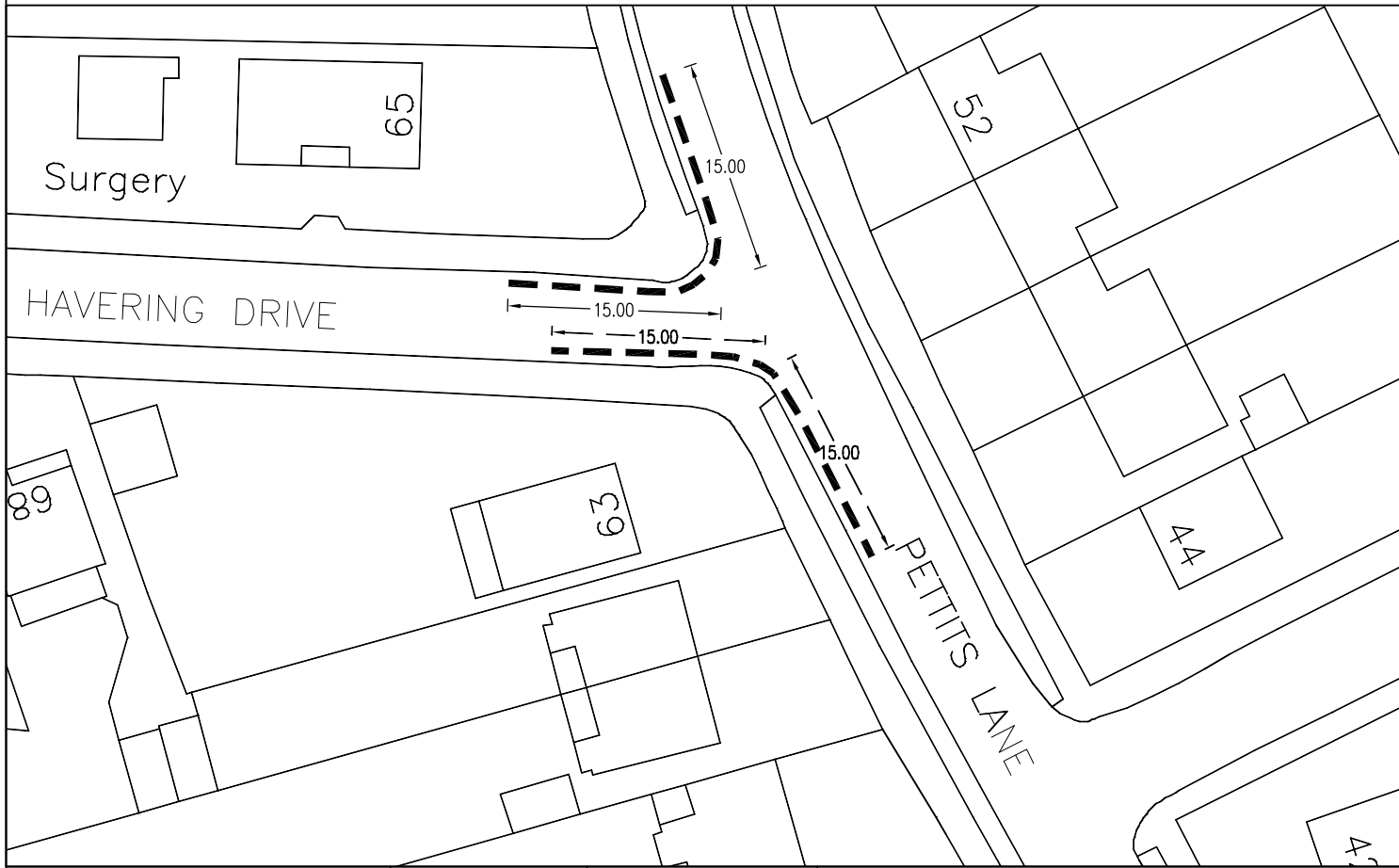
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REVISION 5 A

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Haverling
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JOB TITLE
 Marshalls Park Area
 Schools & Junctions Review

DRAWING TITLE
 Proposed Parking Restrictions
 Pettits Lane 8 & 9

SCALE (AT A4 SIZE) DATE
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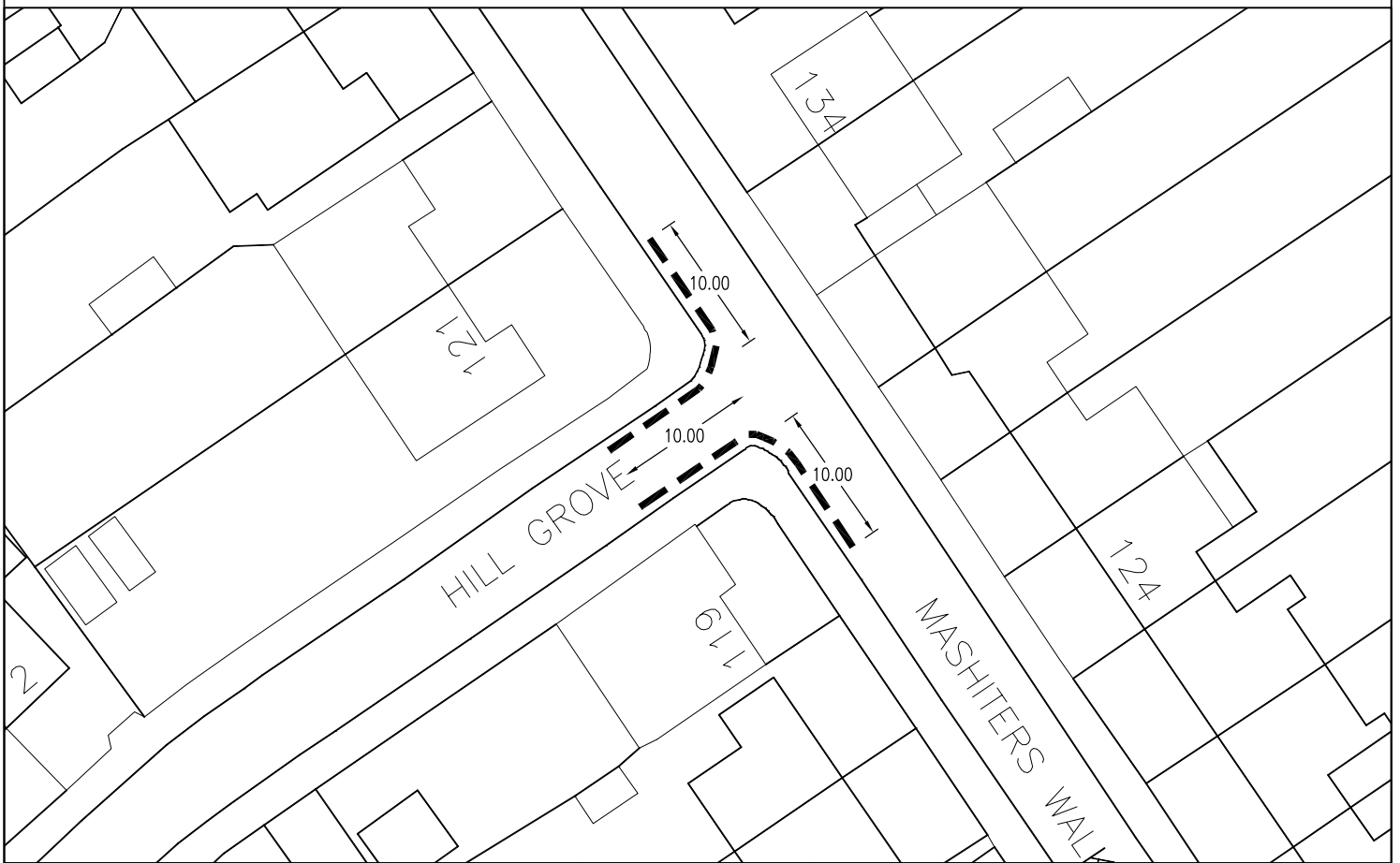
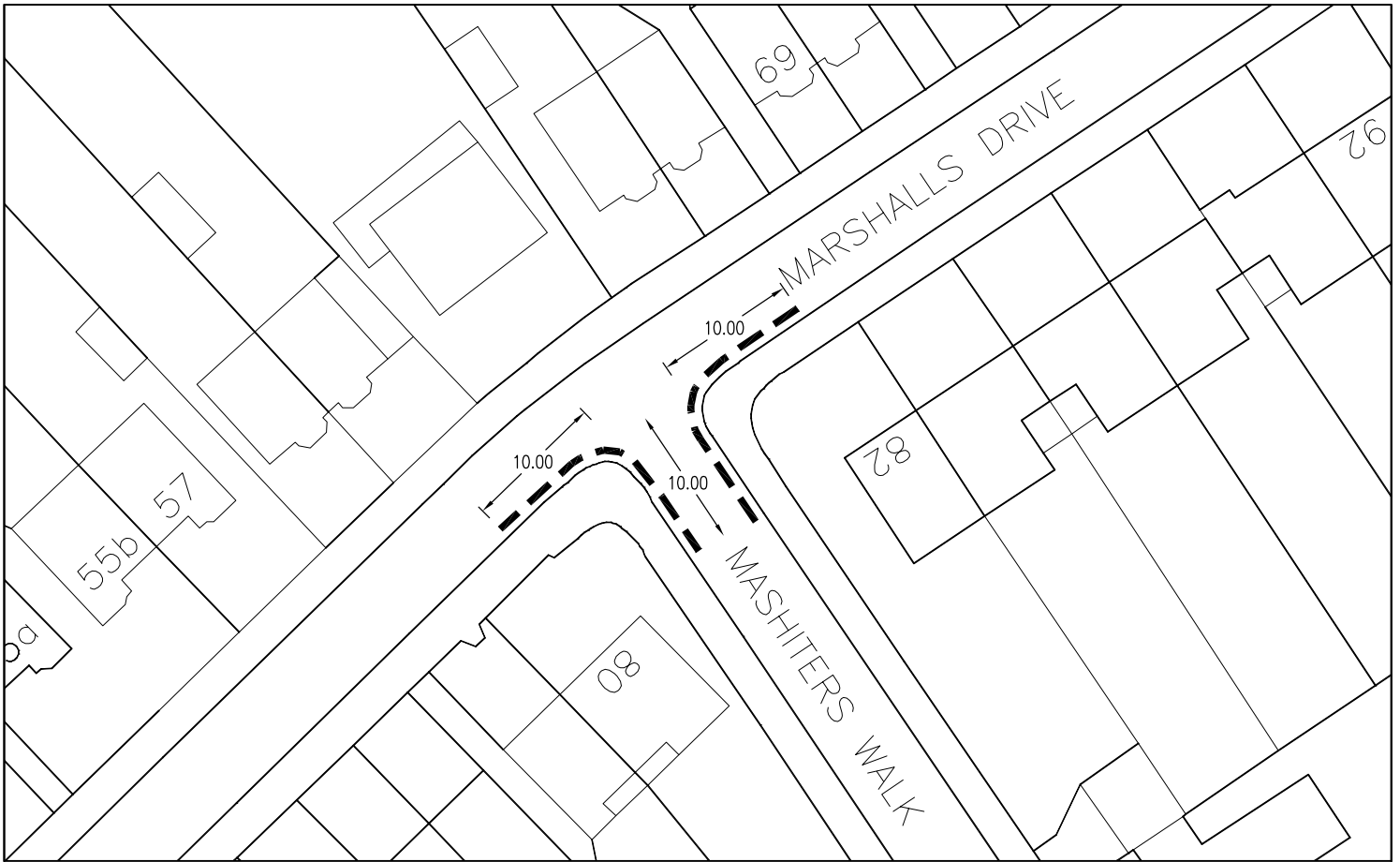
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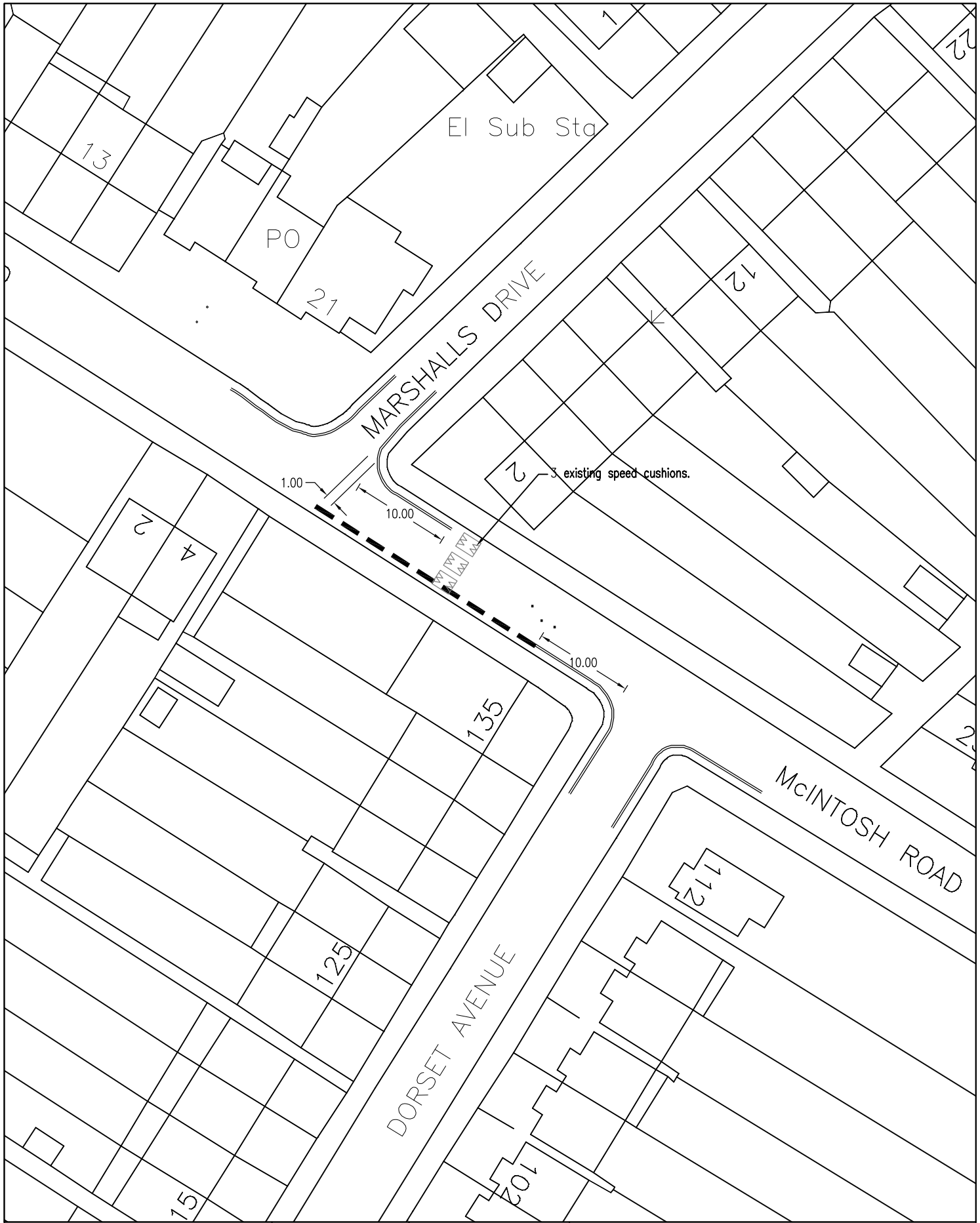
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JOB TITLE
 Marshalls Park Area
 Schools & Junctions Review

DRAWING TITLE
 Proposed Parking Restrictions
 McIntosh Road 34

SCALE (AT A4 SIZE) DATE
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DRAWING No QF210.OA.134
REVISION A

--- Proposed 'at any time' waiting restriction (double yellow line)

==== Existing double yellow line

All dimensions are in metres

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REVISION	AMENDMENT	DATE



**HIGHWAYS
ADVISORY
COMMITTEE**

19 October 2010

Subject Heading:

**SOUTH HORNCHURCH AND RAINHAM
MINOR PARKING SCHEMES
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 presents the views of those responding to the statutory advertisement and public consultation of various minor parking schemes in the South Hornchurch and Rainham area.

RECOMMENDATIONS

1. That the Committee having considered the representations made for each scheme or group of schemes as set out in Appendix II to this report decides either;
 - (a) To recommend to the Cabinet Member for Community Empowerment that the scheme or groups of schemes be implemented; or
 - (b) The scheme or groups of schemes be rejected.

2. That it be noted that the estimated cost of implementing all of the schemes is £7,500 which can be met from the 2010/11 revenue allocation for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 The Head of StreetCare in consultation with the Chairman of the South Hornchurch Area Committee agreed that a series of minor parking schemes should be subject to statutory advertisement and public consultation. This was recorded as Decision 10/65.

- 1.2 The Decision followed a meeting of members of the South Hornchurch & Rainham Area Committee and Principal Engineer of the Traffic & Engineering Section of StreetCare on 21st January 2010 to review the current list of requests for minor parking schemes in the South Hornchurch & Rainham Area.

- 1.3 The details of the various schemes are set out in Appendix I to this report, along with drawing references.

- 1.4 Letters were hand-delivered to those potentially affected in early June 2010, with the closing date for comments being late June (letters were delivered over several dates, with commensurate closing dates).

2.0 Outcome of Public Consultation

2.1 The responses received to each scheme or group of schemes are summarised in Appendix II to this report.

3.0 Staff Comments

3.1 The various requests were agreed by the South Hornchurch & Rainham Members as local priorities. Staff have commented on each set of responses in Appendix II, but the Committee will need to balance safety, access and the ability to park on-street for many items.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £7,500 can be met from the Council's 2010/11 revenue budget for Parking Schemes.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

Parking restrictions at junctions are designed to assist with vehicular access and to improve the intervisibility between pedestrians and drivers.

Short term parking bays near businesses are designed to promote a turnover of available parking for shoppers.

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

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

BACKGROUND PAPERS

Project File: QF210 South Hornchurch and Rainham Minor Parking Schemes

**APPENDIX I
MINOR PARKING SCHEMES
SOUTH HORNCHURCH AND RAINHAM**

Location	Description	Drawing Reference
Brookway/ Penerley Road	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/08
Elmer Gardens	Double yellow lines around bend at northern end of street and turning and by school pedestrian access outside no.75	QF210/SHR/10
Wennington Road/ Ingrebourne Road Brookway/ Lambs Lane South	Double yellow lines around 5 arm junction, extending along Wennington Road to cover pedestrian refuge outside no.190 and pinch point outside no.215 (east side only). To maintain access and visibility.	QF210/SHR/48
Ford Lane	Double yellow lines on north side between existing sections between Rainham Road and opposite no.103. To maintain access on street.	QF210/SHR/50
Frederick Road and Manser Road	Double yellow lines around junction to maintain access and visibility. To maintain access on street.	QF210/SHR/52
A1306 New Road/ South Street	Existing double yellow lines on west side of South Street extended to total of 53m into South Street. To maintain access on street.	QF210/SHR/53
A1306 New Road/ Walden Avenue	Existing double yellow lines on west side of Walden Avenue extended to total of 57m into Walden Avenue	QF210/SHR/53
Walden Avenue/ Queens Gardens	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/53
Wennington Road	Double yellow lines, both sides of the street from Wennington Fire Station to start of rural clearway to the east, on approach to A1306 New Road To help fire brigade access, especially to A1306.	QF210/SHR/54

Highways Advisory Committee, 19 October 2010

Location	Description	Drawing Reference
Palliser Drive	Single yellow line, whole street, in force Monday to Friday, 8:30am to 9:30am. To stop all day commuter parking.	QF210/SHR/55
Palliser Drive/ Ellis Avenue/ Wilfred Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/55
South End Road/ Jersey Road	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/57
South End Road/ St. John's Close	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/57
South End Road/ Princes Park	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/57
South End Road outside Albyn's Court	Double yellow lines across Albyn's Court Access. Time limited parking in layby outside Albyn's Court, 3 hours parking, no return within 4 hours, Monday to Saturday 8:30am to 6:30pm	QF210/SHR/57
South End Road Layby outside 166 to 174	Time limited parking in layby 2 hours parking, no return within 4 hours, Monday to Saturday 8:30am to 6:30pm	QF210/SHR/58
South End Road/ Guysfield Drive	Double yellow lines around junction, extending north to boundary of nos.122/124 (east side) and 15 metres either side of the boundary of nos.85/87 (west side) through pedestrian refuge.	QF210/SHR/58
Wennington Road	Single yellow line on northeast side of street from boundary of nos.208/210 to a point 10 metres south of the southeastern kerbline of Eastwood Drive (excluding the existing zebra crossing outside Brady School). Request from school and London Buses to keep Wennington Road clear at school journey times.	QF210/SHR/59-01 & QF210/SHR/59-02

Highways Advisory Committee, 19 October 2010

Location	Description	Drawing Reference
Wennington Road/ Eastwood Drive	Double yellow lines around junction, extending to boundary of nos.290/292 Wennington Road (southwestern side) to cover pinch point.	QF210/SHR/59-02
Upminster Road South/ Pinewood Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/60
Upminster Road South/ Cloister Close	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/60
Upminster Road South/ Martin Drive	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/60
Upminster Road South/ Waverley Road	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/60
Upminster Road South/ Brights Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/60
Upminster Road South/ Sunningdale Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/60
Upminster Road South/ Grangewood Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/60
Upminster Road North/ Parsonage Road	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/61
Upminster Road North/ Westlyn Close	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/61
Upminster Road North/ Allen Road	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/61

Highways Advisory Committee, 19 October 2010

Location	Description	Drawing Reference
Upminster Road North/ Lambs Lane North	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/61
Upminster Road North/ Briscoe Road	Modify double yellow lines around junction to maintain access and visibility.	QF210/SHR/61
Upminster Road North/ King Edward Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/61
Upminster Road North/ Maclennan Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/61
Upminster Road North/ Fairview Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/62
Upminster Road North/ Acer Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/62
Upminster Road North/ Lake Avenue	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/62
Upminster Road North/ Greenacres Close	Double yellow lines around junction to maintain access and visibility.	QF210/SHR/62

**APPENDIX II
OUTCOME OF PUBLIC CONSULTATION**

Brookway/ Penerley Road, QF210/SHR/08

Double yellow lines around junction to maintain access and visibility.

No responses received.

Staff comments

Recommend that scheme be implemented.

Elmer Gardens, QF210/SHR/10

Double yellow lines around bend at northern end of street and turning and by school pedestrian access outside no.75

6 responses of objection because of lack of local parking and pressure scheme will have on on-street parking.

Staff comments

The proposals were designed to keep the area open for access, especially at school times when the road is congested.

The Committee will need to balance safety, access and parking.

**Wennington Road/ Ingrebourne Road & Brookway/ Lambs Lane South
QF210/SHR/48**

Double yellow lines around the 5 arm junction, extending along Wennington Road to cover pedestrian refuge outside no.190 and pinch point outside no.215 (east side only). To maintain access and visibility.

Wennington Road, QF210/SHR/59-01 & QF210/SHR/59-02

Single yellow line on northeast side of street from boundary of nos.208/210 to a point 10 metres south of the southeastern kerbline of Eastwood Drive (excluding the existing zebra crossing outside Brady School).

Request from school and London Buses to keep Wennington Road clear at school journey times.

Wennington Road/ Eastwood Drive, QF210/SHR/59-02

Double yellow lines around junction, extending to boundary of nos.290/292 Wennington Road (southwestern side) to cover pinch point.

12 responses (as a whole to all three proposals). 9 objecting because of impact on local parking, 2 supporting (including Brady School) because of difficulty for traffic (especially buses) to pass. 1 response understanding the problems, but suggesting a car park is built in the sport centre grounds.

Staff comments

The proposals were designed to keep the section of road clear for passing traffic at school times. The extended restrictions at the junction of Wennington Road, Lambs Lane South, Ingrebourne Road etc were proposed to keep the various pedestrian crossing point clear so pedestrians (especially children travelling to Brady School and Chafford School) could see and be seen.

The Committee will need to balance safety, access and parking.

Ford Lane, QF210/SHR/50

Double yellow lines on north side between existing sections between Rainham Road and opposite no.103. To maintain access on street.

2 responses, 1 in support, 1 in objection. Both respondents concerned about where users of Brittons Park would park. The objector suggested that a larger car park should be provided.

Staff comments

The Committee will need to balance access and parking.

Frederick Road and Manser Road, QF210/SHR/52

Double yellow lines around junction to maintain access and visibility.
To maintain access on street.

No responses received.

Staff comments

Recommend that scheme be implemented.

A1306 New Road/ South Street, QF210/SHR/53

Existing double yellow lines on west side of South Street extended to total of 53m into South Street. To maintain access on street.

1 response in support, with a suggestion the restrictions are extended.

Staff comments

Recommend that scheme be implemented.

A1306 New Road/ Walden Avenue, Existing double yellow lines on west side of Walden Avenue extended to total of 57m into Walden Avenue, QF210/SHR/53

A1306 New Road/ Walden Avenue, Existing double yellow lines on west side of Walden Avenue extended to total of 57m into Walden Avenue, QF210/SHR/53

1 response in objection, suggesting the matter is left until after the Mardyke is redeveloped. 1 response in support, but requesting controls to deal with people parking all day.

Staff comments

Scheme proposed to keep access into Walden Avenue and Queens Gardens clear.

The Committee will need to balance access and parking.

Wennington Road, QF210/SHR/54

Double yellow lines, both sides of the street from Wennington Fire Station to start of rural clearway to the east, on approach to A1306 New Road
To help fire brigade access, especially to A1306.

No responses received.

Staff comments

Recommend that that scheme be implemented as it was originally suggested to assist with access to the A1306 from Wennington Fire Station.

Palliser Drive, QF210/SHR/55

Single yellow line, whole street, in force Monday to Friday, 8:30am to 9:30am.
To stop all day commuter parking.

No responses received.

Staff comments

Recommend that scheme be implemented.

Palliser Drive/ Ellis Avenue/ Wilfred Avenue, QF210/SHR/55

Double yellow lines around junction to maintain access and visibility.

No responses received.

Staff comments

Recommend that scheme be implemented.

South End Road/ Jersey Road; South End Road/ St. John's Close; South End Road/ Princes Park, QF210/SHR/57

Double yellow lines around junction to maintain access and visibility.

South End Road outside Albyn's Court, QF210/SHR/57

Time limited parking in layby outside Albyn's Court, 3 hours parking, no return within 4 hours, Monday to Saturday 8:30am to 6:30pm

4 responses received. 3 objecting to the proposals (2 as residents of Albyns Court), 1 expressing some concern on behalf of an elderly resident.

Staff comments

The scheme was proposed to assist Albyns Court, but the objections suggest the scheme should be rejected. Staff recommend the dropped kerb access to Albyns Court should be restricted as designed however.

South End Road, Layby outside 166 to 174, QF210/SHR/58

Time limited parking in layby 2 hours parking, no return within 4 hours, Monday to Saturday 8:30am to 6:30pm

1 response supporting proposal, with request for restrictions elsewhere.
In addition, Cllr Burton has indicated that the businesses support the proposals.

Staff comments

The scheme was proposed to create a turnover of parking spaces for the shops and as no objections have been received, Staff recommend implementation.

South End Road/ Guysfield Drive, QF210/SHR/58

Double yellow lines around junction, extending north to boundary of nos.122/124 (east side) and 15 metres either side of the boundary of nos.85/87 (west side) through pedestrian refuge.

No responses received.

Staff comments

Recommend that that scheme be implemented.

Upminster Road South junctions, QF210/SHR/60

Double yellow lines around junction to maintain access and visibility.

Pinewood Avenue
Cloister Close
Martin Drive
Waverley Road
Brights Avenue
Sunningdale Avenue
Grangewood Avenue

5 responses received.

4 for the Grangewood Avenue proposal. 1 requesting a sign be relocated, 1 objecting because of lack of parking and a dropped kerb being refused in the past because of the effect on a bus stop. 2 objecting because of lack of parking and with a request to move the bus stop and install parking bays.

1 generally objecting because of pressure of on-street parking (resident lives opposite Grangewood Avenue)

Staff comments

The proposals were designed to keep the junction of Upminster Road South and Grangewood Avenue clear for 10 metres on all arms (being the minimum Highway Code guideline). Moving the bus stop is a matter for TfL, but there does not appear to be a location not affecting residents close by. The Committee will need to balance safety, access and parking

Highways Advisory Committee, 19 October 2010

Upminster Road North junctions, QF210/SHR/61

Double yellow lines around junction to maintain access and visibility.

Parsonage Road

Westlyn Close

Allen Road

Lambs Lane North

Briscoe Road

King Edward Avenue

Maclennan Avenue

Fairview Avenue

Acer Avenue

Lake Avenue

Greenacres Close

No responses received.

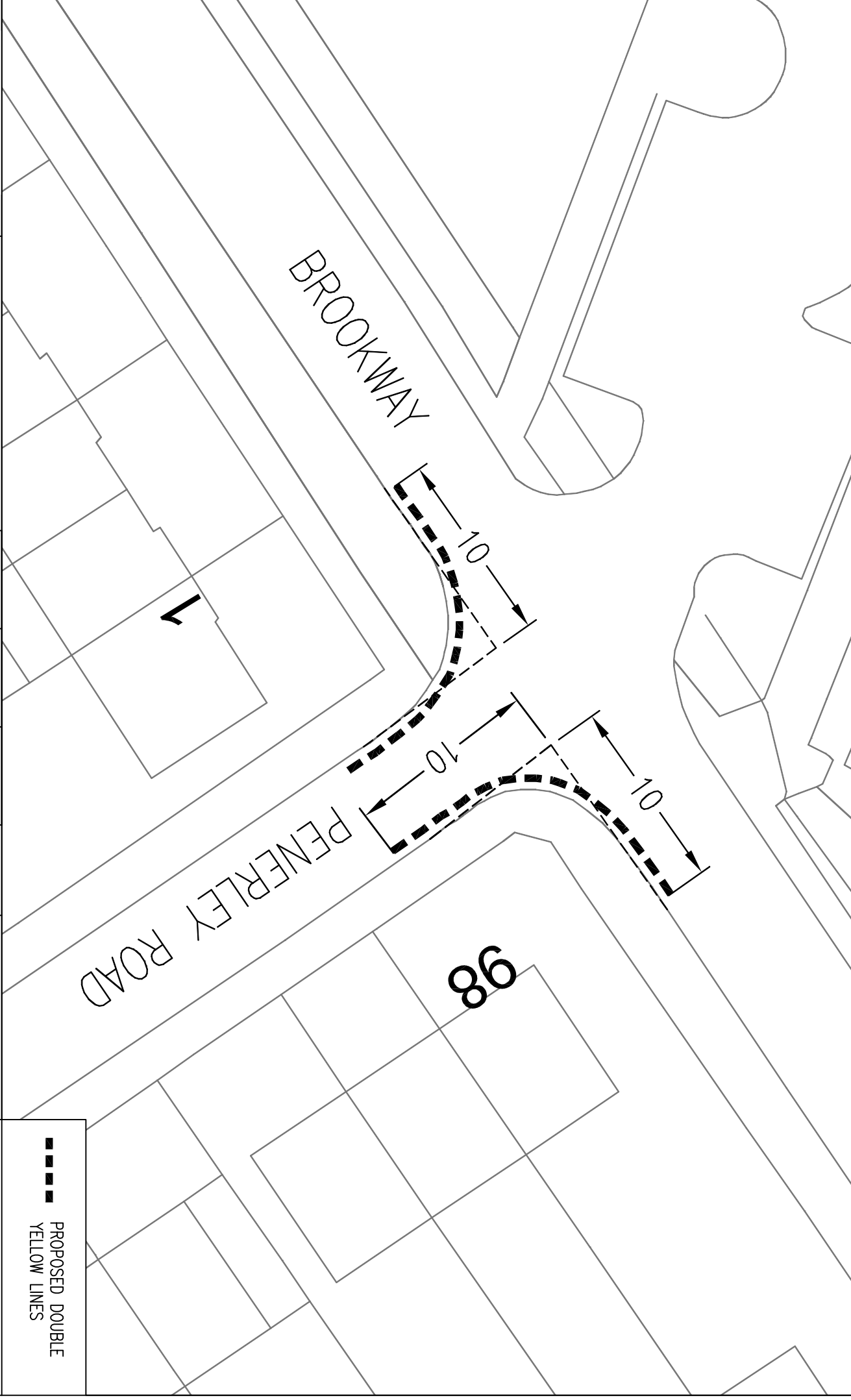
Staff comments

Recommend that that schemes be implemented.

JOB TITLE
 SOUTH HORNCHURCH & RAINHAM
 "AT ANY TIME" WAITING RESTRICTIONS
DRAWING TITLE
 BROOKWAY J/W
 PENERLEY ROAD

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PROPOSED DOUBLE YELLOW LINES
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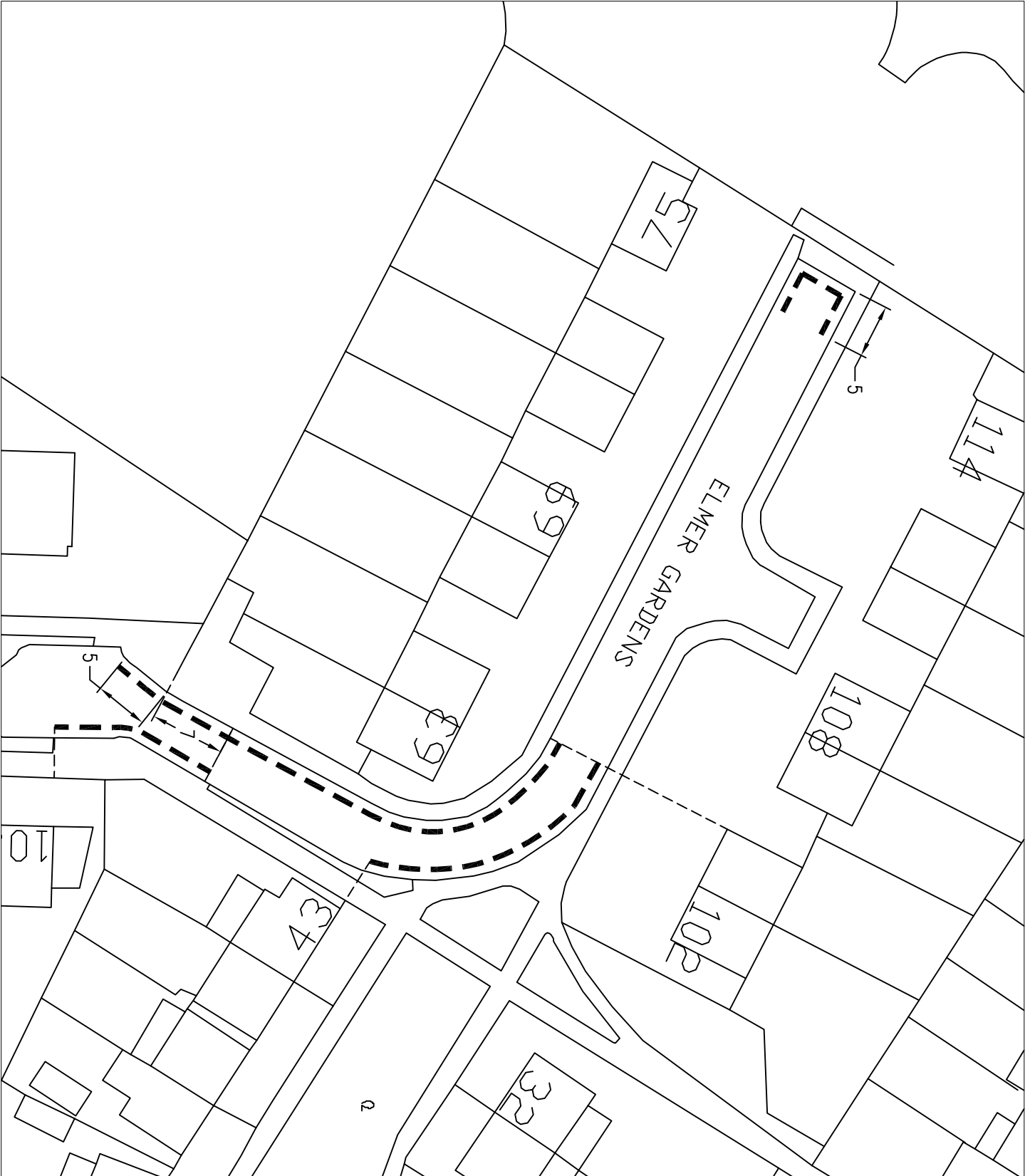
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NOTES

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DRAWING TITLE
 MINOR PARKING SCHEMES
 ELMER GARDENS

JOB TITLE
 SOUTH HORNBURCH &
 RAINHAM AC

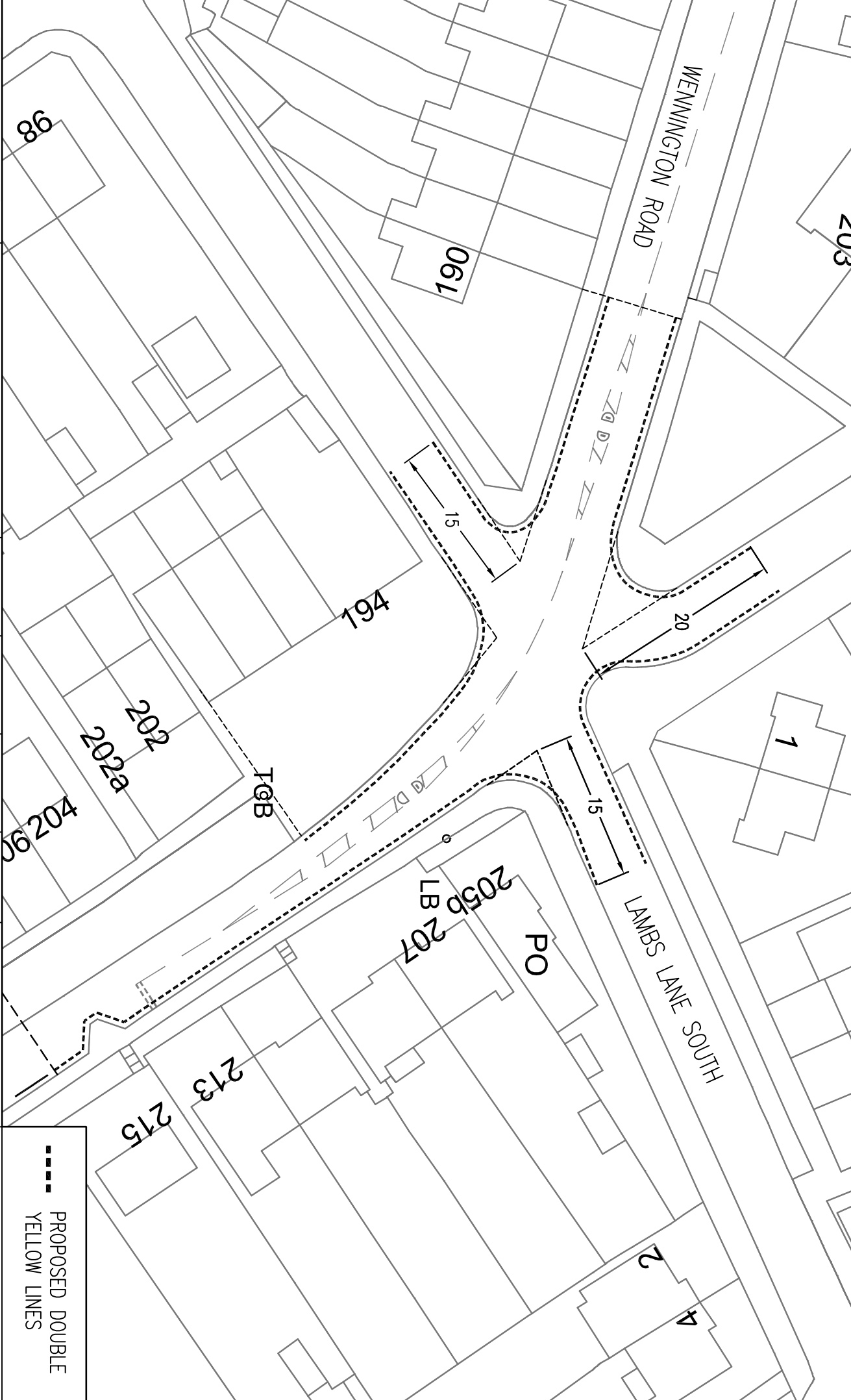
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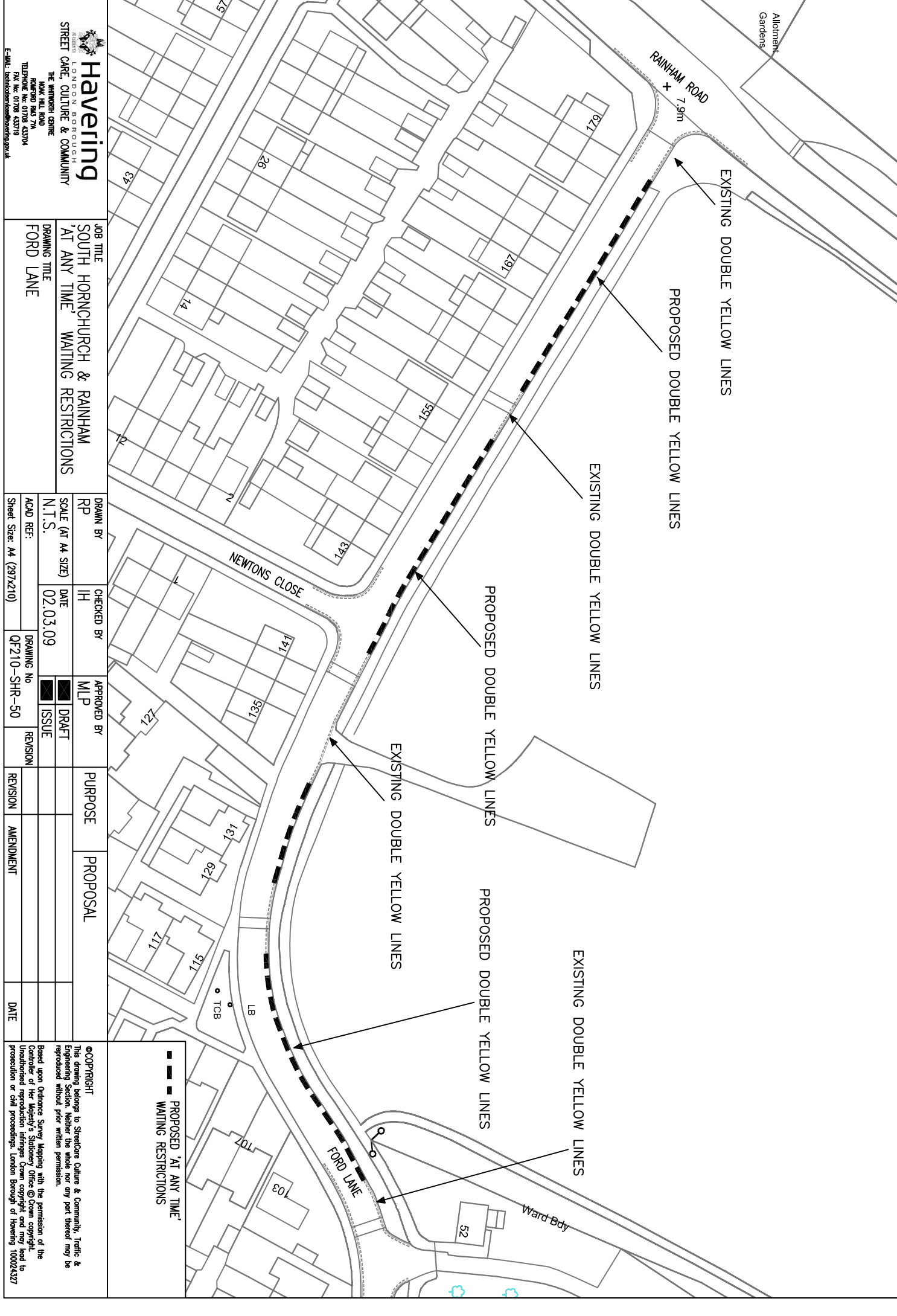

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JOB TITLE
 SOUTH HORNGURCH & RAINHAM
 MINOR PARKING SCHEMES
DRAWING TITLE
 WENNINGTON ROAD J/W
 BROOKWAY, LAMBS LANE SOUTH

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JOB TITLE
 SOUTH HORNCHURCH & RAINHAM
 'AT ANY TIME' WAITING RESTRICTIONS

DRAWING TITLE
 FORD LANE

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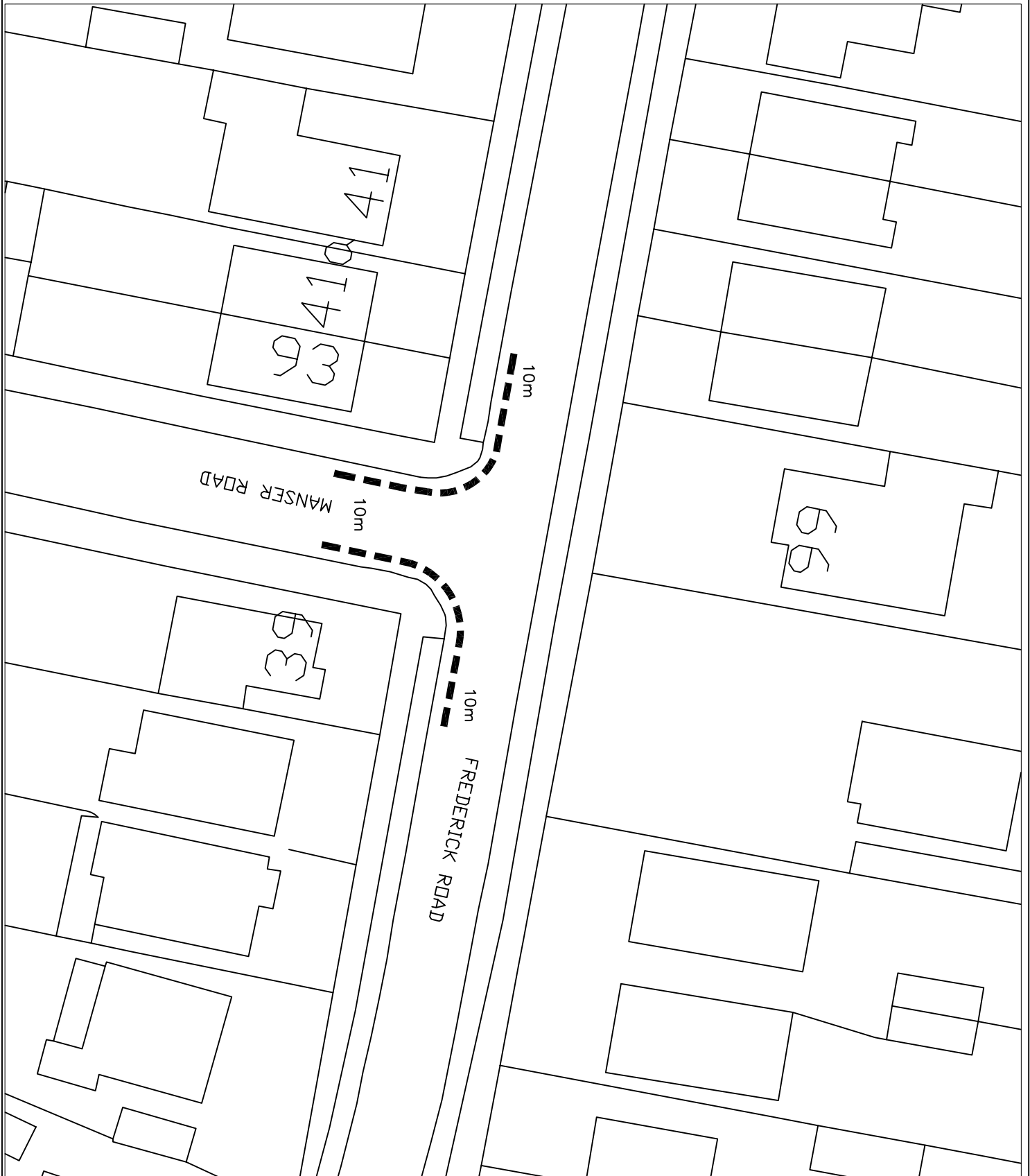
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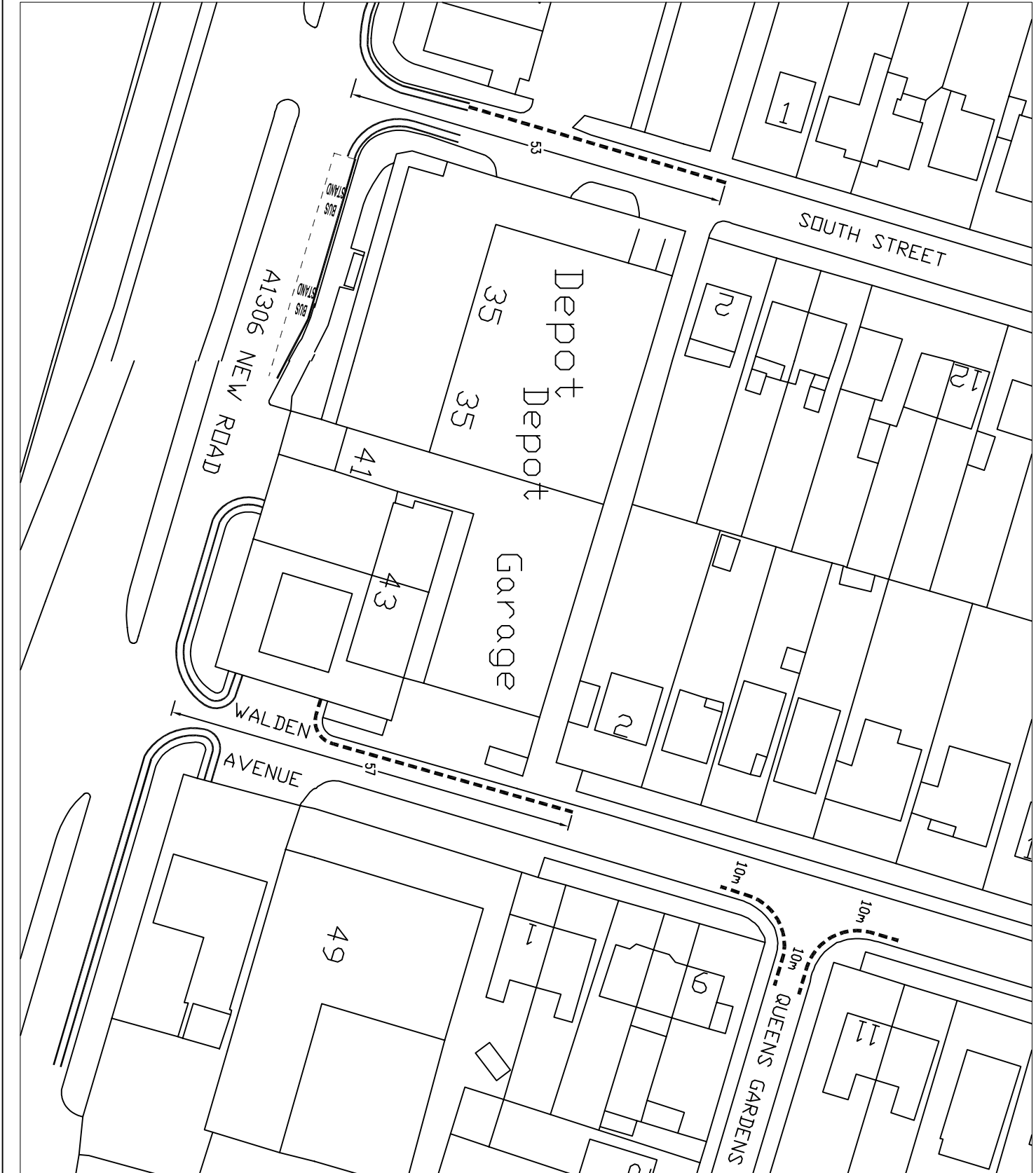
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 MINOR PARKING SCHEMES
 FREDERICK ROAD/
 MANSER ROAD

JOB TITLE
 SOUTH HORNCURCH &
 RAINHAM AC

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REVISION	AMENDMENT	DATE

JOB TITLE
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 RAINHAM AC

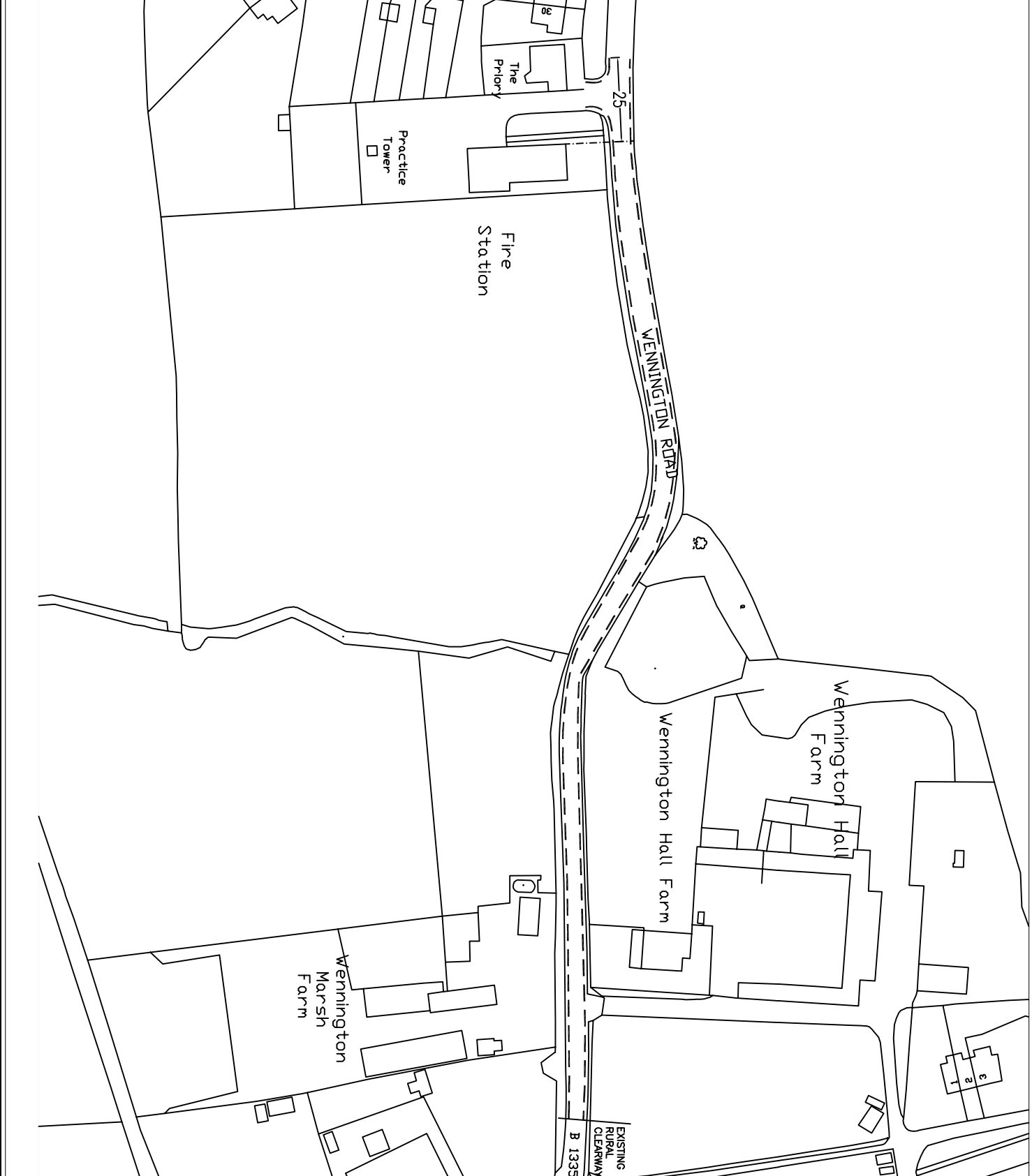
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 MINOR PARKING SCHEMES
 A1306 NEW ROAD
 SOUTH STREET/ WALDEN AVENUE

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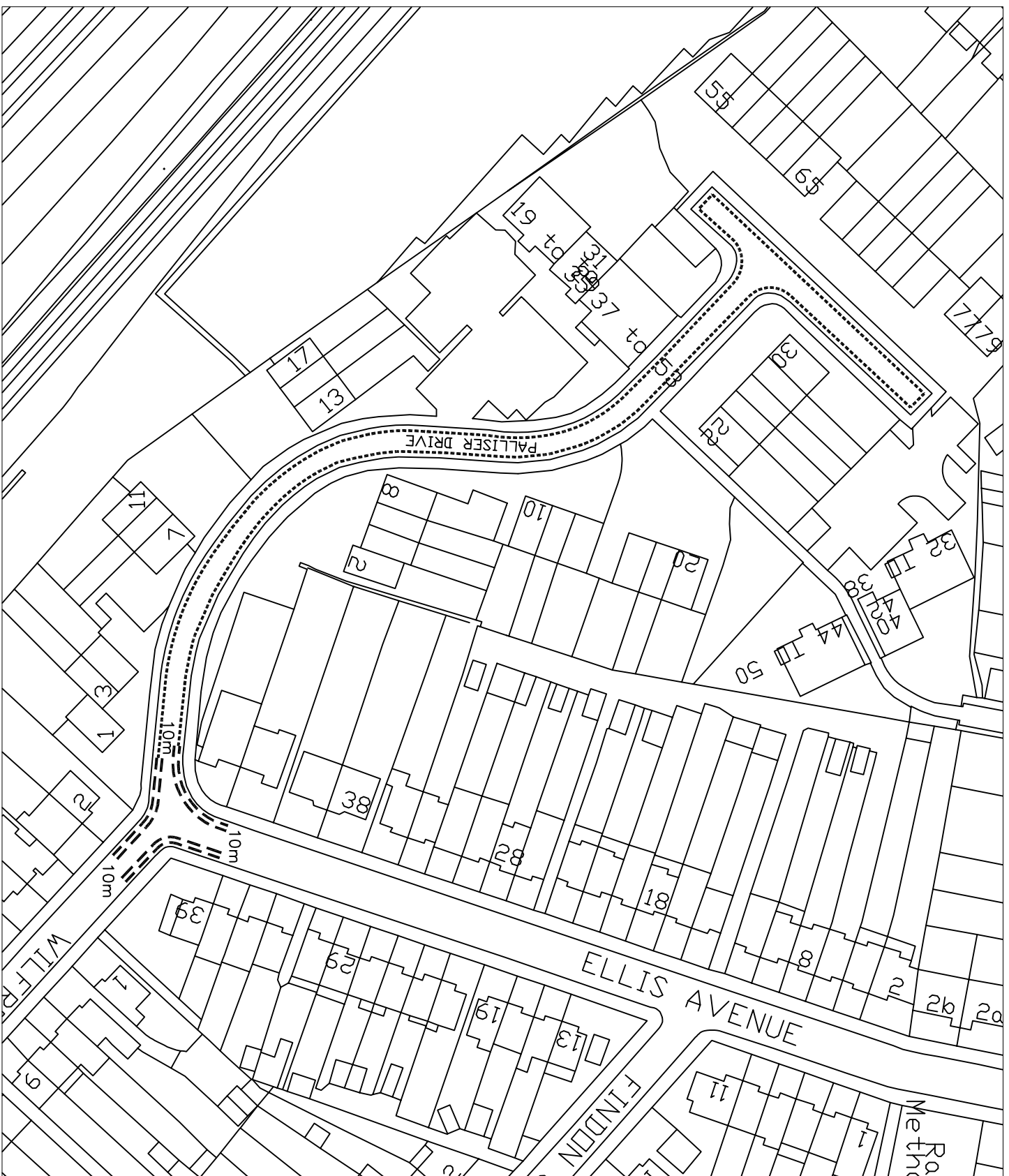
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JOB TITLE
 SOUTH HORNCURCH &
 RAINHAM AC

DRAWING TITLE
 MINOR PARKING SCHEMES
 WENNINGTON ROAD
 FIRE STATION TO A1306

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NOTES

■ ■ ■ ■ PROPOSED DOUBLE YELLOW LINES

..... PROPOSED SINGLE YELLOW LINES

8:30am TO 9:30am
 MONDAY TO FRIDAY

REVISION	AMENDMENT	DATE

JOB TITLE
 SOUTH HORNCURCH &
 RAINHAM AC

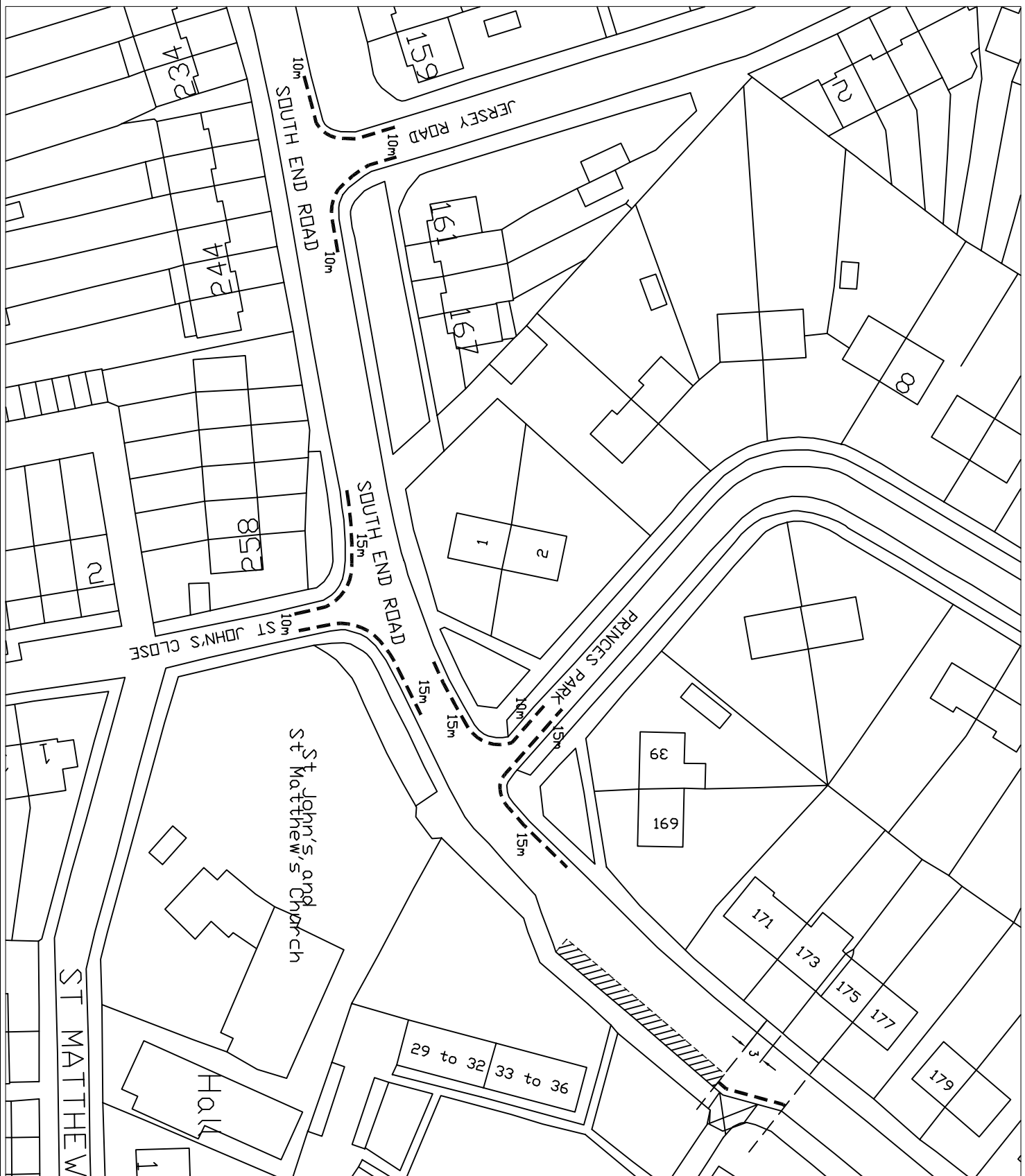
DRAWING TITLE
 MINOR PARKING SCHEMES
 PALLISER DRIVE

Havering
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NOTES

■ PROPOSED DOUBLE YELLOW LINES

▨ LAYBY TO BE RESTRICTED:

3 HOURS PARKING
 NO RETURN WITHIN 4 HOURS

OPERATIONAL MONDAY TO SATURDAY

8:30am TO 6:30pm

REVISION	AMENDMENT	DATE

JOB TITLE
 SOUTH HORNCHURCH & RAINHAM AC

DRAWING TITLE
 MINOR PARKING SCHEMES SOUTH END ROAD VARIOUS

STREETCARE
 CULTURE & COMMUNITY

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NOTES

--- PROPOSED DOUBLE YELLOW LINES

▨ LAYBY TO BE RESTRICTED:
 2 HOURS PARKING
 NO RETURN WITHIN 4 HOURS
 OPERATIONAL MONDAY TO SATURDAY
 8:30am TO 6:30pm

REVISION	AMENDMENT	DATE

JOB TITLE
 SOUTH HORNCURCH & RAINHAM AC

DRAWING TITLE
 MINOR PARKING SCHEMES SOUTH END ROAD VARIOUS

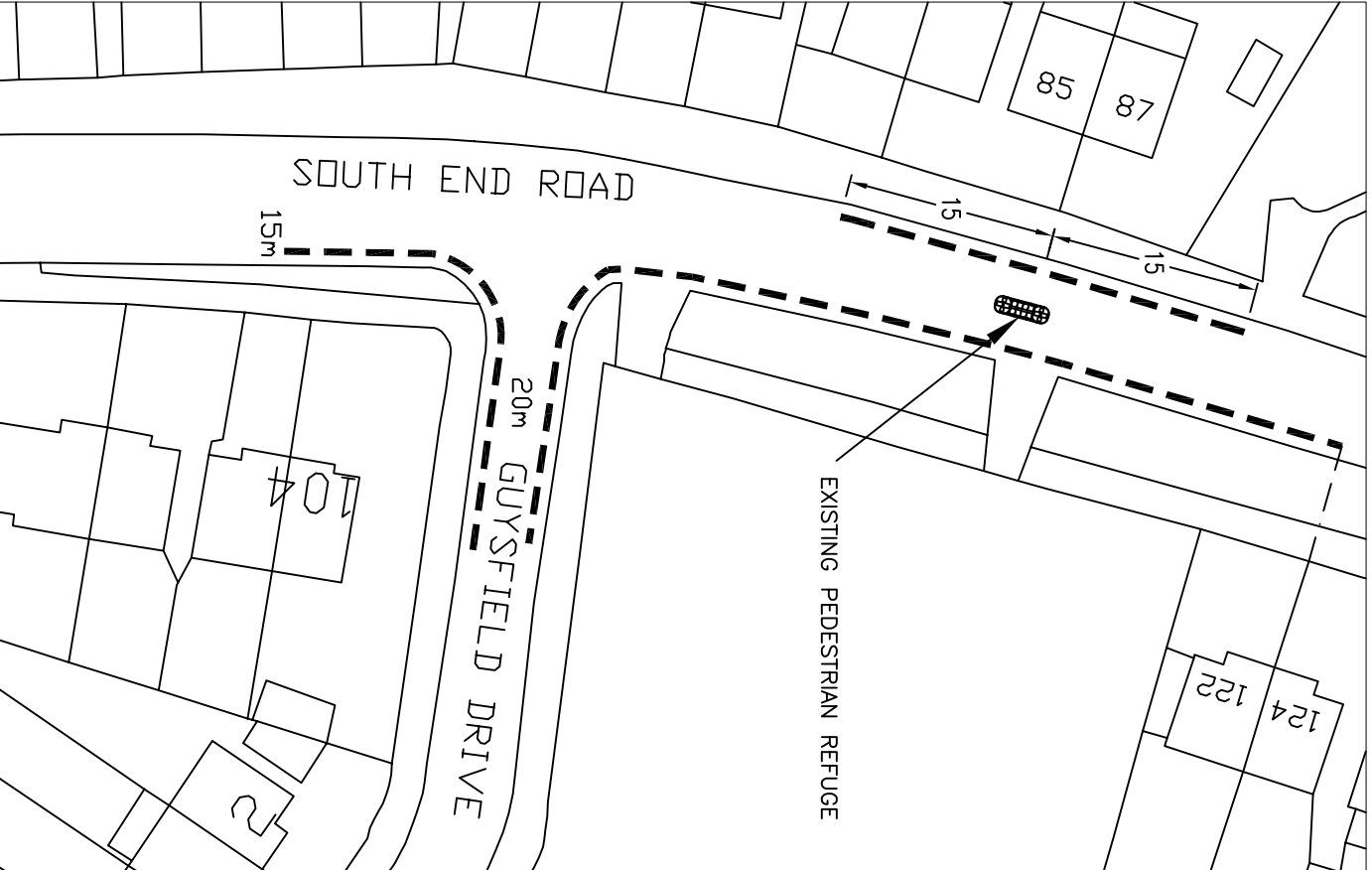
STREETCARE
 CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
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 FAX No. 01708 432721
 E-mail: streetcare@haring.gov.uk



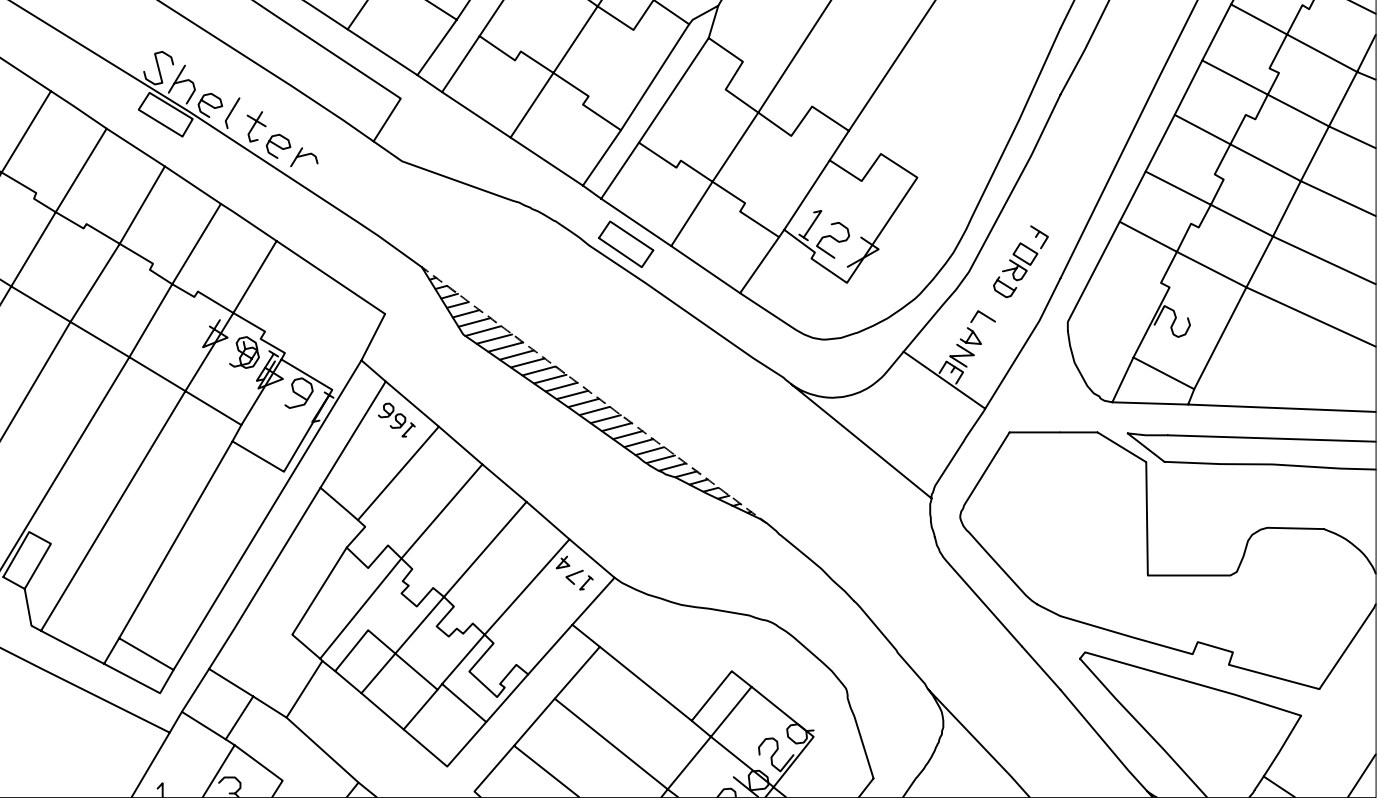
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 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROYALTON, PAET 30W
 TELEPHONE No. 01708 434343
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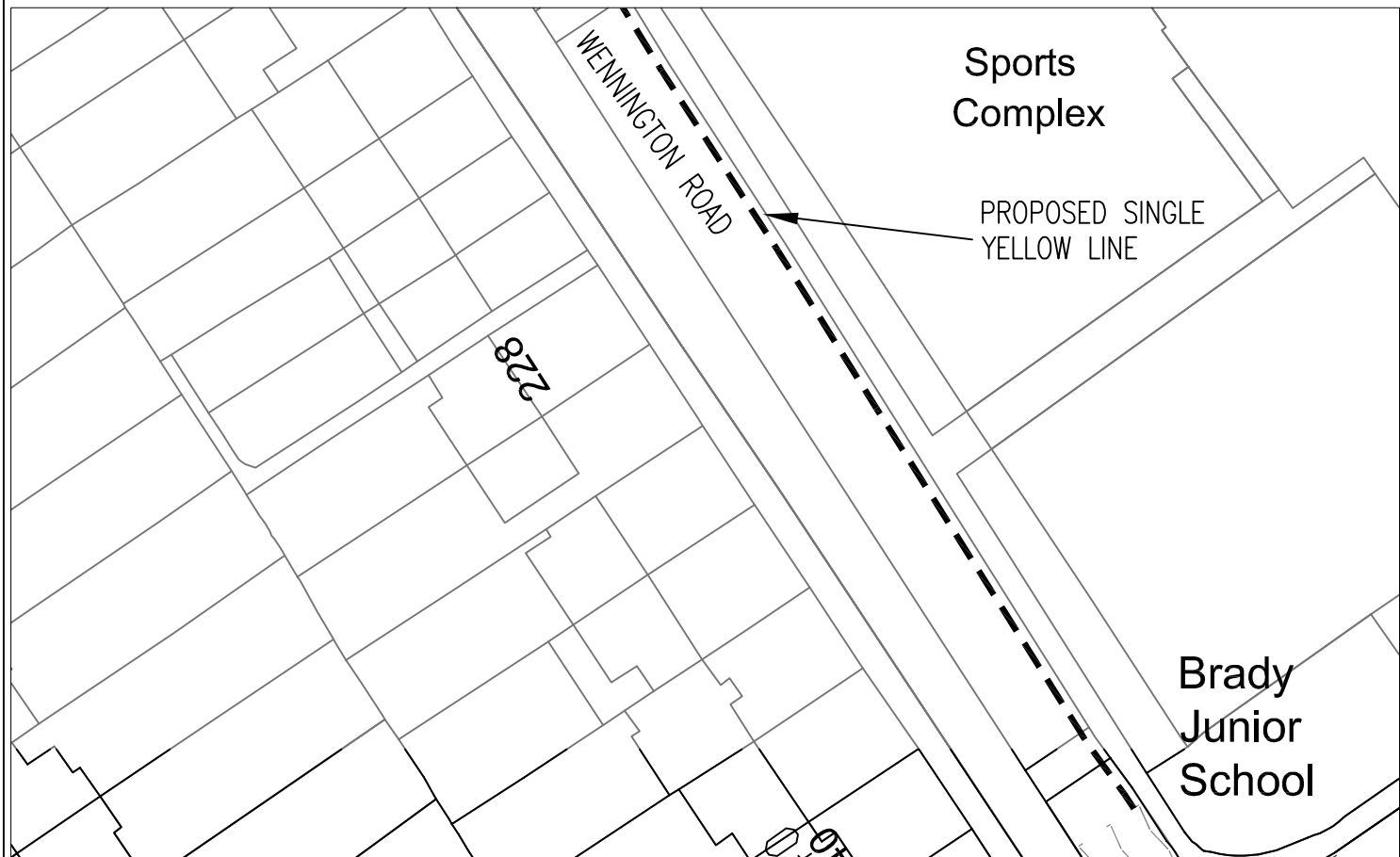
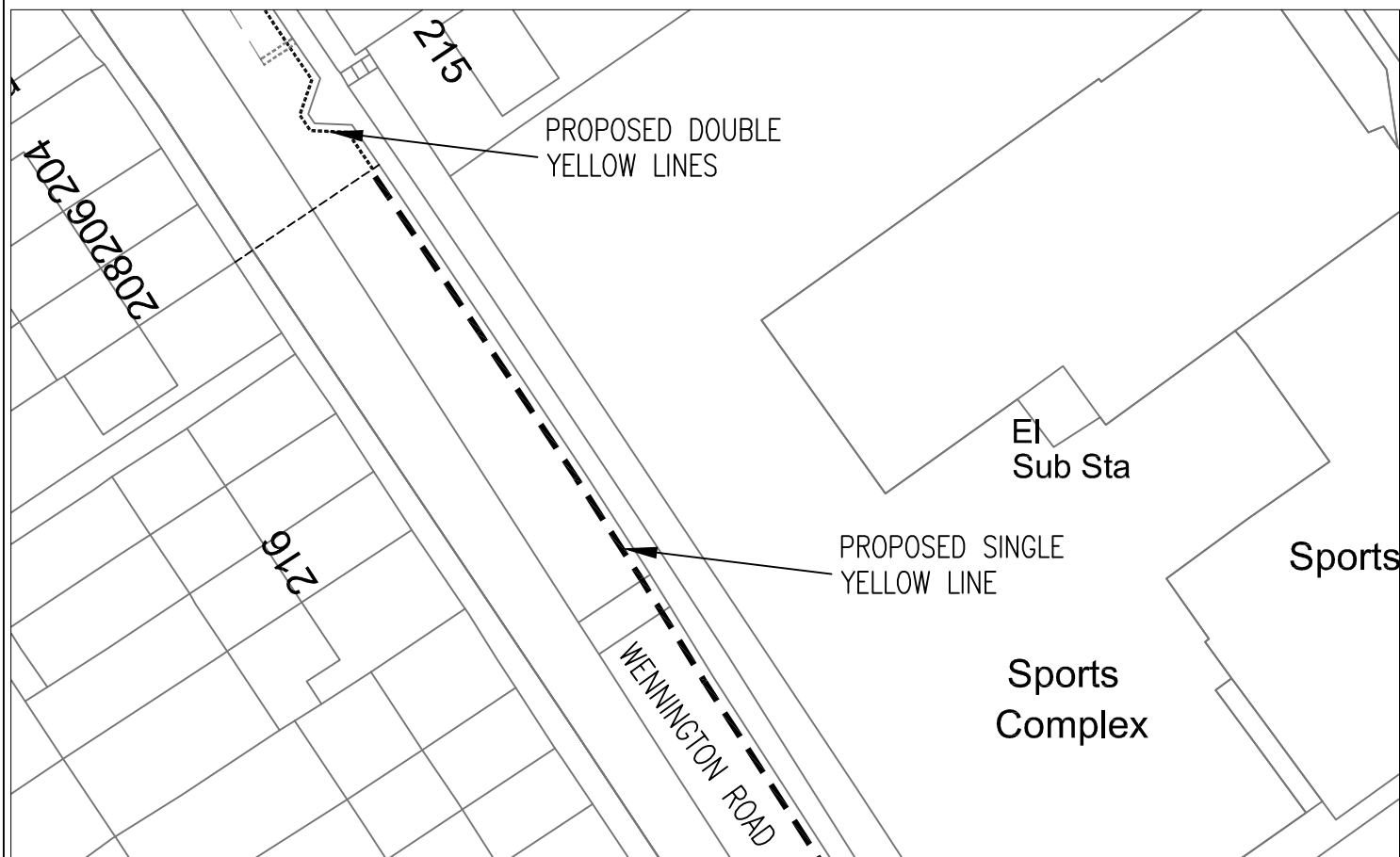
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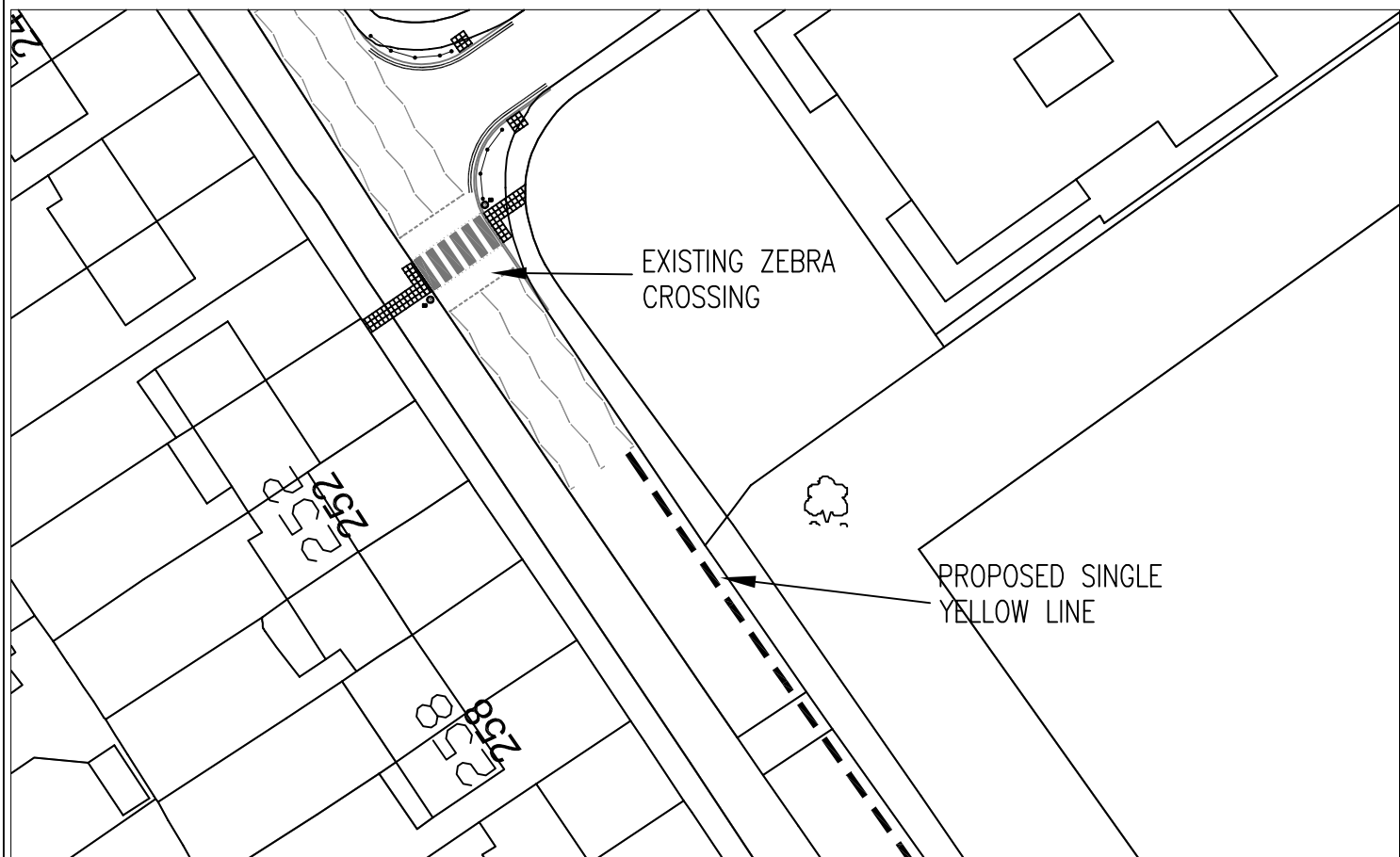
SOUTH END ROAD, JUNCTION WITH GUSSYFIELD DRIVE, INCLUDING PEDESTRIAN REFUGE OUTSIDE 85/87 FORD LANE



LAYBY OUTSIDE SHOPS AT 166 TO 174



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE ©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.	CONSULTATION 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 SINGLE YELLOW LINE OPERATIONAL MONDAY TO FRIDAY 8:15am TO 9:15am AND 2:45pm TO 3:45pm
JOB TITLE SOUTH HORNCURCH & RAINHAM AC		DRAWN BY MLP		CHECKED BY IH	APPROVED BY MLP	- - - - - PROPOSED DOUBLE YELLOW LINE
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LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

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JOB TITLE
**SOUTH HORNCURCH &
RAINHAM AC**

DRAWING TITLE
**MINOR PARKING SCHEMES
WENNINGTON ROAD, BRADY SCHOOL**

SCALE (AT A4 SIZE) DATE
NTS MAR10

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NOTES

— — — — — PROPOSED DOUBLE
YELLOW LINES



Havering
LONDON BOROUGH

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CULTURE & COMMUNITY

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SHEET SIZE: A4 (210x297)

REVISION	AMENDMENT	DATE

JOB TITLE:
SOUTH HORNCURCH &
RAINHAM AC

DRAWING TITLE:
MINOR PARKING SCHEMES
UPMINSTER ROAD SOUTH
VARIOUS JUNCTIONS

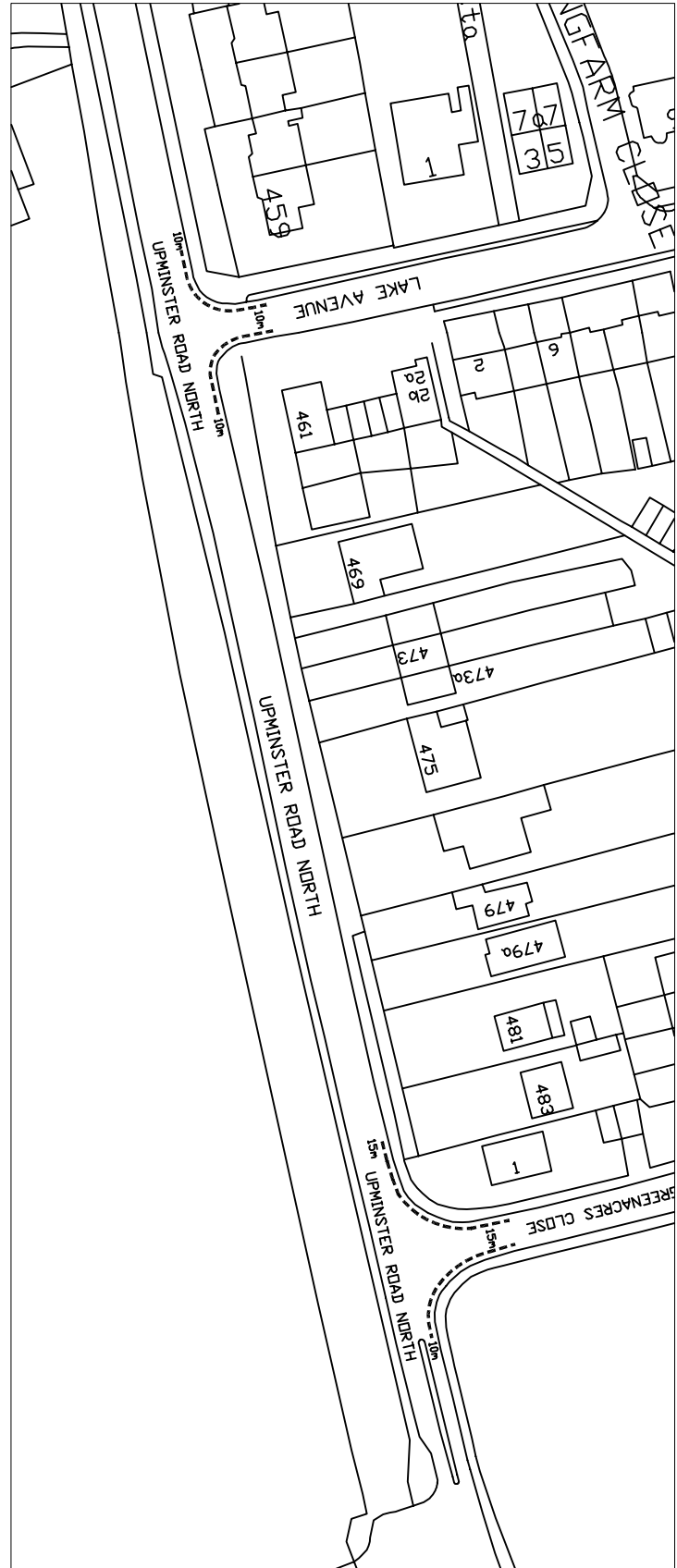
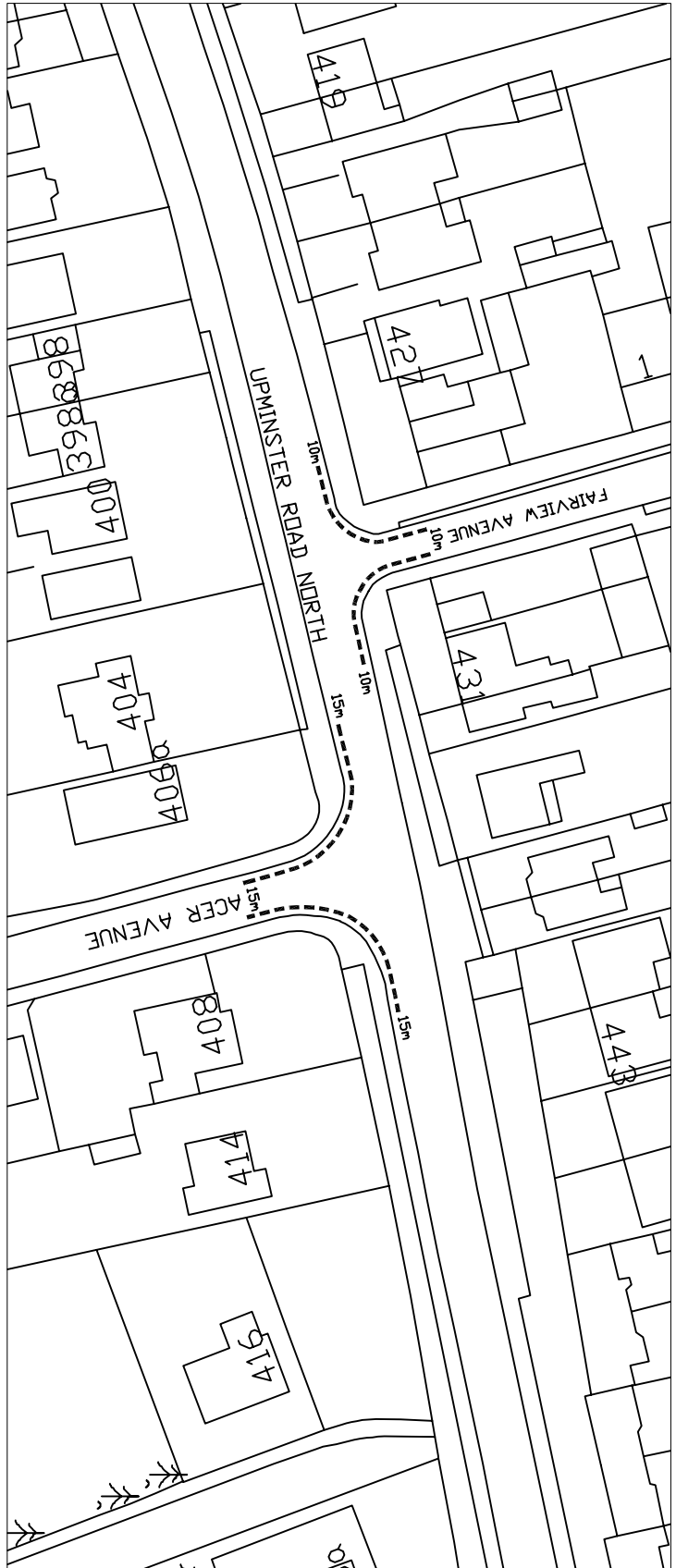
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NOTES

PROPOSED DOUBLE
YELLOW LINES



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<p>TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROBERTSDOWN, BART SHAW TELEPHONE: 01709 434343 FAX NO: 01709 432721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>APPROVED BY MLP</p>	
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**HIGHWAYS
ADVISORY
COMMITTEE**

19 October 2010

Subject Heading:	Traffic Management Order Amendment
CMT Lead:	Cynthia Griffin
Report Author and contact details:	David Pritchard ext 3213 david.pritchard@havering.gov.uk
Policy context:	Changes to Fees and Charges
Financial summary:	The report details changes to various parking charges in response to the Council's Response to the Government's Emergency Budget proposals.

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

Clean, safe and green borough	Y
Excellence in education and learning	Y
Opportunities for all through economic, social and cultural activity	Y
Value and enhance the life of every individual	Y
High customer satisfaction and a stable council tax	Y

SUMMARY

The Chief Executive presented to Cabinet on the 14th July 2010 a report entitled “Responding to the Government’s Emergency Budget and the policy implications of the Coalition Agreement” the report detailed various measures to improve efficiency and actions to provide budgetary savings. The report noted various parking initiatives including changes to some parking fees. Parking fees and charges are in the main regulated by traffic management orders and therefore to amend the parking fees and charges specific traffic management orders require amending. This report sets out the fee changes and the traffic management order amendments required.

RECOMMENDATIONS

1. That the committee advises the Cabinet Member to approve the alterations to the on street and off street parking charges set out in paragraphs 1-6 below.
2. That the committee advises the Cabinet member to approve the proposed amendment of the Havering (Off Street Parking Places) Special Parking Area Order 1995 to extend the maximum period of stay in Dorrington Gardens, Billet Lane, North Street, Front Lane, Corbets Tey Road, Keswick Avenue, Appleton Way, Fentiman Way, Balgores Square, Rex Close, Viking Way, Cherry Tree Lane, Elm Park (Hotel), Elm Park (Library), Gaynes Road and Woodhall Crescent to 12 hours.
3. That the committee advises the Cabinet member to approve the proposed amendment of the administration fee levied for changing vehicle or personal details for Resident Permits, Health and Homecare Permits and Business Permits from £10.15 to £15.
4. That the committee advises the Cabinet Member to agree that the consideration of any objections received and the decision to amend or not to amend applicable traffic management orders is delegated to the Head of StreetCare.

REPORT DETAIL

1. Harmonisation of Carers Permits

There are currently two (2) types of Carer permit in place;

1. A private Residents Carer Permit that allows family and close friends to park in resident zones in order that they may provide personal care to a resident. The cost of this permit will change from the current £35.55 per annum to £36.00 per annum.
2. A Health & Home Care Permit that allows professionally employed carers to park in resident parking zones, car parks and some limited on-street yellow line locations in order to provide direct personal care to their clients. The cost of this

Highways Advisory Committee – 19 October 2010

permit will change from the current £13.60 per annum to £36.00 per annum, harmonizing the carer permit tariff.

2. Resident Parking Permits

The current differential fee structure will remain with the permit cost changing as per the table below. It should be noted that these fees are comparable to other neighbouring Councils.

Permit Type	Current Fee	New Fee
1 st Car	£13.20	£20
2 nd Car	£17.25	£25
3 rd Car and above	£76.15	£60

3. Resident Visitor Permit Charges

The cost of a book of ten resident visitor permits (Scratch Cards) will change from £5.10 to £10 for a book. It should be noted that the current traffic orders in place allow for up to 4 hours parking via the use of one scratch card and visitors can use a second permit (scratch card) for a second period of 4 hours if they wish. Given that the majority of restrictions operate from 08:30 am to 06:30 pm, the maximum charge for all day parking would be £3 under these changes. The current town centre tariff for a comparable parking period is £10.

4. Disc Parking Charges

To increase disc parking from £13.20 to £36 as per the carers permits. These permit bays, 458 bays in 73 locations, are located across the borough and allow a permit holder to park in any of the disc permit bays up to a maximum period of 4 hours in some areas.

5. Consolidation of On-Street Meter Time Bands

There is a large number of old style coin operated meters located across the borough with add hoc time bands, it is proposed to continue with the 1-12 minute band as this greatly supports parents taking and collecting children from schools at a minimal 20p tariff.

Tariff time bands will be consolidated as follows:

- 12 - 24 and 24 - 36 minutes tariffs will be consolidated in to one single tariff of 12 - 30 minutes at the rate of 60p, deleting the 40p option
- 36 - 48 minutes and 48 minutes - 1 hour tariff will be consolidated in to one single tariff of 30 minutes - 1 hour at the rate of £1, deleting the 80p option
- 1 hour - 1 hour 12 minutes, 1 hour 12 minutes - 1 hour 24 minutes and 1 hour 24 minutes - 1 hour 36 minutes tariffs will be consolidated in to a single 1 hour - 1 hour 30 minutes tariff at the rate of £1.60, deleting the £1.20 & £1.40 options
- 1 hour 36 minutes - 1 hour 48 minutes and 1 hour 48 minutes - 2 hours tariffs will be consolidated in to a single tariff of 1 hour 30 minutes - 2 hours at the rate of £2, deleting the £1.80 option

Highways Advisory Committee – 19 October 2010

By introducing more consistent time bands, it will be clearer for the public and assist in reducing difficulties arising from the number of unnecessary time bands, essentially this proposal consolidates the current 10 time bands into 5 time bands creating ease of choice.

6. Consolidation of On-Street Pay and Display Time Bands

There are a number of On-Street Pay and Display machines located across the borough with add hoc time bands. It is proposed to continue with the 0 -1 hour tariff band as this greatly supports local traders and businesses in the areas where these schemes operate at a minimum cost of 20p.

Tariff time bands will be consolidated as follows:

- 1 hour – 1 hour 12 and 1 hour 12 – 1 hour 24 minutes tariffs will be consolidated in to one single tariff of 1 hour - 1 hour 30 minutes at the rate of £1.40, deleting the £1.20 option
- 1 hour 24 – 1 hour 36 minutes , 1 hour 36 - 1 hour 48 minutes and 1 hour 48 - 2 hour tariffs will be consolidated in to one single tariff of 1 hour 30 minutes – 2 hours at the rate of £2, deleting the £1.60 and £1.80 options

By introducing more consistent time bands, it will be clearer for the public and assist in reducing difficulties arising from the number of unnecessary time bands. Essentially this proposal consolidates the current 6 time bands into 3 time bands, creating ease of choice.

7. Extension of Mixed Tariff Bands in Outlying Car Parks

Tariff bands in a number of the following car parks will be extended to enable a maximum stay of 12 hours so as to provide residents, visitors and businesses alike with the flexibility to extend their parking needs:

Dorrington Gardens, Billet Lane, North Street, Front Lane, Corbets Tey Road, Keswick Avenue, Appleton Way, Fentiman Way, Balgores Square, Rex Close, Viking Way, Cherry Tree Lane, Elm Park (Hotel), Elm Park (Library), Gaynes Road and Woodhall Crescent.

8. Administration Charges

There are many occasions where requests for permit detail changes (Resident Permits, Health and Homecare Permits and Business Permits) are required for various reasons. Where such changes are requested the current administration charge of £10.15 will be increased to £15.

IMPLICATIONS AND RISKS

Financial implications and risks:

There is a risk that the changes will not meet revised budget expectations and that will need to be robustly managed. There will be some costs associated with the proposed changes for advertising and adjustments to computer software but the costs will be minimal and met from within existing budgets.

Legal implications and risks:

The changes to most of the fees can be rapidly achieved by the publication of a notice, but a few of the changes will require the amending of traffic management orders and such amendments will need to be managed as per the prevailing legislation. Providing the appropriate legislation is complied with, there are no significant legal implications or risks.

Human Resources implications and risks:

There are no Human Resource implications.

Equalities implications and risks:

Accessible and affordable parking provision benefits the wider community and the Cabinet approved changes will help better manage the Council's parking provision for all citizens.

BACKGROUND PAPERS

None