



Haverling

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

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

COUNCILLORS:

**Conservative
Group
(5)**

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

**Residents'
Group
(2)**

Linda Hawthorn
John Mylod

**Labour Group
(1)**

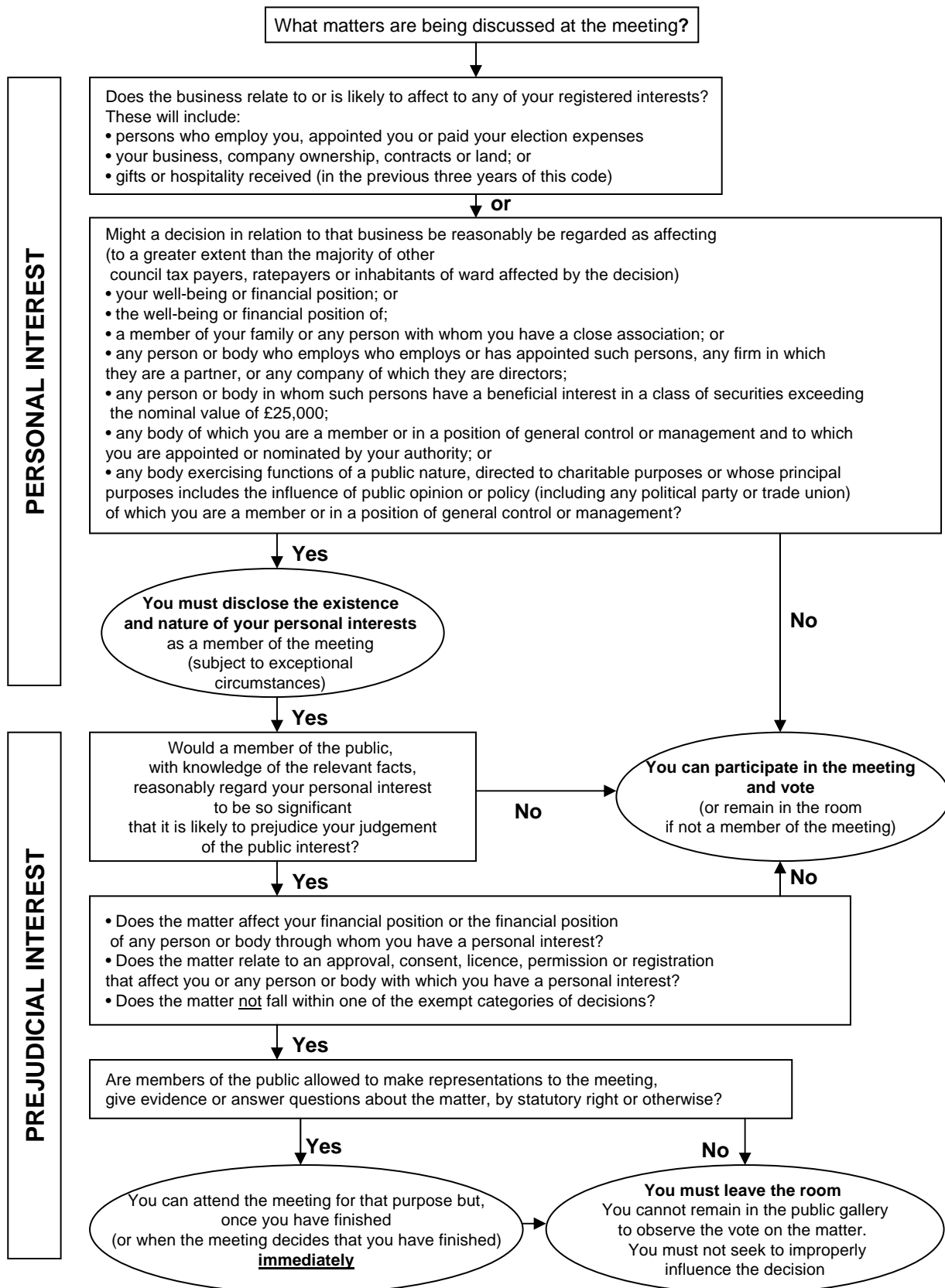
Denis Breading

**Independent
Residents' Group
(1)**

David Durant

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

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



AGENDA ITEMS

1 **CHAIRMAN'S ANNOUNCEMENTS**

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

The Chairman will also announce the following:

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

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

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

3 **DECLARATION OF INTERESTS**

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

4 **MINUTES**

To approve as a correct record the minutes of the meeting of the Committee held on 22 February 2011, and to authorise the Chairman to sign them.

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

6 **HORNCHURCH STATION AREA PARKING REVIEW - Outcome of area survey** Report Attached

7 **PROPOSED 'AT ANY TIME' (DOUBLE YELLOW LINES) WAITING RESTRICTIONS** **BRIDGE CLOSE AREA - Outcome of Public consultation - Report Attached**

- 8 **ST EDWARD'S PRIMARY SCHOOL – SCHOOL TRAVEL PLAN & PARKING REVIEW**
Speed table at Junction of Mashiters Walk and Havering Drive – Report Attached

- 9 **PRIMARY SCHOOL PARKING REVIEW GIDEA PARK PRIMARY SCHOOL LODGE AVENUE** - Outcome of Public consultation - Report Attached

- 10 **PRIMARY SCHOOL PARKING REVIEW AYLOFF PRIMARY SCHOOL MAYLANDS AVENUE** - Outcome of Public consultation - Report Attached

- 11 **BROCKTON ROAD – PROPOSED WAITING RESTRICTIONS** - Outcome of Public consultation - Report Attached

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

- 13 **URGENT BUSINESS**

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

Philip Heady
Democratic Services Manager

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Havering Town Hall
22 February 2011 (7.30pm – 10.00pm)**

Present:

COUNCILLORS:

Conservative Group	Frederick Thompson (in the Chair), +Wendy Brice-Thompson, Billy Taylor, +Garry Pain, Damian White
Residents' Group	Linda Hawthorn and John Mylod
Labour Group	Denis Breading
Independent Local Residents' Group	David Durant

An apology for absence was received from Councillors Steven Kelly and Lynden Thorpe.

+Substitute Members: Councillor Wendy Brice-Thompson (for Steven Kelly) and Councillor Garry Pain (for Lynden Thorpe).

Councillors Andrew Curtin, Nic Dodin, Barry Tebbutt and John Wood were present for parts of the meeting.

There were about 20 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 John Mylod declared an interest on a matter relating to Hornchurch Town Centre as he had taken an interest in the matter. This did not constitute a prejudicial interest.

There were no declarations of interest.

79 MINUTES

The minutes of the meeting of the Committee held on 25 January 2011 were agreed as a correct record and signed by the Chairman subject to two issues raised by Councillor Breading:

1. The entry in the schedule for double yellow lines across a dropped kerb

within a parking bay outside 59-75 Ongar Way where a disabled resident was having difficult access. Councillor Breading stated that this had not been agreed by the Committee.

It was agreed that officers should defer implementation of this proposal

2. That the schedule of potential work in Cherry Tree Lane that was agreed at the previous meeting should have resulted in a report at this meeting.

It was agreed that the report should be presented to the next meeting of the committee.

80 HORNCHURCH TOWN CENTRE MAJOR PROJECT

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

Before the report was presented Councillor Mylod addressed the Committee stating that many of the residents in the audience had indicated that they were not happy with the public consultation that took place. He stated that residents had not been properly consulted. He proposed a deferral of the report in order for a meaningful public consultation be undertaken. This was seconded by Councillor Hawthorn.

After a brief discussion the Committee **RESOLVED** that the report be deferred in order for further consultation be carried out.

The vote for the motion was 4 votes in favour 4 votes against and 1 abstention. The Chairman used his casting vote to allow the motion. Councillors Durant, Hawthorn, Mylod and White voted in favour of the motion. Councillors Breading, Pain, Taylor and Thompson voted against the motion. Councillor Brice-Thompson abstained from voting.

81 WHITCHURCH ROAD – PROPOSED PARKING AND SAFETY IMPROVEMENTS - 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 outlined that Whitchurch Road – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study had recently been carried out to identify parking and safety improvements along Whitchurch Road and short term parking bays, minor carriageway widening and speed tables were proposed.

The Committee **RESOLVED** that having considered the representations made recommend the following to the Cabinet Member for Community Empowerment:

1. That the following proposals detailed in the report and shown on the drawing 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 would be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

82 **BUS STOP ACCESSIBILITY – ROUTE 248 HALL LANE** - Outcome of Public consultation

The Committee considered a report setting out the responses to a consultation for the provision of fully accessible bus stops along part of the Route 248.

Staff from StreetCare's Traffic & Engineering Section working with Transport for London Bus Priority, London Buses and the Police had worked on a programme of mainly route-based Bus Stop Accessibility improvements, although individual sites were investigated from time to time where there were particular problems.

The route approach allowed for comprehensive review of existing bus stop positions for accessibility, convenience, safety and sometimes required stops to be moved away from points of conflict such as where parking or proliferation of vehicle crossings prevented stops being accessible in their existing positions.

People with mobility problems, the elderly and people travelling with young children found it difficult to board or alight from buses, unless the vehicle was able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access was often caused by indiscriminately parked vehicles, or lack of space adjacent to stops.

The report stated that 61 letters were hand-delivered to those potentially affected by the scheme and by the close of the consultation 8 responses were received. These responses were summarised in Appendix 1 of the report.

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

In accordance with the public participation arrangements the Committee was addressed by a resident who raised concerns over scheme 25 explaining that the bus stop flag was recently moved to the boundary of nos 46/48 Hall Lane. The stop was previously wholly located outside No.46 and as a result of the bus stand the resident's application for a vehicle crossover had been rejected.

Members briefly debated the issue raised by the resident and suggested that the particular scheme be re-designed.

The Senior Engineer informed the Committee that scheme 25 was based on the planning consent granted to use Southside access to gain access to the garage and that there were no records of highway consent in place to provide a vehicle crossover. The Committee was also informed that if a vehicle crossover was required at this location, it was necessary for the scheme to be re-designed.

The Senior Engineer also informed the Committee that this particular scheme would need to be re-designed and re-consulted to take account of objections and identify whether it was feasible to provide a vehicle crossover whilst also giving consideration to the relocation of the bus stop flag.

The Cabinet Member for Environment enquired whether the service would provide a vehicle crossover at the expense of the scheme. The Senior Engineer explained that it would be necessary to investigate on site and re-design the scheme before anything could be determined.

After a brief discussion the Committee **RESOLVED** to defer scheme 25 in order for it to be re-designed, preferably incorporating a dropped kerb for No. 46 Hall Lane and re-consulted on if it was feasible.

The Committee further **RESOLVED**:

1. That having considered the representations made, it 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	5233	Deyncourt Gardens

QJ023-OF-26-A	5235	Ingerbourne Gardens
QJ023-OF-27-A	5238	The Fairway
QJ023-OF-28-A	5237	The Fairway
QJ023-OF-30-A	5239	Upminster Tithe Barn Museum
QJ023-OF-32-A	5241	Avon Road

2. Upminster Tithe Barn Museum Stop: That having considered the representations made, the Committee:
- (i) Recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements be implemented; or
 - (ii) The Head of StreetCare undertake 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.

cheme Ref	Stop Number	Stop Name
J023-OF-29-A	5240	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 diagram 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 would be met by Transport for London through the 2010/11 Local Implementation Plan allocation for Bus Stop Accessibility.

83 CONSIDERATION OF SCHEMES PREVIOUSLY REJECTED

The Committee considered a report that proposed a revision to procedural changes to consideration of highway schemes.

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

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

The report informed the Committee that Council Procedure Rule 14.2 prevented consideration of a motion which duplicated an earlier motion within six months of the original motion being considered, unless at least 25% of the Membership of the Council supported such a move.

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

The Committee considered the report and **RESOLVED**:

1. That, as a general rule, the Committee refuse to consider a suggestion for a scheme that was, or was 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 was satisfied, on the advice of officers, that as a result of a significant change of circumstances, it was appropriate for the Committee to reconsider the matter.
3. That officers be authorised to disregard any suggestion made to which recommendation 1 above applied, unless it was accepted as falling within recommendation 2.

84 HIGHWAYS SCHEMES – Schemes Progress and Applications, February 2011

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

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

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

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

Item Ref	Scheme	Description	Decision
SECTION A - Scheme proposals with funding in place			
1	South End Road, near Blacksmiths Lane	Provide zig-zags at existing Toucan Crossing	AGREED
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	REJECTED
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	AGREED
4	Dorrington Gardens, Sandown Avenue, Victor Gardens and Woodfield Road	Double yellow lines at all junctions	AGREED
5	299-335 Dagnam Park Drive	Creation of parking area in grass verge and footway parking	REJECTED
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	REJECTED
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.	AGREED
8	Wingletye Lane. Wiltshire Avenue & Essex Gardens	Parking at school times blocking road and creating visibility and safety problems - restrictions are required	AGREED
9	Park Drive, Romford	Extend double yellow lines outside nos.5 and 7 to assist with access from North Street	AGREED
10	Cranham Road, near Upper	Prevent blue badge holders parking on double yellow lines near medical centre	DEFERRED

	Brentwood Road		
11	Mawney Road (North of A12)	Remove 9am to 10am restriction in area north of A12	REJECTED
12	St Andrews Avenue/ Windermere Avenue	Double yellow lines at junction	REJECTED
13	Marlborough Road	Reduce or extend double yellow lines to stop parking across drive	REJECTED
14	Alma Avenue (Hacton Lane end)	Parking restrictions on bend near Bevan way to deal with obstructive parking, especially associated with church on Sundays	REJECTED
15	Spring Gardens	Additional double yellow lines to provide two-way traffic flow	DEFERRED
SECTION C - Scheme proposals without funding in place			
16	Squirrels Heath Lane	Introduce 20mph speed limit because traffic driving over humped zebra crossing causing shaking of house	REJECTED
17	Chelmsford Avenue, Collier Row	Provide a speed hump near Broomfield Close	REJECTED
18	Compton Avenue, Wallenger Avenue and Crossways	Request for traffic calming	REJECTED
19	Compton Avenue, Wallenger Avenue and Crossways	Request for traffic calming	REJECTED
20	Great Gardens Road	Request for traffic calming	REJECTED
21	Jersey Road	Request for traffic calming	DEFERRED TO MARCH
SECTION D - Scheme proposals on hold for future discussion			
22	Warwick Road	Controls to reduce on-street parking to assist HGV access	NOTED

Highways Advisory Committee, 22 February 2011

23	Cherry Tree Lane	Traffic calming	NOTED Cllr Denis Breading requested a report is presented at the next meeting.
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.	NOTED
25	Upper Rainham Road	Request for speed-reducing measures between Chestnut Avenue and Laburnum Avenue	NOTED
26	South End Road	Request for Zebra Crossing near Condor Walk	NOTED

DRAFT

Chairman
22 March 2011

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 March 2011

Subject Heading:

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

Report Author and contact details:

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

Chris Smart, Regeneration Officer
01708 432150
chris.smart@havering.gov.uk

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

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

SUMMARY

This report provides information on a proposed Transport for London (TfL) 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.

These consultations have comprised:

- That associated with the development of the Hornchurch Urban Strategy in 2005
- Major Scheme early consultation with Council staff, Cabinet Members and Ward Councillors
- Major Scheme pilot consultation in August 2010
- Major Scheme full public consultation October – December 2010
- Ongoing consultation with TfL, London Buses and emergency services
- Urban Design for London design review
- Hornchurch library exhibition following deferral of this report by highways Advisory Committee in February 2011.

The report 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)
- A further consultation between 25th February and 15th March 2011 comprising an unstaffed exhibition at Hornchurch Library publicised by press release and the Council's web site. The results of this consultation are reported in Appendix 2.

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

Appendix 1

Results of Hornchurch Major Scheme Public Consultation October 2010

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.

Appendix 2
Results of Additional Consultation Requested by Highways Advisory Committee in February 2011

Highways Advisory Committee on 22nd February 2011 deferred this report to allow for additional consultation. This took place between 25th February and 15th March and comprised an unstaffed exhibition at Hornchurch Library. The exhibition was advertised by press release and the Council's website. The consultation generated nine emails and one letter. The matters raised were:

<u>Date Received</u>	<u>Main Comment</u>	<u>Staff Comments</u>
4/3/11	Very good, more spacious.	Noted.
7/3/11	Steel Archway as welcome to town centre would be appropriate.	Noted.
7/3/11	Will encourage pedestrians to stay in Hornchurch.	None.
8/3/11	Great idea.	Noted
8/3/11	Waste of money, dangerous low kerbs, spend money elsewhere	Invited to discussion. Most issues can be addressed in detailed design.
8/3/11	Likes plans generally, taxi rank concerns.	Taxi rank detail described in telephone call. Outstanding issues can be addressed in detailed design.
8/3/11	Traffic flow, car parking,	Invited to discussion. Issues can be addressed in detailed design.
10/3/11	Proposals cover requirements of a town in decline, scheme should be larger.	Noted and email reply sent explaining phasing of scheme.
10/3/11	Unable to open email attachment	Requested word document.
11/3/11	Safety of cyclists, trees will grow too large, drunken behaviour, Keswick Avenue rat run, where will money come from	Invited to discussion. Otherwise issues can be addressed in detailed design.
9/3/11	Did we know High Street is A124? Central strip is undesirable; need level pavements; lay by needed at KFC; smooth traffic would reduce pollution; trees will	Most issues can be discussed and addressed at detailed design stage.

	produce extra work clearing leaves; waste of money.	
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It is considered that these matters could be adequately addressed in the detailed design of the scheme should the committee agree that this work proceeds. And that most of the comments that question details of the scheme could be addressed satisfactorily at the detailed design stage.

Additional comments received after completion of this report will be reported orally at the Committee meeting.

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**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 March 2011

Subject Heading:

**HORNCHURCH STATION AREA
PARKING REVIEW**
Outcome of area survey

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

SUMMARY

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

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report either;
 - (a) The Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement of the scheme, subject to comments put forward by the Committee, to cover the area shown on Drawing QJ055/101 and with the following principles;
 - Review of the parking bay layouts around Hornchurch Station to provide additional short term parking bays, with a redesign of the bus stop opposite the station to make it fully accessible.
 - Design of suitable proposals for double yellow line restrictions at junctions, bends and locations with access problems within the review area; or
 - (b) The Committee considers that the Head of StreetCare should not proceed further with the scheme
2. That it be noted that the estimated cost of implementing the scheme is £7,500 which can be met from the 2011/12 revenue allocation for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 The former Hornchurch Area Committee requested a review of parking around the Hornchurch Station area prior to the establishment of the Highways Advisory Committee.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with a consultation to gauge views on parking in the area at its meeting of 13th July 2010 (Scheme requests, Item 11).
- 1.4 Approximately 2400 letters were hand delivered to the area on or just after 13th December 2010, with a questionnaire (a copy of which is in Appendix I of this report), with a closing date of 7th January 2011 for completion.

- 1.5 By the close of consultation, 322 responses (310 residents, 12 business with a petition) had been received (13% response rate). The breakdown of responses is set out by street and question in Appendix II, with comments.
- 1.6 The approximate area of the existing CPZ and the review area is shown on Drawing QJ055/101. The CPZ operates with a part time restriction in force between 10:30am and 11:30am, Monday to Friday. There are restrictions in the core area near the station operating 8am to 6:30pm, Monday to Saturday which are in place to generally assist with traffic flow.
- 1.7 There are disc parking bays outside the shops in Station Lane which operate 10:30am to 11:30am, Monday to Friday with parking for 30 minutes, plus some "free" parking bays in side streets which are available for parking without restriction of time.

2.0 Analysis of responses

- 2.1 In terms of responses by the businesses in the area and residents' view on parking near local shops, there appears to be support for more parking in the area.
- 2.2 Many of the businesses felt that the provision of business permit bays and additional capacity for shopper parking in the area would be useful. The majority of businesses and residents did not support the introduction of pay-and-display parking near the shops and indeed an 1100 signature petition was submitted against the option.
- 2.3 In terms of providing loading facilities, few businesses responded to the question, but those who did were in favour, but without clear timings.
- 2.4 In terms of restrictions at bends and junctions, the majority of businesses supported the idea.
- 2.5 The response from residents, although with a low turn out, has provided a clear indication that with the majority of respondents, those already within the CPZ wish to remain within and those outside of the CPZ wish to remain outside. In other words, the majority of residents are satisfied with the current regime. There are some people who wish to leave or join, but they are in a minority and certainly would not suggest major problems.
- 2.6 There are some locations on the fringe of the existing CPZ where a small number of residents would like to join the scheme such as Lambourne Gardens (the northern part of the cul-de-sac is currently excluded).
- 2.7 Hacton Drive is worthy of mention as there have been complaints from residents in the past that parking for nearby schools and by commuters causes problems; plus the width of the road leads some to be concerned about emergency access. Responses from the street were 15 out of about 90 properties (17%) and split with 8 wishing to join and 6 not (1 did not express a view). Those wishing to join were generally towards the Suttons Lane end of the street.

- 2.8 In Ravenscourt Drive, some residents expressed a wish to join the CPZ. However, to extend the zone it would mean included those in Ravenscourt Drive and Ravenscourt Grove who expressed the view that they did not wish to join.
- 2.9 In terms of times of operation of the CPZ, the vast majority of those responding felt that the existing time of 10:30am to 11:30am, Monday to Friday was appropriate.
- 2.10 For the question relating to the provision of residents' permit bays, few people gave the idea support, preferring to keep the existing part time restriction (single yellow line).
- 2.11 With the question relating to double yellow lines on junctions, bends, past pedestrian refuges and where servicing/ fire fighting access is difficult, the majority of residents supported their introduction.
- 2.12 The Metropolitan Police Traffic Unit and London Fire Brigade had no comments or observations in response to the consultation. The London Ambulance Service did not respond.
- 2.13 London Buses requested that the bus stop on Station Road, opposite Hornchurch Station, be reviewed for accessibility as buses had problems physically accessing the stop.

3.0 Staff comments

- 3.1 Staff consider that in general, the responses from the consultation are clear and can be summarised as follows;
- Businesses in the area support additional on-street parking for customers in the area;
 - Businesses did not consider lack of dedicated loading facilities to be a major issue;
 - Businesses and residents do not support the introduction of a pay-and-display scheme in the area around the shops;
 - In general, the majority of residents are satisfied with the operation of the current CPZ and there is little desire for changes to the area or the introduction of residents' permit bays;
 - There is wide support for junctions and bends etc to be protected from parking with double yellow lines;
 - London Buses has a particular issue with accessing the bus stop in Station Lane opposite
- 3.2 With regard to the particular issue raised by London Buses, the road layout has a run of disc parking bays, a very short bus stop clearway and then the approach to a Pelican Crossing. Staff are aware that this layout often has

buses stopped well into the carriageway which means that the stop is not accessible and buses are stopped on the approach to the crossing which is a road safety issue.

- 3.3 In order to provide additional short-term parking near the shops, Staff would advise that new disc parking facilities are not possible. Such facilities require special authorisation from the Department for Transport and it has been confirmed that authority for new disc schemes will not be given. As pay-and-display parking is not support locally, then the only option would be to provide time-limited free parking bays.
- 3.4 Therefore, in terms of taking any matters forward, Staff would recommend the following;
- Review of the parking bay layouts around Hornchurch Station to provide additional parking bays, with a redesign of the bus stop opposite the station to make it fully accessible.
 - Look to provide double yellow line restrictions at junctions, bends and locations with access problems within the review area.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the works within the area identified (should this be the decision made following consultation on a detailed scheme) is £7,500; which can be met from the 2011/12 revenue allocation for Minor Parking Schemes.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

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

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

BACKGROUND PAPERS

Project File Reference: QJ055 Hornchurch Station Area Parking Review

**APPENDIX I
PARKING QUESTIONNAIRE**



Bob Wenman
Head of StreetCare

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

Resident/ Occupier
Statutory/ Other Consultees
Hornchurch Station Parking Review Area

Please call: Traffic & Engineering
Telephone: 01708 433104/ 433704
Fax: 01708 433721
Email: highways@havering.gov.uk

My Ref: QJ055
Your Ref:

13th December 2010

Dear Sir or Madam,

HORNCHURCH STATION AREA – ON-STREET PARKING REVIEW

The Council has received various parking-related complaints and concerns from the area around Hornchurch Station. In order to decide if any changes to the existing schemes in the area are required, the Council's Highways Advisory Committee has agreed that I should write to you with a questionnaire to gauge your views.

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

The Council does not have any views on what is required (if anything) and so this is your chance to make your views known, as the Highways Advisory Committee can only make recommendations based on the replies we receive. If you require further information, please contact my team on **01708 433104 / 433704**.

You should return your completed questionnaires to;	Traffic & Engineering StreetCare, London Borough of Havering 10 th Floor, Mercury House Mercury Gardens, Romford RM1 3DW
---	---

You may also send responses either in text form or a scanned document electronically to: **highways@havering.gov.uk** Questionnaires should be returned by **FRIDAY 7TH JANUARY 2011**.

Should the outcome of this process lead to detailed proposals, then those potentially affected will be consulted for their views, with a detailed report to the Highways Advisory Committee thereafter.

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

Yours faithfully,



Mark Philpotts CEng MICE MCIHT AIEMA
Principal Engineer
Traffic & Engineering

PARKING PERMIT COSTS

Resident (annual)		Business (annual)		
	Current	Proposed*	Current	Proposed
First permit	£13.20	£20	£71.05	No change*
Second permit	£17.25	£25	Maximum of 2 permits per business	
Third and subsequent permits	£76.15	£60		

Permits for visitors are currently available at £5.10 for 10 scratch cards, with a proposed* change to £10 for 10 scratch cards

PAY AND DISPLAY PARKING COSTS

Current		Proposed*	
0 – 1 hour	£0.20	0 – 1 hour	£0.20
Up to 1 hour, 12 minutes	£1.20	Up to 1 hour, 30 minutes	£1.40
Up to 1 hour, 24 minutes	£1.40	Up to 2 hours	£2.00
Up to 1 hour, 36 minutes	£1.60	Maximum stay, 2 hours	
Up to 1 hour, 48 minutes	£1.80		
Up to 2 hours	£2.00		

NOTES

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

The use of any bay is on a first come first served basis. If the numbers of permits in circulation exceed the available number of bays on-street, then some users may have difficulty in finding a parking space. Blue Badge holders can use some on-street parking bays within the terms of the blue badge scheme.

All questionnaires and comments received by the Council are open to public inspection.

Please make sure you include your address so that we can accurately analyse responses across the area so that our analysis is based on accurate information.

Highways Advisory Committee, 22 March 2011

The outcome of this consultation will be reported to the Council's Highways Advisory Committee on 22nd March 2011, which is a public meeting. No decision to impose any scheme will be made at this meeting, merely whether a detailed set of proposals are to be taken forward or not.

*Changes to the permit charges have been agreed but as yet, the implementation date has not been set. However, in the interests of transparency, we have set out the agreed new charges.



Traffic & Engineering, StreetCare
01708 433104/ 433704

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE

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

Name:

Date:

Address:

RESIDENT

PART A – Residents within the existing Controlled Parking Zone

1. If you are currently within one of the existing Controlled Parking Zones, please confirm if you would prefer your street to stay within the scheme or come out of the scheme.
 Stay in
 Come out
2. Regardless of your answer to Question 1, would you prefer the times of operation to be;
 8am to 6:30pm – Mon to Sat
8am to 6:30pm, Monday to Saturday as currently around the Station; or
 10:30am to 11:30am – Mon to Fri
10:30am to 11:30am as in the area further out from the Station.
3. Regardless of your answer to Question 1, would you like residents' permits to be introduced in the area or for the single yellow line parking restriction to remain.
 Permit bays
 Keep existing

PART B – Residents outside the existing Controlled Parking Zone

4. If you are not currently within either of the existing Controlled Parking Zones, please confirm if you would like your street to join a scheme or remain out of the schemes.
 Join
 Not join
5. Regardless of your answer to Question 4, would you prefer the times of operation to be 8am to 6:30pm, Monday to Saturday as currently around the Station; or
 8am to 6:30pm – Mon to Sat
10:30am to 11:30am as in the area further out from the Station
 10:30am to 11:30am – Mon to Fri
6. Regardless of your answer to Question 4, would you like residents' permits to be introduced in the area or for the single yellow line parking restriction to remain.
 Permit bays
 Keep existing

PART C – Junctions, bends, crossings and access issues

7. Do you support double yellow lines being placed at junctions, on bends, past pedestrian refuges and where servicing/ fire fighting access is difficult in your area. Yes
 No
8. If you answered Yes to Question 7, please specify any locations you feel are of most concern:
-
-
-

PART D – Parking near shops

9. Do you support the introduction of additional short-term parking spaces in the area which can be used by customers. Yes
 No
10. Do you support the introduction of pay-and-display parking in the area. Yes
 No

NOTES:

A Controlled Parking Zone with residents’ parking bays would be designed to have bays provided where they can be safely installed, along with a yellow line restrictions placed between bays, all operating with the same times.

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

Provision is often made for local businesses with business parking bays operating within the same times as for residents’ bays; and provision is also made for customer parking.

The current schemes in operation around Hornchurch Station are 8am to 6:30pm, Monday to Saturday around the Station; and 10:30am to 11:30am in the area further out from the Station.

There are also “free” parking bays in the area along with Disc Parking bays in Station Lane, outside the shops.

Pay-and-display provides short-term parking, does not rely on a local disc-style scheme and is open to all passing trade.

COMMENTS

Please include any brief comments you may have directly relevant to on-street parking problems in your area. You may have other important issues you wish to raise, but these cannot be accounted for in this parking review.

Pay-and-display provides short-term parking, does not rely on a local disc-style scheme and is open to all passing trade.

QUESTIONAIRES SHOULD BE RETURNED BY FRIDAY 7TH JANUARY 2011



Traffic & Engineering, StreetCare
01708 433104/ 433704

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE

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

Name:		Date:	
Address:			BUSINESS

PART A – Views of businesses within the parking review area

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

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

2. Do you support the introduction of additional short-term parking spaces in the area which can be used by customers. Yes No

3. Do you support the introduction of pay-and-display parking in the area. Yes No

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

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

PART B – Junctions, bends, crossings and access issues

5. Do you support double yellow lines being placed at junctions, on bends, past pedestrian refuges and where servicing/ fire fighting access is difficult in your area. Yes No
6. If you answered Yes to Question 5, please specify any locations you feel are of most concern:
-
-
-
-
-
-
-

NOTES:

A Controlled Parking Zone with residents’ parking bays would be designed to have bays provided where they can be safely installed, along with a yellow line restrictions placed between bays, all operating with the same times.

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

Provision is often made for local businesses with business parking bays operating within the same times as for residents’ bays; and provision is also made for customer parking.

Pay-and-display provides short-term parking, does not rely on a local disc-style scheme and is open to all passing trade.

The current schemes in operation around Hornchurch Station are 8am to 6:30pm, Monday to Saturday around the Station; and 10:30am to 11:30am in the area further out from the Station.

There are also “free” parking bays in the area along with Disc Parking bays in Station Lane, outside the shops.

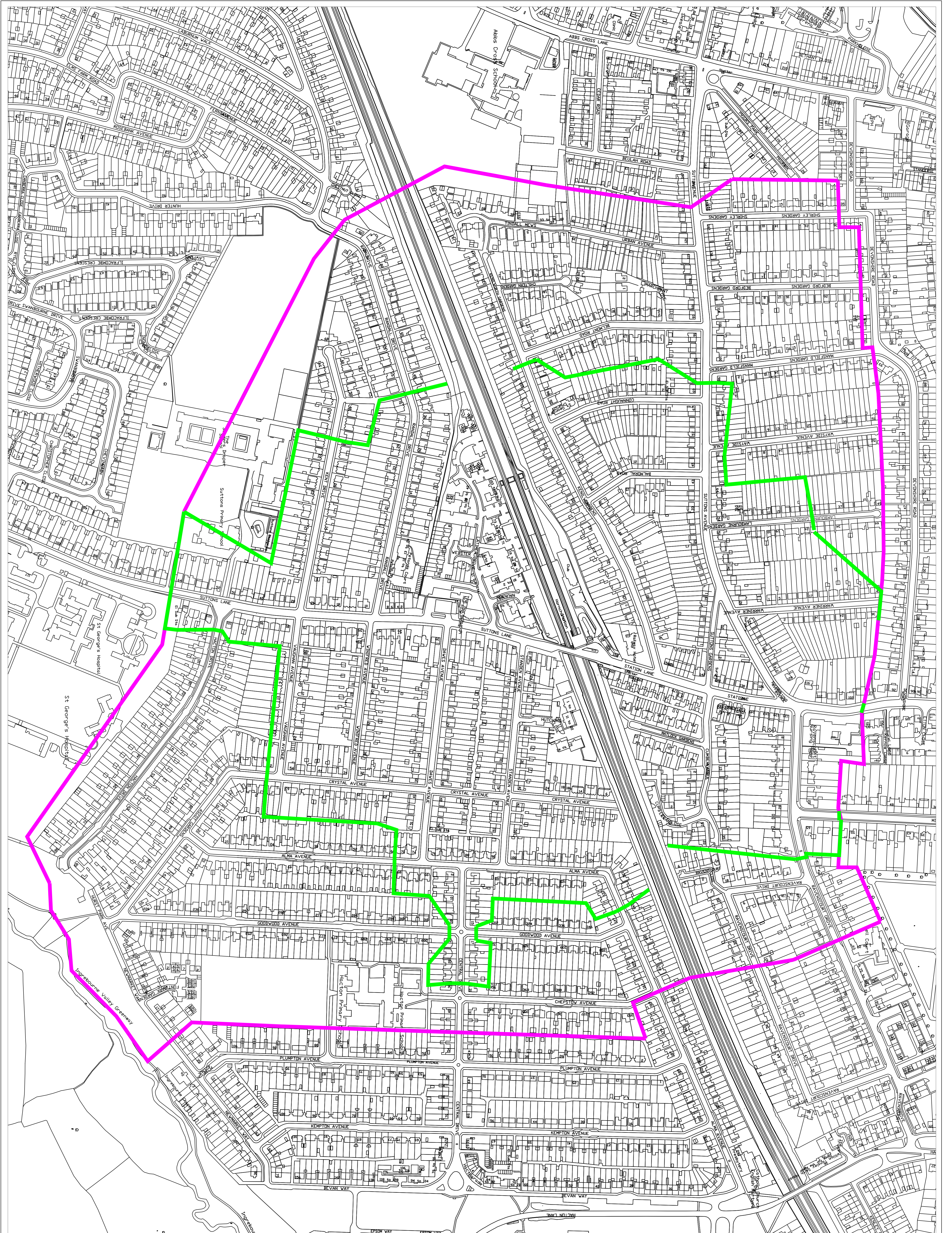
COMMENTS

Please include any brief comments you may have directly relevant to on-street parking problems in your area. You may have other important issues you wish to raise, but these cannot be accounted for in this parking review.

QUESTIONAIRES SHOULD BE RETURNED BY FRIDAY 7TH JANUARY 2011

APPENDIX II

RESPONSES



INCORPORATION
 This plan has been prepared in accordance with the provisions of the Transport Act 2000 and the Transport Planning Regulations 2005. It is intended to provide a visual representation of the proposed changes to the existing Congestion Charging Protected Zone (CPZ) in the area shown. The plan is subject to the approval of the Transport Planning Committee and the Mayor of London.

■ REVIEW AREA
 ■ APPROXIMATE AREA OF EXISTING CPZ

REGION: HAVERING
 AMENDMENT: 1
 DATE: 11/11/10

FOR THE: HAVERING COUNCIL
 PROJECT: HAVERING CONGESTION CHARGING PROTECTED ZONE
 DRAWING TITLE: REVIEW AREA

Havering
 CONSULTING ENGINEERS
 0203 254 254
 0203 254 254

DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: 11/11/10
 SCALE: 1:1000
 PROJECT NO: 0203-254-254
 DRAWING NO: 0203-254-254-01

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE								
BUSINESSES	PART A						PART B	
	1	2	3	4 (Loading Bays)			5	6
	Business Permits Yes/No	Short Term Shop Parking Yes/No	Pay and Display Yes/No	CPZ	24 Hours	No	Double Yellow Lines Yes/No	Comments Summary
Ravenscourt Nursing Home Station Lane	N	N	N			✓	Y	Double yellow lines needed Ravenscourt Grove/Station Lane.
Dr Q A Gillett-Waller, 140 Station Lane	Y	Y	Y			✓	Y	They suggested parking permits 6 years' ago nothing was done.
Fox Tailoring, 187 Station Lane	Y	Y	N			✓	Y	
Hornchurch Dry Cleaners, 189 Station Lane	Y	Y	Y			✓	Y	Existing and new parking schemes should include Saturdays as this would ensure bays are available for shoppers on football match days.
Dr P M Patel, 24 Suttons Ave	N	Y	N			N/A	Y	Enough yellow lines in the vicinity of surgery. However, in Butts Green road near the new flats the road is made very narrow and dangerous by cars being parked on both sides.
David Unwin-Bailey, Suttons Primary School	Y	Y	N	✓			Y	Concerned about the school gates; the nursery opposite the school and in and around the bus stops and pedestrian crossings. Need a number of short term bays around the school for parent parking.
Trophyland Ltd, 5 Suttons Lane	Y	Y	N		✓		N	Parking has been reduced, Business rates have been increased, how can customers benefit from restricted parking.

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE								
BUSINESSES	PART A						PART B	
	1	2	3	4 (Loading Bays)			5	6
	Business Permits Yes/No	Short Term Shop Parking Yes/No	Pay and Display Yes/No	CPZ	24 Hours	No	Double Yellow Lines Yes/No	Comments Summary
Mr Clement, Spectrum House	Y	Y	Y			N		
Anonymous business	Y	Y	Y		Y		N	
Anonymous business	N	Y	Y	✓			N	Without adequate customer parking coupled with difficult economic times, businesses will close.
Anonymous business	Y	Y	N	✓			Y	Without adequate customer parking coupled with difficult economic times, businesses will close.
Barry Davis, Lighthouse Services Ltd Also Chairman of Hornchurch Station Traders Association	N	Y	N				N	

Under Q1. These would cause greater restrictions and loss of parking spaces currently available. Under Q2. Any additional spaces would be welcome but not at the cost/loss of other spaces. Under Q3. This would not help this road where we traders are situated , would have adverse effect, would greatly reduce trade and in some cases cause businesses to close. Only reason for restrictions in this area is to prevent commuter parking. Current restrictions sufficient but pay and display would not be cost effective nor in everyone's best interests. Traders were aware that council is considering proposals and therefore have collected more than 1100 signatures against pay and display, many of these signatures are those of local residents. See attached.

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A					Part B					Part C	Part D		Comments
	1	2		3		4	5		6		7	9	10	
	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines	Shop parking	Pay and Display	
ALMA AVENUE														
Resident, Alma Avenue						No		✓		✓	Y	Y	Y	
Tony Barden, 14 Alma Avenue						No		✓		✓	Y	Y	Y	8: Restricted views at junction of Suttons Lane and Standen Ave, because of new layby outside shops. Pay and display provides more revenue for the council.
P Drury, 16 Alma Avenue						No		✓		✓	Y	Y	N	
Resident, No. 43						No	✓			✓	Y	Y	Y	Need yellow lines at junctions. Increase permit parking and pay and display but why such a large increase in cost? This scheme is best in London.
Mr Ferry, 48 Alma Ave						No		✓		✓	Y	Y	N	8: Junctions Dawes Ave/ Crystal; Standen Ave/Crystal Ave and Dawes Ave/Alma Ave are of concern. Comments: Remove parking areas outside shops and reinstate as was. Thanks for crossing outside station, very good.
C Hamilton, 55 Alma Ave						No		✓		✓	N	Y	N	
P Rees, No 63						No		✓		✓	Y	N	N	
Rebecca March, 64 Alma						No		✓	✓		N	Y	N	
Mr Izzard, 66 Alma						No		✓	✓		N	Y	N	Comments: Existing restrictions have caused all the problems, more would make life intolerable.
Mrs Thomas, 76 Alma								✓		✓	Y	Y	N	Comments: Vehicles left for weeks without moving should be monitored.
Ms Geggus/Mr Paul Selfe, No 99						Y		✓		✓	Y	Y	Y	
Mr J English, 110 Alma Avenue						N		✓		✓	Y	N	N	Right turn out of Standard Avenue into Suttons Lane almost impossible because of new parking bays outside the shops and post office.
M Valentine & V Munro, No 111	In		✓		✓						Y	Y		Junctions and Pedestrian Crossings
Mr W Rickett, 116 Alma Avenue						N					Y			Of concern: Junction Standen Ave/Suttons Lane. Why are cars allowed to park outside shops on pavement.
P Humberstone, 117 Alma						Y		✓		✓	N	Y	N	

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A				Part B				Part C	Part D		Comments		
	1	2		3		4	5		6		7		9	10
	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines		Shop parking	Pay and Display
Mrs Julie Forster, 118 Alma						Y				✓	Y	Y	Y	Concern: Standen Ave/Alma; Dawes Ave/Alma and Station Lane/Standen Ave. Impossible to park o/s shops in Station Lane and dangerous to turn right out of Standen Avenue as cars always parked in Standen/Station Lane outside Post Office.
Carol Daisley, 129 Alma Ave						Y				✓	Y	N	N	Junctions of concern:Suttons Lane and Standen Ave and Dawes Ave. Pay & Display will encourage cars to be parked down side roads and o/s shops in Suttons Lane (close to station)
Sarah Wiles 131 Alma						Y				✓	Y	Y	Y	Very dangerous to turn right on to Station Lane from the top of Standen Avenue because of cars parked in layby.
K A Grounds, 158 Alma						N				✓	Y	Y	N	Racing Estate/ Parking on both sides of road would cause access problems for emergency vehicles. Parking restrictions near shops would cause shops to close. Disabled driver needs access to shops.
ASCOT GARDENS														
Mrs G Garnell, 4 Ascot Gardens						N				✓	Y	Y	N	
Mrs J Powell, 5 Ascot Gdns						Y				✓	Y	Y	N	
Mrs Templer, 6 Ascot Gdns						N				✓	Y	Y	N	
Mr K Warwick, No, 7						Y				✓	Y	Y	N	
Miss Williams, 10 Ascot Gdns						N				✓	Y	Y	N	Do not understand notice about disc parking in Suttons Lane
Mr Mrs Mills, 33 Ascot Gdns						N				✓				
BALMORAL ROAD														
Mr/Ms Cordaro, 4 Balmoral Road	In		✓		✓						Y	Y	N	
Mr/Ms Evans, 6 Balmoral Road	In		✓		✓						Y	Y	N	Very much against pay and display
Mr P Blood, No 12	In		✓		✓						N	Y	N	
Mr Mrs Corr, 20 Balmoral Road	In		✓		✓						Y	N	N	Concerned about Queens Theatre Road (Onot covered by this questionnaire)
BEDFORD GARDENS														
Ms Nugent, 5 Bedford Gardens						N				✓	Y	Y	N	Footway parking (as in surrounding roads) would be most helpful.
Mr/Ms Higgs, 8 Bedford Gardens						N				✓	Y	Y	N	Roads in this area very narrow, cars parked both sides cause congestion
Mrs J Whitton, N 26						N				✓		Y	N	

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A					Part B					Part C	Part D		Comments
	1	2		3		4	5		6		7	9	10	
	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines	Shop parking	Pay and Display	
Mr Tarling 30 Bedford Gardens						N		✓		✓	Y	Y	N	Junctions :Bedford Gardens/Suttons Ave and Mansfield Gdns/Suttons Ave. Pay and display should not be used where stay is less than 10 minutes.
BELMONT ROAD														
Mr Warner, No 12						N		✓		✓	N	Y	N	People are courteous to each other so leave well alone.
Mr Mrs Denham, No. 26						N		✓		✓	N	Y	N	8: Application of Highway Code. Re: D9 - Providing not pay & Display or disc parking which causes loss of trade for local shops, eg Hornchurch Shopping Centre. Change not needed for Belmont Road, No problems with station or shop parking.
Mr. Wesley, 35 Belmont Road						Y		✓		✓	Y	Y	Y	
Mr Allwright, 36 Belmont Road						N		✓		✓	Y	Y	N	Concerned over emergency services and schools
Anonymous, Belmont Road						N		✓		✓	Y		N	Junction Suttons Avenue
CENTRAL DRIVE														
Mr/Ms Stevens, 7 Central Drive	In	✓			✓						Y	Y	N	Junctions: All of Central Drive. No too all footway parking as it is dangerous to pedestrians.
Mrs Francis, 16 Central Drive						N		✓		✓	Y	Y	N	Very few parking problems. The 10:30-11:30 restriction deters station parking.
Ms Fox, 18 Central Drive	In		✓		✓						Y	N	N	Junction: Approach to roundabout in Central Drive. Only parking problems caused by parents of children at Hacton Primary School.
Mr Maloney, 24 Central Drive	In	✓		✓							Y	N	N	Concerned dangerous junction Standen Ave/Suttons Lane caused by vans parked o/s post office impairing sight lines.
Mrs Jones, 34 Central Drive	In		✓		✓						Y	Y	N	Concerned over schools
Mrs Weaver, 38 Central Drive	Out		✓		✓						N	Y	N	
Ms Stewart, 44						N	✓			✓		Y	N	Re: 7: I thought it already existed. 8: It already exists and does not support any further restrictions. In favour of free parking to encourage shoppers and discourages people driving round roads looking for spaces.

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A				Part B				Part C	Part D		Comments		
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	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines		Shop parking	Pay and Display
CHEPSTOW AVENUE														
Mrs Cole, 345							✓		✓		Y			
Mrs Pitty, 356					Y	✓			✓		Y	Y	Y	Concerned over parents inconsiderate parking, despite phone calls to the Council this continues. Dangerous for emergency vehicles
Mr Metcalfe, 371					N		✓		✓		N	N	N	No parking problems so object to any restrictions being installed.
Ms Sprackling, 394					N		✓		✓		Y	Y	Y	
CHILTERN GARDENS														
Mr & Mrs Harris, No. 13					N		✓		✓		Y		N	
CONNAUGHT ROAD														
Mr J Stewart, No 6	IN		✓		✓							N	N	Prefer things to stay as they are and totally against having to pay for permits.
P Wallington, 12 Connaught Road	IN		✓		✓						Y	Y	N	
Mr Barnet, No 14	IN		✓		✓							Y	N	
Mr Mrs Taylor, No 28	IN		✓		✓						Y	Y	N	Should consider footway parking (per Belmont/Kenilworth)
Mr Barulis, No 22	IN		✓		✓						Y	N	N	Junctions on main roads should always have double yellow lines. Would have supported Q10 Pay & Display parking had the fee remained the same. New charges will be detrimental to local businesses.
Mr Lacy, No 25	IN		✓		✓						Y	N	N	Problem junctions: Kenilworth Ave and o/s church Connaught Road junct.
Mrs Street, No 27	IN		✓		✓						Y	Y	N	Concern: Station Lane/Kenilworth Gdns
Mr & Mrs Hills, No 30	IN		✓		✓									
CRYSTAL AVENUE														
Mr Allen, No 10	IN		✓	✓										
Mr Holman No 18a	IN		✓		✓						Y	Y	Y	Concerned about any junction or bend
Mr F Parker, No. 21	IN		✓		✓						Y	Y	N	Bays in Suttons Lane on corner of Standen Ave dangerous because impair sight lines when attempting to access Suttons from Standen Ave.
Mrs Brown, No 25	IN		✓	✓							Y	Y	N	Standen into Suttons causes concern. Parking bay opp. No. 25 is continually used by one household alone, not allowing others to park.
Mr & Mrs Campen, No 42	IN		✓		✓						Y	Y	N	Concerned about any sharp corners in the area. Main concern is over the single yellow line outside No 42. Constantly penalised if forget to move car or cannot move it due to ill health or on holiday.

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Mr Morrison, No. 47	IN		✓		✓						Y	Y	N	Concerned about all junctions through Race Course estate where the No 193 bus goes through
Mr Harries, No 59	IN		✓		✓						Y	Y	N	
Mrs Howsego, No. 61	IN		✓	✓							Y	Y	Y	Because the proposed parking restrictions are to prevent commuter parking, then local residents should have free permit parking to allow them to park outside their own properties during restricted times.
Mr Lloyd, No, 63	IN		✓		✓						N	N	N	Leave alone, pay out enough already.
CUMBERLAND AVENUE														
Mrs Toni, No 3						Y	✓		✓		Y	Y	Y	Cannot get parked on a Saturday night because of visitors taking all spaces.
Mr Payne, No 14	In		✓		✓						N	Y	N	
Mr Kilbey, No 22	In		✓								Y	Y	N	Concerned: All corners and bends especially the corner near Charity shop for the Blind because it can be difficult to cross the road.
Mr & Mrs Dible, No 29	In	✓		✓							Y	Y	N	Current double yellow lines on junction Cumberland Avenue/Station Lane are being ignored by drivers who still park there causing lots of problems for drivers wishing to turn out of Cumberland Avenue. Other problems are commuter parking, Saturday parking, especially when West Ham have a home match.
CUMBERLAND CLOSE														
Mrs Brooks, No 3						Y	✓		✓		Y	Y	Y	Problem with commuter parking because it is free to park in Cumberland Close.
Mr King, No 7								✓			Y	Y	Y	
DAWES AVENUE														
Mr & Mrs Low, No. 4	In		✓		✓						N	Y	N	Station area should be 10:30 - 11:30 and perhaps 2:00 TO 3:00PM. Unfair to residents if you introduce permit parking. Present system works well and is fair to all.
Mr May, no. 7	In	✓			✓						Y	N	N	
Mr Willox, No. 16	In		✓		✓						Y	N	N	Concerned about area around Hornchurch Station. Not in favour of Residential Permits
P Murray & D Hartwell No 25	In		✓								Y	Y	N	
Mr & Mrs Faulkener, No. 34	In		✓		✓						N	Y	N	No need to change current system.

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Mr Brown, No. 37	In		✓		✓						Y	Y	N	Current restrictions seem to work well but further information re "various parking-related complaints and concerns" would be helpful before any further comments.
Mr & Mrs Mercer, No 45	In		✓		✓						Y	Y	N	
Mr Mrs Barker, No 50	In		✓		✓						N	Y	N	Concerns: It is dangerous to use zebra crossing when large vehicles are parked o/s post office shops. Enough restrictions already exist around the station, do not need any more.
Mr M Douglas, No 51	In		✓								Y	Y	N	
Mr Long, No 56	In		✓		✓						N	N	N	Leave road alone.
Anonymous, Dawes Ave	In		✓		✓						Y	N	N	
GOODWOOD AVENUE														
Mr Bullimore, No 244	N		✓		✓						Y	Y	N	Should have one hour free parking around station and local shops to help small local businesses to compete with the larger stores.
Mr S Kingham, No 248						N		✓		✓	N	Y	N	Do not want any restrictions in road.
Mr G Dipple, No 254						N		✓		✓	Y	Y	N	Re: Yellow lines, Most of locations are already covered. Pay & Display is open to price rises without consultation.
Mr S Chambers, No 262						N		✓		✓	Y	Y	Y	Locations of concerns: Listing about covers it. Wardens and/or smart car are overzealous - should use more common sense.
Mr D Smith, No276						N					Y	Y	N	Does not want any additional parking schemes in his road. Already have double yellow lines at junctions. Does not believe there are any problems in his road to warrant any new schemes and if Council has any spare money they should use it to resurface the roads which are in need of urgent repair.
Mr Steel, No. 278						N		✓	✓		Y	Y	N	Only concern is Hacton Primary School
Mr Reynolds, No. 293						N					Y	N	N	Not answering because he does not want to join. Jct Standen Ave, when vehicles are parked in the bay, you cannot see when turning right.
Mr Clark, N 307						N		✓		✓	N			
Miss Carvell, No. 333						N		✓		✓	N	Y	N	
Mr J South, No 337						N		✓		✓		Y	N	
Mr & Mrs Caplin, No. 344						N		✓		✓	Y	N	N	Concern: Corners of Standen Ave and Suttons Lane.

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	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines	Shop parking	Pay and Display		
HACTON DRIVE															
Anonymous, Hacton Drive									✓			Y	Y		Restrictions ignored at school times, when problem is worse. If permit parking is introduced the nursery will buy numerous permits for visitors and parking problem will not be rectified.
Mr Barker, No. 8						N						Y	Y	N	Worse culprits are visitors too the creche and school in Suttons Lane. Yellow lines already exist on the junction and the parents just ignore them anyway. Do not want to join the CPZ at all.
Mr Stockwell No 10						Y			✓			Y	Y	N	Yellow lines outside Sanders school a waste of time, more yellow lines would mean double parking, so emergency vehicles and refuse lorries could not get through. Main problem nursery. Cars arrive 07:30am and leave 6:00 PM. Same vehicles every time. Residents no problem
Mr Hewitt No 13						N			✓	✓		Y	Y	N	
Peppercorn, no 15						Y			✓			Y	Y	N	If existing restrictions outside station would help stop commuters. Double yellow lines are good idea when there are enough wardens, otherwise they are just ignored, especially by the school run.
Mr Liddiard, No 16						Y			✓	✓		Y	Y	Y	Yellow lines at junction of Suttons Lane and Hacton Drive are just ignored by school run, so why are they there. Hacton Drive used as a car park by commuters. Because of parking both sides of road, refuse trucks cannot get through and therefore Council have to send smaller trucks or another refuse lorry at later time, thus costing money. Need restrictions for one hour twice a day down as far as Nos 39/40. Commuters would not park further down Hacton drive as they do not like to walk too far. Please take into consideration that residents who live further down Hacton Drive are not interested because their end of the road never has any problems.
Mr Pummell, No 24						Y			✓	✓		Y	Y	N	Hacton Drive - access blocked by double parking. Problems caused by commuter parking, nursery visitors
Mrs Ilines, No 33						Y			✓	✓		Y	Y	N	Hacton Drive - access blocked by parked cars. Need enforcement. Nursery visitors/staff leave vehicles all day.

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Mr Grossett, No 27						Y		✓		✓	Y	Y	N	Junction restrictions Hacton Drive should be extended. Double parking big problem
Mr Mann, No 37						N				✓	N	N	N	Any Pay and Display introduced would deter people from shopping in area.
Mrs Croft, No 38						N		✓	✓		Y	Y	N	Hacton/Suttons Lane restrictions should be enforced. No problems in Hacton Lane apart from inconsiderate parking and parking around local shops should be made easier.
Mrs Butler, 41 Hacton Drive						Y	✓				Y	Y		Restrictions at junction Hacton/Suttons NEVER enforced. "school run" makes residents lives a misery because of erratic and inconsiderate parking by parents/visitors. Some visitors to nursery even leave their cars in Hacton Lane ALL DAY.
Ms Thomas, No 46						N		✓		✓	N	Y	N	Area outside station should be short term drop off and pick up only.
Mr Snell, No 49						N		✓		✓	N	Y	Y	
Mr & Mrs Trenkel, No 77						Y	✓			✓	Y	Y	Y	Junction restrictions Hacton Drive should be extended. Double parking big problem.
KENILWORTH GARDENS														
Mr Hillman, No 3	IN		✓		✓						N	Y	N	Existing scheme works no need to change
Mr & Mrs Smith, No 6	IN		✓		✓						Y	N	Y	Existing restrictions need to be enforced. Need Pay and Display in Station Lane outside shops NOT in Kenilworth Gardens. Please consider 10 minutes free parking here to prevent shops from closing. In Kenilworth lower numbered properties are worse hit by parking problems.
Mr Weedon, No. 10	Out		✓		✓						Y	Y	N	
Mr Emerson, No 12	IN		✓	✓							Y	Y	Y	
Mr Burke, No 18	IN		✓		✓						Y	Y	N	
Mr Fitzmaurico, No 22	IN		✓		✓						Y	Y	N	
Mr Ryan, No 25	IN	✓			✓						Y	N	Y	Extend existing restrictions Grosvenor Drive. In Kenilworth parking at weekends is impossible and residents cannot get off own drives.
Mr Brawn, No 31	IN	✓			✓						Y	N	N	Area at the top of Kenilworth Gardens from Station Lane to just past Railway Hotel suffers badly from double parking and very dangerous.
Mr Sriram, No 33	IN	✓			✓						Y	Y	N	
Mr & Mrs Christopher, No 35	IN		✓		✓						Y	Y	N	Junction of Kenilworth Gardens and Station Lane used as "meet & Greet" for Underground passengers.

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Mr & Mrs Binder, No 36	IN		✓	✓							Y	Y	N	
Mr & Mrs Jackson, No 41	IN		✓		✓						Y	N	N	Top of Kenilworth Gdns by the Railway Hotel used as Meet & Greet causing conjection.
Ms Anderson, No 47	IN	✓			✓						Y	N	N	
Mr & Mrs Poole, No 49	IN		✓		✓						Y	Y	N	Concerned about junctions and bends. Also this area would benefit from having footway parking to ease conjection.
Mr Shingles, No 51	IN		✓		✓						Y	Y	N	Areas of concern: Kenilworth Gdns/Suttons Lane (by Railway Pub) and Standen Ave/Suttons Lane
Mr Belgrove, No 70	IN		✓		✓						Y	Y	N	
Mrs Moore, No 77	IN		✓		✓						Y	Y	N	Leave things as they are doo not need change.
Mr Greening, No. 78	IN		✓		✓						Y	Y	N	
Ms Bramham, No 84	IN		✓		✓						Y	Y	N	No need for change in parking restrictions.
Mr Moody, 91	IN		✓		✓						Y	Y	N	Current regulations work well except when West Ham are at home.
Mr & Mrs Clark, No 93	IN		✓		✓						Y	Y	N	
Mr S Garner, No 116	IN	✓		✓							Y	Y	N	
Mr & Mrs Adams, No 125						N		✓		✓	Y		N	
Mr Harde, No 131						Y		✓		✓	Y	N	Y	In favour of Pay and Display
KENT DRIVE														
Resident, Kent Drive	IN		✓	✓							Y	Y	N	Bay at top of Kent Drive should be extended further down the road
Mrs Saunders, No 9	IN		✓		✓						Y	Y	N	Junctions, bends, pedestrian refuge of concern. Access for large vehicles and fire engines is difficult.
Mr Kemp, No 15	IN		✓	✓							Y	Y	Y	Most junctions are a problem. Double yellow lines never observed by school run. Only agree to pay and display if remains at 20p.
D Giles, No 18	IN		✓		✓						Y	N	N	Nothing wrong with present system no pay and display.
Mr Healey, No 24	IN		✓		✓						Y	Y	N	
Mr Bacon, No. 27						N		✓		✓	Y	Y	N	Commuter parking deterred by one hour restrictions but this causes problems for residents, visitors and workmen. A review would be welcome.
Mrs Pollard, No. 30	IN		✓		✓						Y	Y	N	Parking restrictions ignored by public and not enforced. Difficult for residents to get on or off drives.
Mr Abercrombie, No 34	IN		✓		✓						Y	N	Y	Junctions.
Mr Baumber, no 35	IN		✓		✓						Y	N	N	All Junctions. Enforce yellow lines, especially outside school
Mr Long, No 38	IN				✓						Y	Y	Y	

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Mrs Thomson, no 43						N		✓		✓	Y	Y	N	
Mr Middleditch, no 48						N		✓	✓		Y	Y	N	Jct of Kent Drive & Suttons Lane, School run ignore restrictions
J Collyer, No 52	Out	✓	✓		✓						Y	Y	N	Kent Drive junction with Suttons Ave a concern
Mr Mrs Fryer, no. 66	IN		✓		✓						N	Y	N	
LAMBOURNE GARDENS														
Mr Savory, No 2	IN	✓			✓						Y	Y	N	Remove parking bay as Lambourne Gdns too narrow to get emergency vehicles through. Replace with double yellow lines up to Nos 1 and 2, leaving 1 hour parking in place. Double yellow lines at junctions.
Mr Gentry, No 3	IN		✓		✓						Y	Y	N	Remove parking bay as Lambourne Gdns too narrow to get emergency vehicles through. Replace with double yellow lines up to Nos 1 and 2, leaving 1 hour parking in place. Double yellow lines at junctions.Lambourne Gdns, Suttons Ave and Suttons Gdns of most concern.
Mr Stewardson, No 8	IN		✓	✓							Y	Y	N	
Mr Heath, No 14	IN		✓	✓							Y	N	Y	Need pavement parking down the whole of Lambourne Gdns as it is too narrow for anything else.
Mr & Mrs Turner, No 18	IN		✓		✓						Y	Y	N	Would just like to see double yellow lines managed sensibly
Mr Newman, No 25	OUT		✓		✓						Y	Y	N	No concerns
Mr & Mrs Harris, No 36	IN	✓			✓						Y	Y	N	Suttons Ave jct with Lambourne Gdns, Warriner and Wayside Ave on inside of the bend with trees, many near misses where vehicles exit these side roads. Would welcome a reiew of parking bays in Lambourne Gdns as emergency vehicles often cannot access more than half the road.
Mr & Mrs Price, No 37						Y	✓			✓	Y	Y	N	Suttons Ave jct with Lambourne Gdns, Warriner and Wayside Ave on inside of the bend with trees, many near misses where vehicles exit these side roads. Would welcome a reiew of parking bays in Lambourne Gdns as emergency vehicles often cannot access more than half the road. Also Bay opposite needs moving.
Mr Dunne, No 3j9	IN		✓		✓						Y	Y	N	Junction parking problems ad volume of traffic too high.
Mr Cook, No 43	IN		✓		✓						Y	Y	Y	

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Mr Duncan, No 44						Y	✓		✓		Y	Y	Y	Large parked vehicles at junction Lambourne Gdns and Suttons Ave Cause obstruction. Present restrictions need enforcing.
LATIMER DRIVE														
Ms Fnn/Mr Church, No 15						N	✓		✓		Y	Y	N	Dangerous jct turning into Latimer Drive
Mr Rodger, No 59	IN	✓			✓						Y	Y	N	
Ms Mattock, No 85	IN		✓		✓						Y	Y	Y	
Mr Crow, no. 93						N		✓	✓		Y	Y	Y	No problem in my area.
MANSFIELD GARDENS														
Mrs Storey, No. 1						N		✓	✓		Y	Y	N	
Mr & Mrs Duncan, No 25						N		✓	✓		N	Y	N	
Mr Mace, No 11A						N		✓	✓		Y	Y	N	Z bend junction of Mansfield Gdns and 5 Devonshire Road
Mr & Mrs Coady, No 14						N		✓	✓		Y	Y	N	Concerned over parking on Abbs Cross Road near junctions in particular Devonshire Road and The Avenue.
Mr Squires, No 22						N		✓	✓		Y	Y	N	Van parking by pedestrian refuge making it difficult to pass. Strongly object to high rise in cost of permits.
Mr & Mrs Brown, No.24						N		✓	✓		N	Y	N	No problems in Mansfield at present but will be if restrictions are implemented.
MATLOCK GARDENS														
Mrs Piggott, No 11						Y	✓		✓		Y	Y	Y	Cars parking in the turning head make it impossible to turn there.
MissMaheneh-Daneshvar, No 11a						Y	✓		✓		Y	Y	Y	Cars parking in the turning head make it impossible to turn there.
Ms Jarrett, No 12A	IN		✓	✓							Y	N	N	Should remove shrubs and trees in Matlock Gardens to give more room and reduce costs of pruning.
E Cancas, No 14						Y	✓		✓		Y	Y	N	Station Lane and Cumberland main concern.
Mrs Patmore, No 17	IN		✓		✓							Y	N	
NAUNTON WAY														
Ms Hogg, No 10	IN	✓			✓						Y	N	Y	Retain current restrictions
Miss McBride, No 15						N	✓		✓		Y	Y	N	
RANDALL DRIVE														
Mr Bright, No 13	Out		✓		✓						Y	Y	N	
Mr Charlton, No 14						N		✓	✓		Y	Y	N	
Mr White, 16 PetandsCrt,	IN		✓		✓						N	Y	N	All day bay should be made larger to accommodate 3 cars
Mrs Woodmansee, No 18	IN		✓								Y	N		
Mr Rowland, No 19	IN		✓		✓						Y	Y	N	

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Miss Hart & Mr Maston, No 21	Out		✓		✓						Y	Y	N	Central Drive and around Hacton Primary School. "School run" double park and cause congestion.
Ms Cox, No 32	IN		✓		✓						Y	Y	N	No access for fire engines
Mr Sherratt, No 35	IN		✓		✓						Y	Y	N	Pedestrian refuges on bus routes very dangerous
Mr Bettis, no 37	IN		✓		✓							Y	N	
Ms Dickinson, No 40	IN		✓		✓						Y	Y	N	No problems in immediate area around home but could be problems further up street.
Mrs Scanes, No 44						Y	✓		✓		Y	Y	Y	Concerned about bend o/s No 44 as cars speed down road and cars are pulling out of a gravel road opposite.
Mr Card, No 47	IN		✓		✓						Y	Y	Y	Concerned over junction of Randall Drive with Suttons Avenue
Mr Lowe, No 82						N	✓		✓		Y	Y	N	Concerned about bends and junctions.
RAVENSCOURT CLOSE														
Mr Marshall, No 8						N	✓		✓		Y	Y	N	Particular concern junctions of Station Lane and Ravenscourt Grove and Ravenscourt Grove and Ravenscourt Drive.
RAVENSCOURT DRIVE														
Mr Garnell, No 2						N	✓		✓		Y	Y	Y	
Mr Stuart, No 3						N	✓		✓		Y	Y	N	
Mrs Kelner, No 8						Y	✓		✓		Y	Y	N	Both sides of width restriction people park directly opposite the entrance to Ravenscourt Drive.
Mr Leigh, No 13						Y	✓		✓		Y	N	N	Junction of Ravenscourt Grove and Ravenscourt Drive when vehicles are parked there drivers are forced out to the centre of the road, making it dangerous for on-coming traffic.
Mrs. Young No 22						Y	✓		✓		Y	Y	Y	Commuter parking outside No 22 and also opposite, making exiting property very dangerous because parked cars obscure sight lines.
Mr Upton, No 36						N	✓				Y	Y	N	
RAVENSCOURT GROVE														
Ms Carter, No 14	IN		✓	✓							Y	Y	N	Concerned about Corner Ravenscourt Grove where it meets Station Lane. Do not support Pay & Display because it penalises local shops. Disc parking much better.
Mrs Sims, No 16	IN		✓		✓						Y	Y	N	Ravenscourt Grove/Junction outside Ravenscourt Home where parked cars make it difficult for cars turning into The Grove

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Mr Smith, No. 25	IN		✓		✓						Y	Y	N	Concerned about junction Mill Park and Mavis Grove
MrLester, No 51						N					N	N	N	Do not want any restrictions imposed - only a way of taking more money from residents.
Mr Johnson, No 52						N		✓		✓	Y	Y	N	Following introduction of pay and display, traffic has been forced over to both sides of Mill Park Avenue, causing conjestion
Mrs Hughes, No 57						N		✓		✓	Y	Y	N	Concerned about junction of Mavis Grove and Station Lane and bend in Mavis Grove, leading into Mill Park Avenue. Pay and display should be abolished because they cause conjestion and inconvenience to residents.
Mr Broadway, No 55						N		✓		✓	Y	Y	N	
SHIRLEY GARDENS														
Ms Audritt No 3						N		✓		✓	Y	Y	N	Problem areas: T Jct Sandwn Ave/Victor Gdns. Double Yellow lines top of Kent Drive need enforcing during term time. Shirley gdns no f/way parking bays but when 2 cars park opposite each other it causes conjeston.
Mr Harris, No 26						N		✓	✓	Y	N	N	N	Jct Abbs Cross Lane and Devonshire Road lines need extending.
STANDEN AVENUE														
Mr Colean, no. 9	IN		✓									Y	N	Extend afternoon time of 3:0 to 4:0 PM by 1 hour would prevent commuter/shift workers from parking until very late at night.
Ms Randall, No 11	IN		✓		✓						Y	N	N	Concern: Standen Avenue at jct with Suttons Lane. Bays in Standen Avenue should be mved to other side of road (even numbers) because there is more space. Additional dropped kerbs has reduced parking spaces.
Mr Menzies, No 17	IN		✓		✓						Y	Y	N	Poor sight lines when turning from Standen Ave to Station Lane.
Ms Walker, No 19	IN		✓		✓						Y	Y	N	Specialist shops in Station Lane require more room for short term parking.
Ms Welch, No 21	IN		✓		✓						Y	Y	N	
Mr Pike, No 25	IN		✓		✓						Y	N	N	Concern: Jct Standen Ave and Suttons Lane. Parking outside Post Office causes problems with sight lines for vehicles turning out of Standen Avenue. Vehicles blocking access to rear access route to houses between Standen and Dawes Avenue.

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A			Part B				Part C	Part D		Comments			
	1 Stay In/Come	2 Mon-Sat 8am-	3 Mon-Fri 10:30-	4 Permit bays	5 Keep Existing	6 Join Yes/No	7 Mon-Sat 8am-	8 Mon-Fri 10:30am-	9 Permit Bays	10 Keep existing		11 Yellow Lines	12 Shop parking	13 Pay and Display
Mr & Mrs Nichols, No 30	IN		✓		✓						Y	Y	Y	Concerned about Station end of Standen Avenue especially when West Ham are playing at home
Mrs Bulmer No 35	IN		✓		✓						Y	Y	N	Parking at jct Standen Ave and Suttons Lane. Vehicles Parked in bays outside shops between Station and Standen Ave restrict view of traffic coming over bridge.
Mr Smith, No 44	IN		✓		✓						Y	N	N	Problems Standen Ave jct Station Lane
Ms Thomas, No 42	IN		✓		✓						Y	Y	Y	Problems Standen Ave jct Station Lane. Need restrictions to prevent commuter parking. Residents should have permits and short term parking (30 mins) should be allowed outside shops.
STATION LANE														
Mr & Mrs Cameron, No 102	IN		✓		✓						Y	Y	N	
Mr & Mrs Mannering, No 135	IN		✓		✓						Y	Y	N	
Mrs chitty, No 139	IN		✓		✓						N	Y	N	
Mr Waters, No 141	Out	✓		✓					✓					
Mr Only, No. 149	IN		✓		✓						Y	Y	N	
SUTTONS AVENUE														
Ms Dooner, No 6						N		✓		✓	Y	Y	N	
Mr Hughes, No 10	IN		✓								Y	Y	N	
Mr Guppy, No 11	IN		✓		✓						Y	Y	N	
Mr Rayner, No 13	IN		✓		✓						Y	Y	N	Because of cars parked outside surgery and shops at jct Suttons Gdns and Station Lane, sight lines are compromised when entering/exiting Suttons Gardens.
Mr Burtrand, No 28	IN		✓		✓						Y	Y	N	
Mr Brook, No 32	IN		✓		✓						Y	Y	N	Present system around the Station works very well and should be introduced around the whole area.
Mr Gentleman, No. 33	IN		✓		✓							Y	N	
Mr Baglee, No. 34						N		✓		✓	Y	Y	N	Concern is general rather than specific
Mr Calder, No. 38	IN		✓		✓						Y	N	N	Main concern Suttons Gardens jct with Station Lane
Mr Thomas, No 43	IN		✓		✓						Y	Y	N	All relevant places have been named. Why does Balmoral Road not have footway parking?
Mr Gould, No 51	IN		✓		✓						Y	Y	N	Schools - Emergency services
Mr Gillham, No. 52	IN		✓		✓						Y	Y	N	Remove parking bay in Lambourne Gdns junct Suttons Avenue and replace with yellow lines as present situation makes road too narrow for larger vehicles to drive through.
Mr Goddard, No. 57	IN		✓		✓						Y	Y	N	

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A					Part B					Part C	Part D		Comments
	1	2		3		4	5		6		7	9	10	
	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines	Shop parking	Pay and Display	
Mrs Falaise, 60 Suttons Avenue	IN		✓		✓							Y	Y	
Mr Spencer, No. 66	IN		✓		✓									Existing system ok
Mr Jennings, No. 74	IN		✓		✓						Y	Y	N	Parking junction Standen Avenue/Station Lane causing sight line problems. Have never understood signs for disc parking. How much is a disc?
Mr White/Ms Wood, No. 75	IN					N		✓		✓	N	Y	N	
Mr rRussell, No. 99						N		✓		✓	Y	Y	N	Inconsiderate parking o/s shops Elm Park Ave. Existing costs for pay and display ok but anything more will cause shop trade to suffer.
Mr Thomson, No. 102						N		✓		✓	N	Y	N	
Mr & Mrs Townley, No., 109						N		✓		✓				
Mr Lacy, No. 111						N		✓		✓	N	N	N	Remove all parking restrictions around shop area as it destroys businessfor local shops.
Mr McLurg, No. 122						N		✓		✓	Y	Y	N	All junctions off Station Lane are a problem. Introducing Pay and Display will destroy local businesses.
SUTTONS GARDENS														
Mr Morton, No 1	Out		✓		✓						N	N	N	Parking is fine as it is.
SUTTONS LANE														
Mr Hammond, No. 16	IN				✓							Y	N	Parking control in this area is fine.
Mr Cross No. 30	IN	✓		✓							Y	Y	N	Restrictions not enforced. Parking around school is a disaster waiting to happen.
Ms O'Sullivan, No 81	Out		✓		✓						Y	Y	N	
Mr Jones, N 39	IN		✓		✓						Y		Y	Station Lane - road narrow where people park both sides of road. Dawes Avenue drivers ignore speed limit. Suggest signs are put on lampposts.
Mr Curtis, No. 46	Out	✓			✓						Y	N	N	Hacton Drive and Kent Drive and vaughan Avenue
TINDALL MEWS														
Ms Baldwin, No 6						N		✓		✓	Y	Y	N	
Mr Wang, No 18						N		✓		✓	Y	Y	N	Parking on junction Staton Lane, Kenilworth very dangerous. There should not be any parking any time at junctions.
Ms Carty, No. 37						N		✓		✓	N	Y	N	Not in favour of permit parking, can cause parking issues and costs more money each year.

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A				Part B				Part C	Part D		Comments		
	1	2		3		4	5		6		7		9	10
	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines		Shop parking	Pay and Display
URBAN AVENUE														
Mr Kiff, No 8						N				✓	N	Y	N	Do not agree with either times under question 5. Road perfectly ok as it is and have no trouble with parking etc. Just another way for council to make more money.
Mr Edwards, No.18						N				✓	Y	Y	N	Junctions Shirley Gdns/Devonshire Road; Urban Ave/Suttons Ave cause of concern with people parking at junctions. If current restrictions were properly enforced, this exercise would not be necessary.
Ms Goodyear, No 20						N		✓			Y	Y	N	No need for restrictions in Urban Avenue
Mr & Mrs Gittens, No. 26						N		✓		✓	Y	N	N	Urban Avenue a long way from station and many residents have their own drives.
Mr Page & Ms Wade, No. 34						Y	✓		✓		Y	Y	Y	At end of Urban Avenue cars are parked too close to corner and obstruct view. Some households own multiple vehicles and are parking across neighbours' drives.
VAUGHAN AVENUE														
Mr Edwards, No. 6	IN		✓		✓						Y	Y	N	Parking bay outside junction of Vaughan Ave and Alma Road needs reducing because traffic turning corner almost collides with parked vehicles.
Mr & Mrs Sinh, No 8	IN		✓		✓							Y	N	
Ms Booth, No 14	IN		✓		✓						Y	Y	N	
Ms Pocock, No. 21	IN		✓		✓						Y	Y	N	Parking on corners and at junctions.
WARRINER AVENUE														
Mrs Gentle, No. 2	In		✓		✓						Y	Y	N	Concerns about top of Warriner Avenue, close to Doctor's surgery. Not in favour of pay and display on a residential street such as Warriner.
Mr Goodwin, No 3	In		✓		✓									
Resident, No. 17				✓										Very unfair, resident cannot park outside own house.
Mr Mansfield, No 18	In		✓		✓						Y	Y	N	Junction Station Lane Warriner Ave, patients of doctor's surgery park very near junction. More bays required in Warriner Avenue and it needs to be made more clear when people can use them.
Ms Evans, No. 24	IN			✓							Y	Y	Y	
Mr Waite, No. 33	IN		✓		✓						Y	Y	N	
Mr Wheeler, N. 36	IN				✓						Y	Y	N	

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A				Part B				Part C	Part D		Comments		
	1	2		3		4	5		6		7		9	10
	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines		Shop parking	Pay and Display
WAYSIDE AVENUE														
Mr Marriner, No. 8	IN		✓		✓						Y	Y	N	Junction Suttons Gdns very dangerous because people ignore the restrictions. White lines for footway parking all need replacing. What is point of having CPZ when it is not enforced/monitored.
Mr Williams No. 17,						N		✓		✓	Y	N	N	Do not want residential parking in Wayside Avenue.
Mr & Mrs Allen,. No. 25						N		✓		✓	Y	Y	N	Footway parking lines need replacing.
Mrs Bishop, No.26	IN		✓		✓							Y	N	
Mr Soteriou, No. 28						N		✓		✓	Y	Y		Junctions and pedestrian crossings. Bend at Suttons GardensStation Lane restricted visibility because of parked cars.
Mr Young, No. 32						N		✓		✓	Y	Y	N	Junctions and bends
Mr Brown and Ms Fisher, No. 49						Y		✓		✓	Y	Y	N	Double yellow lines should be installed at junction wayside and Suttons Ave
WEBSTER CLOSE														
Mrs Foster, No. 6	IN		✓		✓						N	Y	N	No problems with parking anywhere
Ms Carey, No. 7	IN		✓		✓						Y	Y	N	
Mr Hancock, No. 19	IN		✓		✓						Y	Y	N	Need extension of yellow lines at junction Latimer Drive/Suttons Lane, down to Naunton Way.
WINIFRED AVENUE														
Ms Hill, No, 3	IN		✓		✓						Y	Y	N	Parking problems Standen/Dawes and Winifred Ave caused by shops
Mr Sewell, No. 4	IN		✓		✓						N	N	N	
Ms Uley, No 6	IN		✓		✓						Y	N	N	Main problems at junctions with parked vehicles. Definitely NO to parking permits. Current 1 hour restrictions sufficient.
Mr & Mrs Wiggins, No, 7	IN		✓		✓						Y	N	N	Outside Hacton Primary School
Mr Pash, No. 12	IN		✓		✓						Y	Y	N	Lack of enforcement
Mr Harding, No. 14	IN		✓		✓						Y	Y	N	
Mr Wiggins, No. 18	IN		✓		✓						Y	N	N	Junctions, eg Winifred Avenue and Vaughan Avenued
Mr Beaumont, No. 23	IN		✓		✓							Y		
Mr & Mrs King, No. 25	IN		✓		✓						Y	Y	N	Need double yellow lines at all junctions and T junctions. Current restrictions under CPZ work very well.
Mr Swan, No. 27	IN		✓		✓						Y	Y	N	
Mr Murray, No. 38	IN		✓		✓						Y	Y	N	Need yellow lines junction Winifred and Crystal Avenue

HORNCHURCH STATION AREA PARKING REVIEW QUESTIONNAIRE														
RESIDENTS	Part A				Part B				Part C	Part D		Comments		
	1	2	3	4	5	6	7	9	10					
	Stay In/Come	Mon-Sat 8am-	Mon-Fri 10:30-	Permit bays	Keep Existing	Join Yes/No	Mon-Sat 8am-	Mon-Fri 10:30am-	Permit Bays	Keep existing	Yellow Lines		Shop parking	Pay and Display
ANONYMOUS RESPONSES														
	IN		✓		✓	No		✓		✓	Y	Y	N	
											Y	Y	N	Current restrictions fine
	IN	✓		✓							Y	Y	N	Kent Drive jct with Suttons Lane. School run times should be no parking as they block in residents
	OUT		✓								Y	Y	N	
	IN		✓	✓										
						NO		✓		✓	Y	Y	N	Outside Hornchurch Station
	IN		✓		✓						Y	Y	N	
	IN		✓		✓						Y	Y	N	Corners and bends as 7. Help shops and customers but doo not let users park all day. Give free parking pass for residents outside their own homes for 30 days per year.
	IN		✓		✓						Y	Y	Y	
	IN		✓		✓							Y	N	
	IN		✓		✓						Y	Y	N	jcts between Kenilworth Gardens and Station Lane. Please leave restrictions as they are.
	IN		✓		✓						Y	Y	Y	Jct Lambourne Gdns/Suttons Ave line of trees stop sight line as well as parked vehicles. Lambourne Gardens not suffer from parking prpblems.
	Out		✓		✓						Y	Y	N	
	Out		✓		✓						N	Y	N	
	IN		✓		✓						Y	Y		
	IN		✓		✓						Y	Y		Should have footway parking.to prevent obstruction at top end of Standen Avenue, especially for shoppers.
	IN		✓		✓						Y	Y	N	Should have free parking to encourage shoppers in Havering, then charge shops more rates to make up for loss of revenue on parking.
	IN		✓		✓						Y	Y	N	
	IN		✓		✓						Y	Y	N	Problems in Suttons Lane and Station Lane, where cars park opposite ped refuges making it difficult for buses to get through.
						No	✓			✓	Y	N	N	
	IN		✓		✓						Y	N	Y	Problems with Jct Standen Ave and Suttons Ave due to parking for the shops. Double yellow lines ignored and not enforced.
						No		✓		✓	Y	Y	N	Problems with jct Station Lane/Mavis Grove. People parking on junction, very dangerous.



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 March 2011

Subject Heading:

**PROPOSED 'AT ANY TIME' (DOUBLE
YELLOW LINES) WAITING
RESTRICTIONS BRIDGE CLOSE AREA
Outcome of Public Consultation**

Report Author and contact details:

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

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

SUMMARY

This report recommends that following consultation on the introduction of double yellow lines in Bridge Close, that the proposals be rejected and further proposals for two short term parking bays be publicly advertised.

RECOMMENDATIONS

1. That the Committee having considered the representations made rejects the proposals for double yellow lines within Bridge Close.
2. That the Committee recommends that the Head of StreetCare proceeds with public consultation for 2 short term parking bays to the rear of no.137 and nos.123/125 Waterloo Road as shown on Drawing QJ077/OF/02A.
3. That it be noted that the estimated cost of implementing the scheme is £1,000 which can be met from the 2011/12 revenue allocation for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 The Council's StreetCare department and local councillors have received complaints about parking in Bridge Close allegedly caused by users of the Havering Islamic Cultural Centre.
- 1.2 Some of the complaints relate to parking on the street during the times it is currently restricted. Some complaints relate to parking outside of these times and some complaints have been received regarding blue badge holders parking. The complaints also relate to planning matters concerning the Centre.
- 1.3 Bridge Close is currently restricted between 8am and 8pm throughout the week, originally implemented to prevent parking by visitors to the former Oldchurch Hospital.
- 1.4 The committee agreed that the Head of StreetCare should proceed with the advertisement and consultation on proposals to restrict the street at any time (double yellow lines – HAC August 2010, Item 44, Schemes Applications).
- 1.5 Proposals were drafted as shown on Drawing QJ077-OF-101-A.
- 1.6 55 letters were hand-delivered to the residents and businesses that are potentially affected by the scheme on or just after 20th September 2010, with a closing date of 15th October 2010. In addition, the proposals were advertised.

1.7 The matter was reported to the Committee at its meeting of 16th November 2010, where the matter was deferred pending further discussions with residents and the Cultural Centre.

2.0 Outcome of Public Consultation

2.1 By the close of the consultation, 10 responses were received, 2 of which were from the emergency services. The responses are summarised in Appendix I of this report.

2.2 Of these responses, 6 from residents were in objection to the scheme and 1 resident and London Buses were in support. The Metropolitan Police Traffic Unit supported the scheme and the London Fire Brigade had no comment. No response was received by the London Ambulance Service.

2.3 A meeting was held on 15th February 2011 with representatives of local residents and the Cultural Centre along with Cllr Curtin and the Principal Engineer of the Traffic & Engineering Section of StreetCare. The purpose of the meeting was to discuss practical solutions to the problems in the street and any wider issues relevant.

3.0 Staff Comments

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

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

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

3.4 However, it would be possible for these 2 bays to be provided for shorter term parking which might help people visiting residents. It is suggested that the bays would operate during the existing part time restriction with parking for 2 hours, no return within 2 hours. Drawing QJ077-OF-02-A shows how such bays could be arranged.

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

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £1,000 can be met from the 2011/12 Council's Minor Parking Schemes budget.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

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

BACKGROUND PAPERS

Project file: QJ 077 Bridge Close Parking Restrictions

APPENDIX I

SUMMARY OF CONSULTATION RESPONSES

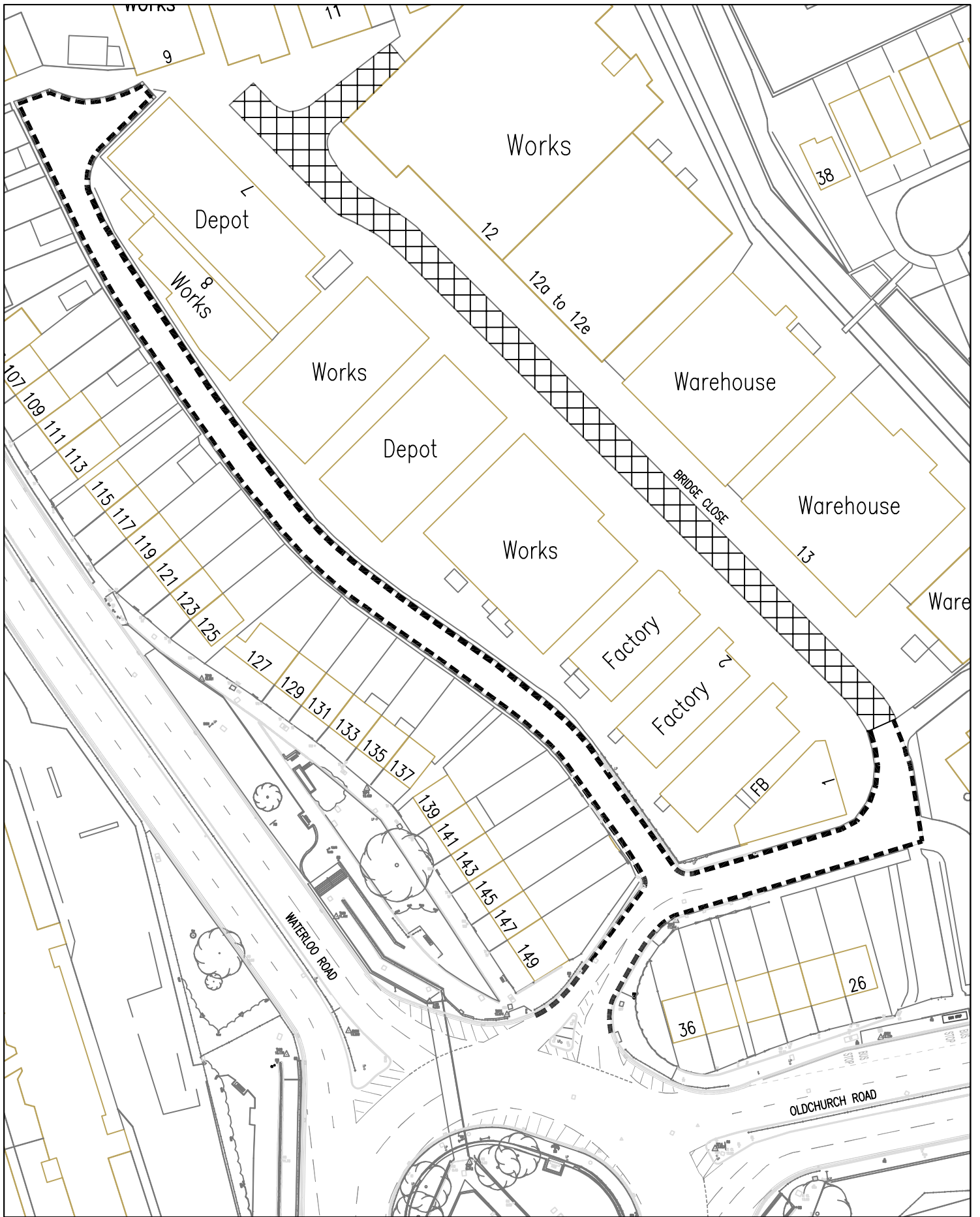
Respondent	Comments
Graham Harris Metropolitan police	We have no comment or observations in relation to the parking restrictions at Bridge Close. We would support the implementation.
Steve Smith London Fire Brigade	No Comments
Waterloo Road (no specific address given)	<ul style="list-style-type: none"> ○ The resident objects to the proposal ○ Resident has a rear driveway which permits the parking for one vehicle but a majority of houses have more than one car which leads to the issues of where the residents can park. ○ If the residents have visitors where are they to park and if the residents receive delivers where would the delivery driver park. ○ The resident suggests that permit parking for residents would be a practical situation.
137 Waterloo Road	<ul style="list-style-type: none"> ○ Only time we have problems is when Mosque is being used, then there is a large number of cars parked in Bridge Close. It would be more simple and cheaper to make sure present rules are properly enforced.
125 Waterloo Road	<ul style="list-style-type: none"> ○ Strongly object and see no benefit for double yellow lines to rear of property in Bridge Close. ○ Present system of single yellow lines makes us feel like prisoners in our own homes. What we need is residents parking.
Havering Islamic Cultural Centre	<ul style="list-style-type: none"> ○ Welcome double yellow lines to prevent nuisance parking by anyone. We remind members not inconvenience neighbours by inconsiderate parking.
Landlord 147 Waterloo Road	<ul style="list-style-type: none"> ○ Object to proposals which will seriously affect elderly and disabled residents with their visitors and nurses etc being unable to visit them.
Waterloo Road (no specific address given)	<ul style="list-style-type: none"> ○ Present system is difficult enough ○ Double yellow lines would make it even worse and would make my property more inaccessible. ○ Request for residents parking.
123 Waterloo Road	<ul style="list-style-type: none"> ○ If the 'at any time' waiting restrictions are implemented in the service road, no family or friends will be able to visit. ○ The proposal will devalue the property. The resident has

	been informed that a CPZ will facilitate visitors.
131 Waterloo Road	<ul style="list-style-type: none">○ A mother with three young children and because they have to park in their rear garden the play area is already downsized.○ They do not get many visitors because there is nowhere to park.○ Resident request residents parking or to allow footway parking as in Regarth Avenue.
133 Waterloo Rd	<ul style="list-style-type: none">○ Present permit system is cumbersome and expensive.○ Proposal for double yellow lines not welcome and not necessary.○ Unable to get car out of garage because of inconsiderate parking by visitors to Islamic Centre.

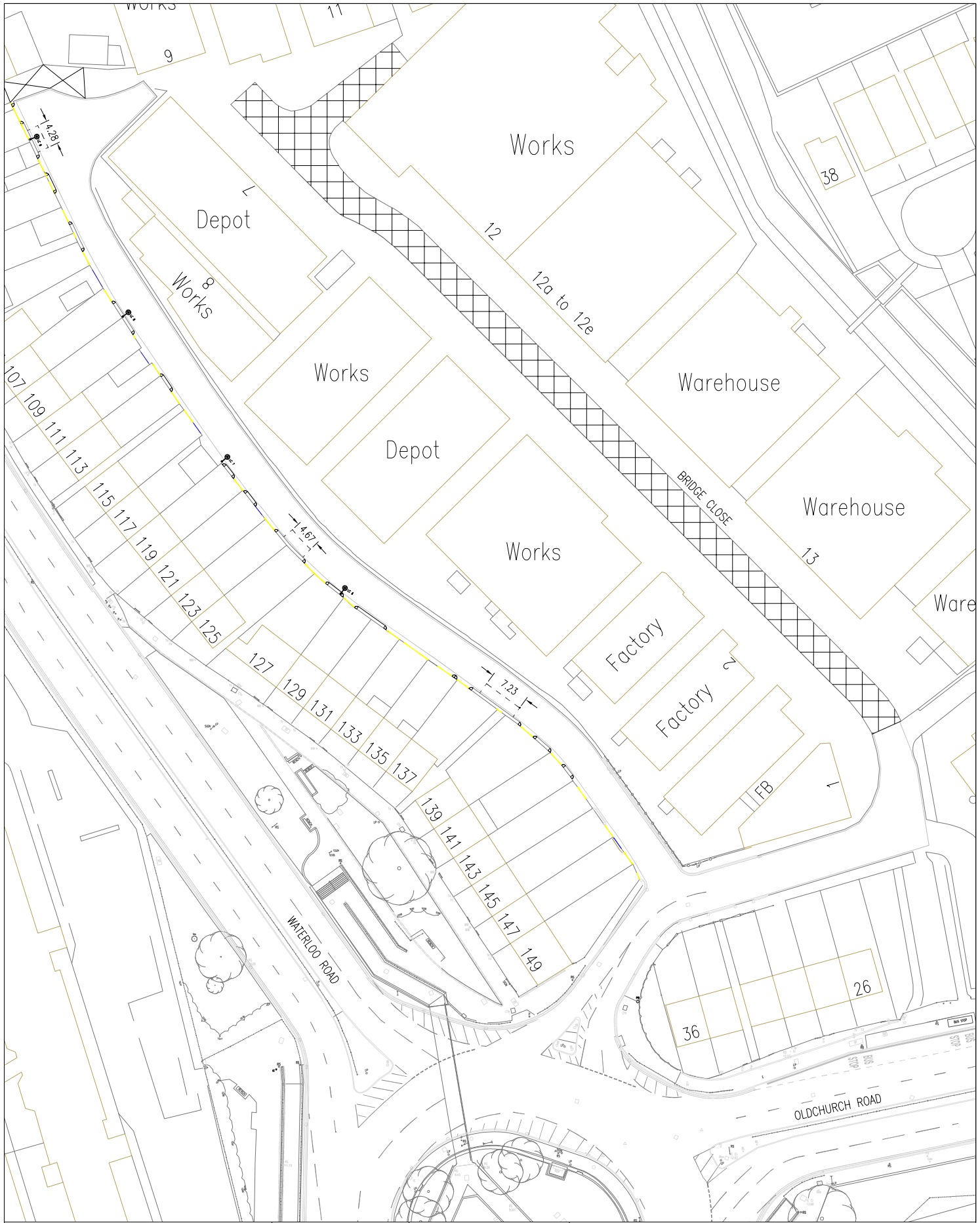
APPENDIX II

SUMMARY OF WATERLOO ROAD RESIDENTS ASSOCIATION PARKING SURVEY

Respondent	Preferred Solution				
	Double Line	Yellow	Resident Visitor Permits	& Parking	Stay the Same
26 Oldchurch Rd	-		√		-
28 Oldchurch Rd	√		-		-
30 Oldchurch Rd	√		-		-
32 Oldchurch Rd	√		-		-
34 Oldchurch Rd	√		-		-
36 Oldchurch Rd	-		√		-
99 Waterloo Rd	-		√		-
101 Waterloo Rd	-		√		-
107 Waterloo Rd	-		√		-
109 Waterloo Rd	-		√		-
111 Waterloo Rd	-		√		-
113 Waterloo Rd	-		√		-
117 Waterloo Rd	-		√		-
119 Waterloo Rd	-		√		-
121 Waterloo Rd	-		√		-
123 Waterloo Rd	-		-		√
125 Waterloo Rd	-		√		-
129 Waterloo Rd	-		√		-
131 Waterloo Rd	-		√		-
133 Waterloo Rd	-		√		-
135 Waterloo Rd	-		√		-
141 Waterloo Rd	-		√		-
145 Waterloo Rd	-		√		-
147 Waterloo Rd	-		√		-
149 Waterloo Rd	-		√		-
TOTAL	4		20		1



Havering <small>LONDON BOROUGH</small> <small>STREETCARE - CULTURE & COMMUNITY</small>		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE: No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327	PROPOSAL	KEY PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) PRIVATE ROAD				
JOB TITLE BRIDGE CLOSE AREA		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	REVISION A	INITIAL ISSUE	71	13.09.10		
DRAWING TITLE PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS		SCALE (AT A4 SIZE) N.T.S.	DATE 13.09.10	DRAFT <input type="checkbox"/>	ISSUE <input type="checkbox"/>	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QJ077-OF-01	REVISION A	AMENDMENT	DATE



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, SMI 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE: PROPOSAL</p>		<p>KEY</p>	
<p>JOB TITLE BRIDGE CLOSE AREA</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>--- -- -- -- PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)</p>		<p>▨ PRIVATE ROAD</p>	
<p>DRAWING TITLE PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS</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: IH</p>	
<p>SCALE (AT A4 SIZE) N.T.S.</p>		<p>DATE 13.09.10</p>		<p>APPROVED BY: MLP</p>		<p>REVISION: A</p>	
<p>■ DRAFT</p>		<p>■ ISSUE</p>		<p>ACAD REF:</p>		<p>DRAWING No: QJ077-0F-01</p>	
<p>Sheet Size: A4 (210x297)</p>		<p>REVISION: A</p>		<p>INITIAL ISSUE</p>		<p>72</p>	
<p>AMENDMENT</p>		<p>DATE</p>		<p>13.09.10</p>		<p>DATE</p>	



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

22 March 2011

Subject Heading:

**ST. EDWARD'S PRIMARY SCHOOL
SCHOOL TRAVEL PLAN & PARKING
REVIEW**

**Speed Table at junction of Mashiters
Walk and Havering Drive**

Report Author and contact details:

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

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

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

SUMMARY

This report presents the views of those responding to a further consultation on a speed table proposed for the junction of Mashiters Walk and Havering Drive.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the speed table at the junction of Mashiters Walk and Havering Drive as shown on Drawing QF210/OA/116/17D be implemented.
2. That it be noted that the estimated cost of this element of the schemes is £8,000 of which can be met from the 2010/11 Transport for London Local Implementation Plan allocation for School Travel Plans (St. Edward's Primary School).

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee recommended the implementation of a variety of parking and physical works in the area around St Edwards' Primary School at its meeting of 19th October 2010, which the Cabinet Member for Community Empowerment subsequently approved.
- 1.2 This recommendation included the construction of a speed table at the junction of Mashiters Walk and Havering Drive.
- 1.3 During the process of setting out the works on site, a councillor complained that the consultation letter for the scheme as a whole did not specifically refer to the speed table, which it did not. However, the table was on the consultation drawing, the public advertisement and site notices.
- 1.4 In order to ensure that a full opportunity was afforded to local people to comment, the work was suspended and letters delivered to residents and further site notices placed.
- 1.5 Letters were hand delivered to residents in the vicinity of the junction and site notices placed on 22nd February 2011, with a closing date for comments of 7th March 2011.

2.0 Outcome of Public Consultation

2.1 By the close of public consultation, 5 responses had been received as follows;

Respondent	Comments
Mrs Dighton	Delighted that something is at last being done to reduce the speed at which cars travel across the junction. Has four young children who attend St Edward's Primary School and have to cross the junction each day. Will be more effective than the speed cushions in the area.
Ms Grundy 138 Mashiters Walk	Supports the implementation of the speed table. Has children who cross the road every day. Will be more effective than the speed cushions in the area.
Mr Grundy 120 Mashiters Walk	Supports the concept of a speed table and feels it will be more effective than the speed cushions in the area.
Mr Howson 49 Mashiters Walk	Does not feel the speed cushions in the area are effective and that the speed table is the only measure with any prospect of achieving its stated objective.
Mr Willshere	There is already enough traffic calming in the area and in the current financial climate, the funding would be better spent on repairing pot holes.

3.0 Staff Comments

3.1 The speed table already has approval for implementation and certainly the legal minimum for public consultation had been met. However, in order to ensure that the decision-making process was fully transparent, it was necessary to reconsult locally.

3.2 Of the responses, 4 are in support and 1 in against the speed table. Those supporting the scheme have made comments in line with what the table is

meant to achieve in terms of slowing traffic and making crossing for pedestrians easier.

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

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing this aspect of the scheme is £8,000, which can be met from the 2010/11 Transport for London Local Implementation Plan allocation for School Travel Plans (St. Edward's Primary School).

Legal implications and risks:

Speed tables required consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

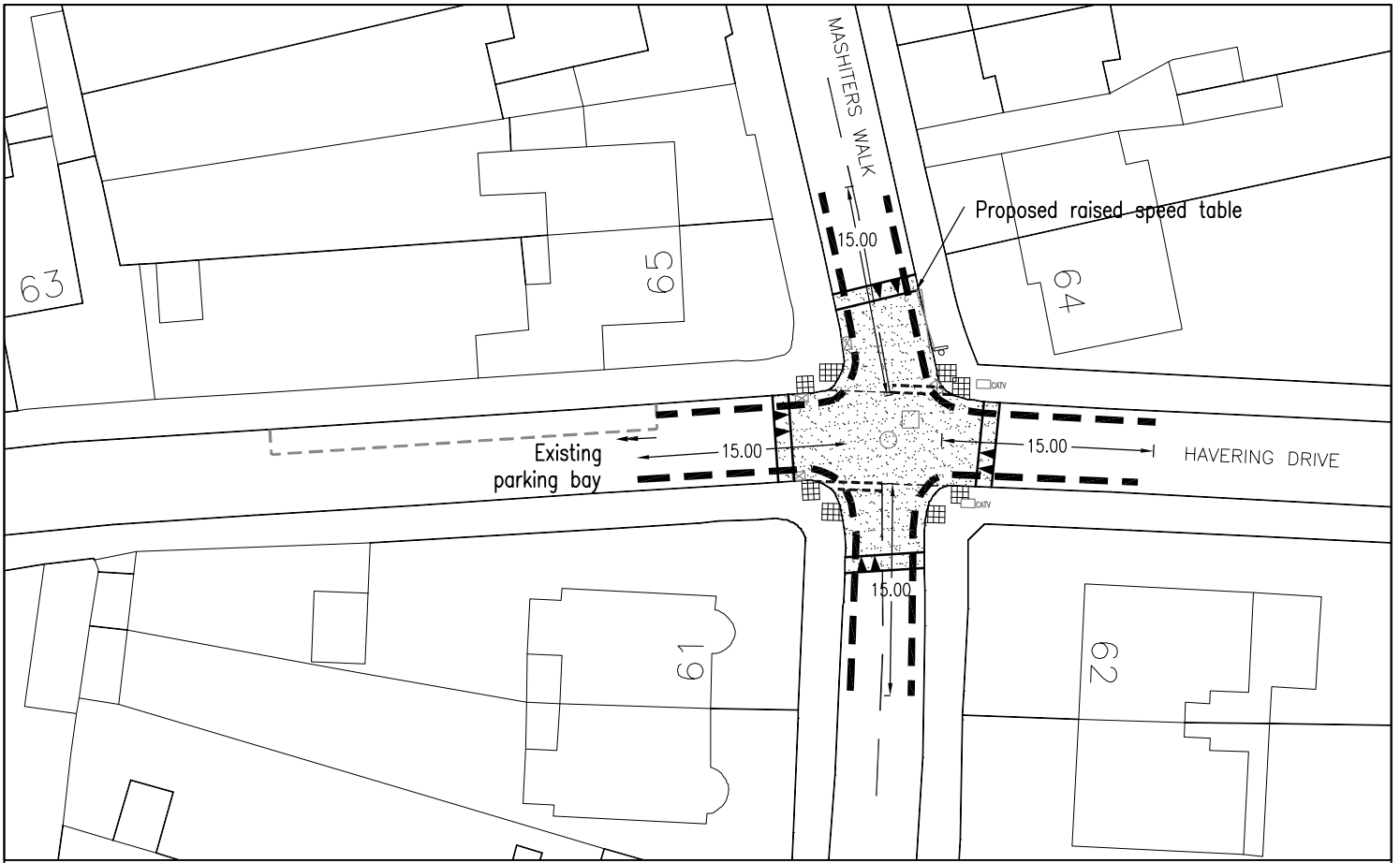
None.

Equalities Implications and Risks:

Speed tables can help reduce traffic speeds and provide a level and easier crossing surface for pedestrians.

BACKGROUND PAPERS

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



		PURPOSE feasibility			
10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		--- Proposed 'at any time' waiting restriction (double yellow line)	
JOB TITLE Marshalls Park Area Schools & Junctions Review		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 Haverling 100024327		All dimensions are in metres NOT ALL EXISTING PARKING RESTRICTIONS ARE SHOWN	
DRAWING TITLE Proposed Parking Restrictions Haivering Drive 16 & 17		DRAWN BY NC	CHECKED BY IH	APPROVED BY MP	
SCALE (AT A4 SIZE) 1:500	DATE June 2010	DRAFT <input type="checkbox"/>	ISSUE <input type="checkbox"/>	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QF210.OA.116-17 B
		REVISION B	Alterations to final junction layouts	REVISION A	Original consultation 77
		REVISION AMENDMENT		DATE Jan 11 Sep 10	DATE

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HIGHWAYS ADVISORY COMMITTEE

REPORT

22 March 2011

Subject Heading:

**PRIMARY SCHOOL PARKING REVIEW
GIDEA PARK PRIMARY SCHOOL
LODGE AVENUE**

Report Author and contact details:

Outcome of Public Consultation

Daniel Jackson

Engineer

01708 433115

daniel.jackson@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input checked="" 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 to provide amendments to the existing waiting restrictions in Lodge Avenue, Romford as part of the Gidea Park Primary School parking review and recommends how the scheme should proceed.

The scheme is within **Romford Town** ward.

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

- 1.1 As part of the Highways approval for P0921.08, namely, the extension of Gidea Park Primary School, conditions were placed on the approved planning application
- 1.2 Condition 10 of the application stated that the development should not be brought into use until a review of the restrictions around the school entrances
- 1.3 The review was restricted to investigations into School Keep Clear road markings and junction protection lining.
- 1.4 A site review was carried on the 21st of July 2010 in which past comments and concerns from residents' and members of staff were taken into consideration.
- 1.5 The proposals are shown on the following drawing;
 - GPS/01/01 - Gidea Park Primary School - Parking Review
- 1.6 Letters were hand-delivered to the residents and educational institutions that were potentially affected by the proposals on the 4th October 2010, with a closing date of 29th October 2010. In addition, the proposals were advertised.

2.0 Outcome of Public Consultation

- 2.1 By the close of the consultation 4 responses have been received from residents and the responses are summarised in Appendix I of this report.
- 2.2 The majority of objections focused on the potential impact of reducing the amount of parking for parents in that a knock on effect would occur resulting in parking over residential crossovers to maintain closeness to the school.
- 2.3 The potential problems with this situation are congestion in the areas away from the proposed 'at any time' waiting restrictions caused by general traffic and residents wanting to access and egress from their driveways, inconsiderate parking by parents across or opposite these accesses and alighting in the middle of the road.
- 2.4 It had also been highlighted that some of the issues arising from parents parking over crossovers was a result of a parking bay being in that location. As part of the scheme, it is recommended that a consultation is carried to remove these bays where residents have requested.
- 2.5 Greater enforcement of the existing restrictions was regarded as the best approach to alleviate parking problems and safety issues. The general consensus was that installing more waiting restrictions would be counterproductive if they were not enforced regularly like the existing restrictions.
- 2.6 Residents were of the impression that a better school/ parent relationship with respect to school travel initiatives would be of greater benefit than increasing the waiting restrictions.

3.0 Staff Comments

- 3.1 With regards to the amendment of the 'school keep clear' restrictions it is recommended that these changes are implemented to ensure that enforcement of the restriction can take place in line with current requirements.
- 3.2 Existing permit holders only bays can be removed where located in front of a vehicular access subject to public consultation and advertisement.
- 3.3 The installation of 'at any time' waiting restrictions should be amended from the initial proposals and limited to the following to provide a reasonable balance between safety and the requirement for parent dropping off areas.
- 3.4 Therefore Staff recommend that the following schemes be implemented with the amendments as follows
- GPS/01/01 – Gidea Park Primary School – Parking Review RevA
 - Install 'at any time waiting restrictions on Lodge Avenue, 15 metres from the junction with Main Road.

- Initial proposals for 'at any time' restrictions on Main Road to be installed as advertised
- Removal parking bay on Lodge Avenue which has been installed over the vehicle crossovers of 90 Main Road and implement Mon – Sat, 8.30am – 6.30pm waiting restrictions.
- Amendments to the existing 'school keep clear' restriction to be implemented as advertised
- Advertise and consult for the removal of the remainder of permit bays situated across crossovers where requested

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £3,000 will be met from the Primary Review Capital Programme.

Legal implications and risks:

The introduction of waiting restrictions and parking bay alterations requires 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:

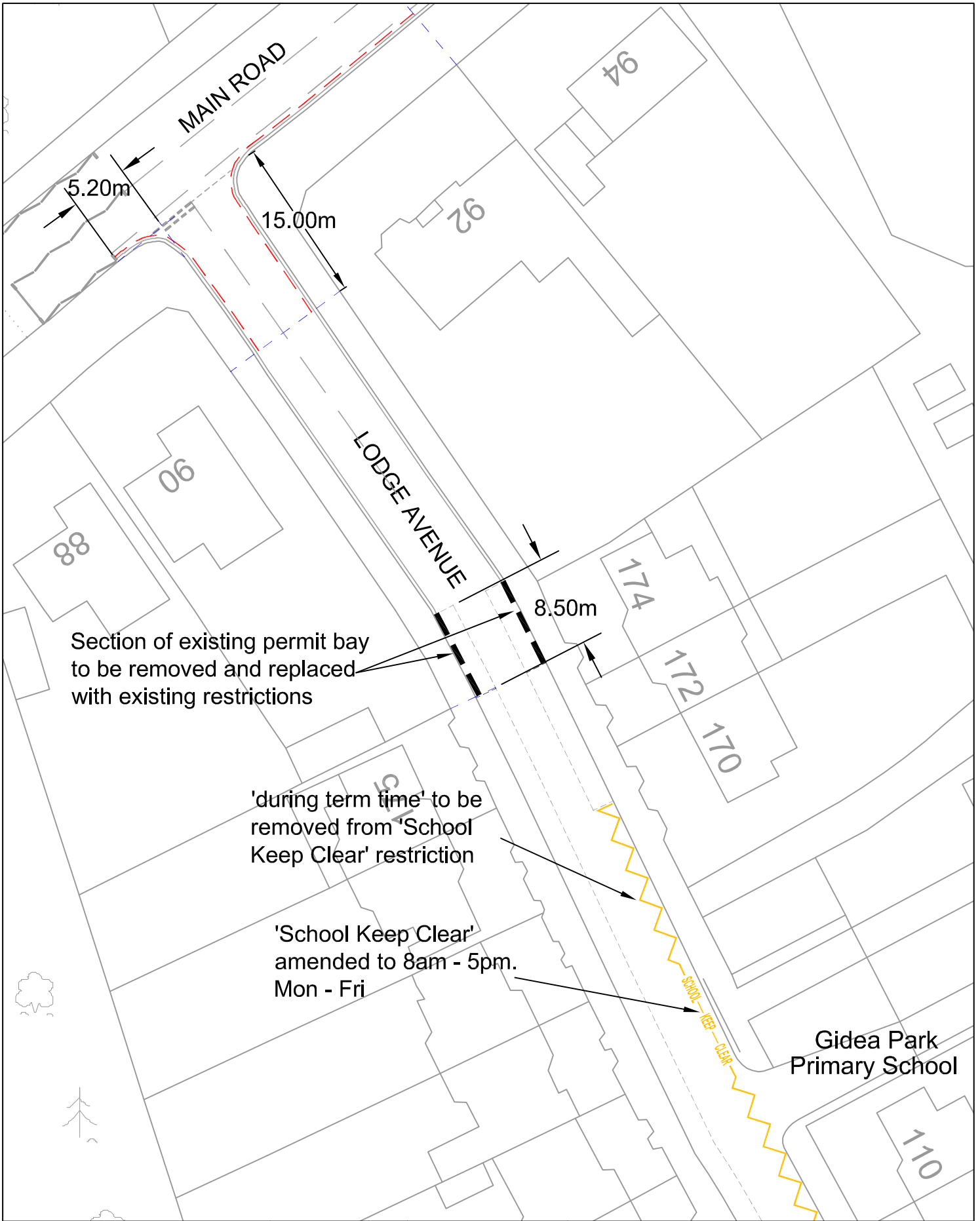
Most waiting restrictions are installed for road safety reasons, so they have no significant environmental or equalities implications, although further lining will have some visual impact.

BACKGROUND PAPERS

Project file: QJ 061 Primary Schools Parking Review/ Gidea Park Primary

SUMMARY OF CONSULTATION RESPONSES

Respondent	Comments
No. 98 Lodge Avenue	<ul style="list-style-type: none">○ Concerned about displaced parking○ Parents parking over crossovers a major problem for residents○ Suggests initiatives should be introduced between school and parents to encourage walking
No 149 Lodge Avenue	<ul style="list-style-type: none">○ Feels that by reducing the parking areas available to parents will displace it areas in front of properties/ over driveways○ Inconsiderate parking causes congestion during wet evenings and mornings○ Resident disagrees with making the 'school keep clear' restriction apply during school holidays○ Requested information of costs under the 'freedom of information' act
No 174 Lodge Avenue	<ul style="list-style-type: none">○ Parents parking across residents' driveway as bay markings are still in place.
No 137 Lodge Avenue	<ul style="list-style-type: none">○ Resident asks that we reconsider the parking arrangements as we should be looking to make parking easier for parents and not more restricted.○ More restrictions may result in desperation as parents park over driveways.○ Suggests that the parking problems are a challenge for better school/ parent relationships not double yellow lines



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE Information</p>		<p>Existing Mon - Sat, 8.30am - 6.30pm waiting restrictions removed and 'at any time' waiting restrictions installed</p>	
<p>JOB TITLE Gidea Park Primary School</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>Permit bay to be removed and Mon - Sat, 8.30am - 6.30pm' waiting restrictions installed</p>	
<p>DRAWING TITLE Parking Review</p>		<p>DRAWN BY DJ</p>		<p>CHECKED BY IH</p>		<p>APPROVED BY MP</p>	
<p>SCALE (AT A4 SIZE) NTS</p>		<p>DATE 27/07/10</p>		<p>DRAFT <input type="checkbox"/> ISSUE <input type="checkbox"/></p>		<p>ACAD REF:</p>	
<p>DRAWING No GPS/01/01</p>		<p>REVISION A</p>		<p>Amendments made to the extent of the proposed 'at any time' waiting restrictions</p>		<p>84</p>	
<p>REVISION</p>		<p>AMENDMENT</p>		<p>REVISION</p>		<p>AMENDMENT</p>	
<p>DATE</p>		<p>DATE</p>		<p>DATE</p>		<p>DATE</p>	

HIGHWAYS ADVISORY COMMITTEE

22 March 2011

Subject Heading:

**PRIMARY SCHOOL PARKING REVIEW
AYLOFF PRIMARY SCHOOL
MAYLANDS AVENUE**

Report Author and contact details:

Outcome of Public Consultation

Daniel Jackson

Engineer

01708 433115

daniel.jackson@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input checked="" 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 which provides a review of the existing waiting restrictions in the roads local to Ayloff Primary School and recommends how the scheme should proceed.

The scheme is within **Elm Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made;
 - (i) Recommends to the Cabinet Member for Community Empowerment that the following proposals with amendments be implemented;
 - AYP/01/01 – Ayloff Primary School - Parking Review
2. That it be noted that the estimated cost of £2,000 will be met from the Primary Review Capital Programme.

REPORT DETAIL

1.0 Background

- 1.1 As part of the Highways approval for P1949.08, namely, the construction of Ayloff Primary School, conditions were placed on the approved planning application
- 1.2 Condition 10 of the application stated that the development should not be brought into use until a review of the restrictions around the school entrances
- 1.3 The review was restricted to investigations into School Keep Clear road markings and junction protection lining.
- 1.4 A site review was carried on the 12th August 2010 in which past comments and concerns from residents' and members of staff were taken into consideration.
- 1.5 The proposals are shown on the following drawing;
 - AYP/01/01 – Ayloff Primary School - Parking Review
- 1.6 Letters were hand-delivered to the residents and educational institutions that were potentially affected by the proposals on the 4th October 2010, with a closing date of 29th October 2010. In addition, the proposals were advertised.

2.0 Outcome of Public Consultation

- 2.1 By the close of the consultation 1 response had been received from a resident and this is summarised in Appendix I of this report.
- 2.2 The comments received from this solitary response focused on the individual needs of the resident and a request for a parking zone rather than on the proposed scheme.
- 2.3 The low level of response could be due to the proposals not having any impact on the existing parking and are therefore, non contentious.

3.0 Staff Comments

- 3.1 It is recommended that the amendments to the 'school keep clear' restriction are implemented to ensure that enforcement of the restriction can take place in line with current requirements.
- 3.2 Staff recommend that the following schemes be implemented with the amendments as follows
- AYP/01/01 – Ayloff Primary School – Parking Review
 - Amendments to the existing 'school keep clear' restriction to be implemented as advertised.
 - Install 'at any time' waiting restrictions 15m in all directions at the junction with South End Road.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £2,000 can be met from the Primary Review Capital Programme.

Legal implications and risks:

The introduction of waiting restrictions and parking bay alterations requires 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:

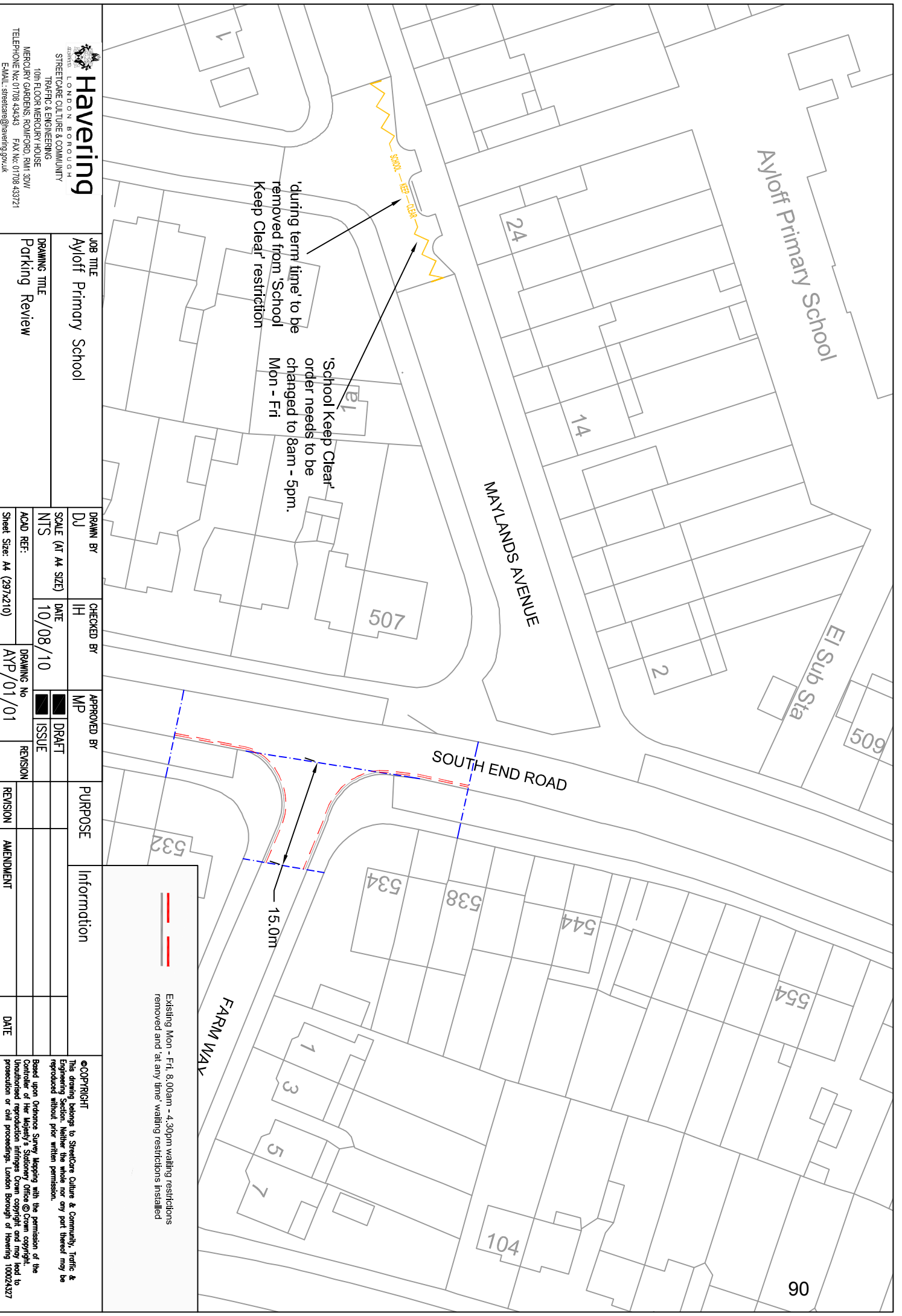
Most waiting restrictions are installed for road safety reasons, so they have no significant environmental or equalities implications, although further lining will have some visual impact.

BACKGROUND PAPERS

Project file: QJ 061 Primary Schools Parking Review/ Ayloff Primary

SUMMARY OF CONSULTATION RESPONSES

Respondent	Comments
No 2 Calbourne Avenue	<ul style="list-style-type: none">○ Supports the proposals○ Would support the introduction of a permit zone to prohibit users of the underground station from parking in the road.○ Suggests that parents frequently parking across her driveway is a problem and will made worse by the new influx from Dunningford



HaVering
 LONDON BOROUGH OF
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROCHFORD, RM1 3DW
 TELEPHONE No: 01708 434343 FAX No: 01708 433721
 EMAIL: streetcare@haVering.gov.uk

JOB TITLE
 Ayloff Primary School

DRAWING TITLE
 Parking Review

DRAWN BY	DJ	CHECKED BY	IH	APPROVED BY	MP
SCALE (AT A4 SIZE)	NTS	DATE	10/08/10	DRAFT	<input type="checkbox"/>
ACAD REF:		DRAWING No	AYP/01/01	ISSUE	<input type="checkbox"/>
Sheet Size: A4 (297x210)		REVISION		REVISION	

PURPOSE
 Information

AMENDMENT

DATE

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Existing Mon - Fri, 8.00am - 4.30pm waiting restrictions removed and 'at any time' waiting restrictions installed



**HIGHWAYS
ADVISORY
COMMITTEE**

22 March 2011

Subject Heading:

**BROCKTON CLOSE – PROPOSED
WAITING RESTRICTIONS
Outcome of Public Consultation**

Report Author and contact details:

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

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

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

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 21st September 2010 Highways Advisory Committee considered a report on the comments received during the public consultation for the proposed residents parking scheme in the Lake Rise and Rosemary Avenue area. The Committee decided to implement a numbers of elements of the scheme but due to responses received from residents, further recommendations were agreed, one of which was to restrict the remaining unrestricted area of Brockton Close, with an 8.30am to 6.30pm Monday to Saturday waiting restriction, to prevent obstructive parking.
- 1.2 The proposals as outlined below and shown on the plan Brockton Close were agreed in principle by the Highways Advisory Committee and were subsequently publicly advertised. All residents in the immediate area of the proposed changes were advised of the proposals by hand delivery with a copy of the plan and were invited to comment.
- 1.3 The proposal is to restrict the currently unrestricted area of Brockton Close, from a point 10 metres west of the western kerblines of Lake Rise, to its western extremity, with an 8.30am to 6.30pm Monday to Saturday waiting restriction.

2.0 Outcome of Public Consultation

- 2.1 No responses

3.0 Staff Comments

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

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of up to £1,000 for implementation can be met from the 2011/12 Minor Parking Schemes.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

Blue-badge holders are 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

Design Drawings

Brockton Close – Proposed waiting restrictions

Proposed 8.30am - 6.30pm, Mon - Sat waiting restriction

BROCKTON CLOSE

Agreed 'at any time' waiting restriction

10m, 10m, 13m

<p>Haverling HIGHWAYS CONSULTANTS 100, THE WOODS, BUCKINGHAM, MK18 2JQ TEL: 01295 242424 FAX: 01295 242425 WWW.HAVERLING.CO.UK</p>	<p>APP TITLE Brockton Close</p>	<p>DATE 22/11/10</p>	<p>DESIGNER H</p>	<p>APPROVED BY H</p>	<p>PURPOSE Information</p>	<p>DATE</p>
	<p>PROJ TITLE Proposed Waiting Restrictions</p>	<p>SCALE (FOR A3) 1:10</p>	<p>DATE 22/11/10</p>	<p>ISSUE ISSUE</p>	<p>REVISION</p>	<p>REVISION</p>

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**HIGHWAYS
ADVISORY
COMMITTEE**

22 March 2011

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
March 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.

- 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



**HIGHWAYS
ADVISORY
COMMITTEE**

22 March 2011

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
March 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.

- 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 March 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								
	None to report							
SECTION B - General parking requests for prioritisation (LBH Revenue Budget)								
1	North Street/ Burnway	Provide double yellow lines at junction and further into Burnway to deal with obstructive parking associated with takeaway	Feasible, will keep two-way traffic possible at approach to junction with North Street.	LBH Revenue	750	Resident	17/02/2011	March 11 File
2	Wingletye Lane/ Essex Gardens	Restrictions at the junction	Feasible. Has been rejected by HAC as part of a wider review and restrictions at bus stand in Essex Gardens (near junction) also rejected	LBH Revenue	500	Resident	17/02/2011	March 11 File
3	Dagenham Road	Yellow lines or time restrictions are installed for the western side of Dagenham road (from the Rush Green Road/Dagenham Road junction to the Cemetery). As the road is becoming impassable particularly during rush hours.	This street does get congested at peak times and certainly London Buses have raised similar issues in the past. This request would assist with local traffic flow.	LBH Revenue	£2k	Cllr Benham	17/02/2011	March 11 File

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee
22nd March 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
4	Princes Road, Romford	Removal of residents' permit bay in front of vehicle crossover as it keeps getting blocked	Residents' bays installed across vehicle crossovers as was the design at the time, but enforcement difficult and so bay should be removed. Request rejected October 2010 Item 44.	LBH Revenue	£1.5k	Resident	17/02/2011	989128
5	Elm Park Avenue	Extend double yellow lines off junction with Abbs Cross Lane to help buses make turns	Feasible and allow buses to turn safely	LBH Revenue	250	London Buses	03/03/2011	March 11 File
6	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. DEFERRED from Feb 2011 Item 10	LBH Revenue	500	Resident	10/03/2011	March 11 File
7	Spring Gardens	Additional double yellow lines to provide two-way traffic flow	Feasible. DEFERRED from Feb 2011 Item 15	LBH Revenue	750	Resident	08/02/2011	Cllr Tebbutt
8	Hillfoot Road	Extend double yellow lines a short distance from pinch point into Hillfoot Road to help motorists align with pinch point.	Would assist with operation of pinch point.	LBH Revenue	500	Resident	07/03/2011	1069942
9	Faircross Avenue/ Wilton Drive	Request for double yellow lines on junction	Feasible.	LBH Revenue	500	Resident	07/03/2011	1074316
10	2A McIntosh Road	Extend local part time parking restrictions to prevent day time obstructions	Feasible.	LBH Revenue	250	Resident	07/03/2011	1063780

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee
22nd March 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
11	Warwick Road, Rainham	Pave sections of grass verge to create footway parking to assist with access to commercial units in street.	Feasible and would help with parking and access	LBH Revenue	£6k	Resident	07/03/2011	Cllr Logan
12	St Neots Road	Review of parking in the area as commuters are causing access and visibility problems	Feasible	LBH Revenue	£2k	Resident	07/03/2011	1063782
13	68 Dorset Avenue	Extend double yellow lines from junction to cover frontage to stop obstructive parking	Feasible	LBH Revenue	250	Resident	07/03/2011	1063788
14	Avenue Road, Harold Wood	Provide additional residents' permit bays	Within CPZ, limited bays currently in place, this would assist residents in area.	LBH Revenue	£2k	Resident	07/03/2011	March 11 File
15	Church View, Upminster	Provide additional free parking bays as some have been lost with new dropped kerbs	Feasible, would help with parking in the area	LBH Revenue	£2k	Resident	07/03/2011	March 11 File
16	Hacton Lane/ Kenley Gardens	Restrictions at the junction	Feasible	LBH Revenue	750	Resident	07/03/2011	March 11 File
17	Lindfield Road (1 to 27)	Restrictions at the junction entering cul-de-sac	Feasible	LBH Revenue	750	Resident	07/03/2011	March 11 File
18	Tarnworth Road (71/34)	Restrictions at the junction	Feasible	LBH Revenue	750	Resident	07/03/2011	March 11 File
19	Avon Road	Review of parking in street by vans and all day users creating congestion and safety issues on bus route	Restrictions would displace parking but improve traffic flow	LBH Revenue	£2k	Resident	07/03/2011	March 11 File

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee
22nd March 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
20	Cranham Gardens/ Rustic Close	Restrictions on one side of the road to help with access	Feasible	LBH Revenue	£1k	Resident	07/03/2011	March 11 File
21	adjacent to 1 to 9 Frazer Close	Restrictions in front of pram ramp to assist disabled users	Feasible	LBH Revenue	250	Resident	07/03/2011	March 11 File
22	Butts Green Road/ Wykeham Avenue	Restrictions at the junction	Feasible	LBH Revenue	750	Police SNT	07/03/2011	March 11 File
23	48 Marlborough Drive	Extend existing double yellow lines by 2m or reduce by 1m to reduce parkign across driveway	Feasible	LBH Revenue	250	Resident	07/03/2011	March 11 File
24	Kerry Drive	Request for double yellow lines to keep turning head clear	Feasible	LBH Revenue	250	Cllr Ford	07/03/2011	March 11 File
25	Front Lane/ Plough Rise	Restrictions at the junction	Feasible	LBH Revenue	750	Resident	07/03/2011	March 11 File
26	Dagnam Park Drive	Provide a Bus Stop Clearway and double yellow lines between zebra crossing and Chudleigh Road (Brookside School)	Feasible and will improve visibility and bus access	LBH Revenue	1,250	Gooshays SNT (PC Bunn)	10/03/2011	March 11 File
27	Morris Road	Review of parking in local area and consultation with residents to help residents without road access finmd somewhere to park	Would require site surveys and consultaiton	LBH Revenue	750	Resident	10/03/2011	March 11 File

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee

22nd March 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
28	Mavis Grove	Provision of pay-and-display parking bay next to restaurant	Area currently restricted and bay would provide additional parking near shops	LBH Revenue	3,000	Cllr Mylod	10/03/2011	March 11 File
SECTION C - Scheme proposals without funding available								
29	Cedar Road, Romford	Provide restrictions to prevent HGVs using route between Mawney Road and North Street	Considered weight limit, but would not prevent vans (too light). Width restriction would be possible at Cedar Close and may be more effective. In both options, changes would be needed at the junction of North Street/ Cedar Road to allow HGVs to turn to access industrial area at Chesham Close. Parking controls would also be needed to assist HGVs. Resubmitted from August 2010	TBC	£15k	Resident	10/02/2011	March 11 File
30	Nelmes Crescent	Complaint that traffic calming in Parkstone Road and Herbert Road is diverting traffic to Nelmes Crescent and so calming is needed.	Staff do not have data either way. Nelmes Crescent is part of a route between Ardleigh Green Road and Wingletye Lane as is the other calmed routes, but much further north.	TBC	£30k (for road hump scheme)	Resident	11/02/2011	Cllr S Kelly
31	Shepherds Hill, Harold Wood	30mph VA sign to try and slow traffic heading downhill	Feasible, but not funded.	TBC	£2.5k	Resident	15/02/2011	Cllr L Kelly
32	Kingston Road, Romford	Request for traffic calming	Feasible, but not funded. No injury collisions recorded in 3 years to October 2010.	TBC	£21k	Cllr Thompson	28/02/2011	Cllr Thompson

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

Highways Advisory Committee
 22nd March 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
33	Jersey Road	Request for traffic calming	Deferred from January 2011 (item 100). No recorded casualties in last 3 years. DEFERRED from Feb 2011 Item 21.	TBC	£20k	Cllr Breading	14/12/2010	Cllr Breading
34	Harwood Hall Lane	Request for Pegasus Crossing between stables and fields following near miss with traffic.	Feasible, but not funded.	TBC	£50k	Angela Watkinson MP	07/03/2011	Angela Watkinson MP
35	Harwood Hall Lane	Request for physical restriction to prevent use by HGVs	Street has a 7.5 tonne weight limit in place. Physical restriction feasible but unfunded.	TBC	£15k	Angela Watkinson MP	07/03/2011	Angela Watkinson MP
36	Morris Road	Extend road into verge area to provide access to residents to park on front gardens	Feasible, but unfunded. Some residents do not have gardens deep enough to park	TBC	£60k to £90k	Resident	10/03/2011	March 11 File
SECTION D - Scheme proposals on hold for future discussion								
37	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
38	Cherry Tree Lane	Traffic calming	4 sets of speed tables proposed in 2008/09 to deal with speeding and casualties. Representations by London Ambulance Service reduced scheme to 3 speed tables. Funding for further works not available.	TBC	£30k	Resident	02/11/2010	1022682

London Borough of Havering
Traffic & Engineering - StreetCare

Highway Schemes Applications Schedule

Highways Advisory Committee
22nd March 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
39	Rainham Village Parking Review	Consider parking needs for village in parallel with Viking Way extension, perhaps look at residents' permits as well - commence work with local parking questionnaire. Review likely to start in January 2011 to coincide with Viking Way scheme.	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
40	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.	TBC	£35k	Cllr D White	04/11/2010	Cllr D White
41	South End Road	Request for Zebra Crossing near Condor Walk	Feasible, but not funded. The road width is just under 7 metres and therefore a pedestrian refuge would require road widening and therefore a similar budget. South End Road to be reviewed 2011/12 as part of casualty reduction programme.	TBC	£25k	Resident	16/11/2010	1033034