



Haverling

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30pm	Tuesday 21 September 2010	Haverling 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)**

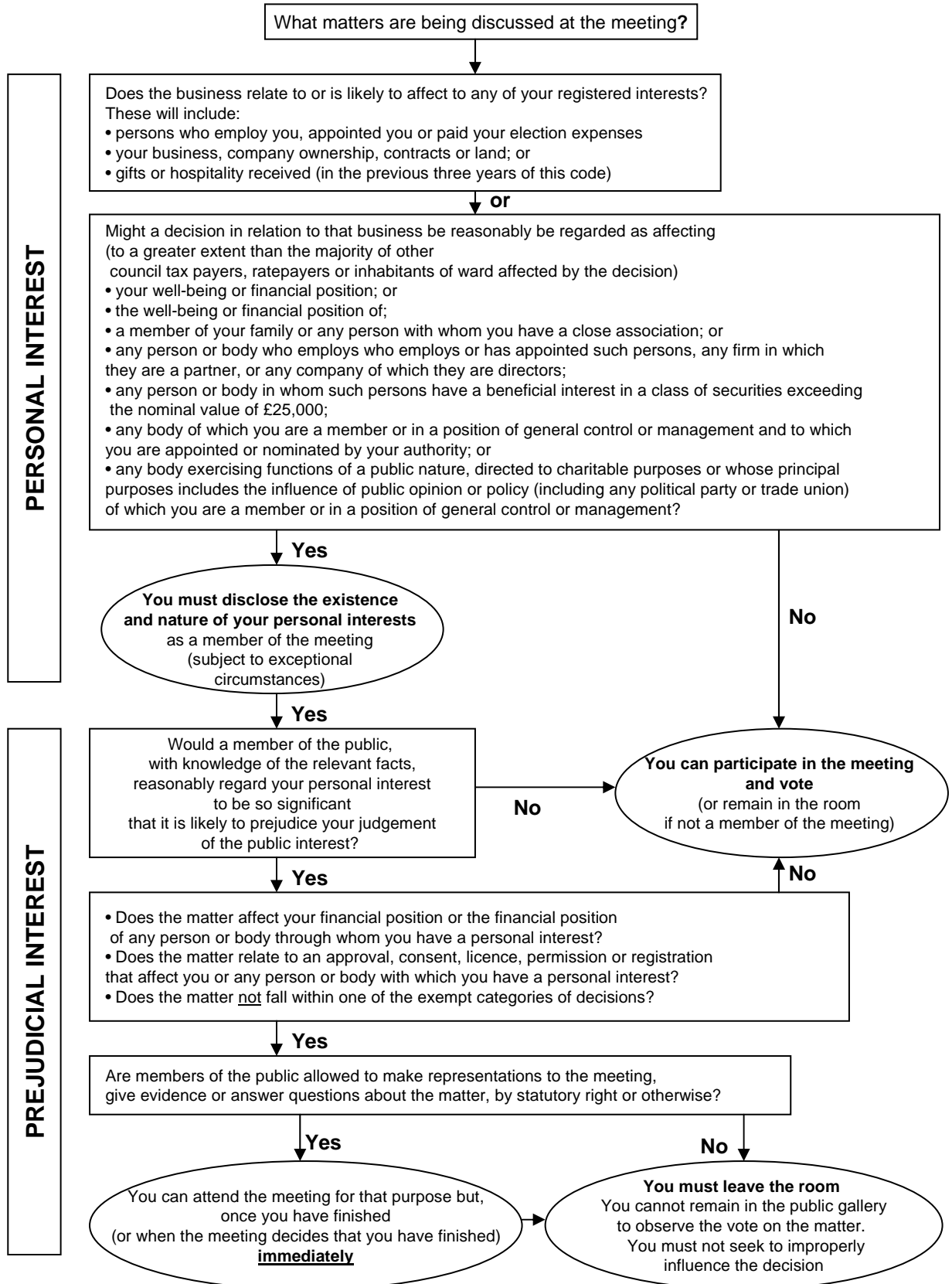
Denis Breading

**Independent
Residents' Group
(1)**

David Durant

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

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



AGENDA ITEMS

1 **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

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 17 August 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 **HAVERING'S 2011/12 LOCAL IMPLEMENTATION PLAN FUNDING SUBMISSION** - Report Attached

7 **MERCURY HOUSE- SHORT TERM PARKING FACILITIES** – Outcome of public consultation

8 **LAKE RISE AND ROSEMARY AVENUE PARKING REVIEW** – Outcome of public consultation

9 **ELM PARK WALKABILITY – ROSEWOOD AVENUE AND CORONATION DRIVE PEDESTRIAN CROSSING IMPROVEMENTS** - Report Attached

10 **HORNCHURCH TOWN CENTRE SOUTH – PARKING REVIEW** – Outcome of area survey

11 **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
17 August 2010 (7.30pm – 10.30pm)**

Present:

COUNCILLORS:

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

Councillor Barry Oddy was also present for part of the meeting.

There were sixteen 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.

9 MINUTES

The minutes of the meeting of the Committee held on 13 July 2010 were agreed as a correct record and signed by the Chairman subject to an amendment to a sentence relating to Councillor Durant who requested that his comments regarding Sustrans Connect2 scheme be amended to read: "He did not oppose the double yellow lines at the junction in the scheme but opposed the bus stop clearways".

10 HIGHWAYS ADVISORY COMMITTEE WORK PROGRAMME

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

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

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

The Committee received a report that highlighted issues London Buses had brought to the attention of the Council about the problems buses experience when approaching the existing bus stop in Lodge Lane, Collier Row due to inconsiderate parking.

Following a site meeting with a representative of London Buses. It was identified that some drivers parked their cars close to the existing bus stop whereby buses experienced difficulties in pulling close to the bus stop and also when departing.

The report proposed to provide a clearway at the existing bus stop. Clearways generally consisted of a solid yellow marking running adjacent to the kerb and this had a legal control in prohibiting all vehicles other than buses from stopping in the area during the prescribed times, generally 24 hours a day.

The Committee was informed that in addition to the clearway, it was proposed also to provide 'At Any Time' waiting restrictions on both the approach and departure sides of the bus stop. The purpose was to provide a clear run for buses when approaching the bus stop flag and likewise provide a clear exit when leaving the bus stop.

During the debate, Members of the Committee discussed issues relating to the proposed clearway and double yellow lines. A Member suggested that the yellow lines be cut back.

Following discussion, Councillor Steven Kelly proposed a motion that was seconded by Councillor Dennis Breading that 'At Any Time' parking restrictions not be implemented as part of this scheme.

The Committee **RECOMMENDED** the following:

- That the Committee recommends to the Cabinet Member for Community Empowerment that the bus stop clearway detailed in the report and shown on drawing be implemented.
- That it be noted that the estimated cost of £2,000 would be met by Transport for London through the 2010/11 allocation for measures to improve access for buses in Lodge Lane and Collier Row Road.

12 **PROPOSED PARKING RESTRICTIONS - JUNCTION OF HAVERING DRIVE, PETTITS LANE NORTH AND MASHITERS HILL**

The Committee received a report that recommended the implementation of parking restrictions (double yellow lines) at the junction of Havering Road, Mashiters Hill and Pettits Lane North following public consultation and advertisement.

The Committee **RECOMMENDED** the following

1. That the double yellow line parking restrictions detailed in the report be implemented.
2. That it be noted that the estimated cost of £400 would be met from the 2010/11 Revenue Budget Minor Parking Schemes budget.

The voting for the report was 8 votes to 1 with Councillor Durant requested that it be noted that he abstained from voting.

13 AIRFIELD WAY / HERON FLIGHT AVENUE ACCIDENT REDUCTION PROGRAMME – Results of public consultation

The Committee received a report that set out as part of the 2010/11 Havering Borough Spending Plan settlement an accident reduction programme approved by Transport for London.

A feasibility study had been carried out to identify accident remedial measures along Airfield Way and Heron Flight Avenue. It was considered that the accident remedial measures, as described in the recommendations would improve road safety.

The following was proposed:

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

It was **RECOMMENDED** that the accident remedial measures detailed in the report and shown on the drawing be implemented.

14 PETTITS LANE NORTH / VICTORIA ROAD / HEATH PARK ROAD ACCIDENT REDUCTION PROGRAMME - Results of public consultation

The Committee received a report that set out as part of the 2010/11 Havering Borough Spending Plan settlement an accident reduction programme approved by Transport for London.

A feasibility study had been carried out to identify accident remedial measures along Victoria Road, Heath Park Road and Pettits Lane North and the following measures were proposed.

- New and upgraded pedestrian refuges
- Upgrading zebra crossings including tactile pavings, illuminated belisha beacons and buff colour anti-skid surfacing.

- 'At any time' waiting restrictions
- Keep clear and slow road markings

It was **RECOMMENDED** that the accident remedial measures detailed in the report and shown on the drawings be implemented.

15 **UPMINSTER ROAD/HIGH STREET ACCIDENT REDUCTION PROGRAMME
- Results of public consultation**

The Committee received a report that detailed the findings of a feasibility study carried out to identify accident remedial measures along Upminster Road and High Street and three pedestrian refuges were proposed along Upminster Road and High Street. The following proposals were outlined in the report:

- High Street outside property no. 207
Pedestrian refuge and slow road markings.
- Upminster Road outside St Andrew's Church
Pedestrian refuge and slow road markings.
- Upminster Road west of Glanville Drive
Pedestrian refuge and slow road markings.

The report informed the Committee that in November 2009, Transport for London had approved funding for this scheme part of the 2010/11 Havering Borough Spending Plan settlement.

In accordance with the public participation arrangements the Committee was addressed by a resident who expressed her objection to the proposed refuge at Lodge Court.

During the debate, Members of the Committee discussed issues relating to the proposed refuges, some Members were of the opinion that there were too many refuges along this road already.

The Committee were informed that the central refuge proposed by St Andrew's Church had the support of London Buses as it would help bus access and also that the site had a record of one serious and one slight pedestrian injury.

Following discussion, Councillor Durant proposed that only the pedestrian refuge and slow road markings on Upminster Road outside St Andrew's Church be implemented. This was seconded by Councillor Mylod.

The vote for the motion was 8 votes to 1. Councillor Thompson voted against. The substantive motion was passed by 8 votes to 1 with Councillor Thompson voting against the motion.

The Committee **RECOMMENDED** that only the scheme outside St Andrew's Church be implemented.

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

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

It was **RECOMMENDED** that the proposals to widen the carriageway of Bevan Way be implemented at the following location

- **Bevan Way, east kerbline** – commencing from the extended kerbline of north side of Haydock Close and continuing northwards for a distance of 45 metres.

It was further **RECOMMENDED** that:

1. That the respondents who responded to the consultation be notified in writing about the Committee's decision.
2. That it be noted that the cost of implementing the measures is £20,000. This would be met by Transport for London through the allocation for the 2010/11 Local Implementation Plan for Measures to Assist Buses.

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

The Committee received a report that had brought to the attention of the Council by London Bus Services, part of Transport for London (TfL) the problems buses on the route 175 operated through the Hillrise Estate, experienced from inconsiderate parking along their designated routes.

The report outlined a feasibility study that was carried out and measures to improve access for buses along the route.

With its agreement, Councillor Barry Oddy addressed the Committee. Councillor Oddy stated that he previously lived in the area and felt that with a large proportion of flats developments in the estate the yellow lines would displace residents' car parking spaces.

Discussion amongst members of the Committee focussed on whether all the proposed bus clearway restrictions and yellow lines were required. Members of the Committee were of the opinion that implementing the scheme would lead to some car parking spaces being lost. The Committee suggested that in order to assist the buses the skew junction improvement be implemented.

Councillor Taylor proposed that only the following parts of the report's recommendations be implemented:

- Hillrise Road junction with Highfield Road.
- Avelon Road junction with Highfield Road.
- Avelon Road junction with Chase Cross Road.

This was seconded by Councillor Damian White.

The motion to recommend the above three schemes was passed unanimously. The substantive motion was passed unanimously.

The Committee **RECOMMENDED** that the above schemes be implemented.

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

The Committee received a report that followed a review of the bus stops in Upper Rainham road by staff from the Traffic & Engineering Section of StreetCare, Transport for London and London Buses. This work had sought to identify possible accessibility improvements.

The report recommended that Bus Stop Clearways be implemented in four locations on Upper Rainham Road and that the Committee decide whether or not to proceed with double yellow line parking restrictions through the same section of the street.

In accordance with the public participation arrangements the Committee was addressed by two residents who expressed their objection to the scheme. They spoke against the double yellow lines proposed. One of the concerns raised related to the removal of parking space by the pedestrian refuges which would increase traffic speed and that the Council should be doing more to tackle this problem by installing speed cameras. The resident also stated that with the yellow lines proposed, this would remove the opportunity for her visitors to park in front of her drive.

With its agreement, Councillor Barry Oddy addressed the Committee. Councillor Oddy spoke against the scheme stating that there were already many restrictions in the area and that residents parking at the rear of their premises were not in good state and as such parking in front gardens and on the street was vital. He also considered the bus stop clearways as being too long and that the yellow lines would cause displacement of cars.

Discussion amongst members of the Committee focussed on the effect of the yellow lines which could lead to increase in traffic speed.

The report recommended that the schemes be implemented but following a unanimous vote it was **RECOMMENDED** to reject the scheme.

19 **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 the conclusion of consideration of the remaining items on the agenda.

Chairman
21 September 2010

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

Highways Advisory Committee
September 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	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	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

London Borough of Havering
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 Highway Schemes Applications

Highways Advisory Committee
 September 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
4	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
General parking requests for HAC prioritisation (LBH Revenue Budget)								
5	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
6	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

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

Highways Advisory Committee
September 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
7	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
8	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
9	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
10	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
11	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
12	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

London Borough of Havering
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Highway Schemes Applications

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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
13	Como Street, Romford	2 more residents' bays adjacent to 54 Linden Street	Feasible	LBH Revenue	750	Resident	06/08/2010	Mark Philpotts LBH StreetCare
14	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
15	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
16	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
17	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
18	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
19	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
20	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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21	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
22	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
23	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
24	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
25	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
26	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

London Borough of Havering
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Highway Schemes Applications

Highways Advisory Committee
September 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
27	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
28	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
29	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
30	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
31	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
32	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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Highways Advisory Committee
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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
33	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
34	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
35	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
36	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
37	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
38	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
39	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
40	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
41	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
42	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
Scheme proposals without funding available for HAC to consider and decide a course of action								
43	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
44	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
45	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
46	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
47	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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Highway Schemes Applications

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September 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
48	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		15,000			965850
49	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
50	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
51	Junction Road	Traffic calming requested	Road hump scheme would reduce speeds, but not a priority for casualty reduction.		25,000	Andrew Rosindell MP	01/09/2010	982160
52	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

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

Highways Advisory Committee
September 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
53	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
54	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
55	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
56	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
Scheme proposals on hold for future discussion when required to be taken forward								

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

Highways Advisory Committee
September 2010

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
57	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
58	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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Funded Highway Improvement Schemes Progress

Highways Advisory Committee
September 2010

Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
Transport for London Local Implementation Plan 2010/11 - Corridors								
QJ001	Upminster Road (between Hornchurch High Street & Wingleye Lane)	Casualty Reduction Programme	Works being arranged	VS	TfL LIP	Mar-11	60,000	Part of scheme approved - Unused budget to be transferred to other TfL programme
QJ002	Havering Road, Orange Tree Hill and North Road	Casualty Reduction Programme	Design work in progress	VS	TfL LIP	Mar-11	70,000	
QJ003	Front Lane and Avon Road area Package	Local improvements to include Casualty Reduction Programme	Scheme being designed. Avon Road shops being consulted on time-limited parking and new parking bays	VS	TfL LIP	Mar-11	70,000	Additional funding indicated on LIP for 2011/12
QJ004	Whitchurch Road	Casualty Reduction Programme	Design work in progress	VS	TfL LIP	Mar-11	40,000	Parking lay-by outside shops to be reviewed (implications of echelon/ parallel parking requested by HAC 17/8/2010)
QJ005	Elm Park Avenue, St Nicholas Avenue, Broadway	Casualty Reduction Programme	Design work in progress	VS	TfL LIP	Mar-11	70,000	
QJ006	Airfield Way and Heron Flight Avenue	Casualty Reduction Programme	Works being arranged	VS	TfL LIP	Mar-11	60,000	
QJ007	Heath Park Road and Pettits Lane North	Casualty Reduction Programme	Works being arranged	VS	TfL LIP	Mar-11	70,000	
QJ008	Hill View Avenue, Cranham Road and Hubert Road	Casualty Reduction Programme	Design work in progress	VS	TfL LIP	Mar-11	80,000	
QJ009	Feasibility studies for future casualty reduction schemes	Casualty Reduction Programme	HAC approval not required, assists with staff casualty monitoring to suggest future programme	VS	TfL LIP	Mar-11	30,000	For information

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QJ010	Minor local road safety improvements	Casualty Reduction Programme	Approved in principle by HAC 15/6/2010	VS	TfL LIP	Mar-11	32,000	Sites to be identified and consulted with outcome to future HAC
QJ018	St Edwards Way/ Mawney Road junction improvements feasibility (Romford Ring Road Package)	Junction improvement	Feasibility to be reported to HAC to inform further design work	MP	TfL LIP	Mar-11	40,000	Part of £170,000 package for 2010/11 with further LIP funding planned for wider package in coming years
Regen	Subway Improvements at Oldchurch Road	Local improvements	HAC approval not required, unless cycle routes taken forward.	SC	TfL LIP	Mar-11	40,000	Potential cycling improvement possible, but will require HAC approval. Works mainly lighting, surfacing etc improvements
13	Introduction of VA (speed awareness) signs on Ring Road (Romford Ring Road Package)	Casualty Reduction Programme	Design work in progress	VS	TfL LIP	Mar-11	60,000	Sites identified, police and local councillors to be consulted. VA sign supplier identified to provide compact, lamp column mounted kit.
QJ014	Waterloo Road/ Exchange Street junction improvement (road widening and Toucan Crossing facilities - Romford Ring Road Package)	Junction improvement	Feasibility to be reported to HAC to inform further design work. Design developed, traffic modelling and safety audit to take place before report.	MK	TfL LIP	Mar-11	30,000	Part of £170,000 package for 2010/11 with further LIP funding planned for wider package in coming years

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
TBC	Gooshays Drive and Gubbins Lane Corridor Package	Masterplanning	Approved in principle by HAC 15/6/2010	ST	TfL LIP	Mar-11	100,000	Anticipated as a 2/3 year scheme to support improvements along corridor, possibly to include accessibility to Harold Wood Station in context of Crossrail. Masterplanning stage currently
QJ019	Upminster Town Centre Highway Improvements. Review of Bell Corner to replace sigals with roundabout with other measures to reduce congestion	Local area improvements	Surveys and traffic modelling in progress.	MP	TfL LIP	Mar-11	80,000	2011/12 LIP funding planned depending on outcomes. Review of Bell Corner underway and proposals for business loading bays being considered.
TBC	Main Road and North Street Corridor Studies (Smoothing Traffic flow)	Corridor Study	Surveys to take place after summer holiday period.	MP	TfL LIP	Mar-11	75,000	Study stage to inform future schemes to be proposed for future LIP funding
QJ020	Elm Park Walkability	Local area improvements	Approved in principle by HAC 15/6/2010	MP	TfL LIP	Mar-11	25,000	HAC Report September 2010
QJ021	Gidea Park Walkability - building on previous studies to improve walking and public realm, will include parking facilities and bus interchange	Local area improvements	Design work in progress	MP	TfL LIP	Mar-11	100,000	Future LIP funding planned for 2011/12 and 2012/13.
QF103	Sustrans Connect 2, Whitchurch Road/ Dagnam Park Drive	Junction widening, pedestrian/ cyclist access improvements etc	Works in progress.	MP	TfL LIP	Mar-11	40,000	Works should be complete early October 2010.

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QF103	Ingrebourne Valley Greenway as part of match funding supporting Sustrans Connect 2	Sustrans Connect 2	Design work in progress	RD	TfL LIP	Mar-11	100,000	Works cost allocation
Regen	Cycle Parking Programme	Supporting cycling	Design work in progress	DD	TfL LIP	Mar-11	20,000	HAC approval only required where cycle parking is planned on the public highway
QG064	Hornchurch to Harold Hill Cycle Route (route review and measures to assist cyclists)	Supporting cycling	Consultation in progress	MK	TfL LIP	Mar-11	25,000	Potential future schemes may be identified for future funding
QJ022	Bus Stop Accessibility. Route 496, Gallows Corner to Romford	Bus Stop Accessibility	Consultation in progress	MP	TfL LIP	Mar-11	50,000	Upgrades to existing bus stops and relocating to better places where possible
QJ023	Bus Stop Accessibility. Route 248 Corridor	Bus Stop Accessibility	Design work in progress	MP	TfL LIP	Mar-11	50,000	Upgrades to existing bus stops and relocating to better places where possible
TBC	Minor improvements to assist buses - Road widening at junction of Haydock Close/ Bevan Way to help buses turn.	Localised improvements	Works being arranged	MK	TfL LIP	Mar-11	25,000	

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QJ040	Lodge Lane/ Collier Row Road - parking restrictions and bus stop clearway on Lodge Lane, approaching junction with Collier Row Lane	Localised improvements	Works being arranged	MK	TfL LIP	Mar-11	7,000	
TBC	Minor improvements to assist cycling along LCN+ Network and identified by Havering Cycling Liaison Group	Supporting cycling	Clydesdale Road scheme in consultation	MK	TfL LIP	Mar-11	18,000	Clydesdale Road Scheme is one site with some funding being contributed to parking/ cycling scheme.
Transport for London Local Implementation Plan 2010/11 - Neighbourhoods								
TBC	Rainham Village Traffic Management Scheme	Rainham Compass	Regeneration to provide presentation to HAC in September (provisional)	CD	TfL LIP	Mar-11	600,000	2-year programme supporting Council funding. Viking Way extension and Village works form part of scheme. Planning consent required and then HAC approval for traffic orders and traffic order changes.
QJ045	South Street Environmental Improvements - Decluttering and streetscape works	Localised improvements	Consultation in progress with local businesses	SC	TfL LIP	Mar-11	100,000	No traffic changes proposed, HAC approval not required.

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QF058	Hornchurch Cultural Quarter - complimenting Hornchurch Town Centre Area Based Scheme	Pedestrian improvements to link cultural areas	Regeneration requested to provide presentation to HAC in due course.	BF	TfL LIP	Mar-11	80,000	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.
Transport for London Local Implementation Plan 2010/11 - Smarter Travel								
QJ024	School Travel Plan Implementation - Crowlands Junior & Infants School, new crossing in Jutsums Lane, Guardrail in Jutsums Lane, parking controls etc	School Travel	Design work in progress	MP	TfL LIP	Mar-11	60,000	
QJ025	School Travel Plan Implementation - St Edwards Primary School - new zebra crossing on Pettits Lane South	School Travel	Design work in progress	MP	TfL LIP	Mar-11	35,000	Zebra crossing not feasible (visibility), local dropped kerb upgrades being designed.
Transport for London Local Implementation Plan 2010/11 - Cycling on Greenways								
QF103	Ingrebourne Valley Connect 2 - Feasibility and design	Connect 2	Design work in progress	RD	TfL LIP	Mar-11	50,000	HAC approval for some highway scheme required as part of wider project
Transport for London - Major Schemes								

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QE006	Romford Station Access	Local area improvements	Works in progress.	SC	TfL LIP	TBC	78,000	Most of scheme previously agreed through Romford Area Committee, minor elements may need approval by HAC in future
QF058	Hornchurch Town Centre	Town Centre Improvements	Regeneration requested to provide presentation to HAC in due course.	CS	TfL LIP	TBC	400,000	Future HAC approval may be required for some elements
Local Implementation Plan 2010/11 - Local Transport								
QJ026	Zebra Crossing Lighting Upgrades	Casualty Reduction Programme	HAC approval not required	MP	TfL LIP	Mar-11	48,000	For Information/ Traffic & Engineering Team tracking
S106 Highway Improvements Programme								
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
S278/ S38 Development Works								
QJ036	Exchange Street	Development Control	Consultation in progress	DJ	S278	N/A	20,000	Provision of 3 speed humps associated with original Romford Brewery development

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QE069	Union Road (former Oldchurch Hospital)	Double Yellow Line restrictions and 20mph Zone	Proposals being prepared for public advert	DB	S38	N/A	2,500	Proposals associated with new development require public/statutory advertisement
QD023	Riverside Close	20mph Zone	Proposals being prepared for public advert	DB	S38	N/A	1,000	Proposals associated with new development require public/statutory advertisement
QE067	Kidman Close	20mph Zone	Proposals being prepared for public advert	DB	S38	N/A	1,000	Proposals associated with new development require public/statutory advertisement
LBH Parking Schemes Programme								
QG122	Queens Hospital CPZ	Extension to the Romford Controlled Parking Zone	Residual works planning for implementation in September 2010	IH	LBH	N/A	8,000	S106 funding for main scheme lapsed and wasn't supported by residents. Other issues being implemented using minor schemes revenue budget
QF210	Clydesdale CPZ	Extension to the Romford Controlled Parking Zone	Previously approved, works in progress	IH	LBH	N/A	8,000	Works in progress, alongside maintenance works.
QJ058	Rosemary Avenue & Lake Rise	Changes and extension to CPZ	Results of public consultation to be reported to HAC	MP	LBH	N/A	8,000	Report to September HAC
QG111	Upper Rainham Road	BSA (Clearways) and restrictions by the Cardrome	HAC rejected scheme 17/8/2010, remove from next schedule	RP	LBH	N/A	2,500	Rejected

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QJ059	Gidea Park CPZ Review	Built on Balgores Square scheme to review operation of Gidea Park CPZ.	Results of questionnaire to be reported to HAC to decide if to proceed with detailed design and consultation	MP	LBH	N/A	TBC	Report date slipped to October 2010
QJ044	Hornchurch Town Centre	Review of overspill parking issues from town centre car parks following the introduction of charging.	Results of questionnaire to be reported to HAC to decide if to proceed with detailed design and consultation	MP	LBH	N/A	10,000	Report to September HAC
QF210	South Hornchurch & Rainham Minor Parking Schemes	Minor parking issues across the committee area	Various requests in consultation, results to be reported to HAC for decisions	MP	LBH	N/A	8,000	Report date slipped to October 2010
QF210	Mercury House short stay parking/ drop off	Provide limited waiting bays next to Mercury House	Public advert delayed, now in progress	DJ	LBH	N/A	1,500	Report to September HAC
QF210	Collier Row Pay & Display Phase 2	Pay and display parking scheme	Results of public consultation to be reported to HAC	MP	LBH	N/A	TBC	Report date slipped to October 2010
QJ061	Gidea Park School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Consultation in progress	DJ	LBH Education	N/A	1,500	Linked to planning conditions for school development
QJ061	Hylands School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Consultation in progress	DJ	LBH Education	N/A	1,500	Linked to planning conditions for school development

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QJ061	Ayloff School	Local parking review for junction restrictions, bend restrictions and updating of School Keep Clear restrictions	Consultation in progress	DJ	LBH Education	N/A	1,500	Linked to planning conditions for school development
TBC	Hornchurch Town Centre	Review of parking by Station and P&D by shops building on Town Centre South scheme.	Not started	TB	LBH Revenue	N/A	TBC	
QF210	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
QF210	Coach drop off facilities, Romford	Review to find locations at low cost suitable for coach drop off.	Design work in progress	RP	LBH Revenue/ S106	N/A	58,000	Costs include £50k S106 from Swan Walk development
TBC	Goodrington School, Walden Road	School Keep Clear restrictions by school gate and "banjo" area	Design work in progress	AN	LBH Revenue	N/A		
S0024	Bower Park School, Havering Road	Review extent and times of operation of School Keep Clear zig-zags	Design work in progress	RP	LBH Revenue	N/A		
S0024	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

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Highways Advisory Committee
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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
QJ025	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 Driv	Design work in progress	NC	LBH Revenue	N/A		
QJ054	Park Lane area	Various requests for residents' parking in streets without, school crossing patrol being blocked, parking on junctions and approach to traffic signals at Horncurch Road.	Local parking survey in progress	MP	LBH Revenue	N/A		
TBC	Motorcycle Parking	Request for "hoops" to be placed within M/C bays to assist with M/C security and more on-street provision in town centres.	Not started	TB	LBH Revenue	N/A		
TBC	Roneo Corner Shops	Parking bay for shops in lay-by 10 to 18	Not started	TB	LBH Revenue	N/A		

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
TBC	Osborne Road	Review parking controls for afternoon operation at Brentwood Road end because of obstructive parent parking	Not started	IH	LBH Revenue	N/A		
TBC	Albany Road	Parking both sides of the road is restricting approach to traffic signals at Hornchurch Road	Not started	RP	LBH Revenue	N/A		
QF210	Hartland Road and Broadstone Road	Footway parking scheme, where footways have been reconstructed	Consulation in progress	RP	LBH Revenue	N/A		
TBC	Fairford Way	Residents' survey into parking issues	Not started	RP	LBH Revenue	N/A		
TBC	Grenfell Avenue and estate	Residents' survey into parking issues	Not started	RP	LBH Revenue	N/A		
TBC	Eyhurst Avenue/ Ambleside Avenue and area	Residents' survey into parking issues	Not started	RP	LBH Revenue	N/A		
TBC	Service Road to Towers School off Osborne Road	Junction protection and day time restrictions to assist school access	Not started	IH	LBH Revenue	N/A		
TBC	Ravensborne Crescent/ Coombe Road	Additional residents' parking bays	Not started	RP	LBH Revenue	N/A		
TBC	Market Link/ The Mews area	Review parking restrictions and parking bays for access into Market Place and The Mews	Not started	DJ	LBH Revenue	N/A	6,000	

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
TBC	Bridge Close, Romford	Upgrade existing part time restrictions to double yellow lines for the whole street	Not started	RP	LBH Revenue	N/A	1,200	
TBC	Brooklands Road	Additional residents' parking bays	Not started	RP	LBH Revenue	N/A	1,500	Subject to HGV access to Medora Road
TBC	Abbs Cross Lane	Double yellow lines through pedestrian refuge outside Abbs Cross School	Design work in progress	VS	LBH Revenue	N/A	600	
TBC	Hacton Primary School	School Keep Clear restrictions at school entrances	Not started	IH	LBH Revenue	N/A	2,000	
Other schemes/ joint-funded schemes								
QJ033	Clydesdale Road, additional parking places	Provision of net increase of 4 parking places in street and improvements to cycle route dropped kerbs	Consulation in progress	RP	LBH Revenue/ TfL LIP	Mar-11	20,000	Maximum costs, subject to refinement
QJ052	Hillfoot Road Width Restriction	Resident Questionnaire to determine whether or not to physical width restriction keep restriction	Consultation in progress, outcome to be reported to October 2010 HAC	MP	LBH Revenue	N/A	400	Costs for consultation only
TBC	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.
TBC	Suttons Lane	Pedestrian refuge to access shops, near Randall Drive	In consultation	VS	LBH AC Capital	N/A	8,000	

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Item Ref	Scheme	Objective/ Theme	Current Status	Staff Lead	Funder	Funding Ends	Budget	Notes
TBC	Suttons Lane	Minor kerb and parking bay adjustments at junction with Standen Avenue	In consultation	VS	TfL LIP	Mar-11	2,000	
QJ053	Hubbards Close prevention of through traffic from A127	Restriction to prevent traffic driving through Hubbards Close from Hubbards Chase which is often an issue when A127 is busy	Consultation in progress, outcome to be reported to October 2010 HAC	MP	LBH Revenue	N/A	400	Costs for consultation only
TBC	Oldchurch Road/ Oldchurch Rise	Right turn at traffic signals into Oldchurch Rise	Approved in principle by HAC 17/8/2010	DB	LBH Revenue	N/A	1,000	Requires consultation with London Buses and Emergency Services



**Highways
Advisory
COMMITTEE**

REPORT

21 September 2010

Subject Heading:

Havering's 2011/12 Local Implementation Plan Funding Submission

CMT Lead:

Cynthia Griffin

Report Author and contact details:

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Policy context:

Mayor's Transport Strategy (2010)
Havering Local Implementation Plan (2005/6 – 2010/ 2011)
Local Development Framework (2008)
Council Regeneration Strategies

Financial summary:

Havering's LIP Submission to Transport for London for 2011 / 12 Financial Year – seeking endorsement for detailed proposals to spend indicative allocation of £2.7m

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

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

SUMMARY

This report seeks approval of the list of schemes proposed to be included in Havering's 2011/12 LIP Funding Submission.

RECOMMENDATIONS

That the committee consider the draft 2011/12 LIP Funding Scheme Submission as detailed in Appendices A and B and provide comments for the Cabinet Members for Community Empowerment and Environment.

REPORT DETAIL

Background

1. The Council makes an annual Local Implementation Plan (LIP) Submission to Transport for London (TfL) for funding transportation initiatives across the Borough. It must be consistent with the Mayor of London's Transport Strategy aspirations and the Council's own Local Implementation Plan. This report concerns the Submission for LIP funding for 2011/12.
2. TfL require all projects in LIP Submissions to conform to the Mayor of London's new Transport Strategy (MTS) published in May 2010. They must also accord with the Local Implementation Plans of boroughs which set out how they will address the Mayoral priorities at a local level and set out longer term transportation strategies and policies.
3. Transport for London has awarded Havering an indicative LIP funding amount of **£2.7m for 2011/12** for the 'Corridors and Neighbourhoods' and 'Smarter Travel' programme areas
4. The types of schemes applicable to these areas are :

'Corridors and Neighbourhoods' : projects for the development of holistic schemes and local area improvements. These cover bus priority, bus stop accessibility, cycling, walking, local safety schemes, schemes that smooth traffic flow, projects involving shared space and removal of clutter, controlled

parking zones, 20 mph zones, schemes to assist freight, regeneration, accessibility and environment improvements.

'Smarter Travel' : initiatives covering school and workplace travel plans, travel awareness initiatives, road safety education, training and publicity schemes

5. Additionally, TfL has allocated monies under 'Local Transport Funding' of **£100k** to be spent on transportation projects of the Council's choice.
6. The LIP funding allocation for "**Maintenance**" (covering Principal Road Renewal and Bridge Strengthening and Assessment) as well as for "**Major Schemes**" (covering town centre areas, and Station Access schemes and Streets for People) is separate to the above. The Council's Submission (see below) includes proposals for funding for Maintenance. If the Council wishes to secure funding for Major Schemes then applications for this can be made at any time. Officers maintain a close dialogue with TfL staff to ensure that the most appropriate funding opportunities are investigated and pursued.

Cabinet Meeting July 2010

7. Cabinet at its meeting 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 is finalised. Cabinet delegated its approval to the Lead Members for Community Empowerment and Environment.

The proposed LIP Funding Submission for 2011 / 12

8. The Council's recommended Submission for LIP projects for Corridors and Neighbourhoods and Smarter Travel schemes is outlined in Appendix A. The Appendix also includes proposals for funding for Maintenance which reflect condition surveys and informal technical discussions between Havering and Transport for London officers. The projects in Appendix B are 'reserve' schemes that may be brought forward if other approved schemes in the Submission cannot be progressed.
9. Havering's proposed Submission has been carefully prepared to accord with TfL's detailed LIP Funding Guidance and specific aspirations indicated by the Mayor of London for specific Mayoral initiatives and major 'flagship' projects such as Crossrail and the 2012 Olympics. The former include 'Better Streets', Cleaner Local Authority Fleets, Street Trees and cycling. The submission also has regard to Havering's Living Ambitions Agenda and established regeneration priorities. It has to make provision for funding schemes from the 2010/11 financial year that are being developed over 2 or more years as well as bringing forward some schemes which have been

“reserve” schemes in the current financial year. It also has regard to the Council’s responsibilities under traffic management legislation.

Next Steps

10. In line with the recommendations in the Cabinet report, and following this meeting, the detailed Submission will be the subject of a report to the Lead Members for Community Empowerment and Environment. Subject to Member approval it will be formally submitted to Transport for London for them to confirm the Council’s final LIP allocation. Members will be advised of the approval of the Submission when it is confirmed (expected to be in late autumn).

IMPLICATIONS AND RISKS

Financial implications and risks:

The funding that the Council will obtain from TfL through the LIP Submission for 2011/12 will be the main source of capital funding for transportation projects and initiatives in the Borough. There was no indication at the time of preparing the Cabinet report that there will be any significant change in the level of funding for 2011 / 12. However, the position with regard to the indicative funding levels for subsequent years is less certain in the light of the wider economic circumstances and the cuts to public sector finance. The schemes included in the Submission reflect Council priorities, and as far as is possible, their delivery will be programmed in line with these priorities should there be any reduction in the funding available. Additionally every opportunity will continue to be taken to secure funding from other sources and programme areas, including Section 106 contributions, to supplement this in line with TfL’s requirement that boroughs should reduce their dependency on TfL funding. The need to minimise as far as practicable ongoing maintenance costs will be taken into account in all schemes that are awarded funding.

The Council Capital Programme for 2010/11 includes £2m to support better road maintenance resulting from capital investment in safety and other schemes. There is an indicative budget available to support the 2011/12 schemes, subject to the necessary Council approvals.

If the Submission is not made the Council will not receive its most significant funding for highways, road safety and other transportation planning projects. TfL is expected to confirm its approval of the make-up of Havering’s LIP Submission in autumn 2010.

Legal implications and risks:

There are no specific legal implications or risks arising from this Submission although further legal resources will need to be committed to bring into effect the measures for which funding is sought. Consideration of the Network Management Duty mentioned in paragraph 9 is a statutory requirement.

Human Resources implications and risks:

None directly related to this decision.

Equalities implications and risks:

An important factor in drawing up the funding Submission will be to improve the ease, convenience and safety of everyone in the Borough who needs to move around in the course of their day to day living and business. The Submission is anticipated to contain a range of measures supporting sustainable transportation modes such as cycling, walking and public transport which will benefit individuals and communities who would otherwise be potentially at risk of experiencing social exclusion. As the ultimately selected schemes are designed and developed full regard will be given to their implications for equalities and social inclusion.

BACKGROUND PAPERS

None

APPENDIX A

Projects and programmes comprising Havering's 2011/12 LIP Submission within the total current indicative LIP award of £2,700,000.

Funding category and project title/ description	Additional Commentary/ Locational Information	Value for 2011/12 (£000K)
CORRIDORS AND NEIGHBOURHOODS		
Delivery of projects including subway improvements at London Road, Exchange Street widening at its junction with Waterloo Road, junction improvements at Mawney Road / Ring Road and further work on 'Greening the Ring Road'	Ring Road, Romford and adjoining roads	150
Delivery of projects resulting from 'Corridor' studies in 2010 /11 to tackle congestion and smooth traffic flows	Main Road and North Street, Romford	100
Delivery of 'Better Streets' projects including de-cluttering and pavement alignments	South Street Phase 2 Public Realm Improvement Works, Romford	129
Environmental improvements including repaving	Romford Market	50
Romford Taxi Marshall scheme	Exchange Street, Romford	22
Works to enable two wheel parking off the carriageway along Straight Road, Harold	Straight Road between Hilldene Avenue and	50

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Hill	Hailsham Road	
'Masterplanning' of the corridor between Harold Hill and Harold Wood to improve access to rail station (links to 'Ambitions' project)	Gooshays Drive and Gubbins Lane, Harold Hill and Harold Wood	100
Junction improvements linked to redevelopment of the Whitworth and Broxhill Centre sites (links to 'Ambitions' project)	Lower Bedfords Road / Straight Road	50
Works to existing cycle route (including signage) linking libraries, rail stations and Havering College	Hornchurch to Harold Hill	70
Rainham Village Traffic Management Scheme (design and consultation stage in 2010 / 11 and scheme implementation in 2011 / 12) to provide attractive and safer pedestrian area with short stay parking (links to Rainham 'Compass' project)	Extension of Viking Way to Upminster Road South, Rainham	600
Rainham Interchange, Rainham (including junction works) to provide access for buses, taxis, cyclists and pedestrians to enable the station to become the main transport hub for this part of London Riverside (links to Rainham 'Compass' project)	Rainham Station	150
Delivery of Local Safety Scheme for South Havering (casualty reduction measures)	Southend Road, Coronation Drive and Rainham Road	120

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Delivery of Local Safety Scheme (casualty reduction measures)	Front Lane and Avon Road, Cranham	60
Upminster Town Centre (delivery of traffic flow improvements, 'Better Streets' works and accessibility improvements for pedestrians and cyclists)	Upminster Town Centre	150
Delivery of Local Safety Scheme for Upminster (casualty reduction measures)	St Mary's Lane, Upminster Road and Corbets Tey Road, Upminster	100
Improvement of traffic flow and pedestrian safety at Collier Row.	Collier Row Road, between Hampden Hill roundabout and Carter Drive.	10
Delivery of Gidea Park 'Walkability' project to improve pedestrian access to / from rail station, review bus stop accessibility and examine parking provision	Gidea Park station and its vicinity	100
Ingrebourne Valley Sustrans Connect 2 project Phase 2 (match funding for continued delivery of scheme approved by Cabinet for the Harold Hill to Rainham 'Greenway')	Ingrebourne Valley	250
Climate Change/ Sustainable Energy Package (comprising street lighting improvements as set out in the Council's savings strategy and Climate Change Action Plan)	Not location specific at this stage	50
Cycle Training Programme to provide cycle training for school pupils	Havering schools	60

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SMARTER TRAVEL		
Smarter Travel Package	Delivery of smaller travel programmes (comprising of staff costs)	70
Preparation of Workplace Travel Plans	London Riverside Business Improvement District at Rainham, LBH Staff Travel Plan, 'Greener Ways to Work' and promotional and campaign materials	13
School Travel Engineering Package (highways works at specific schools, a review of Keep Clear restrictions, improvements to safety and accessibility of school crossing patrol sites)	St Albans Primary and Mead Schools (for highway works) and 10 sites for review of restrictions.	55
School Travel Plan Small Grants package	Small grants for schools to implement School Travel Plan measures.	20
School Travel Plan Development package	Preparing the 'Taking Steps' magazine, staff costs of STP advisors, re-writes of STPs, training and partnership work (eg BUSTED) and promotional and marketing materials	16
School Travel Plan Awareness package	Walk to School week, Walk on Wednesday, Havering Show (including Planet	98

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Road Safety Package	Havering), Theatre in Education (inc ASB on buses), Transition Packs, walking the way to health initiative and campaigns to support 'Biking Boroughs' initiatives. Theatre in Education, Younger Driver Vehicle Awareness Campaigns Sustainable Routes to School for Infants and Juniors	57
MAINTENANCE		
Carriageway Works	Rainham Road (Cherry Tree Lane – Stanley Road)	159
Carriageway Works	Hornchurch Road	88
Carriageway Works	Rainham Road (Shelley Road – Roneo Corner)	127
Carriageway Works	Rush Green Road	109
LOCAL TRANSPORT (TfL monies allocated to borough to be used at the discretion of Council)		
Casualty Reduction Package for Collier Row	Mawney Road, White Hart Lane and Chase Cross Road	100

APPENDIX B

Reserve list of Projects and Programmes outside indicatively allocated 2011/12 LIP funding.

Funding category and project title/ description	Additional Commentary/ Locational Information	Value for 2011/12 (£000K)
CORRIDORS AND NEIGHBOURHOODS		
Casualty reduction measures (several schemes)	Hornchurch Road, Ardleigh Green Road, North Hill Drive and Gooshays Drive	170
Access improvements at Elm Park Station	The Broadway, Elm Park (between Elm Park Station and Elm Park Avenue)	70
Bus Stop Accessibility improvements (two schemes)	Havering Road and Petits Lane North and Nos. 37-55 Collier Row Lane	95
Pedestrian Refuge	Beehive Court in Gubbins Lane, Harold Wood	35
Zebra Crossing Lighting improvements	No specific locations	50
Taxi Marshall scheme	Hornchurch	22
Traffic Flow Improvements	Rainham Road / Elm Park Avenue	50
Installation of a 'Pegasus' Crossing (to support NE London Greenways East London Green Grid)	Lower Bedfords Road and Bedfords Park	90
'Better Streets' works design	Upminster Road South, Rainham	100

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Casualty Reduction Measures	Not specific	60
Local Safety Scheme Minor Improvements and Feasibility Study	Not specific	90
SMARTER TRAVEL		
School Travel Plan Implementation (speed table at junction of Albany Road and Barton Avenue to assist school crossing patrol)	Wykeham Primary School	30
School Travel Plan Development (improvement of dropped kerbs and introduction of part-time waiting restrictions where school crossing patrols operate)	Not specific	15
School Travel Plan Small Grants package.	Not specific	15



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

21 September 2010

Subject Heading:

MERCURY HOUSE
Short term parking facilities.
Outcome of public consultation

Report Author and contact details:

Daniel Jackson
Engineer
01708 433115
daniel.jackson@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 checked="" type="checkbox"/> |
| High customer satisfaction and a stable council tax | <input type="checkbox"/> |

SUMMARY

Following complaints from trades, delivery drivers and visitors to Mercury House, staff have 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.

This report outlines the results of the public consultation for the provision of a short term parking facilities in the service road situated to the north-west of Mercury House and requests authorisation for implementation.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the short term parking bay detailed in this report and shown on Drawing MHSR/01/01 be implemented
2. That it be noted that the estimated cost of £1,500 for the scheme can be met from the 2009/10 revenue budget for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 As part of the Councils strategic buildings policy, more staff are being moved into Mercury House, which is generating more deliveries to the building and the numbers of staff collecting and dropping off equipment/supplies has increased. Although Mercury House does have a rear goods access, this is shared with a number of retail units and there are regularly vehicles loading and unloading in this area. Deliveries have been parking in the bus stop clearway that fronts Mercury House and the coach parking bay to the side of Mercury House resulting in penalty charge notices being issued thus making servicing of the building more difficult and impacting on bus operations.
- 1.2 To improve the access to Mercury House, it has been proposed that the existing coach parking bay to the north-west side of Mercury House be extended and changed into a free parking bay with a maximum stay period of 30 minutes. This provision should make accessing Mercury House easier and reduce the amount of drivers and visitors to Mercury House parking in the bus stop clearway.
- 1.3 The bay would therefore be in operation 8am to 6:30pm, Monday to Saturday, parking for 30 minutes with no return within 3 hours.
- 1.4 A Chairman's Decision was signed on 30th April 2010 giving staff authority to proceed with the advertisement and public consultation on the proposals.

1.5 4 letters were delivered to those in the area potentially affected by the scheme on 26th May 2010 (Debenhams, The Liberty 1 and 2 Management and LBH Town Centre Management). In addition, the proposals were advertised with a closing date of 30th August 2010 for responses.

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 1 response was received from LBH Town Centre Management. These comments are summarised in Appendix I of this report.

2.2 LBH Town Centre Management raised concerns about the loss of a coach parking bay to the town centre and its impact on coaches.

3.0 Staff Comments

3.1 Staff are of the view that that the proposed short stay parking bays adjacent to Mercury House would have a positive impact on the servicing of the building, providing ease of access for deliveries and staff.

3.2 The coach bays are not frequently used, i.e. more than twice a week. There are 2 coach parking bays located opposite and 4 bays within 50 metres. In addition the service road is subject to redevelopment which will mean coach parking will be provided in other areas of Romford.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £1,500 can be met from the 2009/10 revenue budget for Minor Parking Schemes.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Blue-badge holders are able to park for an unlimited time and without charge in parking bays described within this report.



BACKGROUND PAPERS

Chairman's Decision, (Romford Area Committee) 30th March 2010

Drawings

MHSR/01/01 - Service road flanking Mercury House, Romford – Conversion of existing coach bay to 5 short stay parking bays

APPENDIX I

SUMMARY OF CONSULTATION RESPONSES

Respondent	Comments
LBH Town Centre Management	Proposal raises concerns as the bays are used frequently and could be detrimental to tourism if alternative locations are not sought before implementation.

PO

17

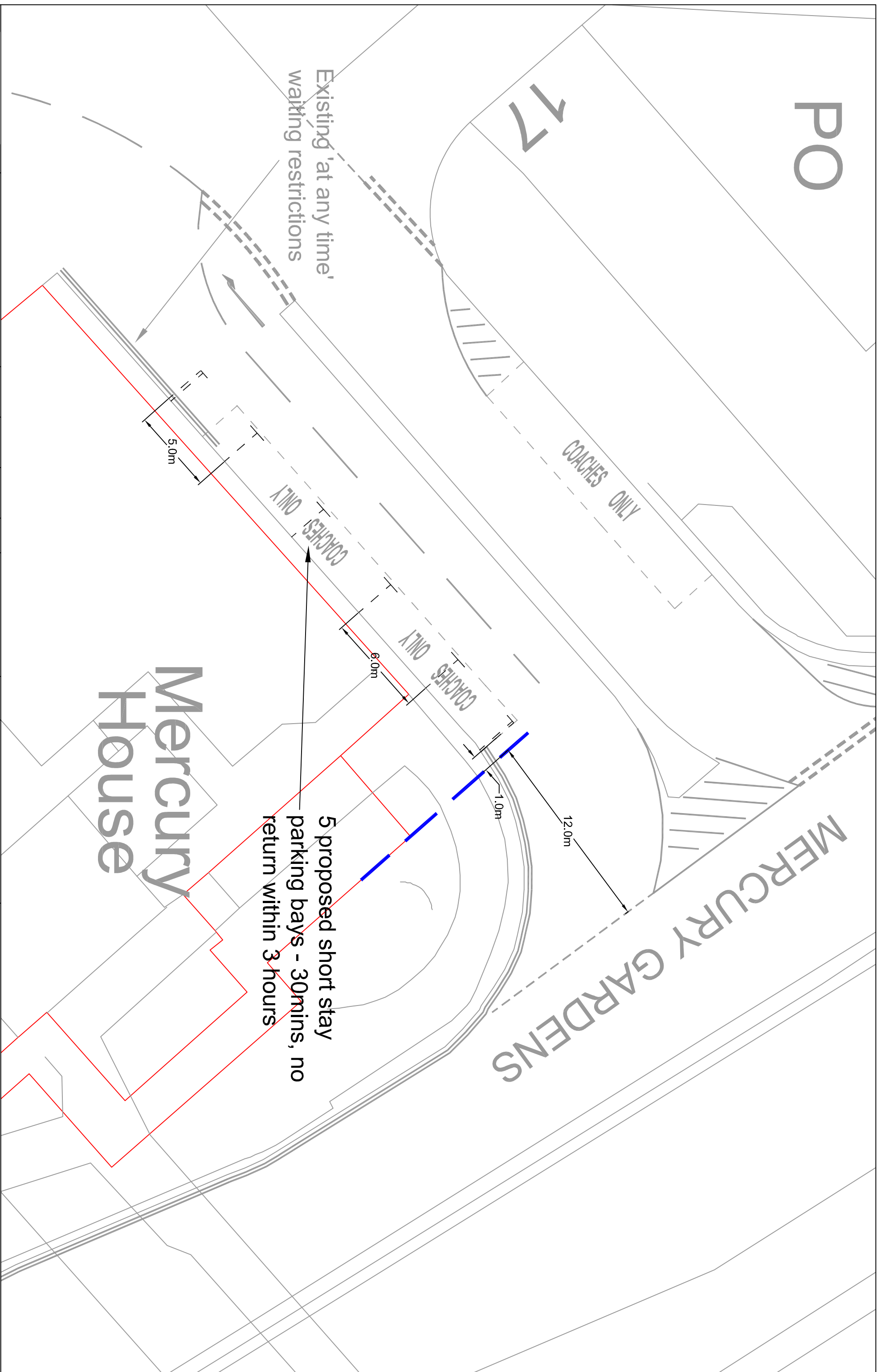
COACHES ONLY

MERCURY GARDENS

Mercury House

Existing 'at any time'
waiting restrictions

5 proposed short stay
parking bays - 30mins, no
return within 3 hours



JOB TITLE
Service Road Flanking Mercury House - Romford

DRAWING TITLE
Conversion of existing coach bay to 5 short stay parking bays

DRAWN BY DJ	CHECKED BY MP	APPROVED BY MP
DATE: 19/02/10	SCALE: 1:200 @ A3	
PURPOSE: Information	ISSUE: DRAFT	
DWG No: MHSR/01/01	REVISION: REV	
REVISION	AMENDMENT	DATE

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Havering
LONDON BOROUGH
STREETSCAPE CULTURE & COMMUNITY
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MERCURY GARDENS, ROMFORD, RM1 1DW
TELEPHONE No: 01708 434343 FAX No: 01708 43121
EMAIL: streetscene@havering.gov.uk



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

21 September 2010

Subject Heading:

**LAKE RISE AND ROSEMARY AVENUE
PARKING REVIEW
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

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

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that one of the following decisions be taken :
 - (i) Reject the current proposals, but introduce the double yellow lines on junctions and bends as set out on drawings QF210/RL/101 to QF210/RL/109; or
 - (ii) Reject the scheme as advertised in the current proposals completely; or
 - (iii) Implement the scheme as advertised in the current proposals as set out on drawings QF210/RL/101 to 109; or
 - (iv) 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 extends shown on Drawing QF210/RL/150); or
 - (v) Propose a set of constraints for the design and consultation of a different scheme from that advertised in the current proposals.
2. That if option 1(i) or option 1(ii) is recommended that the Committee recommends to the Cabinet Member for Community Empowerment a suitable period of time within which the matter shall not be reviewed again.
3. That it be noted that the estimated cost of up to £10,000 for implementation will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 Work to review the parking regime in the Lake Rise and Rosemary Road area has been ongoing since 2005.

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- 1.2 The area is currently part of Sector 5 review area of the Romford Controlled Parking Zone (CPZ), which is in operation 8:30am to 6:30pm, Monday to Saturday. The zone has no residents' permit bays, but does contain some free parking bays in Lake Rise/ Rosemary Avenue and some meter bays in Oaklands Avenue and the rear of the Town Hall.
- 1.3 The area currently restricted is 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 are within the scheme (Drawing QF210/RL/150).
- 1.4 The chronology of the review issues since 2005 is set out below.
- 1.5 A questionnaire was circulated to residents in the area inviting comments on parking issues following a decision by the Central Area Committee in July 2005.
- 1.6 The outcome of the consultation was split between extending the current restrictions in the area and introduction of a residents' permit parking scheme;
- 1.7 A residents' permit parking scheme was developed and agreed for public consultation by the Central Area Committee and North Romford Area Committee in March 2006;
- 1.8 Proposals for the residents' permit parking scheme were advertised in November 2008. The scheme was proposed to operate 8:30am to 6:30pm, Monday to Saturday (to be in line with the current CPZ restrictions) and the scheme would introduce residents' permit parking bays. The existing part of the scheme would have been unchanged with the retention of the free parking bays;
- 1.9 The outcome of the consultation was reported to a joint meeting of the 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 several suggestions as to how the scheme should be taken forward.
- 1.10 As a result, the joint Area Committee considered a number of options for taking the matter forward as set out in Appendix II of this report. The Committee agreed that a scheme should be taken forward to detailed design and consultation which was subject to the following constraints;
 - A scheme 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,

Highways Advisory Committee, 21 September 2010

- 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.
- 1.11 The scheme was designed and approved for consultation by the two Area Committee Chairmen and the Chairman of the Regulatory Services Committee.
- 1.12 Drawings QF210/RL/101 to 109 show the detail of the scheme. Some 400 letters and plans were hand-delivered to residents on or just after 15th December 2009 with the proposals also being advertised. The closing date for responses was 8th January 2010.
- 1.13 Because of the timing of the local elections, it was not possible for a joint-Area Committee to be held before the elections. Changes to the decision-making process requires the matter to now be reported through the Highways Advisory Committee process.

2.0 Outcome of Public Consultation

- 2.1 By the close of public consultation, 39 responses had been received (10% response rate).
- 2.2 Of those responding, 12 supported the scheme (31%), 15 objected to the scheme (38%, but some given anonymously) and 12 either did not give a view, made non-related comments or requested a different scheme (31%). A summary of comments are set out in Appendix I to this report.
- 2.3 There are many different comments given by the respondents. There are some people who do not think enough bays are proposed and some thinking there are too many (in terms of preventing two-way traffic flow). Some want a scheme to operate all day, some are content with the advertised times and some want different times (citing shift workers as being the issue).

- 2.4 There are some comments that the original scheme has pushed commuters into the unrestricted areas, some disagreeing with the point. There is some indication that people are concerned that a simple restriction is introduced, they will have no facility to park. Some concerns have been raised that the scheme will lead to an increase in dropped kerb applications which would remove further on-street provision.

3.0 Staff Comments

- 3.1 It is clear, from the various consultations since 2005, that consensus within the area is difficult to achieve and any decision made will not be supported universally.
- 3.2 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. However, if people visiting Romford can find a free bay, they can of course use it.
- 3.3 The addresses of those responding to the current consultation do not give conclusive information of views being concentrated in a particular area – there are simply not enough responses available; although there are some hints that the current scheme may be causing an overspill parking issue on the edges of the current zone.
- 3.4 The physical layout of the current proposal does restrict two-way traffic flow over short sections with the parking bay layouts, but there is sufficient opportunity for traffic to pass each other and there are no locations where emergency and servicing vehicles would be unduly hindered. The design provides for the maximum amount of parking bays for the area.
- 3.5 It is difficult to give the Committee clear advice on what recommendations should be made to take the scheme forward. It seems that there are so many competing views; the Council will not be able to make a decision which satisfies all with an interest.
- 3.6 It occurs to Staff, the Committee may wish to consider the following options;
- (i) Reject the current proposals, but introduce the double yellow lines on junctions and bends as set out on the attached drawings QF210/RL/101 to QF210/RL/109; or
 - (ii) Reject the scheme as advertised in the current proposals completely; or
 - (iii) Implement the scheme as advertised in the current proposals as set out on drawings QF210/RL/101 to QF210/RL/109; or
 - (iv) 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 extends shown on Drawing QF210/RL/150); or
- (v) Propose a different scheme from that advertised in the current proposals.
- 3.7 Staff suggest that if one of the first two options is taken forward, then the Committee may recommend that the matter will 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 will 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.
- 3.8 Staff recommend 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.
- 3.9 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.
- 3.10 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.
- 3.11 In proposing a different scheme, Staff would remind the Committee that a scheme extending the current operation with residents' permit parking bays was not favoured by residents and a part time scheme has produced split views – a different option is likely to lead to similar split views or rejection. The Committee may wish to reflect on the options previously discussed by other committees as set out in Appendix II.
- 3.12 Staff finally suggest that despite some residents not being in favour of residents' permit parking bays (not being required or not accepting other people parking in front of their premises), if none are included within a scheme, then many residents will be disadvantaged as they cannot provide any more off-street parking.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of up to £10,000 for implementation can be met from the 2010/11 Minor Parking Schemes.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

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

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

BACKGROUND PAPERS

Project Scheme File Ref: QJ058 Lake Rise/ Rosemary Avenue Parking Scheme

Design Drawings

QF210/RL/101 to 109 Rosemary Avenue/ Lake Rise Area – Proposed Residents Parking Scheme

QF210/RL/150 Extent of current Controlled Parking Zone

**APPENDIX I
SUMMARY OF CONSULTATION RESPONSES**

**Rosemary Road & Lake Avenue
Residents' Parking Scheme
Consultation Summary December 2009**

Around 400 properties within the area were consulted between 15th December 2009 and 8th January 2010.

39 responses by letter or email received and summarised below – 10% response rate.

12 responses in support of the scheme, 15 responses in objection to the scheme and 12 responses not giving a view, making non-related comments or requests for different scheme.

Support for Scheme

Ref:	Address	Comment
1	17 Rosemary Avenue	Supports scheme and suggests that even if Lake Rise opposes, the Rosemary Avenue section should be installed.
2	21 Rosemary Avenue	Agrees with scheme.
3	19 Rosemary Avenue	In favour of scheme, but would also like a 14:30 to 15:30 restriction and hopes scheme will be a good start with a future review.
4	8 Rosemary Avenue	Supports scheme which will make a big difference and should be implemented in the road even if not in others.
5	54 Lake Rise	Agrees with proposals and it ticks all the boxes.
6	7 Rosemary Avenue	Welcomes scheme, but has concerns about bay being lengthened opposite drive which will make the swing in and out more difficult. Concerned that after 11am and at the weekend the current problem would be exacerbated. Comments about how the scheme will be managed.
7	12 Pettits Lane	Scheme appears reasonable but as the resident has used the existing bay in Woodlands road feels they should be within the proposed scheme and assumes this to be an oversight.

Highways Advisory Committee, 21 September 2010

8	65 Lake Rise	<p>Since the first scheme, the parking problem has been extended further along the road extending up to and beyond midnight.</p> <p>However, the scheme needs to have an afternoon restriction to stop afternoon/ evening commuters, say 3pm to 4pm.</p>
9	52 Lake Rise	<p>Scheme is satisfactory.</p> <p>However, as Lake Rise curves and visibility is restricted it seems dangerous to have parking bays opposite each other. At present with parking on both sides of Lake Rise outside property vehicles have to <u>dodge</u> each other to pass.</p>
10	110 Lake Rise	<p>Scheme offers a reasonable solution to current problems in the area.</p> <p>Comments regarding detail of bay layouts and question about whether or not vehicle wheels or body has to be within bay markings.</p>
11	10 Lake Rise	<p>Current suffer from commuter problems and the proposals are a good compromise which hopefully will be acceptable to residents of Lake Rise. The double yellow lines on the bend are essential for safety.</p>
12	105 Lake Rise	<p>Agree with the proposal for a residents parking scheme but cannot understand why the restrictions at the Main Road end are being altered as they have operated satisfactorily for years.</p>

Objections to scheme

Ref:	Address	Comment
1	26 Lake Rise	<p>Does not see any reason for the scheme as there is not a problem. More parking bays will cause congestion, litter and make the road dangerous.</p> <p>More vehicles parked adjacent to each other will make it more difficult to exit driveways Agrees with yellow lines on bend.</p> <p>If commuters are a problem, just introduce a time restriction. Why are the joint committee keen to turn Lake Rise into a</p>

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		car park for hotel guests and customers?
2	36 Lake Rise	<ul style="list-style-type: none"> • 10m parking bay outside 36/38 with a bay on the opposite side of the road will further restrict 2-way flow. • Slight curve adjacent to property will reduce sight lines and endanger access. • Reducing 2-way traffic makes it difficult and dangerous for Council utility vehicles, ambulances etc.
3	38 Lake Rise	<p>Considers the road to be too narrow for vehicles to be parked on both sides and would be unsafe. Has invested in off-street parking.</p> <p>Proposals will mean resident will have to reverse onto the road blind when high sided vehicles are parked. People parking in Main Road do not park on the road and nor should residents in this road.</p> <p>No accidents have occurred in the one side parking areas and so it is safe roads versus individual inconvenience and favours the safer solution with clear access at all times for emergency vehicles.</p>
4	4 Parkland Avenue	<p>Strong objections as there are no parking problems in the street.</p> <p>Proposals will cause problems for every resident in this and the other roads affected by the scheme and there would be insufficient parking for residents and their visitors.</p> <p>There will be constant arguments between residents over limited parking places and the scheme is designed as a money making exercise.</p> <p>Scheme would lead to more crossovers and parking on gardens which does not fit in with the Council and Government's call for more environmentally sound urban landscapes.</p> <p>Political comments.</p>
5	17 Lake Rise	<p>Several comments questioning and criticising the operation of the permit scheme.</p> <p>Concerned that additional bays on the opposite side of the road to existing bays will cause danger and congestion.</p> <p>Sees the scheme as a money spinner.</p>

Highways Advisory Committee, 21 September 2010

		Concerned that the reduction of the controlled times at their end of the street will cause problems the rest of the day and Saturdays.
6	2 Parkland Avenue	<p>Parking charges are a tax over and above road and local taxes and cannot see any benefit.</p> <p>Comments regarding financial viability of scheme operation.</p> <p>Supports double yellow lines at park entrance and perhaps double sided printing of the circular.</p>
7	No address given	<p>Cannot understand why existing scheme needs to be abandoned.</p> <p>Suggests a new controlled zone for an hour per day with residents only parking and a line to allow parking in front of crossovers by residents for the restricted time.</p>
8	70 Lake Rise	Concerned that the scheme will render the roads being unsightly painted with inappropriate costs being a burden on residents.
9	23 Lake Rise	Concerned that the reduction in parking prohibition will cause congestion and be unsafe.
10	No address given	Strong political comments made.
11	29 Pettits Lane	Unhappy that they are excluded from the permit scheme area because they live on the other side of the road, even though they currently use the bay in Woodlands Road.
12	125 Pettits Lane	Objects to scheme as they are excluded from the permit scheme and would make life difficult for deliveries and visitors.
13	Number not given, Raphael Avenue	Strongly against proposal as there is no problem with parking and would mean paying money for nothing.
14	Number not given, Raphael Avenue	<p>Cannot see why Raphael Avenue has been included as it is unusual for non-residents to park. If all the bays are taken, what are residents meant to do.</p> <p>Residents should be issued free parking for one vehicle. It seems a way for the Council to raise revenue.</p> <p>Has it been taken into account whether refuse vehicles can</p>

Highways Advisory Committee, 21 September 2010

		gain access if vehicles were parked in the bays.
15	9 Rosemary Avenue	<p>Objects to scheme as scheme has not been properly considered, will not improve parking and will make it worse in some roads.</p> <p>The Council should be supporting residents in time of financial crisis and should not be actively creating ways of extracting money from residents, especially charging for what is currently free. Why can't permits be provided to residents for free.</p> <p>If the aim is to prevent shoppers and commuters from parking, why are the proposed bays not for residents only all day, seven days a week?</p> <p>Current restrictions operate 8:30am to 6:30pm, Monday to Saturday and changes may result in more parking outside the hour restriction – shoppers and shift/ flexible working commuters.</p> <p>Proposal makes no consideration for Saturday parking. Currently, there is restricted parking in Rosemary Avenue on Saturdays. Proposal will make it a free place to park for non residents all weekend. At certain times of the year Saturday parking by shoppers can be a problem.</p> <p>No issue with current arrangements and Council should not be spending when it should be cutting back and not spending on a scheme not supported by residents.</p> <p>More precise information about the problems is needed and assurance required that scheme will solve problems with majority of residents supporting.</p>

No view expressed or other comments

1	40 Lake Rise	<p>The scheme will answer some of the commuter parking issues and certain dangerous corners with parked cars will be much safer.</p> <p>However, still concerned that outside of the times of operation there will still be long stretches of parking on both sides, especially on market days</p>
2	62 Lake Rise	<p>Feels that the scheme would be better operating 11am to 12pm to deter late starters.</p>

Highways Advisory Committee, 21 September 2010

		<p>Concerned that single yellow lines are of the same time on both sides of the road and feels that on one side they should operate all day to assist emergency and commercial vehicles.</p> <p>Concerned that commuter parking will be replaced by shift worker parking.</p> <p>Concerned that the parking bay outside no.60 is opposite a junction.</p> <p>Concerns about how local people park vans and people parking between dropped kerbs causing access issues.</p>
3	15 Parkland Avenue	<p>Scheme better than the original, but there is nowhere enough resident parking bays and more could be fitted in.</p> <p>Without an increase there will be car juggling and more paving over of gardens.</p> <p>Questions legal basis for conditions of parking permit requiring nearside of vehicle to be against kerb.</p>
4	16 Woodlands Road	<p>Requests additional residents' bay rather than a single yellow line.</p>
5	101 Lake Rise	<p>Seeks clarification on parking bay dimensions and how various parts of the permit scheme works.</p>
6	15 Wayside Close	<p>Resident had been against a scheme but if the restrictions are provided elsewhere, Wayside Close should have single yellow line (7am to 10am, Monday to Saturday).</p> <p>Double yellow lines at the road entrance.</p> <p>No residents' bays.</p> <p>Problems in street are not commuters, but other residents in the street causing obstructions.</p>
7	90 Lake Rise	<p>Comments that the bay proposed outside 90 cannot be provided as the resident has planning consent for a dropped kerb.</p>
8	4 Raphael Avenue	<p>Comments about a recent vehicle crossover being built which will prevent a proposed bay from being provided.</p>
9	1 Brockton Close	<p>Requests that Brockton Close has the double yellow lines at the junction with Lake Rise, but for a part time restriction in the Close 8am to 6:30pm Monday to Saturday as this would not affect surrounding roads.</p>
10	1, 2, 3, 4 & 6 Brockton Close	<p>Requests that Brockton Close has the double yellow lines at the junction with Lake Rise, but for a part time restriction in the Close 8am to 6:30pm Monday to Saturday because of</p>

Highways Advisory Committee, 21 September 2010

		problems with commuter parking, shoppers, visitors to the park and residents in Lake Rise.
11	86 Lake Rise	Comments about a recent vehicle crossover being provided and so a bay would need to be shortened.
	14 Pettits Lane	No objections to scheme but wonders why visitors permits are valid for 4 hours when the restrictions are only for one hour per day.
12	15 Raphael Avenue	<p>Concerned that the restrictions proposed [double yellow lines] into Pettits Lane at its junction with Parklands Avenue being 10 metres are not long enough.</p> <p>10 metres is not long enough for traffic speed and stopping distances.</p> <p>Asks what provision for off street parking is being made for users of Raphael Park.</p>

**APPENDIX II
SUGGESTIONS CONSIDERED BY JOINT AREA COMMITTEE, MARCH 2009**

Highways Advisory Committee, 21 September 2010

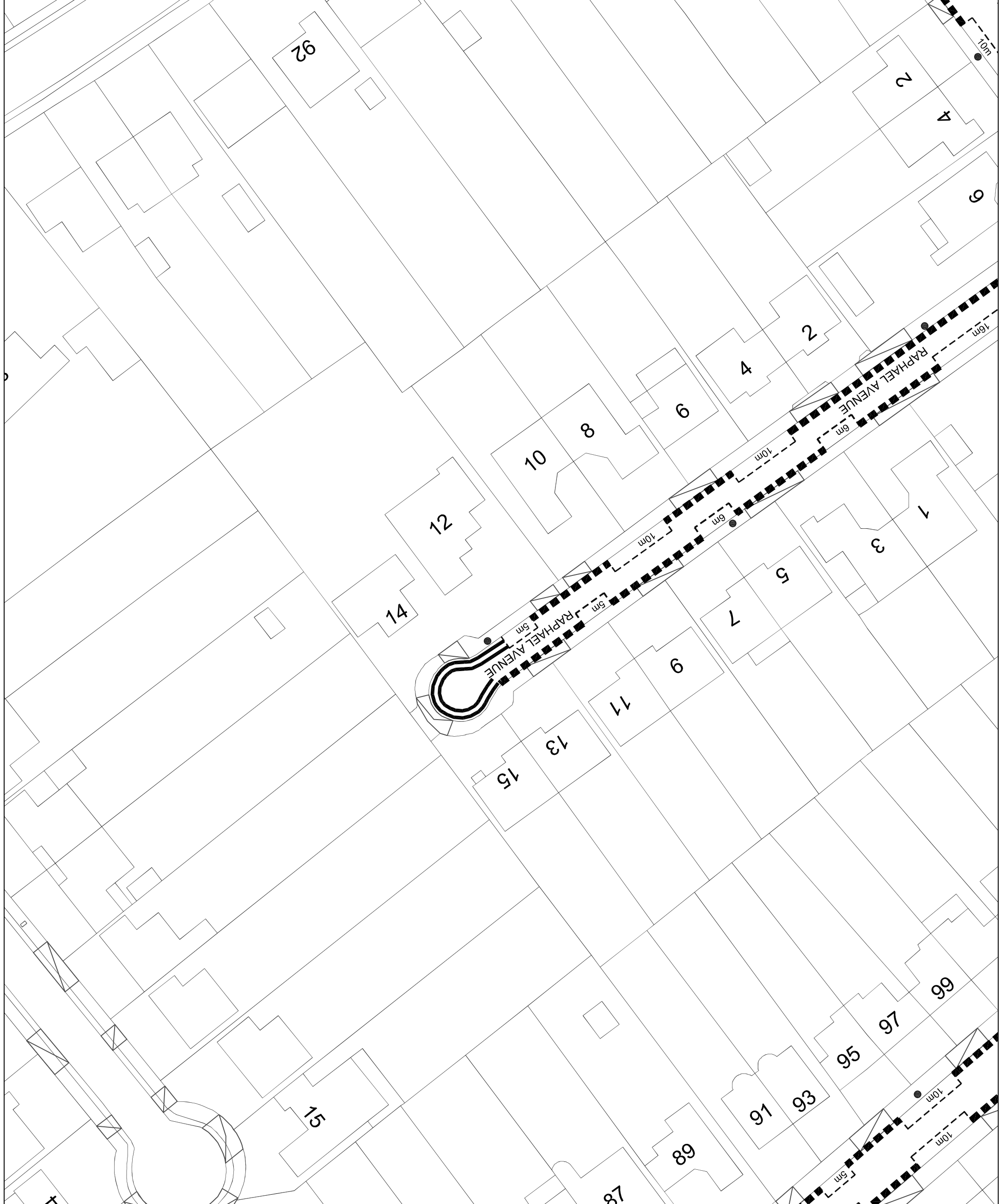
Option	Advantages	Disadvantages
Maintain the status-quo	No further resources expended.	Areas currently unrestricted will continue to suffer reported problems.
Introduce “at any time” restrictions at junctions and bends.	Minor road safety improvements at a limited cost.	Some parking will be displaced, but would be considered acceptable for safety and access reasons.
Convert existing “free bays” within existing scheme to residents’ permits operational in line with current times – 8:30am to 6:30pm Monday to Saturday (Lake Rise, Rosemary Avenue and Woodlands Road)	Will remove commuter and other parking from existing streets.	May displace commuter and other parking into streets outside existing scheme area.
Maintain existing controls as they stand, but introduce new controls elsewhere on the “one hour per day” basis (or similar) operating Monday to Friday with or without permits.	Smaller area affected with similar advantages for the extension.	Smaller area affected with similar disadvantages for the extension Could create confusion amongst residents and the travelling public, especially where one end of the street is restricted all day and the other for a short period. Would complicate administration for Parking Service.

Highways Advisory Committee, 21 September 2010

Options	Advantages	Disadvantages
<p>Restrict entire area for one hour or similar in the morning, Monday to Friday,</p> <p>8:30am to 10am has been suggested by several residents – this would be the same as the scheme operational in the Lodge Avenue (Sector 1) area.</p>	<p>Simple to design, implement, enforce and understand.</p> <p>Will remove all-day commuter parking from area.</p> <p>Users of Raphael Park will be able to park on an unrestricted basis outside of the times of operation.</p> <p>Residents' visitors will be able to park on an unrestricted basis outside the times of operation.</p>	<p>Residents and their visitors will not be able to park on-street during the restricted times.</p> <p>Some residents do not have enough off-street parking spaces.</p> <p>Parking will be unrestricted outside of these times which would allow unrestricted by shoppers and shift-commuters for example.</p>
<p>Restrict entire area for one hour or similar in the morning, Monday to Friday, such as 8:30am to 10am or similar, with residents' bays provided wherever there is space.</p>	<p>Simple to design, implement, enforce and understand.</p> <p>Will remove all-day commuter parking from area.</p> <p>Users of Raphael Park will be able to park on an unrestricted basis outside of the times of operation.</p> <p>Residents' visitors will be able to park on an unrestricted basis outside the times of operation.</p> <p>Residents and their visitors who wish to park on-street during the restricted times will be able to do so.</p> <p>Residents who do not need or want permits will not be compelled to pay for them.</p>	<p>Those residents wishing to use permits will have to pay for them in line with the borough-wide policy.</p> <p>A new set of permits will need to be set up from a Parking Service point of view which will create set up costs.</p> <p>Parking will be unrestricted outside of these times which would allow unrestricted by shoppers and shift-commuters for example.</p>

Highways Advisory Committee, 21 September 2010



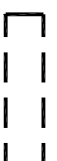
Options	Advantages	Disadvantages
Provide a scheme with restrictions (with or without residents' permit parking) in operation one hour in the morning and one hour in the afternoon. Either Monday to Friday or Monday to Saturday	This proposal will prevent all long-term non-residential parking.	More complicated for residents and drivers to understand. Further restrictions on park users. Could possibly disperse afternoon parking into Lodge Avenue area. Afternoon enforcement would compete for civil enforcement officer resources at peak times for school leaving times.



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-  PROPOSED SINGLE YELLOW LINE IN OPERATION 10AM TO 11AM. MONDAY TO FRIDAY
-  PROPOSED RESIDENTS' PARKING BAY IN OPERATION 10AM TO 11AM. MONDAY TO FRIDAY

-  EXISTING VEHICLE CROSSOVERS

EXISTING PARKING RESTRICTIONS AND PARKING BAYS NOT SHOWN AS THIS SCHEME IS PROPOSED TO REPLACE EVERYTHING CURRENTLY OPERATING WITHIN THE AREA

REVISION	AMENDMENT	DATE

JOB TITLE
 ROSEMARY AVENUE / LAKE RISE AREA
 PROPOSED RESIDENTS PARKING SCHEME
DRAWING TITLE
 PROPOSED LAYOUT
 SHEET 2 OF 9

Street Care
 CULTURE & COMMUNITY
 THE BARNHORN CENTRE
 NEW HILL ROAD
 ROSEBURY PARK
 FRIARS ROAD
 LONDON BOROUGH OF HAVERING
 TEL: 0202 310 1100
 FAX: 0202 310 1101
 E-MAIL: info@streetcarehavering.gov.uk



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 PROPOSED RESIDENTS PARKING SCHEME
 DRAWING TITLE
 PROPOSED LAYOUT
 SHEET 3 OF 9

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-  IN OPERATION 10AM TO 11AM. MONDAY TO FRIDAY

PROPOSED RESIDENTS' PARKING BAY IN OPERATION 10AM TO 11AM. MONDAY TO FRIDAY

-  EXISTING VEHICLE CROSSOVERS

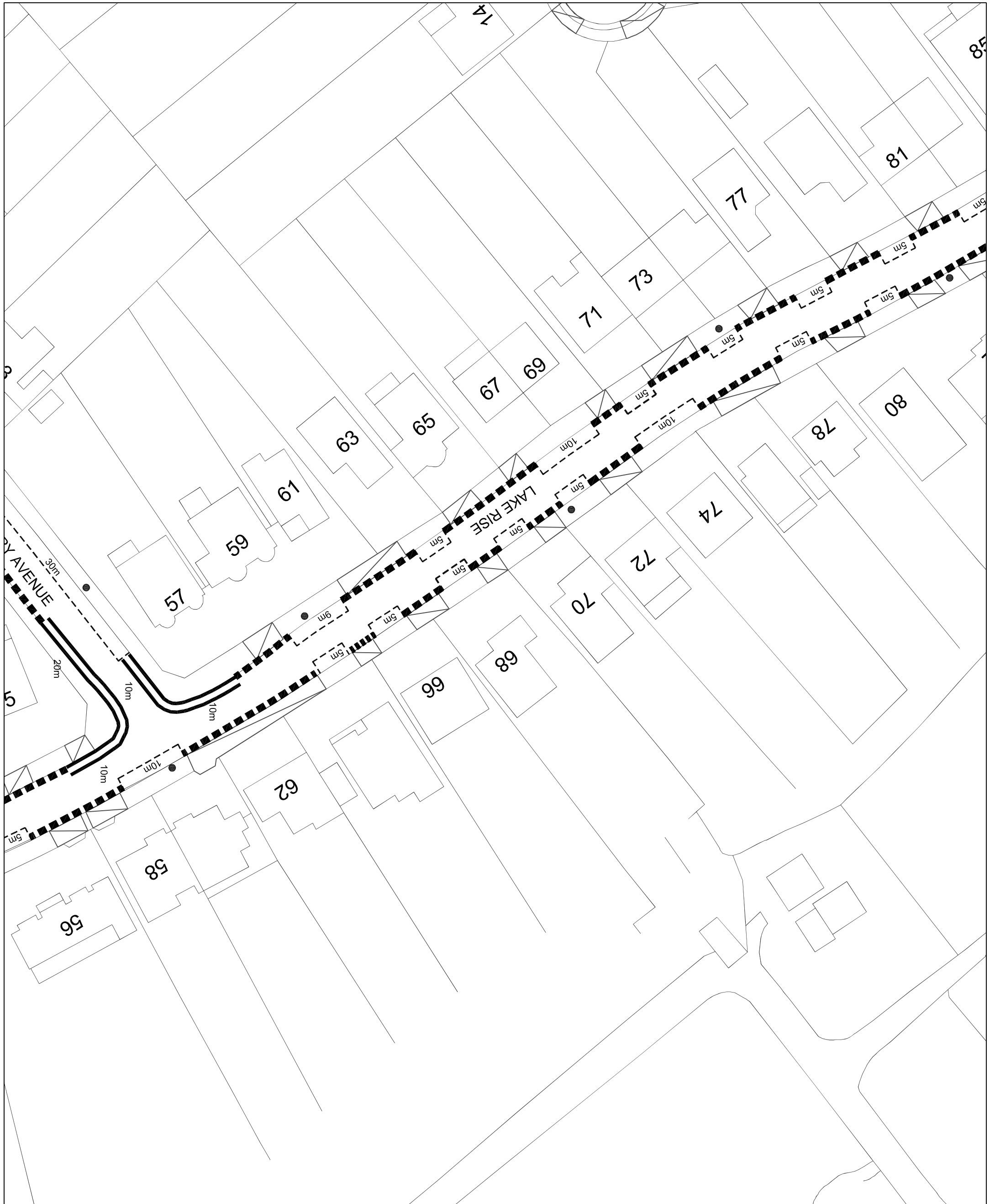
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 PROPOSED RESIDENTS PARKING SCHEME
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 PROPOSED LAYOUT
 SHEET 4 OF 9

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 CULTURE & COMMUNITY
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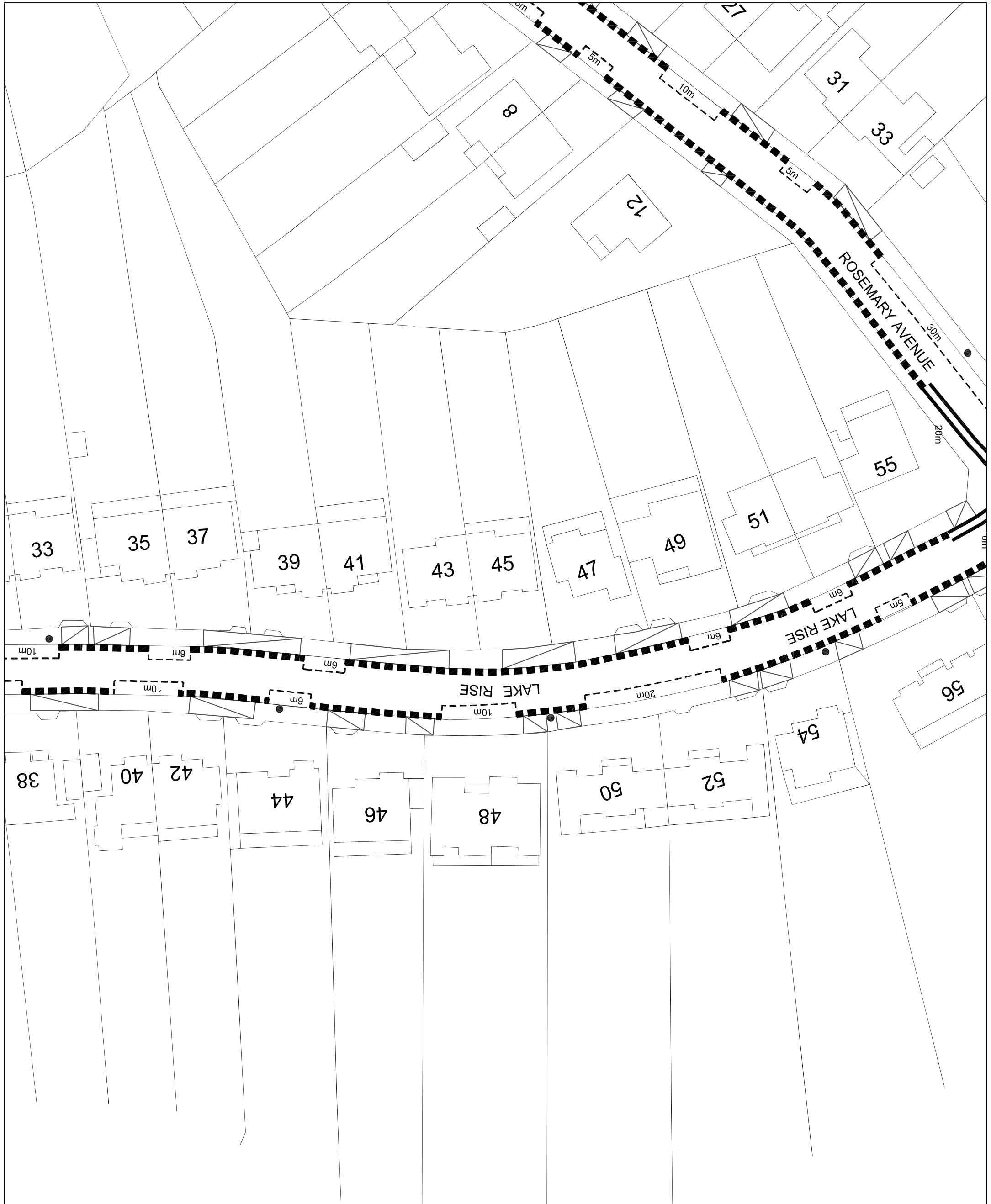
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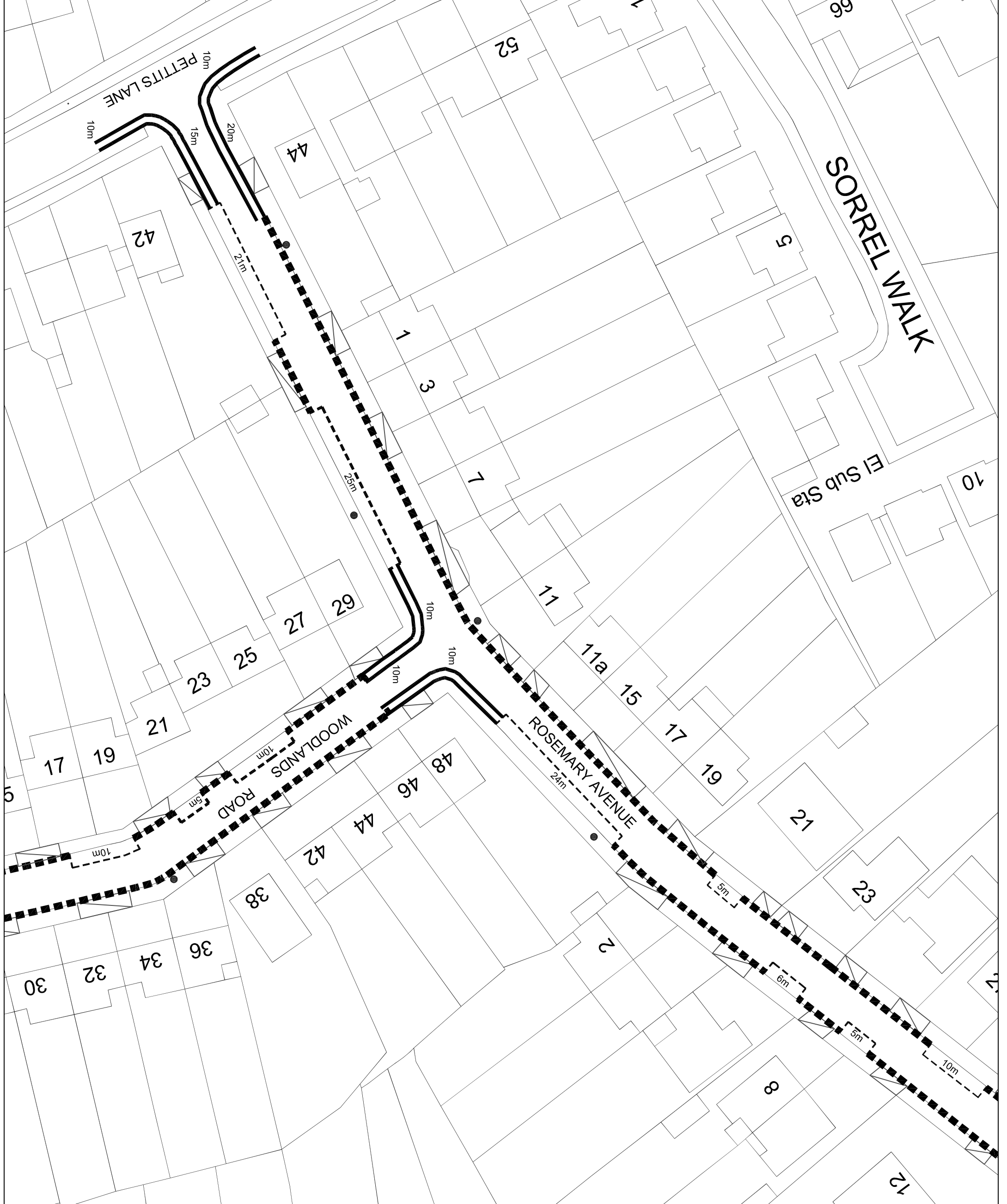
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JOB TITLE
 ROSEMARY AVENUE / LAKE RISE AREA
 PROPOSED RESIDENTS PARKING SCHEME
 DRAWING TITLE
 PROPOSED LAYOUT
 SHEET 5 OF 9

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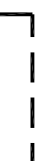


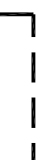


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 EXISTING VEHICLE CROSSOVERS

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REVISION	AMENDMENT	DATE

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 ROSEMARY AVENUE / LAKE RISE AREA PROPOSED RESIDENTS PARKING SCHEME
DRAWING TITLE
 PROPOSED LAYOUT
 SHEET 6 OF 9

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 CULTURE & COMMUNITY
 THE HATHORN CENTRE
 NEW HILL ROAD
 ROSEBURY MK7 7JA
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[---] PROPOSED RESIDENTS' PARKING BAY IN OPERATION 10AM TO 11AM. MONDAY TO FRIDAY

[/] EXISTING VEHICLE CROSSOVERS

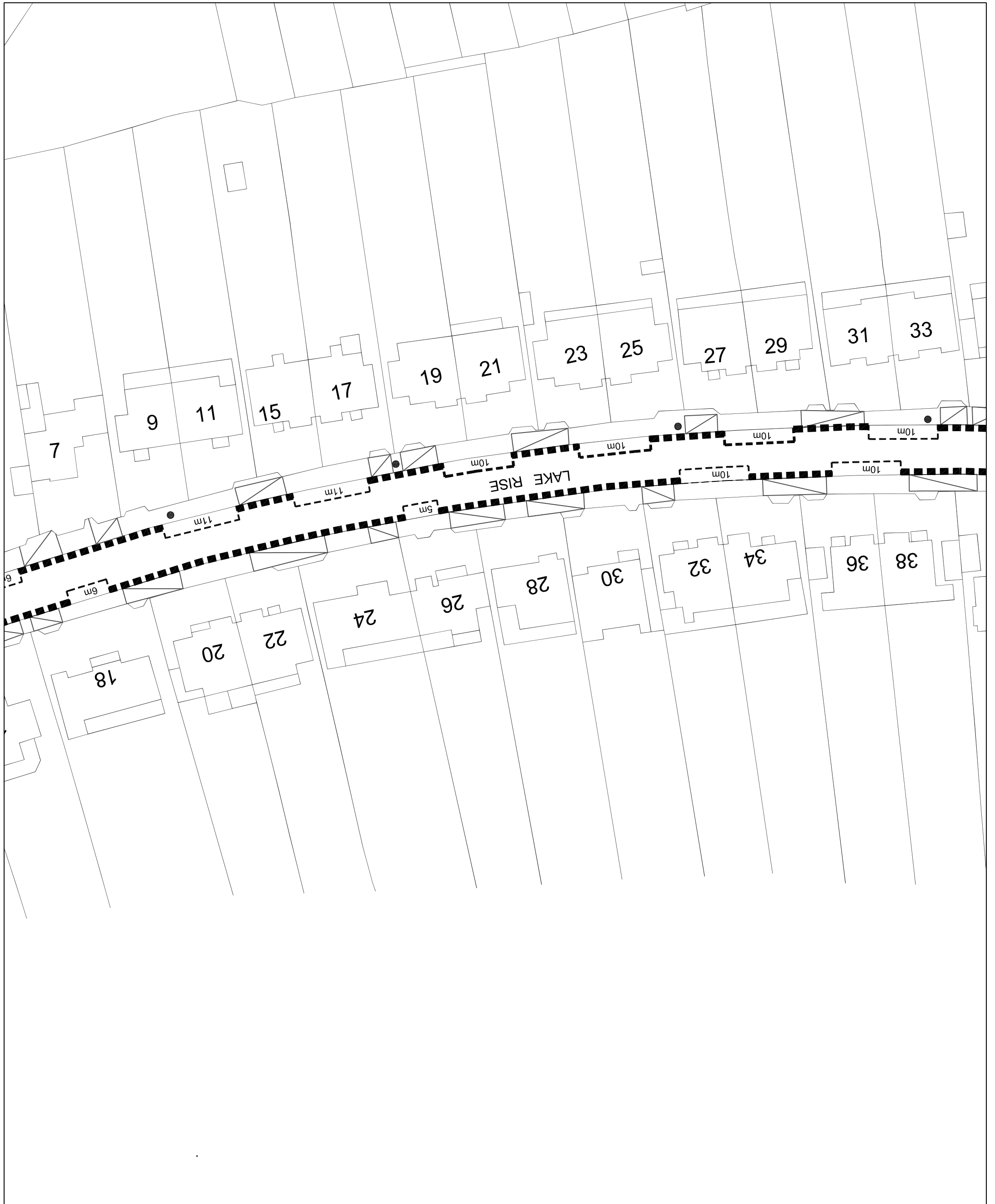
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REVISION	AMENDMENT	DATE

JOB TITLE
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 PROPOSED RESIDENTS PARKING SCHEME
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 SHEET 8 OF 9

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 FRIARS CHURCH BUILDING
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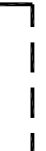
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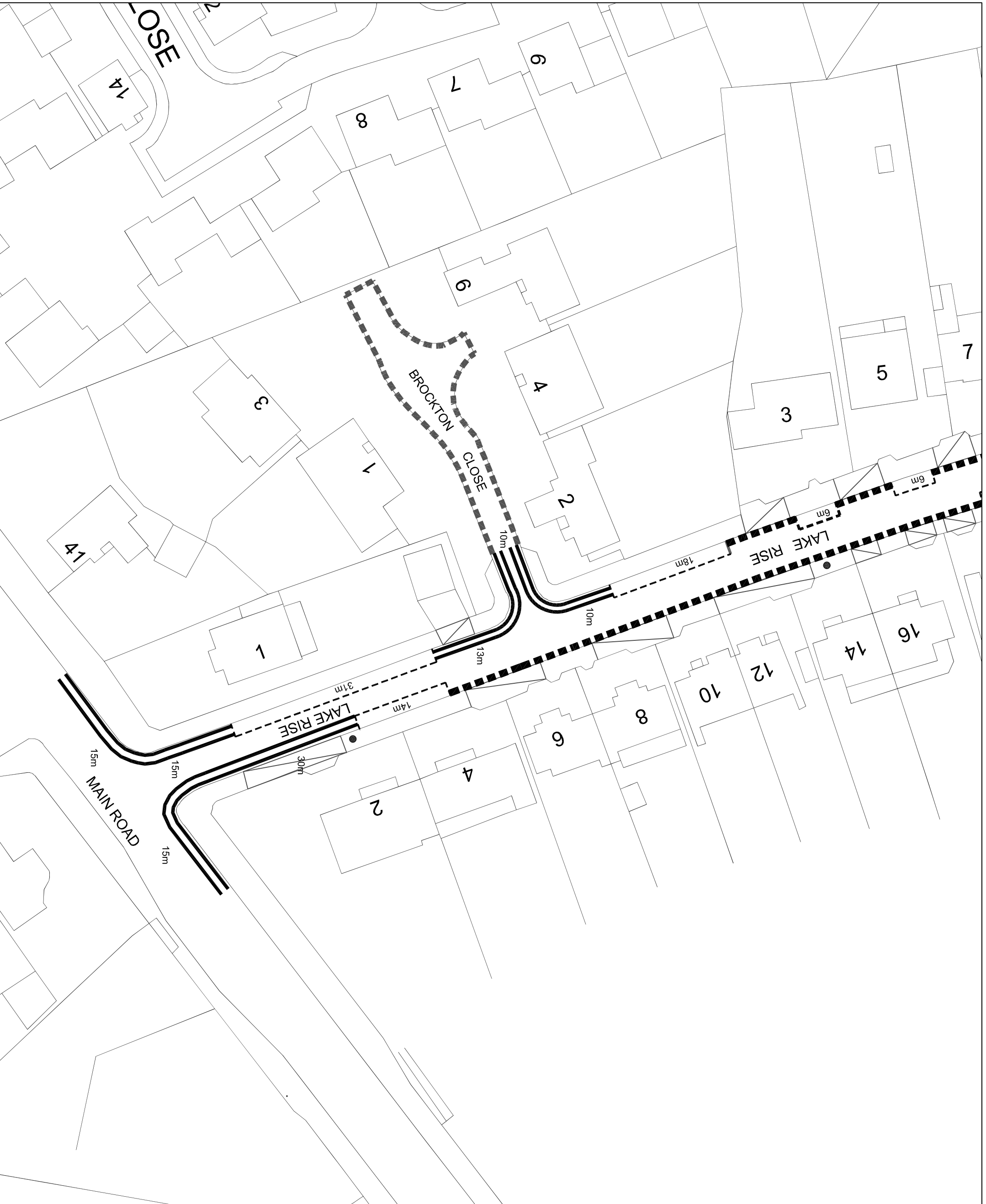
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REVISION	AMENDMENT	DATE

JOB TITLE
 ROSEMARY AVENUE / LAKE RISE AREA
 PROPOSED RESIDENTS PARKING SCHEME
 DRAWING TITLE
 PROPOSED LAYOUT
 SHEET 9 OF 9

STREET CARE
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 THE BARNHORN CENTRE
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 ROXBOROUGH ROAD 79A
 TELDEN, HAVERING, ESSEX
 SSG16 5LQ
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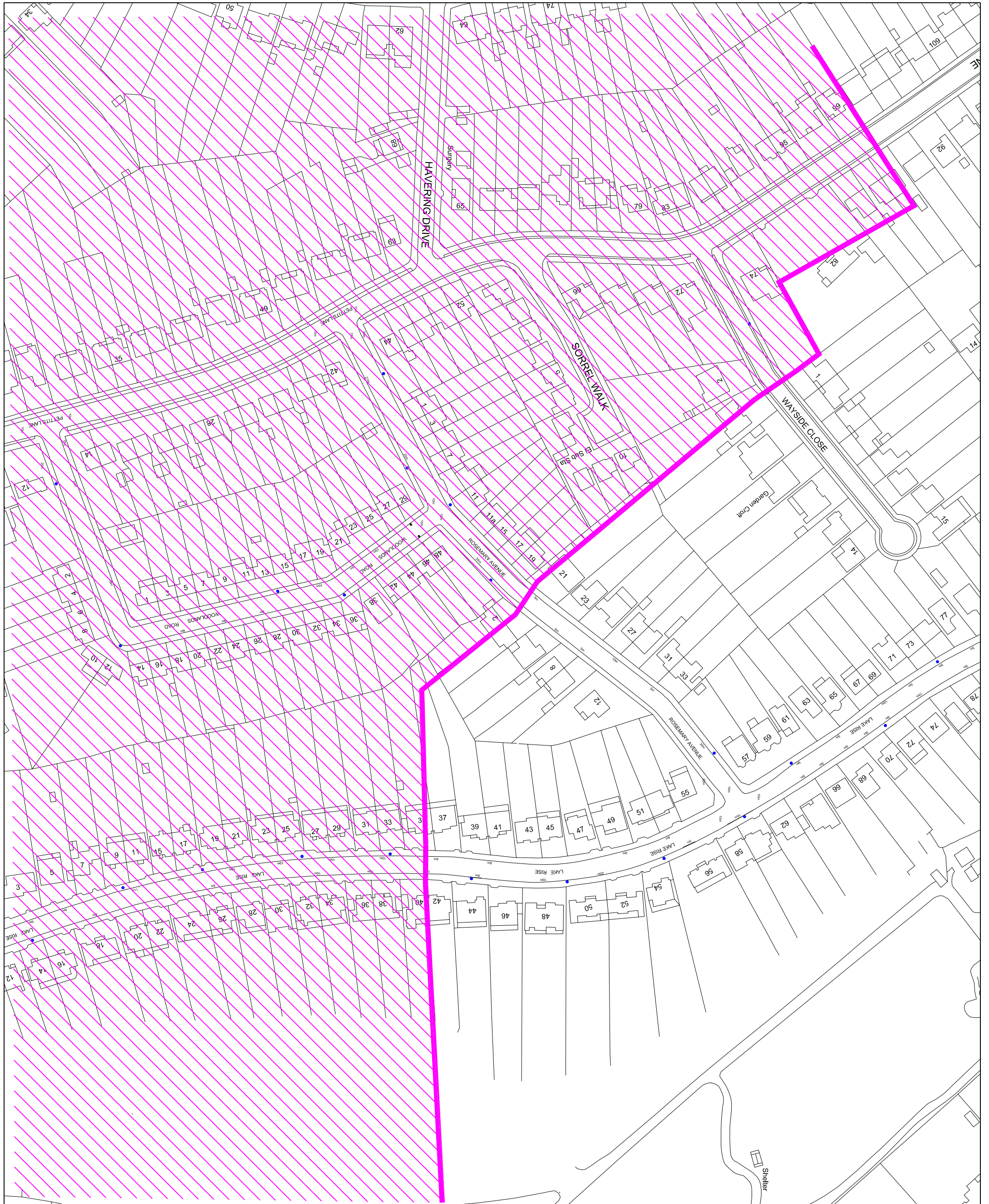
PURPOSE INFORMATION

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NOTES

 EXISTING AREA WITHIN
 SECTOR 5 OF THE
 ROMFORD CPZ



REVISION	AMENDMENT	DATE

JOB TITLE
 ROSEMARY AVENUE / LAKE RISE AREA
 PROPOSED RESIDENTS PARKING SCHEME

DRAWING TITLE
 EXTENT OF CURRENT
 CONTROLLED PARKING ZONE

STREET CARE
 CULTURE & COMMUNITY

Havering
 LONDON BOROUGH

THE BARNHORN CENTRE
 NEW HILL ROAD
 ROMFORD RM7 7TA
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 E-MAIL: info@streetcarehavering.gov.uk

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

21 SEPTEMBER 2010

Subject Heading:

**ELM PARK WALKABILITY
Rosewood Avenue and Coronation
Drive
Pedestrian Crossing Improvements**

Report Author and contact details:

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

This report recommends that one new uncontrolled pedestrian crossing is provided and five existing uncontrolled pedestrian crossings are upgraded in the Elm Park local centre.

RECOMMENDATIONS

1. That the Committee recommends to the Cabinet Member for Community Empowerment that the pedestrian crossing improvements, including the removal of two mature trees, as detailed in this report and shown on Drawing QH012/OF/51 be implemented.
2. That it be noted that the estimated cost of £15,000 including fees and tree replacement can be met from the 2010/11 allocation for Walking Improvements funded by Transport for London.

REPORT DETAIL

1.0 Background

- 1.1 In encouraging people to walk more, Transport for London has 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.
- 1.2 Pedestrian crossings of side roads were improved in St Nicholas Avenue and Maylands Avenue in 2009/10.
- 1.3 Work has continued into 2010/11. The existing pedestrian crossings to be improved will be provided with tactile paving and kerbs flush with the carriageway, realigned where necessary to suit pedestrian desire lines. The existing locations are 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.
- 1.4 The proposed location is at:
 - Rosewood Avenue outside no.1 Station Parade and children's nursery.
- 1.5 The existing crossing of Coronation Drive will require the removal of two mature Lime trees. The removal of a mature highway tree requires replacement with five new trees. The proposed locations for these are yet to be decided. Residents in the vicinity who have previously requested a tree will be offered one and further consultation with residents will take place in September. The planting season commences November.

IMPLICATIONS AND RISKS

Financial implications and risks:

That it be noted that the estimated cost of £15,000 including fees and tree replacement can be met from the 2010/11 allocation for Walking Improvements funded by Transport for London.

Legal implications and risks:

None.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

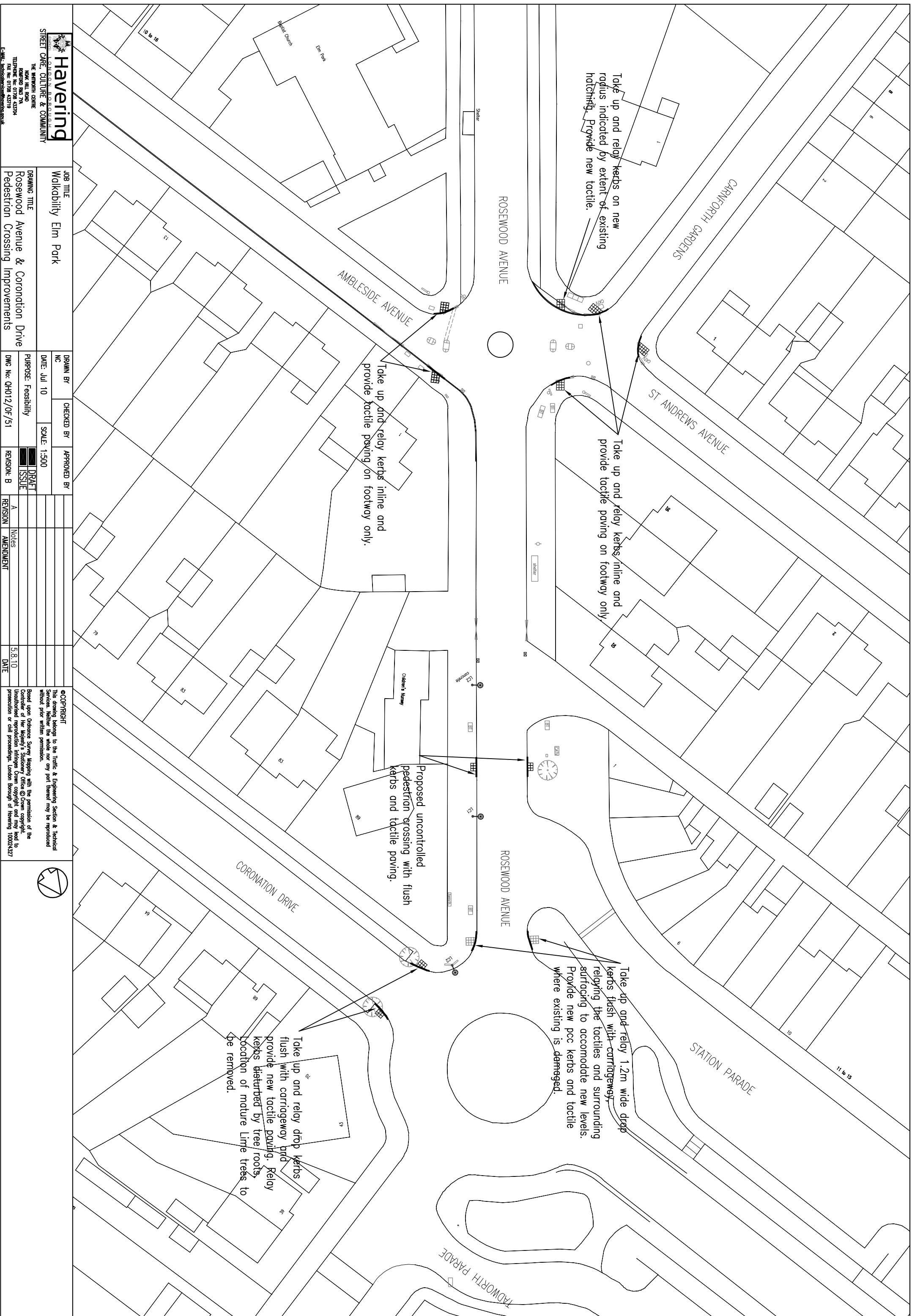
The provision of uncontrolled crossing facilities makes it easier for the less mobile sectors of the community to cross streets.

BACKGROUND PAPERS

Design Drawings

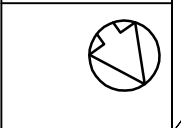
Drawing No.

QH012/OF/51 Walkability Elm Park – Rosewood Avenue & Coronation Drive
Pedestrian Crossing Improvements



REVISION	NOTES	DATE
A	Notes	5.8.10
	AMENDMENT	

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HIGHWAYS ADVISORY COMMITTEE

21 September 2010

10 REPORT

Subject Heading:

**HORNCHURCH TOWN CENTRE
(SOUTH) PARKING REVIEW
Outcome of area survey**

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@haverling.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 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 the area to the south of Hornchurch Town Centre. It proposes an area and principles for a controlled parking zone (CPZ) and seeks authority to design and advertise a detailed scheme.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report either;
 - (a) The Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement of the scheme, subject to comments put forward by the Committee, to cover the area shown on Drawing QJ044/109 and with the following principles;
 - The scheme shall operate between 8am and 8pm, Monday to Saturday;
 - 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;
 - That pay-and-display parking bays be provided where not directly affecting residents and where can be used for visitors to shops and restaurants in the area;
 - Double yellow lines be provided on all junctions and bends within the scheme area; 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 £10,000 which can be met from the 2010/11 revenue allocation for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 Residents in streets to the south of Hornchurch Town Centre have 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.
- 1.2 It has been suggested that the parking is a combination of commuters parking to work in the town centre and shoppers visiting the area. In

addition, some residents have also related parking problems occurring in the evening where evening visitors to the Town Centre cause similar problems.

- 1.3 On 21st 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. Drawing QJ044/101 shows the review area.
- 1.4 Approximately 1800 letters were hand delivered to the area on or just after 7th October 2009, with a questionnaire (a copy of which is in Appendix I of this report), with a closing date of 11th December 2009 for completion.
- 1.5 By the close of consultation, 351 responses had been received (20% response rate). The breakdown of responses is set out by street and question in Appendix II, with a summary of comments set out in Appendix III.

2.0 Analysis of responses

- 2.1 The views were mixed across the various questions and therefore Drawings QJ044/102 to 108 show graphically how views are expressed across the review area in response to the questions.
- 2.2 Question 1 asks if there is a problem which needs dealing with – 46% of respondents feel there is and 50% feel there is not. The views change across the review area with the areas immediately south and east of the Town Centre experiencing the greatest problems.
- 2.3 Of those believing a scheme is justified, the data is as follows;
 - 51% prefer a residents' parking scheme and 26% prefer waiting restrictions (Question 3);
 - 26% prefer a scheme operating all day, 48% prefer a scheme to operate all day and into the evening and 23% prefer a scheme to be in operation for an hour per day (Question 4);
 - 24% prefer a scheme to be in operation Monday to Friday and 70% prefer Monday to Saturday (Question 5);
 - 96% agree that double yellow lines should be introduced on junctions, bends and where servicing is difficult (Question 6);
- 2.4 Where respondents did not feel a scheme is required, they were asked what type of scheme they would prefer if one were introduced. The data in this case is as follows;
 - 27% prefer a residents' parking scheme and 42% prefer waiting restrictions (Question 7);

- 11% prefer a scheme in operation all day, 10% prefer a scheme to operate all day and into the evening and 43% prefer a scheme to be in operation for an hour per day (Question 8);
- 45% prefer a scheme to be in operation Monday to Friday and 19% prefer Monday to Saturday (Question 9);
- 87% agree that double yellow lines should be introduced on junctions, bends and where servicing is difficult.

2.5 Many issues were commented upon, but the following were highlighted a number of times (in no particular order);

- The Royal Mail sorting office was the cause of localised congestion and access problems;
- Parking problems have increased since the introduction of car park charges/ car park charges should be removed/ reduced for commuters and shoppers;
- Against being charged for on-street parking;
- Problems caused by vehicles parked near junctions;
- Local restaurants and businesses causing parking problems with staff and visitors;
- A parking scheme will push the problem further down the road;
- Council is killing off shopping/ businesses;
- Council should introduce measures to assist local businesses

3.0 Staff comments

3.1 The responses are split for and against a scheme across the review area, but the closer one gets to the Town Centre, the more support there is for something to be done.

3.2 There is wide-support for double yellow lines on junctions, bends and where servicing is difficult. If restrictions were installed at these sites, then further pressure will be brought onto the areas closest to the Town Centre.

3.3 Those responding against a scheme have 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.

3.4 If the Committee feel that a scheme is required closer to the Town Centre and assuming car park charges are to remain; Staff suggest that the area shown on Drawing QJ044/109 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.

- 3.5 Staff suggest that such a scheme would be in operation from 8am to 8pm, Monday to Saturday, with residents' bays. In addition, there are 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 have highlighted.
- 3.6 If the Committee agrees with Staff 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 HAC/ Cabinet Member process.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of introducing a controlled parking zone within the area identified (should this be the decision made following consultation on a detailed scheme) is £10,000; which can be met from the 2010/11 revenue allocation for Minor 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

1. Chairman's Decision Ref: 09/159

Drawings

QJ044/101	Review Area
QJ044/102	Question 1
QJ044/103	Question 3
QJ044/104	Question 4
QJ044/105	Question 5
QJ044/106	Question 7
QJ044/107	Question 8
QJ044/108	Question 9
QJ044/109	Proposed Town Centre South Zone

**APPENDIX I
PARKING QUESTIONNAIRE**



HORNCHURCH TOWN CENTRE PARKING REVIEW QUESTIONNAIRE

Please enter your name and address and answer Question 1
and **either** Part A **or** Part B as appropriate

Name:		Date:
Address:		

1. In your view, is there a parking problem in your road severe enough to justify action being taken by the Council? Yes
If your answer is YES go to Part A, if NO go to Part B No

PART A

Please complete if you feel the Council should take action with parking

2. Do you consider the parking problem to be caused by other residents, non-residents (shoppers, commuters etc) or both? Res
 Non-res
 Both
3. What form of parking control would you prefer to ease the situation – either Residents’ Parking Scheme (Res) or Waiting Restrictions (WR) – Please see note below Res
 WR
4. Over what hours would you like to see any restrictions or residents’ parking scheme operating? All day
All day – 8am to 6:30pm to match existing restrictions in Hornchurch All day/
All day, extending into the evening – 8am to 8pm evening
One hour in the morning – 10:30am to 11:30am 1 hour
5. For which days of the week would you like restrictions or a residents’ parking scheme operate? Mon - Fri
Monday to Friday or Monday to Saturday Mon - Sat
6. Do you support double yellow lines being placed at junctions, on bends and where servicing/ fire fighting access is difficult. Such restrictions would be in force, 24 hours per day, 7 days per week. Yes
 No

NOTE: A Residents’ Parking Scheme is one where residents’ parking bays are provided in each road where they can be safely installed, with a yellow line restriction placed between bays. Waiting Restrictions are where 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)

PART B

This section is for those who do not consider there to be a parking problem to give their views should the Council ultimately decide to implement a scheme

7. What form of parking control would you prefer to ease the situation – either Residents’ Parking (Res) or Waiting Restrictions (WR)
– Please see notes for explanations Res
 WR
8. Over what hours would you like to see any restrictions or residents’ parking scheme operating?
All day – 8am to 6:30pm to match existing restrictions in Hornchurch All day
All day, extending into the evening – 8am to 8pm All day/
evening
One hour in the morning – 10:30am to 11:30am 1 hour
9. For which days of the week would you like restrictions or a residents’ parking scheme operate?
Monday to Friday or Monday to Saturday Mon - Fri
 Mon - Sat
10. Do you support double yellow lines being placed at junctions, on bends and where servicing/ fire fighting access is difficult Yes
 No

COMMENTS

Please include any brief comments you may have directly relevant to *on-street* parking problems in your area. You are invited to give any other reasons you feel the parking problems have increased.

QUESTIONNAIRES SHOULD BE RETURNED BY FRIDAY 11TH DECEMBER 2009

PLEASE NOTE, 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.

**TRAFFIC & ENGINEERING, STREETCARE,
THE WHITWORTH CENTRE, NOAK HILL ROAD, ROMFORD RM3 7YA**

APPENDIX II
QUESTION RESPONSES BY STREET

	Abbs Lane	Abbs X Lane	The Avenue	Bruce Avenue	Devonshire Road	Dorrington Gardens	Drapers Court	Etton Close	Fairlands Close	Florence Close	High Street	Kernow Close	Mavis Grove	Mill Park Avenue	Ravenscourt Grove	Sandown Avenue	Shirley Gardens	Stanley Close	Stanley Road	Station Lane	Victor Approach	Victor Close	Victor Court	Victor Gardens	Victor Walk	Woodfield Way	Totals
Responses	17	8	50	33	50	11	1	4	1	3	7	1	7	35	8	6	1	3	43	25	4	7	2	12	4	8	351
Q1: Yes	13	4	16	15	12	9	1	4	0	1	4	1	6	25	1	6	0	0	11	5	4	6	2	10	0	4	160
No	4	4	31	17	38	1	0	0	1	2	2	0	0	8	6	0	1	3	30	18	0	1	0	0	4	4	175
Q2:Res	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Non Res	4	0	10	9	6	8	0	3	0	0	1	0	5	20	0	5	0	0	8	3	4	0	1	6	0	4	97
Both	8	4	6	7	4	1	1	1	0	1	3	1	1	5	1	1	0	1	3	2	0	6	1	4	0	0	62
Q3:Res	6	0	12	9	5	4	0	1	0	1	4	0	2	9	0	3	0	0	4	4	4	5	1	7	0	1	82
WR	4	2	2	5	6	4	1	2	0	0	0	1	3	13	0	2	0	1	6	1	0	2	1	1	0	1	58
Q4: all day	4	0	1	3	1	4	0	1	0	0	3	0	1	7	0	3	0	0	1	3	2	3	0	2	0	2	41
all day/ evening	8	1	9	8	6	3	1	4	0	1	1	1	4	10	1	0	0	0	6	0	2	3	2	6	0	0	77
1 hour	0	1	4	4	5	1	0	0	0	0	0	0	1	10	0	1	0	1	3	2	0	0	0	1	0	2	36
Q5:Mon-fri	1	1	4	7	5	0	1	0	0	0	0	0	1	9	0	3	0	0	3	1	1	1	0	1	0	0	39
Mon-Sat	11	1	10	7	6	8	0	4	0	1	4	1	4	17	1	2	0	1	7	4	3	6	2	8	0	4	112
Q6:yes	12	4	16	15	11	9	1	4	0	1	3	1	6	26	1	6	0	1	10	4	3	6	2	9	0	3	153
no	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	7
Q7:Res	3	2	5	4	6	3	0	1	0	1	1	0	0	3	0	0	1	1	7	4	0	2	0	0	3	1	48
WR	1	2	12	7	10	0	0	2	1	0	0	0	2	5	4	0	0	0	8	13	0	1	1	1	1	3	74
Q8:all day	1	1	1	2	6	2	0	0	1	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	19
all day/ evening	1	1	2	1	2	1	0	3	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	1	18
1 hour	1	2	12	8	8	0	0	0	0	1	1	0	2	5	5	0	1	1	9	13	0	1	0	1	1	3	75
Q9: Mon-Fri	1	2	11	10	12	1	0	0	0	1	1	0	0	5	4	0	1	1	11	12	0	1	0	1	2	2	79
Mon-Sat	1	2	6	1	3	2	0	3	1	0	0	0	2	2	1	0	0	0	4	2	0	0	0	0	2	2	34
Q10:Yes	5	4	27	15	24	3	0	3	1	1	3	0	2	9	7	0	0	2	22	17	0	1	0	1	1	4	152
No	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	1	2	2	16

**APPENDIX III
SUMMARY OF COMMENTS**

Abbs Cross Gardens

1	The estate Manager of The Herons has requested that the Council install yellow lines 25ft either side of the entrance, so that the Waste Lorry can enter and egress easily. Also in order that the elderly residents can see to exit.
4	Worst area for parking congestion is by the Sorting Office (Post Office) where parked vehicles prevent traffic from flowing.)
1	Would like double yellow lines
2	Need double yellow lines at junction with Abbs Cross Lane.
1	There are no parking facilities for employees of sorting office and along with school traffic, causes havoc every morning.
1	Parking problems continue into late evening owing to the many bars and restaurants in the area.
3	There is a lot of double parking in Abbs Cross Gardens from the entrance/exit of Appleton Way up to the entrance of The Herons.
1	Need double yellow lines either side of the entrance to The Herons.

Abbs Cross Lane

1	Request for speed cushions to prevent speeding traffic of a night.
2	Parking problems have increased since Council introduced parking fees at the car parks. There would not be so many problems if it was free.
1	If bollard outside Care Home was removed this would assist minicabs taking elderly/disabled people to/from care home.
1	Abbs Cross Lane from traffic lights to Abbs Cross Gardens should have parking restrictions as it is a very busy through road.

Highways Advisory Committee, 17th August 2010

Abbs Cross Lane continued/

1	Heavy parking and congestion in vicinity of the sorting office caused by postal workers and commuters.
1	Large works vans are always parked outside 35-41 Abbs Cross Lane. These belong to residents who live in houses nearer the junction.
1	Need yellow lines at junctions, so long as they do not continue further up the road.

The Avenue

3	Completely against parking restrictions – it is just another excuse to charge parking fees. No problems from junction of Sandown Avenue down to Abbs Cross Lane.
1	Any restrictions would reduce the amount of parking available and prevent residents from parking close to their homes.
17	The increase of on-street parking is a direct result of charging to park in the car parks.
1	On-street parking in Sandown Avenue and Dorrington Gardens is causing traffic flow problems through these roads.
6	If you abolish car parking charges this will rectify the problem.
2	Cars dangerously parked at the Station Lane end of The Avenue and junctions with main road.
1	Parking problems caused by workers who can no longer park free in Hornchurch
1	Any residential parking schemes introduced will simply move the problems on and will put the shops out of business.
2	Only action needed for this area is installing double yellow lines at junctions and on bends.
1	If you install residential parking it would only work if you allowed 1 bay per household. This would not be possible and would cause friction between neighbours.

Highways Advisory Committee, 17th August 2010

The Avenue continued/

1	No problems at the Abbs Cross end of the Avenue.
1	Would be most upset if the restrictions increased Council Tax.
1	We would happily pay for residential parking and would happily pay for a second car and also for visitor permits.
1	Worst areas for parking problems is outside numbers 1 – 24 and numbers 2 – 18 because they cannot have off-street parking.
3	Part of the parking problem is caused by the local restaurants not providing any parking for their workers or customers.
1	It is very frustrating for residents who are being penalised because their roads are being used by drivers as a free car park. Especially since there is a car park providing plenty of spaces just round the corner just for 20p per hour.
1	Shoppers and other non-residents use The Avenue to park at various times of the day and night. This prevents residents from being able to park outside their own properties.
2	Problems with commuters, shoppers and late night revellers all parking in The Avenue. They also park across residents' drives and also park so close to their drives that it is very difficult to get away.
1	Would support the 10.30am - 11.30am parking restriction provided that residents were given parking permits.
1	No problem with parking in this road during the day, however parking at junction with Station Lane is a problem after 6.30pm. This is because visibility of approaching traffic is impeded by parked vehicles.
1	You are charging us to see our children and family.
1	No real problems. I do not wish any new restriction to be applied in my road.
1	The questions on the form are slanted towards what the council really wants – that is raising cash from the motorist.
1	No Problems at the moment. Any restrictions will not benefit the owners of the houses at the beginning of the road who suffer from inconsiderate parking and they will disadvantage the 90% of residents who do not have any parking problems whatsoever.

The Avenue continued/

1	If you do continue to charge for parking I would suggest a reasonable fee would be £1.00 per 4 hours plus. It is the excessive charging by the council for parking in central Hornchurch that has forced people to park in the surrounding streets at the expensive of local residents.
1	I oppose the implementation of any of the schemes in the section of The Avenue between Sandown Avenue and Ringwood Avenue as there are no parking problems whatsoever.
1	Changes made to off-street public parking seem to have increased on-street parking.
1	Commuter parking has increased down the side roads since the council begun charging for parking in the car parks.
1	Car parks are now empty, streets are congested with commuter parking. This scheme is another money making scheme.
1	Problems caused by more workers driving into Hornchurch; more people eating in Hornchurch; more residents owning more than one car; more residents owning a car.
1	No problems near No 81. Any restrictions imposed will push the problem into surrounding roads further out. That is what happened when you started charging to park in the local car parks. Matter is made worse of an evening because of the number of restaurants.
2	Car parking charges made situation worse. Have nothing against reasonable parking charges but some provision should have been made for local residents. Commuters are unwilling to pay for parking so the best scheme should be residential parking. Many drivers use two parking spaces.
1	Although we have off-street parking, owing to the heavy parking it is sometimes too difficult and dangerous to drive off.
1	Dangerous congestion at junction of The Avenue and Station Lane and it is too tight to turn left into The Avenue coming from the Hornchurch direction. It is especially difficult at the weekend.
1	It is very dangerous for pedestrians at The Avenue/Abbs cross zebra when it is dark because you cannot see people waiting to cross.

Highways Advisory Committee, 17th August 2010

The Avenue continued/

1	Junction of The Avenue and Station Lane should have double yellow lines.
1	Since the extra parking fees have been introduced there have been more cars parking in The Avenue. This is sometimes a problem when these cars are parked close to my drive. It would be helpful if the space between driveways could be made larger.
1	Area around No 69 has no problems. Minor problem at the Station Road end and that is caused by the parking charges in the town centre car parks. Solution would be to rescind it.

Bruce Avenue

2	Bruce Avenue does not have any parking problems and there is no need for paid residential parking. Occasionally some people cannot park outside their own homes but there are always spaces further down the road.
1	Regarding question 10 – highway code states 30ft from a corner.
4	Amazed the Council sent out questionnaire when the problems of on street parking were caused by them in the first place by charging for parking that had always been free.
4	Significant factor in the increase of local parking has been the car parks pay and display policy. I do not agree with residential parking permits as this is just another cost to the local residents and again money payable to Havering Council. The council have already gained additional funds from the pay and display. I already pay enough council tax, out of which 4% already goes towards the StreetCare facility. NO! NO! NO!
1	Today (12-11-09 at 10am) there were over 100 empty car spaces in the car park, before you paid for parking, these spaces were full, so the council is responsible for congestion. Dorrington Gdns and Sandown Avenue are the only two roads with a problem caused by the Council. Therefore before rooking the residents with parking permits, you should solve the problem of empty car parks and congested roads. You are not looking for solutions – but making money.
1	I find parking worse at the weekend – It does not affect me Monday to Friday.
1	No problems with parking at the moment but if restrictions are installed in Dorrington and Sandown, the problems will be passed on to Bruce Avenue.

Highways Advisory Committee, 17th August 2010

Bruce Avenue continued/

1	Would like to strongly state that everyone very unhappy with the whole situation. It is very unfair to shopkeepers, workers, shoppers and residents.
1	The only parking problems are in Sandown avenue and Dorrington Gardens. Do not want to pay for residential parking just to subsidise other drivers who work in Hornchurch and will not pay to leave their cars in the car parks.
1	Bruce Avenue is unaffected but Sandown and its other turnings is awful. This is only since nearby car park started to charge. 20pence is not much for shopping, but the high daily charge for workers has forced them to park in the surrounding roads. A more reasonable fee of £3 to £4 would be more reasonable.
1	Area around No 10 does not have a problem, but if restrictions were implemented, it could have an adverse affect to this road.
1	Parking bays and permits will create a problem where there isn't one.
1	Problems are at the higher number end of Bruce Avenue and roads leading to the Town Centre are very congested due to commuter parking, caused by car parks charging. Agree that people should pay to park cars – they should not drive to Hornchurch, park for free then get a train.
1	This consultation is flawed because parking only became difficult since charges were introduced in the Hornchurch car parks.
1	The suggestion to place double yellow lines at junctions is surely covered by the highway code.
1	This is merely another attempt by the Council to extract more money from residents.
1	Parking becoming impossible in this street for several reasons; families have more than 2 cars; many properties have works vans, particularly at weekends. Also, commuter parking. If residents parking is introduced it would have to cover the whole street, otherwise you will simply "push" the problem further down the street.
1	Sandown Avenue is totally congested during the week and empty of a weekend. Something needs to be done, soon, because it is almost impossible to get off our drive.

Highways Advisory Committee, 17th August 2010

Bruce Avenue continued/

1	Shoppers now appear to use the car parks and owners do not recognise the Highway Code (rule 217) and they park on the junctions, across drives and across exits which causes problems for large lorries, refuse trucks etc.
1	On a personal concern the garage doors/drive up, in Sandown avenue – cars park right up to the edge and opposite the door, making it almost impossible to get off my drive. Double yellow lines would ease this situation.
7	There was never any problem with parking until charges were introduced. Council should re-introduce free parking in the car parks and one situation could be resolved.
1	Junction parking, especially at junctions of Bruce Avenue and Sandown and Dorrington Gardens, is very dangerous, causing restricted sight lines for oncoming vehicles. Highway code RTA1988 Sect 22 and cue reg 103 243 states “do not stop or park opposite or within 10 metres (32 ft) of a junction”. This is ignored by most of the drivers. I have contacted Cllr Mylod on this subject previously.
1	Parking in the dead end of Bruce Avenue where I live is a severe problem. Drivers double park. I have a disabled child who has a blue badge and struggle to get off my property.
3	Selfish parking by some residents, together with cars being parked on junctions, cause many problems and are an accident in waiting.
1	Parking restrictions are a good thing but will only “push” the problems further down the road.
1	Problems caused by works vans being brought home; families having more than 1 vehicle per household; some have drives but do not use them.

Devonshire Road

6	No parking problems in Devonshire Road. Do not install restrictions as it will spoil the area – although it would make the borough a nice extra income.
2	Only restrictions needed are yellow lines at junctions.
1	No restrictions needed in this road or Station Lane.

Devonshire Road continued./.

3	All car parks should be free otherwise you force drivers to park in surrounding roads to avoid fees and make roads congested.
1	Parking in Devonshire Road is mainly residential but influx of commuters in the morning, waiting restrictions would be detrimental to the majority of residents. Placement of yellow lines between parking bays would restrict the availability of spaces for residents.
3	Would not have had any problems if the Council had not introduced charges in the car parks. These should be free for people working in Hornchurch. Car parks are relatively empty now and the roads are full of cars. Stop charges and get cars off the road and into the car parks.
1	They are killing off shopping in the High Street, that was already struggling.
2	No to parking control, no parking restrictions, NO NO NO
1	Today's problems are a result of imposing charges in Hornchurch. This consultation should have had an option to remove these charges. It is just a ploy to give the council the justification to impose more restrictions.
1	Should have residential parking from 8.30 to 9.30 am to stop commuter parking and Town centre workers.
1	Too many commuters park in these roads making life difficult for residents who are primarily senior citizens, who have trouble getting out because the buses/assistance vehicles they use cannot get through to them because of vehicles parked outside their homes.
1	Resident of No 170 complains that the space outside his house is too small for most cars to park there, so the larger cars "overhang" his drive, which in turn makes it difficult for him to get off his drive.
1	Double yellow lines urgently needed extending at junction of Devonshire Road and Abbs Cross Road because cars park on either side of the road preventing vehicles from turning into Abbs Cross Road.
1	No problem with parking. Restrictions only cause headaches for residents and the many elderly and vulnerable people who live there.
1	Only some minor inconveniences caused by parking, but insufficient to warrant expense and inconvenience to residents.

Highways Advisory Committee, 17th August 2010

Devonshire Road continued./.

4	Leave things as they are – no need to mend something that is not broken.
1	Very difficult to park on hardstanding because since road was resurfaced the levels are different.
1	Commuter parking the cause of problems.
1	Double yellow lines needed in Station Lane between Stanley Road and The Avenue.
1	Do not allow cyclists to use the pavements and ensure they always have their lights on.
1	Many residents who have dropped kerbs do not use them. They should be made to pay to park in the road and where there is permit parking they should be made to buy them.
1	Too much fast traffic, need road humps. Also need speed limit reduction to 20 mph.
1	Need yellow lines across access to service road because people park across the access.
1	No problems in Devonshire Road, please do not make our road look like a supermarket car park with lined bays.
1	No problems in this road other than too many transit vans in this and adjoining roads

Dorrington Gardens

1	No to yellow lines except on junctions.
4	The cause of increased parking is due to charges introduced for parking in local car parks. Since this was introduced the number of parked cars has increased dramatically. The remedy for the situation is to remove the charges.
1	Most problem parking only began when charges for parking were introduced. People park across residents' drives and across access to residents' garages and are abusive when politely requested to remove the vehicles.

Highways Advisory Committee, 17th August 2010

Dorrington Gardens continued/

1	Resident managed to keep space for workmen who were working on his terraced house.
1	Although in agreement with residents parking scheme, I do not agree with charges, bearing in mind that these problems only started when the Council began charging for parking in the car parks. Also we have to pay a fee to cross the Dorrington Road car park in order to access my garage at rear of my property.
1	Evening parking is horrendous on bends and side roads in area of Appleton Way and Station Lane where the restaurants are.
1	Parking increased due to parking charges being introduced. Even though we paid a huge amount for a dropped kerb, the public still park across drive blocking access.
1	Shop workers cause parking problems, but if you force them to pay draconian charges the shops will close and that will solve your problem.
1	Very dangerous parking on junctions Station Lane end of Appleton Way, especially Friday/Saturday nights.

Etton Close

1	Etton Close very narrow. Many non-residents visiting local restaurants park their cars in Etton Close. If road was wider this would not be a problem. Part of the road has no proper footway forcing pedestrians to walk in the road. The vehicles also block entry into the road causing problems for any emergency vehicles. For all these reasons, resident feels parking restrictions are needed all day and evening.
2	Visitors to local restaurants of a night, visitors to test centre and commuters using the station, all park in Etton Close. Residents pay high council tax, why should they have to pay for parking permits.
1	A coach from Fellson Coaches has parked several times outside No 2 Etton close, cutting out the light from resident's windows.
1	Would like to see double yellow lines on both sides of the whole length of Etton Close. Reason for this request is because non-residents block drives, park and cause road to be very narrow and causing problems for lorries and large vehicles.

Fairlands Close

1	Would prefer restricted waiting and return time to enable people to drop off children at the school then drive off and similarly to use local shops ie short term parking.
---	--

Florence Close

1	On street parking only began since car parking charges were introduced.
1	Any restrictions would be unfair to residents who do not have facilities for off-street parking.
1	Residential parking scheme would be ideal to prevent all non-resident parking which will increase soon because of new restrictions coming into force in Station Lane.
1	There are just too many residents requiring spaces and not enough room to accommodate them. Residential bays would make it even worse because there would be fewer spaces.
1	Normal waiting restrictions unfair to residents because they could not park where they wanted..
1	A double yellow line along the south side of the road would prevent parking there, but this very rarely happens anyway.
1	Would be happy to sacrifice front garden in order to have a dropped kerb which would help by one space.

High Street

1	We live in flats which have private parking spaces but non-residents continually park there.
1	Non-residents and local business people do not want to pay for parking and therefore use residential streets to park causing no end of problems for residents.
1	Residents who have yellow lines outside their homes have to park a long way from their homes unless they want to pay high charges to park in Appleton Way. They need short term parking to be allowed outside their homes to allow them to load and unload.

Highways Advisory Committee, 17th August 2010

High Street continued/

1	Please install restrictions that will help local traders rather than lose them their customers due to too many restrictions.
1	No problems with parking. NO action needed otherwise will deter local trade.

Kernow Close

1	Need full restrictions on junction of Kernow Close and Station Road to prevent continuous parking there.
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Mavis Grove

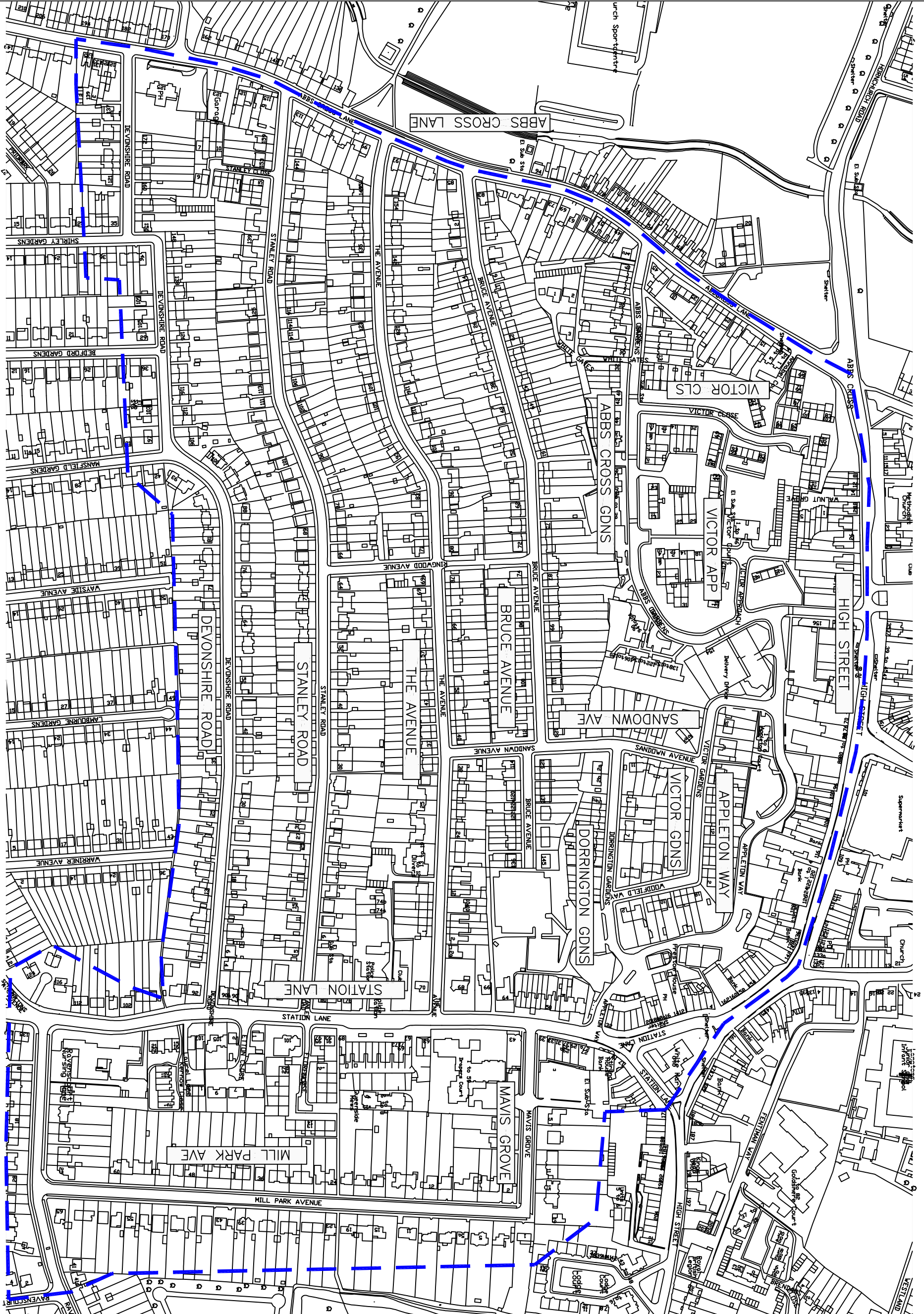
1	Need waiting restrictions because high number of non-residents from the bars and restaurants are parking in the roads rather than pay to park. They are also obstructing driveways.
1	Inconsiderate parking and double parking very dangerous to residents of Drapers Court.
1	Prefer just restrictions on the junction of Mavis Grove and Station Lane
1	Non-residents forced to park in Drapers Court Car Park because of parking restrictions in Mavis Grove, taking spaces from residents.
1	Suggest making Mavis Grove one way from Station Lane, thus avoiding traffic entering Station Lane to turn right. This would allow parking on the side of Mavis Grove without restrictions. This would prohibit cars and HGV's from entering Mavis Grove just to turn round. Would have to prohibit traffic turning right into Mavis Grove approaching from Hornchurch tube station.
1	Mavis Grove and Mill Park avenue are now car parks for non-resident drivers. There should be parking restrictions in place similar to those in Romford and Brentwood.

PURPOSE HAC

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REVIEW AREA

NOTES



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REVISION	AMENDMENT	DATE			

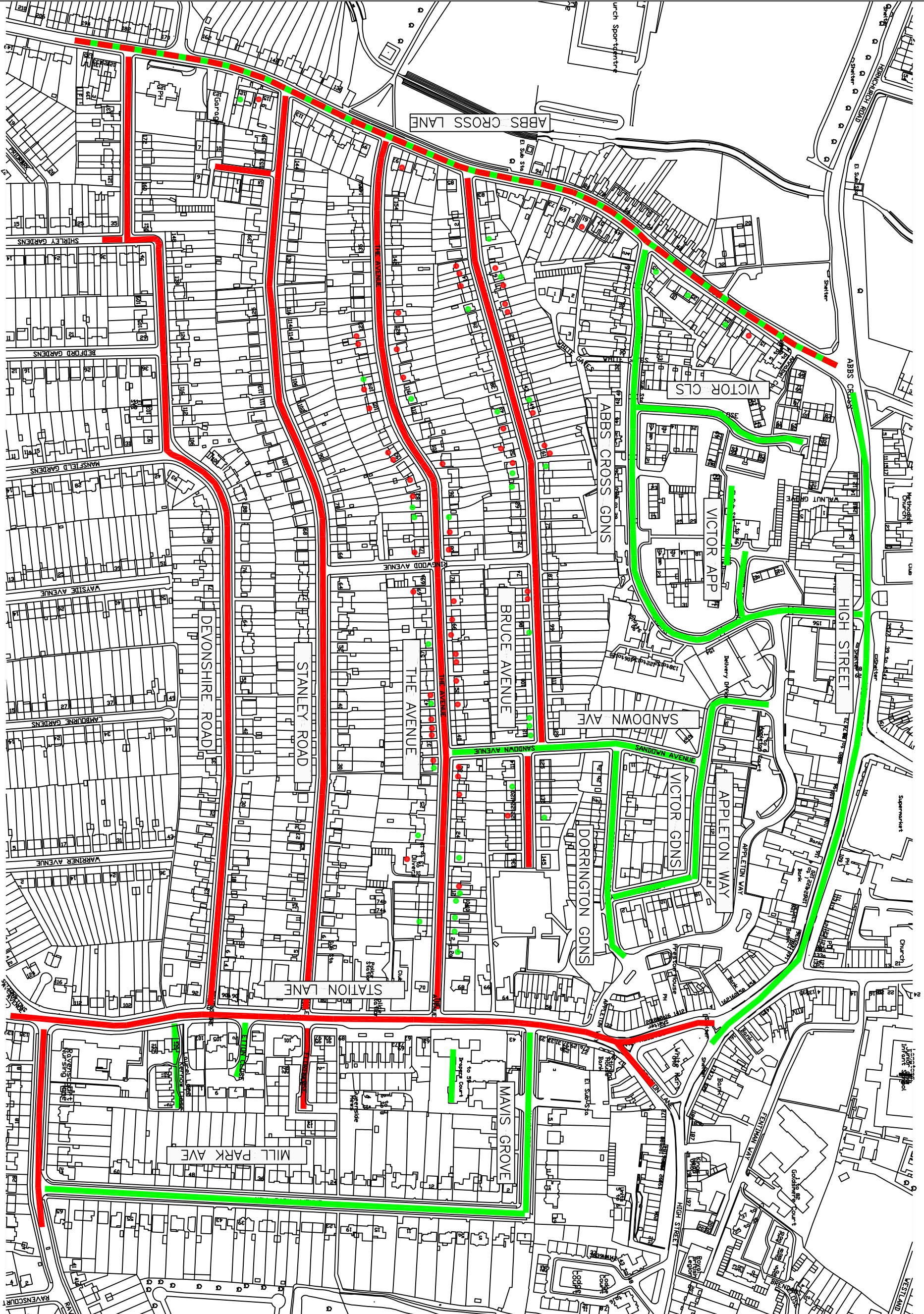
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NOTES
 QUESTION 1
 IS THERE A PARKING
 PROBLEM

YES
 NO



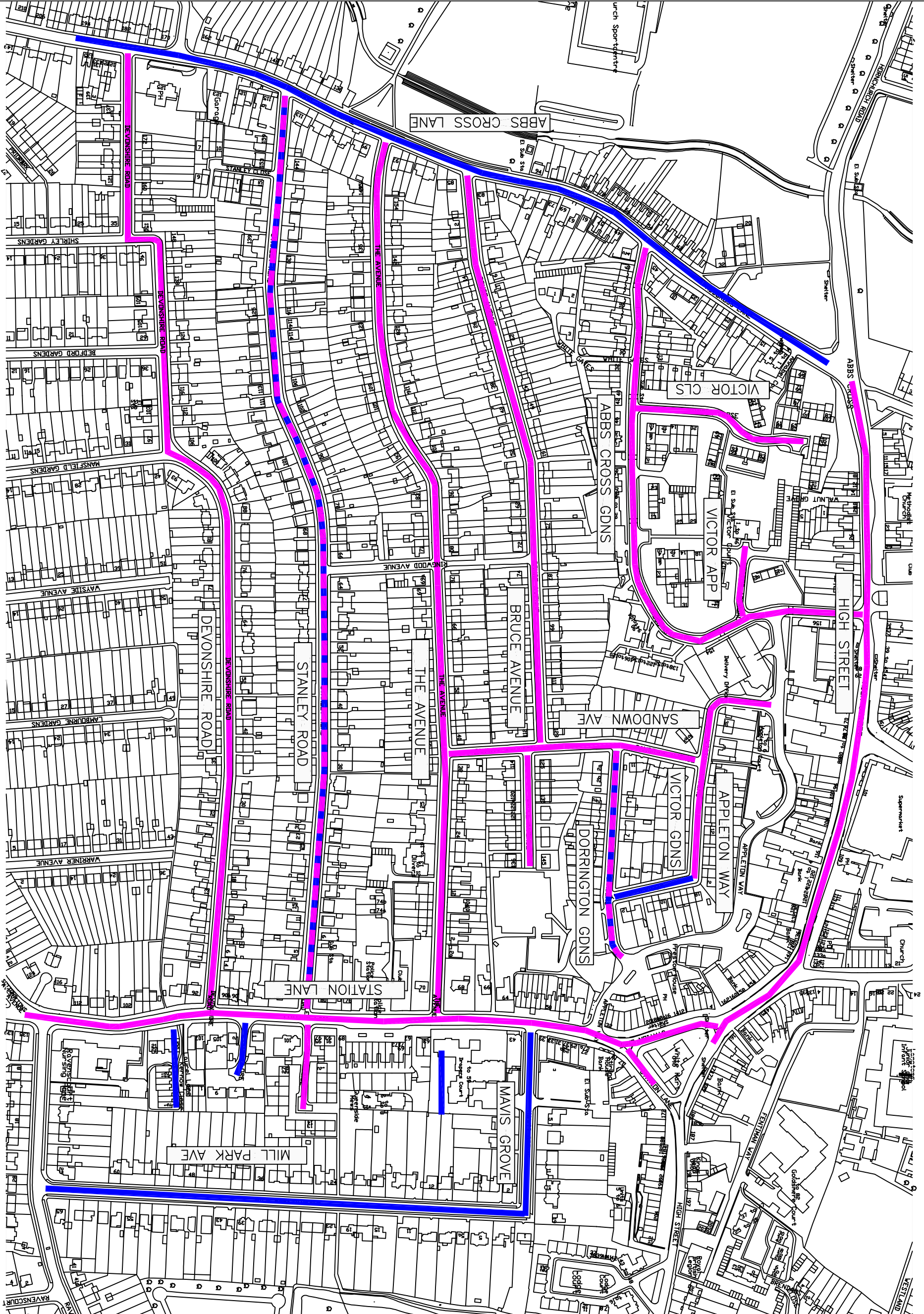
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DRAWING TITLE RESPONSES QUESTION 1							
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NOTES

QUESTION 3
 WHAT FORM OF CONTROL

- █ RESIDENTS' SCHEME
- █ RESTRICTIONS



REVISION	AMENDMENT	DATE

JOB TITLE
 HORNCHURCH TOWN CENTRE SOUTH
 PARKING REVIEW

DRAWING TITLE
 RESPONSES
 QUESTION 3

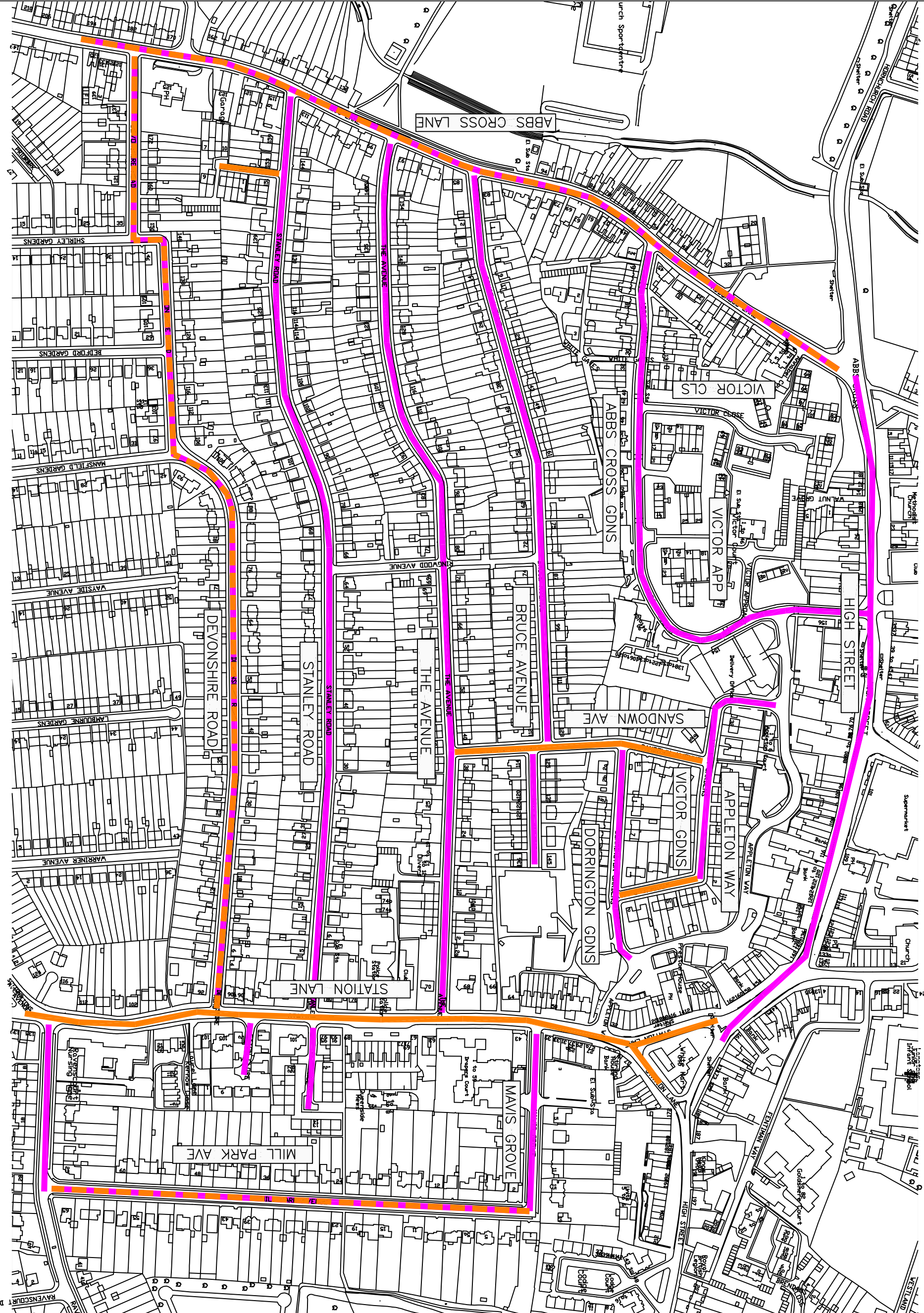
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NOTES

QUESTION 4
 HOURS OF OPERATION

- ALL DAY/EVENINGS
- 1 HOUR

REVISION	AMENDMENT	DATE

JOB TITLE
 HORNCHURCH TOWN CENTRE SOUTH
 PARKING REVIEW

DRAWING TITLE
 RESPONSES
 QUESTION 4

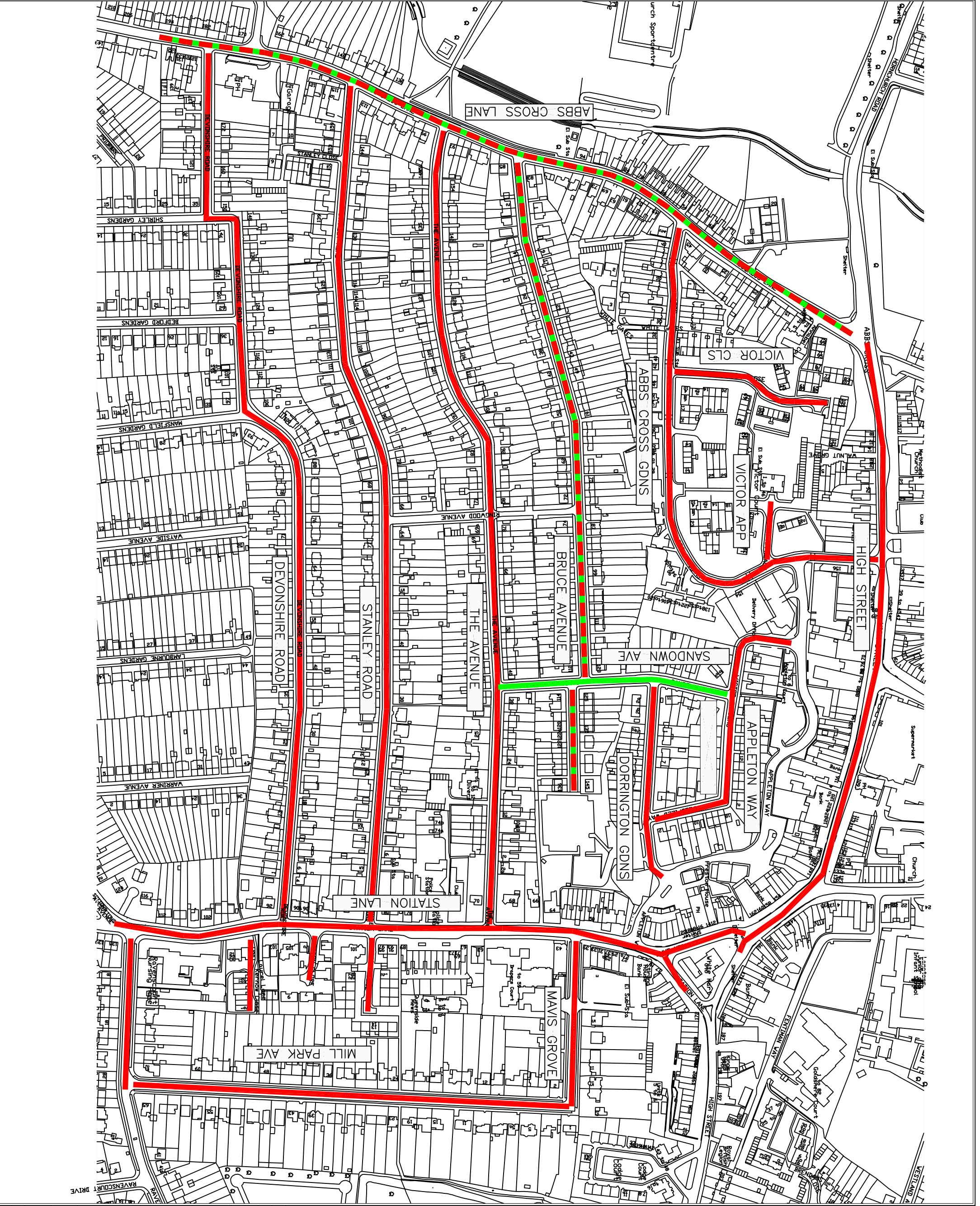
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NOTES

QUESTION 5
 DAYS OF OPERATION

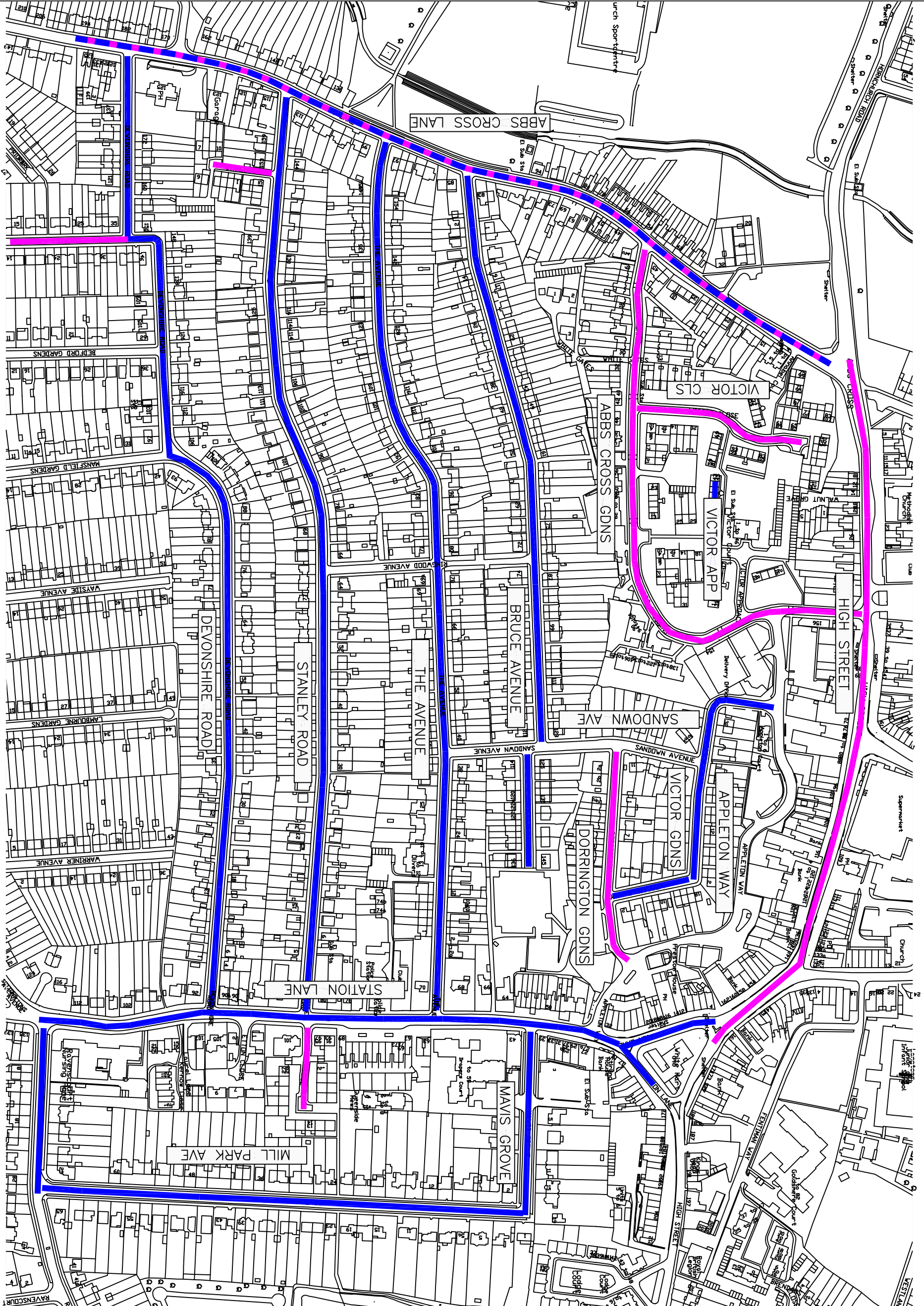
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JOB TITLE
 HORNCHURCH TOWN CENTRE SOUTH
 PARKING REVIEW

DRAWING TITLE
 RESPONSES
 QUESTION 5

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NOTES

QUESTION 7 (PART B)
 WHAT FORM OF CONTROL

- RESIDENTS' SCHEME
- RESTRICTIONS

REVISION

REVISION	AMENDMENT	DATE

JOB TITLE
 HORNCHURCH TOWN CENTRE SOUTH
 PARKING REVIEW

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 QUESTION 7

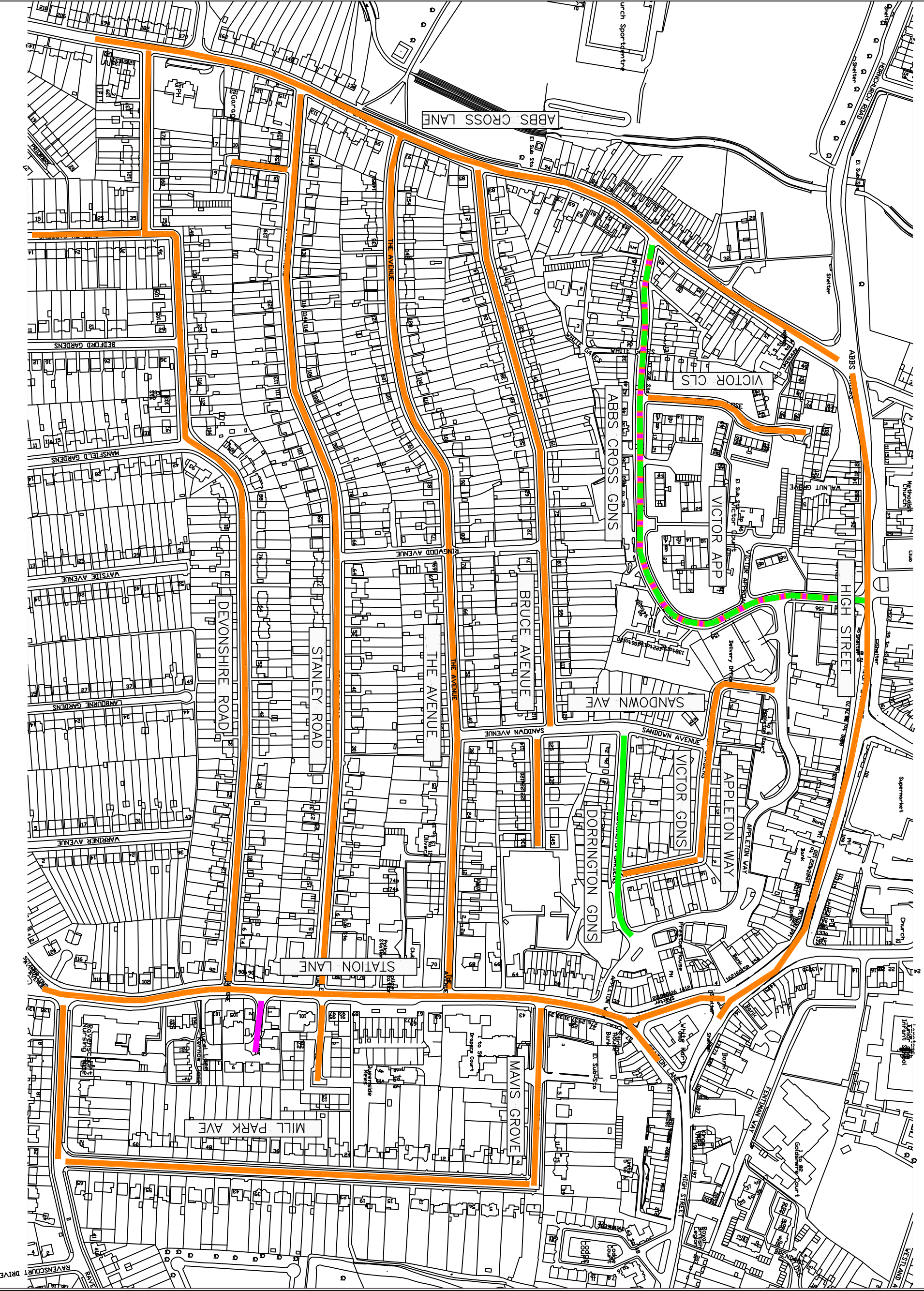
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NOTES
 QUESTION 8 (PART B)
 WHAT FORM OF CONTROL

- ONE HOUR
- ALL DAY
- ALL DAY/EVENING

REVISION AMENDMENT DATE

JOB TITLE
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 PARKING REVIEW

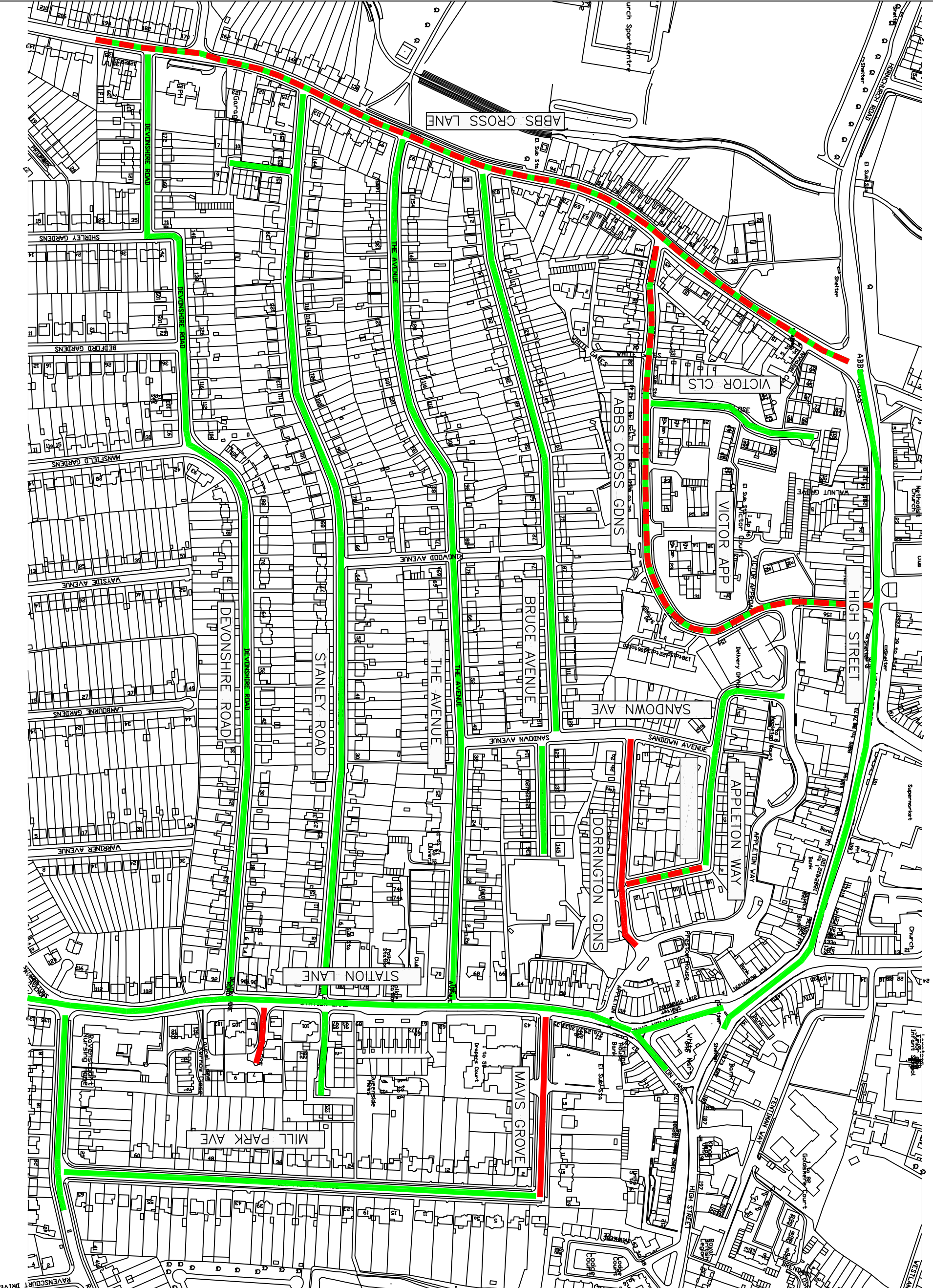
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 RESPONSES
 QUESTION 8

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NOTES
 QUESTION 8 (PART B)
 WHAT FORM OF CONTROL

- █ MON - FRI
- █ MON - SAT

REVISION	AMENDMENT	DATE

JOB TITLE
 HORNCHURCH TOWN CENTRE SOUTH
 PARKING REVIEW

DRAWING TITLE
 RESPONSES
 QUESTION 8

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