



## HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

Tuesday  
20 September 2011

Town Hall, Main Road,  
Romford

Members 9: 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

**Ian Buckmaster  
Committee Administration & Member Support Manager**

**For information about the meeting please contact:  
Taiwo Adeoye 01708 433079  
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## **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 - 10)**

To approve as a correct record the minutes of the meeting of the Committee held on 16 August 2011, and to authorise the Chairman to sign them.

### **5 PROPOSED TRAFFIC IMPROVEMENTS AT A125 WATERLOO ROAD/EXCHANGE STREET JUNCTION ROMFORD (Pages 11 - 32)**

Report Attached

### **6 ATLANTA BOULEVARD KISS & RIDE PARKING BAY**

Outcome of Public Consultation – Report to follow if available

### **7 GIDEA PARK CONTROLLED PARKING ZONE REVIEW**

Further proposals – Report to follow if available

**8 HAVERING 2012/13 LOCAL IMPLEMENTATION PLAN FUNDING SUBMISSION**  
(Pages 33 - 60)

Report Attached

**9 HIGHWAYS ADVISORY WORK PROGRAMME** (Pages 61 - 68)

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

**10 TRAFFIC AND PARKING SCHEMES REQUEST WORK PROGRAMME** (Pages 69 - 84)

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

**11 URGENT BUSINESS**

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

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# Agenda Item 4

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Havering Town Hall  
16 August 2011 (7.30pm – 11.00pm)**

**Present:**

**COUNCILLORS:**

<b>Conservative Group</b>	Billy Taylor (in the Chair), Steven Kelly, Frederick Thompson, Linda Trew, Damian White,
<b>Labour Group</b>	Denis Breading
<b>Residents' Group</b>	Brian Eagling and John Wood
<b>Independent Local Residents' Group</b>	David Durant

Councillors Wendy Brice-Thompson, Andrew Curtin, Barry Tebbutt and Linda Van den Hende were also present for part of the meeting.

There were approximately twenty 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.

## **20 MINUTES**

The minutes of the meeting of the Committee held on 12 July 2011 were agreed as a correct record subject to an amendment to item 13 which should have read that "staff concluded that a scheme should **not** be taken forward" with this amendment the minutes were signed by the Chairman.

## **21 GIDEA PARK CONTROLLED PARKING ZONE REVIEW**

Councillor Kelly proposed a motion to defer the item to allow officers to carry out a wider consultation which would include consulting with local businesses and residents.

Councillor Breading seconded the motion.

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be deferred for further consultation to be carried out in particular with Ward Members.

## **22 AMBLESIDE AVENUE PARKING REVIEW - Outcome of questionnaire consultation**

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

During discussions members felt that yellow lines on one side of the road would be excessive and that a one hour restriction may have been more suitable. It was also felt that the current arrangements in place were acceptable and a motion to reject the scheme was proposed by Councillor Kelly and seconded by Councillor Breading.

It was **RESOLVED** that the Committee recommend to the Cabinet Member for Community Empowerment the following Recommendation 1(c) :-

The Head of StreetCare should not proceed further with the scheme

## **23 PARK LANE AREA PARKING REVIEW - Outcome of Public Consultation**

The report presented 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.

During discussions members debated whether to include all the reports recommendations or whether to implement just some of the proposed improvements.

Councillor Kelly advised that the scheme should be deferred to allow officers to revisit the area and ascertain what was originally asked for by the residents.

With its agreement Councillor Andrew Curtin addressed the Committee on behalf of the residents living in the affected area.

Councillor Curtin spoke for the residents of Clifton Road and outlined their need to be included in the existing Controlled Parking Zone.

Officers advised that the responses to the survey from residents in the Clifton Road area had been of a low level and did not show support for any traffic scheme.

Through Councillor Curtin several residents explained that the letter they had received had not been very clear and had not shown that a response was required.

Councillor Durant felt that only recommendations 1(e), 1(f) and 1(g) should be

implemented.

Members again discussed the possibility of the area being revisited by officers to determine what was required by the residents.

Councillor Curtin advised that he was concerned that revisiting the site would lead to more delays in implementing any scheme that was agreed, a fact that was supported by officers who advised that following a twenty-one day consultation period a new scheme was unlikely to be in place for at least two to three months.

Councillor Kelly proposed a motion which was seconded by Councillor Thorpe that proposals 1(e) and 1(f) be implemented and that officers re-consulted on the Clifton Road and Park Lane elements by way of a compromise.

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that proposals 1(e) and 1(f) be implemented and that officers re-consulted on the Clifton Road and Park Lane elements.

The vote was 8 for and 1 against. Councillor Breading voted against the resolution.

**24 COLDHARBOUR LANE, RAINHAM – PROPOSED SPEED TABLE - Outcome of Public Consultation**

The Committee considered the report and without debate, **RESOLVED** that

1. A recommendation be made to the Cabinet Member for Community Empowerment that the speed table on Coldharbour Lane be implemented.
2. It was noted that the estimated cost of implementing the scheme was £10,000 which could be met from the Rainham to the River 2011/12 Capital fund.

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

The report before the Committee presented the views of those responding to a survey regarding the proposed changes to the junction of Mawney Road and St Edward's Way.

During the debate members discussed the possibility of traffic queues being created back onto the Brewery roundabout, a similar scheme that had taken place in Crow Lane, Romford that had had a similar layout working.

Officers advised that traffic modelling studies that had taken place indicated that traffic queues would not form back onto the Brewery roundabout.

There was also discussion regarding the width of the proposed cycle lanes and the possibility of cyclists and buses weaving in and out of lanes.

Councillor Kelly proposed a motion that the scheme be rejected, which was seconded by Councillor Eagling.

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be rejected.

The vote was 7 votes in favour with 1 against and 1 abstention. Councillor Breading voted in favour of the scheme and Councillor Thompson abstained from voting.

## **26 POND WALK PARKING REVIEW - Outcome of informal consultation**

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

With its agreement Councillor Van den Hende addressed the Committee.

Councillor Van den Hende stated that she was in support of the proposals to consult with the residents regarding the introduction of double yellow lines.

Members question whether a double yellow line was needed for the length of the road.

Officers advised that the road was very narrow and parked cars were causing major obstructions.

The Committee, following the short debate, **RESOLVED** to recommend that the Head of StreetCare be authorised to publically advertise the proposals as outlined in the report and should any responses be received, they be reported to the Committee so a further course of action could be agreed

## **27 PROPOSED WAITING RESTRICTIONS – comments to advertised proposals**

The Committee considered a report that outlined the responses received to various advertised waiting restrictions, which had previously been agreed by the Committee, and recommended further course of actions in each case.

### **1) Belgrave Avenue**

It was 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.

Members noted that one letter of representation had been received from a



resident of Belgrave Avenue opposing the scheme.

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be rejected.

The vote was 6 votes in favour with 1 against and 1 abstention. Councillor Thompson voted in favour of the scheme and Councillor Thorpe abstained from voting.

2) Campion School

It was 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 prohibited stopping from 8.00am to 5.00pm Monday to Friday inclusive.

The Committee noted that one letter of representation had been received supporting the scheme.

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be implemented.

3) Norfolk Road

It was 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 would permit a one hour maximum stay, prohibiting a return to the bay within two hours

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be implemented.

4) Dell Court – Ravensbourne Grove

It was 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.

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be rejected

The vote was 8 votes to 1. Councillor Breading voted in favour of the scheme.

5) Mavis Grove

It was 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 was 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.

Members noted that there had been two letters of representation one in favour and one opposing the scheme.

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be rejected

The vote was 6 votes to 3. Councillors Durant, Thompson and Taylor voted in favour of the scheme.

6) Market Link

It was 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 was proposed to be readopted, and in The Mews, to the south-western boundary of Emma Court.

Members noted that eight letters of representation had been received, all of which objected to the scheme.

It was **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be rejected

**28 HIGHWAYS SCHEMES – Schemes Progress and Applications, August 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:

<b>SECTION A - Highway scheme proposals with funding in place</b>			
<b>Item Ref</b>	<b>Scheme</b>	<b>Description</b>	<b>Decision</b>
H1	395 - 405 Brentwood Road	Provision of loading/ parking bay in connection with new development (Ref P0018.11)	<b>AGREED</b>
H2	Kidman Close, Gidea Park	Provision of double yellow lines on both sides of road in advance of	<b>AGREED</b>

		adoption as is the current layout.	
H3	Heath Park Road Railway Bridge Structural Weight Limit	Provision of 3T Structural Weight Limit & 6' 6" width restriction following notification by Network Rail, including closure of Manor Road.	<b>AGREED</b>
<b>SECTION B - Highway scheme proposals without funding available</b>			
H4	Crossways	Request for traffic calming and pedestrian crossing facilities	<b>REJECTED</b>
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	<b>REJECTED</b>
H6	Heather Avenue, Romford	Request for speed humps or no-entry onto A12 Eastern Avenue	<b>REJECTED</b>
H7	Beechwood Gardens/ Huntwood Close	Request for traffic calming via small chicanes	<b>REJECTED</b>
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.	<b>REJECTED</b>

## 29 TRAFFIC AND PARKING SCHEMES – Schemes Progress and Applications, August 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:

Item Ref	Scheme	Description	Decision
<b>SECTION A – Minor Traffic and Parking Scheme Requests</b>			
TPC70	Mashiters Romford Walk,	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	Defer for a wider review of the area
TPC71	Leamington Harold Hill Close,	Request for junction protection at junction with Leamington Road as vehicles are less than 10 metres from the junction obstructing sightlines exiting the Close.	Rejected
TPC72	Rutland Hornchurch Drive,	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	Rejected
TPC73	King Edward Road, Romford	Request to reduce the number of business permit and meter bays and increase the number of resident parking bays	Retain the existing facilities and look at possible further facilities
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	Rejected
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	Progress to advert
TPC76	Yale Way, Elm Park	Request for junction protection at junction with Cowdray Way due to vehicles parking up to the junction obstructing sightlines	Rejected
TPC77	Cecil Avenue, Hornchurch	Request to extend the junction protection at the junction with Birch Crescent	Rejected
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	Design and consult 8am to 6.30pm Mon – Sat restrictions on the north side of the road
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	Rejected
TPC80	Hacton Hornchurch Parade,	Request for double yellow lines around the roundabout to deter vehicles parking on the roundabout itself	Rejected
TPC81	Ingrave Road, Romford	Request to replace parking meter bays with resident parking bays for residents of Dunton Road	Defer, committee requested info on income from the parking meters in Ingrave Road
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	Defer for further info from Cllr Wallace

TPC83	Brookdale Upminster	Close,	Measures to deal with obstructive weekend and evening parking, causing obstruction	Rejected
TPC84	Hornchurch Hornchurch	Road,	Convert disc parking bays at front and side of the shops to Pay and Display as shopkeepers are losing residential and passing trade	Design and advertise
TPC85	Dereham Place, Row	Collier	Request for restrictions to prevent motorists parking for the local Co-op and causing obstruction to residents entering and exiting Dereham Place	Rejected
TP86	Wennington Rainham	Road,	Request for bus stop clearway at the beginning of the parade of shops by Ferro Road	Approved subject to TFL funding along with a further proposal to change the Disc bay to P&D
TP87	Salisbury Road, Romford		Request for the extension of double yellow lines at apex of bend as this is a blind spot for drivers	Rejected
TPC18	A1306/Wentworth Way		Request for junction protection at A1306 junction with Wentworth Way	Deferred for further comments from the police
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	The further signing and lining works proposed for the footway parking scheme were considered to be sufficient and therefore no further action was required
<b>Item Ref</b>	<b>Scheme</b>		<b>Description</b>	<b>Decision</b>
<b>SECTION B – Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>				
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
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
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

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	NOTED
TPC64	Gelsthorpe Road, Collier Row	Request for double yellow line restrictions on apex of bend outside number 86 and neighbouring properties	NOTED

### 30 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.

### 31 URGENT BUSINESS

Following a brief discussion regarding the proposed use of electronic voting at future meeting of the Committee.

It was **RESOLVED** that the electronic voting system be used at future meeting of the Committee.

The vote was 7 for and 2 against. Councillors Breading and White voted against the proposal.

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Chairman  
20 September 2011



## HIGHWAYS ADVISORY COMMITTEE

20 September 2011

<b>Subject Heading:</b>	Proposed Traffic Improvements at A125 Waterloo Road / Exchange Street Junction, Romford
<b>Report Author and contact details:</b>	M. Karim Principal Engineering Assistant highways@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 deals with the outcome of a consultation to relocate the existing pedestrian crossing in Waterloo Road on south side of Exchange Street to provide a direct route for pedestrians and cyclists between St Andrews Road and Exchange Street, Romford and proposals to alleviate traffic congestion in Exchange Street.

The scheme is located within **Brooklands** and **Romford Town** Wards.

**RECOMMENDATIONS**

That the Highway Advisory Committee having considered the representations recommends to the Cabinet Member for Community Empowerment that the following measures are implemented as listed below:

1. New Shared crossing in Waterloo Road by Exchange Street, Romford
  - 1.1 That the proposal to abandon the existing shared crossing in Waterloo Road, situated on north side of Exchange Street is carried out as shown on drawing no. QK011-of-201.
  - 1.2 That the proposal to provide a shared crossing in Waterloo Road on the south side of Exchange Street is implemented. The proposals are shown on drawing no. QK011-of-201.
  - 1.3 That the proposal to provide a dedicated cycle track commencing from the southern end of St Andrews Road, extending eastwards for 30 metres up to the western kerblines of the northbound carriageway of Waterloo Road are implemented. The proposal is shown on drawing no. QK011-of-201.
  - 1.4 That the proposal to provide a dedicated footway for pedestrians is implemented. The new footway would commence from the southern end of St Andrews Road and extend eastwards up to the western kerblines of the northbound carriageway of Waterloo Road. The proposal is shown on drawing no. QK011-of-201.
2. Shared cycle facility in Exchange Street

That the existing footway on south side of Exchange Street is converted for shared use for pedestrians and cyclists. The shared use will commence from the eastern kerb line of southbound carriageway of Waterloo Road, extending eastwards for 170 metres. The proposals are shown on drawing nos. QK011-of-201/202
3. Widening western end of Exchange Street, Romford
  - 3.1 That the proposals to widen the western end of Exchange Street at its junction with Waterloo Road are implemented. The widening would commence from the eastern kerblines of the southbound carriageway of Waterloo Road and continue eastwards for 40 metres along the southern kerblines of Exchange Street. The proposed measures are shown on drawing no. QK011-of-201.



New traffic lanes in Exchange Street, Romford

- 3.2 That the new layout of traffic lanes at the western end of Exchange Street at its junction with Waterloo Road are implemented as listed below. The proposals are shown on drawing no. QK011-of-201.
  - i) An addition of a traffic lane (near side) of 3 metres wide to be dedicated for left turning traffic from Exchange Street into Waterloo Road (southbound carriageway).
  - ii) The second traffic lane (off side) of 3 metres wide to be dedicated for right turning traffic from Exchange Street into Waterloo Road (northbound carriageway).
4. That the cost for implementing the proposals is £100,000 which would be met Transport for London through the Local Implementation Plan for 2011/12, so there would no cost to the Council.

**REPORT DETAIL**

**Background**

1. The scheme originally involved proposals to provide a new toucan crossing in Waterloo Road, south of Exchange Street, Romford. Waterloo Road junction with Exchange Street is a signalised junction. The junction is part of the strategic Link 90 of the London Cycle Network+. The cycle route (Link 90) commences from the borough's western boundary with Barking and Dagenham and it continues up to the M25 via Romford town centre and the Gallows Corner. Transport for London (TfL) is further developing cycle facilities along the A12 Colchester Road between the Gallows Corner and the M25 Motorway.
2. The existing crossing in Waterloo Road has 'sheep pen' facilities which is designed to accommodate considerable number of pedestrians and has staggered crossing points. Cyclists on their route to Romford are required to dismount from their bicycles at the southern end of St Andrews Road and walk with their bicycles to use the existing crossing to continue their journey into Exchange Street.
3. During the feasibility studies, it was noted that the existing arrangement involves detour to both pedestrians and cyclists whereby they cross Exchange Street and Waterloo Road in three separate stages. In addition, the footway on the north east corner of the junction (ie Waterloo Road/Exchange Street) is narrow and access is further restricted by a lamp column.
4. The studies identified provision for a more direct route for cyclists and pedestrians between Exchange Street and St Andrews Road. A new

controlled crossing should be provided, where feasible, in line of their route to avoid unnecessary detour between St Andrews Road and Exchange Street.

5. The studies further recommended to abandon the existing crossing in Waterloo Road on north side of Exchange Street and provide a shared crossing for cyclists and pedestrians on the south side of Exchange Street. The proposals are shown on drawing no. QK011-of-201.
6. Whilst the feasibility studies for a new crossing were under investigation, there was a problem reported by The Brewery Centre about excessive congestion developing in Exchange Street. The congestion mainly occurred on Sunday afternoons as the shopping centre closed there was a sudden surge of traffic in Exchange Street trying to exit the junction with Waterloo Road. During Christmas time, the congestion sometimes extends from the existing junction as far as the multi-storey (formerly known as Havana Close car park) of the Brewery Centre. The congestion extends up to 300 metres which equates to over 50 cars.
7. Feasibility studies were carried out to identify various measures to alleviate the congestion. The junction was modelled in details and the results of the output indicated that the option to widen the southern kerb line of Exchange Street at its junction with Waterloo Road would achieve positive results. The purpose of widening the carriageway is to incorporate an additional traffic lane i.e. first lane (near side) would be dedicated for left turning traffic whereas the second lane (off side) would be used for turning right.
8. Traffic Survey Data at Exchange Street/Waterloo Road junction
  - 8.1 Manual classified traffic counts were carried out at Exchange Street/Waterloo Road junction on the following days:
    - i) Thursday, 16<sup>th</sup> December 2010 - 7am to 7pm i.e. 12 hour period.
    - ii) Sunday, 30<sup>th</sup> January 2011, 10am to 7pm, 9 hour period.
    - iii) Sunday, 3<sup>rd</sup> April 2011, Mother's Day, 10am to 5pm, 7hour period.
  - 8.2 Vehicles were classified into standard categories and peak periods were established from the data collected as below:
    - AM peak 07:45–08:45, Inter peak 13:00–14:00, PM peak 16:15 – 17:15.
    - Sunday (30<sup>th</sup> Jan 2011), 12:15 -13:15.
    - Sunday (Mother's Day), 12:00 – 13:00.
  - 8.3 The schematic diagram, figure 8.1 summarises the AM, Inter Peak and PM peak hour flows, whereas figure 8.2 provides average and maximum queue lengths for each traffic lane.

Figure 8.1: Traffic Flows – Waterloo Road / Exchange Street Jun.

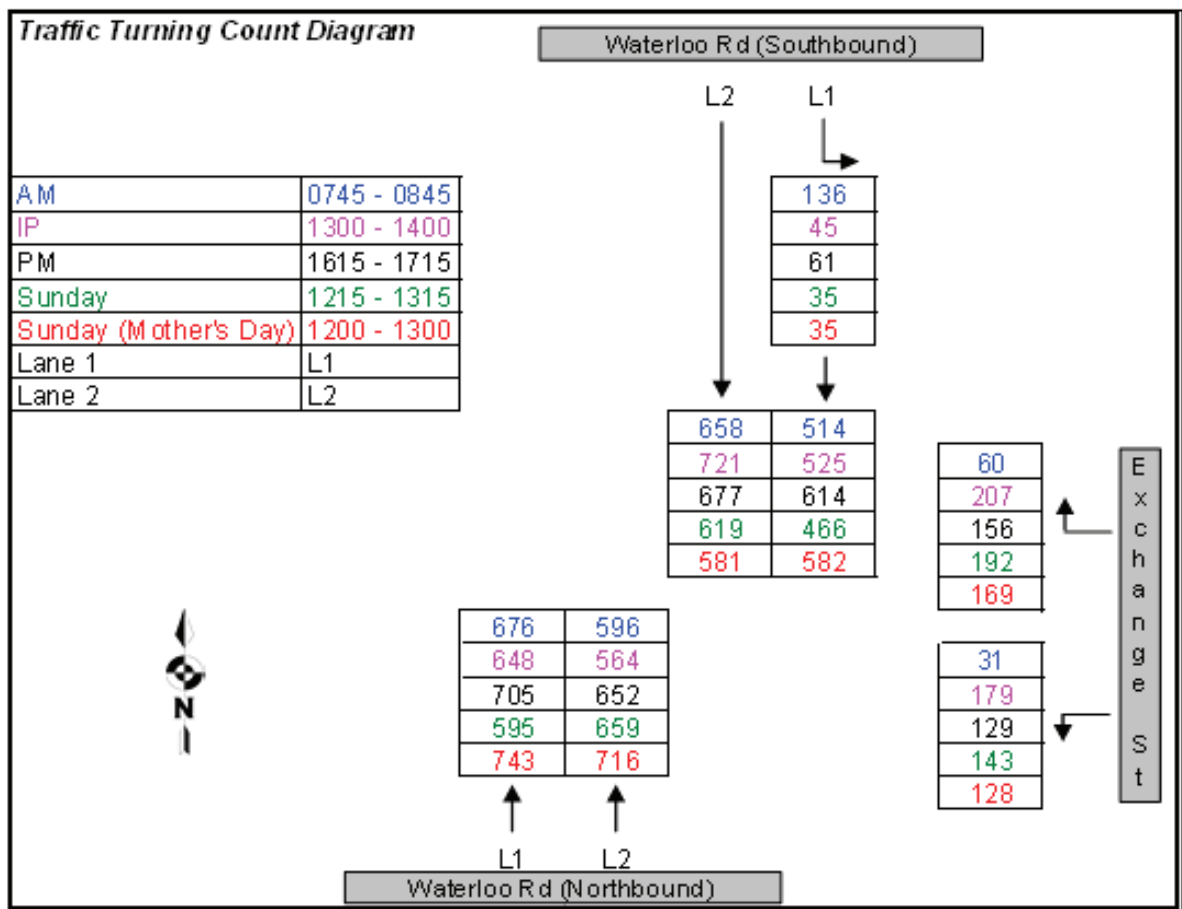
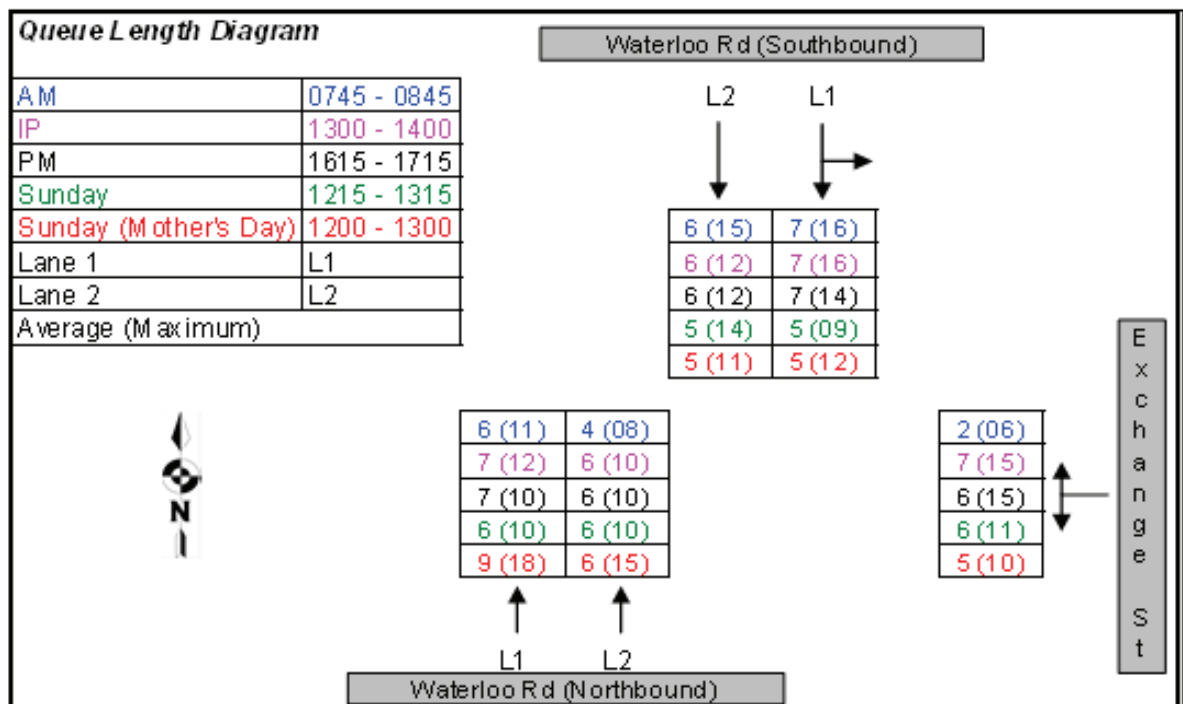


Figure 8.2: Queue Lengths – Waterloo Road/Exchange Street Jun



9. **Road Traffic Accidents and Road Safety Audits**

- 9.1 The collision accident data for three years (between April 2008 to December 2010) supplied by London Accident Analysis Unit was examined in details. During this period, there have been 9 injury accidents recorded, one which was a fatal, two resulted in serious injury and 6 injury resulted in slight injury. A summary of the accident analysis and locations are included in appendix A of this report.
- 9.2 Based on the type of accidents involved ranging from fatal to slight, it was considered necessary to undertake Road Safety Audits to ensure that any proposed measures are incorporated carefully in the design to ensure that safety is not compromised in the highway.

**Road Safety Audits, Stages 1 and 2**

- 9.3 Following a fatal accident in Waterloo Road in September 2009, Road Safety Audits (RSA) for stages 1 and 2 were undertaken by an independent Safety Auditor to identify any features of the design that could be removed or enhanced to improve safety of the scheme.
- 9.4 The recommendations of the audit were considered carefully and taken into account when designing the scheme. The auditors had raised concerns about the existing street furniture such as existing signs and guard railing would affect the forward visibility of drivers when approaching the overhead railway bridge. The recommendations of the report were considered carefully and these would be incorporated in the final design.
- 9.5 The above two audits were carried out at the feasibility and design stages whereas stage 3 audit would be carried out before the scheme comes into operation or within six months of the scheme being in operation thus providing an opportunity to review if the scheme has been constructed as designed.

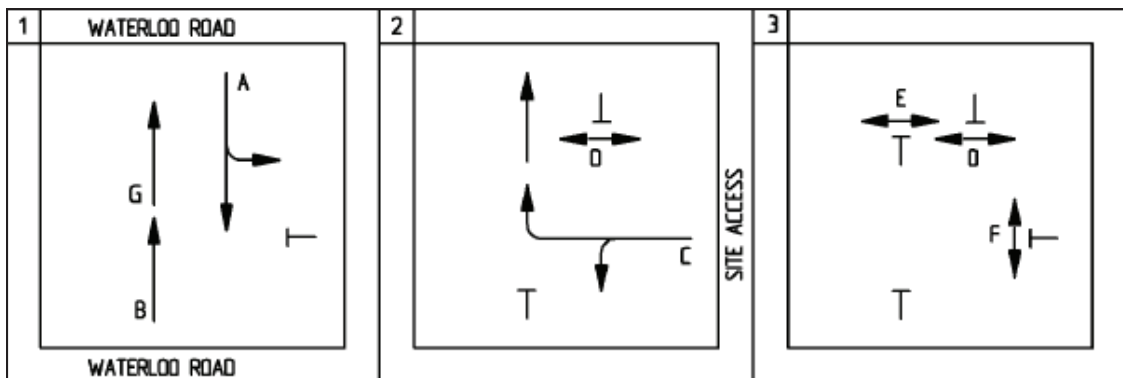
10. **Results of the computer model**

- 10.1 In simulating the signalised junction, a traffic modelling program, LinSig was used to model the operation of existing junction. After validating the model i.e. verifying that the model has been correctly calibrated and is capable of producing valid predictions for various scenarios the following measures were tested:
- i) Remove the existing staggered pedestrian crossing located on north side of Exchange Street and relocate it on the south side of Exchange Street, as a straight pedestrian crossing adjacent to the railway bridge.
  - ii) Provision of an additional traffic lane in Exchange Street to alleviate traffic congestion particularly on weekends and during Christmas period when the shopping centre closes.

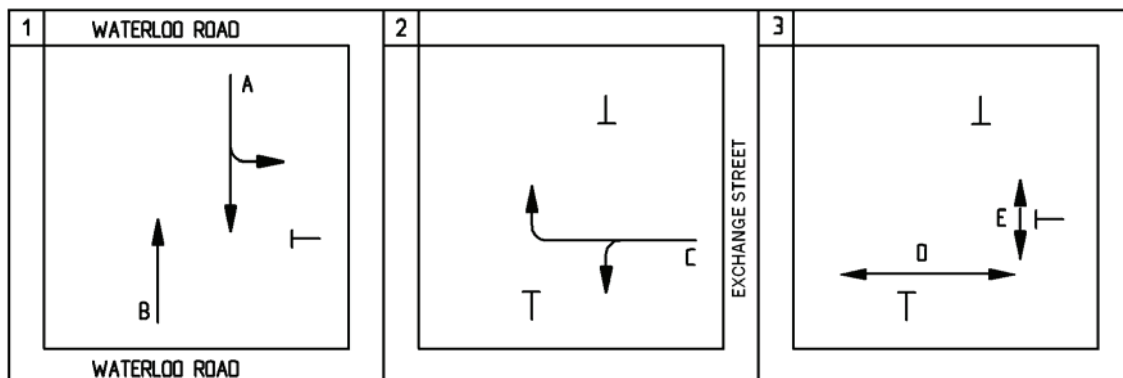
Modelling results on relocation of the pedestrian crossing

- 10.2 The results of modelling undertaken to relocate the existing pedestrian crossing from the north side of Exchange Street to south side of the junction indicated that the relocation of the crossing would not undermine the capacity of the junction and the Method of Control of the signals.
- 10.3 The existing and proposed Method of Controls of the signals are shown in figures 10.1 and 10.2. It can be seen in figure 10.2 that stage 3 is an all red which is dependent on pedestrian demand is similar to stage 3 of the existing Method of Control fig.10.1, therefore, the impact on traffic would be 'neutral'.

**Figure 10.1: Existing Method of Signal Control**



**Figure 10.2: Proposed Method of Signal Control**



**Modelling results on additional traffic lane in Exchange Street**

- 10.4 The width of the exit traffic lane in Exchange Street is 4.3 metres wide which permits both right and left turn movements which reduces the capacity. To overcome the problem, it was considered necessary to include an additional traffic lane in Exchange Street at its junction with Waterloo Road. The new lane (near side) would be dedicated for left turn traffic only whereas the off side lane would be dedicated for right turn movements. Each traffic lane would be 3 metres wide, therefore, an additional widening of 1.7 metres is proposed into the footway. The existing footway is wide enough to accommodate the widening.
- 10.5 The junction was modelled to establish if the addition of a dedicated left turn lane will reduce the queue lengths in Exchange Street or have a detrimental impact on the overall operation of the junction. The results of the model indicated that traffic queues will reduce in morning, Inter peak and PM peaks. This is noticeably seen in PM peaks including the Christmas period and on Mother's Day. It is, therefore, recommended that the widening of Exchange Street is carried out to provide a dedicated traffic lane for left turning traffic.
- 10.6 The provision of additional traffic lane in Exchange Street will facilitate the left turn for traffic and ease the traffic congestion on busy shopping periods such as Sundays, Christmas period, Mother's Day etc.

**11. Details of proposed pedestrian crossing in Waterloo Road**

- 11.1 The new crossing would be part of the main traffic signals and would operate as a single unit. This arrangement would not have any affect on Method of Control when pedestrians or cyclists initiate the demand.
- 11.2 Drop kerbs would be provided on both sides of Waterloo Road to facilitate the crossing. In addition, 4 metres wide section of the central reservation of the dual carriageway would be removed to provide access for cyclists. When cyclists or pedestrians arrive at the junction they would be required to press the push button on new signal poles which would be installed at convenient locations to enable them to cross Waterloo Road safely.
- 11.3 As part of the new signal arrangement, pedestrians and cyclists would receive their phase on 'All red' stage of the signal's cycle time which is already incorporated into the system. This method operates when traffic on all arms of the junction receives red lights and pedestrians or cyclists are permitted to cross the road safely.

**12. Measures to widen Exchange Street (western end) at its junction with Waterloo Road, Romford**

- 12.1 The problem about the congestion in Exchange Street would be overcome by widening the carriageway into the footway to provide an additional traffic lane at the western end of Exchange Street at its junction with Waterloo Road. The purpose is to relieve the traffic

congestion which develops particularly on Sunday afternoons as the shopping centre closes.

- 12.2 The widening would commence from the western kerbline of Waterloo Road and continue into Exchange Street along its southern kerbline for a distance of approx. 40 metres. The proposals are shown on the attached drawing no. QK011-of-201
- 12.3 The drawing shows that the first lane would be used for left turning traffic whereas the second lane would be dedicated for right turning traffic. It is anticipated that once the proposals are implemented this would improve the capacity of the junction.
- 12.4 In addition, there are proposals to widen the north-east corner of Waterloo Road / Exchange Street junction. This issue was identified in the Road Safety Audit about the potential conflict between heavy good vehicles turning left from Waterloo Road and vehicles waiting in Exchange Street.

### 13. **Outcome of the consultation**

- 13.1 Following the Approval in Principle by the Council's Highways Advisory Committee in April 2011, the next step in the process was to consult the local occupiers in the immediate vicinity of the proposals.
- 13.2 Approximately 465 letters were hand delivered in the consultation area. The emergency services ie Metropolitan Police, Ambulance and Fire Brigade were also consulted. In addition, other stakeholders included were the management of the Brewery and the Council's Road Safety Manager.
- 13.3 The closing date for receiving any comments was set for 19<sup>th</sup> August 2011. Only 11 responses were received and these were analysed carefully and a summary of the consultation is included in appendix B.
- 13.4 Although the response rate of the consultation is low, however, the main stakeholders such as emergency services, the management of Brewery Centre, Sainsbury etc have provided their positive responses. Further more, this does not imply that the support for the scheme is low but it is reasonable to say that those who have not responded possibly agree with the proposals and consider that there is no need for them to formally reply.

### **Conclusions**

The traffic studies carried out showed that by relocating the existing staggered crossing in Waterloo Road on south side of Exchange Street will have neutral impact on traffic flow i.e. it will not undermine the overall capacity of the junction.

The new toucan crossing will improve crossing for pedestrians and cyclists by providing a more direct route between St Andrews Road and

Exchange Street. The new arrangement would reduce over crowding of street furniture at the existing junction.

The congestion problems in Exchange Street were also investigated in details. The results of the model indicated that the addition of a flared lane at its approach to the junction in Exchange Street will alleviate the traffic congestion during the peak periods and facilitate the left turn for traffic when exiting the junction.

## **IMPLICATIONS AND RISKS**

### **Financial Implications and risks**

The estimated cost of implementing the measures is £100,000, which would be met by Transport for London through the allocation of Local Implementation Plan for 2011/12 for the Romford Ring Road Improvements.

### **Legal Implications and risks**

The proposals for a toucan crossing would require a Public Notice to be advertised in the local press. In addition, Notices would be installed on site so that any interested parties can provide their comments or objections.

The proposals to provide a cycle track and a footway at the southern end of St Andrews Road would require draft Traffic Management Orders under the Highways Act to be publicly advertised in the local press.

### **Human Resources Implications and risks**

None.

### **Equalities and Social Inclusion Implications and risks**

There would be some visual impact arising from the installation of the new signal equipment, road markings and direction signs but these are considered to be minimal in relation to improving the road safety. The proposals will also help to reduce over crowding of street furniture at the junction and this is in line with the Mayor of London's Transport Strategy.

The measures would be of particular benefit to cyclists, especially those without access to private cars. Provision of improved cycling facilities can contribute to a modal shift towards sustainable transport use and reduce the reliance on private cars.

The proposals would contribute towards the development of the Council's strategy as a 'Biking Borough' and the Council's emerging



Local Implementation Plan which is currently being developed for the submission to Transport for London.

**BACKGROUND PAPERS**

1. **Project scheme file: QK011** – HAC report on Proposed Traffic Improvements on A125 Waterloo Road/Exchange Street Junction, Romford including Road Safety Audit, Stages 1 and 2 by Jacobs Consultancy, October 2010.

**Appendix A**

Summary and locations of Road Traffic Accidents

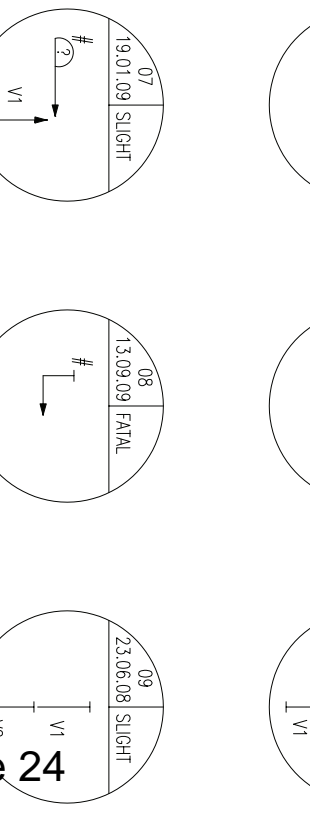
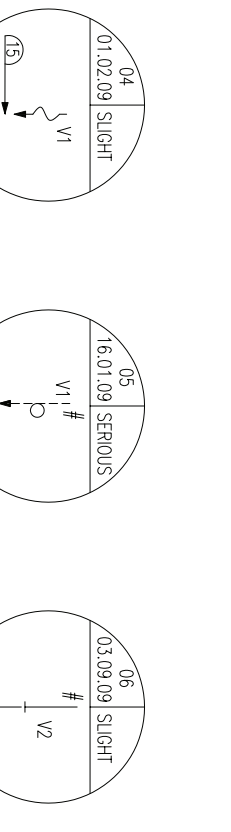
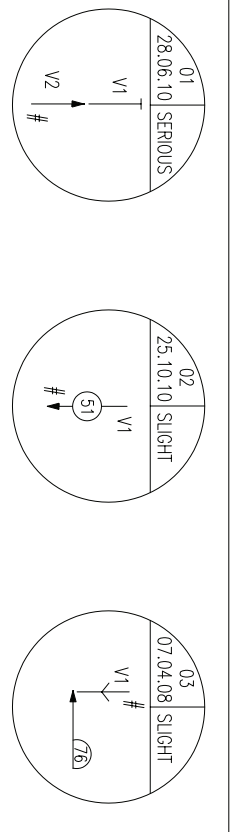
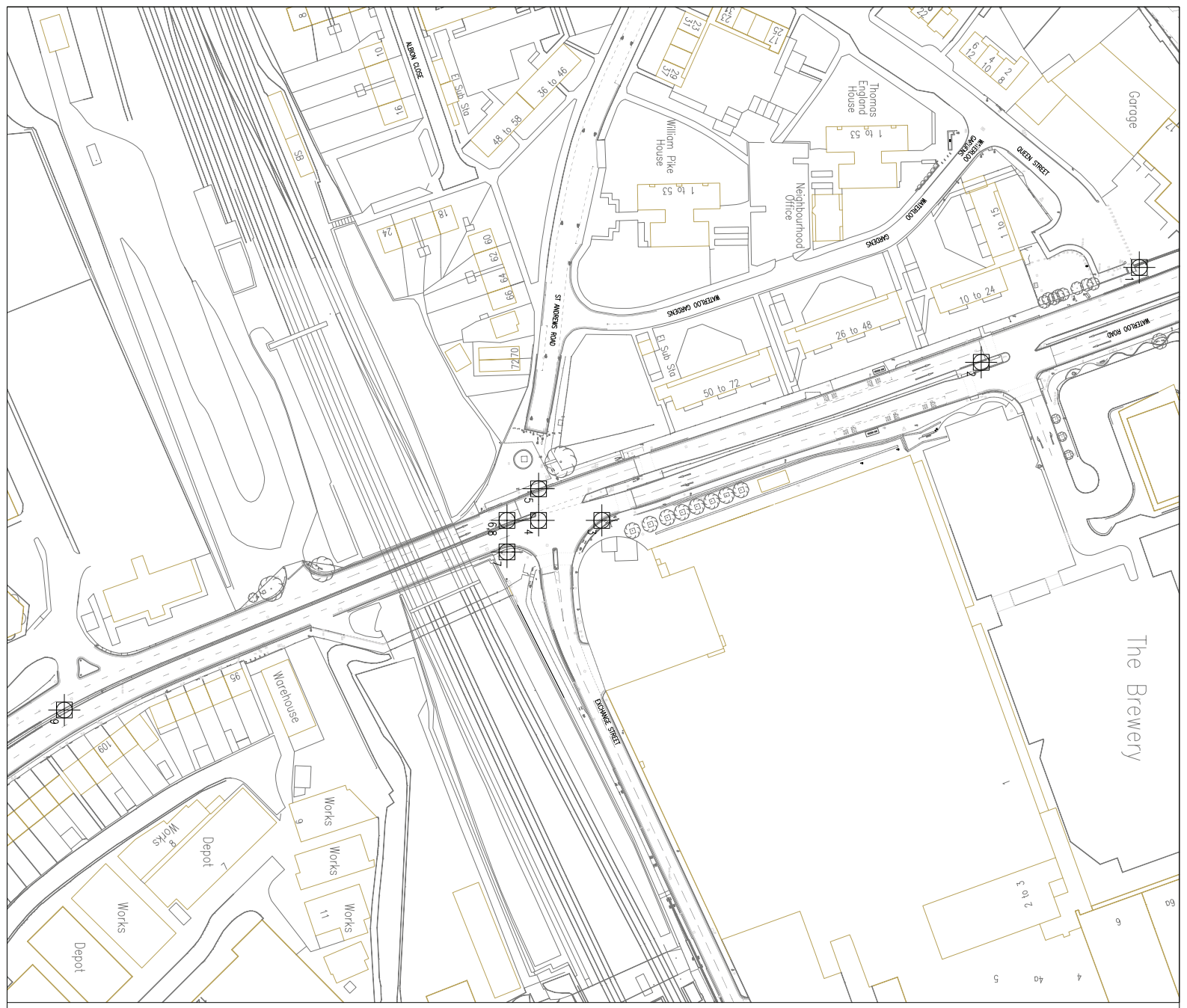
in

Waterloo Road between London Road and Rush Green Road

**Summary of Traffic Accidents in Waterloo Road between London Road and Rush Green Road between April 2008 to October 2010**

<b>Date</b>	<b>Location</b>	<b>Severity</b>	<b>Description of Accident</b>
20/06/10	Waterloo Road, 80 m south of High Street.	serious	Vehicle v2 braked hard but hit rear of stationery vehicle v1.
25/10/10	Waterloo Road, 145 m south of London Road.	slight	Unknown vehicle brakes suddenly in front a bus causing the bus to brake resulting a passenger to fall from seat.
07/04/08	Waterloo Road/ Exchange Street junction	slight	Vehicle over shoot traffic lights, reversed back to stop line but hit a pedestrian crossing behind the vehicle.
01/02/09	Waterloo Road/ Exchange Street junction	slight	Pedestrian crossing road from central reservation is struck by a moving vehicle.
16/01/09	Waterloo Road/ Exchange Street junction	serious	Motor cyclist approaching signals loses control on oil slick & falls.
03/09/09	Waterloo Road, approx. 271 metres south of London Road	slight	Rear shunt accident – vehicle v2 hits at rear of vehicle v1.
19/01/09	Waterloo Road/ Exchange Street junction	slight	Pedestrian ran across the road and collided with a moving vehicle.
13/09/09	Waterloo Road/ Exchange Street junction	<b>fatal</b>	Vehicle travelling in Waterloo Road on seeing a stationery vehicle at the signals of Waterloo Road/ Exchange Street, switched lanes and collided with a pedestrian who was crossing Waterloo Road on a green pedestrian phase.
23/06/08	Waterloo Road j/w Queen's Hospital entrance.	slight	Vehicle v2 stopped to give way to an ambulance is hit by vehicle v1.

**Appendix B**



- Key**
- Moving vehicle indicating direction
  - Motor cycle/moped
  - Bicycle
  - Pedestrian injured in road not crossing and age
  - Pedestrian injured in road not crossing and age
  - Pedestrian injured getting on/off PSV and age
  - Passenger injured falling inside PSV and age
  - Vehicle going ahead held up
  - Vehicle turning
  - Vehicle waiting to turn
  - Vehicle stopping
  - Vehicle skidding
  - Vehicle loss of control
  - Vehicle reversing
  - Vehicle overturned
  - Vehicle changing lanes
  - Vehicle hit kerb
  - Vehicle hit central barrier
  - Vehicle hit street furniture
  - Vehicle starting
  - Involving parked vehicle
  - Vehicle disobeying A15
  - Vehicle overtake

**Client:** Havering  
**Project:** Exchange Street Waterloo Road Junction Accident Investigation  
**Proposal:**

**DATE:** 13/07/2010  
**SCALE:** 1:500  
**SHEET NO.:** A1 (B1-B5)

**PROJECT MANAGER:** OJG (011-421-211)  
**DESIGNER:** A1 (091)

**Summary of Consultation Responses**

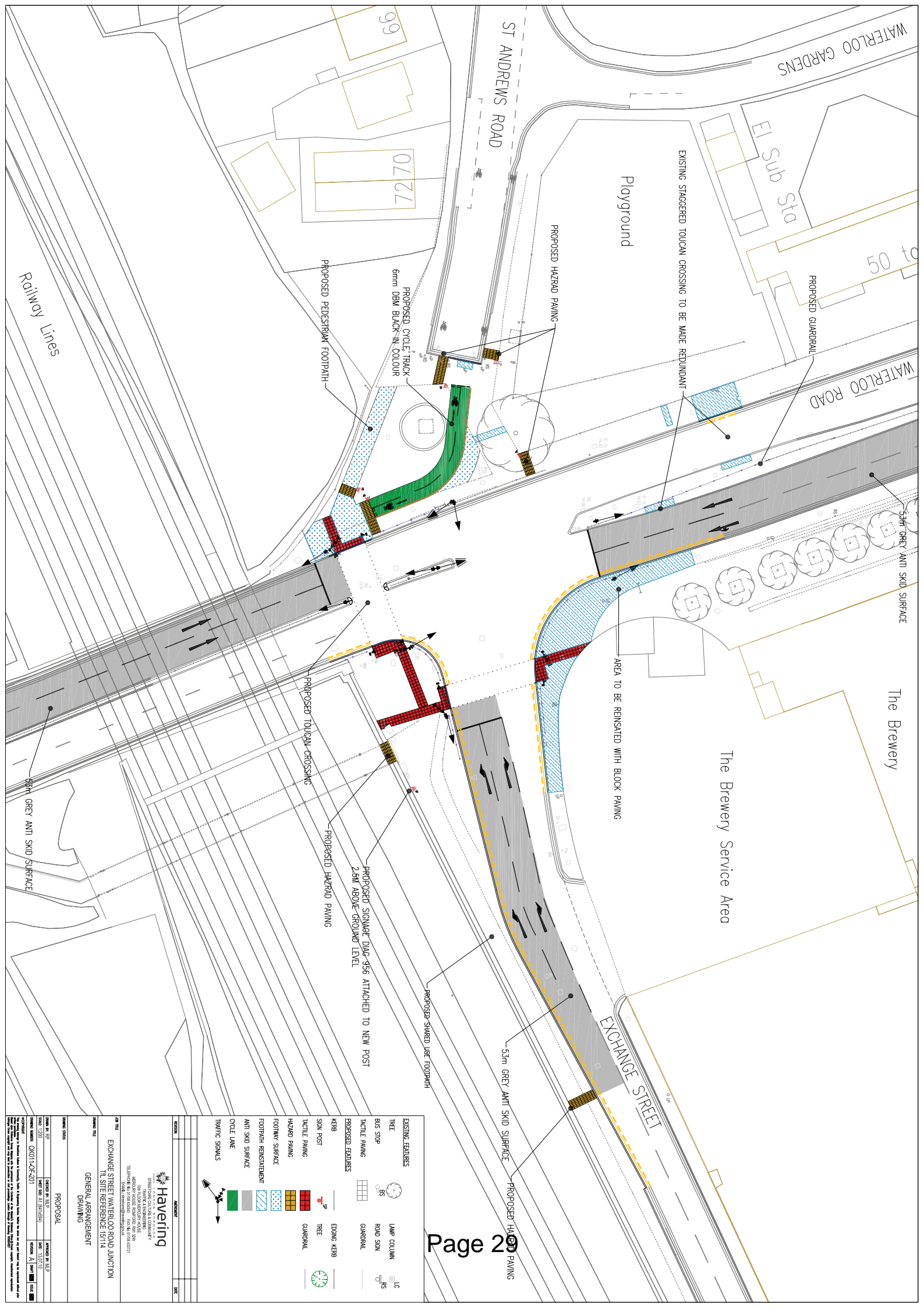
<b>Respondent</b>	<b>Comments</b>	<b>Staff Comments</b>
Graham Harris Metropolitan Police (traffic)	Police support the proposals as it will improve safety for all road users	
Robert Howard London Buses	London Buses support the proposals.	
Paul Lewis London Fire Brigade	LFB support the proposals	
Matt Winfield Greenways Manager, Sustrans	Agrees with the proposals to replace the staggered toucan crossing with a single phase.	
R. Charalambous Centre Director, The Brewery, Romford	Management of The Brewery supports the revised proposals. The new layout will assist Brewery customers who are exiting from multi-storey car park.	
Alastair Store manager Sainsbury PLC	The proposals will benefit the access from the multi-storey car park and delivery routes, ease congestion and the management is not opposed to it.	

<b>Respondent</b>	<b>Comments</b>	<b>Staff Comments</b>
Julian Strong Malt House Place, Romford	Broadly supports the proposals but has suggested if traffic could turn right from Waterloo Road into Exchange Street. The respondent has also highlighted the problem about articulated lorries parking on the kerbs and obscuring the view of the traffic in opposite direction.	The respondent was informed that the new location of the crossing cannot accommodate the traffic turning right from Waterloo Road into Exchange Street. On the issue of inconsiderate parking by delivery lorries, the Council will carry out parking enforcement given that Exchange Street was adopted last year by the Council.
Mr Morley 11 William Pike House	Disagrees with the relocation of the staggered crossing, instead build a new crossing on south side of the bridge. Prohibit right turn from Waterloo Road into Exchange Street. Delivery lorries experience difficulties in manoeuvring at the junction.	The respondent was informed that the Council has proposals to provide a tunnel under the railway bridge adjacent to the northbound carriageway of Waterloo Road. Right turn from Waterloo Rd into Exchange Street is prohibited. Drivers are abusing it and the Council will ask the Met Police to carry out the enforcement as their resources permit. The widening of Exchange Street and south east corner of the junction will overcome the problem for delivery lorries when exiting the junction.

<b>Respondent</b>	<b>Comments</b>	<b>Staff Comments</b>
Ms R B Crabb  Resident of Waterloo Road Estate	Considers that it would be a good idea to cross Waterloo Road in one stage but objects it's relocation as it would be too close to the railway bridge which would reduce the visibility of the drivers particularly when pedestrians cross the road. The respondent supports the widening of Exchange Street.	The respondent was informed that Road Safety Audit was carried out which had verified that the new location of the toucan crossing would not obscure the visibility.
Jon Simes  George Street	As a cycling commuter using the route, Mr Simes welcomes the proposals as it removes the current cyclist / pedestrian conflict at the staggered crossing. Has also suggested some improvements to the existing cycle facilities in Exchange Street.	Mr Simes was informed that his suggestions will be incorporated in the design where appropriate.
David Garfield  CTC 'Right to Ride Network'	Supports the proposals for the shared toucan crossing which would be advantageous to both cyclists and pedestrians. He had also commented on several design issues about the proposed cycle track south of St Andrews Road and widening the existing cycle lanes in Exchange Street.	A full reply was sent to Mr Garfield about the issues he had raised.

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EXISTING FEATURES	PROPOSED FEATURES
TREE	LAMP COLUMN
BUS STOP	ROAD SIGN
TACTILE PAVING	GUARDRAIL
PROPOSED FEATURES	ERONG KERB
KERB	SIGN POST
SIGN POST	TREE
TACTILE PAVING	GUARDRAIL
HAZARD PAVING	
FOOTPATH RENOVATION	
ANTI SKID SURFACE	
CYCLE LANE	
TRAFFIC SIGNALS	

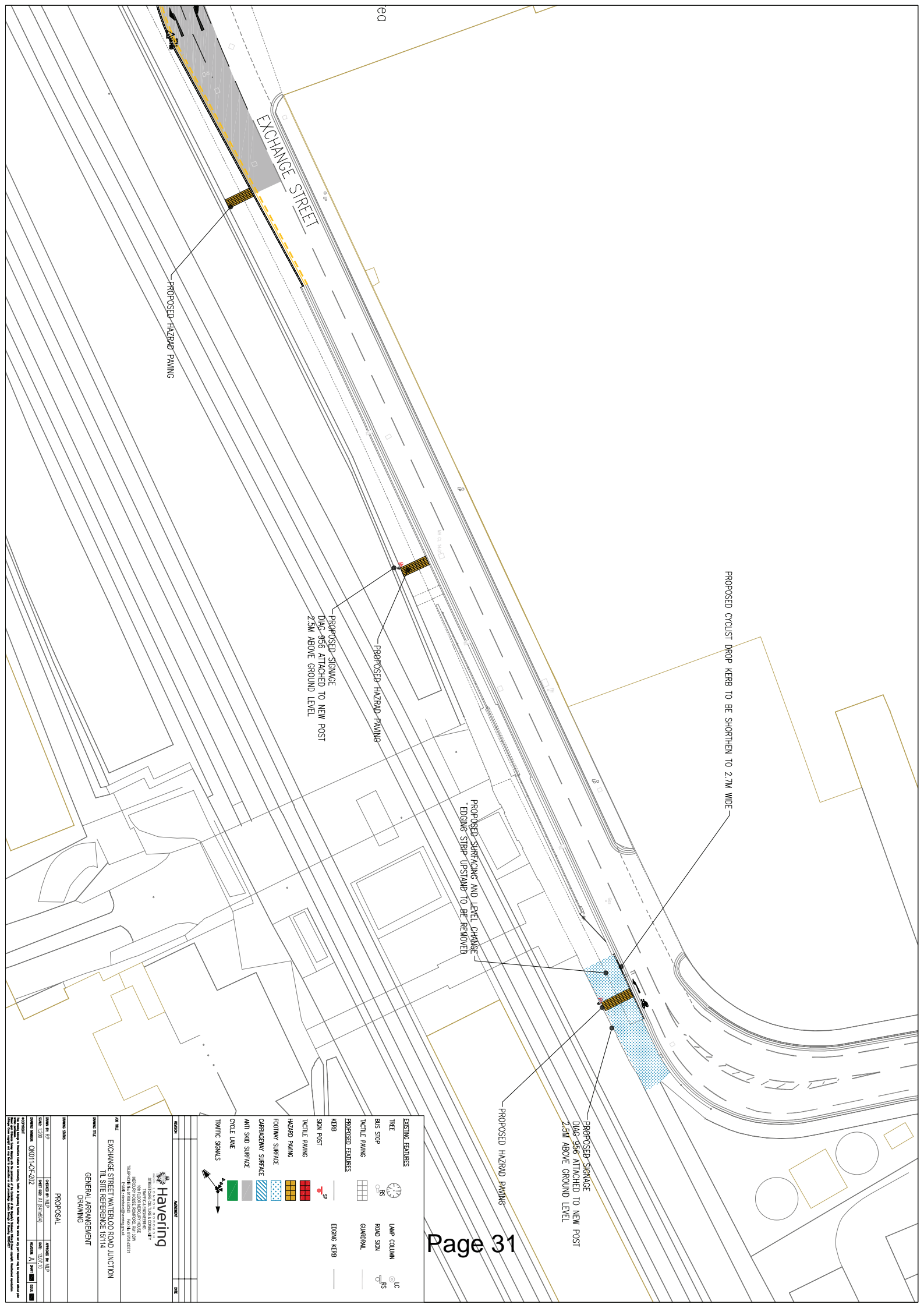
**PROPOSAL**

**EXCHANGE STREET WATERLOO ROAD JUNCTION**  
 THE SITE REFERENCE IS 15/14  
 GENERAL ARRANGEMENT  
 DRAWING

**HAVERING**  
 HIGHWAYS  
 15/14 EXCHANGE STREET WATERLOO ROAD JUNCTION  
 TEL: 01474 811111  
 FAX: 01474 811112  
 EMAIL: haversing@havering.gov.uk

DATE: 15/11/2019  
 SCALE: A1  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

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<p><b>Havering</b>          Havering Borough Council          Planning and Transport Services          Havering Town Hall, Havering Road, Havering, Essex, SS16 2JH          Tel: 0206 833333 Fax: 0206 833333 Email: <a href="mailto:planning@havering.gov.uk">planning@havering.gov.uk</a></p>	
<p><b>PROPOSAL</b></p> <p>EXCHANGE STREET WATERCO ROAD JUNCTION          THE SITE REFERENCE IS/14          GENERAL ARRANGEMENT          DRAWING</p>	
<p><b>EXISTING FEATURES</b></p> <ul style="list-style-type: none"> <li>THREE</li> <li>BUS STOP</li> <li>TACTILE PAVING</li> <li>KERB</li> <li>SIGN POST</li> <li>TACTILE PAVING</li> <li>HAZARD PAVING</li> <li>FOOTWAY SURFACE</li> <li>CARAVANWAY SURFACE</li> <li>ANTI SPD SURFACE</li> <li>CYCLE LANE</li> <li>TRAFFIC SIGNALS</li> </ul>	<p><b>PROPOSED FEATURES</b></p> <ul style="list-style-type: none"> <li>LAMP COLUMN</li> <li>ROAD SIGN</li> <li>GUARDRAIL</li> <li>EROSION KERB</li> </ul>
<p><b>PROPOSAL</b></p> <p>DATE: 15/03/2024          SCALE: AS SHOWN          DRAWN BY: A1/14/15/14          CHECKED BY: A1/14/15/14          DESIGN NO: 04/011-1-01-202</p>	<p><b>REVISIONS</b></p> <p>NO.   DATE   DESCRIPTION</p>

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## HIGHWAYS ADVISORY COMMITTEE

20 September 2011

**Subject Heading:**

Havering's 2012/13 Local Implementation Plan Funding Submission

**CMT Lead:**

Cynthia Griffin

**Report Author and contact details:**

Daniel Douglas  
Transport Planner  
01708 433220  
daniel.douglas@haverling.gov.uk

**Policy context:**

Mayor's Transport Strategy (2010)  
Havering Local Implementation Plan  
2011/12 – 12013/14 Draft for Consultation  
Local Development Framework (2008)  
Council Regeneration Strategies

**Financial summary:**

Havering's LIP Submission to Transport for London for 2012 / 13 Financial Year – seeking endorsement for detailed proposals to spend indicative allocation of £3.069m

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

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

## SUMMARY

This report seeks endorsement of the draft list of schemes proposed to be included in Havering's 2012/13 LIP Funding Submission to Transport for London (TfL).

## RECOMMENDATIONS

That the committee consider the draft 2012/13 LIP Funding Scheme Submission as detailed in Appendices A and B and recommend the indicative allocations set out in Appendices A and B to the Cabinet Members for Community Empowerment and Environment.

## REPORT DETAIL

### Background

1. The Council makes a Local Implementation Plan (LIP) Annual Spending Submission (ASS) each year to Transport for London (TfL) for funding transportation initiatives across the Borough. The initiatives proposed must be consistent with the Mayor of London's Transport Strategy and the Council's own Local Implementation Plan, which sets out how the Council will address the Mayoral priorities at a local level and provides our longer term transportation strategies and policies. This report concerns the Submission for LIP funding for 2012/13.
2. Transport for London has awarded Havering an indicative LIP funding allocation of **£3.069m for 2012/13**. This includes £2.483m for 'Corridors, Neighbourhoods and Supporting Measures, £486k for Principal Road Maintenance and £100k for Local Transport Funding.

The types of schemes applicable to these areas are :

**Corridors, Neighbourhoods and Supporting Measures:** projects for the development of holistic schemes and local area improvements. These cover bus priority, bus stop improvements, cycling, walking, local safety schemes, schemes that smooth traffic flow, projects involving shared space and removal of clutter, controlled parking zones, 20 mph zones, schemes to assist freight, regeneration, accessibility, and environment improvements. It also includes Smarter Travel initiatives such as school

and workplace travel plans, travel awareness initiatives, road safety education, training, and publicity schemes.

**Principal Road Maintenance:** resurfacing of the Borough's Principal Road network. These are the "A" roads in the borough excluding the A13, A127 and A12 which are part of the Transport for London Road Network and are therefore the responsibility of TfL. It includes the Romford Ring Road, Main Road, London Road, North Street, Rom Valley Way, Rush Green Road, Rainham Road, Upper Rainham Road, A124 from Hornchurch Road to St Mary's Lane, and the A1306 New Road. Boroughs have been advised to submit bids of up to 25% above the allocation for Principal Road Maintenance to enable reserve schemes to be brought forward if further funding becomes available. The roads proposed for maintenance have been identified through a condition based survey. The list also reflects that the Council has undertaken works with its own Capital on many other routes. Opportunities have been taken to secure better road conditions through the delivery of Major Schemes.

**Local Transport Funding:** A discretionary pot of £100K funding that can be spent on schemes of the Council's choice.

3. The LIP funding allocations for **Bridge Strengthening and Assessment** as well as for "**Major Schemes**" (covering town centre areas, and Station Access schemes and Streets for People) are separate to the above. The Council's Submission includes proposals for funding for Bridge Strengthening and Assessment schemes. Officers are working closely with TfL to secure further funding for the Romford and Hornchurch Town Centre Major Schemes.

#### **Cabinet Meeting July 2011**

4. At its meeting in July 2011 Cabinet considered a report on the ASS and approved the preparation of the LIP Submission for 2012/13. Cabinet agreed to seek the advice of the Highways Advisory Committee on the draft submission prior to completion of the final Submission. Cabinet delegated its approval to the Lead Members for Community Empowerment and Environment.

#### **The proposed LIP Funding Submission for 2012 / 13**

5. The Council's recommended Submission for LIP projects for Corridors, Neighbourhoods and Supporting Measures is outlined in Appendix A. The Appendix also includes proposals for funding for Principal Road Maintenance which reflect the results of condition surveys and technical discussions between Havering and Transport for London officers. Appendix A also includes recommendations for schemes that should be

funded from the Local Transport Fund. The projects set out in Appendix B are 'reserve' schemes that may be brought forward if other approved schemes in the Submission cannot be progressed.

6. Havering's proposed Submission has been carefully prepared to accord with TfL's detailed LIP Funding Guidance and to support specific Mayoral initiatives and major 'flagship' projects such as Crossrail and the 2012 Olympics. The Mayoral initiatives include 'Better Streets', Cleaner Local Authority Fleets, Street Trees and Biking Boroughs. The submission also has regard to Havering's Living Ambitions Agenda, established regeneration priorities and the Council's responsibilities under traffic management legislation.
7. In developing the proposed submission, priority has been given to existing schemes, running over two or more years and reserve LIP schemes (that have HAC approval), running from previous years. The draft list of schemes has been finalised following input from senior officers, Cabinet Members and the scrutiny of an Executive Briefing.

### **Next Steps**

8. In line with the recommendations in the Cabinet report, and after taking account of the views of this Committee, the detailed Submission will be the subject of a joint Executive Decision by the Lead Members for Community Empowerment and Environment. Subject to their approval it will be formally submitted to Transport for London for them to confirm the Council's final LIP allocation. Members will be advised of the approval of the Submission when it is confirmed (expected to be in late 2011).



## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The funding that the Council receives from TfL through the LIP Submission for 2012/13 is the main source of capital funding for transportation projects and initiatives in the Borough. At the time of preparing the Cabinet report, there was no indication that there would be a significant change in the level of funding for 2012/13. The final delivery of the schemes as at Appendix A will be in line with confirmed resources. In addition to the TfL funding stream, every opportunity will continue to be taken to secure funding from other sources and programme areas, (such as Section 106 contributions), to supplement delivery of the capital programme. This is in line with TfL's requirement that Local Authorities should reduce their dependency on TfL funding as much as is reasonably possible. The need to minimise as far as practicable ongoing maintenance costs will be taken into account in all schemes that are awarded funding.

The Council Capital Programme for 2012/13 is expected to include £2m to support capital investment in safety and other schemes (subject to full Council approval in Feb 2012). Once approved this budget will be available to support the 2012/13 schemes. As far as possible within the constraints of the TfL LIP guidance and funding allocations, every opportunity will be taken to make use of the LIP Funding in a way which best utilises the Council's capital resources. The TfL funding would need to be spent during 2012/13 and can not be rolled forward, unless special permission is granted. There are some committed schemes (that are already commenced) which are planned to be funded by the TfL income stream, the value of these is some £876k. There is therefore the risk that these schemes would need to be resourced by alternative means should the TfL funding not be available, or brought to a premature conclusion.

If the LIP Submission is not made the Council will not receive its major source of funding for highways, road safety and other transportation planning projects. TfL is expected to confirm approval of the make-up of Havering's LIP Submission and approve the level of funding in late 2011.

### **Legal implications and risks:**

There are no specific legal implications or risks arising from this Submission although further legal resources will need to be committed to

bring into effect the measures for which funding is sought. Consideration of the Network Management Duty mentioned in paragraph 6 is a statutory requirement.

**Human Resources implications and risks:**

None directly related to this decision.

**Equalities implications and risks:**

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

**BACKGROUND PAPERS**

**APPENDIX A**

**Projects and programmes comprising Havering's 2012/13 LIP Submission.**

**APPENDIX B**

**Reserve list of Projects and Programmes outside indicatively allocated 2012/13 LIP funding.**

**APPENDIX C**

**Local Implementation Plan Annual Spending Submission 2012/13 Cabinet Report (July 2011)**

## APPENDIX A

### Projects and programmes comprising Havering's 2012/13 LIP Submission.

Funding category and project description	Additional Commentary / Location Information	Value for 2012/13 (£000K)
<b>CORRIDORS, NEIGHBOURHOODS AND SUPPORTING MEASURES</b>		
Further highway improvements following 'Masterplanning' of the corridor between Harold Hill and Harold Wood ( links to Ambitions project)	Gooshays Drive/Gubbins Lane Highway Improvements	100
Delivery of Gidea Park 'Walkability' project to improve pedestrian access to / from rail station, review bus stop accessibility and examine parking provision	Gidea Park station and its vicinity	150
Feasibility into widening Gubbins Lane at the junction of the A12 to provide a dedicated left turn.	Gubbins Lane	50
Bus stop improvements for passengers along bus route 248.	Route 248 Upminster to Cranham	50
Ingrebourne Valley Sustrans Connect 2 Implementation Phases 2 and 3 A12 to Rainham Village.	Ingrebourne Valley Sustrans Connect 2 project	180
Romford Taxi Marshall scheme	Eastern Road	33
Delivery of projects resulting from Main Road North Street Corridor Studies in 20/11 to tackle congestion and smooth traffic flows.	Main Road and North Street, Romford	100
Improvement of traffic flow and pedestrian safety in Collier Row.	Collier Row Road, between Hampden Hill roundabout and Carter Drive.	50

Review of Lower Bedfords Road/Straight Road junction to support the Whitworth and Broxhill Centre sites (links to 'Ambitions' project). Scheme Design following completion of analysis in 2011/12.	Lower Bedfords Road / Straight Road	30
Smarter Travel Officer and Assistant staff costs	Havering Council	73
Pupil Cycle Training	Schools across the borough	60
Comprehensive access improvements at Elm Park Station for all station visitors.	The Broadway, Elm Park (between Elm Park Station and Elm Park Avenue)	80
Traffic Flow Improvements and better pedestrian facilities in Elm Park	Rainham Road / Elm Park Avenue	50
Upminster Road South Local Area Package - Public Realm and access improvements to shopping Parade.	Upminster Road South adjacent to Brights Avenue	60
Parking and Environmental Enhancements along with improved passenger access to buses.	Nos. 37-55 Collier Row Lane	40
Romford Public Realm Improvements including decluttering and re-paving following Urban Initiatives Study	Romford Public Realm Improvements	300
Improved streets and places for access to the learning village including replacement of street lighting and resurfacing of footways.	Learning Village in Harold Hill	100
Environmental improvements to the Briar Road Estate to aid legibility, tackle anti social behaviour and improve the local environment.	Briar Road Estate	100

Street lighting improvements for Marsh Way , Rainham – Feasibility study	Marsh Way between the A13 and the Fairview Industrial Estate.	50
Improving the reliability of public transport to address delays in services to passengers.	Borough wide	50
Relocation of poorly positioned lamp columns and signage	Bus Route 248 between Upminster and Cranham	20
Freight loading facilities review	Town, district and local shopping centres borough wide.	25
Implementation of measures to improve air quality (staffing costs for part time post) to ensure targets in LIP2 are met.	Havering Council	25
Sustainable Routes to School for Primary Schools - Promotion of the benefits of walking and cycling to school.	Borough wide	10
Upminster Package -Delivery of Casualty Reduction Measures	Wingle Tye Lane, Park Farm Road, and Aveley Road, Upminster	80
Hornchurch Package -Delivery of Casualty Reduction Measures	Hornchurch Road, Rush Green Road and Upper Rainham Road, Hornchurch	80
Emerson Park Package -Delivery of Casualty Reduction Measures	Ardleigh Green Road, Squirrels Heath Road and Slewins Lane, Emerson Park	70
Junction Improvements -Delivery of Casualty Reduction Measures	Rainham Road, South End Road	67
Delivery of minor safety improvements across borough	Junction Road, Station Lane and various other locations	60
Climate Change Package – Energy efficient street lighting as	Not location specific at this stage.	50

set out in the Council's savings strategy and Climate Change Action Plan)		
Review of existing cycling facilities at Roneo Corner Gyrotory and develop safe facilities' for cyclists travelling south.	Roneo Link and Upper Rainham Road	60
Bus stop improvements along bus route 294	Whitchurch Road	30
Preparation of Workplace Travel Plans focussing on SME businesses and organisations across the borough.	Borough wide	10
School Travel Plan Implementation – Provisions of speed table to assist school crossing patrol	Wykeham Primary School	25
School Travel Plan Engineering – Provisions of speed table and junction improvements	Hylands Primary School.	35
School Travel Plan Feasibility and prioritisation of future years schemes.	Borough Wide	5
Walk to School Week	Borough Wide	5
Travel Awareness Package - Walk on Wednesday, Travel Awareness Promotional events, Theatre in Education (inc ASB on buses), Transition Packs, walking the way to health initiative and campaigns to support 'Biking Boroughs' initiative.	Borough Wide	70
Theatre in education for primary schools	Schools across the borough	35
Younger driver and passenger awareness initiatives	Secondary schools across the borough	15

<b>PRINCIPAL ROAD MAINTENANCE</b>		
Carriageway Works	St Edwards Way – Westbound/anti clockwise sections from Main Road to North Street/ North Street to London Road	133
Carriageway Works	Main Road – Town Hall Roundabout to Blacks Bridge	92
Carriageway Works	St Mary's Lane – Two sections Windmill to Bridge Avenue/ Norfolk Road to Thee Walk	74
Carriageway Works	Rush Green Road- Clayton Road to Birkbeck Road	56
Carriageway Works	A1306 – Eastbound Lane opposite Penny Close to Dovers Corner	112
Carriageway Works	A1306 – Area of New Golf Course	26
Carriageway Works	Rainham Road – Wood Lane to Simpson Road	57
Carriageway Works	Simpson Road to Ford Lane	57



<b>LOCAL TRANSPORT (TfL monies allocated to borough to be used at the discretion of Council)</b>		
Close off Hubbards Close to traffic from A127	Hubbard Close	15
Harold Hill Package - Casualty Reduction Measures	Harold Hill (Straight Road, Hildene Avenue)	85
<b>BRIDGE STRENGTHENING AND ASSESSMENT</b>		
Bridge Assessment -Condition assessments of bridges borough wide	Bridge Strengthening	90
Bridge Strengthening – Carrying out strengthening works on bridges borough wide	Rush Green Road Bridge, Upminster Road and Blacks Bridge	223

## APPENDIX B

### Reserve list of Projects and Programmes outside indicatively allocated 2012/13 LIP funding.

Priority Order	Funding category and project title / description	Additional Commentary / Location Information	Value for 2012/13 (£000K)
<b>CORRIDORS AND NEIGHBOURHOODS</b>			
1.	Romford Package- Casualty Reduction Measures	London Road Balgores Lane, North Street)	80
2.	Casualty reduction measures (Feasibility studies for 2013/14)	Borough Wide	20
3.	Feasibility Study for Crossing on Northern Arm of Mawney Road/A12 Junction	Romford	30
4.	Improvements to reduce child and pedestrian accidents.	Borough Wide	60
5.	Bus Stop Passenger improvements	Havering Road and Pettits Lane North	60
6.	Provision of cycle facilities at junction	Link 90 Main Road Upper Brentwood Rd Jct	80
7.	Safety improvements to prevent accident at night and energy savings	Borough Wide	60
8.	Upgrade existing cycle facilities across the borough.	A124 Corridor (Rush Green – Hornchurch – Upminster)	50
9.	School Plan Implementation – Traffic calming measures to address vehicle speed.	Hall Mead School – Marlborough Gardens	40
10.	School Travel Plan Implementation – Zebra Crossing near Junction of Park Lane with Mavern Road	Raphael Independent School	35

11.	Rainham Road - Casualty Reduction Measures	Rainham Road, Cherry Tree Lane/ Bridge Road.	60
12.	Casualty Reduction Measures	Airfield Way/South End Road/ Heron Flight Avenue	40
13.	Rainham Station Forecourt Environmental Improvements	Rainham	100
14.	Signage decluttering of Rainham Village	Rainham	50
15.	Rainham to Erith Crossing Feasibility Study	Rainham	85
16.	Pedestrian and safety improvements for Rainham Wildspace	Rainham	40

## APPENDIX C

### Local Implementation Plan Annual Spending Submission 2012/13 Cabinet Report (July 2011)

<b>CABINET</b> 13 07 2011	<b>REPORT</b>

**Subject Heading:**

**LOCAL IMPLEMENTATION PLAN  
ANNUAL SPENDING SUBMISSION  
2012/13**

**Cabinet Member:**

**COUNCILLOR BARRY TEBBUTT  
COUNCILLOR ROBERT BENHAM  
CYNTHIA GRIFFIN**

**CMT Lead:**

**Report Author and contact details:**

**DANIEL DOUGLAS  
01708 433220  
[daniel.douglas@havering.gov.uk](mailto:daniel.douglas@havering.gov.uk)**

**Policy context:**

London Plan and London Mayor Transport Strategy (2010)  
Havering 'Living Ambition' agenda  
Havering Local Development Framework (2008)  
Draft Havering Local Implementation Plan (2011/12 -2014 /15), and Council Regeneration Strategies (including Romford, Hornchurch, Harold Hill and Rainham)

**Financial summary:**

This report seeks Members' approval to the principles of Havering's LIP Submission to Transport for London for 2012/13 Financial Year, which has an indicative allocation of £3.074 million.

**Is this a Key Decision?**

**THIS IS A KEY DECISION**

**Is this a Strategic Decision?**

**THIS IS A STRATEGIC DECISION**

**When should this matter be reviewed?** January 2013

**Reviewing OSC:** Environment

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

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

## **SUMMARY**

The Council makes an annual Local Implementation Plan (LIP) Spending Submission to Transport for London (TfL) for funding transportation initiatives across the Borough. It must be consistent with the Mayor of London's Transport Strategy and the Council's own Local Implementation Plan (as approved by the Mayor of London following sign off by Cabinet). This report outlines the process for the Council preparing its LIP Annual Spending Submission for 2012/13.

The Council has been notified by TfL that it has been awarded an indicative amount of £3.074m LIP funding for the 2012/13 financial year which is broadly typical of most outer London boroughs. Later this year, it must submit to TfL how it plans to spend this, taking into account TfL's most recent LIP guidance. This report outlines the issues that must be addressed in the Council's Submission and how that will be progressed.

Following Cabinet, Officers will prepare the final detailed 2012/13 LIP Submission prior to forwarding it to TfL in October 2011. As in 2010, there will be consultation with the Highways Advisory Committee before the submission is finalised.

The report recommends that approval of the final LIP Submission is delegated to the Cabinet Member for Environment who has responsibility for strategic transport, and the Cabinet Member for Community Empowerment who has responsibility for local transport schemes. It is expected that TfL will issue final confirmation of the allocation to the Council in late 2011.

The report confirms that the Council will continue to explore additional opportunities for funding transport programmes/policies to supplement those from the LIP allocation such as other TfL funding streams e.g Biking Boroughs, other external funding sources and Section 106 contributions from development proposals.

## **RECOMMENDATIONS**

1. That the guidance provided by TfL outlined in paragraphs 7 and 8, and other aspects to consider detailed in paragraph 9, and 12 in respect of Havering's Submission to TfL for LIP funding for 2012/13, be noted.
2. That development of the LIP Submission for 2012/13 having particular regard to the range of considerations set out in paragraph 12 be approved in principle.

3. That the advice of the Highways Advisory Committee be sought on the proposed LIP submission before it is finalised.
4. That approval of Havering's final LIP Funding Submission for 2012/13 to TfL be delegated to the Cabinet Members with responsibility for Environment and for Community Empowerment.
5. That it be noted that other opportunities for investment in transportation initiatives will continue to be sought from TfL outside the LIP Annual Submission process, and from other stakeholders and funding sources.

<b>REPORT DETAIL</b>
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## **Background**

1. The Council submits an annual bid to Transport for London (TfL) for funding for transportation-related initiatives across the Borough. The funding awarded from this Local Implementation Plan (LIP) bid remains the major source of capital monies for transport schemes and projects in the Borough.
2. The Submission requirements for 2012 / 13 broadly reflect those of last year. Most importantly, the overall principle remains that projects must conform to the Mayor of London's new Transport Strategy (MTS) which was published in May 2010. The Mayor's Transport Strategy can be accessed at <http://www.london.gov.uk/publication/mayors-transport-strategy>. It must also reflect the Council's own priorities and strategies including the draft Local Implementation Plan (LIP) for 2011/12 -2013/14 which demonstrates how the Council intends to address the MTS at a local level and sets out longer term transportation strategies, objectives and policies. The submission must reflect the Programme of Investment detailed within that document. (The draft LIP is currently being finalised following comments from TfL).
3. A procedural change from last year is that the two programme areas of "Corridors and Neighbourhoods" and "Smarter Travel" have now merged into one 'block grant' which has been renamed Corridors, Neighbourhoods and Supporting Measures. This results in three main LIP programmes : Corridors Neighbourhoods and Supporting Measures, Major Schemes and Maintenance. Officers expect that the Council will, subject to TfL's agreement, still have a reasonable degree of flexibility in transferring funding between projects within the main LIP programme areas. This is helpful in the event that there are difficulties in progressing individual schemes or in the event that priorities are reviewed.

## Havering's Allocation for 2012/13

4. TfL notified the Council of its indicative LIP funding award for 2012/13 in May 2010. Havering's indicative LIP funding allocation for 2012/13 is £3,074,000. For comparison, at this stage in the allocation process last year (ie the indicative funding for 2011/12), the Cabinet Report referred to a figure of £2.7 million. It will be seen that the indicative allocation for 2012/13 is almost £400,000 more and this is welcome. Officers would point out however that the £2.7million figure did not include any element for Principal Road Maintenance as this was not confirmed until mid 2010. It is also the case that year on year comparisons are difficult because they cannot reflect subsequent further in year allocations or indeed reductions as happened in Autumn 2010 at the time of the Comprehensive Spending Review (CSR). The indicative allocation for 2012/13 is broken down as follows:

- £2,483,000 for “**Corridors, Neighbourhoods and Supporting Measures**” projects which focuses on the development of holistic schemes and local area improvements. This covers bus priority, bus stop accessibility, cycling, walking, local safety schemes, schemes that smooth traffic flow, projects involving shared space, Controlled Parking Zones, 20 mph zones, schemes to assist freight, regeneration and accessibility and environmental improvements. This also covers ‘Smarter Travel’ schemes such as school and workplace travel plans, travel awareness initiatives, road safety education, training and publicity schemes.
- £491,000 for “**Principal Road Maintenance**”. This focuses on highway surface improvements to the Principal Road network within the borough. Officers consider that this is a very welcome and considerable increase on previous years. It reflects the Mayor's concern about the importance of boroughs addressing road repairs following adverse winter weather. Members will be very aware that ensuring Havering's roads and pavements are in a safe and well maintained condition was a particular priority identified by the community in the recent Your Council Your Say consultation. The increase will enable the Council to respond positively to the views of the community.
- £100,000 for “**Local Transport Funding**” (for spending on projects of the Council's choice). Officers consider this should again be welcomed and suggest that the Mayor is again invited to increase the future discretion given to boroughs in deciding how to spend the LIP allocation in accordance with local priorities.



5. The LIP funding allocations for Bridge Strengthening and Assessment as well as for existing “Major Schemes” (covering town centre areas, and Station Access schemes and Streets for People) are excluded from the above. The funding submissions for these are conducted outside the normal LIP Process. Whilst boroughs are required to reference existing Major Schemes as part of its Annual Spending Submission and provide details of Bridge Strengthening proposals via the Borough Portal, no indicative allocations have been announced to boroughs.
6. The allocation for Havering is broadly typical of the allocations to most outer London boroughs. It exceeds those for the LBs of Barking and Dagenham (£2,261,000), Waltham Forest (£2,962,000), and Sutton (£1,820,000).

### **TfL’s requirements for the Funding Submission for 2012/13**

7. TfL requires the Council to submit a set of proposals for the Corridors, Neighbourhoods and Supporting Measures programme, and Local Transport Funding consistent with the amounts outlined above (see also paragraph 4). TfL have recommended that boroughs submit bids for Principal Road Renewal approximately 25% above the indicative funding to allow for possible reserve schemes to be brought forward. TfL will then assess all these proposals to ensure that they generally conform to the Mayor of London’s Transport Strategy. It will confirm the Council’s final allocations for all these programme areas before the end of 2011.
8. TfL’s Guidance on Developing Local Implementation Plans (May 2010) provides the framework for preparing the Annual Spending Submission and this has been supplemented by further LIP Guidance published in May 2011. Copies of these are in the Members’ Resource Room. Most importantly, when the Council develops its proposals for the Corridors Neighbourhoods and Supporting Measures programme, it must consider the goals, challenges and outcomes from the Mayor’s Transport Strategy as set out in Appendix A to this report. TfL also requires the Council to consider the potential impact of the proposals on Crossrail. Boroughs are encouraged to consider Crossrail related initiatives as part of their LIP Funding Submissions. Boroughs are asked not to undertake any works on any parts of the road network that need to be kept clear during the lead up to, operation and decommissioning of the Olympic Games and boroughs also have to notify TfL if any proposals require ‘signal’ slots. TfL’s Guidance also requires boroughs to identify how the scheme packages included will help deliver the Mayor’s high profile outputs which includes Cycle Superhighway schemes, Cycle Parking, Electric Vehicle Charging Points, Better Streets, Cleaner Local Authority Fleets and Street Trees. Boroughs should also have regard to their Network Management Duty under the Traffic Management Act 2004 to manage their road network to

secure expeditious movement of traffic, including pedestrians, on their network and to facilitate the same on the networks of other authorities.

9. Other important aspects to be taken into account include:

- Boroughs can continue to make funding submissions to TfL outside the annual LIP Submission for **new** Major Schemes. These are schemes that are expected to deliver transformational changes and assist in delivering the Mayor's 'Better Streets' agenda. They will normally comprise schemes of over £1million in total value (formally known as Area Based Schemes (ABS). This is done through a three stage process defined through separate TfL Guidance. Members will be aware that the Council has successfully progressed several ABSs in recent years including in Romford and Hornchurch and has included further proposals for Major Schemes in its draft LIP for 2011/12 - 2013/14.
- That funding for LIP schemes started in 2011/12 that are being phased over more than one year must be funded from the 2012/13 allocation. Several of the Council's schemes fall into this category reflecting the fact that TfL has encouraged such proposals.

#### **Consultation with the Highways Advisory Committee**

10. As previously, it is proposed to seek the Highways Advisory Committee's advice on the LIP Submission before it is finalised. It is recommended that approval for the formal submission of the final LIP Submission to TfL be subsequently, delegated to the Lead Members for Community Empowerment and Environment as they have responsibility for local transport and strategic transport, respectively, under the Council's constitution.

#### **Havering's LIP Funding Submission for 2012/13**

11. The proposed detailed Council LIP Submission for 2012/13 will be prepared following this Cabinet. Officers have begun to work up its potential components and further discussion involving officers and Members will continue to take place as the Submission is prepared. As referred to in paragraphs 7, 8, and 9 it will be essential for the Council's Submission to be 'balanced' in terms of meeting TfL and Mayoral requirements and current commitments from the 2011 / 12 allocation and 2011/12 "reserve" schemes.
12. Notwithstanding the above, officers consider that Havering's Submission for 2012/13 has the potential to address existing Council priorities, help deliver established regeneration priorities and respond to the views of the community. It is considered that it should be shaped as far as practicable with regard to:

- The aspirations of the Council's 'Living Ambitions' agenda which are underpinned by established land-use, transportation and planning objectives as set out in the Local Development Framework and Local Implementation Plan and other Council strategies.
- Ensuring that Havering's principal roads and pavements are in as good a condition as possible subject to resources and the relative priority for their maintenance
- Development of existing and future regeneration initiatives covering Hornchurch, Romford, Harold Hill, London Riverside and Rainham. Members will recall for example that the 2011/12 allocation includes projects for, Hornchurch Town Centre Major Scheme, South Street environmental improvements in Romford, Harold Hill (including Gooshays Drive and Gubbins Lane), and the Rainham Traffic Management scheme.
- Maximising value for money by linking schemes where feasible to projects involving investment of Havering's own capital budgets such as those for major street works enhancements and improvements. As far as possible within the constraints of the TfL LIP Guidance and funding allocations, every opportunity will be taken to make use of the LIP Funding in a way which safeguards the Councils' own scarce capital resources.
- Implementation of the Ingrebourne Valley Sustrans Connect2 project and other Greenways schemes.
- Havering's draft 2nd Local Implementation Plan which is in the process of being finalised following its submission to TfL in December 2010.
- Complementary to other initiatives and funding secured through the 'Biking Boroughs' work (see para. 13 below).
- Schemes that were included as "reserve" schemes as part of the 2011/12 submission process may be included as part of the main 2012/13 LIP Submission. These schemes received Lead Member approval in September 2010 as part of the 2011/12 LIP Submission process with the intention of being implemented in the event that other LIP schemes had to be dropped.

### **Additional funding opportunities**

13. TfL's Major Schemes funding category is applicable to projects such as Town Centres, Streetscape and station accessibility improvements including "shared space" projects and public realm enhancements. It is intended to encompass schemes where the overall costs are more than £1 million. Officers will examine TfL's Guidance to ensure that future transportation projects covering these and other regeneration areas in the Borough are channelled through the mechanism most likely to maximise the total overall TfL funding to Havering to deliver them. Additionally, the Council will continue to work closely with TfL to deliver projects and programmes under the 'Biking Boroughs' 'brand.' Havering is one of 13 'Biking Boroughs' and was allocated £87.5k for 2011/12 under this in Spring 2011, and indicative allocations for

2012/13 and 2013/14 of £117,500 and £77,500 respectively. TfL will expect the detailed Submission for 2012/13 to encompass further works and programmes to facilitate the continued delivery of cycling initiatives.

14. Other possible funding streams such as Section 106 developer contributions, European initiatives and DfT/CLG funding opportunities will also be pursued as appropriate by officers. This is in line with TfL's requirement that Boroughs should not rely exclusively for their funding on TfL and should develop alternative complementary funding sources accordingly.

## REASONS AND OPTIONS

### **Reasons for the decision:**

15. The LIP Funding Submission is required annually to TfL in order to secure funding for a range of transportation-related initiatives in the Borough.

### **Other options considered:**

16. There are no alternatives if the Council wishes TfL to confirm its LIP funding award to Havering for 2012/13.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

17. The funding that the Council will obtain from TfL through the LIP Submission for 2012/13 will be the main source of capital funding for transportation projects and initiatives in the Borough. There is no indication at the time of preparing this report that there will be any significant change in the level of funding for 2012 / 13 but Members will be aware that the initial allocation for 2011/12 was subsequently reduced by £112k at the time of the Comprehensive Spending Review (CSR). Members will recall that they were advised in the Cabinet Report last year, which dealt with indicative funding for a three year period, that the position with regard to the indicative funding levels for subsequent years is less certain in the light of the wider economic circumstances and the cuts to public sector finance.

18. The schemes that will be recommended to be included in the Submission for 2012/13 will reflect Council priorities and, as far as is possible, their delivery will be programmed in line with these priorities should there be any reduction in the funding available. Additionally, every opportunity will continue to be taken to secure funding from other sources and programme areas, including Section 106 contributions, to supplement this in line with TfL's requirement that boroughs should reduce their dependency on TfL funding. The need to minimise as far as practicable ongoing maintenance costs will be taken into account in all schemes that are awarded funding. New schemes have the potential to reduce or increase maintenance requirements, but this net effect will need to be contained within existing budgets.
19. The Council Capital Programme for 2012/13 is expected to include £2m to support capital investment in safety and other schemes. This budget is ongoing and will be available to support the 2012/13 schemes, subject to the necessary Council approval. As far as possible within the constraints of the TfL LIP Guidance and funding allocations, every opportunity will be taken to make use of the LIP Funding in a way which safeguards the Council's own scarce capital resources.
20. If the Submission is not made the Council will not receive its most significant funding for highways, road safety and other transportation planning projects. TfL is expected to confirm its approval of the make-up of Havering's Annual Spending Submission in December 2011.

**Legal implications and risks:**

21. Consideration of the Network Management Duty mentioned in Paragraph 8 is a statutory requirement. There are no other specific legal implications or risks arising from this report although further legal resources will need to be committed to bring into effect the measures for which funding is eventually sought.

**Human Resources implications and risks:**

22. Once schemes are selected a subsequent review will take place to consider the impact on existing resources and/or any subsequent or associated cost.

**Equalities implications and risks:**

23. An important factor in drawing up the funding Submission will be to improve the ease, convenience and safety of everyone in the Borough who needs to move around in the course of their day to day living and business. The Submission is anticipated to contain a range of measures supporting sustainable transportation modes such as cycling, walking and public

transport which will benefit individuals and communities who would otherwise be potentially at risk of experiencing social exclusion. As the ultimately selected schemes are designed and developed full regard will be given to their implications for equalities and social inclusion.

**BACKGROUND PAPERS**

None.

## Appendix A

### High Level Mayoral Outcomes

Goals	Challenges	Outcomes
Support Economic development and population growth	Supporting population and employment growth	<ul style="list-style-type: none"> <li>Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel</li> </ul>
	Improving transport connectivity	<ul style="list-style-type: none"> <li>Improving employers' access to labour markets</li> <li>Improving access to commercial markets for freight movements and business travel</li> </ul>
	Delivering an efficient and effective transport system for goods and people	<ul style="list-style-type: none"> <li>Smoothing traffic flow (managing road congestion and reducing traffic journey time variability)</li> <li>Improving public transport reliability</li> <li>Reducing operating costs</li> <li>Bringing and maintaining all assets to a state of good repair</li> </ul>
Enhance the quality of life for all Londoners	Improving journey experience	<ul style="list-style-type: none"> <li>Improving public transport customer satisfaction</li> <li>Improving road user satisfaction</li> <li>Reducing public transport crowding</li> </ul>
	Enhancing the built and natural environment	<ul style="list-style-type: none"> <li>Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives</li> </ul>
	Improving air quality	<ul style="list-style-type: none"> <li>Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets</li> </ul>
	Improving noise impacts	<ul style="list-style-type: none"> <li>Improving perceptions and reducing impacts of noise</li> </ul>
	Improving health impacts	<ul style="list-style-type: none"> <li>Facilitating an increase in active travel</li> </ul>
Improve the safety and security of all Londoners	Reducing crime, fear of crime and anti-social behaviour	<ul style="list-style-type: none"> <li>Reducing crime rates (and improved perceptions of personal safety and security)</li> </ul>
	Improving road safety	<ul style="list-style-type: none"> <li>Reducing the numbers of road traffic casualties</li> </ul>
	Improving public transport safety	<ul style="list-style-type: none"> <li>Reducing casualties on public transport networks</li> </ul>
Improve transport opportunities for all Londoners	Improving accessibility	<ul style="list-style-type: none"> <li>Improving the physical accessibility of the transport system</li> <li>Improving access to jobs and services</li> <li>Ensuring the affordability of public transport fares</li> </ul>
	Supporting regeneration and tackling deprivation	<ul style="list-style-type: none"> <li>Supporting wider regeneration outcomes</li> </ul>
Reduce transport's contribution to climate change, and improve its resilience	Reducing CO2 emissions	<ul style="list-style-type: none"> <li>Reducing CO<sub>2</sub> emissions from ground based transport, contributing to a London-wide 60% reduction by 2025</li> </ul>
	Adapting for climate change	<ul style="list-style-type: none"> <li>Maintaining the reliability of transport networks</li> <li></li> </ul>

Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	Developing and implementing a viable and sustainable legacy for the 2012 Games	<ul style="list-style-type: none"> <li>• Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London</li> <li>• Physical transport legacy</li> <li>• Behavioural transport legacy</li> </ul>
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Source : Table 2.1 Mayor's Transport Strategy (May 2010)





# HIGHWAYS ADVISORY COMMITTEE

20 September 2011

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
September 2011**

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
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**The subject matter of this report deals with the following Council Objectives**

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

- 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  
20th September 2011**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
<b>SECTION A - Highway scheme proposals with funding in place</b>								
H1	Phillip Road	Conversion of 2 sets of speed cushions to humps and 2 additional speed humps.	Proposed following resident and ward councillor interest and following discussions with Met. Traffic Police to help improve compliance with 20mph Zone. Staff recommend this request proceeds. Can be added to scope of South Havering Package.	TfL LIP	£12k	Police/ Residents/ Ward Cllrs	08/09/2011	Velup Siva LBH StreetCare
H2	North Road/ Orange Tree Hill	Review and adjustment of pinch points to improve passability and cyclist safety.	Proposed following several complaints from cyclists that they have difficulty in passing pinch points. Low cost additions to help cyclists possible and Staff recommend this request proceeds. Can be added to Collier Row Package.	TfL LIP	£10k	Local cyclists, LBH Cycle Liaison Group.	08/09/2011	Mark Philipotts LBH StreetCare
H3	67-69 Squirrels Road, Harold Wood	Remove section of on-street parking bay to side of development in Rosslyn Avenue to accommodate new access for development with planning consent P1338.08.	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, but the Council is required to complete the statutory process for bay removal.	Developer	£1.5k	Developer	05/08/2011	Daniel Jackson LBH StreetCare

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Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Victoria Road, Romford	Redesign layout of bus stop on the exit from the junction with South Street to make fully accessible and potentially create pay-and-display car parking spaces	Request from TfL London Buses, with funding provided, to enable access to bus stop which suffers from illegal parking. A redesign would allow the bus stop to be made accessible and space provided for a pay-and-display parking bay.	TfL Enabling Works	£30k	Mark Philpotts LBH StreetCare	19/08/2011	Mark Philpotts LBH StreetCare
H5	Academy Fields Road & Estate (off Heath Park Road)	Provision of 20mph Zone and one-way loop in advance of road adoptions	Proposals associated with new development require public/ statutory advertisement	S38 Developer	£2k	Mark Philpotts LBH StreetCare	25/08/2011	Mark Philpotts LBH StreetCare
<b>SECTION B - Highway scheme proposals without funding available</b>								
H6	Newbury Road, Harold Hill	Measures to prevent use of street by articulated vehicles serving Hilldene Shops	Parking in East Dene and West Dene Service Roads create problems for HGV access to serve the rear of the shops. If this was dealt with, it might reduce the problems for other roads. This might be an issue Traffic & Parking Control could review; but funding is not available for lorry controls.	None	TBC	Residents	05/08/2011	1116926 / 1117022
H7	Ewan Road, Harold Wood	Speed humps to slow speeding traffic	Feasible, but unfunded. 3 years to April 2011, no casualties recorded.	None	£12k	Resident	17/08/2011	1118300

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Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H8	Carter Drive, Collier Row	Remove speed cushions	Feasible, will lead to increase in traffic speeds.	None	£14k	Cllr Taylor	17/08/2011	Cllr Taylor
H9	Archway, Harold Hill	Speed bumps to stop speeding traffic between Grange Road and bend in Archway	Area within existing 20mph Zone; Archway not traffic calmed, but a narrow road loop with short straight sections and sharp bends. Humps feasible.	None	£9k	Resident	25/08/2011	1118970
H10	Alma Avenue, near junction with Standen Avenue, Hornchurch	Traffic island to stop vehicles cutting corner of junction or additional speed hump in Alma Avenue to reduce approach speeds.	Traffic island would need to be checked to make sure refuse and fire engines could still use junction. Additional speed hump feasible.	None	£8k island £3k hump	Police suggestion following residents complaints via Cllr Morgon	08/09/2011	Cllr Morgon

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Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
PH11	Osborne Road	(i) A system of pinch points along the road with alternate priority, (ii) Raising the level of the carriageway at Towers School to the level of the footway, to be paved with "knobby" paving as has been provided in Brentwood High Street, (iii) Gate Osborne Road at school times to prevent through traffic, placed near Grosvenor Road so that the bus route is not affected,	(i) and (ii) are feasible, but unfunded. With (ii), this refers to cobble or sett paving which would generate more traffic noise. Neither are funded. With (iii), which such a restriction would be feasible legally, there is no resource available to implement a scheme and then to have staff lock and unlock a gate. A rising bollard system would be an alternative, but extremely costly and so the idea is not practicable.	None	(i) £40k+ (ii) £15k+ (iii) £10k+	Resident via Cllr D White	07/09/2011	Cllr D White
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>								
	None to report							





# HIGHWAYS ADVISORY COMMITTEE

20 September 2011

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS  
September 2011**

**Report Author and contact details:**

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Business Unit Manager (Schemes &  
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**The subject matter of this report deals with the following Council Objectives**

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" type="checkbox"/>
Value and enhance the life of every individual	<input 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 6 £62K 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, 20 September 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.

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<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>								
TPC88	Spring Gardens	Additional double lines to provide two-way traffic flow	Feasible. Deferred from Feb 2011 (item 15)	LBH Revenue	500	Resident	20/05/11	Cllr Tebbutt
Page 23 TPC89	Wykeham Avenue, Emerson Park	Request for part-time restriction until 10am to deter all day commuter parking		LBH Revenue	1,200	Resident	01/08/11	D LeI 1118170
TPC90	Amersham Close, Harold Hill	Request for junction protection at junction with Amersham Road		LBH Revenue	500	Resident	29/07/11	Hurrell 118172

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TPC91	Cambridge Avenue, Gidea Park	Request for junction protection at junction with Belgrave Road		LBH Revenue	500	Resident	03/08/11	Walker 118178
Page 74 TPC92	Ferguson Avenue, Gidea Park	Request to extend the double yellow lines on the northern side of the road from the junction of Ferguson Court to the junction of Montrose Avenue		LBH Revenue	100	Resident	02/08/11	Bryan 1118184
TPC93	Engayne Gardens, Upminster	Request to remove or convert to residents' parking bays a free parking bay on the corner of Engayne and Ashburnham Gardens	This bay is subject to proposals to pilot the Pay by Phone option in a number of locations in Havering. NB there are currently no residential parking schemes in the Upminster area	LBH Revenue	Not Known	Resident	01/08/11	Birrell 118190
TPC94	Lichfield Terrace, Upminster	Request for junction protection at junction with Lichfield Terrace and Chester Avenue		LBH Revenue	500	Cllr Hawthorn	31/07/11	Cllr Hawthorn 118202

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC95	515 Upper Brentwood Road	Request for double yellow lines beside 515 and to introduce a residents parking scheme in the area		LBH Revenue	800	AW MP on behalf of resident	27/07/11	AW MP - Mack 1118206
Page 75 TPC96	Granton Avenue & Aldborough Road, Upminster	Request for double yellow lines at the apex of the first and second bends in Granton Avenue from Hacton Lane and the first bend in Aldborough Road from Granton Avenue due to dangerous parking on the bends		LBH Revenue	800	Cllr Matthews	07/08/11	Cllr Matthews 1118208
TPC97	Wennington Road, Rainham	Request for a single yellow line restriction 8.30am till 9.30am and 2.30pm till 4pm Monday to Friday outside Brady School to deter inconsiderate parental parking		LBH Revenue	500	Cllr Durant	08/07/11	Cllr Durant 1118212
TPC98	Kew Close, Chase Cross	Request for a double yellow line restriction on one side of the road to deter obstructive parking as the carriageway is only 4.5 metres wide		LBH Revenue	200	Resident/Trinity Estates	11/08/11	Green 1118218

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TPC99	Allen Road, Rainham	Request for junction protection at junction with Upminster Road North		LBH Revenue	500	Cllr Tucker	01/08/11	Cllr Tucker 1118224
Page 76 TPC100	Hornminster Glen, Hornchurch	Request for double yellow lines in the hammerhead area of Hornminster Glen to deter obstructive parking causing access and egress issues for residents		LBH Revenue	500	Resident	29/08/11	Resident
TPC101	Links Avenue, Gidea Park	Request for one hour restriction to deter increasing amount of all day commuter parking		LBH Revenue	1,500	Resident	29/07/11	Resident
TPC102	Frazer Close, Romford	Request for residential parking due to increasing amount all day commuter parking for Queen's Hospital and Romford Station	A proposal to further restrict the section of Frazer Close leading from South Street has already been approved for public advert and consultation	LBH Revenue	1,500	Resident	08/06/11	Resident



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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC103	Stewart Avenue, Upminster	Request for footway parking bays		LBH Revenue	1,500	Resident via Cllr van den Hende	18/08/11	Resident via Cllr van den Hende
Page 77 TPC104	Hillfoot Road, Collier Row	Extend double yellow lines a short distance from pinch point into Hillfoot Road to help motorists align with pinch point.	Previously rejected by HAC on 22/03/11	LBH Revenue	200	Resident	22/08/11	Resident
TPC105	Grosvenor Road, Romford	Request for restrictions or a residents parking scheme to be introduced to deter long term commuter parking from Queen's Hospital	Was considered for residents parking two years ago in the Queens Hospital scheme but due to resident objections, the scheme was abandoned	LBH Revenue	1,500	Resident	26/08/11	Resident
TPC106	Fairfield Avenue, Upminster	Request for parking restrictions to deal with long term commuter parking		LBH Revenue	1,000	Resident	22/08/11	Resident

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TPC107	The Parade, Colchester Road	Request for one hour restriction to deter all day commuter parking		LBH Revenue	1,000	Business Owner/Resident	11/08/11	Business Owner/Resident
Page 78 TPC108	Heath Park Road, Romford	Request for double yellow lines in front of her garage (access to garage from Salisbury Road)	Previously rejected by HAC on 16/11/10	LBH Revenue	200	Resident	11/08/11	Resident
TPC109	Sunrise Avenue, Hornchurch	Request for junction protection at junction with Abbs Cross Lane	Previously rejected by HAC on 14/12/10	LBH Revenue	500	Resident	16/08/11	Resident
TPC110	Chiltern Gardens, Hornchurch	Request for junction protection at junction with Kenilworth Gardens		LBH Revenue	500	Resident	31/08/11	Resident

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TPC111	Arbour Way/Coronation Drive/Calbourne Avenue/Maylands Avenue/Spring Gardens, Elm Park	Request to review the parking facilities and restrictions as a result of the expansion of Elm Park Primary School		LBH Revenue	4,000	Cllr Morgon	21/08/11	Cllr Morgon
Page 79 TPC112	Lonsdale Road, Romford	Request for residents parking scheme due to increased long term commuter parking in the area		LBH Revenue	1,500	Resident	16/08/11	Resident
TPC113	Witham Road, Gidea Park	Request for restrictions on one side of the road up to the access route for the flats opposite No. 2 to deter obstructive parking		LBH Revenue	200	Cllr Munday	06/09/11	Cllr Munday
TPC114	Elvet Avenue Car Park, Gidea Park	Request to restrict car park to resident permit holders only	Officers suggest request be incorporated as an addendum to Gidea Park review proposals	LBH Revenue	1,000	Homes in Havering/Cllr Munday	06/09/11	Homes in Havering/Cllr Munday

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TPC115	Oaklands Avenue, Romford	Convert meter bays to Pay and Display to free up meter head and de-clutter street furniture in the area		LBH Revenue	1,000	Streetcare Officer	04/09/11	Streetcare Officer
Page 80 TPC116	Hilldene, Farnham Road, East Dene Drive, West Dene Drive, Chippenham Road (in part)	Complete review of the parking provision in the area		Invest to Save/TfL	TBC	Head of Streetcare	01/08/11	Head of Streetcare
TPC117	Appleton Way, Hornchurch	Request to implement pay and display in free parking areas to rear of retailers and restaurants	Costs relate to purchase of Pay and Display machines	Invest to Save/TfL	18,000	Head of Streetcare	01/08/11	Head of Streetcare
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>								

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
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
Page C6 81	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 may not receive. In light of a number of other proposals for the Gidea Park area, it may be timely to review the current CPZ arrangements in the area. Further representations have been received from No. 22 Tudor Avenue to progress the matter urgently as the parking problems are increasing, particularly from parents of Gidea Park College. The resident has reported being blocked in their driveway to our enforcement office on a number of occasions.	LBH Revenue	1,000	Resident	30/03/11	1082424
	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		Resident	30/03/11	1082430
	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

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TPC18	A1306/Wentworth Way	Request for junction protection at A1306 junction with Wentworth Way	Deferred at April and August HACs to obtain further information from Metropolitan Police	LBH Revenue	600	Cllr Tucker	Telephone request in March 2011	Cllr Tucker
Page 82 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
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

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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 - <b>deferred pending Collier Row review</b>	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 - <b>deferred pending Collier Row review</b>	LBH Revenue	500	Resident plus MPS	23/06/11	Resident plus MPS
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
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
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

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