



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
16 August 2011**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative Group
(5)**

**Residents' Group
(2)**

**Labour Group
(1)**

**Independent
Residents' Group
(1)**

Billy Taylor
(Chairman)
Frederick Thompson
(Vice-Chair)
Steven Kelly
Lynden Thorpe
Damian White

Brian Eagling
John Wood

Denis Breading

David Durant

For information about the meeting please contact:

Taiwo Adeoye (01708) 433079

Email: taiwo.adeoye@haverling.gov.uk

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 (Pages 1 - 14)

To approve as a correct record the minutes of the meeting of the Committee held on 12 July 2011, and to authorise the Chairman to sign them.

5 AMBLESIDE AVENUE PARKING REVIEW (Pages 15 - 28)

Outcome of questionnaire consultation – Report Attached

6 PARK LANE AREA PARKING REVIEW (Pages 29 - 68)

Outcome of consultation on proposed parking scheme

7 COLDHARBOUR LANE, RAINHAM -PROPOSED SPEED TABLE (Pages 69 - 74)

Outcome of public consultation

8 ST EDWARDS WAY/MAWNEY ROAD-PROPOSED CHANGES TO JUNCTION
(Pages 75 - 96)

Outcome of public consultation

9 POND WALK PARKING REVIEW (Pages 97 - 106)

Outcome of informal consultation

10 PROPOSED WAITING RESTRICTIONS (Pages 107 - 126)

Comments to advertised proposals

11 GIDEA PARK CONTROLLED PARKING ZONE REVIEW (Pages 127 - 152)

Further proposals

12 HIGHWAYS ADVISORY WORK PROGRAMME (Pages 153 - 160)

The Committee is requested to consider the report relating to work in progress and applications

13 TRAFFIC AND PARKING SCHEMES REQUEST WORK PROGRAMME (Pages 161 - 172)

The Committee is requested to consider the report relating to minor traffic and parking schemes

14 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.

Ian Buckmaster
Committee Administration &
Member Support Manager

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Havering Town Hall
12 July 2011 (7.30pm – 10.40pm)**

Present:

COUNCILLORS:

Conservative Group Billy Taylor (in the Chair), +Jeff Brace, +Barry Oddy, Lynden Thorpe and Frederick Thompson

Residents' Group Brian Eagling and John Wood

Independent Local Residents' Group David Durant

Apologies for absence were received from Councillors Denis Breading, Steven Kelly and Damian White.

+Substitute Members: Councillor Barry Oddy and Jeff Brace (for Councillors White and Kelly respectively).

Councillors Armstrong, Hawthorn, Osborne and Brice Thompson were also present for part of the meeting.

There were approximately eight 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.

There were no declarations of interest.

8 MINUTES

The minutes of the meeting of the Committee held on 14 June 2011 were agreed as a correct record and signed by the Chairman.

9 AMBLESIDE AVENUE PARKING REVIEW - Outcome of questionnaire consultation

The Committee noted officers' comments that the report was not available and the item was therefore deferred to the next meeting.

10 FAIRFORD WAY AREA PARKING REVIEW - Outcome of questionnaire consultation

The report before the Committee presented the views of those responding to a parking survey in the Fairford Way area of Romford and proposed further action based on the responses across the area.

At its meeting of 17 August 2010, the Committee considered a Highways scheme application for a residents' parking scheme in the Fairford Way area.

Staff advised the Committee that before any detailed work took place, it would be useful to undertake a parking review questionnaire of the area to gauge the extent of any local issues.

The Committee agreed that the Head of StreetCare should proceed. Forty-three letters with a questionnaire were hand-delivered to residents in the area on or just after 27 September 2010. The letter, questionnaire and summary of responses were appended to the report.

By the close of the consultation, nine responses were received from residents, an approximate 21% response rate. A majority of residents who commented were of the opinion that the parking problems are caused by commuters, and residents of Kenilworth Avenue whose rear garages back onto Fairford Way.

The responses suggested that the residents responding were in favour of a Residents Parking scheme (80%) rather than waiting restrictions, which should operate all day Monday to Saturday.

In terms of double yellow lines being placed at junctions, on bends, past pedestrian refuges and where servicing/ fire fighting access was difficult, 80% of all respondents agreed with these proposed measures.

The Emergency Services were not consulted at this stage.

In staff's view, it was clear that the respondents from Fairford Way/Close would like a residents parking scheme in operation all day, Monday to Saturday.

The report also stated that there was support for double yellow line restrictions on junctions bends, etc and officers suggested that restrictions should be designed in the locality if the Committee agreed to take the matter further.

Many of the comments made demonstrated the problems with many different people trying to access the road network and the difficulty there was in trying to balance parking, servicing and access.

Residents' parking permits were available on an unlimited basis (subject to vehicles being registered at the permit address) and so there was a risk that parking demand would exceed capacity.

Councillor Oddy proposed the rejection of the scheme as the response rate was low and this motion was seconded by Councillor Thorpe.

After a brief discussion the Committee, having considered the responses and information set out in this report, **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that following Recommendation :

- (b) Head of StreetCare should not proceed further with the scheme

11 RAVENSBOURNE CRESCENT & COOMBE ROAD PARKING BAYS - Outcome of Public Consultation

The report outlined the responses to a public consultation for proposed additional parking bays in Ravensbourne Crescent and Coombe Road. This report recommended options for implementation or rejection of aspects of the scheme.

Following the meeting of 17 August 2010, the Committee considered a Highways Scheme Application from residents for additional residents' parking bays in Ravensbourne Crescent and Coombe Road (already being within the Harold Wood CPZ)

The Committee agreed that the Head of StreetCare should proceed with the design and consultation on suitable measures.

The report detailed the proposals. Approximately 130 letters were hand-delivered to residents potentially affected by the scheme with a closing date of 7 January 2011. In addition, the proposals were advertised. The Emergency Services and London Buses were also consulted.

The report summarised the 6 responses received. Three of the responses objected to part of the scheme within the vicinity of their properties, one resident had some concerns with the scheme, one resident was in favour of the scheme and one resident felt that more should be done.

London Buses made no comment on the scheme as no bus routes operated within the vicinity.

The Metropolitan Police Traffic Unit and the London Fire Brigade had no objections to the scheme and no response was received from the London Ambulance Service.

Staff were of the view that the proposed scheme would provide an increase in parking facilities within the area and ease the current parking problems for residents caused by lack of spaces.

Members of the Committee were concerned that some residents were requesting schemes which could lead to problems for other people in the same area. They also were concerned at the low rate of responses for the proposed scheme.

A member was of the view that some "free" bays would be more useful in the area. Officers advised that this would be a fresh idea and so have to go through the full consultation process.

After a brief discussion by the Committee, Councillor Thorpe proposed rejection of the scheme as the response rate was low, this motion was seconded by Councillor Brace.

The Committee having considered the responses and information set out in this report **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that following Recommendation (ii):

- The scheme be rejected.

12 BROOKLANDS ROAD, MARSHALLS ROAD & MEDORA ROAD PARKING BAY EXTENSION - Outcome of Public Consultation

The report before the Committee set out the responses to a public consultation for proposed additional parking bays in Brooklands Road, Marshalls Road and Medora Road. This report recommended options for implementation or rejection of aspects of the scheme.

Following the approval of the Committee approximately 250 letters were hand-delivered to residents potentially affected by the scheme with a closing date of 7 January 2011. In addition, the proposals were advertised. The Emergency Services and London Buses were also consulted.

By the close of the consultation, five responses were received. The responses were summarised and appended to the report.

The report detailed that two residents were in objection to part of the scheme (within the vicinity of their property), one was due to apply for a vehicle crossover and two other residents were in favour of the scheme.

London Buses made no comment on the scheme as no bus routes operate within the vicinity.

The Metropolitan Police Traffic Unit and the London Fire Brigade had no objections to the scheme. No response was received from the London Ambulance Service.

In staff's view the proposed scheme would provide an increase in parking facilities within the area and ease the current parking problems for residents caused by lack of spaces and where residents had objected to the scheme. Officers were of the view that some bays could be removed near those residents, whilst retaining other bays.

A member was concerned about the time and money being spent on consultations with a poor level of response from residents.

Councillor Thorpe commented that the response was very poor to make a judgement and proposed rejection of the scheme, this motion was seconded by Councillor Oddy.

The Committee **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that:

- That the proposals be rejected.

13 GRENFELL AVENUE AND ESTATE PARKING REVIEW - Outcome of questionnaire consultation

The report before the Committee presented the views of those responding to a parking survey in the Grenfell Avenue area of Romford and proposed further action based on the responses across the area.

At its meeting of 17 August 2010, the Committee considered and agreed that various parking-related matters in the Grenfell Avenue area, raised by a ward Councillor on behalf of residents should proceed to consultation.

About 304 letters with a questionnaire were hand-delivered to residents and businesses in the area. By the close of consultation 78 responses were received from residents (17% to 27% response rate depending on street). The responses were summarised in the report.

The report stated that a majority of the respondents were of the opinion that there was not a parking problem within their street.

As there was not a significant response from residents, staff concluded that a scheme should be taken forward at this stage.

The Committee **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that following the Recommendation:

Having considered the responses and information set out in this report the Head of StreetCare should not proceed further with the design and consultation for a scheme.

14 EYHURST AVENUE PARKING REVIEW - Outcome of questionnaire consultation

The report before the Committee presented the views of those responding to a parking survey for the Eyhurst Avenue area and proposed further action based on the responses across the area.

Following the meeting of 17 August 2010, the Committee considered a scheme to deal with parking problems caused by people not wishing to use the nearby car park in Elm Park.

The Committee agreed that before any detailed work took place, it would be useful to undertake a parking review questionnaire of the area to gauge the extent of any local issues.

A questionnaire was hand-delivered to 155 residents and businesses in the area. At the close of the consultation, 47 responses were received from residents in the Eyhurst Avenue area, about a 30% response rate. A majority of the respondents felt that there was not a parking problem within their street.

In officers' view, a 30% response was fair for such a survey and was therefore felt to be representative. The report detailed that of those who responded, the majority (about 70%) did not consider there to be a problem and so staff did not recommend taking the matter further.

The Committee without debate **RESOLVED** to recommend that the Head of StreetCare should not proceed further with the scheme.

15 BUS STOP IMPROVEMENTS IN LODGE LANE, COLLIER ROW – Outcome of the Public Consultation

The Committee considered a report that outlined options for improving accessibility for passengers at the existing bus stop in Lodge Lane by Frinton Road, Collier Row following concerns expressed by a wheelchair user.

A local resident who used a wheel chair had brought to the attention of Transport for London problems he and other passengers experience when using the existing bus stop in Lodge Lane due to inadequate facilities to gain access to buses.

The bus stop in question was situated outside no. 70 Lodge Lane on bus route 294 travelling between Havering Park and Noak Hill via Romford town centre.

A site meeting was held with representatives of Transport for London and London Buses. It was identified that there was a narrow width between the edge of the kerb and the bus shelter which prevented access of wheel

chairs. At present, the bus drivers stopped before the bus shelter, an area which was not safe to facilitate boarding for passengers with mobility difficulties.

The Committee was informed that in order to overcome the problem, it was proposed to relocate the bus shelter back from its existing position. This would increase the access width and hence permit wheel chair users to manoeuvre without hindrance.

The proposals also included provision for a clearway at the existing bus stop. The report included the drawing of the proposals.

Twenty letters were hand delivered in the immediate vicinity of the bus stop with a closing date of 9 June 2011. Six responses were received and these were analysed in the report. Five respondents supported the proposals while one resident had objected. The objection was considered in conjunction with London Buses. The design had indicated that there was a flexibility to relocate the bus shelter up to 600 mm whereas London Buses would give further consideration if the shelter could be relocated more than 600mm depending on site conditions and land constraints.

Officers therefore advised that the proposals should be implemented given that some measures would be taken in responding to the issues raised by the objector.

The proposal was anticipated to improve accessibility for passengers at the existing bus stop and make the stop compliant under the Disability Discrimination Act of 1995.

Members of the Committee spoke in favour of the scheme as it supported disabled people. A member sought clarification as to the gap needed for wheelchair users. Officers explained the issue was not the gap past the shelter, but the space needed to get someone off the bus and then to manoeuvre within the shelter area to then access the footway.

A member suggested a smaller shelter to replace the current shelter in order to satisfy the objector to the scheme.

Another member asked if the shelter, as well as being moved back, could be moved up to be better screened by the conifers of no.70 Frinton Road. Staff noted this suggestion with the agreement of members for implementation.

The Committee having considered the report **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the following measures are implemented:

- i) That the existing bus shelter be relocated back from its existing position by 1 metre as shown on drawings in the report.
- ii) That the existing stop is restricted by a clearway. The restriction will commence from the approach side of the existing bus cage

(outside no 76 Lodge Lane), extending southwards for a distance of 25 metres as shown on drawing no. QK008-of-101.

- iii) That it be noted the cost to implement the measures is estimated to be £6,000 which would be met by Transport for London through a special budget called 'Enabling Works' allocated in 2011/12 for measures to improve accessibility at existing bus stop in Lodge Lane.

16 HIGHWAYS SCHEMES – Schemes Progress and Applications, July 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:

SECTION B - Highway scheme proposals without funding available			
Item Ref	Scheme	Description	Decision
H1	Wennington Road/ Ingrebourne Road/ Brook Way/ Lambs Lane South, Rainham	Request for Mini-roundabout	REJECTED
H2	North Hill Drive, Harold Hill	Provide speed humps to deal with speeding traffic	REJECTED
H3	Douglas Road	Request for speed humps to deal with speeding traffic	REJECTED
H4	Station Road, Upminster	Replace Puffin Crossing with zebra crossing as it currently causes congestion and means resident cannot get to school on time.	7 REJECTED 1 AGREED

H5	Squirrels Heath Lane	Remove speed table within zebra crossing as vehicles driving over is causing disturbance to residents	REJECTED
H6	Upper Rainham Road	Provide zebra crossing between Shelley Avenue and Milton Avenue	REJECTED
H7	Albert Road	Request for road calming measures	REJECTED

17 TRAFFIC AND PARKING SCHEMES – Schemes Progress and Applications, July 2011

The report before the Committee detailed all Minor Traffic and Parking Scheme application 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 scheme:

Minor Traffic and Parking Scheme Applications Schedule

Item Ref	Scheme	Description	Decision
SECTION A – Minor Traffic and Parking Scheme Requests			
TPC51	Heather Glen, Rise Park	Extend double yellow lines of evens side of street between double yellow lines at junction with Heather Avenue and inside of bend o/s No. 14 to provide full access	7 AGREED 1 REJECTED
TPC52	Little Gaynes Lane	Implement double yellow line restriction on 'evens' side of carriageway to deter commuter parking	REJECTED
TPC53	Thorncroft, Hornchurch	Implement double yellow lines on the left hand side of the entrance to Thorncroft	1 AGREED 7 REJECTED
TPC54	Cecil Avenue, Hornchurch	Request for double yellow line on the junction of Cecil Avenue in to Ardleigh Green Road	1 AGREED 7 REJECTED
TPC55	Clockhouse Lane, Collier Row	Request to bridge existing single yellow line restriction by 12-13 metres outside North Romford Community Centre, current gap is being utilised and causing an obstruction	DEFERRAL (pending Collier Row Review)
TPC56	Bonnington Road, Hornchurch	Request for junction protection at entry in to Bonnington Road from Swanbourne Drive due to dangerous double parking near the entrance to Scotts Primary School	REJECTED
TPC57	Lingfield Avenue, Upminster	Request for footway parking bays and junction protection due to parking of large vans at junction with Doncaster Way	1 ABSTAINED 7 REJECTED
TPC58	The Glade, Upminster	Request for footway parking bays at entrance to road	1 AGREED 7 REJECTED
TPC59	Tangent Link/Ashton Road, Harold Hill	Request for restrictions on one side of road as area is being blocked by parkers and large delivery lorries are unable to get through	REJECTED
TPC60	West Close/East Close/Ingrebourne Road/Upminster Road South	Request for junction protection at junctions with Ingrebourne Road for West and East Closes plus junction of Ingrebourne Road and Upminster Road South	1 AGREED 7 REJECTED

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TPC61	Worcester Avenue, Upminster	Request for footway parking bays as the carriageway is narrow	REJECTED
TPC62	Bridge Avenue, Hornchurch	Extend existing restrictions to cover whole length of street whilst retaining an on-street parking area for the Havering flats (approx. 300m extension)	REJECTED
TPC63	Firham Park Avenue, Harold Wood	Request for restrictions to deter commuter parking causing obstruction to vehicles entering and exiting the road	3 AGREED 5 REJECTED
TPC64	Gelsthorpe Road, Collier Row	Request for double yellow line restrictions on apex of bend outside number 86 and neighbouring properties	DEFERRAL (pending Collier Row Review)
TPC65	North Hill Drive, Harold Hill	Request for removal of single yellow line in North Hill Drive at the top of Ashbourne Road	DELETED FROM LIST, PREVIOUSLY AGREED AT HAC IN 2010
TPC66	Wennington Road (between Ferro Close and Ellis Avenue), Rainham	Request for bus stop clearway	2 AGREED 6 REJECTED
TPC67	Dagnam Park Drive, Harold Hill	Request for double yellow lines opposite number 273 where works have been undertaken to the grass verge but parking is taking place on the verge	REJECTED
TPC68	Rise Park Parade, Rise Park	Request for two hour maximum parking stay due to long term parking taking place along the parade	1 AGREED 1 ABSTAINED 6 REJECTED
TPC69	Sydenham Close, Romford	Request for double yellow lines along the Close to deter parking from Harefield Manor Hotel visitors	REJECTED
Item Ref	Scheme	Description	Decision
SECTION B – Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
TPC2	Short term parking for shops around Main Road commercial area	Provision of meter style parking in area as not everyone has a disc and some areas have long term parking after 10am	NOTED
TPC6	20 Tudor Avenue	Extend existing restrictions to prevent obstructive parking by parents of Gidea Park College with concern about safety	NOTED

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TPC7	22 Tudor Avenue	Extend existing restrictions to prevent obstructive parking by parents of Gidea Park College with concern that resident cannot leave property to pick up own child	NOTED
TPC13	18 Tudor Avenue	Request to extend existing restrictions to numbers 18-24 Tudor Avenue to deter inconsiderate parental parking for Gidea Park College and Gidea Park Primary School	NOTED
TPC18	A1306/Wentworth Way	Request for junction protection at A1306 junction with Wentworth Way	MOVE BACK TO REQUEST LIST
TPC19	Anchor Drive, Rainham	Request for restrictions to ensure emergency access to the sheltered accommodation after the ambulance services could not attend an emergency on 8th March 2011	MOVE BACK TO REQUEST LIST
TPC27	Durham/Elvet Avenues	Request for CPZ extension due to the impact of the redevelopment of the Snowdon Court site	NOTED
TPC34	Weald Way (off London Road)	Request for residential parking due to Nissan employees utilising the road to park, blocking driveways and access to resident visitors	INFORMAL CONSULTATION AGREED
TPC45	25 Tudor Avenue	Request for short-term restrictions to deter increasing amount of 'all day' commuter parking	NOTED

18 SUSPENSION OF COMMITTEE PROCEDURE RULES

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

19 URGENT BUSINESS

The Committee agreed to consider a report that proposed electronic voting in order for meeting records to be accurate and undisputed.

Chairman
16 August 2011

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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**AMBLESIDE AVENUE
PARKING REVIEW
Outcome of questionnaire consultation**

Report Author and contact details:

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

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

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

SUMMARY

This report presents the views of those responding to a parking survey for the Ambleside Avenue area and proposes further action based on the responses across the area.

The scheme is within **ELM PARK** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommend either;
 - (a) that that the Head of StreetCare should proceed with the detailed design and advertisement of proposals, subject to comments put forward by the Committee, to extend the existing Monday to Saturday 8.30am to 6.30pm waiting restrictions in Ambleside Avenue or
 - (b) that the Head of StreetCare should proceed with the detailed design and advertisement of proposals, subject to comments put forward by the Committee, to introduce and resident's parking scheme within the Ambleside Avenue area, subject to the following design constraints;
 - The scheme shall operate between 8:30am and 6:30pm, Monday to Saturday (to be in keeping with the existing timings of the current scheme);
 - Residents' parking bays shall be provided where possible having regard for access and servicing;
 - That it be noted that parking bays cannot be provided in front of dropped kerbs; or
 - (c) 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 £10,000 which can be met from the 2011/12 revenue allocation for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 17th August 2010, the Committee considered a Highways Scheme Application (Item 25) for action to deal with parking caused by those not wishing to use the nearby car park in Elm Park.
- 1.2 Staff advised the Committee that before any detailed work took place, it would be useful to undertake a parking review questionnaire of the area to gauge the extent of any local issues.

1.3 The Committee agreed that the Head of StreetCare should proceed and so approximately 94 letters with a questionnaire were hand-delivered to residents and businesses in the area on or just after 27th September 2010, the letter and questionnaires are in Appendix I to this report. The area involved is shown on Drawing QJ075-OI-02-A.

2.0 Outcome of Public Consultation

2.1 By the close of the consultation, 21 responses were received from residents in the Ambleside Avenue area (22% response rate). The responses are summarised in Appendix II of this report.

2.2 A majority of residents who responded feel the parking problems are caused by both commuters and residents.

2.3 The responses were split between a desire for residents' parking or restrictions; a majority felt all day restrictions were required and there was a split between a scheme operating Monday to Friday or Monday to Saturday (as with the existing local scheme).

2.8 In terms of double yellow lines being placed at junctions, on bends, past pedestrian refuges and where servicing/ fire fighting access is difficult, 16 of all respondents agreed (94%).

2.9 The emergency services were not consulted at this stage.

3.0 Staff Comments

3.1 There is a clear indication that the respondents from Ambleside Avenue would like restrictions of some kind, but there was no compelling majority. The Committee might decide to take one of two proposals forward;

- A resident parking scheme – (8 Residents (47%) prefer)
- Waiting restrictions – (9 Residents (53%) prefer)

3.2 There is a split with the days of the week (53% Monday to Friday and 47% Monday to Saturday), but Staff would advise Monday to Saturday as being appropriate to fit in with the timings of the scheme currently in operation in the area.

3.3 There is support for double yellow line restrictions on junctions bends, etc and staff suggest that restrictions are designed in such locations.

3.4 Many of the comments made demonstrate the problems with many different people trying to access the road network and the difficulty there is in trying to balance parking, servicing and access.

- 3.5 Residents' parking permits are available on an unlimited basis (subject to vehicles being registered at the permit address) and so there is a risk that parking demand exceeds capacity.
- 3.6 The Committee could take the view that the response rate was low and therefore there is not a compelling reason to take a scheme forward.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

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

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

BACKGROUND PAPERS

Project File: QJ 075 Eyhurst Ave & Ambleside Ave Parking Survey\

**APPENDIX I
LETTER AND QUESTIONNAIRE**



Bob Wenman
Head of StreetCare

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

The Resident or Occupier
Ambleside Avenue

Please call: Raj Padam
Telephone: 01708 432501
Fax: 01708 433721
Email: highways@havering.gov.uk

My Ref: QJ 075-Ambleside-01-A
Your Ref:

Date 27 September 2010

Dear Sir or Madam,

AMBLESIDE AVENUE PARKING REVIEW

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

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

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.

You should return your completed questionnaires to completed questionnaires to;

London Borough of Havering
StreetCare, Traffic & Engineering
10th 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**](mailto:highways@havering.gov.uk)

Highways Advisory Committee, 16 August 2011

Questionnaires should be returned by **FRIDAY 15 OCTOBER 2010**. Should the outcome of this process lead to detailed proposals, then those potentially affected will be consulted.

If you have any questions, please do not hesitate in contacting us on 01708 432501 or 01708 433704.

Yours faithfully,



Raj Padam MCHIT
Engineer
Traffic & Engineering

**APPENDIX II
CONSULTATION RESPONSES**

AMBLESIDE AVENUE

Letter delivered 94
Responses received by close of consultation 21
Response rate 22%

1.	In your view, is there a parking problem in your road severe enough to justify action being taken by the Council? If your answer is YES go to Part A, if NO go to Part B	Yes	17 (81%)
		No	4 (19%)

PART A

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

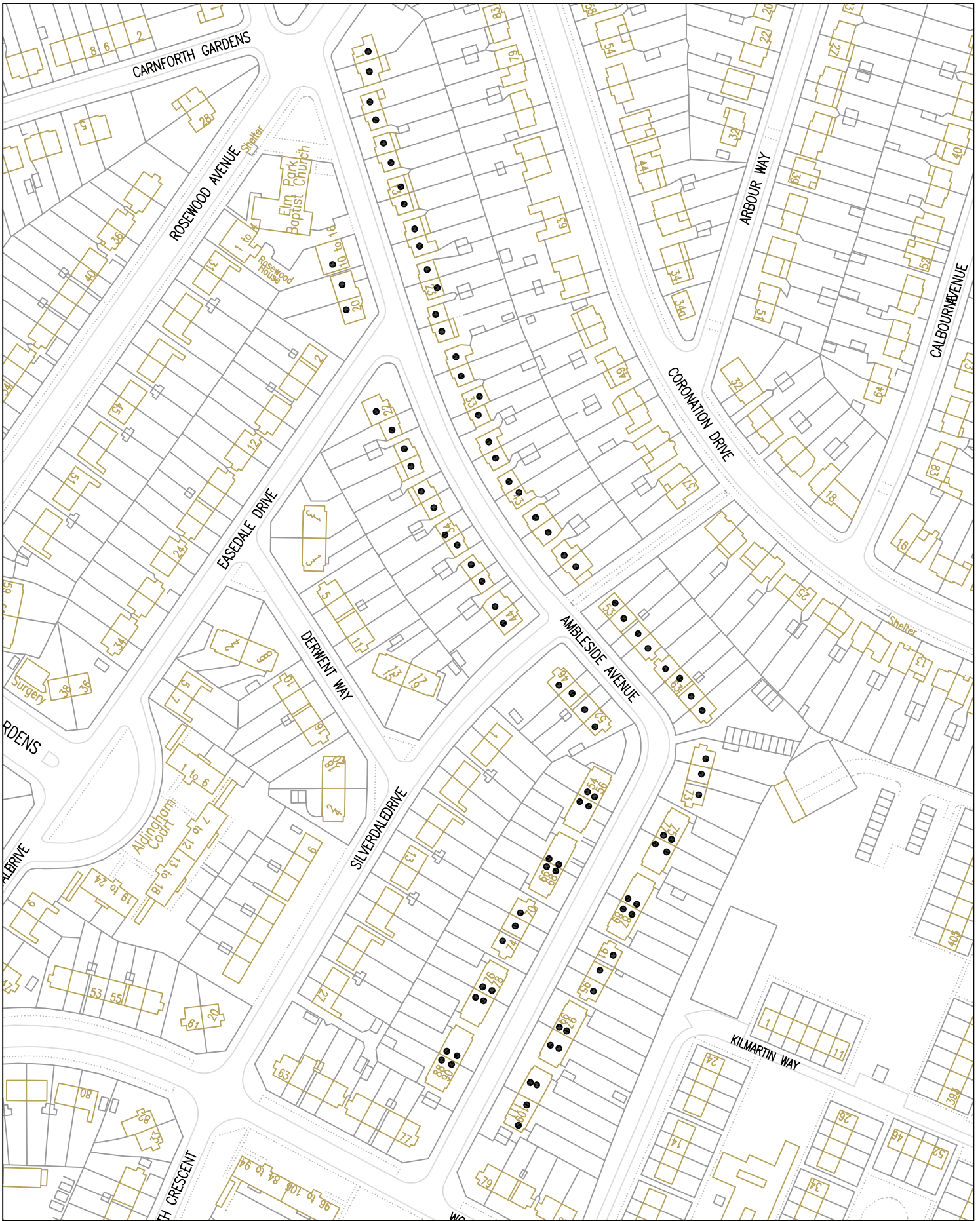
2.	Do you consider the parking problem to be caused by?	Residents	0 (0%)
		Non-residents	8 (47%)
		Both	9 (53%)
3.	What form of parking control would you prefer to ease the situation?	Residents' Parking	8 (47%)
		Waiting Restrictions	9 (53%)
4.	Over what hours would you like to see any restrictions or residents' parking scheme operating?	All day 8am to 6:30pm	10 (59%)
		1 hour in the morning 10:30am to 11:30am	6 (35%)
		Did not answer	1 (25%)
5.	For which days of the week would you like restrictions or a residents' parking scheme operate?	Mon - Fri	9 (53%)
		Mon – Sat	8 (47%)
6.	Do you support double yellow lines being placed at junctions, on bends and where servicing/ fire fighting access is difficult. Such restrictions would be in force, 24 hours per day, 7 days per week?	Yes	16 (94%)
		No	1 (6%)


PART B

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

7.	What form of parking control would you prefer to ease the situation?	Residents' Parking	1 (25%)
		Waiting Restrictions	1 (25%)
		Did not answer	2 (50%)
8.	Over what hours would you like to see any restrictions or residents' parking scheme operating?	All day 8am to 6:30pm	0 (0%)
		1 hour in the morning 10:30am to 11:30am	3 (75%)
		Did not answer	1 (25%)
9	For which days of the week would you like restrictions or a residents' parking scheme operate?	Mon - Fri	3 (75%)
		Mon - Sat	0 (0%)
		Did not answer	1 (25%)
10.	Do you support double yellow lines being placed at junctions, on bends and where servicing/ fire fighting access is difficult	Yes	3 (75%)
		No	1 (25%)

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 Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE: No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		CONSULTATION	
JOB TITLE AMBLESIDE AVENUE		DRAWING TITLE PARKING REVIEW AREA		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office a Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
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<input type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE		Sheet Size: A4 (210x297)		DRAWN BY RP		CHECKED BY MLP	
				APPROVED BY Page 27			
				DRAWING No QJ075-01-02		REVISION A	
				REVISION		AMENDMENT	
						DATE	

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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

PARK LANE AREA PARKING REVIEW
Outcome of consultation on proposed parking scheme

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 public consultation on an extension to the Romford Controlled Parking Zone, parking restrictions at junctions and other minor parking alterations.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the following items be implemented as shown on the relevant Drawings,
 - (a) Double yellow line and single yellow line restriction (reduced operation times) at Park Lane junction with Malvern Road, (at location of previous school crossing patrol), Drawing QJ054.OF.102.B;
 - (b) Double yellow line restriction in Park Lane opposite junction with Hillcrest Road (past pedestrian refuge), Drawing QJ054.OF.103.B;
 - (c) Double yellow line restriction in Park Lane at the junction and opposite junction with Bush Elms Road (revised length), (at pedestrian refuge), Drawing QJ054.OF.103.B;
 - (d) Double yellow line restriction (revised length) in Park Lane at the junction with Hornchurch Road, (approach to traffic lights), Drawing QJ054.OF.104.B;
 - (e) Alteration to the existing school keep clear restriction in Clifton Road, Drawing QJ054.OF.105.B
 - (f) Parking bay extension and removal of school keep clear marking in Malvern Road, Drawing QJ054.OF.106.B;
 - (g) Alter voucher parking bay to residents' bay in Malvern Road, Drawing QJ054.OF.106.B;
 - (h) Single yellow line (reduced operation times) and double yellow line restriction in Globe Road at the junction and opposite junction with Benjamin Close, QJ054/OF/107.B;
 - (i) Double yellow line restrictions in Globe Road junction with Hillcrest Road, Drawing QJ054.OF.107.B;
 - (j) Double yellow line restrictions at junction of Hornchurch Road and Cheviot Road, Drawing QJ054.OF.108.B

2. That the Committee having considered the responses and information set out in this report rejects the remainder of the scheme.

3. That it be noted that the estimated cost of implementing the residual elements of the scheme is £1,500 which can be met from the 2011/12 revenue allocation for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 13th July 2010, the Committee considered a Highways Scheme Application (Item 20) for a number of parking-related matters in the Park Lane (Hornchurch) Area, raised by residents, Councillors and the Council's Road Safety Unit.
- 1.2 The HAC agreed that the Head of StreetCare should proceed with the detailed design and consultation of the following as shown on Drawings QJ054.101.B to QJ054.OF.109.A;
- Bring Clifton Road and the northern end of Park Lane into the current Controlled Parking Zone (north of Malvern Road);
 - Provide double yellow line parking restrictions at junctions and through pedestrian refuges etc.;
 - Amend and propose school keep clear markings with revised restriction times;
 - Provision of business permit bays.
- 1.3 The detailed proposals were advertised and site notices placed on 1st July 2011, with seven hundred letters being hand-delivered to those potentially affected by the scheme, with a closing date for responses being Monday 31st July 2011 (which should have been 1st August 2011).

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation twenty seven responses had been received which is a 3.8% response rate. The comments are summarised in Appendix II.
- 2.2 The general comments received are summarised as follows;
- Those in favour of joining the existing CPZ would like to see continuous parking bays otherwise they lose the parking bay across their private driveways,
 - Single yellow line restrictions to operate during school times only,
 - Complaints about problems parking,
 - Comments about there not being a parking problem,
 - Double yellow line restrictions being too long, displacing parking,
 - Not enough parking enforcement around the school and in existing resident bays,
 - Business parking bays being too far from businesses in Park Lane (although not received from the businesses),
 - Comments that the proposals are a money-making scheme/ tax,

- 2.3 In terms of a specific responses, despite the enthusiasm for inclusion within the existing CPZ from the residents of Clifton Road and Park Lane (north of Malvern Road), the response to the detailed proposals was very low, with the majority of respondents objecting to the proposals.
- 2.4 Seafields Fostering, the only business to respond, at 29/31 Malvern Road has ongoing business parking problems in that they suggest they pay for 4 business permits for a two-car dual-use bay outside their property but this is often parked in by residents.
- 2.5 They had requested in their response to the original survey for it to be made a business permit bay. In trying to balance the demands of residents and a business within the centre of a residential area, Staff proposed changing an existing residents' bay at the Globe Road end of the street to a dual-use bay (3 vehicles) and providing a new dual-use bay in Globe Road (3 vehicles); Seafields offered no comment.
- 2.6 Those responding from Malvern Road and Claremont Road objected to the proposed changes in bay use and school keep clear restrictions, but response rate was very low.
- 2.7 In terms of Globe Road, responses were very low and centred on objections to measures to assist the school crossing patrol which serves the recently opened Hylands Primary School. (This school crossing patrol was moved from its previous location in Park Lane near Malvern Road.)
- 2.8 Finally, the responses to the proposals for double yellow lines on junctions and through pedestrian refuges in the area attracted a low response rate with those responding all objecting.

3.0 Staff Comments

- 3.1 The response rates to the scheme as a whole and the various elements are considered by Staff to be very low.
- 3.2 Staff are surprised with the low level of response from Clifton Road given that with the original questionnaire, 22 out of 28 respondents indicated a desire to join the existing CPZ. It may be that some residents assumed that comments at that stage were sufficient, or conversely, seeing the detail of a scheme, residents were not happy with the implications for them. Staff are further surprised given the level of interest from residents and ward councillors in the period between the questionnaire and detailed scheme consultation.
- 3.3 The two respondents from Clifton Road supporting the inclusion within the CPZ did so, but only if bays were marked continuously across dropped kerbs, which is no longer the practice.

- 3.4 Given the lack of support from Park Lane and Clifton Road, Staff are only able to suggest the Committee rejects the extension to the CPZ.
- 3.5 Seafields Fostering maintained their request for a dedicated business bay outside their premises and did not comment on the proposals for additional dual-bays in the area; plus some residents did not support dual-use bays. Again, the lack of interest in the proposals does lead Staff to conclude that the matter should not be taken forward.
- 3.6 With regard to the proposed double yellow lines at junctions and past refuges, plus measures designed to assist pupils walking to local schools, the response rate was low and again with objection. Whilst the Committee may wish to reject these items, Staff remain of the view that some of the issues would be useful to help with road safety and traffic flow and would recommend implementation with minor changes as listed in Recommendations above.
- 3.7 Some residents and businesses may still be left with issues, but in the absence of a higher response rate and support, such issues would have to be dealt with on a case by case basis.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £1,500 for residual elements of the scheme can be met from the Council's 2011/12 revenue budget for Parking Schemes.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

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

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

BACKGROUND PAPERS

Project File: QJ 054 Park Lane Area Parking Review

**APPENDIX I
CONSULTATION LETTER**



Havering
LONDON BOROUGH



Havering
LONDON BOROUGH

Bob Wenman
Head of StreetCare

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

Resident / Occupier / Business

Parts or all of: Park Lane, Claremont Road,
Clifton Road, Malvern Road, Hillcrest Road,
Bush Elms Road, Truston Gardens, Mendip Road,
Maygreen Crescent, Globe Road, Benjamin Close,
Rossall Close, Norman Road, Cheviot Road and
Hornchurch Road.

Please call: Traffic & Engineering
Telephone: 01708 433103 or 433704
Fax: 01708 433721
Email: highways@havering.gov.uk

My Ref: QJ054/NC
Your Ref:

Dear Sir or Madam,

PARK LANE AREA – PARKING REVIEW

Date: 1st July 2011

The Council conducted a car parking survey of some residents in the Park Lane area in August 2010. The main conclusion drawn from this was that a majority of residents and businesses in Clifton Road and in Park Lane north of Malvern Road wanted to be included in the existing Romford Sector 3 Controlled Parking Zone (CPZ).

The Council's Highways Advisory Committee agreed that the residents, businesses and occupiers of Clifton Road and Park Lane north of Malvern Road should be consulted on joining the local permit scheme, junction parking restrictions and other minor parking related issues and alterations.

The proposed extension to the CPZ will operate between 8:30am and 6:30pm, Monday to Saturday, as existing. Proposed residents' parking bays have been provided where possible having regard for access and servicing.

In addition, short term parking bays have been proposed in Albert Road, but this results in the loss of the existing Voucher parking bay.

The new primary School, Hylands, opened on 8th June. The school crossing patrol has moved from Park Lane to Globe Road and is being monitored by Havering's Road Safety Team. However this may not change the number of children still wishing to cross Park Lane. Single yellow line restrictions have therefore been proposed in Park Lane to assist pedestrians crossing Park Lane to access the school.

Double yellow lines have been proposed on all junctions and through pedestrian refuges within the wider review area to ensure good visibility for pedestrians crossing junctions and to maintain flow of vehicular traffic.

Attached is Drawing no. QJ054/101.B which shows the entire site locating each proposal drawing, and one or some of the proposal drawings QJ054.102.A to QJ054/109.A; you have been sent those drawings relevant to your vicinity. A copy of the draft Traffic Order will be placed on site near all locations affected by a proposal. The supporting schedules can be viewed in the Romford Recorder and the Romford and Havering Post newspapers from Friday 01 July 2011.

You may comment on the proposals in writing or by email, details above, which should be received by **Monday 31st July 2011**. If you have any questions, please contact me on the above telephone numbers. Please note that all comments received are open to public inspection.

Yours faithfully,

Nicola Childs IEng AMICE, Traffic & Engineering

**APPENDIX II
CONSULTATION RESPONSE SUMMARY**



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ROMFORD, RM1 3JW
TELEPHONE No: 01708 434343
FAX No: 01708 433721
E-MAIL: streetcare@havering.gov.uk

PURPOSE Feasibility
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- Proposed Double Yellow Line - - - - -
- Existing Double Yellow Line - - - - -
- Proposed Single Yellow Line -
- Existing Single Yellow Line - - - - -
- Proposed Residents' Parking Bay (-)
- Existing Resident's Vehicle Crossover (/ / / /)

JOB TITLE
Park Lane Area Parking Review
(Sector 3 Controlled Parking Zone)

DRAWING TITLE
Park Lane, (Northern Third)
Brentwood Road to Malvern Road

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APPROVED BY

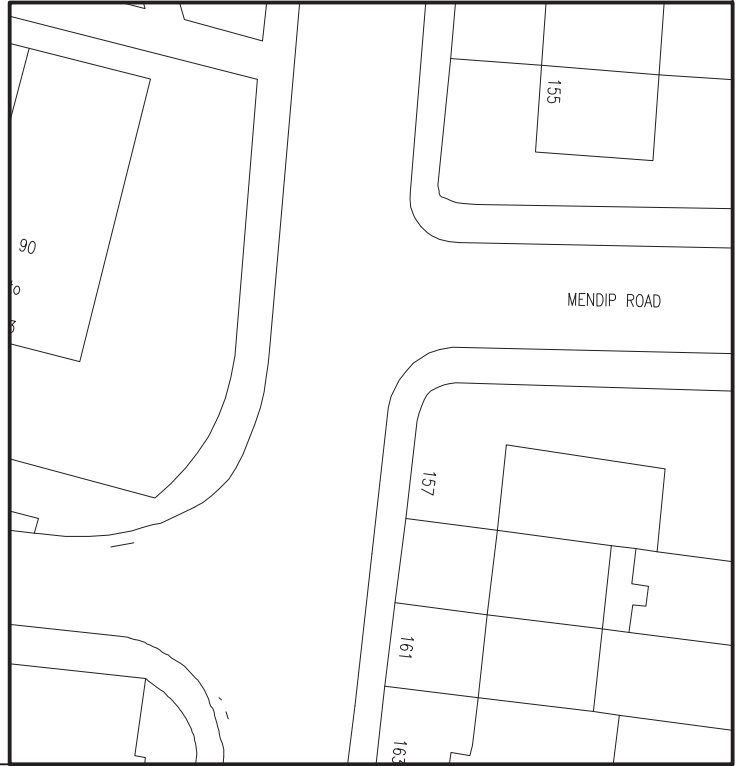
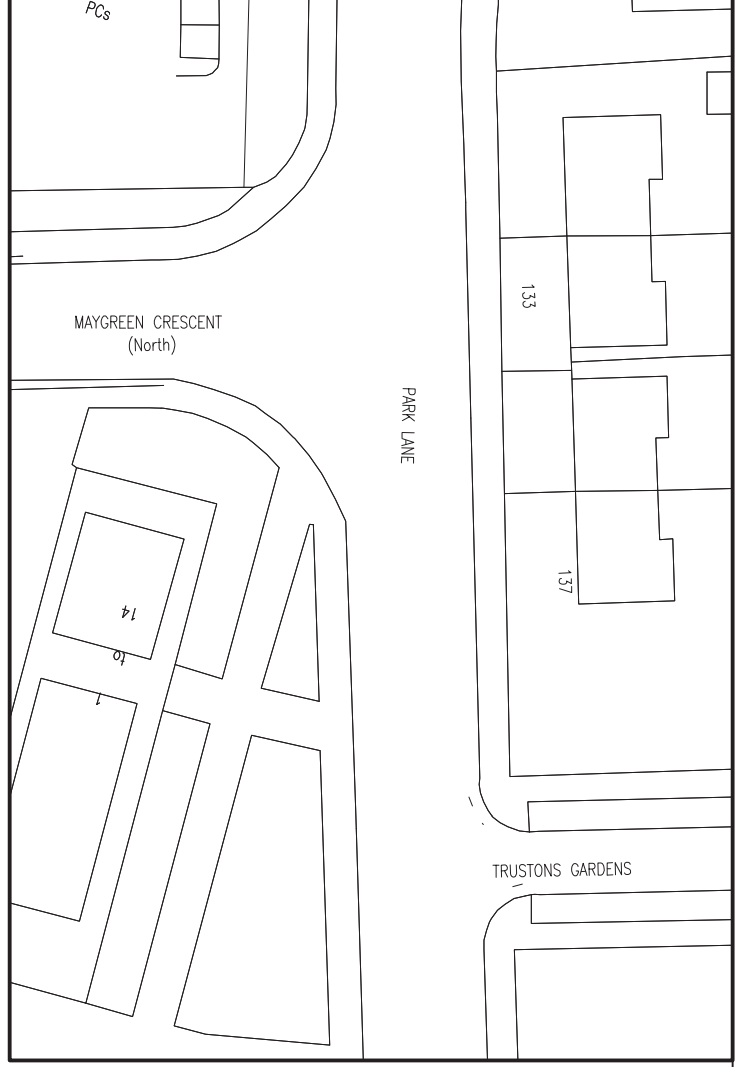
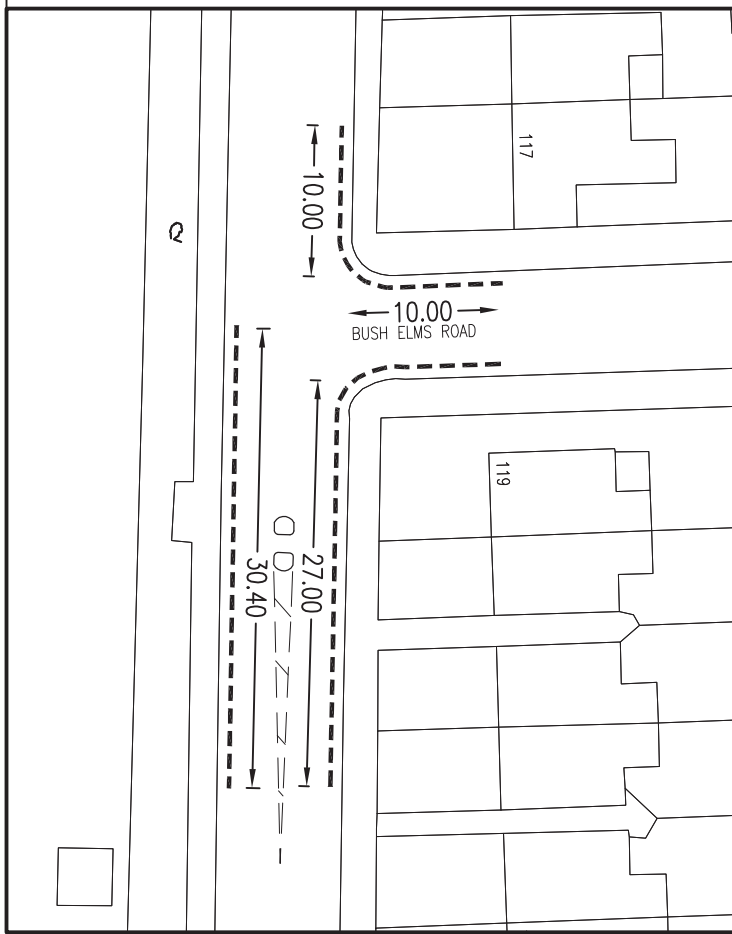
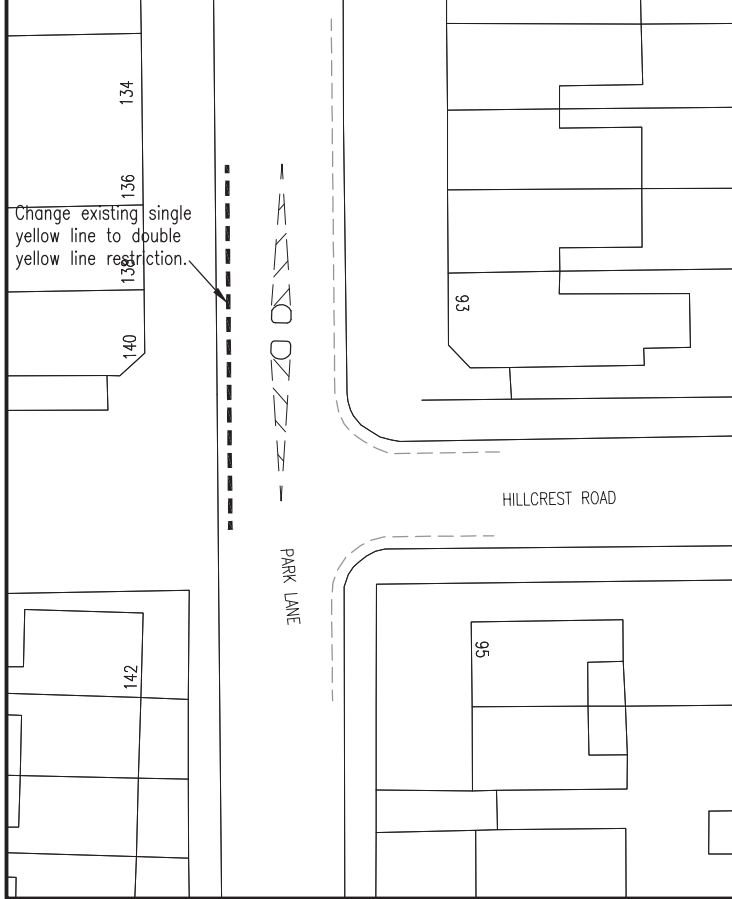
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A	Consultation on proposed scheme	May 11

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Havering
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 ROMFORD, RM1 3JW
 TELEPHONE No: 01708 434343
 FAX No: 01708 433721
 E-MAIL: streetcare@havering.gov.uk

JOB TITLE
 Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)

DRAWING TITLE
 Park Lane (Middle Third)
 Hillcrest Road to Mendip Road

SCALE (AT A4 SIZE) DATE
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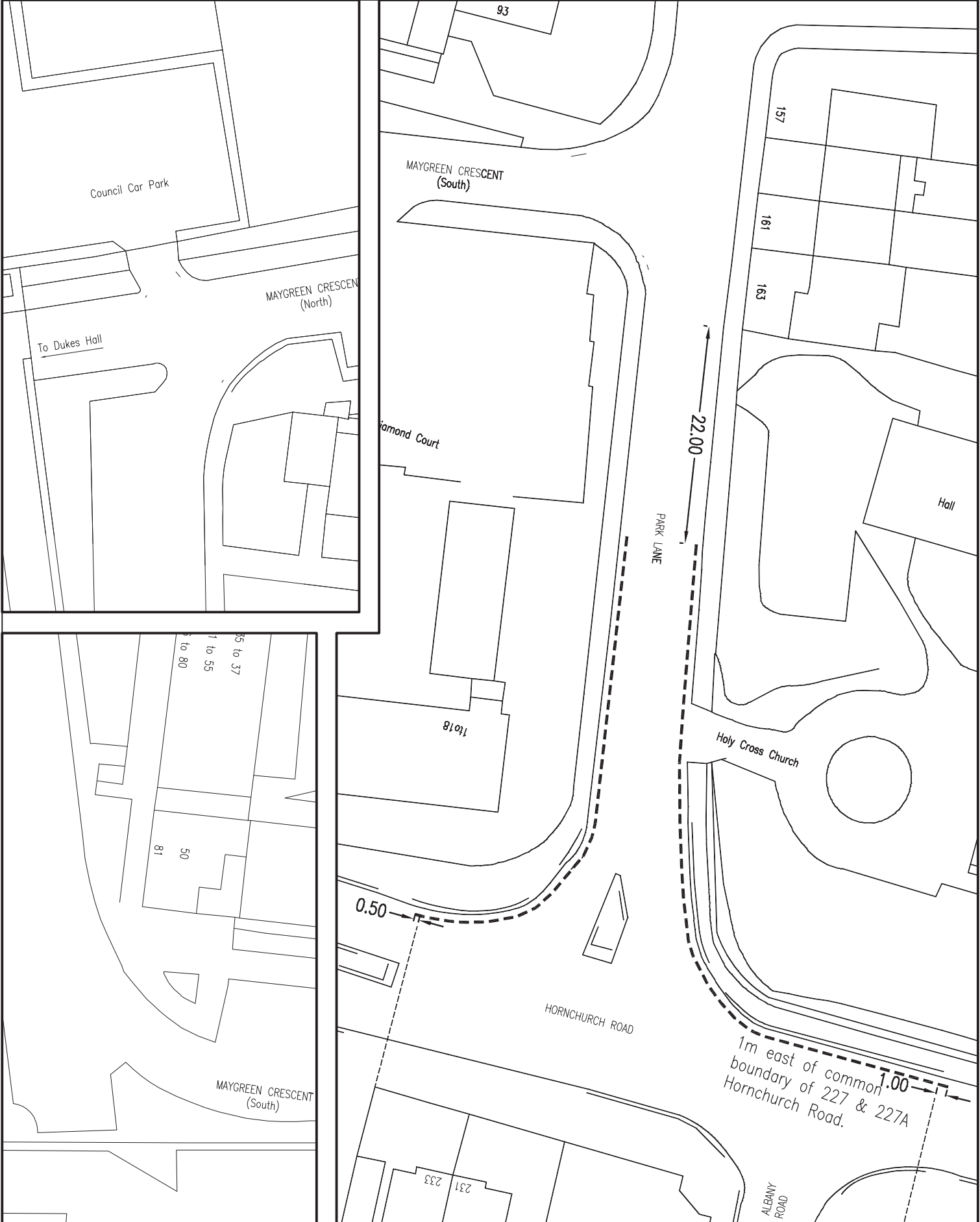
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CREATION B

Proposed Double Yellow Line ————
 Existing Double Yellow Line - - - - -
 Proposed Single Yellow Line — · — · —
 Existing Single Yellow Line - - - - -
 Proposed Residents' Parking Bay ! · · · · ·
 Existing Resident's Vehicle Crossover

REVISION **AMENDMENT** **DATE**

B	16 Aug 2011 HAC	Aug 11
A	Consultation on proposed scheme	May 11

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 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS
 ROMFORD, RM1 3DW
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JOB TITLE
 Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)

DRAWING TITLE
 Park Lane (Southern Third)
 Including Maygreen Crescent

SCALE (AT A4 SIZE) 1:500
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 Existing Double Yellow Line - - - - -
 Proposed Single Yellow Line - · - · -
 Existing Single Yellow Line - · - · -
 Proposed Residents' Parking Bay - - - - -
 Existing Resident's Vehicle Crossover

B	16 Aug 2011 HAC	Aug 11
A	Consultation on proposed scheme	May 11
REVISION	AMENDMENT	DATE

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PARK LANE
CLIFTON ROAD

KEEP CLEAR

SCHOOLS

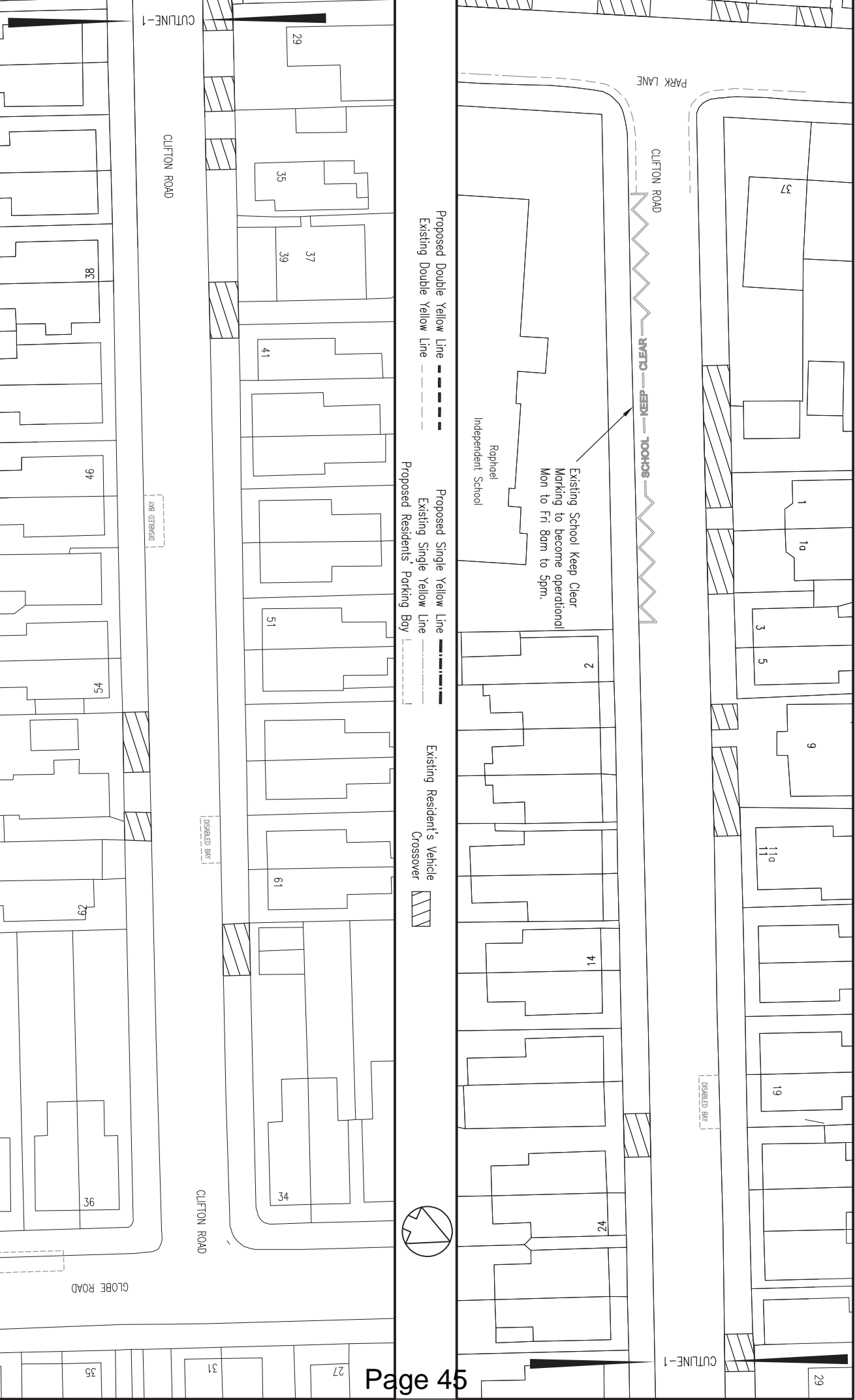
Existing School Keep Clear
Marking to become operational
Mon to Fri 8am to 5pm.

Raphael
Independent School

Proposed Double Yellow Line
Existing Double Yellow Line

Proposed Single Yellow Line
Existing Single Yellow Line
Proposed Residents' Parking Bay

Existing Resident's Vehicle
Crossover



London Borough of Havering
TRAFFIC & ENGINEERING
10th FLOOR MERCURY HOUSE
MERCURY SQUARES, ROCHFORD, RM1 3NW
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E-MAIL: engineering@havering.gov.uk

JOB TITLE
Park Lane Area Parking Review
(Sector 3 Controlled Parking Zone)

DRAWING TITLE
Clifton Road

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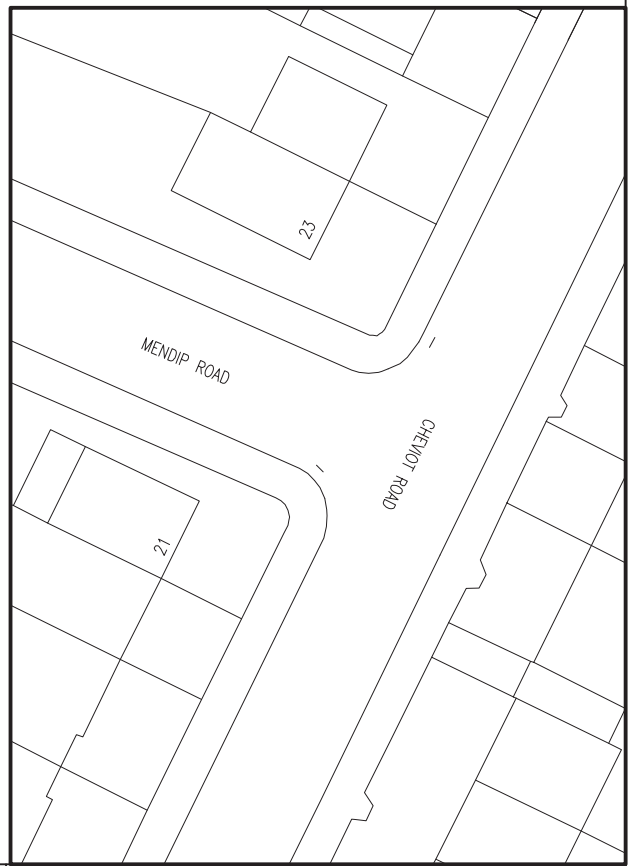
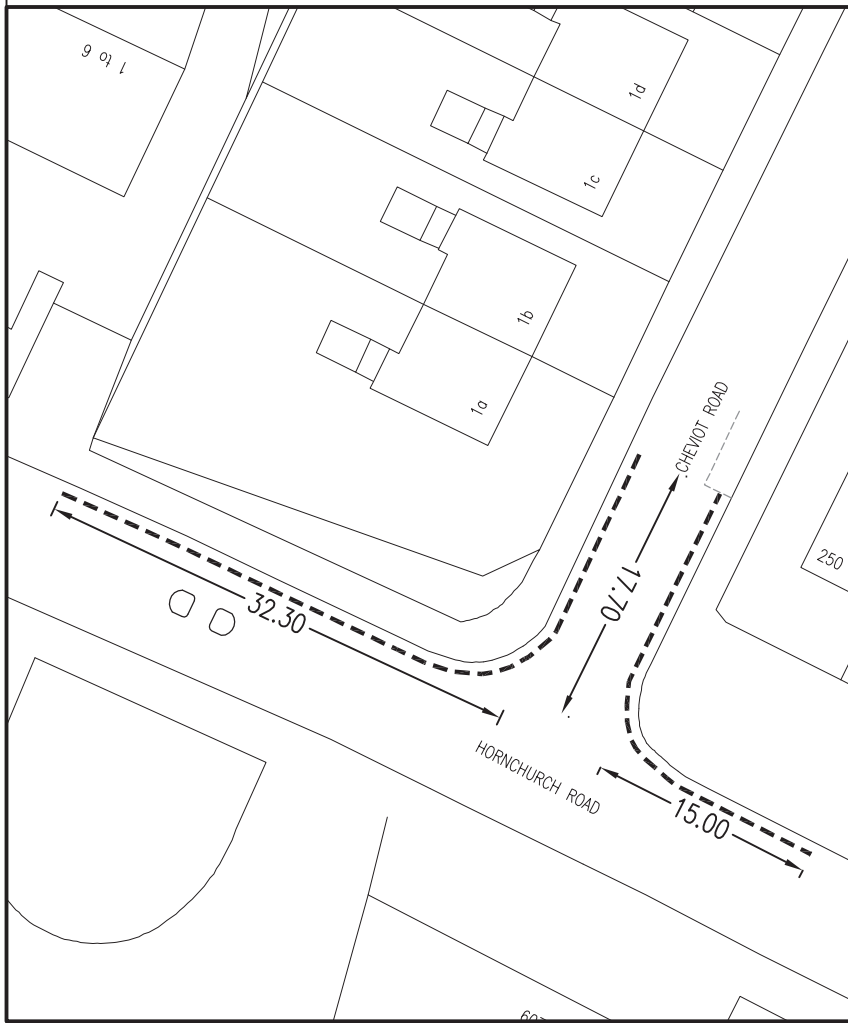
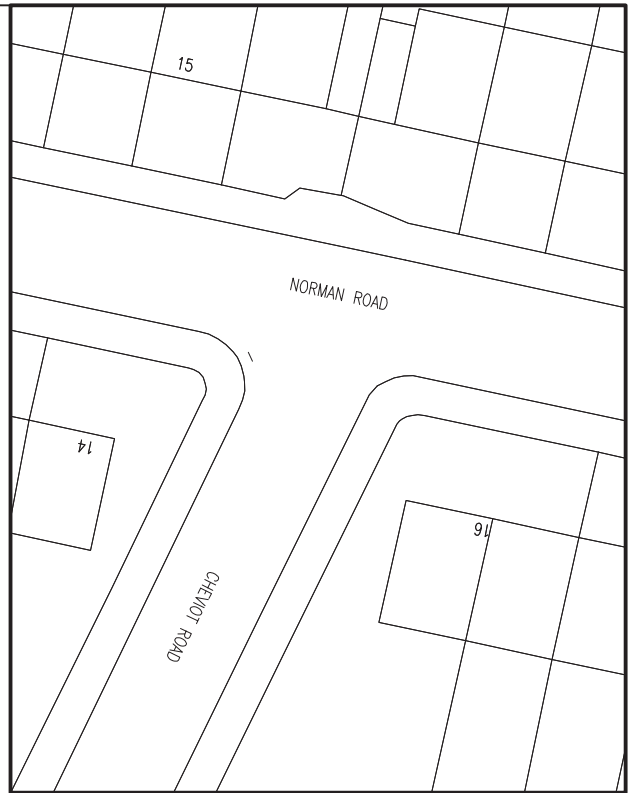
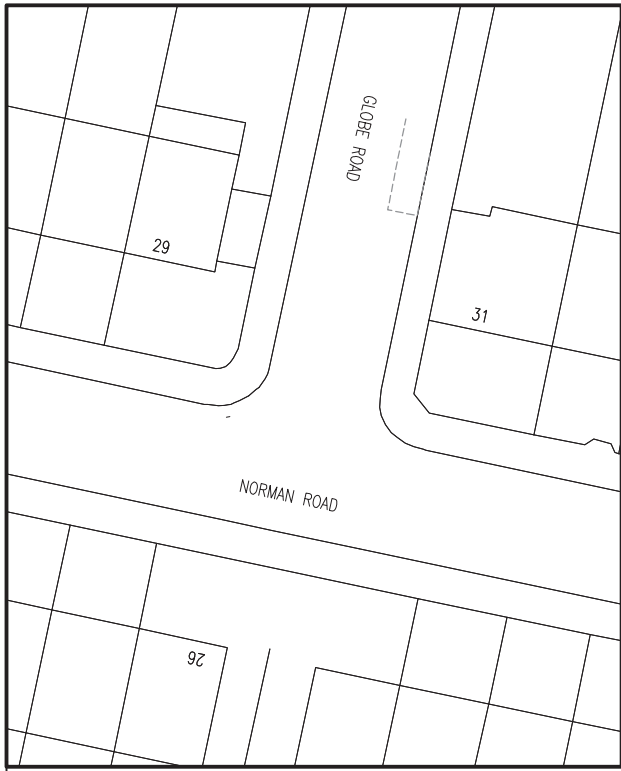
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STREETCARE - CULTURE & COMMUNITY

JOB TITLE
 Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)

DRAWING TITLE
 Cheviot Road and
 Norman Road Junctions

SCALE (AT A4 SIZE) DATE
 1:500 May 11

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REVISION B

Proposed Double Yellow Line - - - - -
 Existing Double Yellow Line - - - - -
 Proposed Single Yellow Line - · - · - ·
 Existing Single Yellow Line - - - - -
 Proposed Residents' Parking Bay (· - - - -)
 Existing Resident's Vehicle Crossover

REVISION AMENDMENT

B	16 Aug 2011 HAC	Aug 11
A	Consultation on proposed scheme	May 11
		DATE

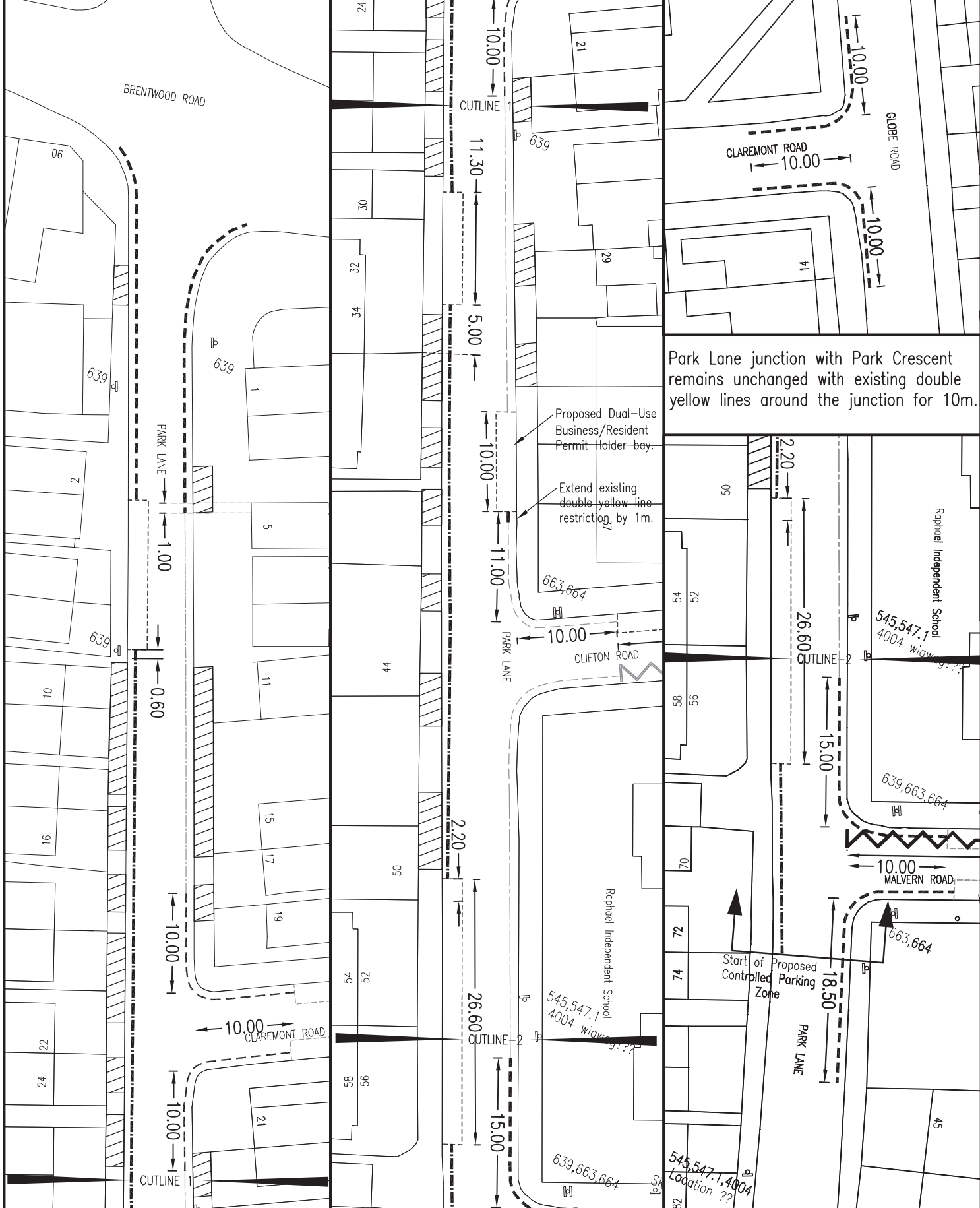
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Park Lane junction with Park Crescent remains unchanged with existing double yellow lines around the junction for 10m.

Proposed Dual-Use Business/Resident Permit Holder bay.

Extend existing double yellow line restriction by 1m.

Start of Proposed Controlled Parking Zone

Haverling
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 FAX No: 01708 433721
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JOB TITLE
 Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)

DRAWING TITLE
 Park Lane, (Northern Third)
 Brentwood Road to Malvern Road

SCALE (AT A4 SIZE) 1:500
DATE May 11
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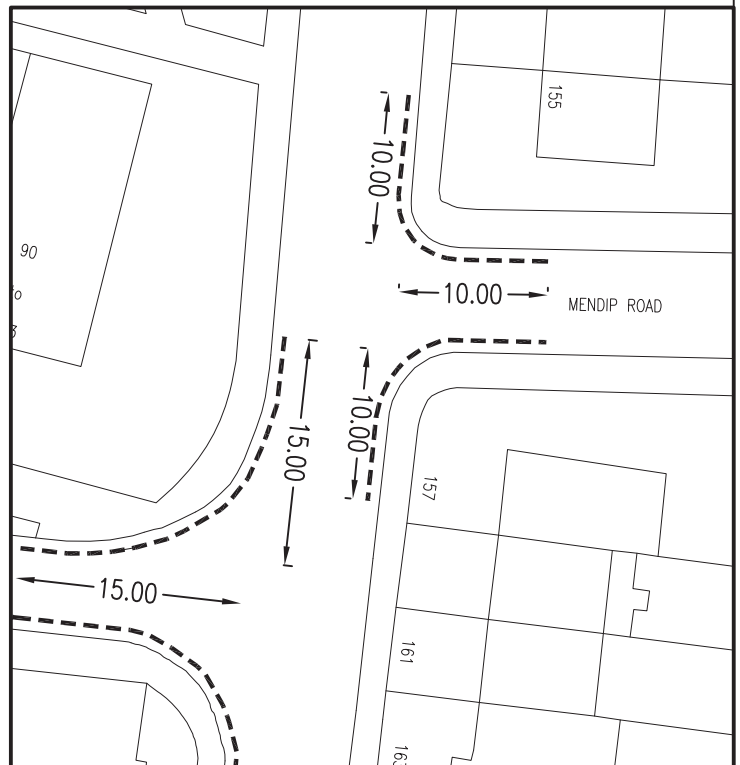
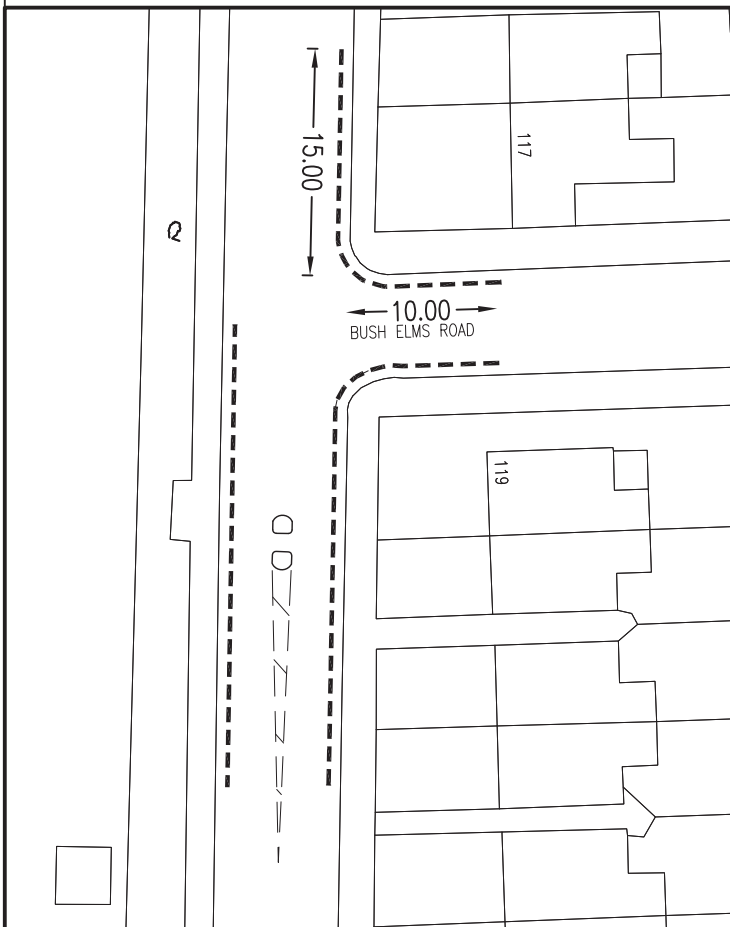
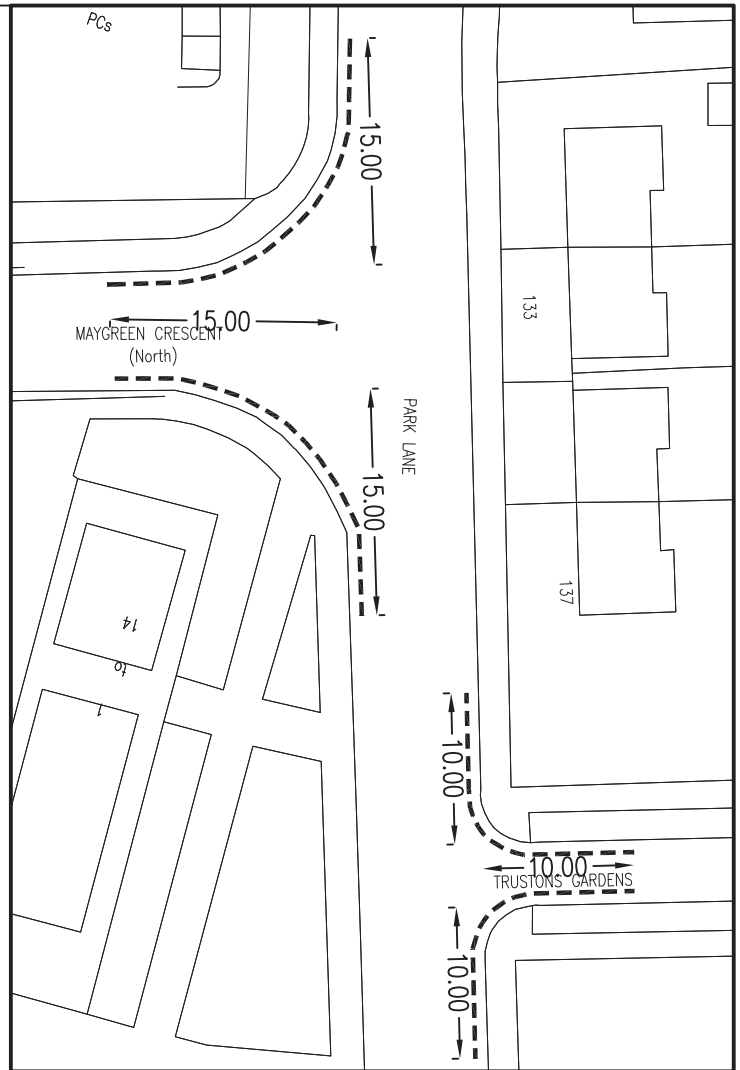
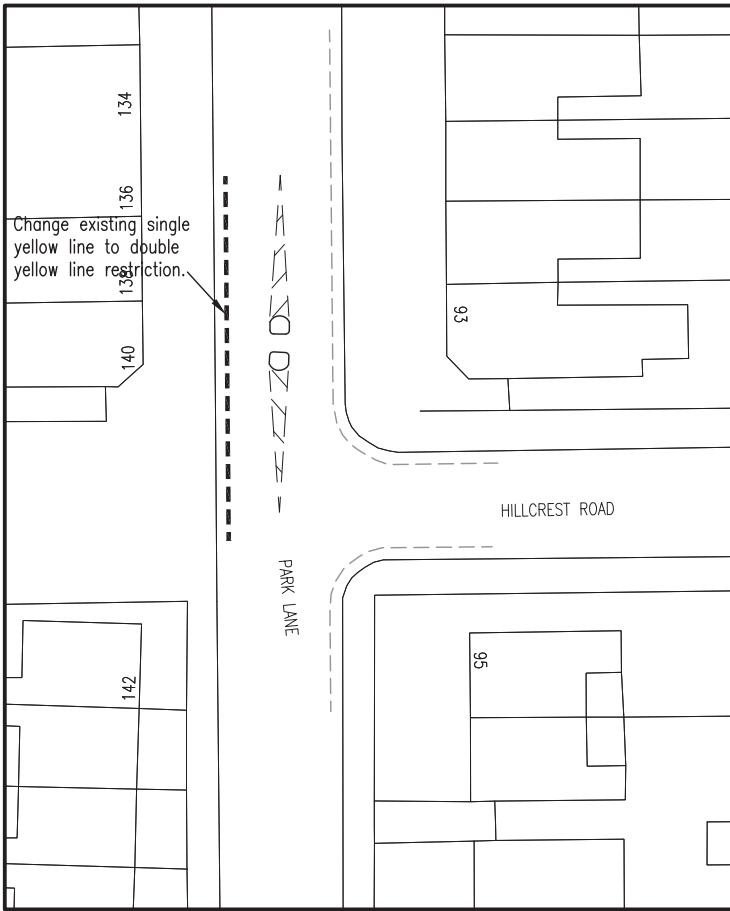
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DRAWING NO: QJ054.OF.102
REVISION A

Proposed Double Yellow Line	-----	Single Yellow Lines, Resident & Business Parking Bays operational Monday to Saturday 8.30am to 6.30pm.
Existing Double Yellow Line	- - - - -	
Proposed Single Yellow Line	-----	Resident's Vehicle Crossover
Existing Single Yellow Line	- - - - -	
Proposed Residents' Parking Bay	-----	
Existing Resident's Vehicle Crossover	▨	



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STREETCARE - CULTURE & COMMUNITY

JOB TITLE
Park Lane Area Parking Review
(Sector 3 Controlled Parking Zone)

DRAWING TITLE
Park Lane (Middle Third)
Hillcrest Road to Mendip Road

SCALE (AT A4 SIZE) DATE
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ACAD REF: DRAWING No QJ054.OF.103 REVISION A

Sheet Size: A4 (210x297)

Proposed Double Yellow Line - - - - -
Existing Double Yellow Line - - - - -
Proposed Single Yellow Line - - - - -
Existing Single Yellow Line - - - - -
Proposed Residents' Parking Bay - - - - -
Existing Resident's Vehicle Crossover

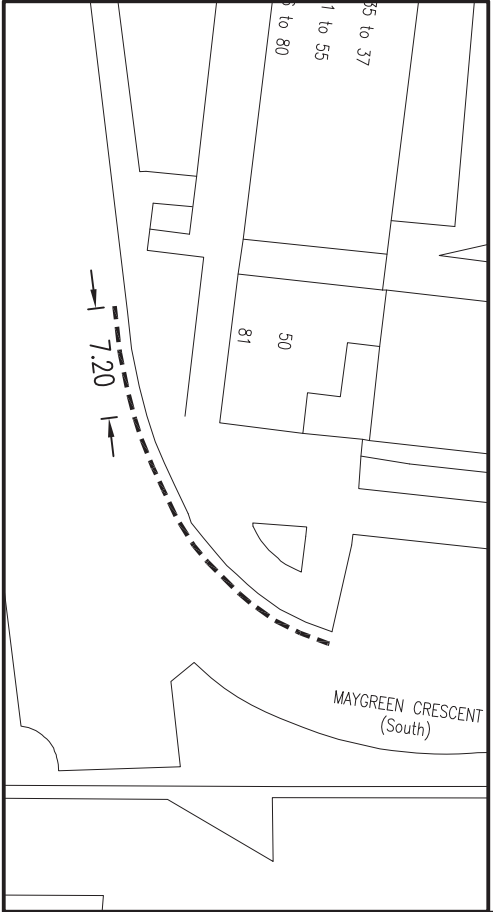
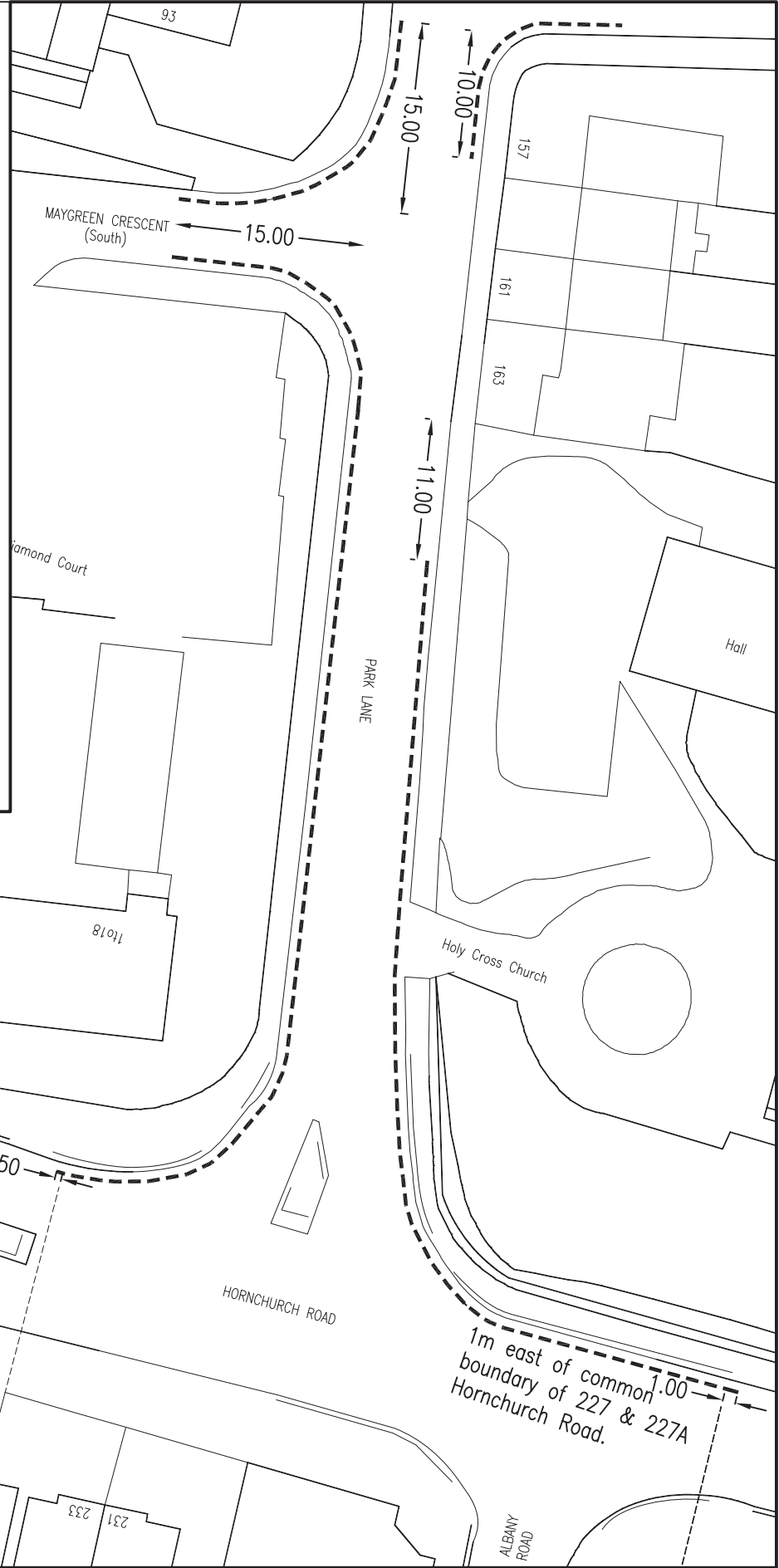
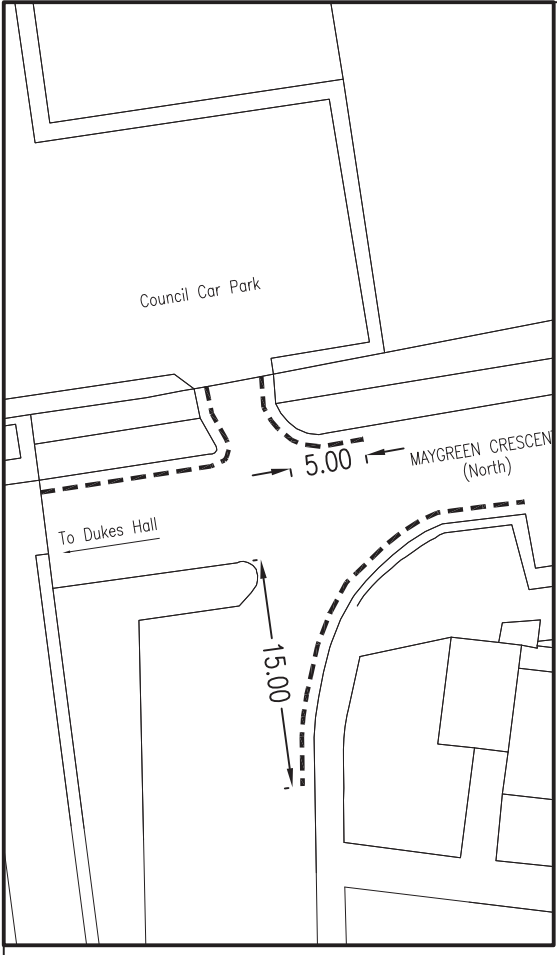
Single Yellow Lines, Resident & Business Parking Bays operational Monday to Saturday 8.30am to 6.30pm.

Page 55

REVISION AMENDMENT DATE

A Consultation on proposed scheme May 11

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Havering
 STREETCARE - CULTURE & COMMUNITY
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 FAX No: 01708 433721
 E-MAIL: streetcare@havering.gov.uk

JOB TITLE
 Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)

DRAWING TITLE
 Park Lane (Southern Third)
 Including Maygreen Crescent

SCALE (AT A4 SIZE)
 1:500

DATE
 May 11

DRAFT
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 ISSUE

PURPOSE
 Feasibility

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 Page 57

ACAD REF:
 Sheet Size: A4 (210x297)

DRAWING No
 QJ054.OF.104

REVISION
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Proposed Residents' Parking Bay [Symbol]

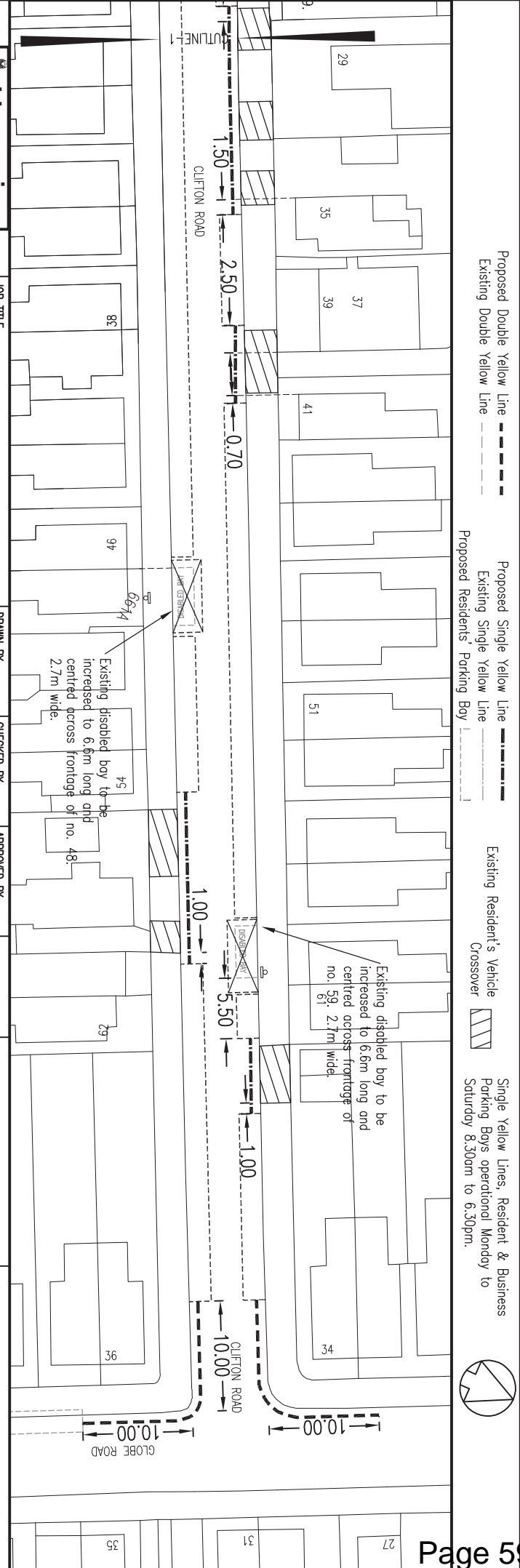
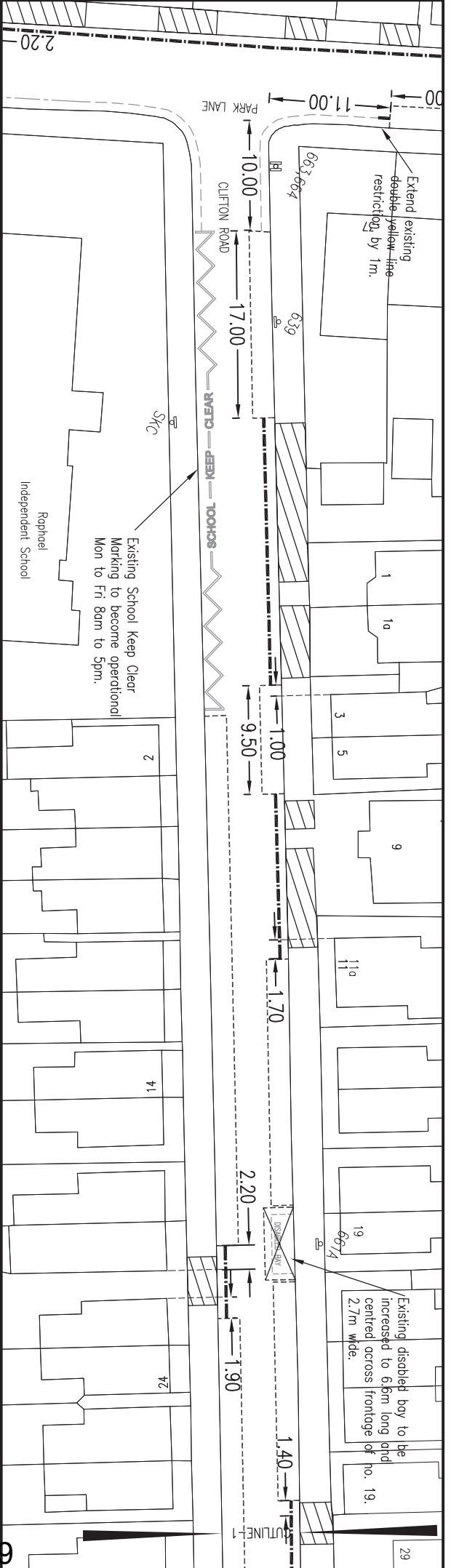
Existing Resident's Vehicle Crossover [Symbol]

Single Yellow Lines, Resident & Business Parking Bays operational Monday to Saturday 8.30am to 6.30pm.

REVISION
 AMENDMENT

DATE
 May 11

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Proposed Double Yellow Line - - - - -
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 Proposed Residents' Parking Bay - - - - -
 Existing Resident's Vehicle Crossover - - - - -
 Single Yellow Lines, Resident & Business Parking Bays operational Monday to Saturday 8.30am to 6.30pm.



Havinging
 LONDON BOROUGH OF
 STREETSIDE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
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JOB TITLE
 Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)
 DRAWING TITLE
 Clifton Road

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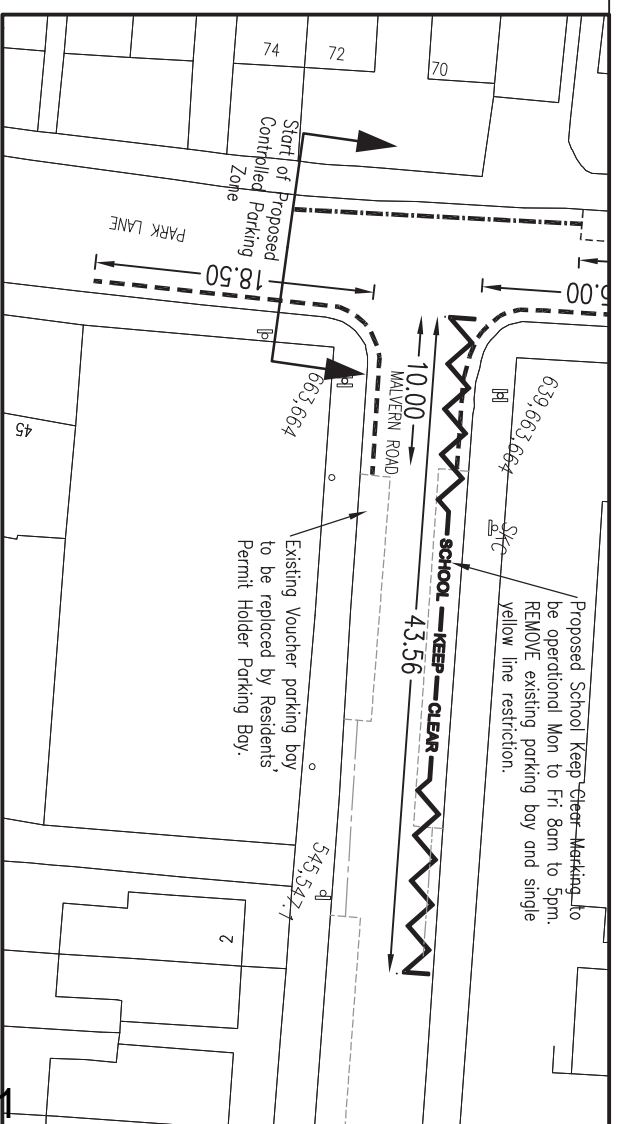
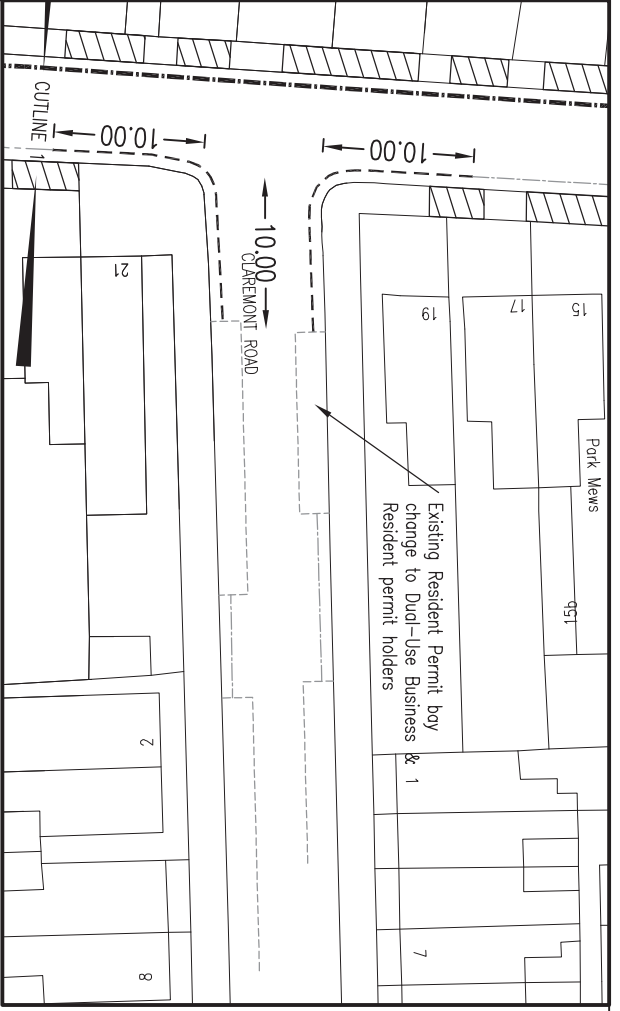
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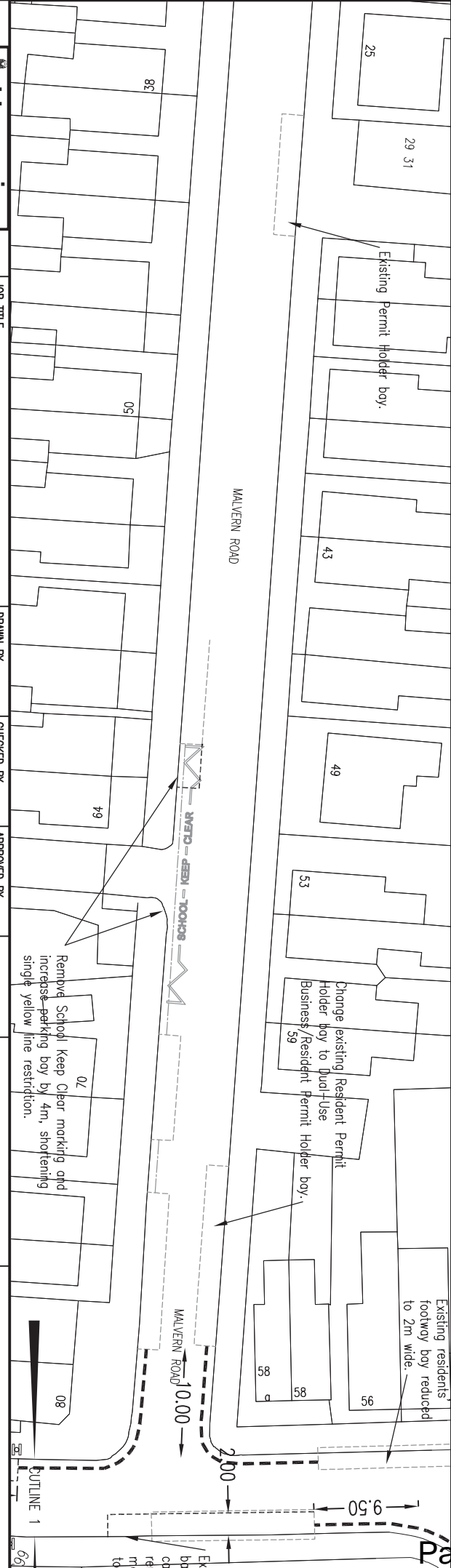
PURPOSE
 Feasibility
 REVISION
 A Consultation on proposed scheme
 DATE
 May 11

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- Proposed Double Yellow Line - - - - -
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- Proposed Single Yellow Line - - - - -
- Existing Single Yellow Line - - - - -
- Proposed Residents' Parking Boy - - - - -
- Existing Resident's Vehicle Crossover - - - - -
- Single Yellow Lines, Resident & Business Parking Boys operational Monday to Saturday 8.30am to 6.30pm.



London Borough of Havering
 STREETCARE CULTURE & COMMUNITY
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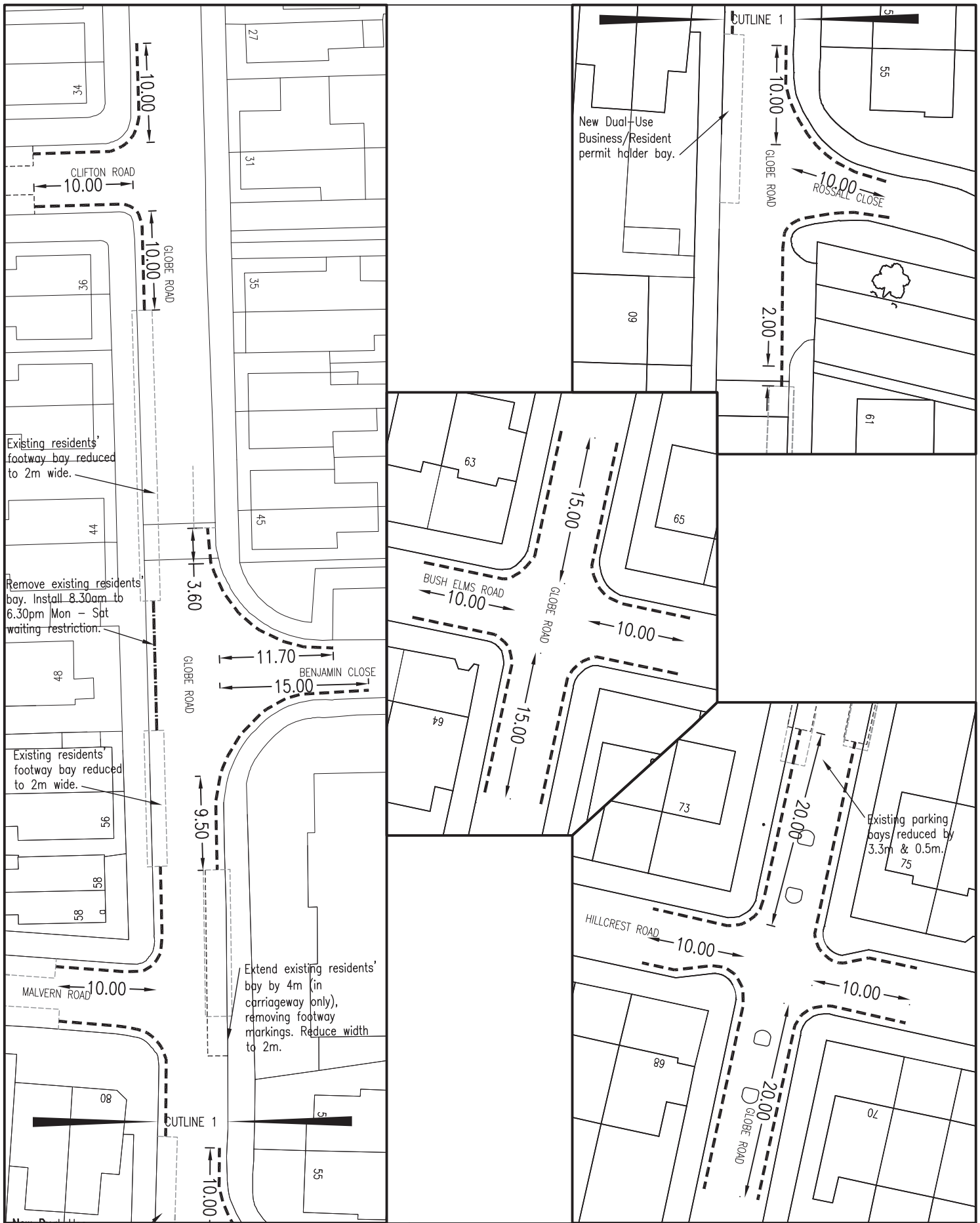
JOB TITLE
 Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)

DRAWING TITLE
 Clarendon Road (part) and
 Malvern Road (part)

DRAWN BY NC	CHECKED BY	APPROVED BY	PURPOSE	Feasibility
SCALE (AT A4 SIZE) 1:500	DATE MAY 11			
ACAD REF: Sheet Size: A4 (297x210)	DRAWING No Q1054.0F.106	REVISION A	AMENDMENT	DATE May 11
		ISSUE	Consultation on proposed scheme	
		DRAFT		

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JOB TITLE
**Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)**

DRAWING TITLE
**Globe Road
 Clifton Road to Hillcrest Road**

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Page 63

SCALE (AT A4 SIZE) 1:500 DATE May 11

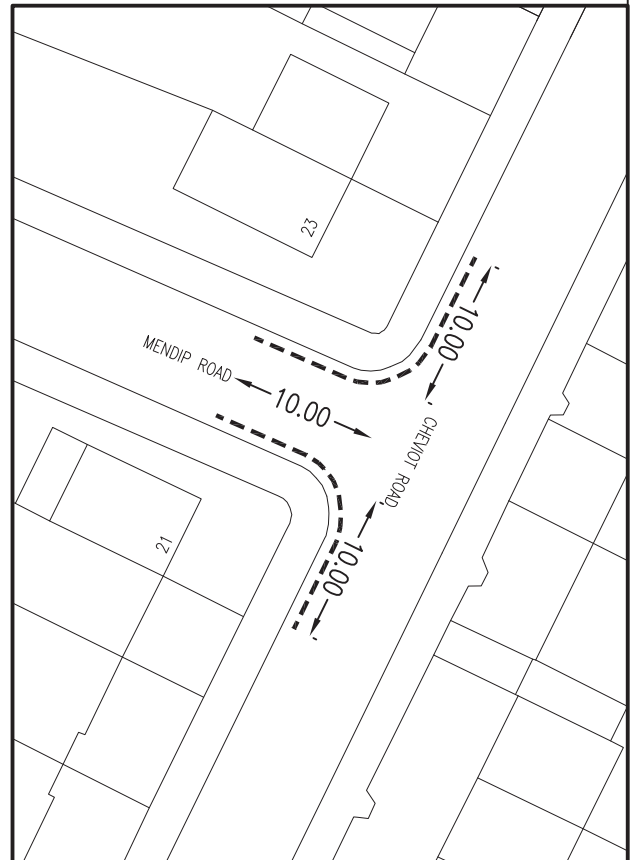
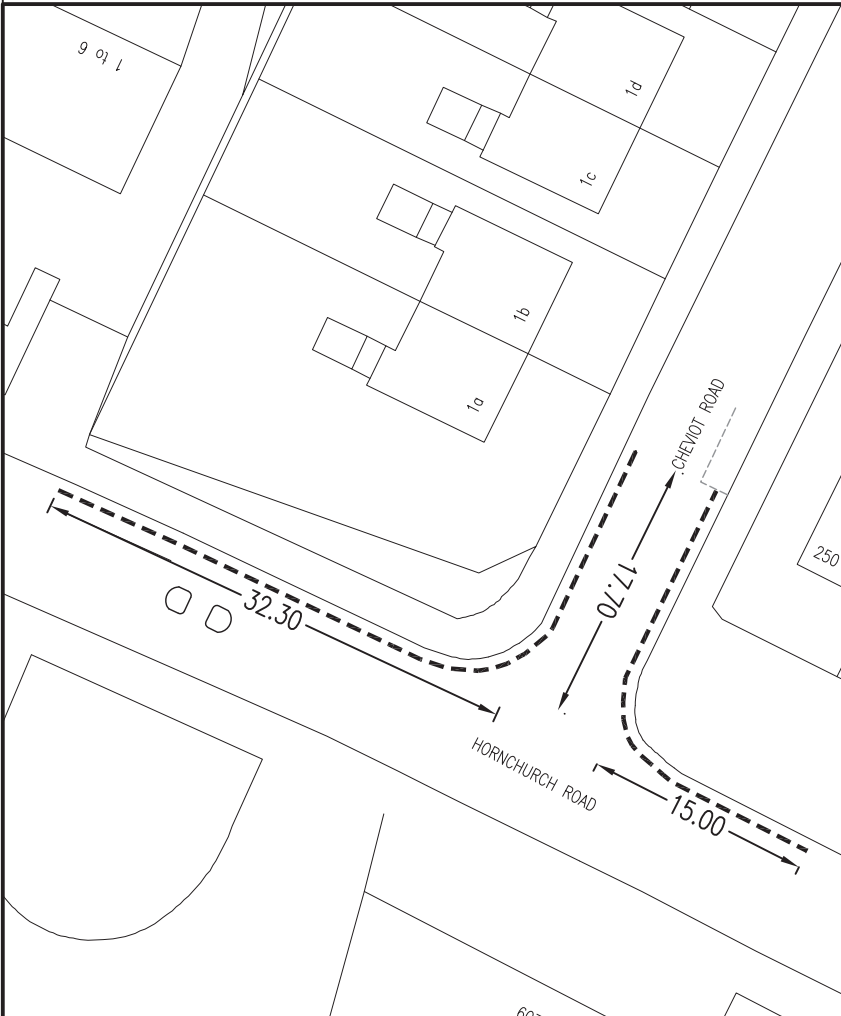
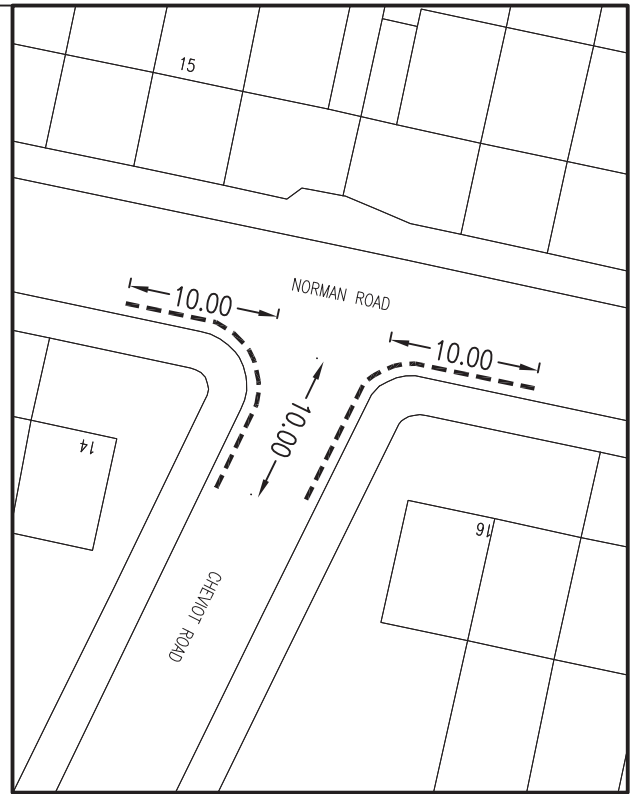
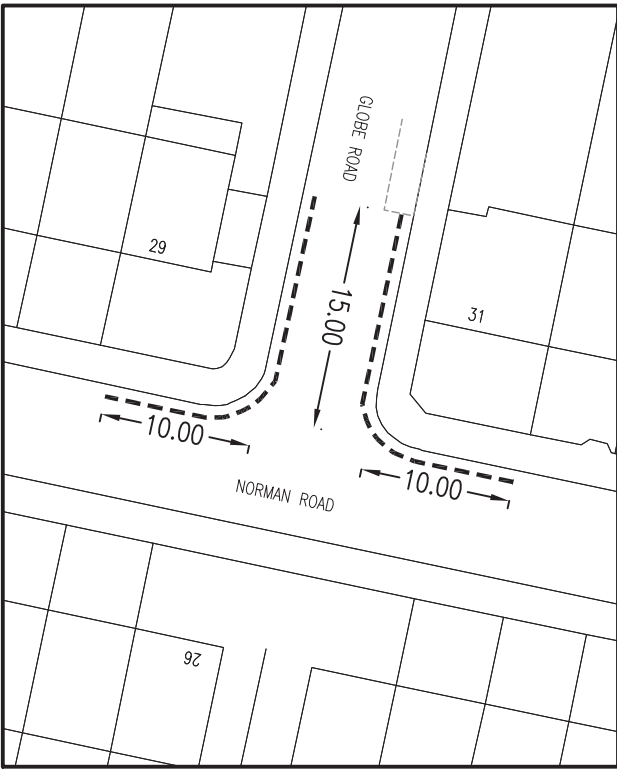
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REVISION AMENDMENT DATE May 11

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Haverling
 STREETCARE - CULTURE & COMMUNITY

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 E-MAIL: streetcare@haverling.gov.uk

JOB TITLE
**Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)**

DRAWING TITLE
**Cheviot Road and
 Norman Road Junctions**

SCALE (AT A4 SIZE) DATE
 1:500 May 11

DRAFT
 ISSUE

PURPOSE Feasibility

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Page 65

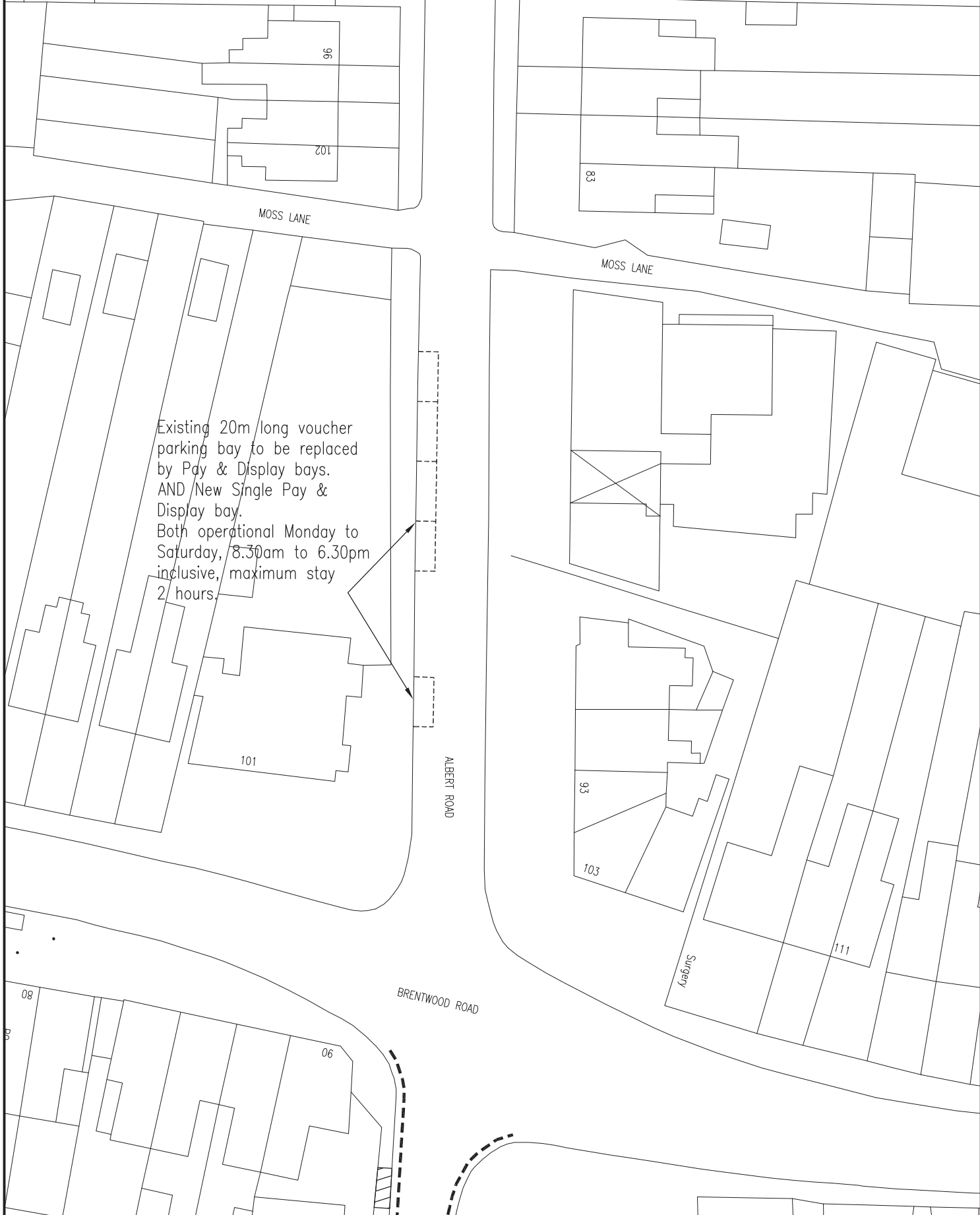
Proposed Double Yellow Line - - - - -
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 Proposed Residents' Parking Bay - · - - - -
 Existing Resident's Vehicle Crossover

Single Yellow Lines, Resident & Business Parking Bays operational Monday to Saturday 8.30am to 6.30pm.

REVISION AMENDMENT DATE

A Consultation on proposed scheme May 11

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Existing 20m long voucher parking bay to be replaced by Pay & Display bays.
 AND New Single Pay & Display bay.
 Both operational Monday to Saturday, 8.30am to 6.30pm inclusive, maximum stay 2 hours.




10th FLOOR MERCURY HOUSE
 MERCURY GARDENS
 ROMFORD, RM1 3JW
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PURPOSE Feasibility

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Proposed Double Yellow Line	-----	 <p>Single Yellow Lines, Resident & Business Parking Bays operational Monday to Saturday 8.30am to 6.30pm.</p>
Existing Double Yellow Line	- - - - -	
Proposed Single Yellow Line	-----	
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Proposed Residents' Parking Bay	-----	
Existing Resident's Vehicle Crossover	▨▨▨▨	

JOB TITLE
 Park Lane Area Parking Review
 (Sector 3 Controlled Parking Zone)

DRAWING TITLE
 Albert Road Between
 Brentwood Road and Moss Lane

DRAWN BY NC
CHECKED BY
APPROVED BY

SCALE (AT A4 SIZE) 1:500
DATE May 11
DRAFT
ISSUE

ACAD REF:
DRAWING NO. QJ054.OF.109
REVISION A

REVISION A
AMENDMENT Consultation on proposed scheme
DATE May 11

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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**COLDHARBOUR LANE, RAINHAM
PROPOSED SPEED TABLE
Outcome of public consultation**

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 432501
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 public consultation relating to a speed table in Coldharbour Lane, Rainham.

The scheme is within **RAINHAM & WENNINGTON** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the speed table on Coldharbour Lane be implemented as shown on Drawing QJ092-101.
2. That it be noted that the estimated cost of implementing the scheme is £10,000 which can be met from the Rainham to the River 2011/12 Capital fund.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 16th November 2010, the Committee considered a Highways Scheme Application (Item 1) for a speed table on Coldharbour Lane identified as a requirement of the planning consent for the “Rainham to the River” project (U0004.10)
- 1.2 The Rainham to the River project involves a substantial development to create public access through Rainham Marshes and in terms of the pedestrian/ cyclist crossing point at Coldharbour Lane, it was recognised that a safer crossing could be provided in the form of a speed table with a similar layout to one already in place further southeast on Coldharbour Lane.
- 1.3 Condition 6 of the planning consent deals with the need for the speed table;

“Prior to the commencement of the development hereby permitted, details of the proposed alterations to the public highway, namely the proposed pedestrian crossing and speed table on Coldharbour Lane as indicated on drawing number 138_104 Proposals Plan revision D, shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be implemented in full thereafter. Reason: In the interests of ensuring good highway design and ensuring public safety, in accordance with the London Borough of Havering Local Development Framework policies CP10, CP17 and DC61.”
- 1.4 Although the speed table was recognised in the planning consent and Condition 6 as being necessary, such proposals must be advertised before

a decision can be taken on their introduction and therefore the HAC decision-making process must be followed.

- 1.5 The Committee agreed that the Head of StreetCare should proceed with the public consultation of the proposals. The scheme was advertised on 24th June 2011, along with site notices being placed. The emergency services, London Buses, Rainham BID and other local groups were contacted by letter with scheme information and a plan on 24th June 2011.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 4 responses were received from consultees and are summarised below;

Respondent	Comments
Graham Harris Met. Police (Traffic)	No comments or observations.
Paul Lewis London Fire Brigade	No objections to proposal.
Maggie Dixon Rainham BID	BID will place information on website and June newsletter.
Bob Howard London Buses Infrastructure	Scheme does not interfere with any bus stops,

3.0 Staff Comments

- 3.1 As identified in the planning application and consent process for the Rainham to the River scheme, the need for a speed table on Coldharbour Lane to assist pedestrians using the route was identified by the scheme designers and indeed covered by a Planning Condition.
- 3.2 The consultation process has not led to any objections to the proposals and therefore, in line with the planning consent and Condition 6, Staff recommend that the speed table be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £10,000 can be met from the Rainham to the River 2011/12 Capital fund.

Legal implications and risks:

Speed tables require advertisement and consultation before a decision can be taken on implementation.

The Council cannot use its highway/traffic management powers to frustrate a development that has been granted planning permission.

In this case, the highway implications of the development have already been considered and found acceptable and the provision of the speed table subject to a planning Condition.

The HAC has the ability to reject the speed table as it does not prevent the rest of the scheme being implemented. However, as it forms part of the design for the safe operation of the scheme, HAC will need to very carefully consider its reasons should it decide to reject the scheme, given the lack of objections.

Human Resources implications and risks:

None.

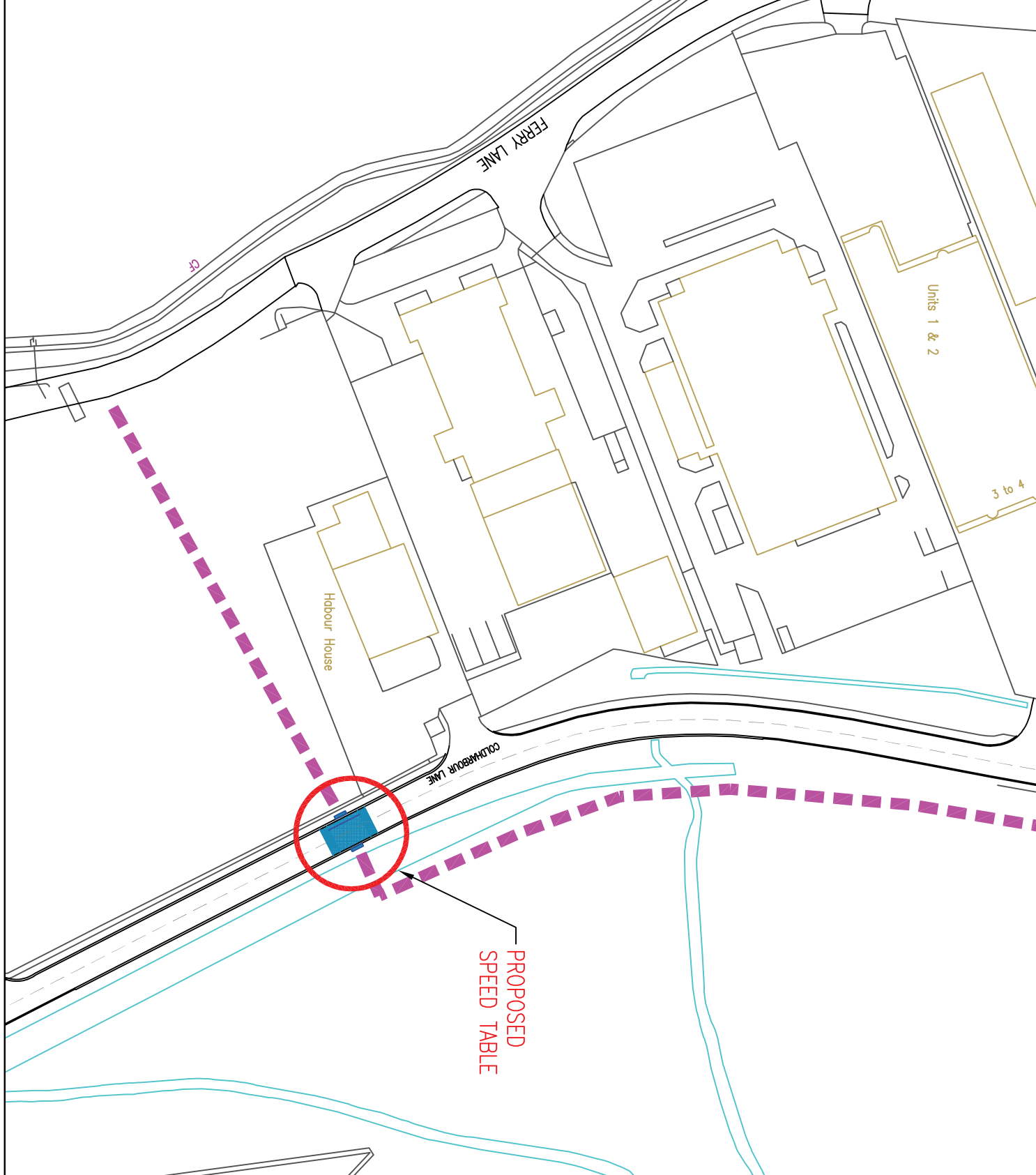
Equalities implications and risks:

A safer crossing of Coldharbour Lane will allow all sections of the community to access the Rainham to the River routes over the existing road.

BACKGROUND PAPERS

Project File: QJ 092 Rainham Marshes Highway Access & Speed Table

Planning Application: U0004.10 "Rainham to the River"



PURPOSE HAC

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NOTES

RAINHAM TO THE RIVER PATH ROUTE

PROPOSED SPEED TABLE

REVISION	AMENDMENT	DATE

JOB TITLE
 RAINHAM TO THE RIVER
 COLDHARBOUR LANE SPEED TABLE

DRAWING TITLE
 LOCATION PLAN

Streetcare
 CULTURE & COMMUNITY

Haverling
 TRAFFIC & ENGINEERING
 10th FLOOR, RIVERVIEW HOUSE
 100 RIVERVIEW ROAD
 LONDON BOROUGH OF HAVERING
 ESSEX SA18 7JW
 TELEPHONE: 01708 434343
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DRAWN BY MLP	CHECKED BY MLP	APPROVED BY MLP
SCALE NTS	DATE JULY 2011	DRAFT ISSUE
ACAD REF: -	DRAWING No QJ092/101	REVISION --

Sheet Size: A4 (210x297)

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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**ST EDWARDS WAY/ MAWNEY ROAD –
PROPOSED CHANGES TO JUNCTION
Outcome of public consultation**

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 432501
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 public consultation relating to a speed table in Coldharbour Lane, Rainham.

The scheme is within **ROMFORD TOWN** and **BROOKLANDS** wards.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the changes to the junction of St. Edwards Way and Mawney Road be implemented as shown on Drawing QJ018-OF-201A, subject to;
 - Planning consent
 - Acquisition of land from Royal United Services Social Club (subject to Cabinet Member approval)
 - Confirmation of TfL LIP funding for 2012/13
 - Minor amendments to advisory cycle lane markings as suggested by the representative of CTC right to Ride Network

2. That it be noted that the estimated cost of implementing the scheme is £50,000 which can be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Romford Ring Road.

REPORT DETAIL

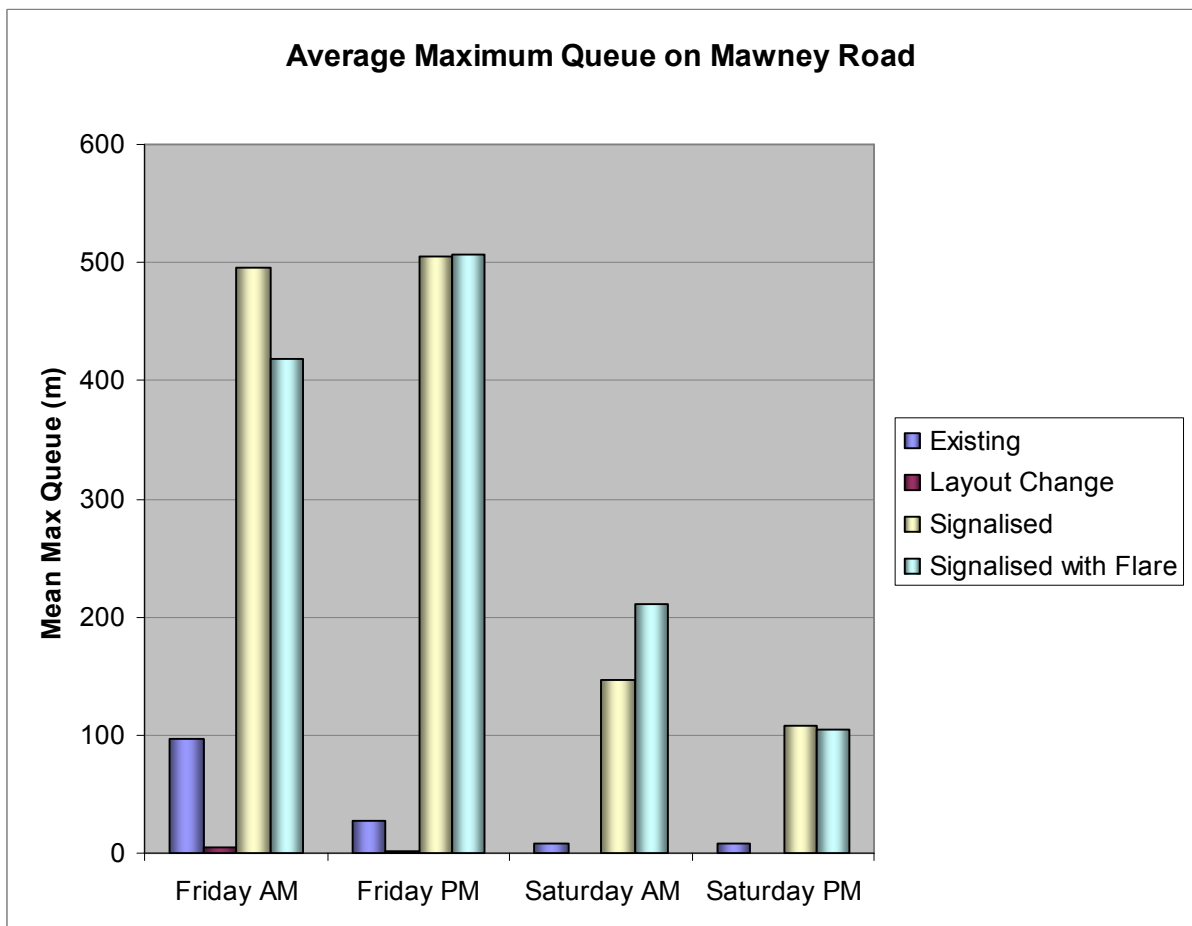
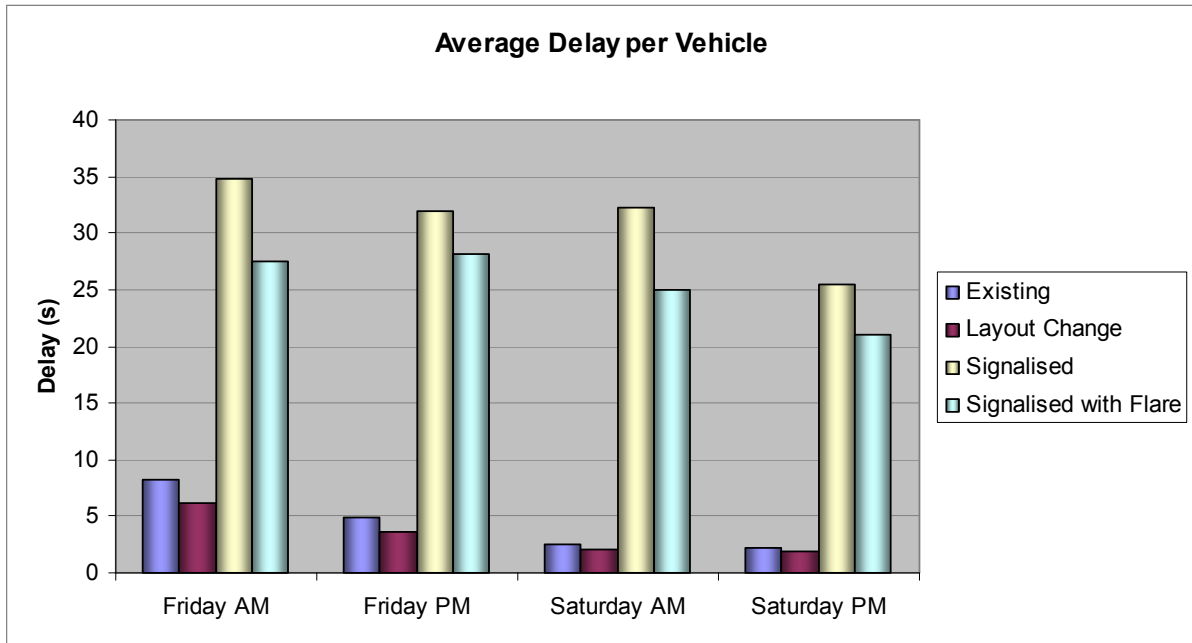
1.0 Background

- 1.1 At its meeting of 15th June 2010, the Committee noted and agreed a work programme which included the 2010/11 Transport for London Local Implementation Plan schemes list, established before its formation. The LIP included a scheme aimed at improving traffic flow and reducing congestion at the junction of A118 St Edward's Way and Mawney Road, itself established as a output from a previous investigation known as the "Romford Movement Study", which was a multi-mode study of how people move through the Ring Road and approach network.

- 1.2 Staff reviewed the outputs of the Romford Movement Study, collected physical and utility site information and developed design ideas for the scheme which ultimately generated a more detailed proposal as shown on Drawing QJ018-OF-201A.

- 1.3 The features of the proposal are as follows;

- The left-hand lane of St. Edwards Way (northbound) will lead directly into Mawney Road, indicated by advanced signage and a physical traffic island,
 - Traffic leaving Mawney Road will proceed directly into the left hand-lane of St. Edwards Way (northbound) without the need to give way,
 - The physical island will have provision for pedestrians (and cyclists) to allow crossing of the junction in 2 halves, compared to the small traffic island currently in place,
 - Provision of shared footway/ cycle track facilities approaching and leaving the junction to allow cyclists who wish to cross the junction with pedestrians, rather than staying on the carriageway.
- 1.4 In order to create enough space to provide safe manoeuvring for heavy goods vehicles (especially joining St Edwards Way) and to accommodate the splitter island, the junction requires some widening, including the acquisition of some land from the Royal United Services Social Club (RUSSC).
- 1.5 The Council's Land & Property Service has been in early discussions with RUSSC and have confirmed that an agreement in principle has been reached with regard to purchasing the land required for the scheme. However, a decision to proceed would be subject to HAC recommendation, planning consent being granted, funding being in place and Cabinet Member approval for the purchase of land and implementation of the scheme.
- 1.6 The design was subjected to an independent Stage 1/2 Road Safety Audit, the outcome of which is summarised in Appendix I, together with a Designer's Response for each item raised.
- 1.7 In terms of predicted changes to traffic delay and queue lengths on Mawney Road (should the scheme be implemented), the following diagrams show a comparison with the current layout and the implications of signalisation, all at Friday and Saturday peak times (from the Romford Movement Study).



- 1.8 The indication is that there would be a modest reduction in average delay per vehicle and a significant reduction in the average maximum queue approaching the junction in the Friday AM peak and a moderate improvement in the Friday PM peak; with Saturdays attracting a small improvement. The figures for signalisation would dramatically increase delays and queues. The outputs suggested little impact on the North Street and London Road (Brewery) roundabouts. Friday was taken as the “worst case” weekday to model.
- 1.9 In the 36 month period to 30th September 2010, 7 injury collisions were recorded in the area of the junction, all of which were slight in severity;
- A westbound car on Mawney Road near the junction of Olive Street collided with the rear of another car in the queue of traffic waiting at the St Edwards Way junction. It was dry and light at the time of the collision.
 - Two cars were involved in a rear end shunt collision on Mawney Road while approaching St Edwards Way. It was dry and light at the time.
 - Three cars on St Edwards Way heading northbound at the junction were involved in a rear end shunt collision. It was raining and the street lights were lit at the time of the collision.
 - A car driver waiting to turn left from St Edwards Way into Mawney Road was struck from behind by another car. It was daylight but the road surface was wet at the time.
 - A northbound car driver on St Edwards Way approaching the junction with Mawney Road braked sharply which caused a following car to collide into the rear of the first car. It was dry and daylight at the time of the collision.
 - A car waiting to turn from Mawney Road on to St Edwards Way was hit from the rear by another car resulting in two slight casualties. It was light and dry at the time.
 - A motorcyclist on St Edwards Way travelling north hit a pothole causing them to fall. It was dry and light at the time.
- 1.10 Approximately 150 letters were hand delivered to those potentially affected by the scheme (mainly the eastern end of Mawney Road) with an invitation for comments. The cycle track notices were advertised and placed on site on 20th June 2011. The emergency services, London Buses, other interest organisations and members of the Havering Cycle Liaison Group were contacted by letter with scheme information and a plan. Finally, ward

councillors for Romford Town and Brooklands were sent a set of consultation information. The closing date for comment was 22nd July 2011.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 7 responses were received from consultees and are set out in Appendix II.
- 2.2 4 respondents represented groups and organisations with specialist input. The respondents from the Police, London Buses and CTC Right to Ride Network set out issues whereby the scheme creates advantages and disadvantages, the Fire Brigade did not indicate any issues.
- 2.3 London Buses felt that the scheme would help R252 to leave Mawney Road, but also impact on 5 other routes which would have to move to the outside lane of St Edward's Way and back again to access the bus stop north of the junction.
- 2.4 The Police generally support the scheme, but have raised some concerns with cyclists moving between lane 1 and 2 to bypass the splitter island who choose to stay on the road – the police's main concern; similar "weaving" concerns as raised by London Buses and with traffic generally; but the current layout has a level of weaving and so the proposed layout may not create a worse issue than present.
- 2.5 The London Fire Brigade observed that the layout is unlikely to cause any problems compared to the current and therefore have no objections.
- 2.6 The representative from the CTC Right to Ride Network set out, in detail, his expected impacts on different types of cyclist. For the cyclist moving from lane 1 to 2, he recommends a section of 2m advisory cycle lane past the splitter island. For those moving through the junction directly via the splitter island, he recommends slightly longer and 2m wide advisory cycle lanes.
- 2.7 He further observes that the current advisory cycle lanes are less than 2m wide and that the Ring Road would benefit from 2m advisory cycle lanes and traffic calming to encourage inexperienced cyclists. He feels that the need for such cyclists to pass through the junction using the splitter island would present an obstacle and discouragement.
- 2.8 Where the cycle path is proposed on the footway, he suggests that it be placed at a lower level than that of the footway, separated by a 45° chamfer kerb and be well away from the edge of the carriageway.
- 2.9 Finally, he suggests that the scheme should actually consist of traffic signals on either road to allow traffic to exit Mawney Road.

- 2.10 1 response was received by a councillor; Cllr Thompson asked if advanced signage would be provided in advance of the junction so that traffic might be placed in the correct lane.
- 2.11 2 responses were received from residents of Mawney Road. The first resident has no objection in principle, but feels that the balance of the scheme is to speed up traffic flow and not enough emphasis on pedestrian safety. He observes that the “sweep in” will allow vehicles to turn at higher speeds to the detriment of pedestrians, putting vulnerable groups at risk. He believes that the entry to the junction should include a raised table as used in the City of London and put 30mph signs well before the junction and/or a speed camera.
- 2.12 The second resident does not doubt that the scheme will reduce congestion on Mawney Road, but feels it would create congestion on St Edwards Way. She believes that the splitter island will cause issues for ambulances.
- 2.13 She further raises concerns that the scheme will make Mawney Road more attractive to vehicles which will lead to an increase in commuters, noise levels, pollution and speed with a reduction in the quality of life for residents and an impact on the security of children attending the primary school. She is of the view that the scheme means that Mawney Road is a main artery and that a scheme should have been put forward to reduce traffic.

3.0 Staff Comments

- 3.1 The Romford Movement Study was a multi-modal study which did include reviewing where there were potential improvements in traffic flow, the junction of St Edward’s Way being such a location.
- 3.2 It is often the case when designing a highway improvement scheme that the needs of competing users have to be balanced. In developing the proposals, Staff have tried to meet the objective of improving traffic flow, whilst providing appropriate facilities for pedestrians and cyclists.
- 3.3 Pedestrians are currently faced with a very narrow pedestrian refuge, which does not afford much protection. The proposal incorporates a much larger area in which pedestrians can wait to cross the road in 2 parts. Pedestrians will be more certain when traffic in lane 1 of St Edwards Way approaching the junction will be turning into Mawney Road, so they can better judge gaps in traffic when they appear.
- 3.4 Staff have designed the layout to be compatible with large vehicles, but not so generous as to promote high speeds. The suggestion for a speed table in the entry to the junction is not considered feasible at this location as unless larger vehicles and motorcyclists meet such a feature square, excessive body roll and/or potential loss of control is a risk.

- 3.5 In terms of impacts on cyclists, those wishing to remain in the carriageway will have more difficulty in travelling north on St Edward's Way than currently, but the scheme allows for alternatives. In terms of the suggestion of creating wider and longer advisory cycle lanes at the junction and past the splitter island, Staff are able to incorporate the ideas into a more detailed design should the scheme be recommended for implementation.
- 3.6 It would not be possible to provide segregated (in terms of line and level) cyclist/ pedestrian routes on the footway because the amount of extra land which would need to be acquired, the utilities needing diversion and hence the cost involved. Staff are of the view that subject to the careful positioning of street furniture as highlighted by the Road Safety Audit, the best compromise is available given the constraints. Staff are of the view that traffic signals would severely increase local congestion.
- 3.7 Although the scheme would change local traffic patterns, it has the potential to allow traffic to turn smoothly in and out of Mawney Road. Notwithstanding the concerns raised by a resident about traffic migration, the fact that Mawney Road is connected to the A12 and also serves Collier Row and beyond, the route remains attractive to motorists. In busy times, substantial queues can form in Mawney Road and there is some evidence of shunt-type collisions in both Mawney Road and St Edward's Way which may be a symptom of current behaviour.
- 3.8 Staff have observed motorists hesitating to leave Mawney Road as many drivers do not indicate their intention to turn left (which would help those leaving Mawney Road take a gap). The proposed layout would reduce driver hesitation.
- 3.9 London Buses have raised concerns about the impacts on several of their routes which will need to leave the lay-by (on St Edward's Way) to the south of the junction, move into lane 2 and then return into lane 1 and then the lay-by to the north of the junction. This has been echoed by the police.
- 3.10 Staff are of the view that as there are other locations on the Ring Road where buses have to make similar manoeuvres, such a change would not be unfamiliar to bus drivers, but would accept it might make the task more difficult or require bus drivers to wait longer for a suitable gap.
- 3.11 The Committee will need to carefully consider the competing issues and demands of different user groups in dealing with this scheme. It is the view of Staff that although there are issues, some can be mitigated with adjustments to the scheme at a detailed design phase and can be reviewed by a Stage 3 Road Safety Audit. Overall, Staff are therefore of the view that the proposals represent a net improvement to the operation of the junction.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the scheme is £50,000 which can be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Romford Ring Road.

Legal implications and risks:

The acquisition of land for highway improvements requires formal notice that the area is to be dedicated as public highway.

Human Resources implications and risks:

None.

Equalities implications and risks:

This scheme seeks to balance the needs of drivers, cyclists and pedestrians in reducing a local traffic congestion issue.

BACKGROUND PAPERS

Project File: QJ 018 – St Edward's Way/ Mawney Road Junction

**APPENDIX I
STAGE 1/2 ROAD SAFETY AUDIT SUMMARY AND DESIGNER'S REPSONSE**

1. PROBLEM

Location: St Edwards Way

Summary: Side swipe collisions

The removal of the priority junction at Mawney Road to provide free flow of traffic to and from Mawney Road and St Edwards Way effectively removes the northbound nearside lane of St Edwards Way for through traffic travelling from the Brewery roundabout south of Mawney Road.

Additionally, there is a lay-by bus stop south of the Mawney Road junction which serves numerous routes along both Mawney Road and St Edwards Way. There is concern that the proposed layout may increase the number of lane changing and merging manoeuvres increasing the risk for more vulnerable road users such as motorcyclists and pedal cyclists, particularly in times of congestion.

Additionally there may be an impact on buses exiting the lay-by increasing the risk of side swipe type collisions and sudden braking causing injury to bus passengers.

RECOMMENDATION

Ensure there is sufficient clear and advance warning to drivers to ensure the correct traffic lane is chosen to avoid late lane changing manoeuvres.

DESIGNER'S RESPONSE

Lane discipline/ destination signage will be provided well in advance of the junction.

2. PROBLEM

Location: St Edwards Way

Summary: Side swipe collisions

The removal of the priority arrangement at the junction of Mawney Road and St Edwards Way effectively removes the northbound nearside lane of St Edwards Way between Mawney Road and the Brewery roundabout to the south for queuing of northbound traffic.

There is concern that at times of congestion a queue may extend back along St Edwards Way from Mawney Road into the Brewery roundabout which may lead to more vulnerable road users being put at risk while negotiating the roundabout.

RECOMMENDATION

Ensure the proposal does not affect the Brewery roundabout from operating in a safe manner.

DESIGNER'S RESPONSE

The traffic modelling does not indicate that queues would impact on the Brewery Roundabout.

3. PROBLEM

Location: Mawney Road within proposed southern segregated cycle lane

Summary: Cyclist and street furniture conflicts

A large wide based CCTV post is situated in the footway on the southern footway of Mawney Road close to St Edwards Way. It is unclear if this post is to be relocated. There is concern that if the CCTV camera is to remain in its current position it may render the proposed segregated cycle lane impassable forcing cyclist into the footway or carriageway which may lead to conflicts.

RECOMMENDATION

Ensure cyclists are guided past any street furniture.

DESIGNER'S RESPONSE

The position of street furniture will be reviewed at detailed design stage.

4. PROBLEM

Location: Proposed exit lane of Mawney Road to St Edwards Way

Summary: Side Swipe Collisions

It was observed that some traffic, particularly larger vehicles, overhang into the offside traffic lane when turning left onto St Edwards Way. The removal of the priority arrangement at Mawney Road and St Edwards Way results in left turning traffic travelling freely onto St Edwards Way. Where previously traffic was forced to stop and observe approaching traffic, there is concern that traffic may not take such caution with a free flow arrangement, resulting in increased speeds and side swipe type accidents.

RECOMMENDATION

Review the layout of the proposed refuge island to ensure vehicles are able to turn within the proposed layout without over sailing adjacent traffic lanes or conflicting with infrastructure or street furniture.

DESIGNER'S RESPONSE

The layout has been reviewed and subject to a swept path analysis of articulated vehicles leaving Mawney Road and entering St Edwards Way and the vehicles remain within their own lane. Advance signage will be provided to ensure drivers are familiar with the new road layout.

5. PROBLEM

Location: St Edwards Way

Summary: Infrastructure conflicts

A splitter island is proposed to be located within the current nearside lane of St Edwards Way to prevent traffic proceeding north and guide left turning free flow of traffic from St Edwards Way into Mawney Road. Road markings are proposed on the approaches to guide drivers past the island, however there is concern that the proposed alignment for northbound traffic on St Edwards Way may not be sufficient to adequately guide traffic, particularly larger vehicles, away from the island leading to risk of conflict with the island.

RECOMMENDATION

Review the proposed road markings to ensure drivers are aligned in good time on the approach to be guided past the refuge island.

DESIGNER'S RESPONSE

The splitter road markings will be reviewed for length and conspicuity and the signage on the splitter island will be reviewed for conspicuity.

6. PROBLEM

Location: St Edwards Way

Summary: Cyclists rejoining St Edwards Way from segregated cycle lane

The proposal shows cyclists rejoining the carriageway from the segregated cycle lane just north of the Mawney Road junction. Vehicles undertaking lane changing and merging manoeuvres, including buses, on the approach to the North Street roundabout and the bus lay-by to the north of Mawney Road may come into conflict with cyclists.

RECOMMENDATION

Review the proposed location for rejoining cyclists, taking into consideration the subway entrance ramp to the north of Mawney Road junction.

DESIGNER'S RESPONSE

Location for rejoining cyclists will be revised at detailed design stage.

**APPENDIX II
CONSULTATION RESPONSES**

Respondent	Comments
Alan Ford London Buses Operations	<p>This has some advantages and disadvantages to buses.</p> <p>On the one hand it will improve the route 252 on leaving Mawney Road as it can leave unimpeded and access the bus stop 'C' easily.</p> <p>On the other hand the routes 86, 128, 165, 193 and 496 will leave the bus stop 'A' and have to make their way directly into the offside lane and then come back nearside after Mawney Road to access the bus stop 'C'.</p> <p>My concern with this manoeuvre is only because some traffic joining St Edwards Way on leaving the London Road roundabout, does so at a speed higher than the speed limit.</p> <p>I feel that this scheme could have an impact on our bus manoeuvres from bus stop 'A' and accessing bus stop 'C' being done safely.</p>
PC Graham Harris Metropolitan Police Traffic Unit	<p>We generally support this proposal as we feel there will be a major benefit for Mawney Road.</p> <p>We have the following observations:-</p> <p>Cycle provision through the junction relies on users coming off the road, passing the mouth of Mawney Road and rejoining the carriageway north of the junction. Those who do not do this may be at risk while cycling in lane 2 past the junction.</p> <p>Buses which serve the stop south of Mawney Road have to move to lane 2 to pass the junction with Mawney Road. There will be a risk of collisions through weaving actions at this point.</p> <p>There may be an increase of lane switching north of the junction of Mawney Road which may increase a risk of collisions.</p> <p>Having pointed out the above concerns I believe the most relevant would be the risk to cyclists.</p> <p>There is an element of lane switching along St Edwards Way which has always taken place so our second two points relating to this issue may not be any worse if this proposal was to be built.</p> <p>However, we do feel it right to record these concerns.</p>

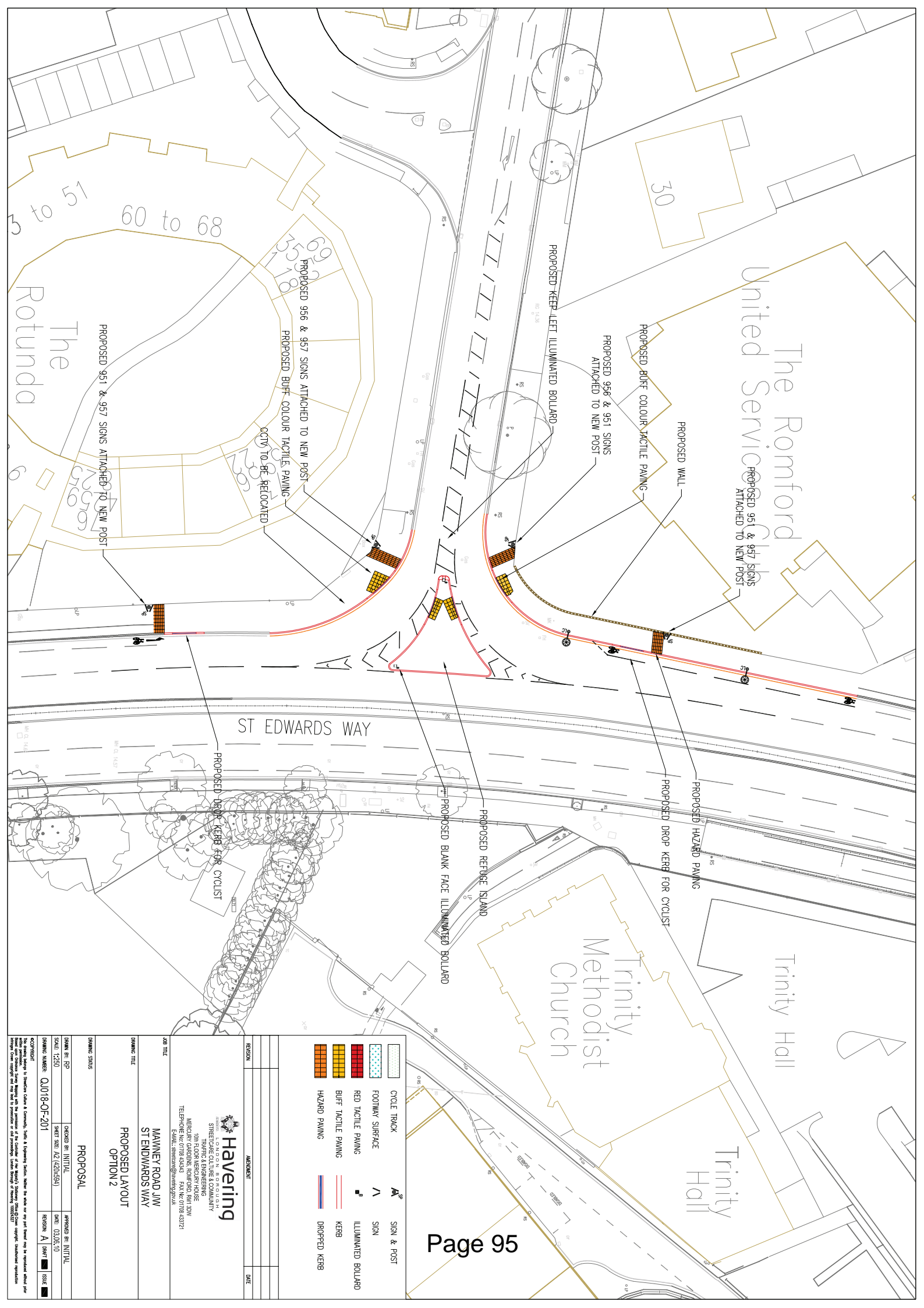
<p>Paul Lewis London Fire Brigade</p>	<p>From the LFB's perspective I can't see it causing us any more problems than you would usually get at this junction, therefore, I have no objections to this scheme.</p>
<p>Cllr Fred Thompson Romford Town</p>	<p>Will there be any advance lane signage either by a sign with two arrows with the leftmost showing a left turn and a T-Bar top to show the lane end or "LEFT LANE EXIT LEFT ONLY" as more vehicles will have to merge to the right and may do it too late for safety?</p> <p>This will be less important for drivers as they get used to it but out-of-towners may not see the island until too late and so will need the help.</p>
<p>Mr Stilgoe 59 Mawney Road</p>	<p>I live at No. 59 Mawney Road and in principle have no objection to improving the junction of Mawney Road with St. Edwards Way. However I believe the balance of the scheme is too focused on speeding up traffic flow and not enough emphasise on pedestrian safety.</p> <p>You will be aware traffic presently speeds along St. Edwards Way and the sharp left hand turn slows traffic entering Mawney Road allowing pedestrians to cross at the junction in relative safety.</p> <p>I know as I have lived in Mawney Road for 30 years and use the crossing on a daily basis.</p> <p>The 'sweep in' proposed will simply allow vehicles to navigate the left turn at greater speeds putting pedestrians, particularly the elderly, disabled and young at greater risk. If this scheme is to go ahead I believe you should at least adopt the following traffic calming measures:</p> <ol style="list-style-type: none">1. Make the junction a raised table, similar to many successfully employed in the City of London2. Put clear 30 MPH speeding restriction signs well before the junction and/or include a speed camera

<p>Ms Carbonneau Resident of Mawney Road</p>	<p>I am a resident of Mawney Rd facing the primary school.</p> <p>I have received by mail your proposal for the layout change for the junction defined above.</p> <p>I have no reason to doubt that the changes proposed will ease congestion on Mawney Rd although they will likely create congestion on St Edwards Way.</p> <p>I believe that the island might cause issues to ambulances on St Edwards Way (many of them transiting from Queen's Hospital).</p> <p>My main concern is about what this reduction of congestion will mean for Mawney Rd.</p> <ul style="list-style-type: none">• Reducing congestion will likely entice an increasing number of commuters to use Mawney Rd to either leave or enter St-Edwards way.• Increase in the vehicles' number will result in an increase in the noise level (already barely acceptable), pollution and speed.• Reduction in the resident's quality of life.• Security of the children attending the primary school located on that street will be threatened. <p>Is Mawney Rd now considered as a main artery? This layout change makes me think so.</p> <p>Why isn't the traffic using North Street instead (an 'A' road)?</p> <p>There is no exit on the stretch of road on St Edwards Way between Mawney Rd and St Edwards Way roundabout (where North Street joins) so a vehicle using North St is not missing anything.</p> <p>I would have preferred and supported a solution that would have reduced the number of vehicles using Mawney Rd improving residents/students quality of life and making the layout change unnecessary.</p>
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<p>David Garfield Local Representative CTC Right to Ride Network</p>	<p>Thank you for your notice of the proposals for this junction. Apart from the vague description 'to reduce traffic congestion' it is not entirely clear what is the purpose of the proposed changes.</p> <p>1) For the purposes of this exercise, Cycle-users can be loosely divided into three categories:</p> <p>a) Experienced Riders, most probably on lightweight sporting-type Bicycles, who are completely confident in traffic and can keep up with urban traffic speeds for much of the time.</p> <p>b) Experienced Riders who are slower, but who are confident and are not normally intimidated by traffic. [I include myself in this category.]</p> <p>c) Inexperienced Riders, who are nervous of traffic and cannot generally keep up with traffic speeds.</p> <p>2) Considering the instance of Riders proceeding along St Edward's Way approaching Mawney Road:</p> <p>In the case of a) I would expect a Rider approaching the proposed junction with Mawney Road to simply move into the right-hand lane and pass the proposed refuge island with motor traffic, then move back into the left-hand running lane, signalling as appropriate.</p> <p>For this reason, I would recommend a two-metre advisory Cycle Lane to extend along the edge of the proposed island.</p> <p>3) For b) I would expect a Rider to follow the example of a) in quiet traffic or, at busier times, to follow the carriageway partly into Mawney Road then, with appropriate signalling, move to the right of the carriageway and cross the central island by the tactile paving and rejoin the carriageway to continue his or her journey.</p> <p>For this reason, I would recommend a continuation of the existing advisory Cycle Lane a little further toward the left turn, so that Motor Drivers would not necessarily expect the Rider to automatically leave the carriageway at the proposed drop kerb.</p> <p>4) It should be noted that the existing advisory Lanes are below the specified norm of two metres width.</p> <p>5) With c) it is unlikely that they would be on the Ring Road during busy periods, although we would like to see this change</p>
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	<p>by the introduction of two-metre width advisory Cycle Lanes around its entirety, along with other traffic-calming measures.</p> <p>Your proposal would mean that they would have to cross two carriageways to continue their trip, and I fear that this would present an obstacle and discouragement to using the route.</p> <p>6) If a Cycle-path is to be located on the footway, it should be set at a lower level than the adjoining footway and separated by 45° chamfered kerbs so as to improve demarcation and discourage encroachment by Pedestrians. It should be located well away from the kerb-edge with the carriageway.</p> <p>7) For Cycle-users, and probably other Road-users, I suggest that a more suitable and efficient solution for this junction would be to install Traffic Lights — especially if they could have some form of Vehicle-activated control, or only come into effect during peak hours.</p> <p>The Signals could be installed across both carriageways of Mawney Road or, as the problems appear to arise only from Vehicles entering St Edward's Way from Mawney Road, across only that carriageway.</p> <p>To help obviate back up of traffic on the approach to Mawney Road, lane discipline arrows could be added on the approach.</p>
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<p>Legend</p> <ul style="list-style-type: none"> CYCLE TRACK FOOTWAY SURFACE RED TACTILE PAVING BUF TACTILE PAVING HAZARD PAVING HAZARD PAVING 		<p>Sign & Post</p> <ul style="list-style-type: none"> ILLUMINATED BOLLARD KERB DROPPED KERB 							
<p>Client & Project Information</p> <p>Client: Haveing STREET CULTURE & COMMUNITY 10th FLOOR MERCURY HOUSE MERCURY GARDENS ROYAL DOCK TELEPHONE: 01708 434343 FAX: 01708 433721 EMAIL: street@haveing.co.uk</p>									
<p>Design Status</p> <p>DESIGN NO: RP SCALE: 1:250 DRAWING NUMBER: QJ018-01-201</p>		<p>Approval & Issue</p> <p>APPROVED BY: INITIAL DATE: 03.08.10 ISSUE 1</p>							
<p>Project Details</p> <p>ROAD TITLE: PROPOSED LAYOUT OPTION 2</p> <p>JOB TITLE: MANNEY ROAD JMW ST EDWARDS WAY</p>									
<p>Revision Table</p> <table border="1"> <thead> <tr> <th>REVISION</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				REVISION	DATE	DESCRIPTION			
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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**POND WALK PARKING REVIEW
Outcome of informal consultation**

Report Author and contact details:

Iain Hardy
Technical Officer
01708 432440
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

This report presents the views of those responding to a parking survey in the Pond Walk and proposes further action based on the responses received.

The scheme is within Cranham Ward.

RECOMMENDATIONS

1. That the Committee, having considered the responses and information set out in this report, recommends that the Head of StreetCare be authorised to publically advertise the proposals as outlined on the plan FLPW/01/01 and should any responses be received, they be reported to this Committee so a further course of action can be agreed

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 19th October 2010, the Committee considered a Minor Parking Scheme Application (Item 35) for various parking-related matters in Pond Walk, raised by a ward councillor on behalf of residents.
- 1.2 Staff advised the Committee that before any detailed work took place, it would be useful to undertake an informal consultation with residents of the road to gauge the extent of any local issues.
- 1.3 The Committee agreed that the Head of StreetCare should proceed and so 13 letters were hand-delivered to residents in and siding on to Pond Walk on or just after 26th November 2010. The letter is Appendix I to this report.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation 10 responses were received from residents, a 77% response rate. The responses are summarised in Appendix II of this report.
- 2.2 A majority of the respondents felt that there were parking problems within their street.

3.0 Staff Comments

- 3.1 As there was a significant response from the residents who were consulted, all of which outline a number of parking related issues, it is considered that some form of restrictions are required to address the residents concerns over parking at the junctions and access around the pond. A Residents Parking Scheme could be considered in the road and although such restrictions would require more signing and lining work and have a greater visual impact on the road, they can offer a better parking provision for residents.

4.0 Proposed Restrictions

4.1 The proposals are to restrict, with 'At any time' waiting restrictions, the eastern side of Front Lane, from a point 15 metres north of the northernmost east to west arm of Pond Walk, to a point 15 metres south of the southernmost east to west arm of Pond Walk, in Pond Walk on its northernmost east to west arm, on the northern side, from the eastern kerbline of Front Lane, eastwards for a distance of 15 metres and in Pond Walk on its southernmost east to west arm, on the southern side, from the eastern kerbline of Front Lane, eastwards for a distance of 15 metres. It is also proposed to restrict the remainder of the road with an 8.00am to 6.30pm Monday to Saturday waiting restriction. The proposals are shown on the plan FLPW/01/01, which is appended to this report as Appendix III

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of up to £1,200 for implementation can be met from the 2011/12 Minor Parking Schemes budget.

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.

Overall costs will need to be contained within the overall revenue budget.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

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

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

BACKGROUND PAPERS

Project File: QJ 102 Pond Walk Parking

**APPENDIX I
LETTER AND QUESTIONNAIRE**



Bob Wenman
Head of StreetCare

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

The resident or occupier
20 and 22 Front Lane
1 to 11 Pond Walk
Posted by MP 26/11/10

Please call: Mark Philpotts
Telephone: 01708 433751
Fax: 01708 433721
Email: streetcare@havering.gov.uk

My Ref:
Your Ref:

26th November 2010

Dear Sir or Madam,

PARKING ISSUES IN POND WALK, CRANHAM

Following a complaint that inconsiderate parking was taking place in Pond Walk, the Council's Highways Advisory Committee has asked me to write to residents in order to gauge local views on the matter and to see if residents feel that some kind of control is required.

In order that I may advise the Committee on local views, I should be grateful if you would provide me with your views regarding on-street parking in Pond Walk.

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.

Please respond to me at the above address or by email to highways@havering.gov.uk

Comments should be provided by **FRIDAY 7th JANUARY 2011**. Should the outcome of this process lead to detailed proposals, you will be consulted. If you require further information, please contact my team on **01708 433704**.

Thank you for your assistance.

Yours sincerely,

Mark Philpotts CEng MICE MCIHT AIEMA
Principal Engineer
Traffic & Engineering

**APPENDIX II
SUMMARY OF RESPONSES RECEIVED.**

Front Lane response

1.

Relieved about consultation

An increase of inconsiderate parking over the years

Problems with sight lines when exiting driveways

Vans are left for days right up to boundary hedge

Would wholeheartedly support a move to implement restrictions

Pond Walk responses

1.

The road is used by commuters and pupils of Coopers School

The road is used as an overspill car park by the residents of Front Lane

Vans are left in the road day and night which cause problems

Parking causes problems to refuse collection and a small vehicle has to be used, however this still causes damage to the verge

In the summer, vehicles not owned by residents are left in the road for long periods while residents go on holiday

Have had to extend driveway as vehicles parking in the road causes problems with access.

It is suggested that residents parking and waiting restrictions are needed

2.

Parking by pupils of Coopers School, from early morning until late afternoon

Residents from Front Lane park the vehicles for long periods of time in the road

A special smaller refuse vehicle has to be used due to inconsiderate parking

Commuters park in the roads all day

It is felt that yellow lines would resolve the dangerous situation of vans parking close to the junctions of Front Lane, making it difficult to turn into Pond Walk

3.

Commuters park in their cars and catch the bus to Upminster Station.

Residents of Front Lane park cars and vans in Pond Walk for long periods close to the junction of Front Lane

One family in Front Lane are reported to have 7 vehicles, 5 of which are parked in Pond Walk for up to 24 hours

Parking by pupils of Coopers School in term-time.

Parking in Pond Walk up to the junctions makes it difficult and dangerous to turn in and out.

Due to the parking situation a small refuse truck has to be used to get round the Walk and this causes concerns over emergency access

Suggests double yellow lines for 15 metres at the junction and Monday to Saturday 8am to 6.30pm in the rest of the road

4.

A large van makes it difficult to get round the pond.

Delivery drivers find it almost impossible to get round the pond

Non-residents park right up to the junctions obstructing sight lines making it

dangerous

Parking by pupils of Coopers School and commuters.

Residents have put a great deal of time and money into the road, which seems to be turning into a car park

Suggest residents parking and/or waiting restrictions as the current situation is unfair, unsafe and dangerous

5.

Has written several times over the years complaining about the amount of cars parked in the road not owned by the residents

Problems with refuse collection

Possible parking by pupils of Coopers School and commuters

Would like some kind of restrictions as parking in the road is considered to be dangerous at the junctions and it obstructs sight lines

6.

Commuters park their cars and catch the bus to the Upminster Station

Parking by pupils of Coopers School in term-time

Residents from Front Lane park their vehicles for long periods of time in the road

Parked cars often block access to driveways

Concerns over emergency access

Large refuse trucks cannot get round the road

Suggests double yellow lines at the junctions and residents parking elsewhere

7.

Commuters park their cars and catch the bus to the Upminster Station

Residents from the local area park their vehicles for long periods of time in the road

Parking by pupils of Coopers School in term-time

Non-residents park right up to the junctions obstructing sight lines making it dangerous and narrows the carriageway to a single lane

Vehicles parking in the road cause problems with access to driveways

Care workers finding it difficult to park when visiting a resident

Concerns over emergency access

A special smaller refuse vehicle has to be used due to inconsiderate parking

Suggests double yellow lines for 15 metre at the junctions and Monday to Saturday 8am to 6.30pm in the rest of the road

8.

Over the last 12 months the road has become extremely congested with parking related to non residents of Pond Walk

Most of the parking in the road is related to residents of Front Lane and commuters

There are issues with residents of Pond Walk who have more vehicles than they can park on their off-street parking area

It is felt that some kind of parking control should be considered

9.

Over the years the road has turned into a municipal car park

Commuters park their cars and catch the bus to the Upminster Station

Problems with vans and taxis

Parking by pupils of Coopers School in term-time

Parking at the junction causes a problem

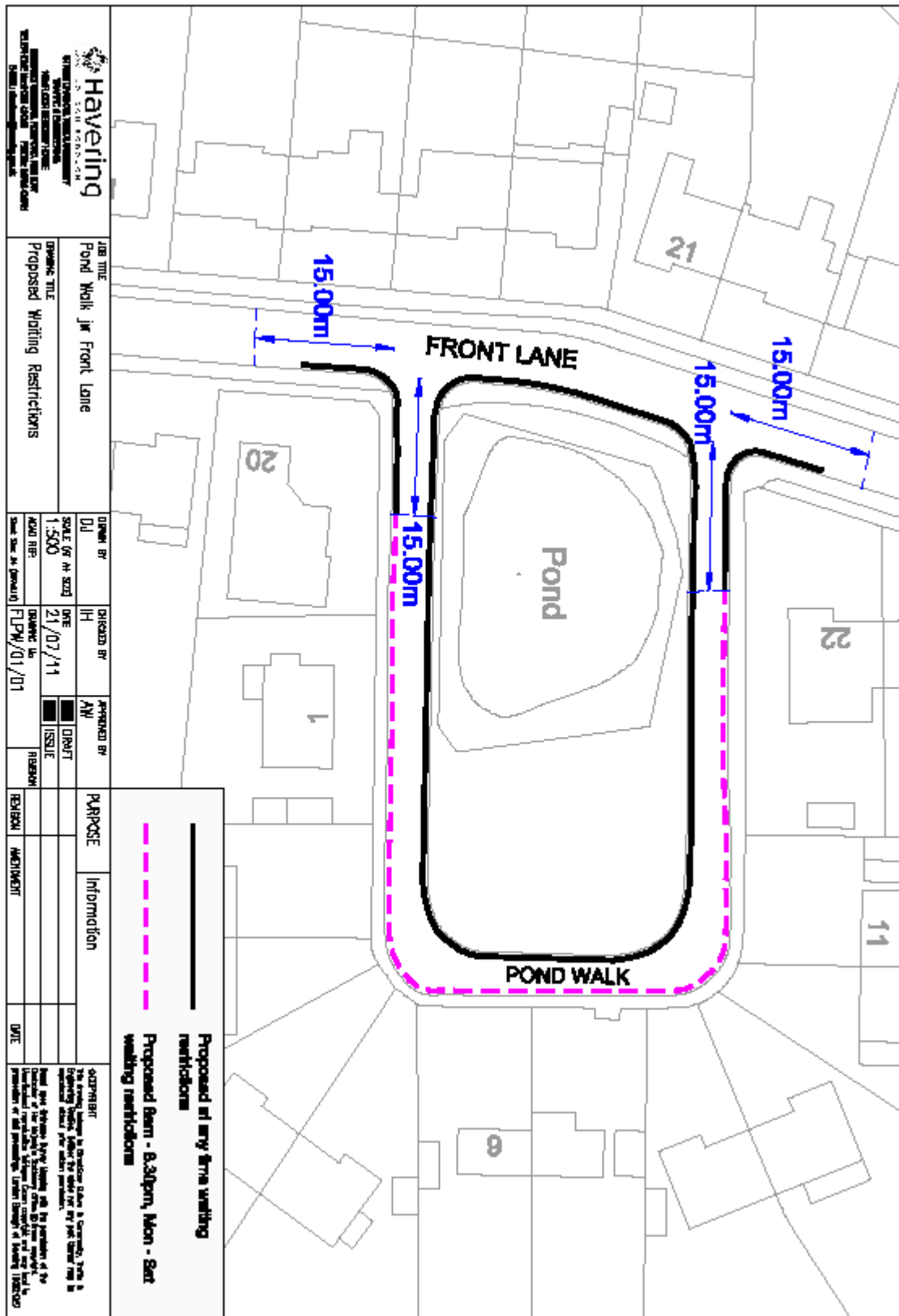
A special smaller refuse vehicle has to be used due to inconsiderate parking

Parking on the angles of the road causes problems for larger vehicles

Poor condition of the road surface

Suggests a combination of double and single yellow lines would solve the problem

Care workers finding it difficult to park when visiting a resident



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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**PROPOSED WAITING RESTRICTIONS
– 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 various advertised waiting restrictions, agreed in principle by the Committee, and recommends a further course of action in each case.

RECOMMENDATIONS

1. That the proposals for items 2.1, 2.2 and 2.3, be implemented as advertised.
2. That the proposals for items 2.4, 2.5 and 2.6, be implemented as advertised and their effects be monitored.

REPORT DETAIL

1.0 Background

- 1.1 At various meetings of the Committee, a number of requests for changes to existing or new parking restrictions were considered and were agreed in principle.
- 1.2 The proposals were subsequently designed and publicly advertised. This report outlines the responses received to the formal consultation of the proposals for each location and staff comments and recommends a further course of action in each case.

2.0 Proposed Restrictions

2.1 Belgrave Avenue - Plan No. QJ120/101

Proposal agreed by Committee on 14 December 2010.

It is proposed to introduce 'At any time' waiting restrictions in Belgrave Avenue from the red route boundary of the Southend Arterial Road in to Belgrave Avenue for 18.4 metres, extending into the unnamed service road fronting the Southend Arterial Road, for a distance of 10 metres.

Responses received

One response received from a resident of Belgrave Avenue who believes that if the proposals are implemented, the historic problems with shop users blocking driveways will only get worse.

Staff comments

As the restrictions are proposed in areas where parking should not be taking place, as outlined in the Highway Code, or could potentially affect vehicles turning in from the Southend Arterial Road, these proposals are felt necessary to promote road safety and traffic flow.

Recommended Action

That the proposal be implemented as advertised and the effects be monitored.

2.2 **Campion School - Plan No. QJ121/101.**

Proposal agreed by Committee on 14 December 2010.

It is proposed to introduce a 43.5 metre 'School Keep Clear' marking in Wingletye Lane fronting the main vehicular access to the Campion School site, which prohibits stopping from 8.00am to 5.00pm Monday to Friday inclusive.

Responses Received

One response received from The Bursar of Campion School outlining their full support for the proposals and stating that this action is long overdue.

Recommended Action

That the proposal be implemented as advertised.

2.3 **Norfolk Road - Plan No. QJ128/101**

Proposal agreed by Committee on 14 December 2010.

It is proposed to introduce a short stay parking bay for two vehicles in Norfolk Road to the side of 148 Upminster Road, operational from 8.00am to 6.30pm Monday to Saturday. The bay will permit a one hour maximum stay, prohibiting a return to the bay within two hours

Responses Received

One response was received from a resident of Norfolk Road, who is in full support of the proposals, as the bays will assist shopkeepers and customers to park without receiving Penalty Charge Notices. Their only concern is that commuters will use the bays.

Staff Comments

As there is a one hour maximum stay period, commuters will not be able to use the bays.

Recommended Action

That the proposals be implemented as advertised.

2.4 **Dell Court -Ravenscourt Grove - Plan No. QJ130/101**

Proposal agreed by Committee on 14 December 2010.

It is proposed to introduce a nine metre long Ambulance Bay in the lay-by area fronting Dell Court, which prohibits stopping 'At any time' except for Ambulances

No responses were received.

Recommended Action

That the proposal be implemented as advertised.

2.5 **Mavis Grove - Plan No. QK017/1**

Proposals agreed by Committee on 16 November 2010

It is proposed to introduce six Pay & Display parking bays operational from 8.00am to 6.30pm Monday to Saturday inclusive, with a maximum stay of two hours, on the southern side of Mavis Grove, between its junction with Station Lane and the entrance to Draper Court. It is also proposed to introduce 'At any time' waiting restrictions on both sides of the road to cover the vehicular entrances to Draper Court and Ripon House and to restrict the remainder of the unrestricted area of the road with an 8.00am to 6.30pm Monday to Saturday waiting restriction.

Responses received

Two responses received.

The first is from a local resident who will be affected by the proposals and has requested double yellow lines across their driveways. They have for some time been increasingly experiencing problems with obstructive parking fronting the vehicle accesses to the property and enforcement action has taken place on a number of occasions. The resident is in support of the current proposals and has also suggested that a further area of Pay and Display parking bays be installed along the flank wall of No.2 Mill Park Avenue.

The second response was from the owners and freeholders of Ripon House, Numbers 27 – 39 Station Lane. They feel that the proposed restrictions will cause access and egress issues with the site and cause further trespassing on their land. It is felt that heavy goods vehicles leaving the site would find it difficult turning towards Station Lane, which would be dangerous and awkward for drivers. It would be preferred that none of the proposals be implemented but at the very least the end two Pay and Display parking bays be omitted. It is also felt that the proposed restrictions east of the site entrance are not needed as parking in this area is not a nuisance nor hazardous. The company criticises the Council over its approach accommodating motor vehicles through the Traffic Management and Planning Departments, feeling that the current proposals will

cause problems with commercial and residential waste collection and the best option, without cost would be to do nothing.

Staff comments

In respect of the resident's request for double yellow lines over their driveways, the area is currently unrestricted and the existing proposals will deal with the vast majority of the resident's parking issues.

In respect of the resident's suggestion to install a further Pay and Display area in Mavis Grove along the flank of No. 2 Mill Park Avenue, this request will be added to the Minor Parking Schemes Request list to be considered at a further Highways Advisory Committee.

In respect of the commercial response, it is possible that the proposals may result in drivers parking on their land but this would be for them to manage in an area where it is understood a permit system already operates. In regard to access for larger vehicles, computer simulated tracking has been undertaken of the largest heavy goods vehicle that can be used and it has been shown that such a vehicle can access and egress the site with all the proposed parking bays in situ.

Recommended Action

That the proposals be implemented as advertised and the effects be monitored.

2.6 Market Link - Plan No. ML01/01

Proposal agreed by Committee on 19 April 2011.

It is proposed to introduce 'At any time' waiting restrictions and a 4.00am to 8.00pm loading ban in all of Market Link, the area of Ducking Stool Court that is proposed to be readopted, and in The Mews, to the south-western boundary of Emma Court.

Responses received

Eight responses were received, one from TJ Hughes and five e-mails, of which one contained a petition signed by 39 residents of Emma House and Hazeleigh House and sent via Andrew Rosindell MP.

The response from TJ Hughes acknowledges the gap that has been left over the dropped kerb to the rear of the site to accommodate customer collections and deliveries. They want to ensure deliveries can be made without the drivers receiving Penalty Charge Notices.

The letter and petition outline objections on the grounds of the impact the proposals will have on families with children, their safety, accommodating the school run and accepting deliveries. It feared that deliveries to adjacent businesses will be undertaken late at night or early in the morning, waking

residents, that planning permission was granted without adequate parking and that disabled residents would find it impossible to be picked up and dropped off. There are concerns over the impact on moving property and receiving deliveries, conflict between residents and risk of accidents due to residents having to move out of the properties after 10.00pm.

All of the remaining responses outline objections on the basis of no explanation of why the restrictions are proposed, a female resident leaves home before the current restrictions start and comes home after they finish, they rely on their car for work and feels the proposals would only cause congestion in other residential areas. One resident fears the TJ Hughes will take in deliveries outside the proposed loading ban period and being able to park after 6.30pm and on Sundays is helpful to residents. The remaining response argues that the proposals would be quite contentious with car owners, as the flat have little or no parking facilities.

Staff Comments

Market Link is already restricted with 8.30am to 6.30pm Monday to Saturday waiting and loading restrictions and all of the newer developments in the area have Section 106 Agreements within the planning conditions of the sites, prohibiting residents of the developments being eligible to have residents permits for any of the Romford Parking Zones.

These proposals will deal with obstructive parking throughout the week, caused by Market Traders, residents and Blue Badge holders. In addition, the proposals will improve traffic flow in to and out of the Market Place car park and emergency access to the town centre. It should be noted that removal companies are exempt from waiting and loading restrictions for the purpose of commercial and residential moving. The proposals also provide for loading and unloading to TJ Hughes during normal retail hours. However, it is acknowledged that these proposals will affect some residents.

Recommended Action

That the proposal be implemented as advertised and the effects be monitored.

IMPLICATIONS AND RISKS

Financial implications and risks:

The total estimated cost of up to £10,750 for implementing the proposals as described above and shown on the attached plans can be met from the 2011/12 Minor Parking Schemes budget.

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.

Overall costs will need to be contained within the overall revenue budget.

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.

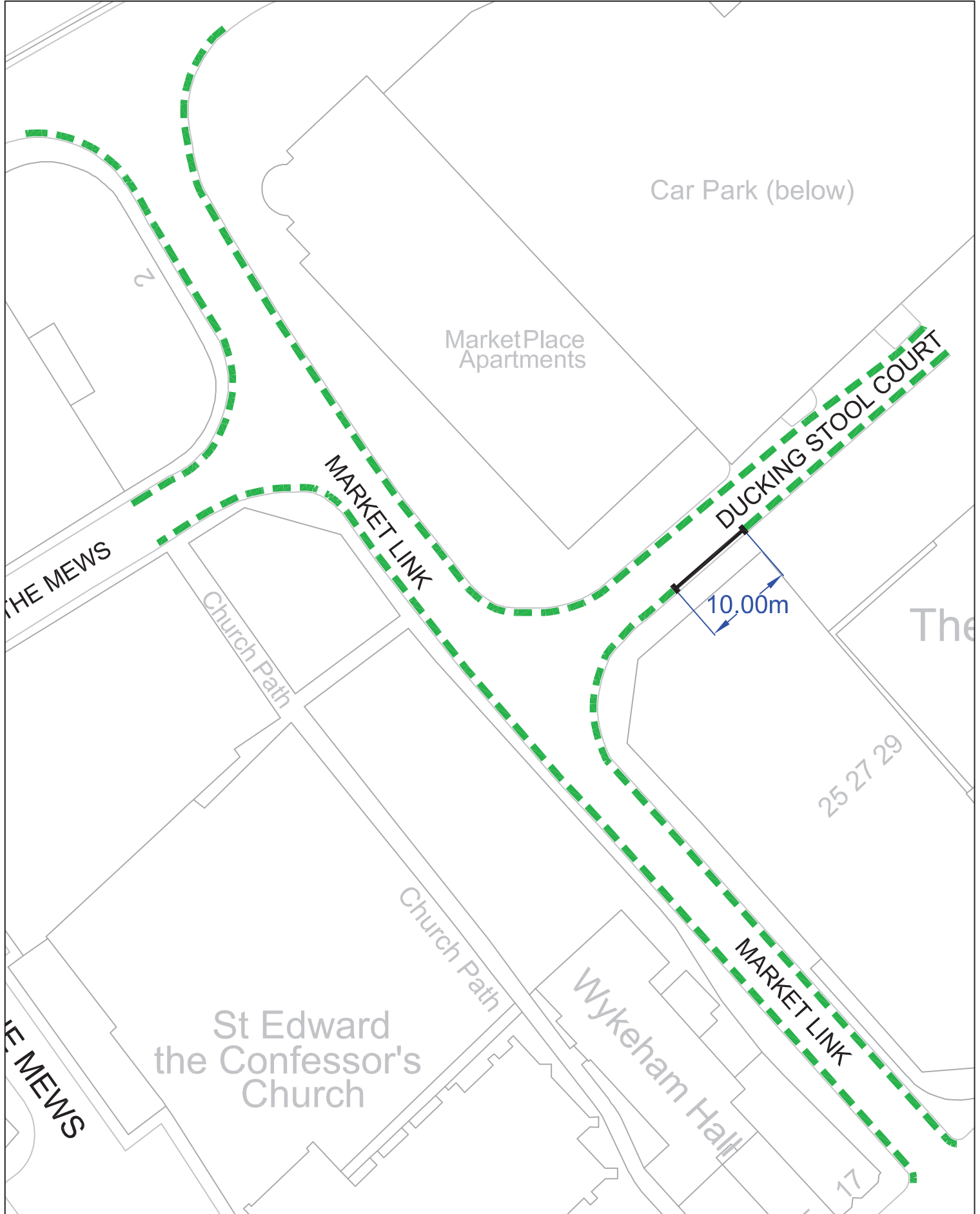
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

BACKGROUND PAPERS

Drawings:

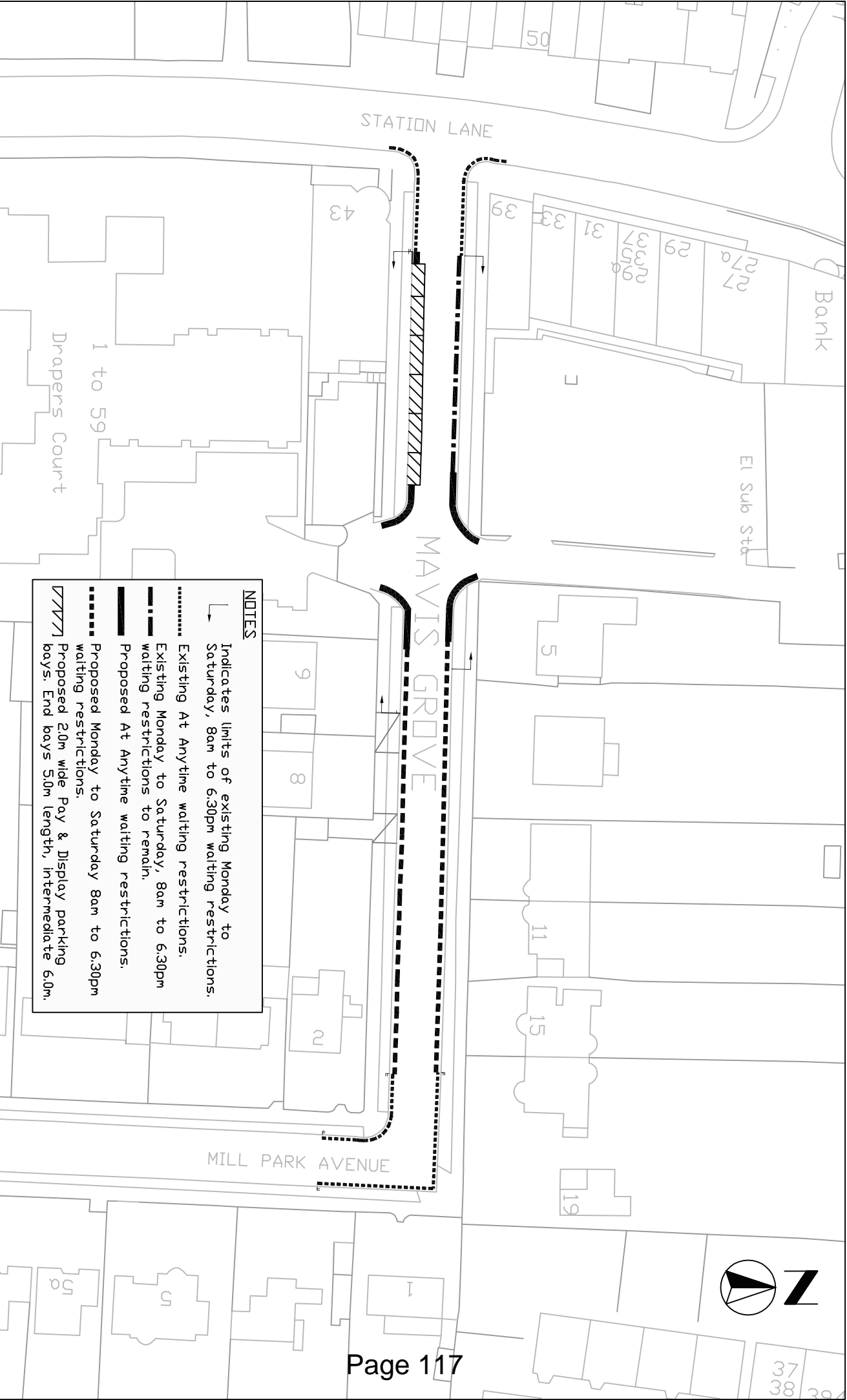
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QJ128/101
QJ130/101
QK017/1
ML01/01

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Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROWFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE Information		— Proposed white 'T' bar marking - - - Proposed 'at any time' waiting restrictions and no loading, 4am - 8pm.	
JOB TITLE Market Link		©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			
DRAWING TITLE Proposed Waiting and Loading Restrictions - Option 1		DRAWN BY DJ		CHECKED BY IH		APPROVED BY [Signature]	
SCALE (AT A4 SIZE) NTS		DATE 15/04/11		DRAFT		ISSUE	
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HaVering
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JOB TITLE
 PROPOSED WAITING RESTRICTIONS &
 PAY & DISPLAY PARKING MAVIS GROVE
DRAWING TITLE
 LAYOUT OF PROPOSALS

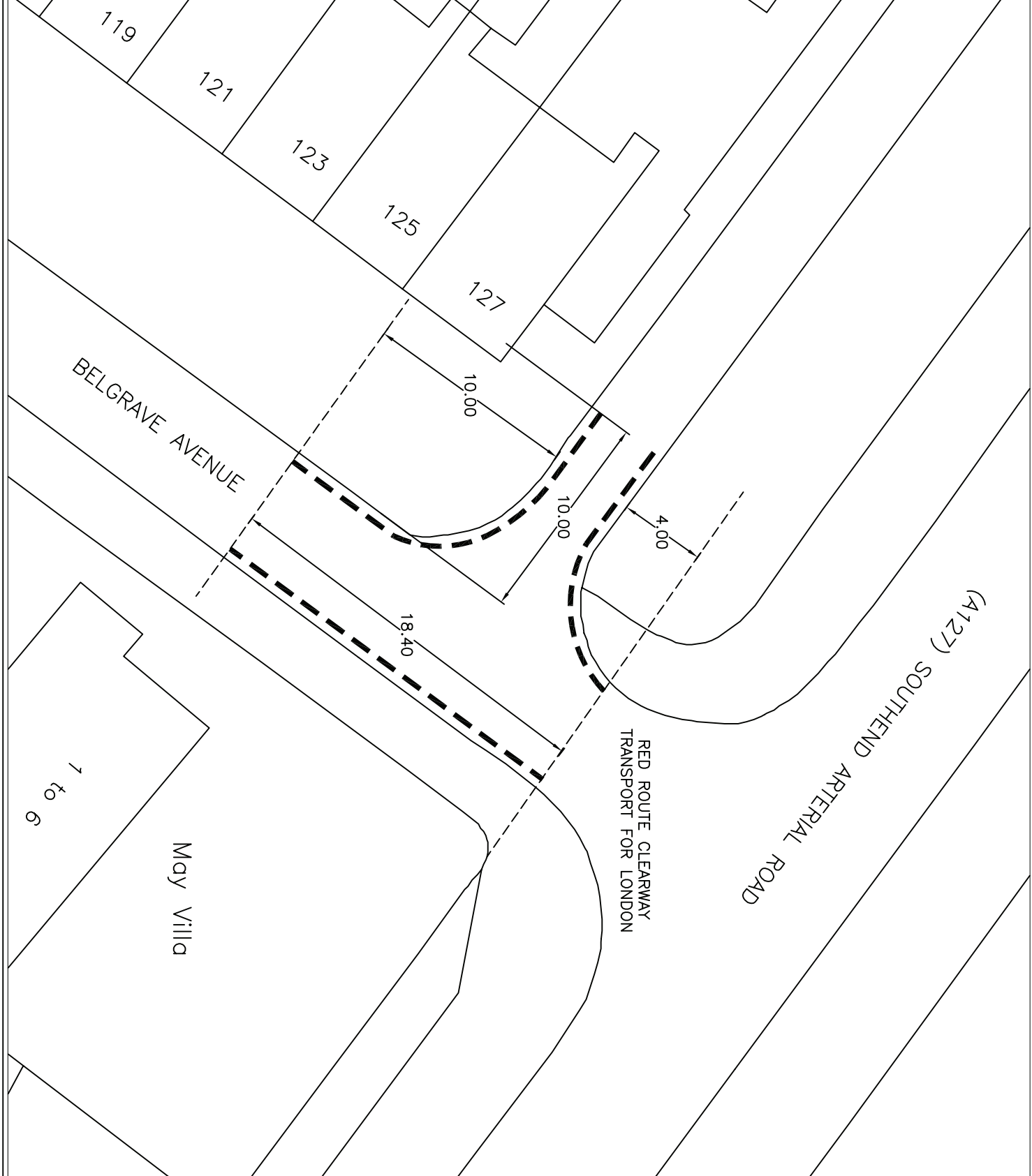
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ACAD REF:	DRAWING No QK0177/1	REVISION	REVISION	DATE

NOTES

- Indicates limits of existing Monday to Saturday, 8am to 6:30pm waiting restrictions.
- Existing At Anytime waiting restrictions.
- - - - - Existing Monday to Saturday, 8am to 6:30pm waiting restrictions to remain.
- ===== Proposed At Anytime waiting restrictions.
- Proposed Monday to Saturday 8am to 6:30pm waiting restrictions.
- Proposed 2.0m wide Pay & Display parking bays. End bays 5.0m length, intermediate 6.0m.

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NOTES

 PROPOSED DOUBLE
 YELLOW LINES

REVISION	AMENDMENT	DATE

JOB TITLE
 BELGRAVE AVENUE/
 A127 SOUTHEND ARTERIAL ROAD

DRAWING TITLE
 PROPOSED DOUBLE YELLOW LINE
 PARKING RESTRICTIONS

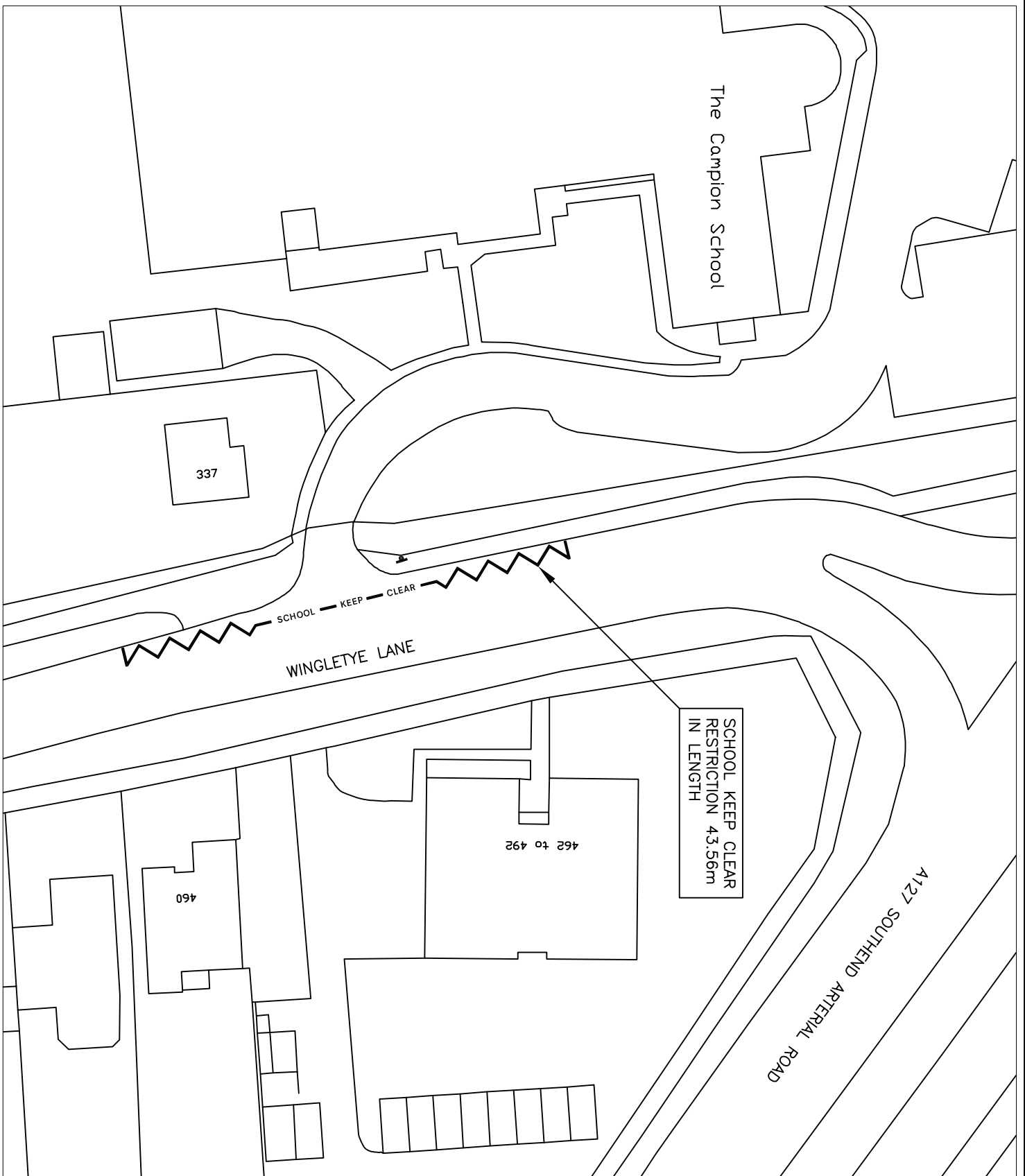
STREETCARE
 CULTURE & COMMUNITY



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ACAD REF:	-	DRAWING No	QU120/101	REVISION	--
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SIGN REF: 642.2A



SCHOOL KEEP CLEAR RESTRICTION IN FORCE 8am TO 5pm MONDAY TO FRIDAY (SCHOOL HOLIDAYS CANNOT BE EXCLUDED)

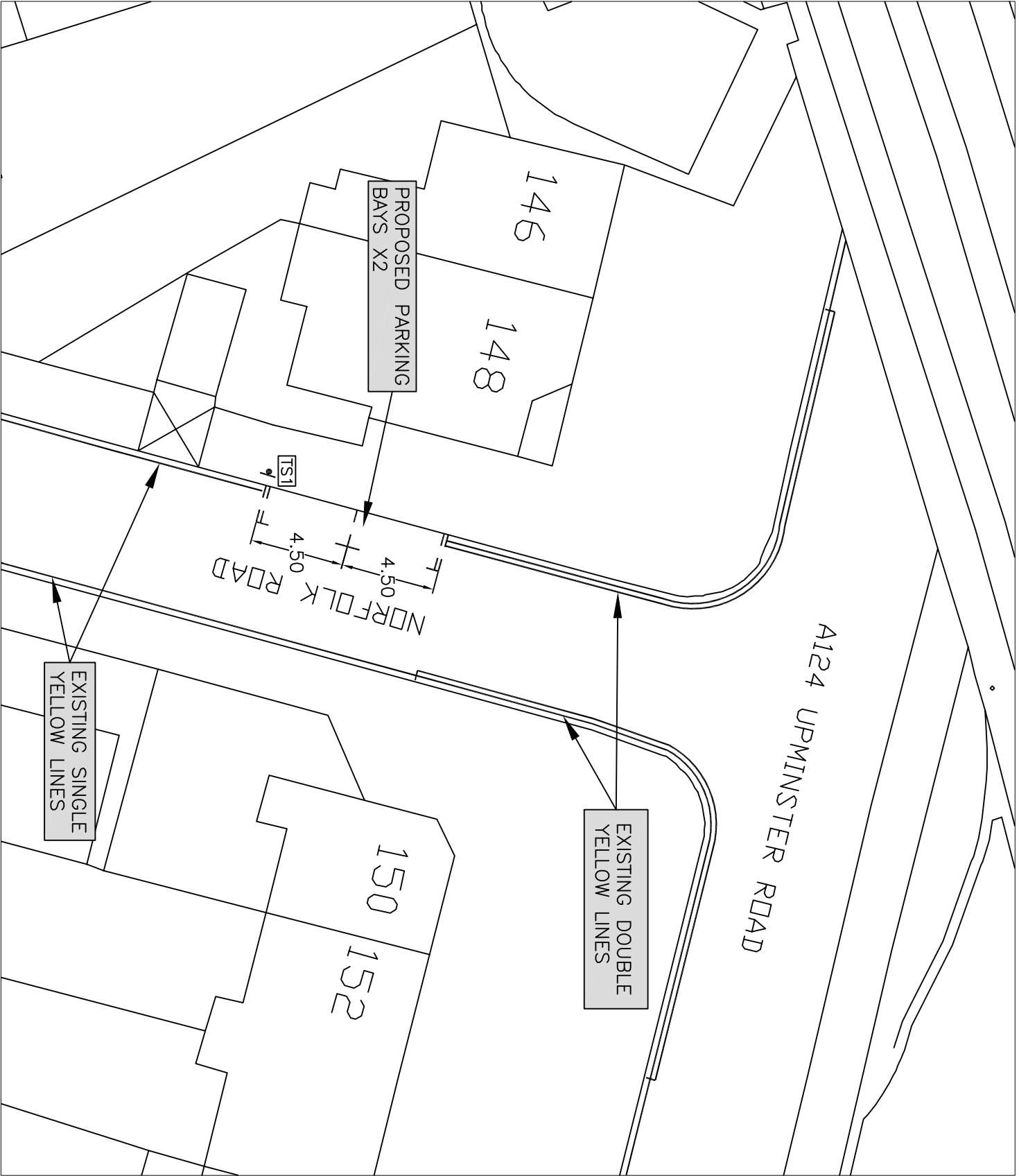
REVISION	AMENDMENT	DATE

JOB TITLE
CAMPION SCHOOL
WINGLETYE LANE
DRAWING TITLE
PROPOSED SCHOOL KEEP CLEAR
PARKING RESTRICTIONS

STREETCARE
CULTURE & COMMUNITY
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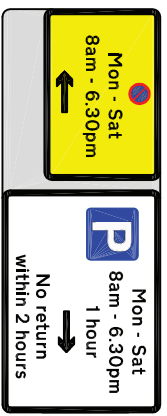


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NOTES



TRAFFIC SIGN 1

REVISION	AMENDMENT	DATE

JOB TITLE
 NORFOLK ROAD
 UPMINSTER BRIDGE

DRAWING TITLE
 PROPOSED SHORT STAY
 PARKING BAYS

STREETCARE
 CULTURE & COMMUNITY

Havering
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PURPOSE CONSULTATION

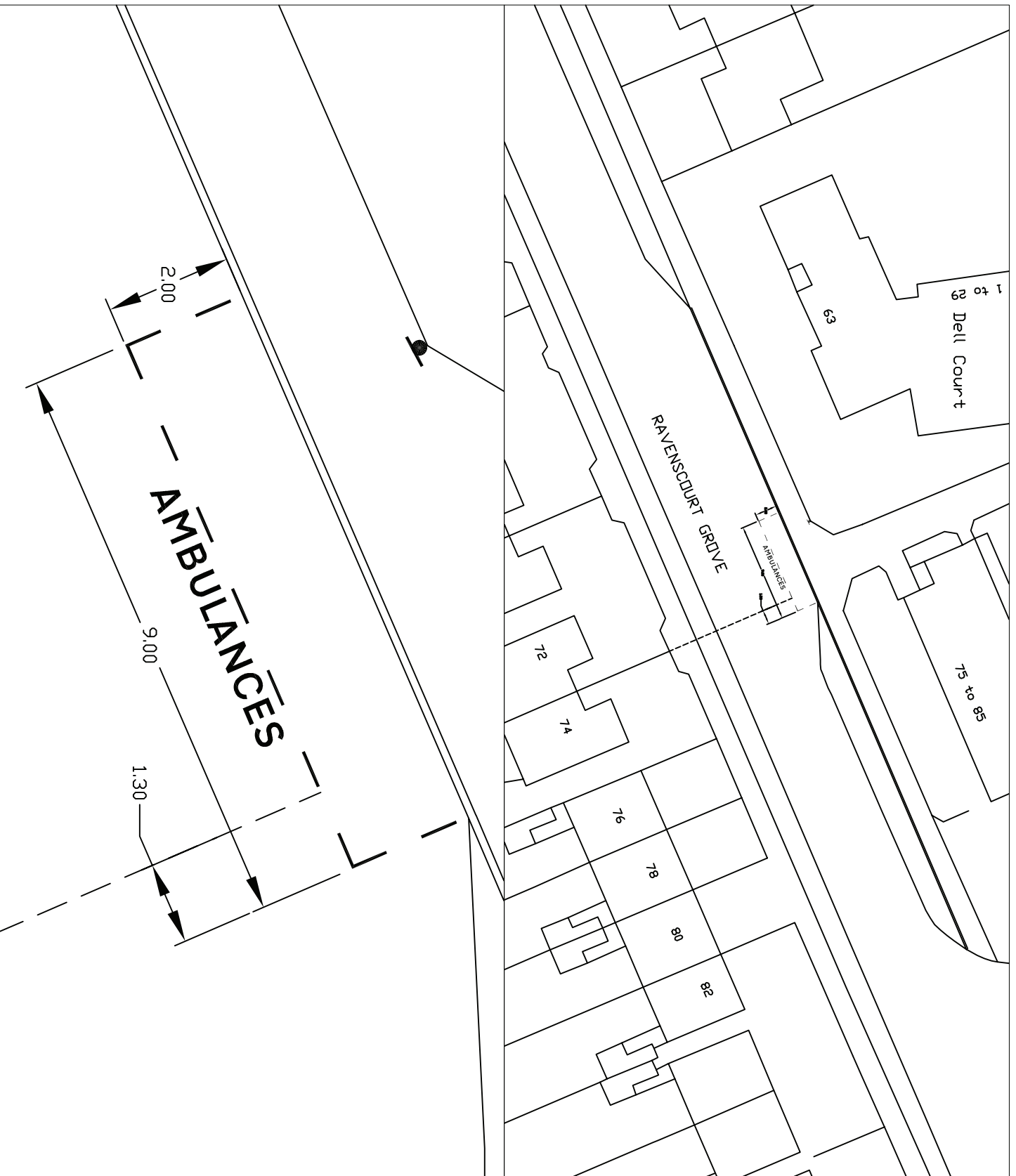
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NOTES



DIA.650.2
 (VARIANT)



REVISION	AMENDMENT	DATE

JOB TITLE
 DELL COURT
 RAVENSCOURT GROVE

DRAWING TITLE
 PROPOSED AMBULANCE PARKING BAY

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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**GIDEA PARK CONTROLLED PARKING
ZONE REVIEW – further proposals**

Report Author and contact details:

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01708 432440
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

This report outlines the further proposals suggested by staff in consultation with Squirrels Heath Ward Members and recommends a further courses of action within and around the fringe of the Gidea Park Controlled Parking Zone.

The scheme is within **Squirrels Heath** ward.

RECOMMENDATIONS

1. That the Committee agree in principle to all the changes as outlined in the report so that they can be publicly advertised, and should any comments be received, they be reported back to the Committee so a further course of action can be agreed.
2. That the Committee agree in principle to further consultation with adjoining Ward Members and a possible wider review of the Zone, incorporating the possible amendment of the part-time restrictions from 8.00am to 10.00am Monday to Friday to 11.00am to 1.00pm Monday to Friday. This consultation would exclude proposed and existing all day (ie 8.00am till 6.30pm) and 'At any time' restrictions in the Gidea Park area.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 16th November 2010, the Committee considered a report outlining the responses received to the informal consultation undertaken within a selected review area of the Gidea Park Controlled Parking Zone (CPZ). Due to the level of response, the Committee agreed that Ward Members should further consider the responses and recommend a further course of action back to the Committee
- 1.2 Following site meetings with Ward Members, Ward Members meeting with residents and a number of individual requests for new or amendments to the existing restrictions in the area, a number of proposals have been drafted for the Committee's consideration. These proposals are outlined below.

2.0 Proposed Changes

2.1 Balgores Crescent/ Squirrels Heath Avenue

The proposal is to introduce 'At any time' waiting restrictions for 15 metres on all arms of the Balgores Crescent and Squirrels Heath Avenue junction.

2.2 Crossways, Wallenger Avenue and Compton Avenue area - Plan No. BLGRS/01/02

The proposals are:

- 1) To convert and extend the existing Free Parking bay on the south-eastern side of Crossways to a Pay & Display parking bay operational from 8.00am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of two hours.

- 2) To implement 'At any time' waiting restrictions in Crossways, fronting no. 76, from a point opposite the western boundary to a point opposite the northern boundary.
- 3) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the western side of Crossways, from the common boundary of nos. 72 and 76 to the common boundary of nos. 58 and 60.
- 4) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the eastern and south-eastern sides of Crossways, between a point 15 metres south of the southern kerb-line of Wallenger Avenue and the existing Taxi Rank to the rear of Gidea Park Station.
- 5) To implement 'At any time' waiting restrictions at the Crossways junction with Wallenger Avenue, in Crossways, on its eastern side, from the common boundary of nos. 73 and 75, to a point 15 metres south of the southern kerb-line of Wallenger Avenue. To extend in to Wallenger Avenue on its southern side to a point 15 metres north-east of the north-eastern kerb-line of Cranbrook Drive and on its northern side, to a point 10 metres north-east of the eastern kerb-line of Crossways.
- 6) To implement 'At any time' waiting restrictions in Wallenger Avenue, on its western and north-western sides, from the common boundary of nos. 58 and 60 to the existing Free Parking bay along the flank wall of no. 75 Crossways.
- 7) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the eastern side of Wallenger Avenue, from a point 15 metres north-east of the north-eastern kerb-line of Cranbrook Drive, to a point 15 metres south of the southern kerb-line of Compton Avenue.
- 8) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the western side of Wallenger Avenue, from the common boundary of nos. 48 and 50 to the common boundary of nos. 58 and 60.
- 9) To implement 'At any time' waiting restrictions in Wallenger Avenue, on its eastern side, from a point 10 metres north-west of the northern kerb-line of Compton Avenue to a point 15 metres south of the southern kerb-line of Compton Avenue, extending into Compton Avenue on its northern side for 10 metres and on its southern side for 15 metres
- 10) To implement 'At any time' waiting restrictions for 10 metres on all arms of the Compton Avenue and Pemberton Avenue junction.
- 11) To implement 'At any time' waiting restrictions for 10 metres on all arms of the Cranbrook Drive and Eyre Close junction.
- 12) To implement 'At any time' waiting restrictions in Cranbrook Drive, on its northern side, from its junction with Wallenger Avenue, to the common

boundary of nos. 1 and 3 and on its southern side from its junction with Wallenger Avenue, to the common boundary of nos. 2 and 4.

- 13) To implement 'At any time' waiting restrictions in Balgores Lane on its north-eastern side, from a point opposite the north-western building line of no.81, extending north-westwards and north-eastwards to a point opposite the north-eastern kerb-line of Balgores Square.

2.3 Station Lane - Plan No. BLGRS/01/03

The proposal is to introduce a Pay & Display parking bay, on the southern side of Station Lane and fronting the Post Office. It is proposed the bay be operational from 8.00am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of two hours (due to the proposed bay being located on a bus route). This should provide a much need parking facility for the Post Office and other local retailers.

2.4 Main Road/ Balgores Crescent area - Plan No. BALGRS/01/04

The proposals are:

- 1) To convert the existing Disc Parking Bay on the western side of Heath Drive and the eastern side of Crossways to a Pay & Display parking bay operational from 8.00am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of two hours.
- 2) To convert the existing Disc Parking Bay on the north-eastern side of Balgores Crescent to a Pay & Display parking bay operational from 8.00am to 5.00pm Monday to Saturday inclusive, with a maximum stay period of two hours. (This will provide further free parking for the residents of the maisonettes fronting this area in the early evening, encourage parental usage when dropping off and picking up children attending Gidea Park College and provide a more convenient parking facility for users of local retailers and banks).
- 3) To convert the existing Free Parking bay on the south-western side of Balgores Crescent to a Pay & Display parking bay operational from 8.00am to 5.00pm Monday to Saturday inclusive, with a maximum stay period of two hours. (This will reduce the level of long term parking in the bay whilst providing a further parking facility for parents dropping off and picking up children attending Gidea Park College and provide additional parking facilities for users of the local retailers and banks). However, this proposal may have an impact on the long term parking facilities for residents of the maisonettes.

2.5 Squirrels Heath Avenue area - Plan No. BLGRS/01/05

The proposals are to extend the existing residents parking scheme for the GP1 area to the common boundary of nos. 36 and 38 and to introduce a Resident Parking bay directly in front of nos. 34 and 36. To implement 'At any time' waiting

restrictions on the approach and exits of the central island area and to extend the associated waiting restrictions throughout the remainder of the road.

2.6 Chalforde Gardens - Plan Nos. CHLG/01/01, 02.

The proposals are to introduce a residents permit scheme in the road operational from 8.00am to 6.30pm Monday to Saturday inclusive (Saturday being due to the roads' proximity to local shops) and to restrict the remainder of the road with an 'At any time' waiting restriction, to ensure emergency and service access.

2.7 Durham and Elvet Avenues Plan Nos. - DHA/01/01, 02 and 03.

The proposals are to introduce a residents permit scheme in both roads operational from 8.00am to 10.00am Monday to Friday inclusive, broadly in the areas of the existing lay-bys, Free Parking Bays and where the existing and footway parking bays are located, whilst retaining the existing 'At any time', 8.00am to 6.30pm Monday to Saturday and 8.00am to 10.00am Monday to Friday waiting restrictions throughout the estate.

2.8 Edward Close - Plan No. EDW/01/01

The proposals are to introduce 'At any time' waiting restrictions for 10 metres on all arms of the north to south and east to west arms of the junction of Edward Close, also covering the northern side of the east to west arm and restricting the remaining unrestricted area of the east to west arm with an 8.00am to 10.00am Monday to Friday inclusive waiting restriction.

2.9 A wider review area

To consult with Romford Town Ward Members on a more extensive review of the zone and undertake further consultation to amend the part-time restriction throughout the zone from 8.00am to 10.00am Monday to Friday to 11.00am to 1.00pm Monday to Friday.

3.0 Staff Comments

3.1 All of the proposals have been designed in consultation with Ward Members and have taken into account individual requests for new or amendments to existing parking restrictions. Consideration has also been given to the effects the two recent road closures in Main Road and Upper Brentwood Road have had on traffic flow in the surrounding roads.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £7,000 including advertising costs but excluding the installation of Pay and Display machines at six locations. This cost is estimated at £24,000 and funding will be sought via an Invest to Save bid. The costs of a wider review cannot be quantified at this stage.

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.

Overall costs will need to be contained within the overall revenue budget.

Legal implications and risks:

None, as no scheme is proposed to be taken forward.

Human Resources implications and risks:

None, as no scheme is proposed to be taken forward.

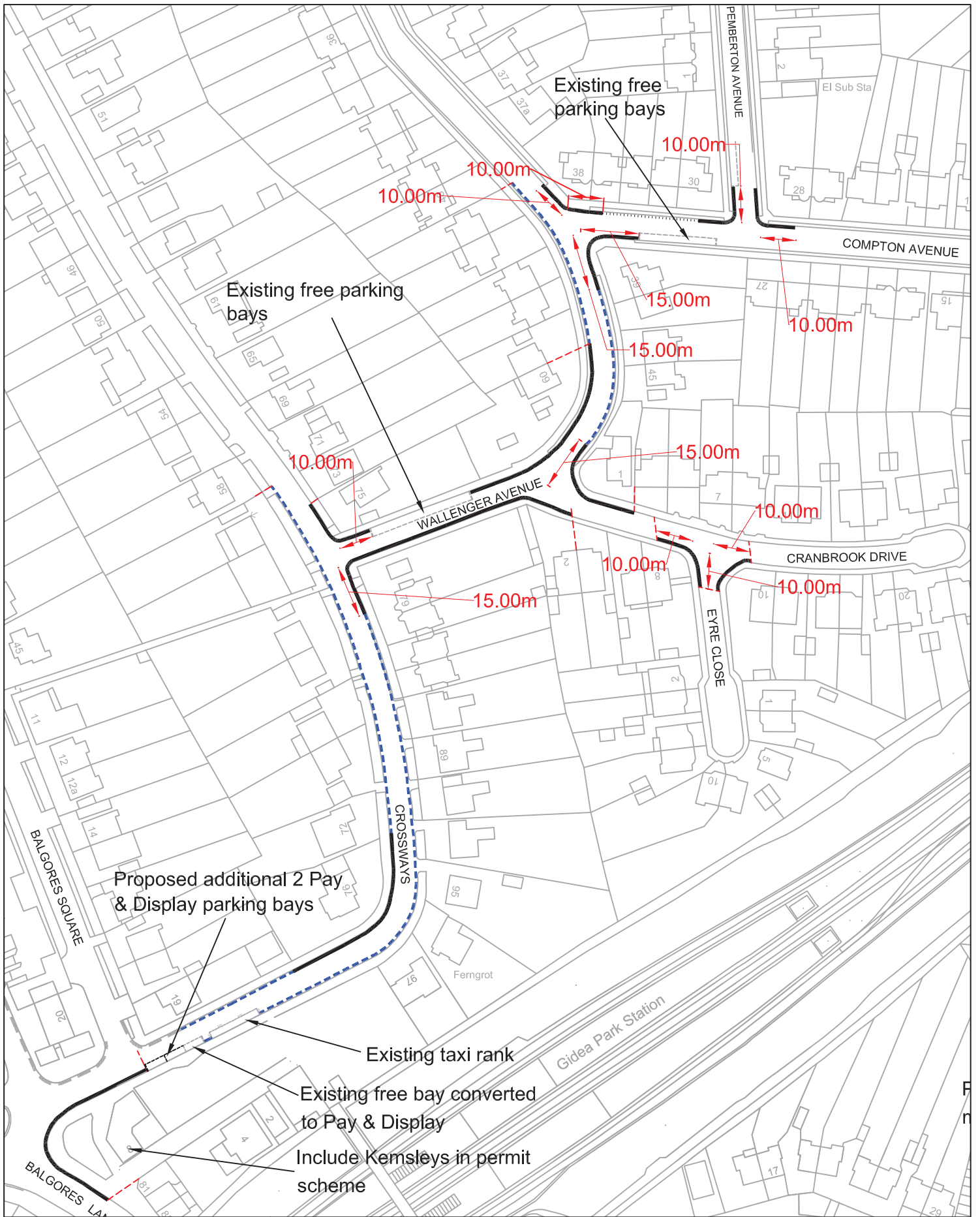
Equalities implications and risks:

None, as no scheme is proposed to be taken forward.

BACKGROUND PAPERS

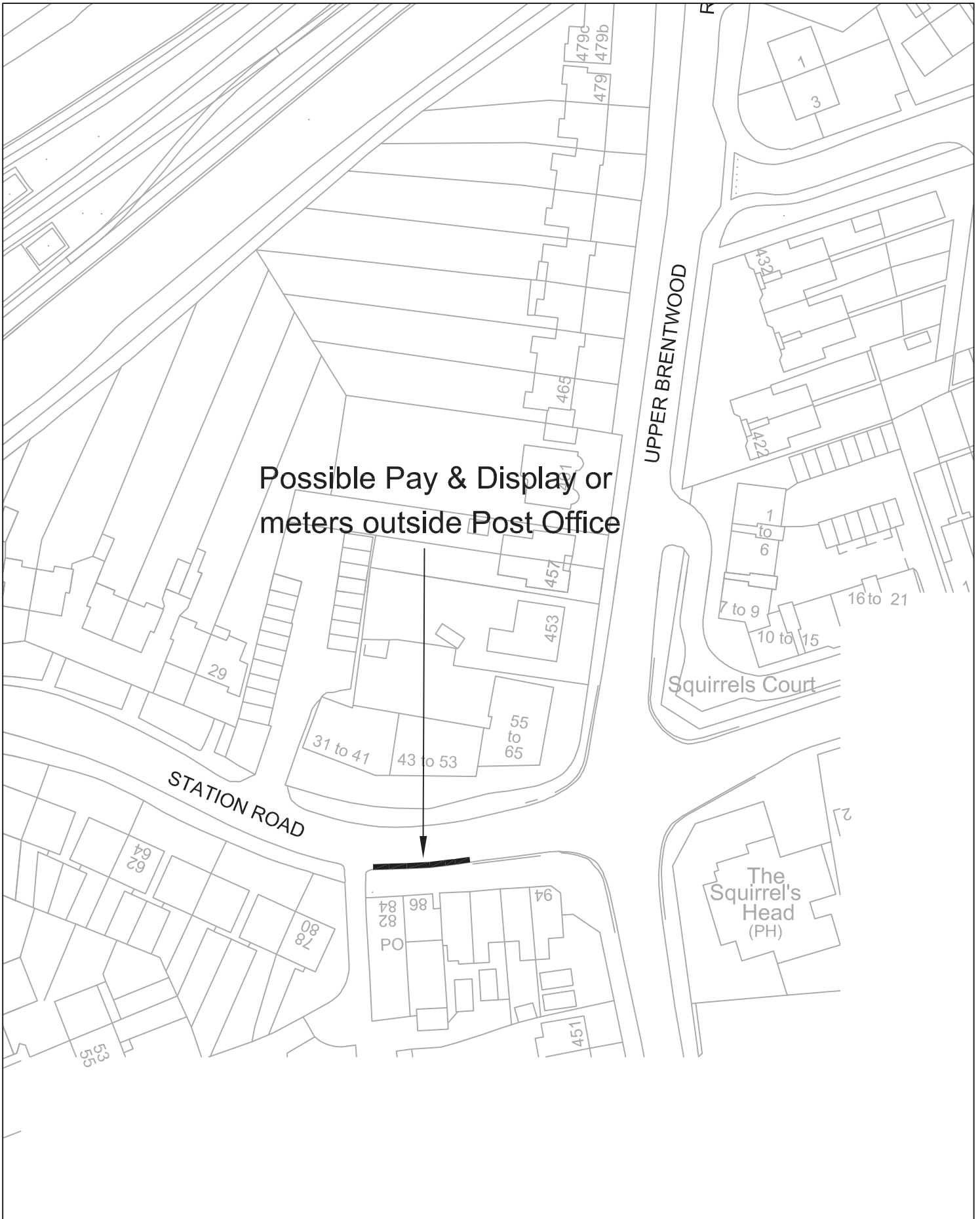
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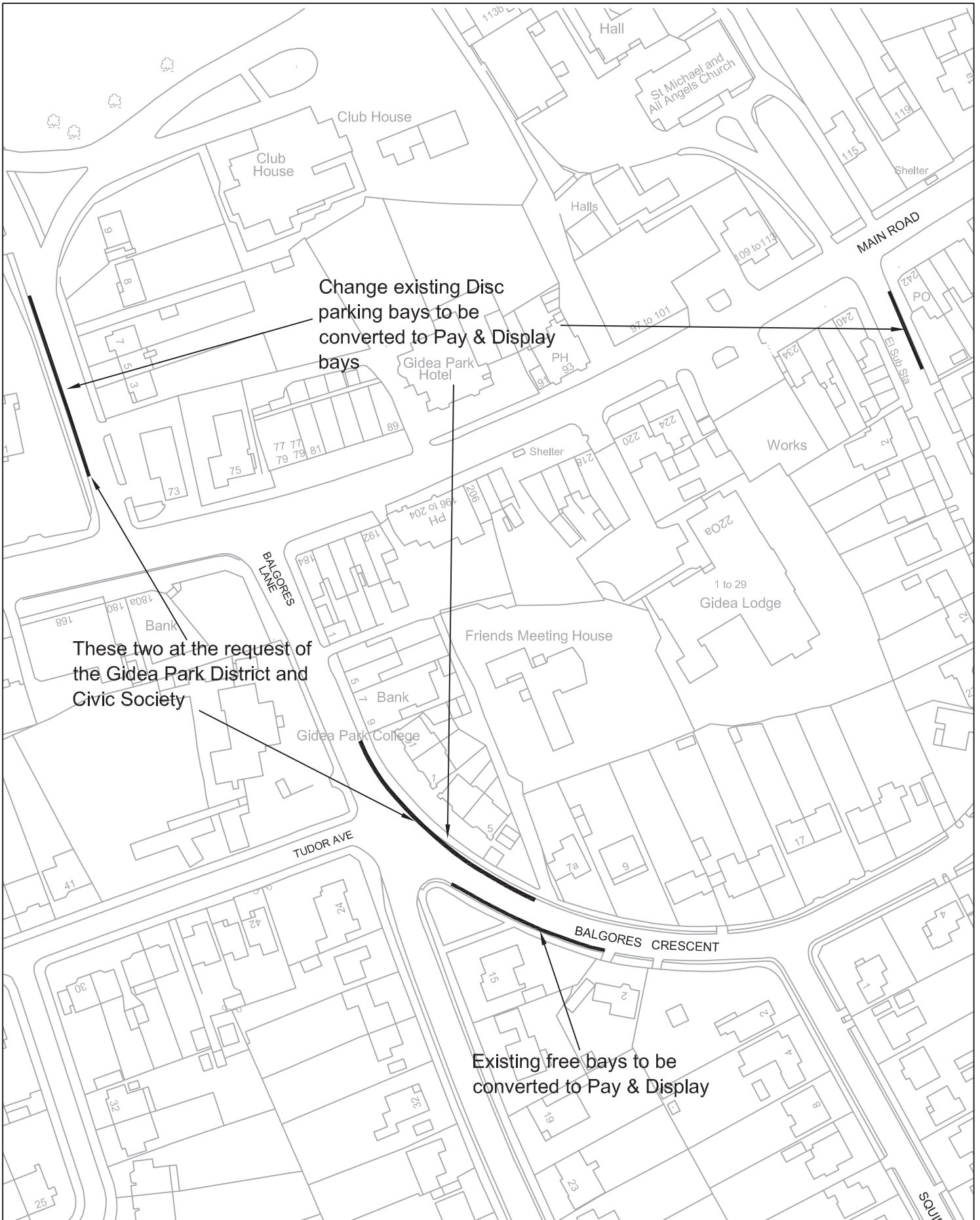
Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE Information		Proposed 'at any time' waiting restrictions Proposed Mon-Sat, 8am-6.30pm waiting restrictions Existing 'at any time' waiting restrictions Existing 8am -10am, Mon - Fri waiting restrictions	
JOB TITLE Gidea Park CPZ		©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			
DRAWING TITLE Proposed Waiting Restrictions		DRAWN BY DJ		CHECKED BY IH		APPROVED BY [Signature]	
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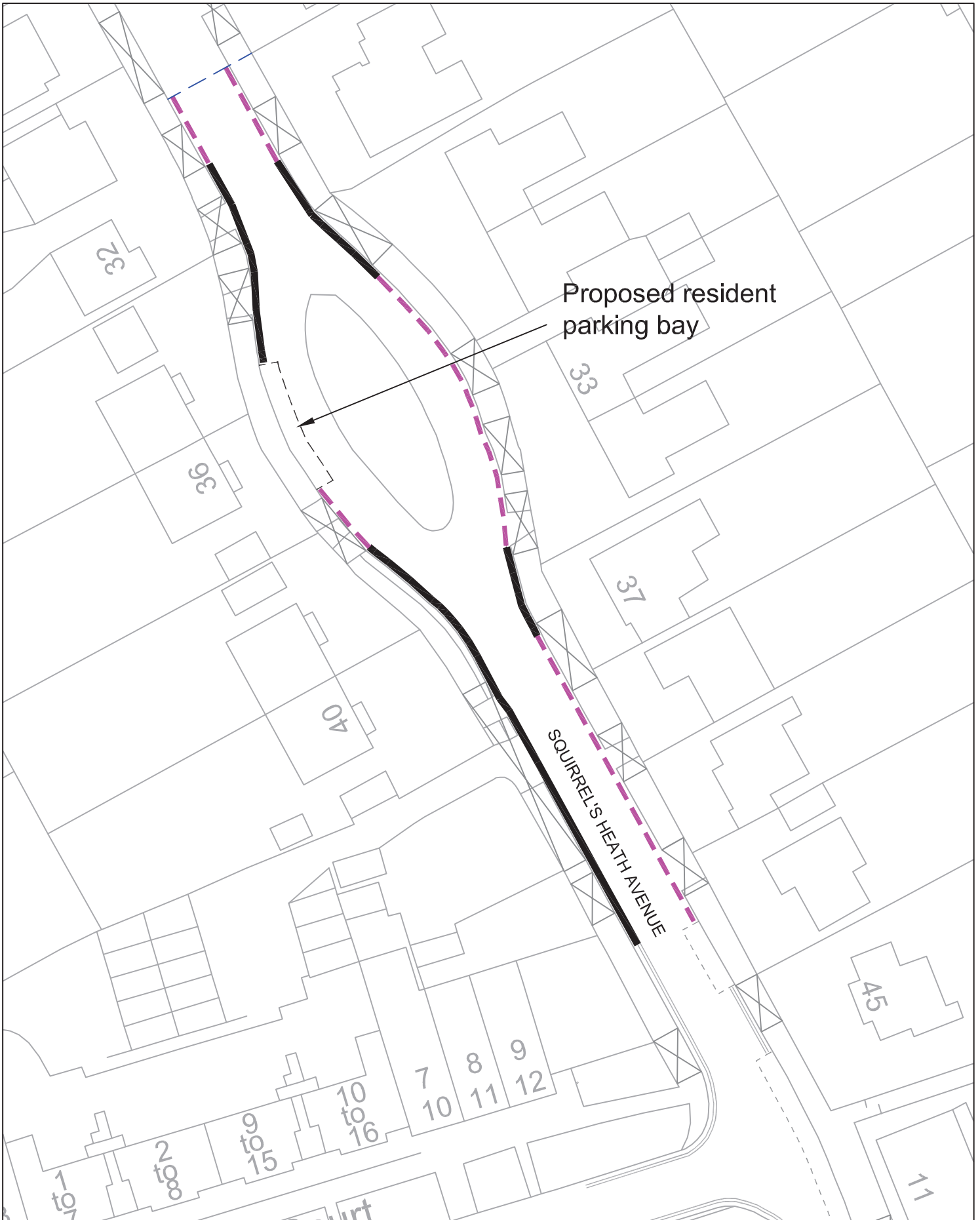
Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE Information			
JOB TITLE Gidea Park CPZ		©COPYRIGHT This drawing belongs to StreetCare 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			
DRAWING TITLE Gidea Park o/s Post Office		DRAWN BY DJ		CHECKED BY IH		APPROVED BY [Signature]	
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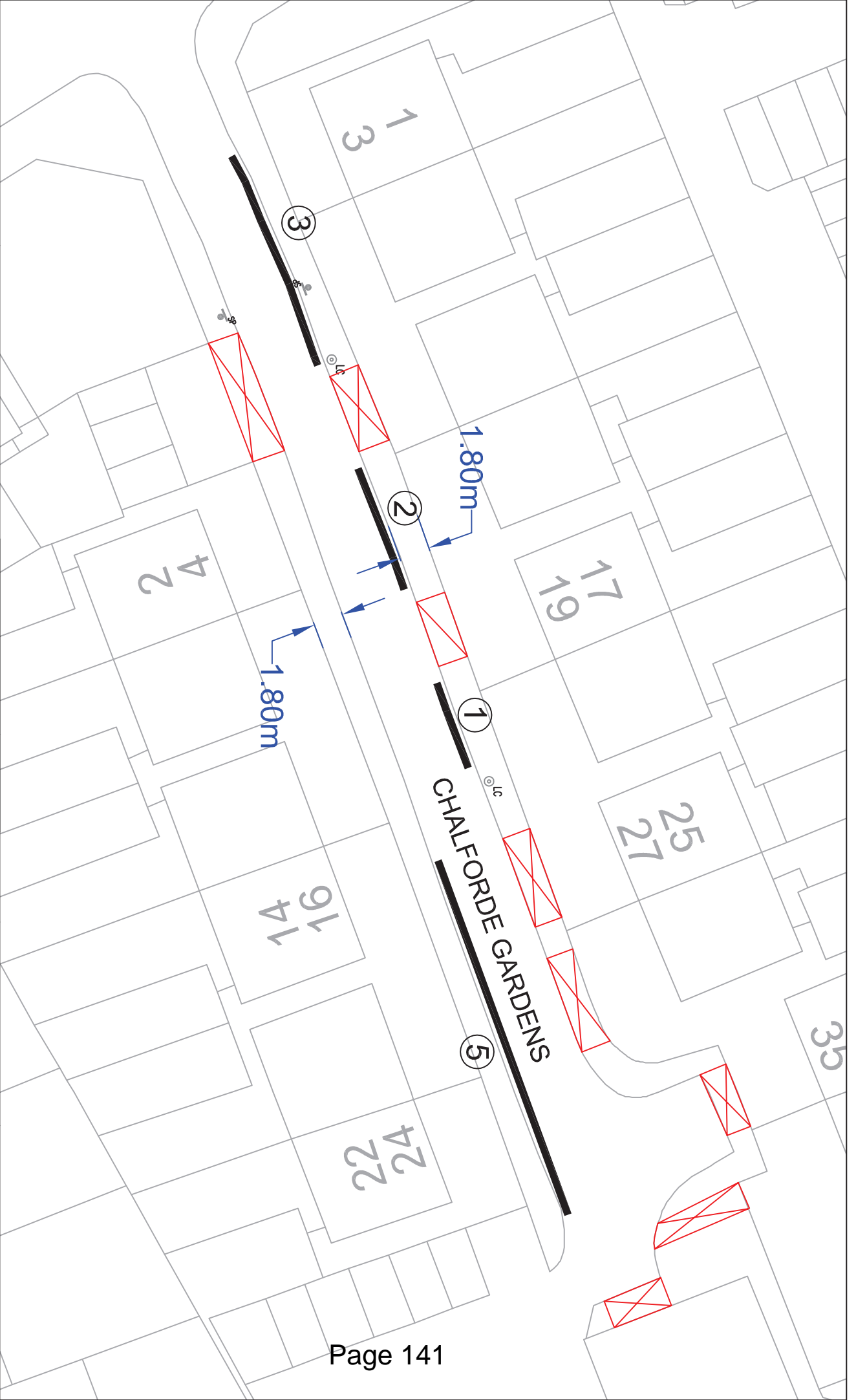
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JOB TITLE Gidea Park CPZ		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping 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			
DRAWING TITLE Gidea Park Crossways, Heath Drv & Balgores Cr		DRAWN BY GDJ		CHECKED BY IH		APPROVED BY [Signature]	
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JOB TITLE Gidea Park CPZ		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		DRAWN BY DJ		CHECKED BY IH		APPROVED BY [Signature]	
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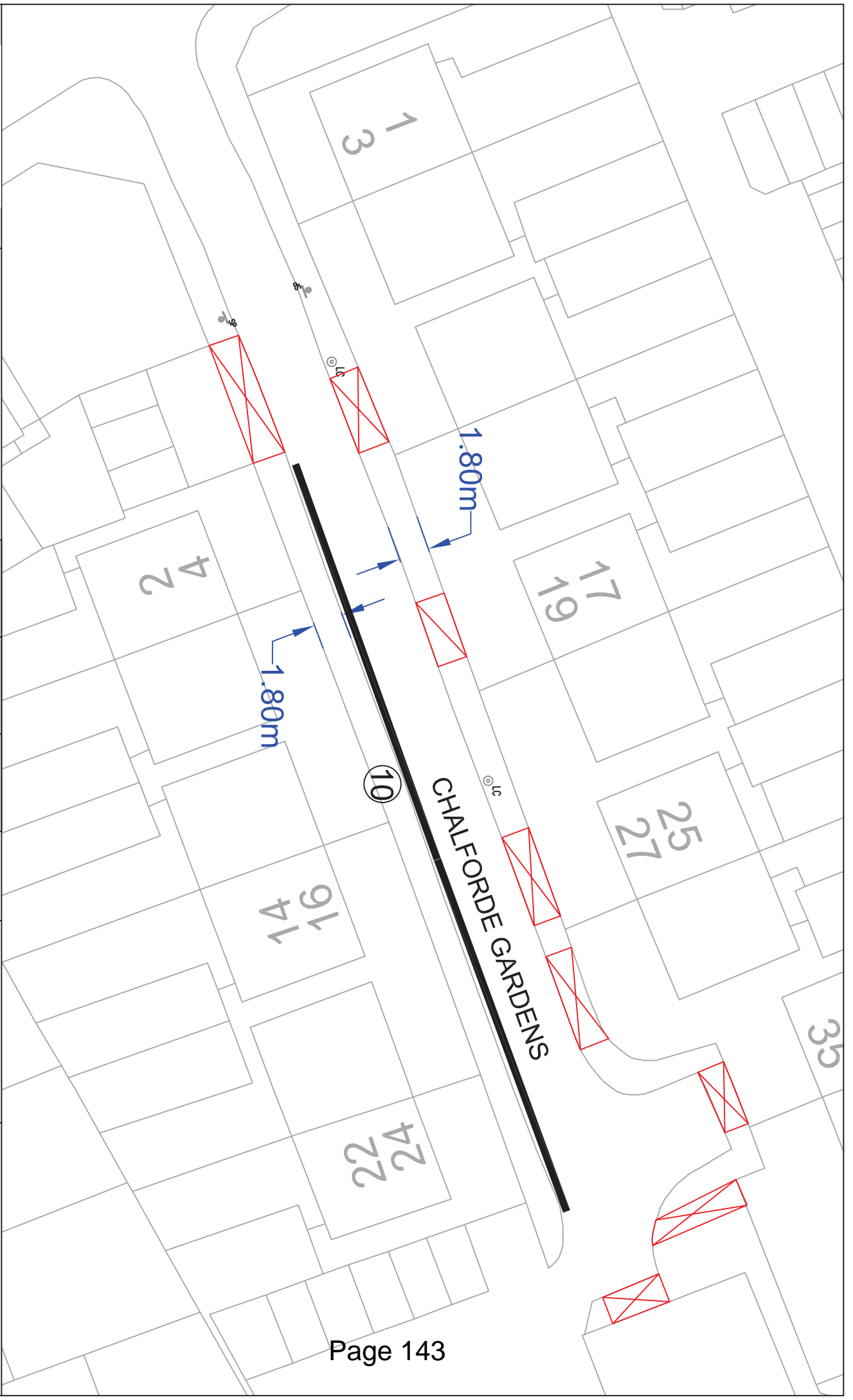
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DRAWING TITLE General Arrangement		SCALE (AT A4 SIZE) NTS		DATE 22/06/11		<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE		REVISION	
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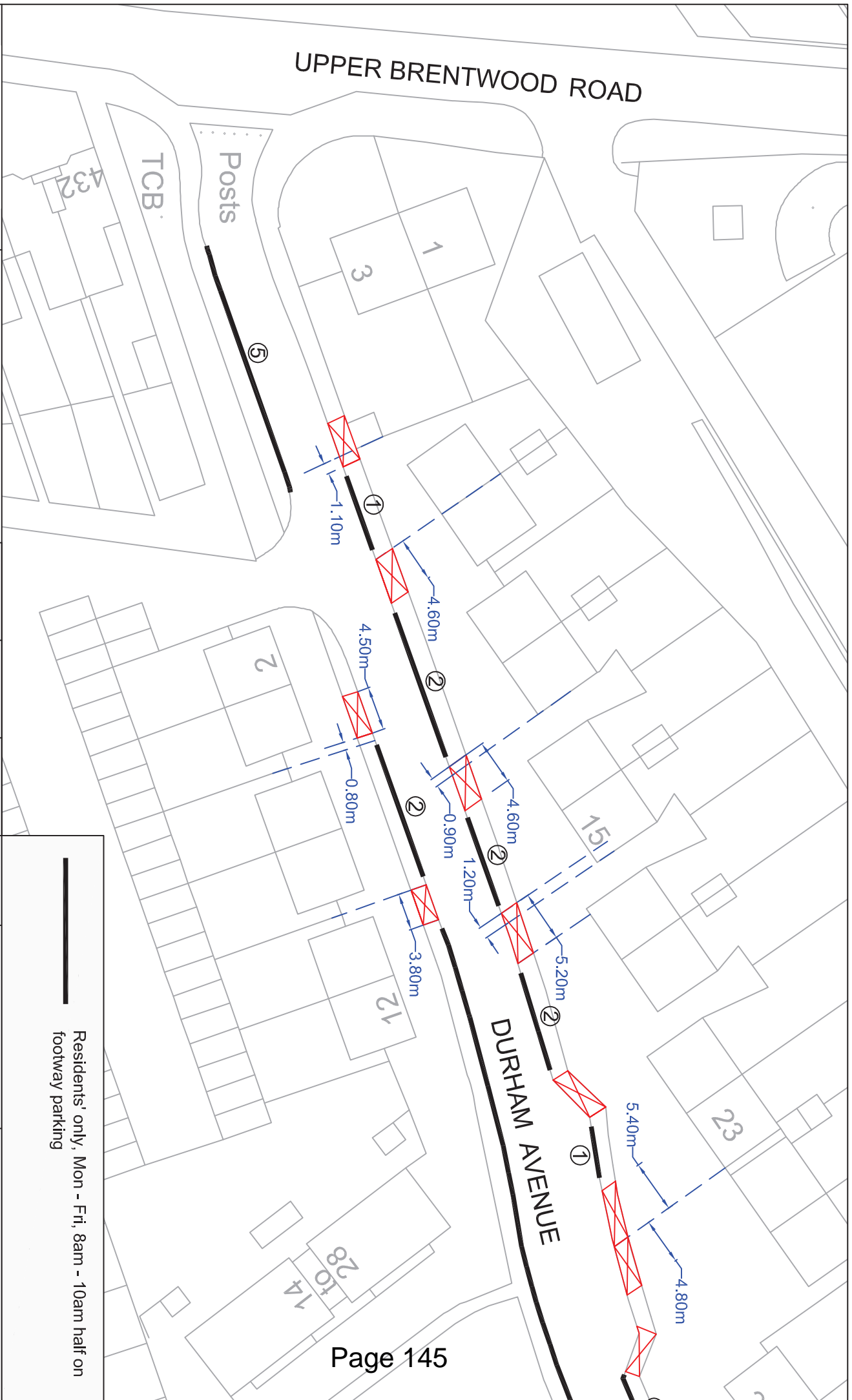
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 <p>HaVerling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE: No. 01708 434343 FAX No. 01708 433721 EMAIL: streetcare@haverling.gov.uk</p>		<p>JOB TITLE Chalforde Gardens</p>	
<p>DRAWING TITLE South Side (Proposed)</p>		<p>DRAWN BY DJ</p>	
<p>SCALE (AT A4 SIZE) NTS</p>		<p>CHECKED BY IH</p>	
<p>ACAD REF: Sheet No: 44 (297x210)</p>		<p>DATE 22/06/11</p>	
<p>DRAWING No CHLG/01/02</p>		<p>APPROVED BY AW</p>	
<p>REVISION</p>		<p>DRAFT</p>	
<p>REVISION</p>		<p>ISSUE</p>	
<p>REVISION</p>		<p>PURPOSE</p>	
<p>AMENDMENT</p>		<p>Information</p>	
<p>DATE</p>		<p>DATE</p>	
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UPPER BRENTWOOD ROAD



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 LONDON BOROUGH
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING

10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROMFORD, RM1 3DW
 TELEPHONE: No: 01708 434343 FAX: No: 01708 433721
 E-MAIL: streetcare@haivering.co.uk

JOB TITLE
 Proposed Residents' Only Parking
Scheme

DRAWN BY
 DJ

CHECKED BY
 IH

APPROVED BY
 AW

PURPOSE
 Information

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DRAWING TITLE
 Durham Avenue
 1 of 3

SCALE (AT A4 SIZE)
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DATE
 16/06/11

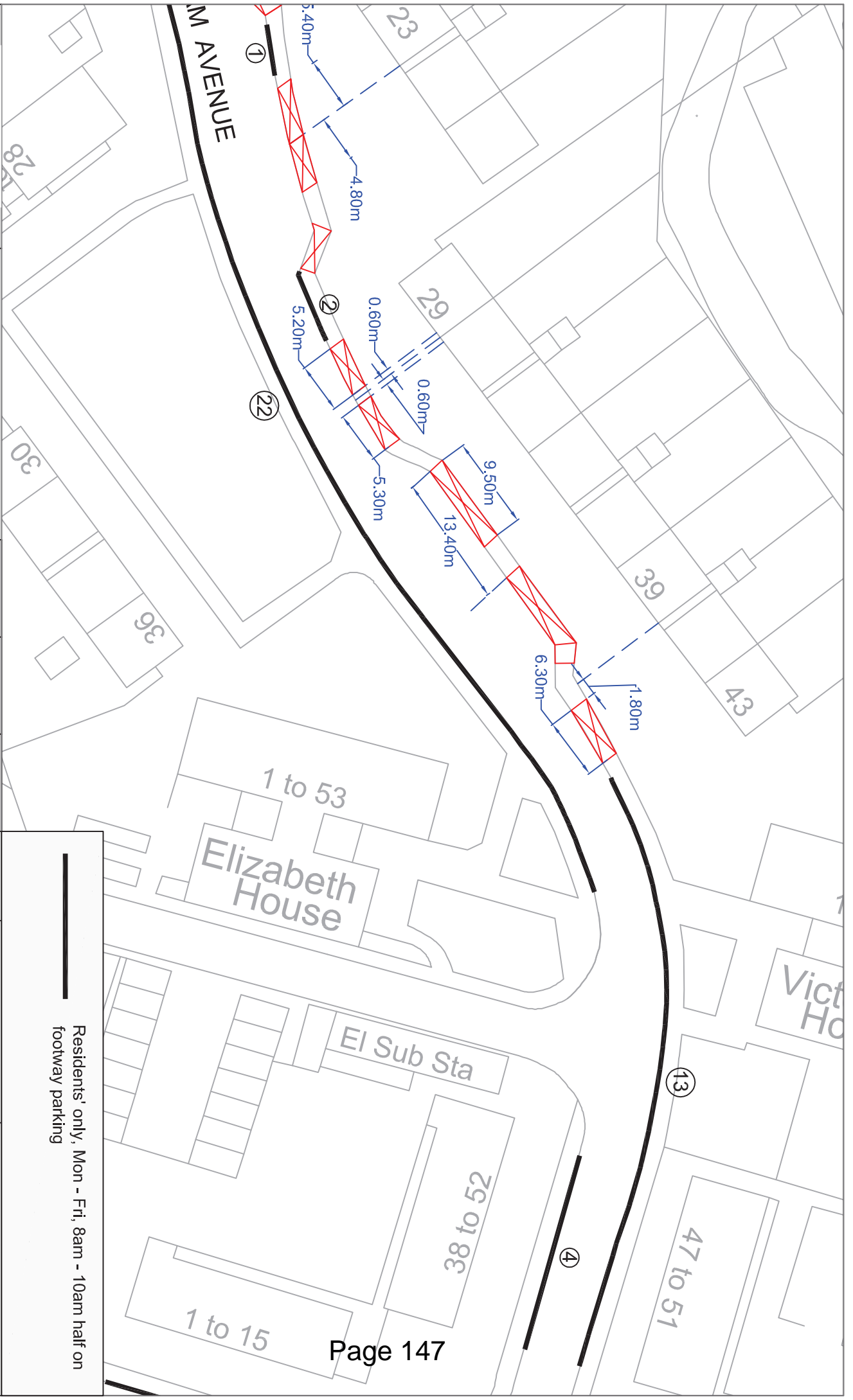
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 ISSUE

REVISION

REVISION	AMENDMENT	DATE

RESIDENTS' ONLY
 Mon - Fri, 8am - 10am half on
 footway parking

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 ARCHITECTS LONDON BOROUGHS
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROMFORD, RM1 3DW
 TELEPHONE: No. 01708 434343 FAX No. 01708 433721
 EMAIL: streetcar@haivering.co.uk

JOB TITLE
 Proposed Residents' Only Parking
Scheme

DRAWING TITLE
 Durham Avenue
 2 of 3

DRAWN BY DJ	CHECKED BY IH	APPROVED BY AW
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PURPOSE	Information
REVISION	AMENDMENT
DATE	

Residents' only, Mon - Fri, 8am - 10am half on footway parking

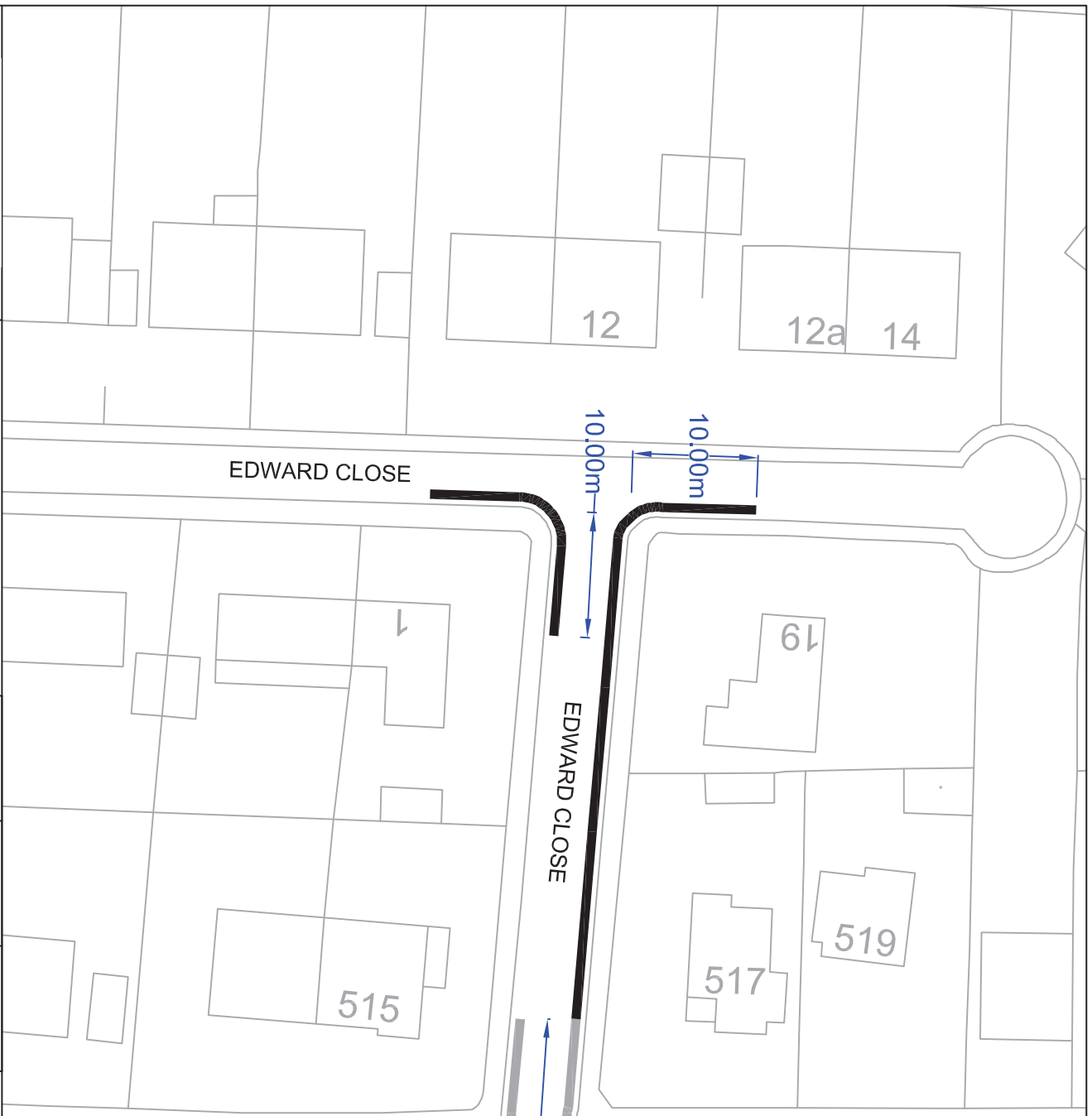
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JOB TITLE Proposed Residents' Only Parking Scheme		DRAWING TITLE Elvat Avenue 3 of 3		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		APPROVED BY [Signature]		REVISION AMENDMENT	
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DRAWING No DHA/01/03		DATE 16/06/11		SCALE 1:500		TITLE Proposed Residents' Only Parking Scheme		PROJECT Elvat Avenue	

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JOB TITLE		Edward Close	
DRAWING TITLE		Proposed waiting restrictions	
DRAWN BY	CHECKED BY	APPROVED BY	PURPOSE
DJ	IH	MP	Information
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1:500	16/03/11		
ACAD REF:	DRAWING No	REVISION	
Sheet No: 44 (29/2/10)	EDW/01/01		
	REVISION	AMENDMENT	DATE

KEY:
 Existing 'at any time' waiting restrictions
 Proposed 'at any time' waiting restrictions

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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
August 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 the Schedule, Section A – Scheme Proposals with Funding in Place.
2. That the Committee considers the Head of StreetCare should not proceed further with the highway schemes applications set out in the Schedule, Section B - Scheme proposals without funding available.
3. That the Committee notes the contents of the Schedule, Section C – Scheme proposals on hold for future discussion.
4. 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.
5. 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 B - 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 need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.

Highways Advisory Committee, 16 August 2011

- 1.4 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.
- 1.5 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 - 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 in Section C for future discussion should funding become available in the future.
 - (iii) Section C - 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.
- 1.6 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
16th August 2011

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place								
H1	395 - 405 Brentwood Road	Provision of loading/ parking bay in connection with new development (Ref P0018.11)	Scheme tied to planning consent which will allow servicing of new development from a purpose built lay-by	Developer	£2k	David Ballm LBH StreetCare	06/07/2011	David Ballm LBH StreetCare
H2	Kidman Close, Gidea Park	Provision of double yellow lines on both sides of road in advance of adoption as is the current layout.	Existing unadopted road has double yellow lines placed by the developer to maintain refuse and fire access after representations by LBH Waste and LFB. Officer advice is to proceed to advertise them being made permanent in the interests for fire safety and waste access.	Developer	£1k	David Ballm LBH StreetCare	15/07/2011	David Ballm LBH StreetCare
H3	Heath Park Road Railway Bridge Structural Weight Limit	Provision of 3T Structural Weight Limit & 6" width restriction following notification by Network Rail, including closure of Manor Road.	Staff implementing limits using Head of StreetCare delegated powers, but will require permanent Order within 18 months. If not implemented until NR agrees removal, Council takes risk for structural capacity for bridge.	Network Rail	£65k	David Ballm LBH StreetCare	11/07/2011	David Ballm LBH StreetCare
SECTION B - Highway scheme proposals without funding available								

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

Highways Advisory Committee
16th August 2011

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Crossways	Request for traffic calming and pedestrian crossing facilities	Similar request rejected February 2011	None	£30k	Resident	02/08/2011	1113498
H5	North Hill Drive, near Ashbourne Road, Harold Hill	Provide pedestrian crossing to assist elderly people accessing bus stop, who currently struggle because of high traffic flow	Pedestrian refuge would be feasible and consistent with other crossings in street and useful for elderly residents, but unfunded.	None	£10k	Resident	11/07/2011	1113138
H6	Heather Avenue, Romford	Request for speed humps or no-entry onto A12 Eastern Avenue	Removing access onto the A12 is not practical because of the limited space. This will create the potential for motorists to ignore any "no entry" style restriction, have the potential to affect other streets and the petrol station.	None	£25k	Resident	11/07/2011	1113386
H7	Beechwood Gardens/ Huntwood Close	Request for traffic calming via small chicanes	Road narrow with many dropped kerbs to driveways and chicanes do not appear practical. No casualties recorded in 3 years to April 2011.	None	£20k	Resident	02/08/2011	1116380

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

**Highways Advisory Committee
16th August 2011**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H8	Faircross Avenue, Collier Row	Request for speed humps to be removed or width restriction put in to prevent lorries over 7.5 tonnes ignoring weight limit and using street - such lorries are causing noise and vibration.	Removal of humps feasible, but may lead to complaints about increased traffic flow. Pinch point feasible and might remove largest lorries. All unfunded.	None	£20k	Resident	03/08/2011	1116616
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
Page 15	None this cycle							

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HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
August 2011**

Report Author and contact details:

Alexandra Watson
Business Unit Manager (Schemes &
Challenges)
01708 432603
alexandra.watson@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 on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for Community Empowerment who will then recommend a course of action to the Head of StreetCare to either progress, reject or hold pending further review.

RECOMMENDATIONS

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;
 - (a) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
 - (b) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion.
3. 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 should recommendation for implementation is made and accepted by the Cabinet Member for Community Empowerment.
4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source and that the budget available in 2011/12 is £90K.
5. At Period 5 £63.5K is uncommitted.

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all on-street minor traffic and parking scheme requests. The Committee advises whether a scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Approved Schemes are generally funded through a revenue budget (A24650). Other sources may be available from time to time and the Committee will be advised if an alternative source of funding is potentially available and the mechanism for releasing such funding.

Highways Advisory Committee, 16 August 2011

- 1.3 Where the Committee recommends to the Cabinet Member for Community Empowerment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Community Empowerment 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.
- 1.4 Where the Committee recommends to the Cabinet Member for Community Empowerment that a scheme should not be progressed subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will not undertake further work and the proposed scheme will be removed from the Schemes application list. Schemes removed from the list will not be eligible for re-presentation for a period of six months commencing on the date of the Highways Advisory Committee rejection.
- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
- (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council's revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Community Empowerment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
 - (ii) Section B – Minor Traffic and Parking scheme requests 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 or funding issues.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including 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 advice to the Cabinet Member for Community Empowerment.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of each request 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.

Overall costs will need to be contained within the overall revenue budget.

Legal implications and risks:

Many aspects of on-street minor traffic and parking schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

When the Cabinet Member for Community Empowerment approves a request, then such advertisement would take place and then be reported in detail to the Committee who will then advise the Cabinet Member for Community Empowerment to approve the Scheme for implementation.

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 equality and diversity considerations, the advice of which will be reported in detail to the Committee so that they may advise the Cabinet Member for Community Empowerment.

BACKGROUND PAPERS

None.

London Borough of Havering
Traffic & Parking Control - StreetCare
Highways Advisory Committee
16th August 2011
Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Estimated Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Minor Traffic and Parking Scheme Requests								
TPC70	Mashiters Walk, Romford	Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	May be necessary to incorporate other roads in the area	LBH Revenue	1,200	8 Residents and supported by Cllr Binion	13/07/11	1114620 1114634 1114638 1114644 1114648 1114652 1114660 1114664
TPC71	Leamington Close, Harold Hill	Request for junction protection at junction with Leamington Road as vehicles are less than 10 metres from the junction obstructing sightlines exiting the Close.	Feasible	LBH Revenue	500	Resident	13/07/11	1114666
TPC72	Rutland Drive, Hornchurch	Request for junction protection at junctions with Essex Gardens, Cheshire Close and Rutland Approach and double yellow lines on apex of bend in Rutland Drive. Plus request to stagger existing footway bays to allow for larger vehicles		LBH Revenue	500	Resident via Conservative County Park Estate Residents' Survey submitted to Cllr Ramsey	24/06/11	1114674
TPC73	King Edward Road, Romford	Request to reduce the number of business permit and meter bays and increase the number of resident parking bays		LBH Revenue	TBC	Resident via Cllr Brice-Thompson	08/07/11	1114676

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Estimated Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC74	Hyland Way, Hornchurch	Request for junction protection at junction with Hillcrest Road due to vehicles parking up to the junctions obstructing sightlines entering and exiting Hyland Way		LBH Revenue	500	Residents via Member Support Unit	05/07/11	1114678
TPC75	Bridge Close, Romford	Request for loading restrictions on flank wall opposite garages and rear access to residential properties to deter parking on current SYL restriction causing obstructions to residents exiting and entering their properties	Current proposal to implement two free parking bays on residential side of the road to be advertised following approval at HAC, 22/03/11	LBH Revenue	1,000	Residents	16/06/11	1114680
TPC76	Yale Way, Elm Park	Request for junction protection at junction with Cowdray Way due to vehicles parking up to the junction obstructing sightlines		LBH Revenue	500	Streetcare officer following site inspection duties	30/06/11	1,114,682
TPC77	Cecil Avenue, Hornchurch	Request to extend the junction protection at the junction with Birch Crescent	Previously rejected by HAC on 25/01/11	LBH Revenue	500	Resident	19/07/11	1,114,712

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TPC78	Hornford Way, Romford	Request for single yellow line restriction on one side of the road to deter commuter parking by Queen's Hospital employees		LBH Revenue	1,000	Resident	06/07/11	1114714
TPC79	St Andrews Avenue, Elm Park	Request to extend single yellow lines at junction with Windermere Avenue to mirror the SYLs at the junction with Carforth Gardens	Request for junction protection at the same junction was rejected by HAC on 22/02/11	LBH Revenue	250	Resident via Elm Park Safer Neighbourhood Team	07/07/11	1114716
TPC80	Hacton Parade, Hornchurch	Request for double yellow lines around the roundabout to deter vehicles parking on the roundabout itself		LBH Revenue	500	Hacton Parade Shopkeepers via Cllr Morgon	05/07/11	1114720
TPC81	Ingrave Road, Romford	Request to replace parking meter bays with resident parking bays for residents of Dunton Road		LBH Revenue	TBC	Resident via Cllr Curtin	23/06/11	1114724

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TPC82	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	Request previously rejected by HAC on 16/11/10 and 22/02/11	LBH Revenue	1,000	Cllr Wallace	23/03/11	1114724
TPC83	Brookdale Close, Upminster	Measures to deal with obstructive weekend and evening parking, causing obstruction	Request previously rejected by HAC on 16/11/10	LBH Revenue	TBC	Residents via Cllr van den Hende	07/07/11	1114730
TPC84	Hornchurch Road, Hornchurch	Convert disc parking bays at front and side of the shops to Pay and Display as shopkeepers are losing residential and passing trade	Officer has visited and spoken to the shopkeepers, it is clear that trade is being limited by the current parking provision (estimated costs based on whether P&D is implemented in disc bays located in roads siding on to shopping areas or just the disc bay areas in front of the shops)	LBH Revenue/In vest to Save Bid	13,000 - 25,000	Various Shopkeepers	04/07/11	1114738
TPC85	Dereham Place, Collier Row	Request for restrictions to prevent motorists parking for the local Co-op and causing obstruction to residents entering and exiting Dereham Place		LBH Revenue	500	Residents via Guinness Partnership Housing Officer	15/07/11	1114840

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TPC86	Wennington Road, Rainham	Request for bus stop clearway at the beginning of the parade of shops by Ferro Road	A request for a bus stop clearway in the middle of the parade of shops went to HAC in July and was rejected. However, this new request would allow for a shorter clearway and an accessible stop; potentially offer more parking spaces for shop patrons. Potential TfL funding for accessible scheme	TfL Enabling Works Fund	30,000	Cllr Durant	25/07/11	Cllr Durant
TPC87	Salisbury Road, Romford	Request for the extension of double yellow lines at apex of bend as this is a blind spot for drivers		LBH Revenue	250	Resident	26/07/11	Resident
TPC18	A1306/Wentworth Way	Request for junction protection at A1306 junction with Wentworth Way	Incorporate requests as one scheme proposal - deferred at April HAC to obtain further information from Metropolitan Police and to undertake a site check of the A1306/Wentworth Way junction	LBH Revenue	750	Cllr Tucker	Telephone request in March 2011	Cllr Tucker
TPC19	Anchor Drive, Rainham	Request for restrictions to ensure emergency access to the sheltered accommodation after the ambulance services could not attend an emergency on 8th March 2011		LBH Revenue		Metropolitan Police	08/03/11	Metropolitan Police
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues								

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Estimated Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC2	Short term parking for shops around Main Road commercial area	Provision of meter style parking in area as not everyone has a disc and some areas have long term parking after 10am	Defer to be included as part of Gidea Park Review (Ref QJ059)	LBH Revenue	TBC	Gidea Park & District Civil Society	14/03/11	1067214
TPC6	20 Tudor Avenue, Gidea Park	Extend existing restrictions to prevent obstructive parking by parents of Gidea Park College with concern about safety	Three individual requests received from residents. Cllr Kelly suggested implementing a short stay 'kiss and ride' bay for parents to utilise but, following advice from the Principal Engineer, we would have to seek approval for this from the DfT, which we	LBH Revenue		Resident	30/03/11	1082424
TPC7	22 Tudor Avenue, Gidea Park	Extend existing restrictions to prevent obstructive parking by parents of Gidea Park College with concern that resident cannot leave property to pick up own child		LBH Revenue	1,000	Resident	30/03/11	1082430
TPC13	18 Tudor Avenue, Gidea Park	Request to extend existing restrictions to numbers 18-24 Tudor Avenue to deter inconsiderate parental parking for Gidea Park College and Gidea Park Primary School		LBH Revenue		Resident	27/11/11	1088748
TPC27	Durham/Elvett Avenues	Request for CPZ extension due to the impact of the redevelopment of the Snowdon Court site	To be included in Gidea Park Review - Ward Councillors viewed pre-consultation proposals 23rd June 2011	LBH Revenue	4,000	Cllr Munday	28/04/11	Cllr Munday

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TPC34	Weald Way (off London Road)	Request for residential parking due to Nissan employees utilising the road to park, blocking driveways and access to resident visitors	Informal consultation of residents and Glyn Hopkins on what the issues are and why are staff not parking in Glyn Hopkins car park underneath the dealers	LBH Revenue	3,000	Resident	04/05/11	Resident
TPC45	25 Tudor Avenue, Gidea Park	Request for short-term restrictions to deter increasing amount of 'all day' commuter parking	A further request from a resident of Tudor Avenue in response to recent article in Romford Town Newsletter - to be included in review of parking restrictions, Tudor Avenue	LBH Revenue	1,000	Resident	30/05/11	Resident
TPC55	Clockhouse Lane, Collier Row	Request to bridge existing single yellow line restriction by 12-13 metres outside North Romford Community Centre, current gap is being utilised and causing an obstruction	Feasible	LBH Revenue	250	Resident via Andrew Rosindell MP	13/06/11	1108314
TPC64	Gelsthorpe Road, Collier Row	Request for double yellow line restrictions on apex of bend outside number 86 and neighbouring properties	Would improve sight lines for driver entering the bend from both directions	LBH Revenue	500	Resident plus MPS	23/06/11	Resident plus MPS

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