

HIGHWAYS ADVISORY COMMITTEE SUPPLEMENTARY AGENDA

16 April 2013

The following report is attached for consideration and is submitted with the agreement of the Chairman as an urgent matter pursuant to Section 100B (4) of the Local Government Act 1972

4 MINUTES (Pages 1 - 6)

To approve as a correct record the minutes of the meeting of the Committee held on 19 March 2013, and to authorise the Chairman to sign them. – Minutes attached

8 HILLDENE SHOPPING AREA REVIEW - COMMENTS TO ADVERTISED PROPOSALS (Pages 7 - 16)

Report attached

Ian Burns
Acting Assistant Chief
Executive

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
19 March 2013 (7.35 - 8.20 pm)**

Present:

COUNCILLORS

Conservative Group Garry Pain (Chairman), Steven Kelly, Barry Oddy and Frederick Thompson

Residents' Group Brian Eagling and June Alexander

Labour Group Denis Breading

Independent Residents Group David Durant

Apologies were received for the absence of Councillors Billy Taylor and John Wood. Councillor Wood was substituted by Councillor Alexander.

Councillors Sandra Binion and Andrew Curtin were also present for part of the meeting.

All votes were unanimous with no votes against unless stated otherwise.

There was no interest declared at the meeting.

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

91 **MINUTES**

The minutes of the meeting of the Committee held on 19 February 2013 was approved as a correct record and signed by the Chairman.

92 **RESIDENTS PARKING ZONE RO5A - MARSHALLS PARK (OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report in response to a public consultation on proposals to provide a new residents parking zone in Caxton Way, Dickens Way and Brunel Close. The consultation followed the adoption of these roads as highway maintained at the public expense.

The report detailed that prior to the proposals being formally advertised, discussions were held with the local residents' association regarding the

requirements for and the appropriate level of parking restrictions. This discussion informed on the type of restriction to be taken forward and its hours of operation.

A parking permit zone was proposed to be operational between 8:30am – 6:30pm Monday to Saturday inclusive to include all areas of Dickens Way, Caxton Way and Brunel Close other than those areas covered by yellow lines. The proposal was that only residents of these roads may apply for residential permits.

The report outlined that a methodology where parking permit zones do not include lining was a new approach made possible by the amendments to the Traffic Signs, Regulations and General Directions. Lines were no longer required and signs would be erected at the zone entrance with repeater signs on lamp columns. This would reduce the level of maintenance required and allows residents a level of flexibility that markings do not.

Fifty letters were hand delivered to residents potentially affected by the scheme and the immediate area with a closing date of 1 February 2013 for comments.

In accordance with the public participation arrangements the Committee was addressed by two local resident of the area with one expressing his views for the scheme stating that residents had undertaken their own ballot which showed even more support for the scheme than the formal council consultation. The other speaker expressed his view against the scheme stating that that the proposed double yellow lines should be more extensive as any parking on the street would cause problems for traffic trying to pass and that there was plenty of off-street parking in the estate. The objector would like the double yellow line extended past Brunel Close.

Councillor Andrew Curtin also addressed the Committee expressing his support for the scheme. He added that due to the estate's proximity to Romford Town centre, parking controls were needed.

During general debate a member of the committee was of the view that the parking scheme sought to privatise the roads for the exclusive use of residents. It was suggested that a one-hour parking restriction was adequate to deter non-resident commuter parking.

Another member considered the roads to form a self-contained area for which the scheme was appropriate.

The Committee **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the proposal be implemented as detailed in the report and shown on drawing QL062-OF-101-A Final Parking Restrictions.

2. That it be noted that the estimated cost of £4,000 for implementation would be met by Taylor Wimpey North Thames Limited secured by an Agreement made under Section 38 of the Highways Act 1980.

The vote for the recommendation was passed by 5 votes to 3. Councillors Alexander, Durant and Eagling voted against the motion.

93 **ORANGE TREE HILL AND NORTH ROAD, HAVERING-ATTE-BOWER - CHANGES TO TRAFFIC CALMING. OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that detailed responses to a public consultation for making changes to the pinch point traffic calming features on Orange Tree Hill and North Road to improve conditions and safety for bicycle users.

The original scheme was installed in early 2003 based on a casualty study reviewing rates for the 4 years to 2000. In that period, there were 54 injury collisions along North Road/ Orange Tree Hill and of these, 5 were fatalities and 11 involving serious injury.

The 2010 scheme was based on a review of the 4 years to December 2009 where 15 injury collisions were recorded and of these, 4 were serious.

The report informed the Committee that the current scheme was completed in early 2011 but officers would not draw any conclusions as to the efficacy of the scheme until there was at least a 3 years' of casualty data available.

The proposed changes to the existing layout were also intended to reduce the risks and concerns expressed by cycle users, but it was recognised that this would not address the concerns of horse riders. There would be a risk with sections of shared-use cycle track but it would be for the cycle user to consider the prevailing conditions and behave accordingly.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke in support of the scheme, he stated that the proposed scheme along Orange Tree Hill and North Road was an important route for cyclists and that the previous traffic calming scheme was popular.

Councillor Sandra Binion spoke against the scheme. She was of the opinion that something was needed for horse riders who were catered for in the original scheme. Councillor Binion expressed a view against the use of the footways by cyclists and was also concerned about the safety of cyclists re-joining the carriageway afterward. Councillor Binion suggested that the proposal be deferred for further consideration to include the suggested implementation of an off-set arrangement for pinch points.

During general debate Members of the Committee discussed:

- Why certain footways had been identified for cycle use and some not, as shown on Drawing 101. In response officers explained that cyclists would use the footway while going uphill as it would be difficult for them to match traffic speed. Cyclists proceeding downhill would be more likely to match traffic speed.
- The possibility of widening the footways. Officers explained that there were constraints on highway space which would prevent widening the footways..
- The difficulties presented in trying to accommodate the different highway users in such a small space.

Councillor Kelly moved a motion to the matter until the 3 years' accident data was available for consideration the motion was seconded by Councillor Alexander.

The Committee **RESOLVED** to defer this matter until the 3 years' accident data was available.

94 **HIGHWAYS SCHEMES APPLICATIONS**

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 Street Care 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 en bloc.

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

| Item | Location | Description | Decision |
|-------------|----------------------------|--|-----------------|
| H1 | Minster Way, Hornchurch | Speed humps required to stop speeding and amount of traffic using street or no right turning into Wingletye Lane | Rejected |
| H2 | St Leonards Way | Speed humps to slow traffic down. Residents' cars have been hit by speeding traffic. | Rejected |

Chairman

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HIGHWAYS ADVISORY COMMITTEE

16 April 2013

REPORT

Subject Heading:

**HILLDENE SHOPPING AREA REVIEW -
comments to advertised proposals**

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 outlines the responses received to the advertised proposals for the Hilldene Shopping Area Parking Scheme, which were agreed in principle by this Committee September 2011, and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:

The proposals as shown on drawing no QJ063/02/06 **Appendix 1** to this report be implemented as follows:

1. That the On Street Pay & Display charging regime originally proposed and consulted on be amended to the tariffs listed in the table below subject to Cabinet approval, as set out in the report being submitted by the Head of Streetcare to Cabinet on Wednesday 17th April. These proposals also include the increase of maximum stay periods up to 3 hrs from the current 2 hr max stay period on Pay and Display.

| Tariff Band | Current On Street Pay & Display & Original Proposal | <i>Proposed On Street Pay & Display</i> | Outlying Car Parks | Parks |
|-------------|---|--|--------------------|--------|
| 0 – 1hr | £0.20p | | | |
| 0 – 1.5 hrs | £1.40p | | | |
| 0 – 2 hrs | £2.00 max stay | £0.20p | £0.20p | £0.20p |
| 2 – 3 hrs | | £0.50p Proposed new max stay | £0.50p | £0.50p |

2. That the proposed allocation of resident and business permit parking and disabled parking bays are implemented as proposed.
3. The waiting restrictions to help improve traffic flow, prevent obstructive parking and improve road safety are implemented as proposed.
4. The one-way system in East and West Dene Drives to assist with traffic movement, especially larger vehicles delivering to the rear of the Farnham Road and Hilldene Avenue shops is implemented as proposed.
5. That the loading facilities to improve access to the rear of the shops in Hilldene Avenue, West Dene Drive and Chippenham Road are implemented as proposed.
6. That the garages to the rear of the shops on East and West Dene Drive are approved to be removed to create additional parking, with extra spaces created by converting a grass verge area in East Dene Drive to the side of 198 East Dene Drive.

Should any of the above proposals be implemented then the effects will be monitored for a duration following the implementation with remedial action being considered.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 20th September 2011, the Highways Advisory Committee while considering a report on Minor Traffic and Parking Scheme Applications, item no TPC116 Hilldene, Farnham Road, East Dene Drive, West Dene Drive, Chippenham Road (in part), agreed in principal that a review of the parking in the area be undertaken.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with a scheme design and consultation to gauge views on parking in the area and that the results of the consultation be reported back to this Committee so a further course of action be agreed.
- 1.4 Approximately 230 letters with the attached plans of the proposal were hand delivered to those perceived to be affected by them on Friday 14th December 2012.
- 1.5 As the consultation occurred over the festive period, it was extended beyond the statutory period of 21 days, to 35 days, ending on Friday 18th January 2013.
- 1.6 Further to the hand delivered letters, plans were on display for the duration of the consultation at Harold Hill Library and within the entrance of the Homes and Housing office in Chippenham Road.
- 1.7 To assist with those that had questions regarding the proposals staff also held six drop in sessions, at the Harold Hill Library, on the dates and times shown below:

| | | | |
|-------------------------------------|-----------|--|-----------|
| Tuesday 18th December 2012 | 9am - 8pm | Tuesday 15 th January 2013 | 9am - 8pm |
| Wednesday 19th December 2012 | 9am - 5pm | Wednesday 16 th January 2013 | 9am - 5pm |
| Thursday 20th December 2012 | 9am - 5pm | Thursday 17 th January 2013 | 9am - 8pm |

- 1.8 At its meeting on 30th January 2013 full Council considered a motion by an opposition party to withdraw the Administrations proposals to introduce Pay & Display Parking and Resident Parking Permits at the Hilldene Shopping Area in Harold Hill.
- 1.9 Full Council referred the motion and the final decision whether to implement the scheme or not to the Highways Advisory Committee who in turn recommends a final course of action to the Lead Member for Community Empowerment.
- 1.10 This report looks at the responses received to the advertised proposals for the Hilldene area and recommends a further course of action.

2.0 Design Principles

- 2.1 To prevent commuters from taking up available car parking spaces, which could be used by the customers of local businesses and residents, it is proposed that parking areas shown on **Appendix 1** – Proposed Site Plans are amended to both allocated pay and display parking areas; resident and business permit parking and disabled parking bays.
- 2.2 Introduce waiting restrictions to help improve traffic flow, prevent obstructive parking and improve road safety.
- 2.3 Introduce a one-way system in East and West Dene Drives' to assist with traffic movement, especially to improve access for larger vehicles delivering to the rear of the Farnham Road and Hilldene Avenue shops.
- 2.4 To further assist with deliveries, install additional loading facilities to the rear of the shops in Hilldene Avenue, West Dene Drive and Chippenham Road.
- 2.5 To increase the number of parking spaces for residents and businesses of the area, it is also proposed that garages to the rear of the shops on East and West Dene Drive be removed to create additional parking. Extra spaces will also be created by converting a grass verge area in East Dene Drive.
- 2.6 Any amendments to the original proposal may require further statutory public consultation that will lead to additional costs for advertisement of those proposed changes to accommodate any physical changes that may be agreed.

3.0 Responses received

- 3.1 There were 36 pieces of correspondence received during the consultation period which are tabled and shown on **Appendix 2**. These responses were from 8 businesses, 15 residents, two Councillors and 11 users of the Hilldene shopping area and one garage lease holder. The majority of the responses were against parts of the parking proposals, with three responses being in favour of all the proposals, two responses were in favour of implementing the proposed one-way system and two being in favour of further street lighting improvements.
- 3.2 A petition was received from 286 signatories objecting to East Dene and West Dene areas becoming permit parking area, and the proposed one-way system. They also object to Hilldene Avenue parking area becoming a Pay & Display car park.
- 3.3 A further petition was received outside the statutory consultation period signed by 1110 signatories opposing to the introduction of Pay & Display parking and Residents Parking Permits at Hilldene Shopping area believing the imposition of such charges will deter trade and will adversely affect retailers and other businesses located there. Addresses of the signatories appear to extend as far as Essex and Brentwood, although in the main are made up of mostly Havering residents.
- 3.4 There is no indication that those signing both petitions were in view of the full proposals and appear to have signed opposing two elements, they being the paid

for parking and the one way system. Officers cannot be certain that all signatories were advised impartially of all aspects of the proposals and the longer term benefits that the scheme should provide for the area. Copies of the petitions are available to Members at their request.

- 3.5 During the drop in session held at Harold Hill Library 35 interested parties attended to find out further information regarding the scheme and how best to respond to the consultation. All those that attended the drop in sessions were advised to respond in writing to the proposals.

4.0 Officer comments

- 4.1 The proposals were designed to further enhance the Hilldene area by significantly increasing the number of available parking spaces for all visitors, by limiting long term non-residential parking, allocating specific area to residents and businesses, providing improved loading facilities and improved traffic flow. Many of the disabled and elder community prefer to shop locally and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced over that which currently exists. This will support the disabled and elder community.
- 4.2 These proposals increase the parking provision for disabled car users in search of local shopping facilities; the current level of parking of disabled parking is 9 spaces, whilst the proposals set out 18 available spaces. Overall, the proposals double the disabled parking facilities for shoppers and ensure a turnover of visitors in all of the areas.
- 4.3 A number of tenants that are in lease or licence of the garages sites to the rear of Hilldene Avenue are not utilising them for the purpose they are intended. Equally there are a number that are currently vacant and underused. The garage sites have also been reported to be areas for antisocial activity, in addition to fly tipping. It is inevitable that with car ownership on the increase that parking areas would be greatly maximised from the removal of the garage sites providing accessible parking for both residents and businesses.
- 4.4 The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area and managing out commuter parking. A number of Pay and Display schemes are operating successfully in other areas in the borough serving both businesses and local community. There have been detailed discussions elsewhere which have led to the production of the Cabinet Report which harmonises outlying car parking and Pay and Display tariff. Should this report be agreed at Cabinet, the regime to be implemented here will provide for longer stays at much lower cost and it is our view that this recognises the concerns of local consultees.
- 4.5 The turnover of parking in all the bays will also make street cleansing easier and more effective.
- 4.6 With the provision of new loading bays throughout the area, businesses will find loading and unloading vehicles easier, while the one way working and 'At any time' waiting restrictions will expedite the free unhindered flow of traffic through and around the area.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme

The estimated cost of implementing the proposals as described is approximately £180,812. This cost can be met from the allocation of funding for improvements to Hilldene Shopping Centre agreed in the November 2008 Harold Hill Ambitions Cabinet Report.

The proposed parking provision costs for the implementation of the Pay and Display element of the scheme (including associated costs) is approximately 35k. These costs will be met from a specific addition to the Streetcare capital budget; this budget is aimed at improving accessibility to retail areas, deterring long term commuter parking and progressing one of the key elements of the 2007 Parking Management Strategy - to phase out the Disc Permit Scheme.

The residential and business permit provision implementation costs are estimated at 3k and will be met from within Streetcare's current revenue budget. This element of the scheme is designed to provide all day accessible parking for Hilldene residents and retailers, close to their properties and businesses.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member in consultation with the Deputy Leader of the Council – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a joint project for StreetCare and Regeneration and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the Streetcare and Regeneration Capital Budgets.

Legal implications and risks:

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

Human Resources implications and risks:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report (pay & display, business/residential/disabled parking, waiting restrictions, one-way system, loading facilities, garage removal and street lighting) have been publicly advertised and subject to public consultation. Additionally, six drop-in sessions were organised by staff members to inform stakeholders about the proposed changes and answer their questions.

While there is a general support to the waiting restrictions, one-way system, loading facilities, garage removal and street lighting proposals, the majority of respondents were against the parking proposals and pay & display arrangements (Appendix B).

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses.

However, 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. The proposed parking restrictions and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced for local residents, particularly for disabled people, older residents and parents with children who are most likely to shop locally. Furthermore, under the proposed changes the disabled parking facilities will double (from 9 to 18 spaces) which will enable and encourage disabled people and older residents to shop locally.

Disabled 'Blue' Badge holders are able to park for an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

After careful consideration of each of the responses and any potential/likely equalities issues and concerns arising from the proposals, officers have recommended that the proposed changes be implemented as advertised and the effects be monitored on a regular basis.

BACKGROUND PAPERS

Appendix 1 – Proposed Site Plans

Appendix 2 - Consultation response table



KEY:

- Proposed pay & display parking - Cadogan, Mon - Sat
- Existing vehicle crossover/dropped crossings
- Proposed disabled parking bays
- Proposed recovery or attention to existing footway
- Proposed loading bays
- Proposed shared use bays - residents and business permit
- Existing traffic movements
- Proposed one way working traffic movements

Legend:

- Proposed one way working traffic movements
- Proposed one way working traffic movements
- Proposed one way working traffic movements

Scale: 1:1000

North Arrow: (indicated by a vertical line with an arrowhead pointing up)

Project Information:

Client: Havering Council

Project Name: Newbury Road, Havering

Project Number: 10000000000000000000

Project Date: 10/10/2023

Project Status: Proposed

Project Location: Newbury Road, Havering

Project Description: Proposed changes to Newbury Road, Havering, including pay & display parking, disabled parking bays, and loading bays.

Project Contact: Havering Council, Havering, Essex, UK

Project Website: www.havering.gov.uk



HILLDENE REVIEW RESULTS OF PUBLIC CONSULTATION

| Address | Business | Resident | Councillor | Visitor | Pay & Display | | Resident Business Disabled | | Waiting Restrictions | | One-Way System | | Loading Facilities | | Garage Removal | | Street Lighting | |
|-----------------------------------|----------|-----------|------------|-----------|---|-----------|----------------------------|----------|----------------------|----------|----------------|----------|--------------------|----------|----------------|----------|-----------------|----------|
| | | | | | For | Against | For | Against | For | Against | For | Against | For | Against | For | Against | For | Against |
| | | | | | 1 petition received within the consultation period signed by 286 signatories 1 petition received by full Council outside of the consultation period signed by 1110 signatories 36 individual responded under separate cover | | | | | | | | | | | | | |
| Unknown | | | | x | | x | | | | | | | | | | | | |
| Harris Close | | | | x | | x | | | | | | | | | | | | |
| Barnstaple Road | | | | x | | x | | | | | | | | | | | | |
| Unknown | | | | x | | x | | | | | | | | | | | | |
| Unknown | | | | x | | x | | | | | | | | | | | | |
| Daventry Road | | | | x | | x | | | | | | | | | | | | |
| Dagnam Park Drive | | | | x | | x | | | | | | | | | | | | |
| Noak Hill Road | | | | x | | x | | | | | | | | | | | | |
| Percy Close | | | | x | | x | | | | | | | | | | | | |
| Unknown | | | | x | | x | | | | | | | | | | | | |
| Unknown | | | | x | | x | | | | | | | | | | | | |
| Fishnchickn | x | | | | | x | | | | | | | | | | | | |
| Chippenham Road Childrens Centre | x | | | | | x | | | | | | | | | | | | |
| Poundtown 170-174 Hilldene Avenue | x | | | | | x | | x | | | | | | | | | | |
| Tenant of garage No197 | x | | | | | x | | x | | | | x | | | | x | | |
| Greggs | x | | | | | x | | | | | | | | | | | | |
| Street trading unit | x | | | | | x | | x | | | | | | | | | | |
| Hilldene Kebabs | x | | | | | x | | | | | | | | | | | | |
| The Barbers 196 Hilldene Ave | x | | | | | x | | | | | | | | | | | | |
| Resident of Cambourne Ave | | x | | | | x | | | | | | | | | | | | |
| Resident of Hilldene | | x | | | | x | | x | | | | x | | | | | | |
| Resident of Farnham Road | | x | | | | | | x | | | | x | | x | | | | |
| Resident of Cambourne Ave | | x | | | | x | | | | | | | | | | | | |
| Resident of Hilldene Avenue | | x | | | | x | | | | | | | | | | | | |
| Resident of Farnham Road | | x | | | | x | | | | | | | | | | | | |
| Resident of Hilldene Avenue | | x | | | | x | | | | | | | | | | | | |
| Resident of Hilldene Avenue | | x | | | | x | | x | | | | | | | | | | |
| Resident of Harris Close | | x | | | | x | | | | | | | | | | | | |
| Resident of Harold Hill | | x | | | | x | | | | | | | | | | | | |
| Resident of Harold Hill | | x | | | | x | | x | | | | x | | | | | | x |
| Resident of Cambourne Ave | | x | | | | x | | | | | | | | | | | | |
| Resident of Farringdon Ave | | x | | | | x | | | | | | | | | | | | x |
| Resident of Hilldene | | x | | | | x | | | | | | | | | | | | |
| Resident Hilldene Avenue | | x | | | | x | | | | | | | | | | | | |
| Councillor Paul McGeary | | | | x | | x | | x | | x | | | x | | | | | |
| Councillor Dennis Bull | | | | x | | x | | | | | | | | | | | | |
| Totals | 8 | 15 | 2 | 11 | 2 | 33 | 2 | 6 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 1 | 2 | 0 |

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