



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30pm	Tuesday 22 February 2011	Havering Town Hall Main Road, Romford
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Members 9: Quorum 3

COUNCILLORS:

**Conservative
Group
(5)**

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

**Residents'
Group
(2)**

Linda Hawthorn
John Mylod

**Labour Group
(1)**

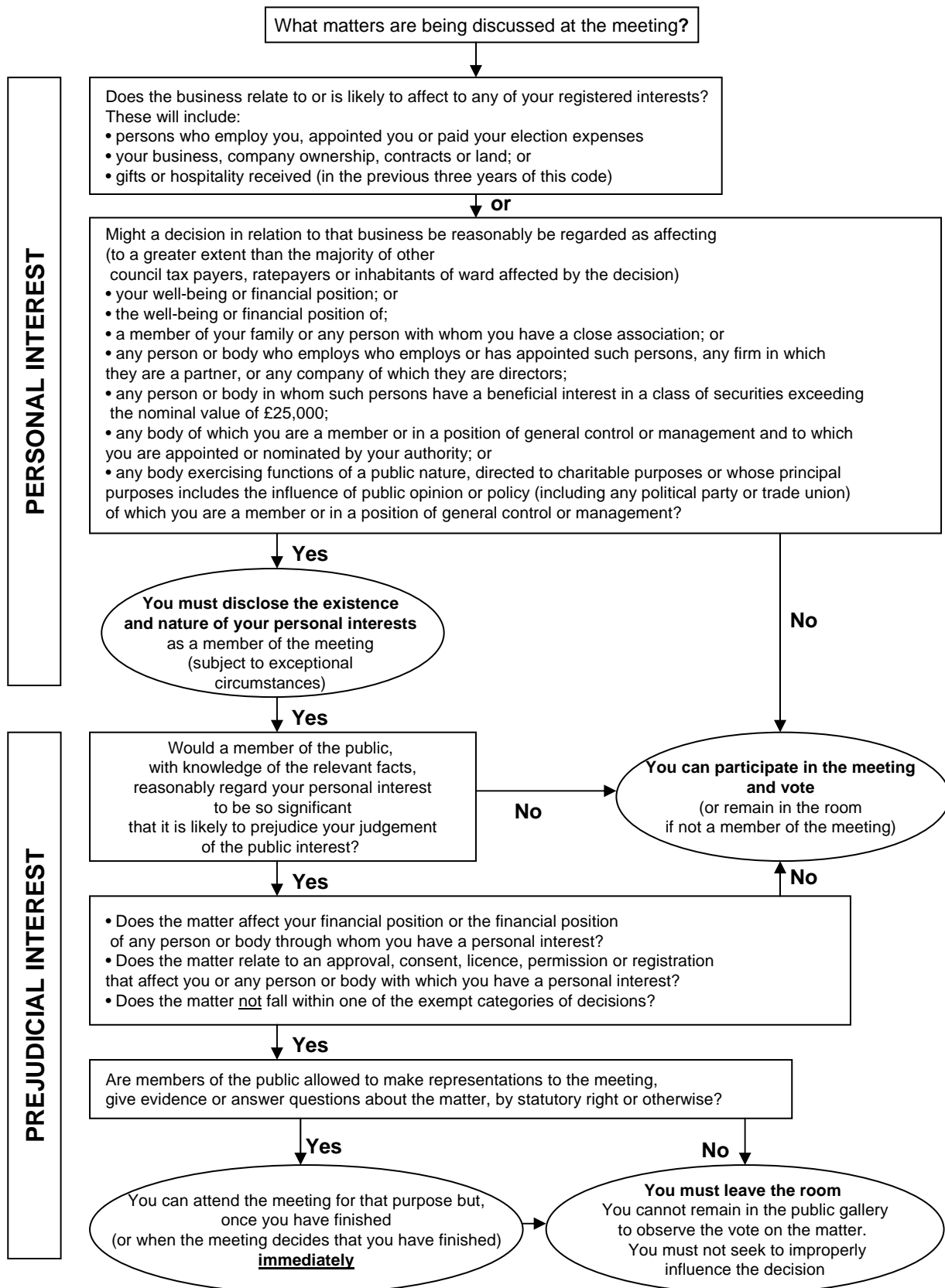
Denis Breading

**Independent
Residents' Group
(1)**

David Durant

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



AGENDA ITEMS

1 **CHAIRMAN'S ANNOUNCEMENTS**

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

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

3 **DECLARATION OF INTERESTS**

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

4 **MINUTES**

To approve as a correct record the minutes of the meeting of the Committee held on 25 January 2011, and to authorise the Chairman to sign them.

5 **HORNCHURCH TOWN CENTRE MAJOR PROJECT – Highway Scheme Application - Report Attached**

6 **WHITCHURCH ROAD – PROPOSED PARKING AND SAFETY IMPROVEMENTS - Outcome of Public consultation - Report Attached**

7 **BUS STOP ACCESSIBILITY – ROUTE 248 – HALL LANE - Outcome of Public consultation - Report Attached**

8 **CONSIDERATION OF SCHEMES PREVIOUSLY REJECTED - Report Attached**

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

10 **URGENT BUSINESS**

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

Highways Advisory Committee, 22 February 2011

**Philip Heady
Democratic Services Manager**

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Havering Town Hall
25 January 2011 (7.30pm – 11.15pm)**

Present:

COUNCILLORS:

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

Councillors Wendy Brice-Thompson, Michael Deon Burton and Fred Osborne were present for parts of the meeting.

There were about 30 members of the public present at the meeting.

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

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

Councillor Lynden Thorpe declared an interest on a matter relating to Gidea Park Local Centre as she was a member of the Civic Society and had taken an interest in the matter. This did not constitute a prejudicial interest.

There were no other declarations of interest.

61 MINUTES

The minutes of the meeting of the Committee held on 14 December 2010 were agreed as a correct record and signed by the Chairman.

62 CORBERTS TEY ROAD/GAYNES PARK ROAD/PARK DRIVE MINI ROUNDABOUT – PROPOSED ‘AT ANY TIME’ WAITING RESTRICTIONS - Outcome of Public consultation

The Committee considered the report that proposed ‘at any time’ waiting restrictions and a roundabout. Following a feasibility study that was recently been carried out to identify parking restrictions at this location. ‘At any time’

waiting restrictions were proposed to improve road safety. A public consultation had been carried out and the report detailed the finding of the feasibility study, public consultation results and recommended that the proposals be approved.

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

- That having considered the representations made recommends to the Cabinet Member for Community Empowerment that 'At any time' waiting restrictions at the Corbets Tey Road / Gaynes Park Road / Park Drive mini roundabout detailed in the report and shown on Drawing No: QE181-W be implemented and the necessary traffic order made.
- That, it be noted that the estimated cost of £600 would be met from the 2010/11 revenue allocation for Minor Parking Schemes.

63 BUS STOP ACCESSIBILITY – ROUTE 496 - Outcome of public consultation

The report before the Committee detailed the responses to a consultation for the provision of fully accessible bus stops along part of the Route 496.

The report proposed accessibility improvements developed for various stops along Route 496 covering locations in Upper Brentwood Road, Heath Park Road and Victoria Road.

The report outlined that 165 letters were hand-delivered to those potentially affected by the scheme and in addition, the proposals were advertised.

Since consultation took place, the Council had been requested by Network Rail to implement a 3 tonne structural weight limit on the Heath Park Road Railway Bridge for an indeterminate period of time.

The Council was in the process of complying with the request and this would mean that the 496 bus route would be diverted from a section of the route and therefore the any decisions on the affected bus stops should be deferred.

At the close of the consultation, 5 responses were received from the area not affected by the 3 tonne structural weight limit on Heath Park Road. All the residents objected to the proposals. The Metropolitan Police Traffic Unit and London Fire Brigade had no objections to the schemes and London Buses supported all the proposals.

Those objecting suggested that the proposals would remove on-street parking which would create further problems for residents with some suggestions that bus stops be moved away from their premises. Councillor Kelly proposed the rejection as there was no support for the scheme, Councillor Thorpe seconded the motion.

The Committee without debate **RESOLVED** not to recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements be implemented.

64 HERBERT ROAD ACCIDENT REDUCTION PROGRAMME – REVISED SPEED TABLE PROPOSALS - Outcome of Public consultation

The Committee considered a report as part of 2010/11 Havering Borough Spending Plan settlement. Herbert Road/Cranham Road/Hillview Avenue – Accident Reduction Programme was one of the schemes approved by Transport for London.

At its meeting on 16 November 2010 the Committee noted comments made by residents that the original proposal of six speed control humps for Herbert Road may encourage traffic to divert into Parkstone Avenue, which the Committee felt would provide more of a balance with Parkstone Avenue.

The Committee asked for residents to be consulted again on an alternative proposal for three speed tables. The report detailed the following revised proposals and public consultation results.

Option 1 – Three speed tables are proposed along Herbert Road.

Option 2 - Six speed control humps are proposed along Herbert Road.

The report informed the Committee that the Government had set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%, Child KSI by 50%, pedestrian and cyclist KSIs by 50% from the baseline of the average number of casualties for 2004-08. The Herbert Road Accident Reduction Programme would help to meet these targets.

The Committee without debate **RESOLVED:**

1. That having considered the representations made recommends to the Cabinet Member for Community Empowerment that **Option 1** - Three speed tables be implemented as shown on Plan No QJ008/3R.
2. That it be noted that the estimated cost of £25,000 would be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

65 FRONT LANE/AVON ROAD AREA – ACCIDENT REDUCTION PROGRAMME PROPOSED PARKING AND SAFETY IMPROVEMENTS – Outcome of Public consultation

The Committee considered the report for Front Lane / Avon Road Area –

Accident Reduction Programme that was one of the schemes approved by Transport for London for funding. A feasibility study had been carried out to identify parking and safety improvements along Front Lane / Avon Road area and 'At any time' waiting restrictions, short term parking bays and minor carriageway widening.

A public consultation had been carried out and the report detailed the finding of the feasibility study, public consultation and recommended that the outlined proposals be approved.

The Committee considered the report and without debate **RESOLVED** to **RECOMMEND** to the Cabinet Member for Community Empowerment:

1. That 'At any time' waiting restrictions, short term parking bays and minor carriageway widening detailed in the report be implemented as shown on Drawing Nos. QJ003/1 and QJ003/5 and the necessary traffic order made.
2. That in light of the public consultation results, T-Bar marking outside property No. 8 Moultrie Way will be provided to improve vehicular access. Zig-zag markings extension proposals will be omitted from the original proposals.
3. That, it be noted that the estimated cost of £70,000 would be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

66 ELM PARK AVENUE/ST NICHOLAS AVENUE AREA ACCIDENT REDUCTION PROGRAMME – Outcome of Public consultation

The report before the Committee detailed finding of the feasibility study, public consultation that recommended traffic calming measures in the area and junction speed table, speed tables, red surfacing, 20/30 mph roundels to be approved.

The Committee considered the report and without debate **RESOLVED** to recommend as set out in the report:

1. That having considered the representations made recommend to the Cabinet Member for Community Empowerment that the junction speed table, speed tables, red surfacing, 20/30 mph roundels as detailed in the report and shown on drawing Nos. QJ005/1 and QJ005/3 be implemented.
2. That, it be noted that the estimated cost of £70,000 would be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

67 RING ROAD SPEED AWARENESS - REVISED VEHICLE ACTIVATED SIGNS
– Outcome of Public consultation

At its meeting on 14 December 2010, the Committee considered a speed awareness report that proposed Vehicle Activated Signs on the Ring Road. Following the rejection of the scheme, some Members asked to investigate the possibility of providing larger vehicle activated signs along part of the Ring Road. A feasibility study had been carried out and the report detailed the finding of the proposals. Larger vehicle activated signs were proposed along Thurloe Gardens and Waterloo Road.

The Committee considered the report and without debate **RESOLVED** that the proposal be rejected.

Councillor Kelly proposed the rejection and Councillor Thorpe seconded the motion.

1. The Committee having considered the representations recommended to the Cabinet Member for Community Empowerment that the vehicle activated signs not be implemented as proposed.

The voting was 7 votes to 2.

68 ORANGE TREE HILL ACCIDENT REDUCTION PROGRAMME- PROPOSED ADDITIONAL ROAD NARROWING STREET – Outcome of Public consultation

The report before the Committee detailed Accident Reduction Programme that was approved by Transport for London for funding. The Committee approved various schemes in December. As part of the scheme, an additional road narrowing was considered along Orange Tree Hill and a separate public consultation had been carried out in December. A report that detailed the outcome of this public consultation and recommended that the proposed road narrowing as described in the recommendation be approved.

The Committee considered the report and without debate **RESOLVED** to recommend as set out in the report.

1. That having considered the representations made recommends to the Cabinet Member for Community Empowerment that the proposed additional road narrowing detailed in the report and shown on Drawing QJ002-100 be implemented.
2. That it be noted that the estimated cost of £15,000 would be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

69 PROPOSALS TO IMPROVE ACCESSIBILITY FOR PASSENGERS IN MAWNEY ROAD ROMFORD

The report before the Committee outlined details proposals to improve accessibility for passengers at the existing bus stop in Mawney Road, Romford, so there would be no costs to the Council.

A local resident had brought to the attention of the Council and London Buses that the existing bus stop situated outside nos. 235/237 provided difficulties for passengers, particularly the elderly and those using wheel chairs when boarding or alighting buses.

The report stated that the problem was due to the lack of a hard standing area for passengers used to alight or board buses at the existing bus stop. Passengers board or alight in an area which was adjacent to a driveway for property no. 235 Mawney Road.

The design guides published by Transport for London required bus stop areas to be 140mm (maximum) above the carriageway level to enable buses to safely dock adjacent to the kerbs. In the case of the existing stop, the waiting area for passengers was flush with the road level. Buses could only lower the loading platform up to the designed heights but in the case of the existing stop, it was still insufficient for passengers particularly on wheel chairs to board or alight safely.

In order to overcome the problem, new measures had been identified such as provision for a hard standing for passengers to wait. London Buses had proposals to relocate the bus stop flag and the exact location of the stop was subject to Committee agreeing the proposals.

Seven responses were received that included London Buses, Metropolitan Police, Council's Road Safety Officer and 4 from the local residents. The following responses had been summarised in the report.

London Buses supported the proposals. The Metropolitan Police and the Council's Road Safety officer had responded that the measures were sensible and would ensure that the stop was compliant with the Disability Discrimination Act of 1995.

A resident of no 241 Mawney Road had objected to the proposals. He stated that rarely one or two passengers use the stop and had seen buses lowering their suspensions to facilitate boarding for elderly passengers. The respondent considered that the hard standing covers the length of three houses and considers that it was excessive in size as compared to other bus stops in the town centre. The respondent had further queried if there would be any compensation or rebate in the Council Tax due to the loss of property values.

A resident of no.239 Mawney Road has objected the proposals. Firstly, she cannot see why many complaints have been received about this bus stop as there is rarely anyone waiting at this bus stop to travel towards Collier Row. Secondly, if the proposals proceed ahead then she might not be entitled to

have a drop kerb for a driveway in the future. Thirdly, the resident considers that as the country is suffering economic hardship, whereby money could better be spent on projects such as services for the elderly or on street cleaning.

The respondent of no. 252 Mawney Road agreed that there was a problem with boarding and alighting at this stop and considered that the proposal for a hard standing was a good idea. He further highlighted the importance of relocating the bus stop flag from its current location as stationary buses at this bus stop sometimes blocked the traffic due to the presence of the existing pedestrian island.

A resident of no. 237 had strongly objected to the proposals to relocate the existing bus stop directly outside his house. He proposed to install a driveway for his property in the future but his circumstances at present do not allow him. He considered that the proposals would restrict him from carrying out the works.

Officers concluded that the objections raised by the respondents do not carry any significant concerns, therefore, it was recommended that the proposals be implemented. That the proposals would not displace any parking for the residents. There was ample free parking available in Forest Road and other roads in the area. In addition, most residents had garages at the rear side of their properties and had a private alleyway to gain access to them. It was anticipated that once the hard standing was installed, it would improve safety for passengers at the existing bus stop and in accordance with the Disability Discrimination Act of 1995.

In accordance with the public participation arrangements the Committee was addressed by a resident who expressed his views in favour of the scheme explaining how difficult it was for some people to access the bus.

Members briefly debated what sort of calming measures to be implemented for the scheme

A Member suggested that the scheme be implemented with the understanding that the residents in the affected properties would be permitted a vehicle access in the future. It was felt that the scheme would accommodate a high kerb by the bus doors and still allow a dropped kerb between. But officer guidance stated that to permit dropped kerbs in such a location was not only technically unfeasible, but would be against the adopted StreetCare policy for dropped kerbs where they interfere with bus stops.

A Member suggested that the minimum high kerb length of 10 metres which would serve both doors and give some leeway for drivers be implemented.

The Committee **RESOLVED:**

That having considered the representations **not to recommend** to the Cabinet Member for Community Empowerment that the scheme be implemented: that vote was carried with 7 votes in favour of rejecting the proposed scheme and 2

votes against. Councillors Mylod and Thompson voted against.

70 SOUTH HORNCHURCH AND RAINHAM MINOR PARKING SCHEMES – Outcome of Public consultation

At the Committee meeting on 19 October 2010, proposals dealing with the outcome of the public consultation for several schemes in the South Hornchurch and Rainham areas were rejected.

Cllr Durant wrote to the Committee Chairman on 20 October 2010 indicating that he felt that a misunderstanding led to the vote against all of the proposals and that in fact he supported five of the proposals.

The report before the Committee detailed the various schemes.

In accordance with the public participation arrangements the Committee was addressed by a resident who expressed his views in favour of the schemes.

The Committee **RESOLVED**:

1. That having considered the representations made for the group of schemes as set out in the report and Appendix II decided
 - (a) To recommend to the Cabinet Member for Community Empowerment that the schemes be implemented
2. That it be noted that the estimated cost of implementing all of the schemes is £3,500 which can be met from the 2010/11 revenue allocation for Minor Parking Schemes.

71 GIDEA PARK LOCAL CENTRE – ENHANCEMENTS PACKAGE, PHASE 1

The report before the Committee sets out the principles of the Gidea Park Local Centre Enhancement Package and sought the recommendation to the Cabinet Member that works on Phase 1 proceed, with a further report on certain elements of the scheme.

The scheme was intended to compliment the proposed Crossrail scheme, of which Gidea Park was a station which had the potential to increase passenger use.

The allocation was made following earlier work in 2009/10 where pedestrian routes to Gidea Park Station were reviewed, along with physical surveys of the area and the locating of buried utilities all informing a detailed design process which is ongoing.

In order to plan works and to deal with any budget reductions, the work has been split into 2 main phases.

Phase 1 would utilise the first 2-years of funding to improve the area around the station as follows:

- Widening and renewal of footways in Station Road (station side) and Balgores Lane (shops side opposite Station Lane) to create more space for pedestrians using the shops and station, using higher quality materials to be in keeping with the adjacent Gidea Park Conservation Area
- As a result of footway widening, the two zebra crossings near the junction of Balgores Lane and Station Road narrowed to make crossing times for pedestrians shorter, with a small reduction in delays for traffic as a result
- Creation of a dedicated drop off/ pick up bay outside station entrance to allow drivers to stop for a short period of time to pick up/ drop off those using the railway (sometimes called “kiss and ride”); provided to reduce illegal waiting in the bus stops and on the zig-zags of the zebra crossing
- Provision of a loading bay on Station Road, just east of the station to allow local businesses to load and unload legally (to reduce illegal loading in the bus stops)
- Upgrade of existing bus stops on Station Road so they are fully accessible, with the east-bound stop moved to a footway build-out (to release space for the loading bay)
- Short extension of existing pay-and-display parking bay on the western side of Balgores Lane (opposite Station Road) to provide space for an additional 2 parking places
- A raised entry table for Fairholme Avenue at its junction with Balgores Lane to improve pedestrian access to the shops and station area
- Street lighting improvements within the area, including new lanterns, painting or replacement of columns (depending on budget and condition), plus new lighting for the 2 zebra crossings
- Additional trees within the centre
- Removal of any unnecessary pedestrian guardrail, traffic signs and street furniture

During the debate, Members of the Committee discussed issues relating to the footway widening on Balgores Lane that those turning right into Station Road would block following traffic.

There were also concern that the narrowing of Station Lane would affect traffic flow and that the removal of the pedestrian refuge would not help pedestrians.

The Committee suggested that the footway widening on Balgores Lane be dropped and the design adjusted accordingly

The Committee **RESOLVED**:

1. To recommend the revised design as agreed by the Committee without the narrowing of Balgores Lane to the Cabinet Member for Community Empowerment that Phase 1 of the Gidea Park Local Centre Enhancement Package be implemented.
2. That following consultation and advertisement, the parking bays, loading bay and speed table elements of the scheme would be the subject of a further report in the coming months.
3. That it be noted that the estimated cost of £200,000 will be met from the 2010/11 and 2011/12 Transport for London Local Implementation Plan allocation for the Gidea Park Local Centre Enhancements Package. If the 2011/12 funding allocation is cut as a result of the reduction in LIP funding received from Transport for London, the extent of the scheme, may have to be reduced.

72 GOOSHAYS DRIVE/GUBBINS LANE CORRIDOR STUDY – Outcome of Public consultation

The Committee considered the report that sets out the various comments received in response to a consultation on proposals for bus stop accessibility improvements in Gooshays Drive and bus stop accessibility improvements and a new pedestrian refuge in Gubbins Lane, by Beehive Court.

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

1. To recommend to the Cabinet Member for Community Empowerment that the various elements be implemented as shown on Drawings QJ089-OI-101A, QJ089/201, QJ089/202, QJ089/203 and outlined in the report
2. That it be noted that the estimated cost of £47,000 would be met from the 2010/11 Transport for London Local Implementation Plan allocation for the Gooshays Drive/ Gubbins Lane master planning scheme.

73 PROPOSED CYCLE ROUTE BETWEEN HORNCHURCH AND HAROLD HILL – Objections to advertised proposals

The report before the Committee outlined details of a cycle route linking Hornchurch Town Centre with Harold Hill (Hilldene shopping centre) via Harold Wood. The route serves important destinations such as railway stations (i.e. Emerson Park and Harold Wood), local libraries, shopping centres, college, local schools. The route commenced from North Street at its junction with Hornchurch High Street and continued into Butts Green Road, Ardleigh Green Road, Squirrels Heath Road, Gubbins Lane, Gooshays Drive and terminated at Hilldene shopping centre. At the junction of A12, the route will connect with the strategic London Cycle Network Link 90, between the borough's western boundary and the M25 motorway. The cycle route was two way and it would be signed on both sides of the road. Advance Stop Lines would be provided at major junctions of A12 Colchester Road and A127 Southend Arterial Road. The total length of the cycle route in both directions was approximated at 12 kilometres. The report detailed the following proposals:

- **Cycle facilities in North Street, Hornchurch**

The cycle route commenced from High Street Hornchurch and continued along the whole length of North Street in Hornchurch. The route proposed an advisory facility and there would be no cycle lanes. The cycle route would be signed on both sides of the road.

- **Cycle facilities in Butts Green Road and Ardleigh Green Road**

In Ardleigh Green Road, the route would provide a link to Havering College which was a large educational centre attracting several students both locally and from outside the borough. In addition, there was Ardleigh Green School. The cycle route would be signed on both sides of this road.

- **Cycle facilities at A127 Southend Arterial Road/Ardleigh Green Road/ Squirrels Heath Road junction**

i. The cycle route crosses the busy A127 Southend Arterial Road and continues into Squirrels Heath Road. Advance Stop Lines (ASL) would be provided in Ardleigh Green Road and Squirrels Heath Road at its junction with the A127.

ii. ASLs were only incorporated at signalised junctions to give priority to cyclists and helps driver awareness about them. ASL acted as a reservoir which enabled cyclists to gain access in front of the traffic so that cyclists could position themselves ahead of the traffic without the fear of conflicts by vehicles. When the traffic lights turn green for vehicles, cyclists get an early start to turn right or left or travel ahead as appropriate. The proposed cage would be 4 metres in length.

- **Cycle facilities in Squirrels Heath Road**

Squirrels Heath Road conveys large volumes of traffic to and from the A127. The cycle route would be signed on both sides of the road. The route would provide a useful link to Redden Court Comprehensive School.

▪ **Cycle facilities in Gubbins Lane, Harold Wood**

The cycle route in Gubbins Lane would provide a useful link to Harold Wood station which was a main line station providing services to London Liverpool Street and Southend-on-Sea. There were cycle parking facilities (covered shelter) available where cyclists can safely park their bicycles and board the trains. The cycle route would be signed on both sides of the road.

▪ **Cycle facilities at A12 Colchester Road/Gubbins Lane/Gooshays Drive junction, Harold Wood**

i. The cycle route crosses A12 Colchester Road and continues into Gooshays Drive. The junction of the A12/Gubbins Lane/Gooshays Drive, connects with the strategic cycle route, Link 90 which commences from the borough's western boundary and finishes at the M25 motorway via Romford.

ii. ASL markings would be provided in Gubbins Lane and Gooshays Drive at the junction with the A12. ASLs are justified at this junction as there was a fatal accident where a cyclist was involved in collision with moving traffic.

▪ **Cycle route between A12 Colchester Road and Gooshays Gardens**

i. From A12 Colchester Road the cycle route continues into Gooshays Drive and continues up to the roundabout with Hildene Avenue. The cycle route would provide a link to Central Park Leisure Centre which provided sports facilities for all ages and attracts several visitors annually both locally and from outside the borough.

ii. In Gooshays Drive, between the A12 and Gooshays Gardens it was proposed to allow cyclists to use the west side of the existing footway for shared use in both directions. To achieve this, it was necessary to widen the existing footway into the grass verge by 2.5 metres. The widening would commence almost immediately at entry into Gooshays Drive and continue up to Gooshays Gardens.

iii. The existing footway on west side of Gooshays Drive between the southern and northern junctions of Gooshays Gardens was similar to a crescent with two common junctions with Gooshays Drive. The footway was 4.5 metres wide which was adequate for shared use and it was proposed to convert the existing footway to shared use. From the northern junction of Gooshays Gardens, cyclists would join Gooshays Drive and continue their journey up the roundabout of Hildene Avenue.

iv. Raised tables were proposed in side roads such as in Gooshays Gardens. The purpose was to slow the traffic when entering or exiting from the road. Other roads where the raised tables were proposed were in Camborne Avenue and Kingsbridge Road.

▪ **Cycle route between Gooshays Gardens and roundabout of Hildene Avenue, Harold Wood**

From Gooshays Gardens, cyclists will join the carriageway of Gooshays Drive. The route would be signed posted on both sides of the road.

▪ **Cycle route in Hildene Avenue between the roundabout and East Dene Drive**

The cycle route terminates at Hildene shopping centre. There are several cycle stands installed at the shopping centre so that cyclists can securely lock their bicycles.

The report informed the Committee that consultation letters were hand delivered to some 200 properties in the immediate vicinity and advertised in the Living newspaper and large drawings displayed in Harold Hill public library of the proposed measures. Only two responses were received. One response was from a local resident and one from a local representative of the Cycling Touring Club 'Right to Ride' Network who attended the Cycle Liaison Group which was organised by the Council. The comments and objections were summarised in the report.

Following the brief presentation of the report Councillor Kelly proposed the rejection as a result of the low responses and Councillor Thorpe seconded the motion.

The vote was 7 votes in favour of the motion to 1 against and 1 abstention. Councillor Breading voted against while Councillor Thompson abstained from the vote.

74 HUBBARDS CLOSE – Possible road closure or restriction

Following the deferral of the report at the meeting of the Committee on 19 October 2010 in order for specific land ownership issue be resolved.

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

It was reported that 15 responses had been received following the

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

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

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

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

In accordance with the public-speaking arrangements, the Committee was addressed by a local resident.

The Committee was informed that Hubbards Close was being used as a rat-run for vehicles exiting from the A127. Members were informed that the poor condition of the road surface indicated that it was not intended for significant vehicle use and was more akin to a track. Residents explained that gates had been installed to prevent access over the unadopted part of the road, however these had been knocked down by road users. The Committee was informed that the road had been closed at various times over the years, but the gate had always been removed or damaged.

The Legal Adviser to the Committee stated that this was new information to the case and that residents would have to submit some evidence for consideration and action be taken.

A Member suggested that there were people in the wider estate who had indicated that they used the route to get home and their views needed to be taken into account.

The Legal Adviser to the Committee confirmed that any interested parties views would have to be taken into account as evidence of use was relevant.

The Chairman suggested that residents submit their representations to the Legal Adviser to the Committee comments on gates.

The Committee **RESOLVED** that consideration be **DEFERRED pursuant to Recommendation 1(c) of the report** for the new evidence to be submitted and considered.

The vote was 8 votes in favour with Councillor Breeding abstaining.

75 HORNCHURCH CULTURAL QUARTER – PEDESTRIAN CROSSING IMPROVEMENT. Outcome of Public Consultation. Partial Resubmission of report

The report before the Committee detailed responses to a consultation on proposals for a new pedestrian refuge and refuge upgrade in Billet Lane (outside Fairkytes) and a new zebra crossing in North Street (outside Hornchurch Library).

The Council's Regeneration Service had undertaken various improvement works within the Hornchurch Cultural Quarter, being the area comprising of the Fairkytes complex, Langtons, the Queens Theatre and Hornchurch Library. The work had seen improvements to the "Queen's Green" to the south of the theatre which included new pathways.

The Council's Regeneration Service had identified a need for the following improvements to pedestrian crossings in the area so that users may walk easily walk between the various buildings within the Quarter:

- Upgrade of the existing pedestrian refuge outside nos. 81/83 Billet Lane
- New pedestrian refuge outside Fairkytes
- New zebra crossing on North Street, outside Hornchurch Library

By the close of consultation, 5 responses were received comprising of 1 from the Metropolitan Police Traffic Unit, 1 from the London Fire Brigade, 1 from London Buses, 1 from the Council's Historic Buildings & Landscape Officer and 1 from the Queen's Theatre.

As a result of the comments received from the London Fire Brigade, staff had met with the Station Manager on site and reviewed the proposals in the light of detailed advice on the type of fire pumps being used and how they exit the fire station.

The design had been amended for the zebra crossing with a narrower pedestrian refuge (1.6 metres) for which the London Fire Brigade had removed their objection and subject to a site test with a fire pump, the service would support a wider refuge if possible.

With regard to the comments made by the Historic Buildings & Landscape Officer, staff had also met with him on site and staff confirm that materials used would be sympathetic to the Langtons Conservation Area, yellow lines would be narrow and light in colour (within Regulations) and that no additional traffic signs were required.

The Committee was informed that the concerns of the Fire services had been addressed by moving the 2 metre refuge slightly closer to the library.

The scheme was recommended for implementing with a narrower refuge for the

zebra crossing on North Street subject to an amendment to drawing QJ107/102
- North Street, Proposed Zebra Crossing

The Committee **RESOLVED**:

1. That having considered the responses and information set out in the report recommended to the Cabinet Member for Community Empowerment that the various elements be implemented as shown on the following Drawings QJ107/101 (Billet Lane, Proposed Pedestrian Refuges – subject to minor amendment) and QJ107/102 (North Street, Proposed Zebra Crossing)
2. That it be noted that the estimated cost of £45,000 will be met from the 2010/11 Transport for London Local Implementation Plan allocation for the Hornchurch Cultural Quarter.

76 HIGHWAYS SCHEMES – Schemes Progress and Applications, January 2011

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

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

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

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

Item Ref	Scheme	Description	Decision
SECTION A - Scheme proposals with funding in place			
1	A124 Hornchurch Road, near Babington Road	New zebra crossing associated with retirement home development	AGREED
SECTION B - General parking requests for prioritisation (LBH Revenue Budget)			
2	Fairfield Avenue, Upminster	Restricted parking request to deal with commuters	REJECTED
3	59-75 Ongar Way	Double yellow lines across dropped kerb within parking bay outside block 59-75 Ongar Way where disabled resident is having	AGREED

Highways Advisory Committee, 25 January 2011

		difficult access.	
4	Springfield Gardens	Restrictions on one side of street	AGREED Chairman's Casting Vote
5	Lodge Avenue	Extend parking bay operation times from 9:30 to 10am Monday to Friday; to all day and Saturday	REJECTED
6	Gray Gardens	Request for footway parking at Wood Lane end of street.	AGREED
7	Ashmour Gardens	Restrict bend adjacent to A12	AGREED
8	Hall Lane Service Road	Footway Parking	REJECTED
9	Marina Gardens	Restrictions on one side of street for emergency access.	REJECTED
10	Laburnum Avenue	Restrictions on bend outside no.75	REJECTED
11	Pretoria Road	Restrictions between nos.53-63 to keep allotment access clear	REJECTED
12	Ardleigh Green Road/ Ayloff Walk	Junction protection	REJECTED
13	Gillian Crescent/ Oxley Close	Junction protection on western arm only.	REJECTED
14	Ardleigh Green Road/ Squirrels Heath Lane	Extended junction protection to deal with parking on junction.	REJECTED
15	Dorian Road/ Candover Road	Restrictions on bend	REJECTED
16	Ennerdale Avenue/ Rosewood Avenue	Junction protection	REJECTED
17	Petworth Way/ Liphook Close	Junction protection	REJECTED
18	Milton Avenue/ Tennyson Way/ Shelley Avenue	Restrictions on bends o/s 33 Milton Avenue and 24 Shelley Avenue	REJECTED
19	Dewsbury Road/ Dewsbury Close	Junction protection	REJECTED
20	Trowbridge Road	Restrict 2 accesses to bin stores	REJECTED
21	Dagnam Park Drive/ Sheffield Drive	Junction protection	REJECTED

Highways Advisory Committee, 25 January 2011

22	Sheffield Drive	Bend outside no.11	REJECTED
23	Haydon Close	Restriction at access point from Heaton Avenue	REJECTED
24	Hyland Way/ Hyland Close	Junction protection	REJECTED
25	Upper Rainham Road/ Shelley Avenue	Junction protection	REJECTED
26	Adelphi Crescent/ Apollo close	Junction protection	REJECTED
27	5 Rosemary Avenue	Remove free parking bay opposite driveway	REJECTED
28	Farnes Drive	Restrictions on bend o/s no.12	REJECTED
29	Faringdon Avenue/ Dewsbury Road	Junction protection	REJECTED
30	Blandford Close	Restrictions in front of bin access to nos.33/50	REJECTED
31	Juniper Way	Junction protection near no.46	REJECTED
32	Bell Avenue/ Smart Close	Junction protection	REJECTED
33	Frazer Close	Junction protection into site opposite block 61 to 69	REJECTED
34	Rush Green Road	Extend existing waiting and loading restrictions from outside 41 to 45	REJECTED
35	Collier Row Lane	Restrict area between existing restrictions outside 296/300 following accident	REJECTED
36	Hyde Close	Footway parking outside Greenwich Court	REJECTED
37	Masefield Crescent	Measures to stop shop visitors parking near resident as they affect his view leaving driveway	REJECTED
38	Wykeham Avenue (Butts Green Road to Walden Way)	Parking causing problems for two-way traffic on this section, requests restrictions or permits	REJECTED
39	Marlborough Road/ Blandford Close	Junction protection	REJECTED
40	Heath Park Road/ Catherine Road	Junction protection	REJECTED
41	Griffin Avenue	Footway parking	REJECTED

Highways Advisory Committee, 25 January 2011

42	Kingsley Gardens	Extend double yellow lines further into street from Squirrels Heath Lane end to deal with safety issues	REJECTED
43	Ferguson Avenue	Restrictions to assist with driveway access	REJECTED
44	Palmerston Road	Restrict one side of the street to assist waste collection	REJECTED
45	Boulter Gardens	Restrict one side of the street to assist waste collection	REJECTED
46	Tansy Close	Mark bays at 90 degrees to kerb o/s 5 to 12	REJECTED
47	Marlborough Road	Remove double yellow line outside no.11	REJECTED
48	Manston Way	Restrictions on bend o/s no.43	REJECTED
49	Carnforth Gardens/ Langdale Gardens	Part time junction protection (extended on east side)	REJECTED
50	Faringdon Avenue	Restrictions by access to 65	REJECTED
51	Takeley Close	Restrict eastern side of road into bend	REJECTED
52	Hartland Road	Restrictions across shared access serving nos.158/164 Albany Road	REJECTED
53	Cardinal Way	Restrictions by access to 9 to assist leaving driveway	REJECTED
54	Hainault Road/ Linley Crescent	Junction protection	REJECTED
55	Moray Way/ Ayr Way	Junction protection	REJECTED
56	Marlborough Road/ Blandford Close	Junction protection	REJECTED
57	Cowdray Way/ Yale Way	Junction protection	REJECTED
58	Ethelburga Road	Request for addition residents' bays	REJECTED
59	Cotswold Road	Request to extend double yellow lines from junction with Squirrels Heath Road to outside property.	REJECTED
60	Glenton Close	Restrictions on bend o/s no.34	REJECTED
61	Turpin Avenue/ Wen Close/ Udall Gardens	Junction protection, extended into Owen Close through inside of bend	REJECTED

Highways Advisory Committee, 25 January 2011

62	Marlborough Road/ Cross Road	Junction protection	REJECTED
63	Macon Way	Restrictions along western side plus bay markings to regiment use of parking spaces.	REJECTED
64	Dewsbury Gardens	Footway parking	REJECTED
65	Bridgwater Road/ Montgomery Crescent	Restrictions at bend and junction to assist with waste collection	REJECTED
66	Athelstan Road	Change part time restrictions from 1 hour to all day and increase number of bays	REJECTED
67	Berwick Road/ Jordans Way	Junction protection	REJECTED
68	Jordans Way	Restrictions at bend opposite no.8	REJECTED
69	Margaret Road	Bring street into Gidea Park CPZ	REJECTED
70	South End Road/ Jersey Road	Remove section of footway bay on South End Road to improve right hand visibility from Jersey Road	REJECTED
71	Dagnam Park Drive/ Leamington Drive	Junction protection to stop school parking and to help buses	REJECTED
72	Squirrels Heath Lane/ Westmoreland Avenue	Junction protection	REJECTED
73	Westmoreland Avenue/ Manor Crescent	Junction protection	REJECTED
74	Melksham Green	Mark bays at 90 degrees to kerb o/s 1	REJECTED
75	Hyde Close	Extend restrictions across access to Hyde Mews	REJECTED
76	Squirrels Heath Lane/ Haynes Road	Extend restrictions into Haynes Road to deal with school traffic and congestion	AGREED
77	Priory Path	Restrictions to force use of driveways as road is narrow and vehicles have to drive over verge	REJECTED
78	Kingston Road	Removal of parking bay affecting visibility at access caused by vans	REJECTED

Highways Advisory Committee, 25 January 2011

79	Heath Drive/ Meadway	Junction protection	AGREED
80	A12 Eastern Avenue/ Heath Drive	Junction protection	AGREED
81	Cheshire Close	Request for footway parking.	REJECTED
82	Upminster Road South/ Parsonage Road	Extend double yellow lines in Parsonage Road back from the junction on the eastern side of the road to match the western side.	AGREED
83	Heather Glen	Extend double yellow lines of evens side of the street between double yellow lines at junction with Heather Avenue and inside of bend o/s. no.14 to provide full access	REJECTED
84	The Grove/ Little Gaynes Lane	Junction protection to prevent cars parked right on the corner	REJECTED
85	Tawney Avenue/ Corbets Tey Road	Junction protection to assist post office collections from post box and to remove commuter parking from junction	REJECTED
86	Ardleigh Green Road	Yellow Box across entrance to Cecil Avenue	REJECTED
87	Ardleigh Green Road/ Cecil Avenue	Double yellow lines at junction, extended into Cecil Avenue to cover access to rear of properties in Harwood Avenue	REJECTED
88	Cecil Avenue	3 Pay and Display parking bays next to Doctor's Surgery	REJECTED
89	Ardleigh Green Road	More parking bays outside flats and Church (next to college)	REJECTED
90	Birch Crescent	Extend double yellow lines or footway bays near junction with Cecil Avenue as cars park in road in gap.	REJECTED
91	Moray Way	Convert Disc Parking bay to short term parking bay (1 hour parking)	AGREED

92	Como Street	Adjust business parking bay adjacent to Samaritans access to assist with access/ exit	REJECTED
SECTION C - Scheme proposals without funding available			
93	Bridge Avenue	Speed restriction - humps or islands	REJECTED
94	Swanbourne Drive/ Maybank Avenue	Remove road closure to allow access through estate from South End Road and Suttons Lane following an issue where an ambulance was sent the wrong way	REJECTED
95	Witham Road	Remove verge for parking	REJECTED
96	Hacton Lane	Zebra Crossing near Ravenscourt Grove	REJECTED
97	Penzance Gardens	Convert part of green for parking	REJECTED
98	Pea Lane	Request for 7.5 tonne weight limit on narrow road	REJECTED
99	A1306 New Road/ Sandy Lane	To remove the extended kerb on the westbound A1306 to enable right turning traffic from Sandy Lane to filter into the westbound lane at a less acute angle. This would also assist with driver vision.	REJECTED
100	Jersey Road	Request for traffic calming	DEFERRED pending update on actual casualties
101	Mendip Road	Request for traffic calming	REJECTED
102	Warwick Road	Controls to reduce on-street parking to assist HGV access	DEFERRED pending more information
SECTION D - Scheme proposals on hold for future discussion			
103	Cherry Tree Lane	Traffic calming	NOTED

104	Rainham Village Parking Review	Consider parking needs for village in parallel with Viking Way extension, perhaps look at residents' permits as well - commence work with local parking questionnaire. Review likely to start in January 2011 to coincide with Viking Way scheme.	NOTED
105	Upper Rainham Road	Request for speed-reducing measures between Chestnut Avenue and Laburnum Avenue	NOTED
106	South End Road	Request for Zebra Crossing near Condor Walk	NOTED

77 SUSPENSION OF COMMITTEE PROCEDURE RULES

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

The vote was 7 votes to 2. Councillors Breading and White voted against the motion.

78 URGENT BUSINESS

The Committee agreed for a report to be considered at the next meeting that deterred repeated requests for schemes for the same proposal.

The Committee commended the Principal Engineer and his team for all their time and effort in compiling all the backlog of application request.

Chairman
22 February 2011

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 February 2011

Subject Heading:

**HORNCHURCH TOWN CENTRE
MAJOR PROJECT
Highway Scheme Application**

Report Author and contact details:

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Chris Smart, Regeneration Officer
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The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input 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 provides information on a proposed Transport for London funded Major Scheme for Hornchurch Town Centre. The project would involve investment in public realm and highway improvements that would result in a significant improvement in the quality of the public realm for pedestrians, motorists and public

transport users. The report summarises design work and consultations that have occurred since 2005. It describes a number of design options that have been developed in this time and how the consultation process has enabled the development of a preferred option. It seeks support from the Committee for this preferred design and for this design process to continue, subject to continued Transport for London funding support. It seeks approval for advertisement when required and notes that a further report will be presented to the Committee before Cabinet Member approval is sought.

RECOMMENDATIONS

1. That the Committee notes the design work and consultation that has been carried out so far on the Hornchurch Major Scheme and that it gives support to the design option described in paragraph 1.5 of the report and presented at the meeting.
2. The Committee considers that the Heads of StreetCare and Regeneration should proceed with the detailed design, further consultation and advertisement (where required) of the elements of the Hornchurch Town Centre Major Scheme described in paragraph 1.5 of this report.)
3. That the Committee notes that the progress of the Hornchurch Major Scheme will be presented to this Committee as appropriate.

REPORT DETAIL

1.0 Background

- 1.1 The Mayor of London, through Transport for London, is seeking to fund comprehensive transport schemes with multiple objectives through the TfL Major Projects stream.
- 1.2 In 2008 the Council was successful in securing funding for 3 years (2009/10 – 2011/12) to develop detailed proposals for a major improvement to the street environment in Hornchurch Town Centre with the possibility of some physical works taking place in 2011/12, continuing into 2012/13 if necessary..
- 1.3 Work to date has involved the delivery of a series of design and consultation stages in the delivery of the TfL Step 2 approval process. The scheme will seek to improve the general public realm of Hornchurch Town Centre, make it easier for shoppers to walk within the centre, reduce street clutter and unnecessary pedestrian guardrail, widen footways, improve lighting and

smooth traffic flow. It is anticipated that the project will contribute to the regeneration of the town centre, improve the quality of the offer of the town centre, support local business and jobs. The project would also complement the regeneration activity that has already taken place in the town in Station Lane and in the delivery of the Queens's Green open space.

1.4 The design process has developed rapidly in recent months and has included extensive workshops and consultations with local people, local and statutory stakeholders and visitors to the town . The following list illustrates the extent of consultation that has informed the development of the project

- Consultation associated with the development of the Hornchurch Urban strategy in 2005 that included a walking audit of the town centre by local people. A key outcome of this work was recognition of a desire to see improvements in the public realm and accessibility of the town centre
- Major Scheme early consultation with all local stakeholders, including Council officers, Cabinet Members and local Ward Councillors
- Major Scheme pilot public consultation in August 2010. A workshop of local people designed to test and challenge early design options
- Major Scheme full public consultation from October 2010 to January 2011 comprising a week long Hornchurch library exhibition, a staffed consultation event in the High Street in October 2010, a questionnaire survey, survey results analysis, meetings and workshops that all Councillors have been invited to. See appendix 1
- Regeneration and StreetCare Staff have consulted with other stakeholders such as Transport for London, London Buses and the emergency services
- A design review by Urban Design London (an essential part of the Transport for London Step 2 process)

1.5 This work has resulted in the proposal that is described below. It contains the best attributes from previous options. The funding likely to be available for the Hornchurch Major Scheme will cover a first phase of the project, concentrating on the core of the town centre. The key features of this first phase would be:

- Better pedestrian environment – removal of barriers to accessibility, including pinch points, inappropriately placed street furniture and aesthetic improvements to surfacing/materials
- Rationalised pedestrian crossing points – siting pedestrian controlled crossings in more appropriate positions on pedestrian desire lines

- De-cluttering of the town centre – removing pedestrian guard railing and rationalising signing/lighting onto as few columns as possible, along with the siting of street furniture, trees and lighting into consolidated strips along pavements
- Better bus waiting areas – creation of fully accessible bus stops, with remodelling to provide space for more buses to stop simultaneously and bus stops to be better integrated into the street
- Greening of the town centre – the use of street trees throughout the centre along with plants to create a more attractive, pleasant High Street
- New lighting – renewal of lighting throughout the centre of Hornchurch to create a more efficient, elegant, white light for the highway, pavement and building frontages
- Wayfinding and legibility – maps, information boards and pedestrian signing to better connect the centre of Hornchurch and its environs
- Better provision of social spaces – identifying areas which can provide for social spaces, including seating and planting to allow people to enjoy time within the town centre
- Signalisation of the North Street and High Street junction – supporting smoother and more controlled traffic flow through the centre
- High Street – a radical alteration to the core area of the High Street, with a speed controlled 20mph zone, provision of a continual central pedestrian crossing strip, including surfacing of carriageways to actively slow vehicles, creating a more balanced street, suited to the needs of pedestrians and providing a public realm heart to the town
- Cycling facilities – a significant step change in cycling provision:
- High Street from the ‘White Hart’ gyratory to North Street – dedicated on-carriageway cycle lanes
- High Street from North Street to Billet Lane on-carriageway cycling
- Town Centre – advance stop lines at traffic light controlled junctions, to allow cyclists to queue ahead of traffic
- Town Centre – cycle parking provision in the most appropriate parts of the town centre, such as in main shopping areas and adjacent to areas where people congregate, providing additional security
- Greening the town centre – the use of extensive planting, including street trees, planters with flowers and shrubs, climbing plants and working with local business and residents to encourage them to green their properties, to create a more attractive town centre and more habitat for birds and insects
- High Street servicing – a single loading bay would be provided off the road to allow for deliveries such as post collection and security van cash collections, there would be no other on-street parking in the town centre, as this was rejected in the pilot public consultation

1.6 Although the Committee would normally take a new scheme for consideration for taking further under the “Highway Schemes Applications”

system, it was felt that some more information was required with a formal report.

- 1.7 The final decision on implementation would rest with the Cabinet Member for Community Empowerment.

IMPLICATIONS AND RISKS

Financial implications and risks:

Capital Cost

In December 2008 the Transport for London through the Council's Local Implementation Plan funded a Major Scheme for Hornchurch Town Centre and Hornchurch Station.

The 2009/10 allocation was £128,000 plus a contribution of £48,000 from Regeneration Capital funds for the preparation of the Step 2 stage of design and consultation

The 2010/11 allocation is £400,000 for detailed design (continuation of Step 2) and possible start of works (Step 3).

The 2011/12 allocation is £1,000,000 for continued detailed design and start of works.

Financial risks relate to continued funding by Transport for London that will enable completion of a first phase of the project in 2011/12 and possibly into 2012/13. This is being addressed through continued dialogue with Transport for London officers.

Revenue Costs

The works will be maintained by StreetCare using existing budgets.

Legal implications and risks:

Parking management schemes (including restrictions and bays); installation of traffic signals (junctions and crossing) and the amendment/removal of pedestrian crossings require consultation and the advertisement of proposals before a decision can be taken on implementation.

The outcome of the detailed consultation and advertisement of this scheme would be subject to a further report to the Highways Advisory Committee and ultimately, any decision to proceed would be made by the Cabinet Member for Community Empowerment.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The scheme seeks to improve the general accessibility and navigability of the Town Centre for all visitors, including pedestrians and cyclists, public transport users and motor car users of all abilities

BACKGROUND PAPERS

Project file: QF058 Hornchurch Town Centre Major Scheme

Appendix 1

A total of approximately 250 participants attended the exhibition, completing and returning 86 questionnaires on the day (a further 50 were taken away, with the intention to post back after completion). In addition 37 design votes were cast by those who did not wish to take part in the full questionnaire.

A total of 80 questionnaires were collected from the Library event at its close on 13 November 2010; these questionnaires include some taken from the High Street event and posted back to the Library.

Following the successful conclusion of these public consultation events, we collated information received and the responses as outlined within this document.

It is clear that the general support for regeneration is strong and that of the design options as presented at the consultation, Option Two was the favoured plan. Given the larger than desirable 'neither option' or 'refused' responses to the scheme preference question, we examined the reasons for abstention or lack of support.

It became clear that the key issues of concern raised by people were financial and traffic related.

People were concerned that 'raising Council Tax' to pay for town centre improvements was inappropriate in the current financial climate, however once it was explained that the budgets available would be from regional rather than council revenues, this objection reduced substantially.

In terms of traffic operation, it was clear that the functioning of the road network for general traffic was of critical importance to local people, who were acutely sensitive to any impacts on general traffic. We therefore explored additional options beyond the two presented at public consultation in order to ensure impacts to traffic operation were minimised.

We identified several additional options following the public consultation which addressed the local concerns, whilst maintaining the townscape benefits which gained support from urban design groups and professional consultees. This led to the development of the preferred option plan presented in this briefing pack.

The consultation process undertaken demonstrated the thorough assessment of options and a genuine and prolonged effort to consult with as wide a range of stakeholders as possible, including the local community. We believe the support demonstrated by this process gives us a strong remit to further develop the preferred scheme into construction detail and implementation.

The delivery of the scheme on the ground offers the opportunity to make significant improvements to the economic performance and social character of the town for the people of Hornchurch.

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 February 2011

Subject Heading:

**WHITCHURCH ROAD – PROPOSED
PARKING AND SAFETY
IMPROVEMENTS (Outcome of Public
Consultation)**

Report Author and contact details:

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

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

SUMMARY

Whitchurch Road – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify parking and safety improvements along Whitchurch Road and short term parking bays, minor carriageway widening and speed tables are proposed.

Public consultations have been carried out and this report details the finding of the feasibility study, public consultations and recommends that the above proposals be approved. This scheme is within **Gooshays** Ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following proposals as detailed in this report and shown on Drawing Nos: QJ004/1 and QJ004/2 be implemented and the necessary traffic order made.
 - (a) Speed tables outside property nos: 46/48, 104 and by Dorking Road
 - (b) Short term parking bays, operative Mon-Sat, 8am-5pm, maximum stay 3 hours no return within 1 hour.
 - (c) Minor Carriageway widening
2. That, it be noted that the estimated cost of £40,000 can be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In November 2009, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2010/11 Havering Borough Spending Plan settlement. Whitchurch Road – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify parking and safety improvements along Whitchurch Road. The feasibility study has now been completed and has looked at ways of reducing accidents and it is considered that the accident remedial measures and parking improvements, as described in the recommendations will improve road safety along Whitchurch Road. In June 2010, Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Whitchurch Road Accident Reduction Programme will help to meet these targets.
- 1.3 Traffic and Engineering Team carried out public consultations in November 2010 and January 2011. In the first consultation, the proposals of short term parking bays with 20 minutes limit – no return within one hour, Monday to Friday, 9am to 5pm outside the shops and a speed table outside property No. 46/48 were proposed.

- 1.4 Following the objections to the short term parking bays for 20 minutes-no return within one hour by the shop keepers, staffs were carried out an informal discussion with shop keepers to identify the reason for their objections. As a result, a second public consultation was carried out in the vicinity of the shops along Whitchurch Road. The proposals of short term parking bays with 3 hours limit with no return within one hour, Monday to Saturday, 8am to 5pm and two more speed tables were proposed in the vicinity of shops.

Survey Results

- 1.5 Traffic surveys showed that two-way traffic flows are up to 350 vehicles per hour during peak periods along Whitchurch Road.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Whitchurch Road by Chudleigh Gardens	29	34	35	22

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

- 1.6 In the four-year period to December 2009, six personal injury accidents (PIAs) were recorded along Whitchurch Road. Of the total PIAs, one was speed related and one involved pedestrians.

Proposals

- 1.7 The following parking and safety improvements were proposed along Whitchurch Road as shown on Plan Nos. QJ004/1 and QJ004/2 appended.
- In the vicinity of shops along Whitchurch Road (Plan No:QJ004/1).
 - Short term parking bays (maximum stay 3 hours, no return within 1 hour, Monday to Saturday 8.00am to 5.00pm) as shown.
 - Minor carriageway widening and footway construction as shown.
 - Speed tables as shown
 - Whitchurch Road by Wigton Way (Plan No:QJ004/2)
Speed table as shown.

Following the consultation with shop keepers, short term parking bays of 3 hours no return within 1 hour, Monday to Saturday, 8am to 5pm are proposed instead of 20 minutes-no return 1 hour outside the shops to provide facilities for hair dresser and Laundrettes customers.

These proposals would improve parking and road safety in the area.

2.0 Outcome of Public Consultation

First public consultation

- 2.1 Following 'Highways Advisory Committee approval for a public consultation in June 2010, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 200 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 15th November 2010 were invited. Seven written responses from Metropolitan Police, London Fire Brigade, London Buses and residents / occupiers were received and the comments are summarised in the Appendix 1. Of the seven written responses, one was a petition with ten signatures. Three responses objected to the proposals.
- 2.2 Due to the objections, staff decided to get shop keeper views by informal discussion. Following the informal discussion, it was necessary to re-design the scheme to incorporate shop keepers views and re-consult the shop keepers.

Second public consultation

- 2.3 Following the petition and objections to the short term parking restrictions, staffs were carried out informal discussions with shop keepers to address their concerns. As a result, letters, describing the revised proposals were delivered to the local residents/shop keepers in the vicinity of shops along Whitchurch Road. Comments to the Principal Engineer by Monday 31st January 2011 were invited. Four written responses from Metropolitan Police, London Fire Brigade, London Buses and residents / occupiers were received and the comments are summarised in the Appendix 2.
- 2.4 It is also proposed to upgrade the street lighting at the back of shops to encourage the shop keepers to park so that more spaces are available to customers. Homes in Havering own the land behind the shops and agreed for us to upgrade the street lighting to CCTV standard so that they can maintain the area in future. During our informal discussions, the shop keepers raised concerns that they are afraid to go back to the shops in the night time because of the lower lighting levels and fear. This proposal would help to minimise these fear.
- 2.3 From the comments, it can be seen that almost all the shop keepers are happy with the revised proposals.

3.0 Staff Comments

3.1 Staff comments are shown on the Appendices. The accident analysis indicated that six personal injury accidents (PIAs) were recorded along Whitchurch Road. Speed survey showed that vehicle speeds are above the speed limit. The proposed parking and safety measures would improve the current parking situations and road safety in the area. Majority of shop keepers are happy with the revised proposals. It is therefore recommended that the proposed measures in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of up to £40,000 for implementation can be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

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:

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

Blue-badge holders are able to 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

- (1) First public consultation letter and responses
- (2) Second public consultation letter and responses.

APPENDIX 1

SUMMARY OF RESPONSE FROM FIRST PUBLIC CONSULTATION

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QJ004/1/1 (Metropolitan Police)	No comments or observations.	-
QJ004/1/2 (London Fire Brigade)	LFB have no points to add to the above comments.	-
QJ004/1/3 (London Buses)	London Buses has no comments on this proposal.	-
QJ004/1/4 (Petition with ten signatures - Shopkeepers of Whitchurch Road)	Strongly object to the parking alteration in front of this shopping parade. The proposals will reduce the number of parking spaces. Re-consider the proposals.	Providing limited time parking bays would increase turn over for the customers. Some parking spaces are currently occupied by long term parkers who restrict customer parking at present. Total number of parking spaces will not be reduced as lay-by parking with minor carriageway widening is provided instead. The current parking arrangements are not safer. The proposal would help to improve parking and safety at this location.
QJ004/1/5 (145 Whitchurch Road)	Concern about the reduced parking spaces. The proposal would reduce the total number of parking bays. Request to convert the frontage for parking	Providing limited time parking bays would increase turn over for the customers. Some of parking spaces are currently occupied by long term parkers who restrict customer parking at present. Total number of parking spaces would not be reduced as lay-by parking with minor carriageway widening is provided instead. The current parking arrangements are not safer as they are aligned perpendicular to the kerbs. The proposal would help to improve parking and safety at this location. It is not viable to extend the frontage due to the statutory undertakers' plant and land ownership issues.
QJ004/1/6 155	Strongly object to proposals. The proposals would reduce the	Providing limited time parking bays would increase turn over for the

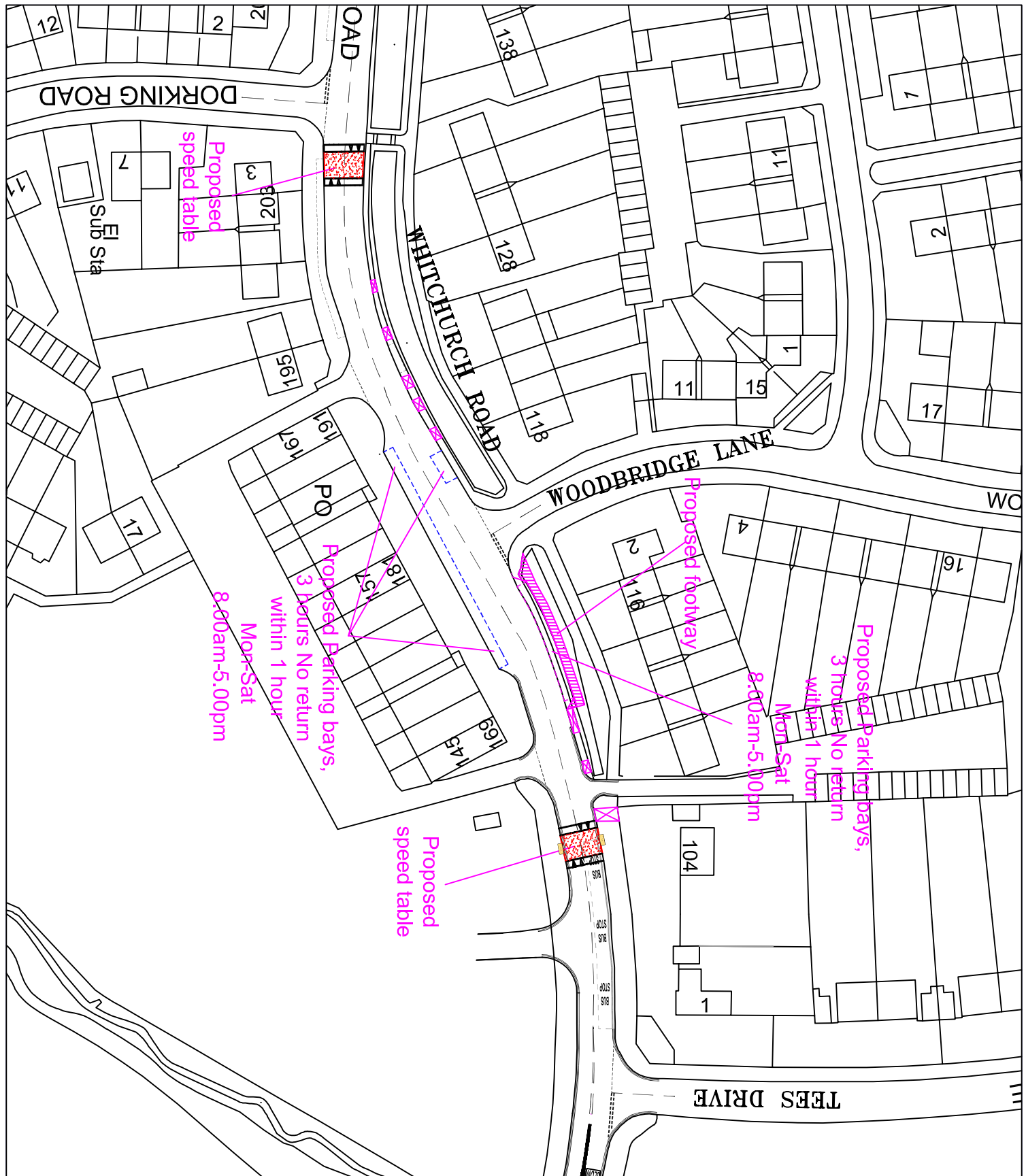
Highways Advisory Committee, 22 February 2011

Whitchurch Road	total number of parking bays. Request to convert the frontage for parking	customers. Some of parking spaces are currently occupied by long term parkers who restrict customer parking at present. Total number of parking spaces would not be reduced as lay-by parking with minor carriageway widening is provided instead. The current parking arrangements are not safer as they are aligned perpendicular to the kerbs. The proposal would help to improve parking and safety at this location. It is not viable to extend the frontage due to the statutory undertakers' plant and land ownership issues.
Qj004/1/7 60 Whitchurch Road	Traffic calming measures is greatly needed in Whitchurch Road. Request for additional pedestrian facility.	The proposed speed table could be used as pedestrian facility. Additional pedestrian facilities could be considered at a later date.

APPENDIX 2

SUMMARY OF RESPONSE FROM SECOND PUBLIC CONSULTATION

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QJ004/2/1 (London Fire Brigade)	No comments from LFB.	-
QJ004/2/2 (London Buses)	Agree with formalising parking in this road. Slightly concern about the speed table location.	The proposed speed table would not cause significant problem for buses.
QJ004/2/3 (Metropolitan Police)	Request to re-locate slightly eastwards to improve access for motorcycles.	Speed table will be moved eastward slightly to improve access.
QJ004/1/4 (145 Whitchurch Road)	Concerns about reduced parking bays. Need to clarify few issues. Request to convert the frontage for parking	Staff provided detail information to the respondent to clarify various issues. Providing limited time parking bays would increase turn over for the customers. Some parking spaces are currently occupied by long term parkers. The time limited parking bays would restrict these long term parking and provide additional spaces for customers. Total number of parking spaces will not be reduced as lay-by parking with minor carriageway widening is provided instead. The current parking arrangements are not safer. The proposal would help to improve parking and safety at this location.



PURPOSE -

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NOTES

REVISION	AMENDMENT	DATE
A	Parking bay operation times changed and Speed Tables added	JAN 11

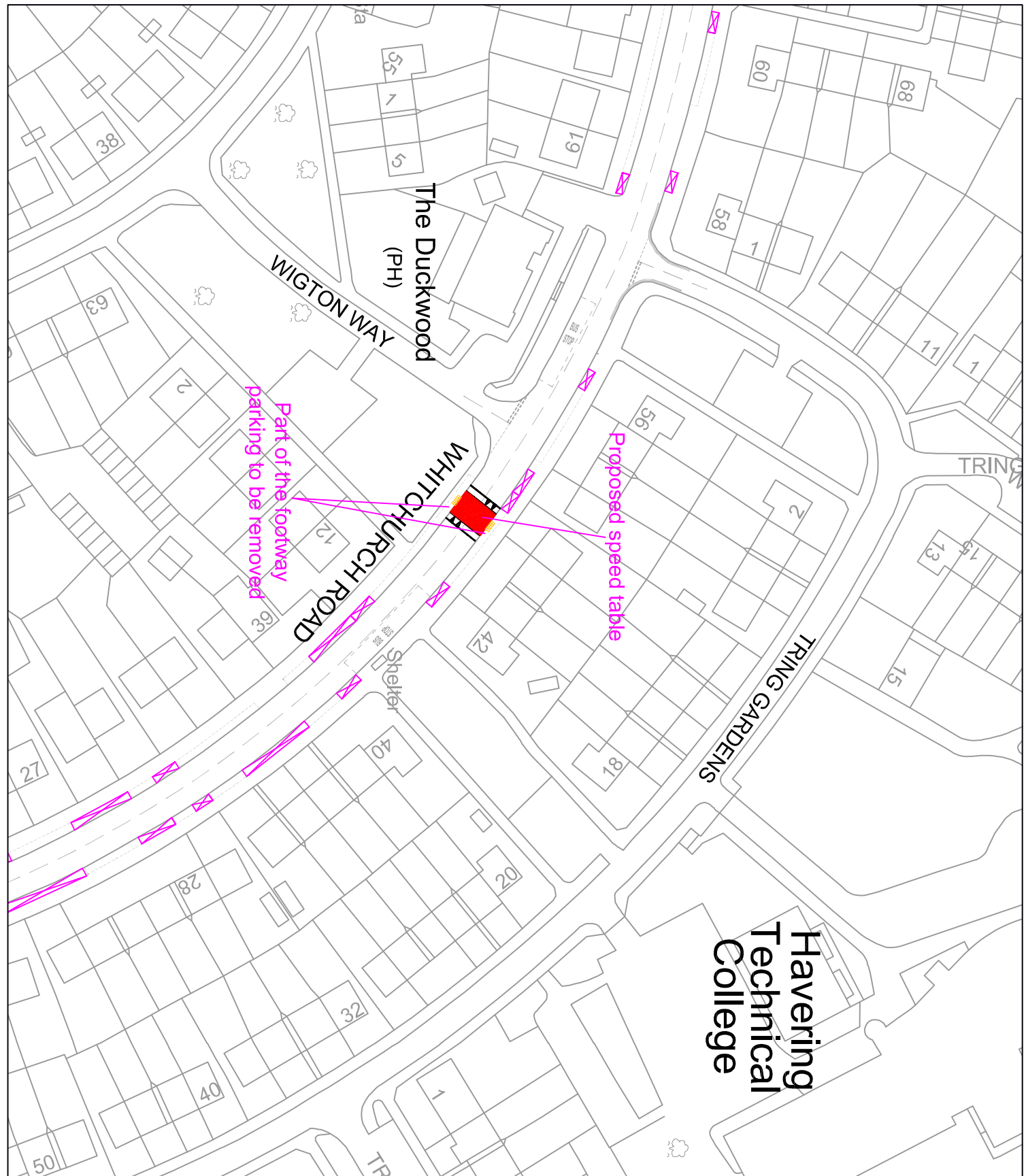
JOB TITLE
 WHITCHURCH ROAD
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED PARKING AND SAFETY
 IMPROVEMENTS

STREETCARE
 CULTURE & COMMUNITY

Havering
 TRAFFIC & ENGINEERING
 10th FLOOR MARKET HOUSE
 MARKET HOUSE, MARKET LANE
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 London Borough of Havering 100024327

NOTES

REVISION	AMENDMENT	DATE

JOB TITLE
 WHITCHURCH ROAD
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED PARKING AND SAFETY
 IMPROVEMENTS

STREETCARE
 CULTURE & COMMUNITY

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LONDON BOROUGH

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SCALE NTS	DATE OCT 10	DRAFT ISSUE
ACAD REF: -	DRAWING No QJ004/2	REVISION -
Sheet Size: A4 (210x297)		



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 February 2011

Subject Heading:

**BUS STOP ACCESSIBILITY
ROUTE 248 (HALL LANE)
Outcome of public consultation**

Report Author and contact details:

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

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

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

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops along part of the Route 248.

The scheme is within **Cranham** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements as follows be implemented.

Scheme Ref	Stop Number	Stop Name
QJ023-OF-24-A	25233	Deyncourt Gardens
QJ023-OF-25-A	25335	Ingerbourne Gardens
QJ023-OF-26-A	25235	Ingerbourne Gardens
QJ023-OF-27-A	25238	The Fairway
QJ023-OF-28-A	25237	The Fairway
QJ023-OF-30-A	25239	Upminster Tithe Barn Museum
QJ023-OF-32-A	25241	Avon Road

2. That the Committee having considered the representations made on the following either;
- (i) Recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements be implemented; or
 - (ii) The Head of StreetCare undertakes a public consultation on the provision of a 19 metre length bus stop clearway at the stop in its existing position opposite nos.111 to 115 Hall Lane, as shown on QJ023-OF-29.1-A.

Scheme Ref	Stop Number	Stop Name
QJ023-OF-29-A	25240	Upminster Tithe Barn Museum

3. That the Committee rejects the schemes listed below because of the impact of planning permission granted for the development of the Upminster Court Site and that the Head of StreetCare undertakes a public consultation on providing a 23 metre bus stop clearway at the stop in its existing position outside nos.141 to 145 Hall Lane, as shown on QJ023-OF-31.1-A.

Scheme Ref	Stop Number	Stop Name
QJ023-OF-31-A	BP616	Avon Road

4. That it be noted that the estimated cost of £50,000 for implementation will be met by Transport for London through the 2010/11 Local Implementation Plan allocation for Bus Stop Accessibility.

REPORT DETAIL

1.0 Background

- 1.1 Transport for London generally provides funding for Bus Stop Accessibility improvements through the London-wide Local Implementation plan (LIP) based on annual funding allocations by TfL to the London Boroughs.
- 1.2 Staff from StreetCare's Traffic & Engineering Section are working with Transport for London Bus Priority, London Buses and the Police (where required) on a programme of mainly route-based Bus Stop Accessibility improvements, although individual sites are investigated from time to time where there are particular problems.
- 1.3 The route approach allows for comprehensive review of existing bus stop positions for accessibility, convenience, safety etc. and sometimes requires stops to be moved away from points of conflict such as where parking or proliferation of vehicle crossings prevent stops being accessible in their existing positions.
- 1.4 People with mobility problems, the elderly and people travelling with young children find it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access is often caused by indiscriminately parked vehicles, or lack of space adjacent to stops.
- 1.5 Improvements to the bus stop environment such as raising kerbs or footways, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this will only be appropriate where carriageways are very wide.
- 1.6 The introduction of bus stop clearways reduces the problem of accessibility by providing sufficient space for buses to pull in close to the kerb. It has become even more important with the provision of buses that are fully wheelchair accessible, because the benefits of low-floor and "kneeling" buses are considerably reduced if the bus cannot get to the kerb.
- 1.7 In some situations, it is recognised that buses stopping on the carriageway can have an impact on traffic flows, especially on narrow roads. However, bus stop clearways with accessible footways, allow for buses to use stops more efficiently, minimising the length of time a bus is stationary. This will have the positive effect of reducing disruption to traffic flows to a minimum.

1.8 Proposals for accessibility improvements were developed for various stops along Route 248 as shown on Drawings QJ023-OF-24-A to 32A, covering locations along Hall Lane, Upminster.

1.9 61 letters were hand-delivered to those potentially affected by the scheme on or just after 19th January 2011, with a closing date of 4th February 2011.

2.0 Outcome of Public Consultation

2.1 By the close of the consultation, 8 responses were received. These responses are summarised in Appendix I of this report.

2.2 In addition, The Metropolitan Police Traffic Unit had no objections to the schemes and London Buses supported all the proposals.

2.3 Of the 8 responses, 2 residents objected to the proposals.

3.0 Staff Comments

3.1 Staff recommend that scheme QJ023-OF-29-A be abandoned due to planning permission being granted for the development of the Upminster Court Site and that the Head of StreetCare undertakes a public consultation on providing a 23 metre bus stop clearway at the stop in its existing position outside nos.141 to 145 as shown on QJ023-OF-31.1-A.

3.2 Staff recommend that scheme QJ023-OF-29-A be abandoned and that the Head of StreetCare undertakes a public consultation on the provision of a 19 metre length bus stop clearway at the stop in its existing position opposite nos.111 to 115 Hall Lane, as shown on QJ023-OF-29.1-A

3.3 Staff recommend that the following schemes be implemented, so that they are fully accessible to users;

Scheme Ref	Stop Number	Stop Name
QJ023-OF-24-A	25233	Deyncourt Gardens
QJ023-OF-25-A	25335	Ingerbourne Gardens
QJ023-OF-26-A	25235	Ingerbourne Gardens
QJ023-OF-27-A	25238	The Fairway
QJ023-OF-28-A	25237	The Fairway
QJ023-OF-30-A	25239	Upminster Tithe Barn Museum
QJ023-OF-32-A	25241	Avon Road

3.4 Scheme number 25 is located outside property number 48 Hall Lane. The resident has objected to the scheme stating he has permission for a vehicle crossover. Although the property had been granted planning permission for various works in 1998 (P0697.98), which included a second vehicle access,

no application has been received in the intervening period. Highways consent for a new access would be required which is unlikely to be granted given that the premises has one access point already and the bus stop accessibility would be adversely affected.

- 3.5 Scheme number 29 is located opposite nos.111 to 115 Hall Lane, Councillor Ford has expressed reservations with the bus stop being relocated, as this will bring two stops closer together.
- 3.6 London Buses have also made the same comment as Councillor Ford, but have no major objections if the bus stop is to be relocated to the depart side of the zebra crossing.
- 3.7 The Metropolitan Police would prefer the stop to be located on the depart side of the zebra crossing which will comply with current design principles and will keep the approach to the crossing clear. This will also encourage the use of the crossing by the alighting passengers from the bus. As there is no collision history relating to the current layout, the Metropolitan Police would not object to the bus stop remaining in same location.
- 3.8 Scheme no 31 is located outside nos.141 to 145, a resident has objected to the relocation as they feel the residents of River Drive will not benefit from the relocation as the stop is moved further away from residential use.
- 3.9 The Committee should note that in order to make a bus stop fully accessible, the area should be kept clear from parked vehicles and therefore a Clearway is required, rather than double yellow lines which allows loading, blue badge-holder parking and the setting down and picking up of passengers,

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £50,000 for implementation will be met by Transport for London through the 2010/11 Local Implementation Plan allocation for Bus Stop Accessibility, subject to finance being available

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

Bus Stop Clearways (used as part of making bus stops accessible) can displace on-street parking.

The associated footway works with providing accessible bus stops can reduce the ability for footway parking to be provided along the section of footway made fully-accessible.

BACKGROUND PAPERS

Project file: QJ 023 BSA R248 2010-11

**APPENDIX I
SUMMARY OF CONSULTATION RESPONSES FROM RESIDENTS**

Scheme 24

Respondent	Agree	Object	Comments
17 Hall Lane	x		<ul style="list-style-type: none"> Resident had no objection to the proposal but wanted clarification if the proposal will affect the new drop kerb which is current being processed through the DSO offices.
1 Hurstwood Court (Hall Lane)	x		<ul style="list-style-type: none"> This scheme will benefit the residents of the flats on each side of Hall Lane. Resident has some concerns with the misuse of the taxi rank.
2 Hurstwood Court (Hall Lane)			<ul style="list-style-type: none"> This scheme will benefit the residents of the flats on each side of Hall Lane. Resident has some concerns with the misuse of the taxi rank.
3 Hurstwood Court (Hall Lane)	x		<ul style="list-style-type: none"> This scheme will benefit the residents of the flats on each side of Hall Lane. Resident has some concerns with the misuse of the taxi rank.

Scheme 25

Respondent	Agree	Object	Comments
48 Hall Lane		x	<ul style="list-style-type: none"> Resident objects to the proposals as the resident feels this will affect the entrance and exist to his property. The resident has provided documentation stating that planning permission was granted.

Scheme 30

Respondent	Agree	Object	Comments
121 Hall Lane	x		<ul style="list-style-type: none"> Agreed with the proposals but required further clarification if the proposal will affect the entrance to the existing drive way.

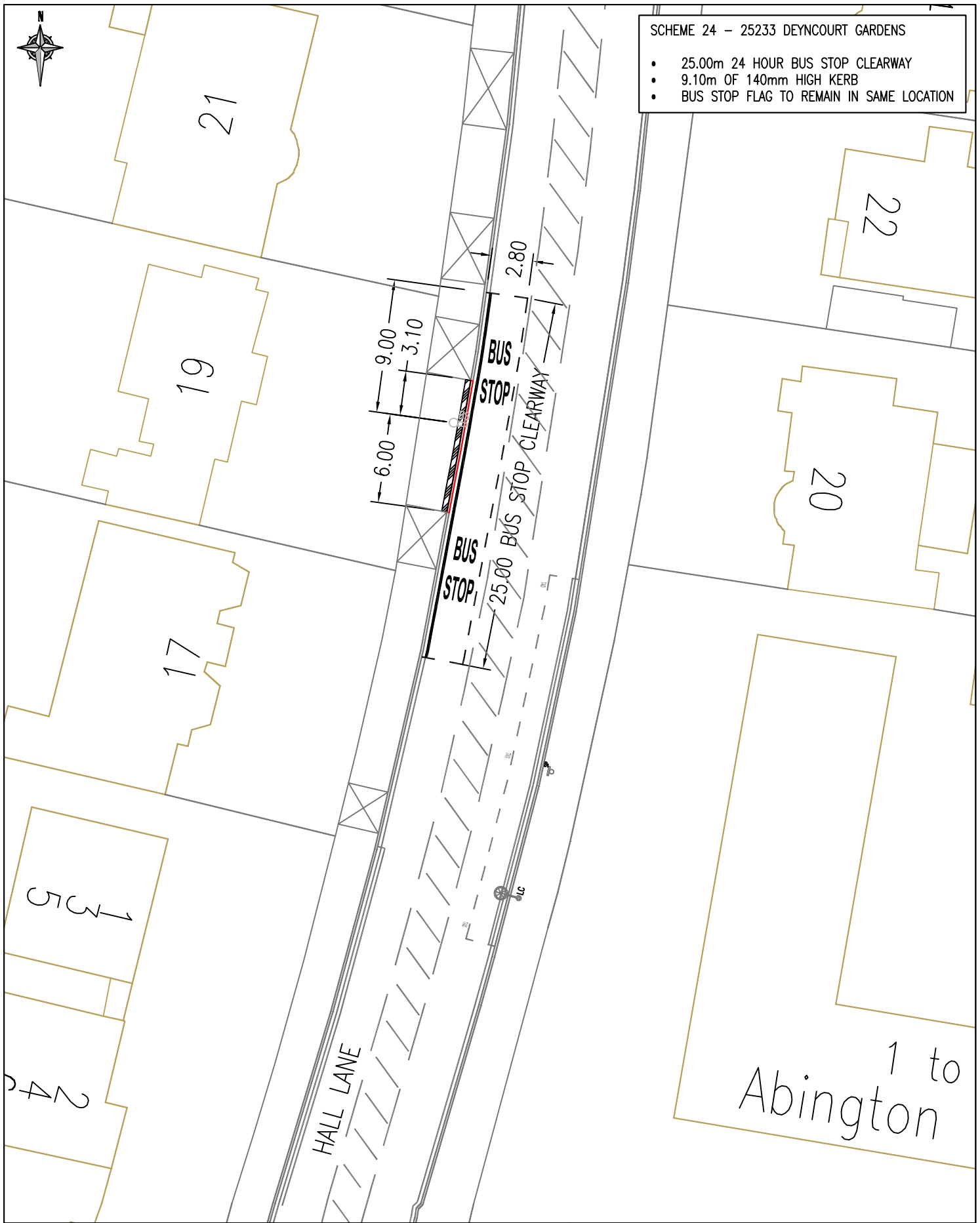
Scheme 31 & 32

Respondent	Agree	Object	Comments
		x	<ul style="list-style-type: none">• Resident feels there is no need for bus stops at this location as it would ease traffic flow.• Object's to the relocation of scheme 31 as it will not benefit residents in River Drive.



SCHEME 24 - 25233 DEYNCOURT GARDENS

- 25.00m 24 HOUR BUS STOP CLEARWAY
- 9.10m OF 140mm HIGH KERB
- BUS STOP FLAG TO REMAIN IN SAME LOCATION

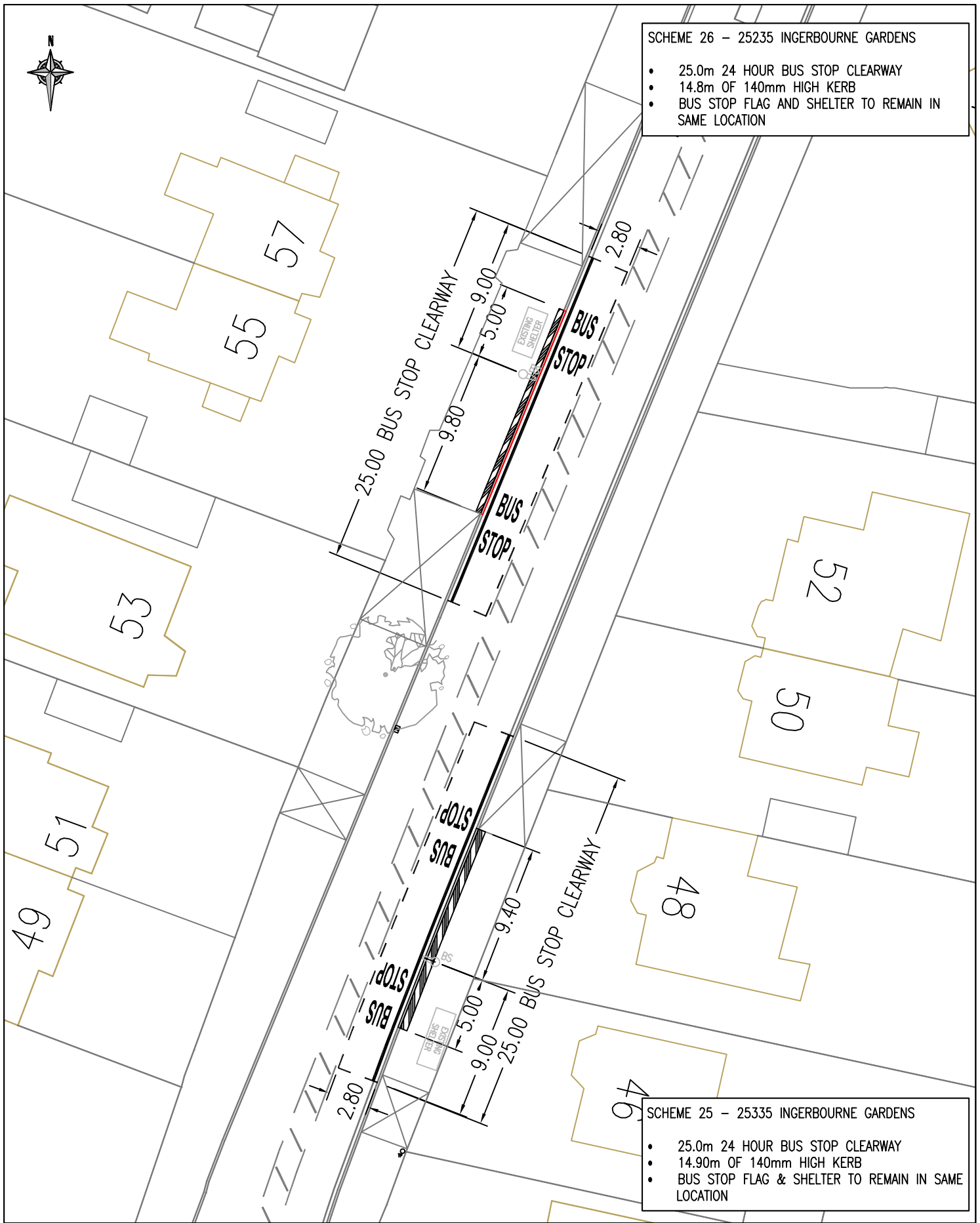


<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE: No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>		<p> 140mm KERB UPSATND</p> <p> NEW FOOTWAY SURFACE</p> <p> BUS SHELTER & FLAG</p> <p> KERB</p>	
<p>JOB TITLE TFL BUS STOP ACCESSIBILITY ROUTE: 248</p>		<p>DRAWING TITLE SCHEME 24 - 252233 DEYNCOURT GARDENS</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
		<p>DRAWN BY RP</p>	<p>CHECKED BY MLP</p>	<p>APPROVED BY MLP</p>					
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					<p>REVISION</p>	<p>AMENDMENT</p>			<p>DATE</p>



SCHEME 26 - 25235 INGERBOURNE GARDENS

- 25.0m 24 HOUR BUS STOP CLEARWAY
- 14.8m OF 140mm HIGH KERB
- BUS STOP FLAG AND SHELTER TO REMAIN IN SAME LOCATION



SCHEME 25 - 25335 INGERBOURNE GARDENS

- 25.0m 24 HOUR BUS STOP CLEARWAY
- 14.90m OF 140mm HIGH KERB
- BUS STOP FLAG & SHELTER TO REMAIN IN SAME LOCATION

Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

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ROMFORD, RM1 3DW
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PURPOSE PROPOSAL
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- 140mm KERB UPSATND
- NEW FOOTWAY SURFACE
- BUS SHELTER & FLAG
- KERB

JOB TITLE
TfL BUS STOP ACCESSIBILITY
ROUTE: 248

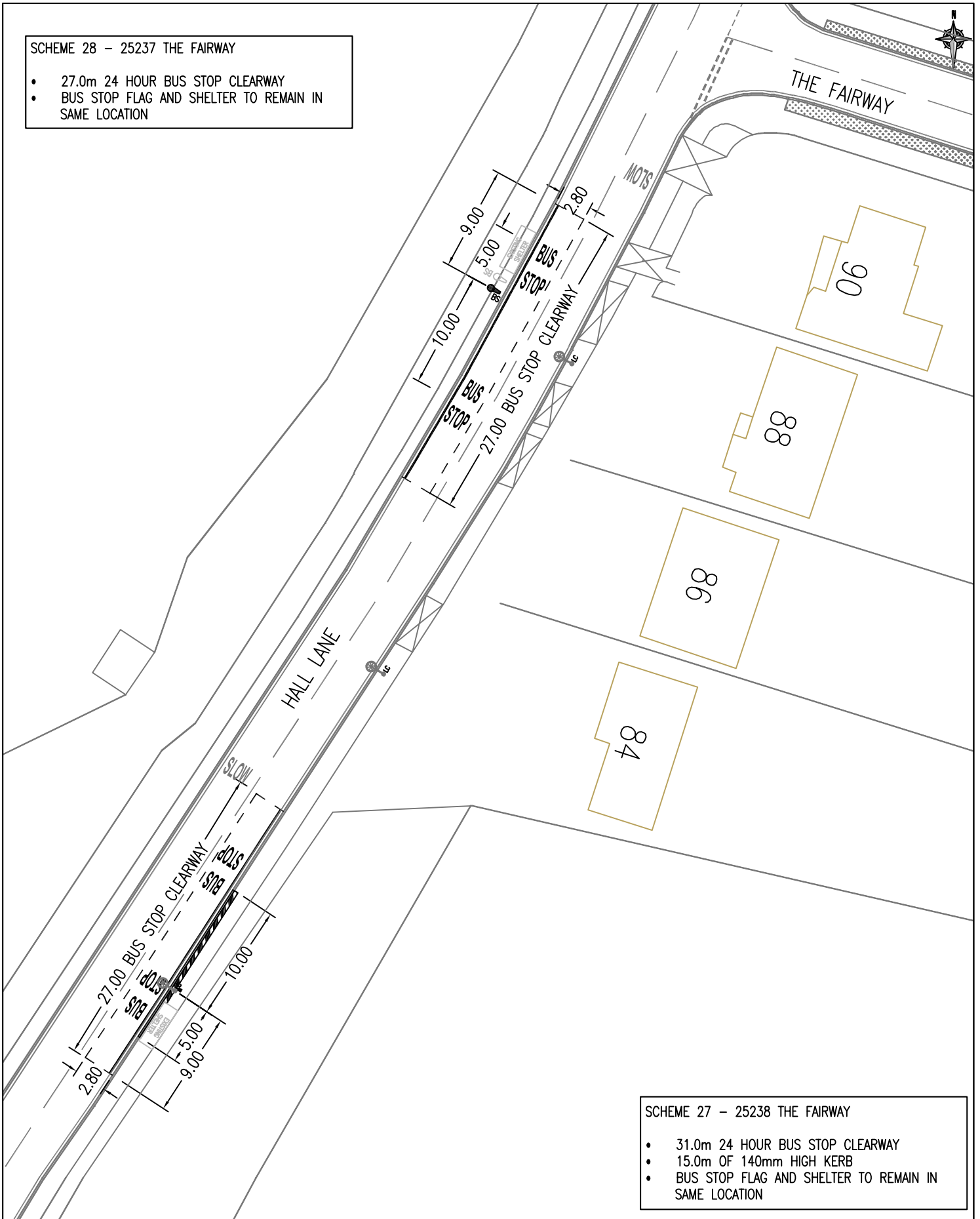
DRAWING TITLE
SCHEME 25 - 25335
INGREBOURNE GARDENS

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						REVISION	AMENDMENT		DATE

SCHEME 28 – 25237 THE FAIRWAY

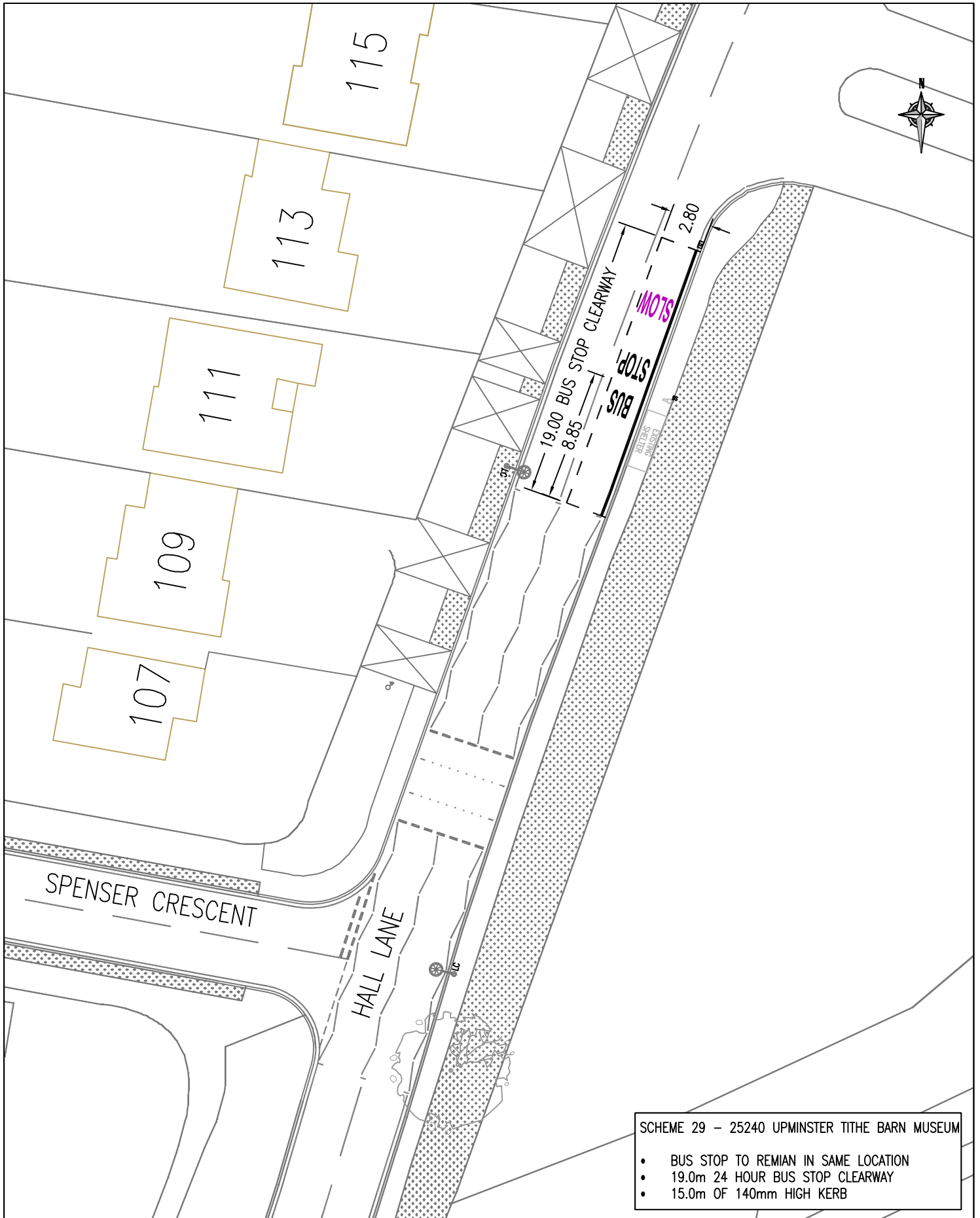
- 27.0m 24 HOUR BUS STOP CLEARWAY
- BUS STOP FLAG AND SHELTER TO REMAIN IN SAME LOCATION



SCHEME 27 – 25238 THE FAIRWAY

- 31.0m 24 HOUR BUS STOP CLEARWAY
- 15.0m OF 140mm HIGH KERB
- BUS STOP FLAG AND SHELTER TO REMAIN IN SAME LOCATION

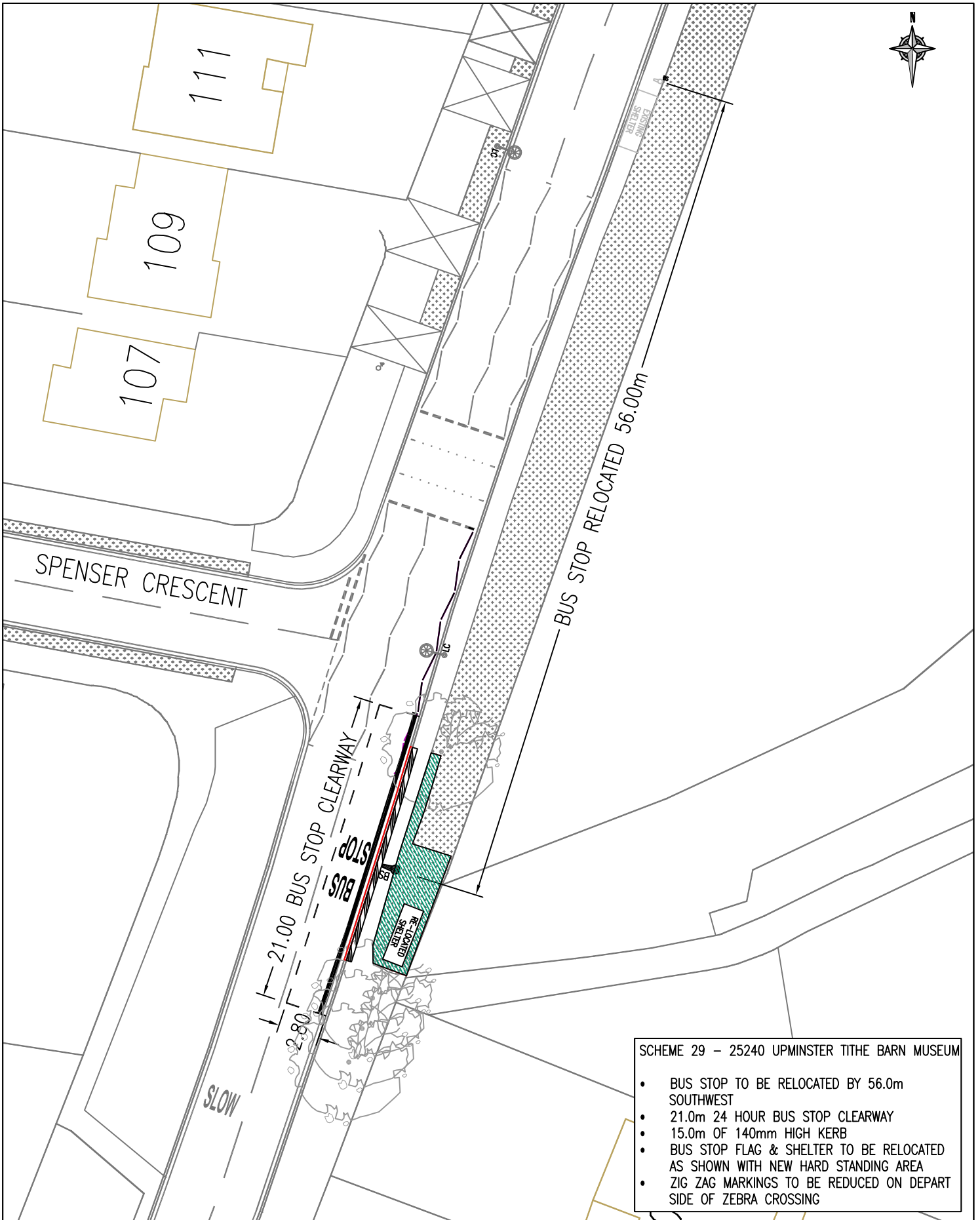
<p>Havering LONDON BOROUGH STREETCARE – CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>		<p>140mm KERB UPSATND</p>	
<p>JOB TITLE TFL BUS STOP ACCESSIBILITY ROUTE: 248</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>NEW FOOTWAY SURFACE</p>		<p>BUS SHELTER & FLAG</p>	
<p>DRAWING TITLE SCHEME 27 – 252238 THE FAIRWAY</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>KERB</p>	
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								<p>18.01.11</p>	
								<p>DATE</p>	



SCHEME 29 - 25240 UPMINSTER TITHE BARN MUSEUM

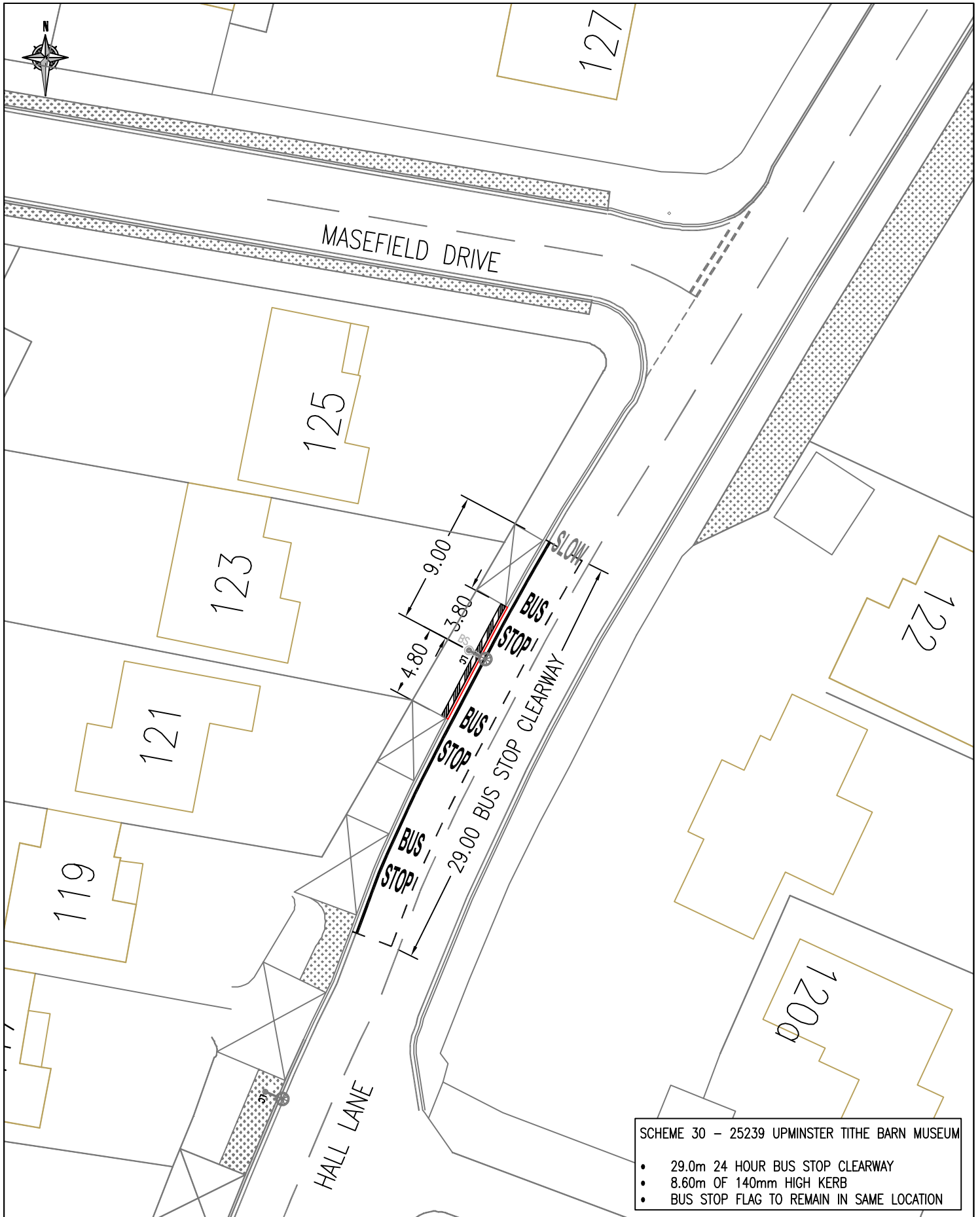
- BUS STOP TO REMIAN IN SAME LOCATION
- 19.0m 24 HOUR BUS STOP CLEARWAY
- 15.0m OF 140mm HIGH KERB

<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>		<p> 140mm KERB UPSATND</p>	
<p>JOB TITLE TFL BUS STOP ACCESSIBILITY ROUTE: 248</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p> NEW FOOTWAY SURFACE</p>		<p> BUS SHELTER & FLAG</p>	
<p>DRAWING TITLE SCHEME 29 - 252240 UPMINSTER TITHE BARN MUSEUM</p>		<p>DRAWN BY RP</p>	<p>CHECKED BY MLP</p>	<p>APPROVED BY MLP</p>	<p> KERB</p>				
<p>SCALE (AT A4 SIZE) N.T.S.</p>	<p>DATE 08.02.11</p>	<p> DRAFT ISSUE</p>	<p>ACAD REF: Sheet Size: A4 (210x297)</p>	<p>DRAWING No QJ023-OF-29.1</p>	<p>REVISION A</p>	<p>INITIAL ISSUE</p>		<p>18.01.11</p>	
				<p>REVISION</p>	<p>AMENDMENT</p>				<p>DATE</p>



- SCHEME 29 - 25240 UPMINSTER TITHE BARN MUSEUM**
- BUS STOP TO BE RELOCATED BY 56.0m SOUTHWEST
 - 21.0m 24 HOUR BUS STOP CLEARWAY
 - 15.0m OF 140mm HIGH KERB
 - BUS STOP FLAG & SHELTER TO BE RELOCATED AS SHOWN WITH NEW HARD STANDING AREA
 - ZIG ZAG MARKINGS TO BE REDUCED ON DEPART SIDE OF ZEBRA CROSSING

<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE: PROPOSAL</p>		<p>140mm KERB UPSATND NEW FOOTWAY SURFACE BUS SHELTER & FLAG KERB</p>	
<p>JOB TITLE TfL BUS STOP ACCESSIBILITY ROUTE: 248</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE SCHEME 29 - 252240 UPMINSTER TITHE BARN MUSEUM</p>		<p>DRAWN BY RP</p>	<p>CHECKED BY MLP</p>	<p>APPROVED BY MLP</p>			
<p>SCALE (AT A4 SIZE) N.T.S.</p>	<p>DATE 18.01.11</p>	<p>DRAFT ISSUE</p>	<p>ACAD REF: Sheet Size: A4 (210x297)</p>	<p>DRAWING No QJ023-OF-29</p>	<p>REVISION A</p>	<p>INITIAL ISSUE</p>	<p>18.01.11 DATE</p>



- SCHEME 30 - 25239 UPMINSTER TITHE BARN MUSEUM**
- 29.0m 24 HOUR BUS STOP CLEARWAY
 - 8.60m OF 140mm HIGH KERB
 - BUS STOP FLAG TO REMAIN IN SAME LOCATION

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- 140mm KERB UPSATND
- NEW FOOTWAY SURFACE
- BUS SHELTER & FLAG
- KERB

JOB TITLE
 TFL BUS STOP ACCESSIBILITY
 ROUTE: 248

DRAWING TITLE
 SCHEME 30 - 252239
 UPMINSTER TITHE BARN MUSEUM

DRAWN BY RP
CHECKED BY MLP
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SCALE (AT A4 SIZE) N.T.S.
DATE 18.01.11
DRAFT
ISSUE

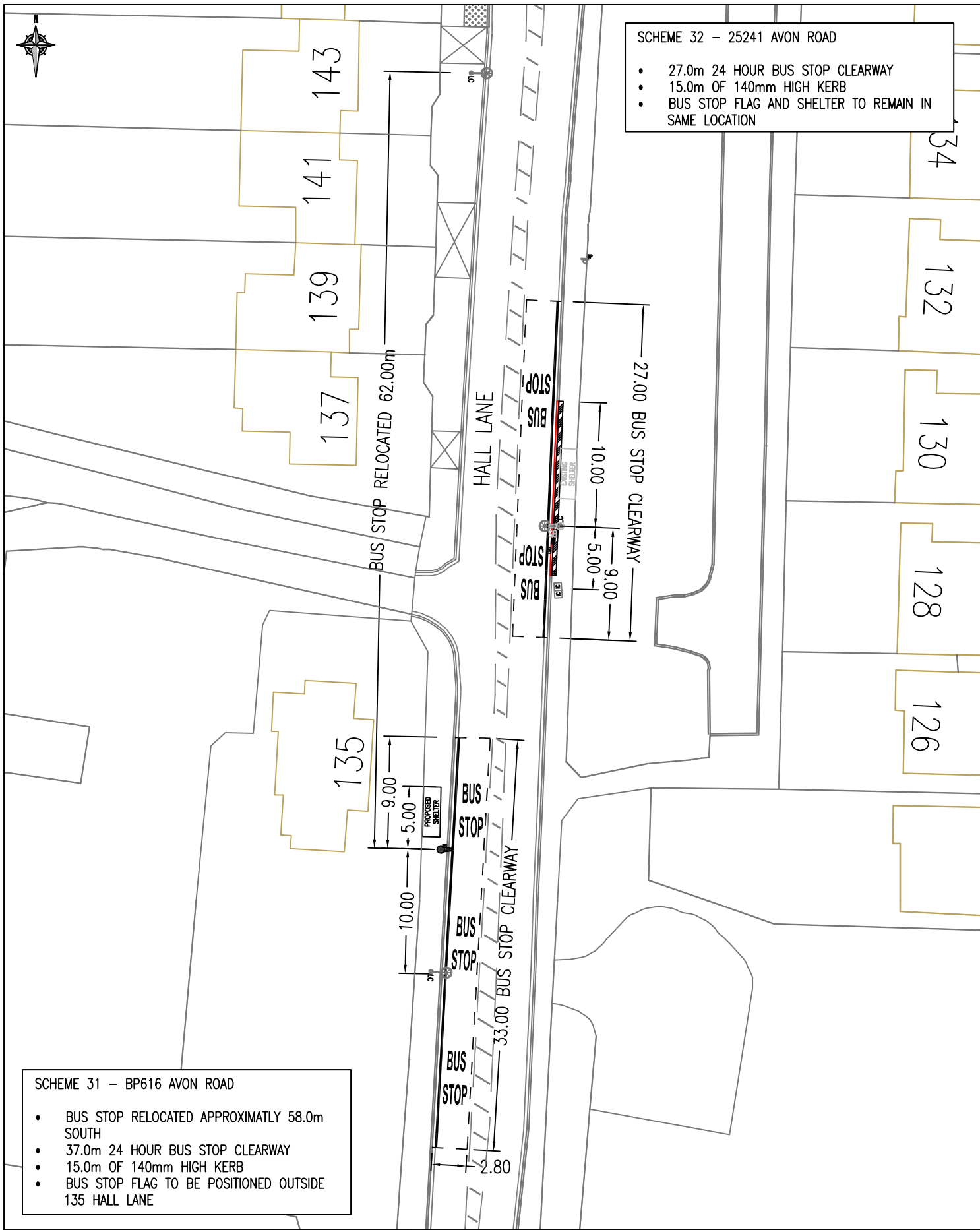
ACAD REF:
DRAWING No QJ023-OF-30
REVISION A

REVISION A
AMENDMENT
INITIAL ISSUE
DATE 18.01.11



SCHEME 32 – 25241 AVON ROAD

- 27.0m 24 HOUR BUS STOP CLEARWAY
- 15.0m OF 140mm HIGH KERB
- BUS STOP FLAG AND SHELTER TO REMAIN IN SAME LOCATION



Havering
LONDON BOROUGH
STREETCARE – CULTURE & COMMUNITY

10th FLOOR MERCURY HOUSE
MERCURY GARDENS
ROMFORD, RM1 3DW
TELEPHONE: No: 01708 434343
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PURPOSE **PROPOSAL**

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140mm KERB UPSATND
 NEW FOOTWAY SURFACE
 BUS SHELTER & FLAG
 KERB

JOB TITLE
TfL BUS STOP ACCESSIBILITY
ROUTE: 248

DRAWING TITLE
SCHEME 31 & 32
AVON ROAD

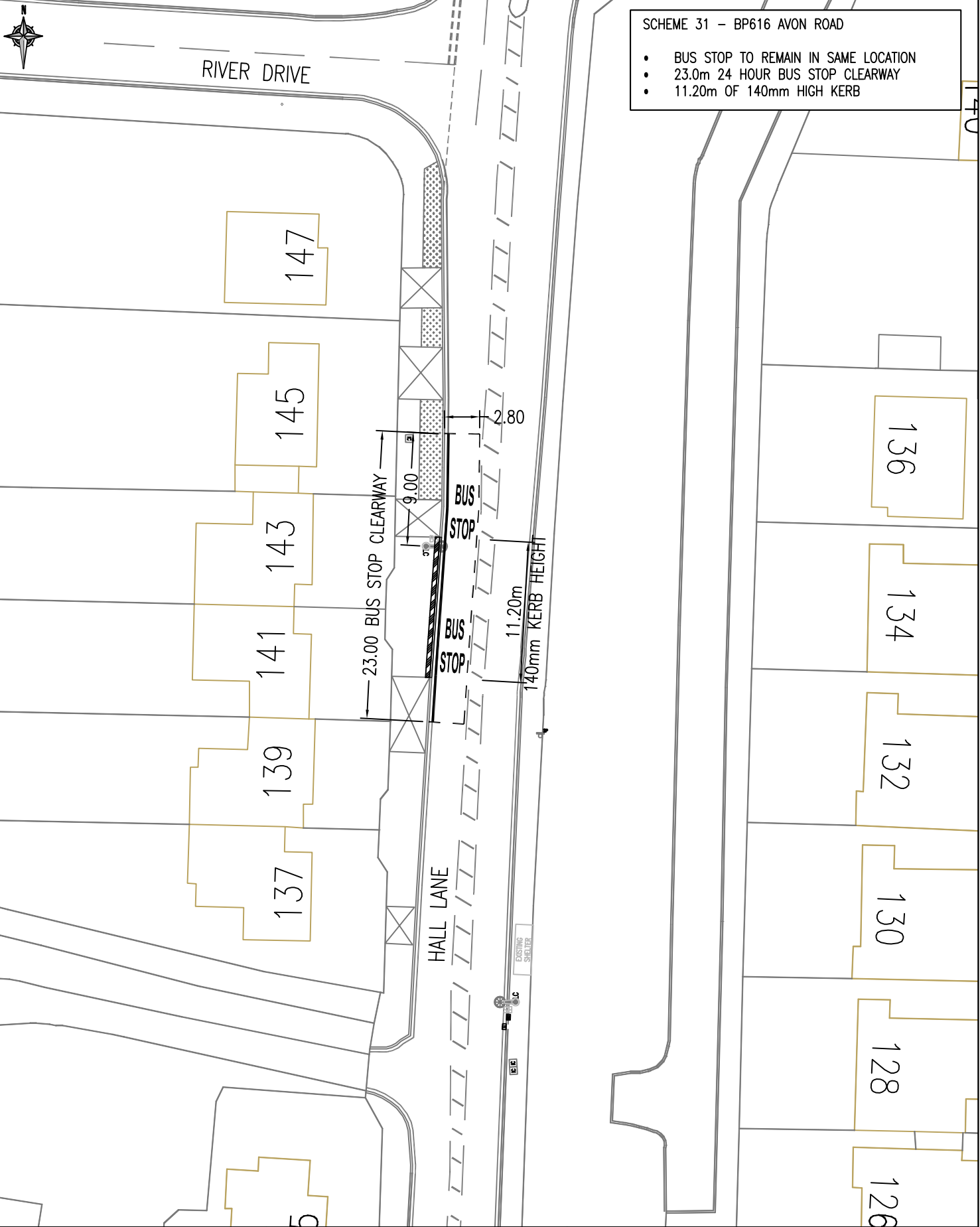
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SCALE (AT A4 SIZE) N.T.S. **DATE** 18.01.11 **DRAFT** **ISSUE**

ACAD REF: **DRAWING No** QJ023-OF-31&32 **REVISION** A

REVISION A **INITIAL ISSUE** **DATE** 18.01.11

Sheet Size: A4 (210x297) **REVISION** AMENDMENT **DATE**



SCHEME 31 - BP616 AVON ROAD

- BUS STOP TO REMAIN IN SAME LOCATION
- 23.0m 24 HOUR BUS STOP CLEARWAY
- 11.20m OF 140mm HIGH KERB

Haverling
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PURPOSE
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140mm KERB UPSATND
 NEW FOOTWAY SURFACE
 BUS SHELTER & FLAG
 KERB

JOB TITLE
 TFL BUS STOP ACCESSIBILITY
 ROUTE: 248

DRAWING TITLE
 SCHEME 31
 AVON ROAD

DRAWN BY RP
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 DRAFT
 ISSUE

ACAD REF:
 Sheet Size: A4 (210x297)
DRAWING No QJ023-OF-31.1
REVISION A

REVISION A
INITIAL ISSUE
DATE 18.01.11



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 February 2011

Subject Heading:

CONSIDERATION OF SCHEMES
PREVIOUSLY REJECTED

CMT Lead:

Christine Dooley, Assistant Chief
Executive, Legal & Democratic Services

Report Author and contact details:

Ian Buckmaster
Committee Administration Manager
ian.buckmaster@havering.gov.uk
01708 432431

Policy context:

Amending procedures for the Highways
Advisory Committee

Financial summary:

There are no direct financial implications
attached to this report

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

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

SUMMARY

This report proposes a revision to procedural changes to consideration of highway schemes.

Occasionally, Members or members of the public suggest highways schemes that have previously been considered by the Committee and rejected. Currently, such new suggestions have to be reported to the Committee for its consideration, even if the earlier rejection may have been as recently as the previous meeting.

This can clearly lead to duplicated and wastefully unnecessary use of officers' – and indeed, Members' – time.

This report invites consideration of whether means should be put in place to prevent that.

RECOMMENDATIONS

- 1 That, as a general rule, the Committee refuse to consider a suggestion for a scheme that is, or is substantially, the same as one previously considered by it within the previous *six months*; but
- 2 Recommendation 1 above shall not apply where the Chairman of the Committee is satisfied, on the advice of officers, that as a result of a significant change of circumstances, it is appropriate for the Committee to reconsider the matter.
- 3 That officers be authorised to disregard any suggestion made to which recommendation 1 above applies, unless it is accepted as falling within recommendation 2.

REPORT DETAIL

Council Procedure Rule 14.2 prevents consideration of a motion which duplicates an earlier motion within six months of the original motion being considered, unless at least 25% of the Membership of the Council support such a move.

It is open to the Committee, if Members so wish, to introduce a similar rule in relation to highways schemes that it has considered but rejected.

From time to time, suggestions are received – from both Members and members of the public – for schemes that have been rejected. This is not necessarily because – although it does happen – a scheme is perceived as desirable even though it has been rejected; more likely, it is because different people have the same idea and put it forward individually (without knowing that another, similar suggestion has been made).

Currently, officers do not have authority in such cases to defer submission of the new suggestion. Accordingly, such suggestions must be processed as stand-alone matters, and re-submitted to the Committee. This is wasteful and unnecessary.

It is open to this Committee to agree not to consider suggestions that have previously been considered within a specific previous period. Six months is suggested as a reasonable starting point, but another period could be agreed (bearing in mind that it would be unreasonable to go back too far). Additionally, it is possible to refuse to consider suggestions that, while not exactly the same as a previous suggestion, are substantially the same.

It would be necessary to ensure that means existed for schemes to be considered, notwithstanding a recent rejection, where – for example – there had been a significant change in local circumstances. This would avoid the possibility of the Council being accused of fettering its discretion.

The recommendation provides for such a mechanism to be agreed.

IMPLICATIONS AND RISKS

Financial implications and risks

There are no direct financial implications and risks. A small saving may emerge from reduced use of officers' and Members' time in considering unnecessarily suggestions previously rejected.

Legal implications and risks

Steps would be needed to ensure that the Council did not fetter its discretion but, beyond that, there are no obvious legal implications or risks.

Human Resources implications and risks:

There are no human resources implications and risks

Equalities implications and risks:

There are no equalities implications or risks

BACKGROUND PAPERS

There are no background papers

Highways Advisory Committee, 22 February 2011



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 February 2011

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
February 2011**

Report Author and contact details:

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

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

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

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

Highways Advisory Committee, 22 February 2011

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
 22nd February 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Scheme proposals with funding in place								
1	South End Road, near Blacksmiths Lane	Provide zig-zags at existing Toucan Crossing	Traffic signals due to be modernised by TfL in 2011/12 financial year. Modern standards require zig-zags.	TfL LIP (2011/12)	£750	TfL Signals	03/02/2011	Musood Karim (StreetCare)
SECTION B - General parking requests for prioritisation (LBH Revenue Budget)								
2	High Street, Hornchurch	Review parking restrictions in area outside Cricketer's Public House to prevent parking by taxis in late evening	Existing part time restrictions operate 8am to 8pm, Monday to Saturday.	LBH Revenue	TBC	Resident	05/01/2011	Cllr D White
3	7 - 15 Mavis Grove	Extend existing part time restrictions to cover frontagers who suffer long-term parking and accesses being blocked, which leads to a disproportionate amount of requests for parking enforcement	Feasible. Existing restriction in street is 8am to 6:30pm, Monday to Saturday.	LBH Revenue	£1k	Resident	07/01/2011	Cllr B Tebbutt
4	Dorrington Gardens, Sandown Avenue, Victor Gardens and Woodfield Road	Double yellow lines at all junctions	Feasible. Complaints since rejection of wider parking scheme	LBH Revenue	£2k	Resident	03/02/2011	Cllr B Tebbutt

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee
22nd February 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
5	299-335 Dagnam Park Drive	Creation of parking area in grass verge and footway parking	Feasible, would cost around £2k per space created in the verge, limited footway parking possible	LBH Revenue		Resident	07/01/2011	1050868 and 1055920
6	Lodge Lane, Collier Row	Request for double yellow lines on one side or alternately up to Frinton Avenue as current parking on both sides is dangerous and causes congestion	Feasible, subject to consultation. HAC rejected short section of DYs after bus stop and this request November 2010.	LBH Revenue	£2k	Residents	13/01/2011	Cllr Wallace
7	Butts Green Road	Provision of a pay-and-display parking bay outside 43 to 63 to prevent all day parking which is preventing customers parking for shops.	Parking is a problem outside these shops and should be reviewed in consultation with the businesses.	LBH Revenue	£6k	Business	20/01/2011	1055798
8	Wingletye Lane. Wiltshire Avenue & Essex Gardens	Parking at school times blocking road and creating visibility and safety problems - restrictions are required	Requests have come up several times from different residents and HAC rejected.	LBH Revenue	TBC	Resident	03/02/2011	1060174
9	Park Drive, Romford	Extend double yellow lines outside nos.5 and 7 to assist with access from North Street	Will help with traffic flow, especially near exit from bus garage	LBH Revenue	250	Resident	03/02/2011	1059818
10	Cranham Road, near Upper Brentwood Road	Prevent blue badge holders parking on double yellow lines near medical centre	Will require a loading ban as blue badge holders can park on double yellow lines	LBH Revenue	500	Resident	03/02/2011	

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee
22nd February 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
11	Mawney Road (North of A12)	Remove 9am to 10am restriction in area north of A12	Will allow residents to park during this hour, but may lead to those working in local businesses parking all day	LBH Revenue	1,000	Resident	03/02/2011	Cllr Trew
12	St Andrews Avenue/ Windermere Avenue	Double yellow lines at junction	Feasible.	LBH Revenue	500	Resident	03/02/2011	Feb File
13	Marlborough Road	Reduce or extend double yellow lines to stop parking across drive	Feasible.	LBH Revenue	250	Resident	03/02/2011	Feb File
14	Alma Avenue (Hacton Lane end)	Parking restrictions on bend near Bevan way to deal with obstructive parking, especially associated with church on Sundays		LBH Revenue		Resident	07/02/2011	Cllr Morgon
15	Spring Gardens	Additional double yellow lines to provide two-way traffic flow	Feasible.	LBH Revenue	750	Resident	08/02/2011	Cllr Tebbutt
SECTION C - Scheme proposals without funding available								
16	Squirrels Heath Lane	Introduce 20mph speed limit because traffic driving over humped zebra crossing causing shaking of house	20mph speed limit can only be introduced where speeds are measured at 24mph or below. Resident has been in opposition to humped crossing before and after installation.	TBC	N/A	N/A	08/02/2011	Feb File
17	Chelmsford Avenue, Collier Row	Provide a speed hump near Broomfield Close	Feasible but not funded.	TBC	3k	Andrew Rosindell MP	08/02/2011	1061746

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

Highways Advisory Committee
22nd February 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
18	Compton Avenue, Wallenger Avenue and Crossways	Request for traffic calming	Feasible but not funded.	TBC	27k	Resident	08/02/2011	1054904
19	Compton Avenue, Wallenger Avenue and Crossways	Request for traffic calming	See above	TBC	see above	Resident	08/02/2011	1063396
20	Great Gardens Road	Request for traffic calming	Feasible but not funded.	TBC	£24k	Resident	08/02/2011	Feb File
21	Jersey Road	Request for traffic calming	Deferred from January 2011 (item 100). No recorded casualties in last 3 years.	TBC	£20k	Cllr Breading	14/12/2010	Cllr Breading
SECTION D - Scheme proposals on hold for future discussion								
22	Warwick Road	Controls to reduce on-street parking to assist HGV access	Commercial properties at end of residential street and so would reduce parking capacity. Verge could be converted to parking, but not funded. Staff met local councillors and are awaiting an agreed request.	TBC	£1,800 per space	Police SNT	06/12/2010	Mark Philpotts LBH StreetCare
23	Cherry Tree Lane	Traffic calming	4 sets of speed tables proposed in 2008/09 to deal with speeding and casualties. Representations by London Ambulance Service reduced scheme to 3 speed tables. Funding for further works not available.	N/A	£30k	Resident	02/11/2010	1022682

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee
22nd February 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
24	Rainham Village Parking Review	Consider parking needs for village in parallel with Viking Way extension, perhaps look at residents' permits as well - commence work with local parking questionnaire. Review likely to start in January 2011 to coincide with Viking Way scheme.	HAC requested for approval in principal for questionnaire to local area with results reported back to future HAC	Variety of external funders	£10k	LBH Regeneration	03/11/2010	David Ballm LBH StreetCare
25	Upper Rainham Road	Request for speed-reducing measures between Chestnut Avenue and Laburnum Avenue	1 slight injury at junction with Chestnut Avenue (driver pulled out of junction without looking properly); 1 serious injury at junction with Laburnum Avenue (car turning right into side road hit oncoming motorcycle). 3 years to July 2010.	N/A	£35k	Cllr D White	04/11/2010	Cllr D White
26	South End Road	Request for Zebra Crossing near Condor Walk	Feasible, but not funded. The road width is just under 7 metres and therefore a pedestrian refuge would require road widening and therefore a similar budget. South End Road to be reviewed 2011/12 as part of casualty reduction programme.	N/A	£25k	Resident	16/11/2010	1033034